

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE &
FOR CITROËN OWNERS AND ENTHUSIASTS



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

SEPTEMBER / OCTOBER '09 Vol 33 No 4

POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

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

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

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

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

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

COVER IMAGE

The cover image is a 1937 Citroën publicity photograph. The men with the sheep are clearly 'posed', the image's only redeeming feature is female butcher, who views the staged meeting with some scepticism.

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: Robert Barton, Helen Cross, Ted Cross, Max Lewis, Rob Little, Michael Molesworth and Brian Wade.

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, October 16, 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 [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.doublechevrons.aunz.com

Do you realise that as this edition of 'Front Drive' lands in your letterbox we are halfway through the Club Year? I do not know about you, but it was a real shock to me to put Volume 33, No 4 on the front cover.

There is a report from Max Lewis on the Club's recent day run to Annette and Michael Molesworth's. Max makes comment that he has been absent from Club Events for a 'year... or six'. Thanks, Max for your contribution.

A more regular contributor is Helen Cross. She has provided the words to go with Rob and Margie Barton's photos from the Traction 75th Anniversary event in France. If you want to see more

of Rob photographs, just log onto the Club's website. There are loads more to see.

Brian Wade [another prolific contributor] has prepared an article on French-built Traction imported to, and sold in, Australia. It is great to see these all-too-rare models being featured in the magazine.

Since late last year there has been a good of movement in the world of car design. While the most important for us is the move of Jean Pierre Ploué from Director of Citroën's Centre du Création to head of styling for the whole of PSA, there has been plenty of other moves. Read about them on page 16.

Enjoy,
Leigh F Miles



Arras was a fantastic event. There were around 20 Aussies and CCOCA was well represented. We all enjoyed the sight of around 1,000 Traction in the one place. Additionally there were many traders with masses of Citroën spare parts to buy. This event reminded

me that in Europe and elsewhere in the world Citroëns are very popular and clearly a desirable collector car. The vision of so many rare models was simply mind-blowing. You do not need to be wealthy to own a Citroën old-timer in Europe but it definitely helps.

We made some great new Citroën friends in Arras. The local French club committee was particularly friendly and we had a great time during the various events with them and afterwards the committee welcomed us to a French BBQ – just like being at home. I managed to buy some special parts at the event and these were sent home from Germany; along with our latest Velo Solex 5000 which was dismantled and posted home safely.

Now that our overseas travelling is over it is back to upcoming CCOCA events. Please check the contents of this magazine for coming attractions. Your committee hopes to see you along at our activities and events. The Concours on 18 October needs helpers so please volunteer to help

us celebrate 90 years of Citroën and 75 years of Traction Avant.

I can hardly believe that the Traction is 75 years old. What a revelation it must have been when it was launched. Traction are still great cars to drive today and I

can't wait for our own CCOCA/Brian Wade 75th Anniversary, run later in the year.

Whilst we were away in France we used a hire car and naturally ordered a Citroën. I was very pleased to be told we would have the newly released C3 Picasso but due to an unfortunate booking mix up we watched as someone else drove away in 'our' hire car. This ticked me off for a few minutes but they upgraded us to a C4 1600 Diesel manual [which is what we had originally asked for any way] which proved to be a great driving experience. I can highly recommend this model to prospective buyers if the same model is available in Australia. Even Helen is talking about it as a preferred replacement of her trusty Camry in the future.

One good thing that came out of my visit was a number of Traction spare parts suppliers who would be happy to deal directly with the Club. Rob Little will have some more information on this topic later in the year.

Enjoy your Citroën every day.
Ted Cross – President



PREZ SEZ

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

A-TRACTIONS

● SEPTEMBER 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,

1/89 Canterbury Rd, Kilsyth
COST: Free
BOOKING: Essential by
16 September
CONTACT: Ted Cross
04 0059 2208
president@citroenclassic.org.au

The team at Unique Wiring Looms are qualified auto electricians with over 20 years experience in the auto electrical industry.

They are experienced in the manufacture of quality wiring looms to suit almost any project, whether you require cotton braided wiring looms or PVC wiring looms, the team at Unique Wiring Looms can help. Cotton braiding can be done in a range of different colours to suit your needs. If you have an intact existing loom, and would like to have it re-taped or re-braided they also provide a re-vamp and repair service.

All of their wiring looms are manufactured using quality materials including soldered terminals. They provide you with the completed loom, labelled and ready to install in your vehicle, or alternatively they are able to fit your wiring loom at their factory.

Unique Wiring Looms offer competitive pricing and are happy to discuss and answer any questions

you may have.

Unique Wiring Looms can create a wiring loom for your Citroën – no matter which model. Supper? Too right.

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: \$16.50pp
BOOKING: Essential by
20 September
CONTACT: Ted Cross
04 0059 2208
president@citroenclassic.org.au

The Quarantine Station was established on the shores of Port Phillip Bay in 1852. It was used to protect the colony of Melbourne from ship borne diseases.

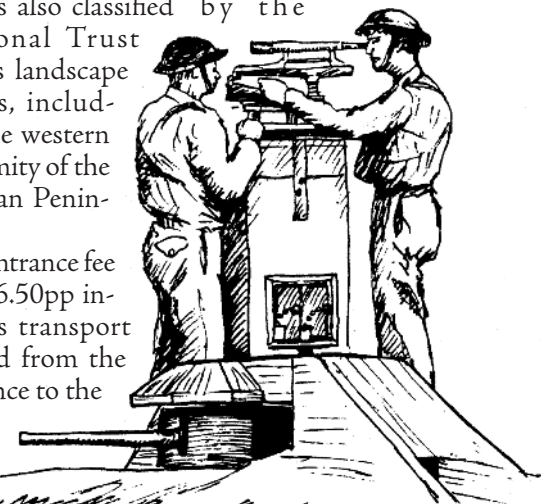
The Point Nepean Cemetery contains burials from the 1850s and are historically linked to early European settlement, quarantine, shipwrecks and defence. Fort Nepean contains an extensive system of fortifications built from the 1880s through to the 1st and 2nd World Wars. Interpretive displays and audiovisuals are located in several areas and tell the story of defence.

Although far from Europe, the guns installed at Point Nepean are credited with being the first Allied weapons fired in both world wars. In World War I a shot was fired across the bows of

the German steamer Pfalz hours after war was declared; the first shot of World War II was aimed at an Australian vessel that attempted to enter the bay without stopping.

The Australian Heritage Commission has listed the historic values on Point Nepean on the Register of National Estate. The area is also classified by the National Trust for its landscape values, including the western extremity of the Nepean Peninsula.

The entrance fee of \$16.50pp includes transport to and from the entrance to the



Fort
[approx
5 km].
Alternatively, you hire
a bicycle, or bring
your own.



You may care to download an audio guide to the site at <http://www.parkweb.vic.gov.au/1podcasts.cfm>

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

October 2009 in Kerang, Victoria and conclude 9 days later in Ouyen, Victoria.

Bookings have closed, but contact Brian – there may be cancellations. Ph [H] 07 3807 5781 or [M] 04 1944 7705

PRE-CONCOURS DINNER

WHEN: Saturday, 17 October
TIME: 8:00pm

WHERE: Van Mai,
372 Victoria St. [nr corner
McKay St.], Richmond

COST: Cheap eats

BOOKING: Essential, by
Wednesday, 14 October

CONTACT: Leigh Miles
[03] 9888 7506

editor@citraenclassic.org.au

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

After a couple of years of Italian cuisine at Zias in Hawthorn, we are returning to the Vietnamese

delights of Victoria St., Richmond. Van Mai is one of my personal inner-suburban favourites and it is both BYO [wine only] and licensed.

Along a street full of Vietnamese eateries, Van Mai does not jump out as one to take particular notice of. But behind the somewhat shabby shop front, full of photos and souvenirs of Vietnam, is some incredibly flavoursome cuisine. With an extensive menu, including an unexpectedly large amount of specials to choose from, the authentic Vietnamese fare should leave you feeling very satisfied. Booking is essential as we must confirm numbers on Wednesday 14 October.

ALL CITROËN CONCOURS

WHEN: Sunday, 18 Oct

TIME: 10:00am to 4:00pm

WHERE: Como Park North,
Williams Rd., South Yarra

COST: \$5.00 per car
[max \$10 for a fleet]

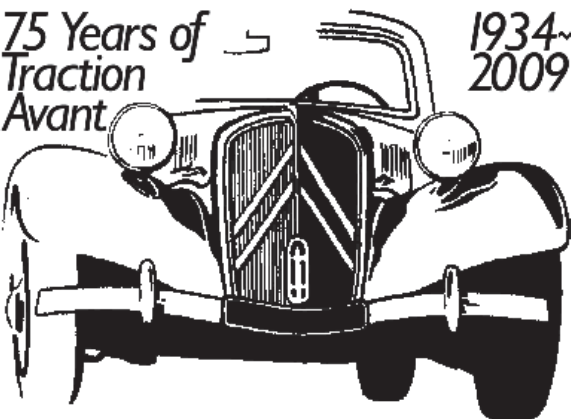
BOOKING: Preferred

CONTACT: Ted Cross,
04 0059 2208
president@citraenclassic.org.au

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

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

This year it's CCOCA's turn to organize the biggest car orientated local Citroën event, and naturally CCCV will be there to lend a hand. It requires a lot



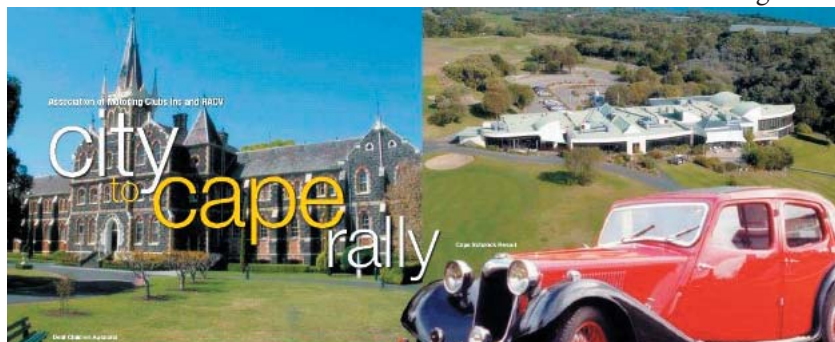
of help. There is a variety of rôles which need filling. If you can cook, greet people and take their money, tell them where to go, put up a marquee or take it down again or one of a dozen other things there is job for you.

A-TRACTIONS

It is only because Club members like you help out that makes the event a success. So, talk to Ted to volunteer your services, please. Shine your Citroën, bring along your family and friends and make a day of it. We look forward to seeing you there.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 21 October
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



RACV CITY TO CAPE RUN & CONCOURS

WHEN: Sunday, 25 October
TIME: Between 9 and 10:30am
FROM: Deaf Children Australia,
597 St Kilda Rd, Melbourne
TO: RACV Cape
Schanck Resort
COST: \$50 per vehicle
Spectators: \$10pp
WHAT: BBQ lunch
BOOKING: Essential by 25 Sept
PAYMENT: With booking
CONTACT: www.aomc.asn.au

An invitation to all owners and enthusiasts of vehicle models launched in, or before, 1959 to participate in the second City to RACV Cape Schanck Resort family day vehicle run.

Q. My vehicle model was first built in 1959 but my vehicle is actually 1961, can it still be entered? A. Run-on model vehicles will be accepted. So, all 2CVs and D-Series cars are eligible!

The Rally commences in Melbourne City from Deaf Children Australia, 597 St. Kilda Rd and follows a gentle route to the RACV Resort complex at Cape Schanck. Veteran and Vintage ve-

hicles may start at the Frankston Campus of Monash University. The event will be limited to 400 vehicles and applications will close 25 September, 2009.

The entrance fee for those participating in the event is \$70 which includes a buffet meal for 2 people in the resort and a commemorative badge. For entrants choosing to bring their own picnic lunch [or purchase food from the vendors on site], the entrance fee is \$30 which includes morning tea and a commemorative badge.

For updates, maps and the download a booking form go to <http://www.aomc.asn.au/citytocape09faq.htm>

CLUB MEETING – MODEL CONCOURS

WHEN: Wednesday, 28 October
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

It is Concours time and this month the Club's monthly meeting will be following in the footsteps of 18 October, but in miniature. Yes, bring your favourite models and compete for prizes! This popular event makes a welcome return after an absence of four years – so we are sure that in that time you must have added to your collect.

Supper? For sure.

● NOVEMBER

TORQUAY MOTOR SHOW

WHEN: Sunday, 1 November
WHERE: Torquay
TIME: From 11:00am
COST: \$5.00 per person
BRING: Chair, sunscreen, lunch
BOOKING: Preferred
CONTACT: Greg Birchall,
04 1291 4000 or
gbirchall@adesse.com.au



CCOCA has been invited to participate in the 2009 Rotary Club Torquay Motor Show. The inaugural event [in 2008] was a huge success with car owners and their treasured vehicles coming from far and wide. There were over 150 vehicles on display and each and every one of them contributed to the success and shine of the event.

The event will be organised in a similar fashion to last year, but with improvements to layout and the entry process with extra events and displays to add the celebratory atmosphere to the day. If you would like to enter this year's show leave a message on the Club's mobile phone number or email Greg Birchall, and be sure to complete the Entry Form [included with this edition of 'Front Drive'] and bring it with you on the day.

The entry fee is modest at \$5.00 per contestant and spectators. There will be Devonshire teas provided by our local 'Relay For Life' team and a variety of delicious food and refreshments available at the nearby cafes.



A-TRACTIONS

BENDIGO NATIONAL SWAP MEET

WHEN: Sat, 14 & Sun, 15 Nov

TIME: Saturday from 6:00am,
Sunday from 7:00am

WHERE: Prince of Wales
Showgrounds,
Holmes Rd., Bendigo

COST: Saturday: \$8.00,
Sunday: \$5.00,
Weekend Pass: \$12.00

BRING: Chair, picnic lunch,
sunscreen, sunglasses,
refreshments

BOOKING: Not required

DETAILS: <http://www.bendigoswap.com.au/>

CONTACT: Ted Cross
[03] 9918 2208
president@citroenclassic.org.au

The 2009 Special Display is still 'under wraps' – check the next 'Front Drive' for details.

Highlights:

- Over 1600 reserved sites – indoor and outdoor.
- Show and Shine Display Cars – Saturday only – limited numbers.
- Large number of Trade and Club Stands.
- Steam and Oil Engines displayed by the Bendigo Steam and Oil Engine Preservation Group inc.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 18 November

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 – BOULE EVENING

WHEN: Wednesday, 25 November

TIME: 7:00pm

WHERE: Canterbury Sports
Ground Pavilion, cnr Chatham

& Guildford Rds., Canterbury.
Melway 46, F10

COST: Free

BOOKING: Preferred

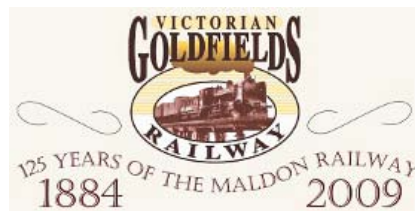
CONTACT: Ted Cross

[03] 9918 2208

president@citroenclassic.org.au

Tonight we will start a little earlier to enable us to run a Boules competition between members. Please remember to bring along your Boules to participate if you have them. There will be some prizes for the winning teams and the club will provide a hot supper. BYO anything you think you will need.

GOLD FIELDS RAILWAY & LUNCH



WHEN: Sunday, 29 November

WHERE: Castlemaine

TIME: Train departs 11:20am

COST: \$40pp, return

'Holding' deposit required

BOOKING: Essential by

13 November

CONTACT: Ted Cross

[03] 9918 2208

president@citroenclassic.org.au

Running through the Goldfields of Central Victoria, the Victorian Goldfields Railway brings to you the experience of Steam Train Travel. Linking the historic towns

of Castlemaine and Maldon, your train takes you through Box-Iron Bark forest in a region that saw some of the richest gold mining in Australia.

On Sundays the railway takes great pride in offering a special enhanced travel option aboard our superbly restored First Class carriage – Tambo. This features an open lounge, art nouveau elegance and a viewing platform [there are also elegant compartments]. Our First Class Service includes a complimentary orange juice, beer or glass of bubbly to enjoy as you sit back and savour the ambiance of these classic carriages. Attendants are on hand to serve refreshments to you at your seat.

Tambo has been refurbished with meticulous attention to detail to provide a unique travel experience – in a class of its own.

We will take luncheon in Maldon prior to the return trip, which departs at 3:30pm. [The return trip to Castlemaine will arrive there at 4:15pm.]

We have made a tentative booking for 20 people but this can be amended closer to the event. We definitely expect and need prior booking for this event to confirm our reserved seating in the First class carriage.

We will also need to get a holding deposit from you if you wish to attend. Details on deposit in the next 'Front Drive'.

Lunch venue will be confirmed closer to the event.



Citlin 2010 looks like being a very popular event, we have been receiving requests for information now since the Motorkhana dust from McLaren Vale settled. Our apologies for not going public earlier

CITLIN 2010

but we haven't been quite ready. However we haven't been sleeping either and we have a lot of most critical planning almost completed.

WHERE

Citlin 2010 will be held in Launceston in northern Tasmania, just an hours drive from Devonport and about 15 minutes from Launceston Airport.

WHEN

By special arrangement with the Citroën Car Club of Tasmania, Easter will be celebrated from Friday 2nd April until Monday 5th April. Any proximity to April Fools' Day is purely co-incidental.

TRAVEL

We have secured discounted for travel on the Spirit of Tasmania to and from Tasmania. There will also be day sailings which are cheaper again. Dates of day sailings have been decided but not yet

announced. We will finalise these arrangements very soon.

ACCOMMODATION

We have 50 rooms held at a central motel in Launceston at a special Citlin rate. There are studio rooms, 2 and 3 bedroom apartments. It is located next to the Cataract Gorge, near the Tamar River and near to many of our activities. We will finalise the booking process for you within the week.

REGISTRATION

The registration form will be completed now that our new Citlin bank account is finalised.

WEBPAGE

Everything you need to know is on the Citlin webpage, which is <http://cit-in.org/home>

FEES

The 'early bird booking' approach has been taken by the CCCT for this event, and prices and cut off dates are shown below. It is possible to attend the 2010 Citlin on a day-by-day basis and these prices can be found on the Citlin website.

SUMMARY

We have been very busy since returning from McLaren Vale to get Citlin 2010 ready for you but haven't shared information too widely.

	EARLY BIRD Pre-30 Nov, '09	REGULAR Pre-31 Jan., '10	LAST MINUTE Pre-20 Mar., '10
ADULT	\$180	\$195	\$280
CHILD [5 TO 12]	\$100	\$100	\$100
CHILD [UNDER 5]	Free	Free	Free



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Contact Ted Cross

Phone: 03 9819 2208

Fax: 03 9819 2208

Mobile: 0400 59 2208

email ted@123ignition.com.au

123ignition.com.au

It has most certainly been a very busy time in the world of European design, over the last year.

The first move was within the Peugeot-Citroën group, last October, when Jean Pierre Ploué

worst dreadful the design signature was grafted onto the nose of perfectly innocuous models such as the 307. The result was the creation of a perfectly hideous concoction.

There is further hope for a design renaissance at Peugeot. Gilles Vidal, the man who at Citroën

penned the C-Metisse, C-Cactus and the GT by Citroën, under the tutelage of Jean Pierre Ploué has been appointed to head the advanced design department at Peugeot. Unsurprisingly, his boss remains Jean Pierre Ploué!

The next move I noted was the rather surprising decision of highly-controversial American Chris Bangle to throw in the towel as the design leader for BMW AG group. Those who were never especially enamoured of the innovations he brought to Bavaria have suggested he was pushed, rather than leaping. Given his replacement, Adrian

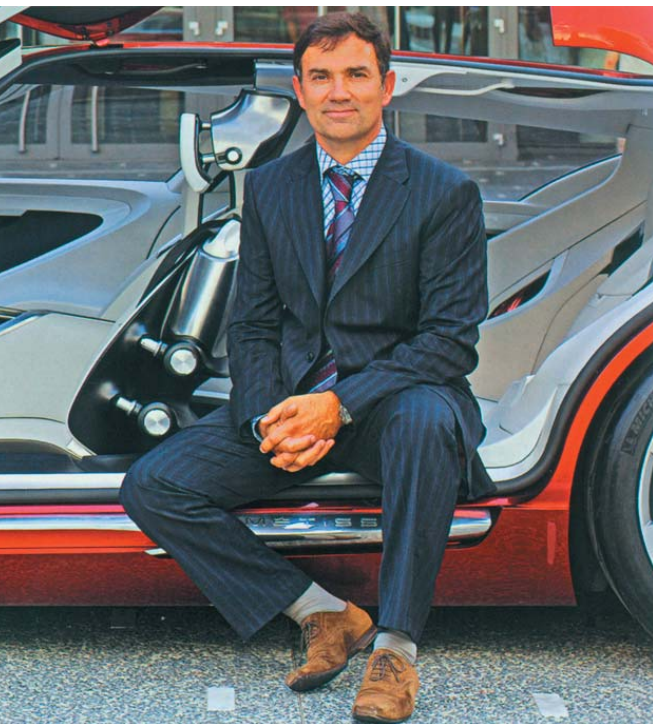
Left: Proof that PSA can recognise good design and talent. Director of Citroën's Centre du Création, Jean Pierre Ploué was promoted to head of styling for PSA in October, 2009. I remain unconvinced of the appropriateness of the tan suede shoes he wears in this photo, when teamed with a blue chalk-stripe suit.

Right: Jean Pierre Ploué's hugely popular Twingo and Patrick Le Quément's less successful Avantage.— both created for Renault

DESIGN REVOLUTION

was moved from director of Citroën's Centre de Création to become head of styling for the whole PSA group.

One can only hope [expressing purely personal opinion] that this will see the final demise of Peugeots that look like guppy fish. First seen on the 407, where it looked at best ordinary and at



van Hooydonk, has been working with Bangle for 17 years the wish may be further from the truth.

Robert Cumberland, of Auto&Design Magazine believes that 'happily the world of design can expect to continue to enjoy the

for the Ami 8, the four headlight D and the GS, SM and CX at Citroën, and the Fuego and 25 at Renault] departed Renault in 1986. Le Quément was recruited in 1987 and his landmark designs [as opposed to landmark sales successes] include the Vel Satis and Avantage. Equally

daring, and more financially successful, were Laguna, Scénic, Mégane and Twingo. Having said that, the original Twingo was predominately designed and developed by Jean Pierre Ploué. All these models expressed 'the aesthetic courage and farsightedness of his experiment with new architectures.' [Auto&Design Magazine]

Leigh F Miles



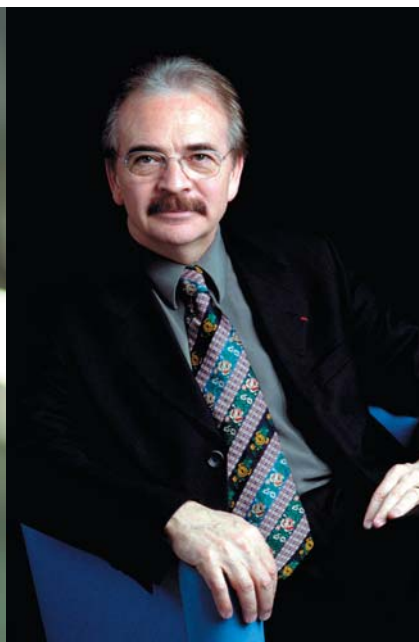
DESIGN REVOLUTION

Below left: B M W's Chris Bangle and right Renault's Patrick Le Quément – both disappearing from their current employers in 2009.

results of Chris Bangle's imagination, intelligence, good humour and highly individual point of view for many years to come.'

Next to move was Patrick Le Quément. After 22 years at the helm of Design Renault, Le Quément has announced that he will depart in October. His heir, Laurens van den Acker has been poached from Mazda.

Robert Opron [responsible



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32/06

I met dead on the 11 o'clock meeting time at the Brandon Park car park, the only other Citroën to roll up....Ian and Andrea in their faithful and reliable 2CV. The day promised bright and cheery if not a little breezy

I was the last to depart after the Hadaways and their merry gang of youthful helpers, Robert and Kay Belcourt in their beautiful DS, and the 2CV of Ian and Andrea. Ruth and Morrie took a short cut and rocked up at Somers. There were not many on this outing which was a bit

making hanging around waiting something of a challenge. Off we went and wending our way through an eternal Sunday run by the great unwashed, the initial staging point at the Frankston Cemetery was reached without any fuss.

Our host and hostess, Michael and Annette Molesworth, whose brainchild this day this was, to test the observers' eye, met us all. Instructions and a pencil [which I still have, ha!] were given to the participants and within a short interval it was time to go.

of a pity.

As I was on my own, I had the pleasure of driving, navigating, spotting the clues, keeping out of the way of the others, talking to myself, not getting into any verbals with my non-existent navigator and generally trying to enjoy myself. I should have been born an octopus as I needed more than two arms to do the job

I will say this to those who may think that I didn't keep my hands on the steering at any time, when it came time to pencil in

the clues, I actually stopped for the time it took to write down the answer. I tell you, I have never had such a busy day at the office as I had this day. I was initially a little intimidated by this observation lark as it was a sort of a test and tests I hate. Whenever, in my early days an examination was due, I would break out in a cold sweat, go dry in the mouth and spend a lot of time staring at the porcelain, so you see, I wasn't sure whether or not I would last the distance rather take the chicken option and head for the rendezvous.

No copping out as I was really beginning to get the drift. Missed clues were referenced using the Melways [was this cheating I wondered?], dodging an errant 2CV that had done a lap of the shopping precinct was fun and as it turned out this was the only time I came across a fellow competitor, giving an oc-

casional glance at some beautiful scenery all added up to having a great time. I was not the last back even though I knew I had taken a long time. My C5 when given an empty road in view, flew like the wind. Anyone who says diesels are slow are invited to drive my obsidian mount any time.

Lunch at the Molesworth's was good fun. Annette and Michael's place is a real country home, warm and snug, and they were great hosts. The home made pavlovas served for desert were sumptuous. For a person like me who hasn't gone on many CCOCA runs in the past year [or six] I really enjoyed the day.

The winners pipped me by a flea's whisker, but who cares. Not me... just being there was the best fun.

Thank you Annette and Michael.

Max Lewis



OBSERVATION!



Max Lewis' 'Obsidian mount' takes the limelight in the Molesworth's drive.



Around the lunch table, from left to right: Max Lewis, Morrie and Ruth Pilens, Andrea Fisher, Michael Molesworth.

75 Hours in Arras



This article is taken from Helen Cross' diary of the Cross' trip to Europe. The trip included participation in the 75th Anniversary celebrations for the Traction Avant. While the article is not merely about the cel-

Leigh F Miles-

We departed from Breda, Holland with our Dutch friends Lidy and Adri, had a short half-hour drive to Antwerp in Belgium, parked the cars, and set off

on foot to explore the city of Antwerp. We found some amazing

restaurants that have been built into underground cellars. After taking coffee on the square, we located a yummy chocolate shop, where we indulged in a tasting session. Lunch was a picnic on

ebrations, it does give a great feeling for the event. The pictures in the article are from Rob Barton. More of his photographs can be found on the CCOCA website: www.citroenclassic.org.au

75 HOURS IN ARRAS



the banks of the river, after which we farewelled our friends and set off for France, and Arras via the autoroute.

Despite the instructions we were given, we managed to get into the wrong lane, and suddenly

75 HOURS IN ARRAS

found ourselves at the Cathedral in the centre of the city of Ghent. We looked, and felt, lost and bewildered. Thankfully a kindly elderly gentleman on a bicycle directed us out of the city and back onto the autoroute. We arrived safely in Arras; although the navigator [me] was somewhat strung out!

Friday, Saturday, Sunday and Monday 9th 10th 11th and 12th July were the days of the Citroën Traction 75th Birthday celebrations. We spent all four days at the Expo or seeing the sights. I discovered the local market and found a few bargains.

At the welcome BBQ dinner with drinks there was a table of Aussies – including Bruce and Beverley Stringer, Rob and Margie Barton, Beswick Family from Adelaide, Phillip Rogers, Alice and Lance Collins, Alec and Myra Lowe, Anne and Graeme Vaughan. We were entertained by a roving jazz band, which accompanied our eating, drinking and laughter. The brave even engaged in a bit of dancing! It was quite an evening!.

We also met up with our Swiss friends HansGeorg, Patricia and Walter.

Other Australians joined in over the weekend. Bruce Elsegood and Astrid from Sydney with Michael Mohr, The Gayndah Boys and Girls: it was good to hear so many familiar voices.

The Museum had lots of interesting cars, including Charles de Gaulle's Traction [the full list appears elsewhere in this article. Ed.]. There was a parade through the town on Sunday afternoon, lots of marching bands and people dressed in costumes.

We attended the sit-down formal dinner, which was great fun. Despite the fact that we were not able to understand much [any, actually] of the speeches it was an entertaining evening. By the end of the evening I could hardly stand up I was laughing so much.

On Monday we attended the farewell picnic. While we there, we were invited to the home of one of the Committee members of the French Traction Club for drinks on Bastille Day in the Fromelles area, about 40km north of Arras.

On Tuesday when we arrived it turned out to be not merely drinks, but a surprise BBQ dinner with other members of the organising committee. We comprised eight Australians and eight French people all sitting down



to a wonderful meal together. It proved to be yet another absolutely fantastic evening; good food good wine and good company. I was 'the maker of the speeches' for the evening. We did not finish up until around midnight as one

at their holiday house in the tiny village of Mosson, about an hour away from Dijon.

Dinner was freshly cooked mussels on the terrace with local wine. Their home was built in 1782 and they are converting part of the barn into a second house, it is fabulous, we loved it.

Friday was a full day excursion into Dijon. We walked the town, including a visit to the local market. I made a few purchases – in fact quite a few – then more sightseeing on our way home to Mosson.

Saturday morning we set forth northwards for the Alsace region. Ted was very keen to visit a Citroën 2CV Museum. He had been corresponding with the owners and after several heated discussions we went and bought a detailed tourist book and map nearly an inch thick in order to locate the place. As navigator I was a bit of a failure, but we finally found the Museum mid-afternoon, Ted bought his essential parts [and some not-so-essential]. Next it up the mountain to Grandfontaine to our hotel, where we had a wonderful surprise. Our friends Gwenlyn and Emil Volker had driven from Germany to have dinner and stay the night with us – great to see them and catch up.

All four of us set forth down the mountain on Sunday morning and headed for a village that

large family – an unforgettable experience.

We also had a tour of the limestone cellars under the city of Arras, 12 metres underground and visited Villers Bretonneux where The Australians stopped the Germans advancing in World War I. I found being at the Australian War Memorial a very moving moment: thinking about so many young lives lost.

We rented a house for part of our time away and it was most successful. Group comprised the Smiths, the Stringers and ourselves. The six of us shared everything – trips to the local bakery in the morning for baguettes and croissant and shared meals.

Thursday saw us setting forth southwards for the city of Reims for a visit to the Cathedral and Champagne Tour and tasting at the Taittinger Champagne House. The champagne here is stored in underground cellars from an old monastery which was destroyed in The French Revolution.

We farewelled the Smiths and Stringers and drove south to meet our Dutch friends Lidy and Adri

75 Hours in Arras



was having their annual sale. Locals take the opportunity to clean out their attics and once a year have a flea-market. There was all sorts of stuff to buy: clothes, toys, books, furniture, produce, tools, car parts, china, antiques, cutlery – the list is almost endless! I was extremely restrained and bought very little – too dif-

ficult and expensive to transport back home.

We went to two separate villages with the sales/flea markets, then to the home [a converted stable] of Klaus, Emil's brother for an aperitif. Dinner for the six of us was at a local restaurant situated in a private house. We had an amazing lunch, prepared

with all local produce and wines. We returned to Klaus' for tea and coffee. Klaus' partner is an artist, and we were invited to see her garden, studio and her sculptures and paintings.

Then back to Gwennie and

Saloons: 7A, 7B and 7C, 11A Familiale, 22CV replica saloon.

1935 Roadster: 11AL. Saloons: 11BL, Big 15 and 7UA.

1936 Saloons: 11AL and Light 12.

1937 Roadster: 7C. Saloons: 11BL and 11B.

1938 Saloons: 7C, 11BL, 11B Familiale and Rosalie. Cabriolet: 11BL and 11BL Cabriolet Bernath. Faux Cabriolet: 11B.

1939 Saloon: 15 Six Splendilux. Roaster: 7C3.

1940 Saloon: Big 6 Grand Luxe, 11 Commerciale.

1941 TUB.

1946 Saloon: 11BL.

1948 Roadster: 11BL. Saloons: 15 Six and Light 15.

1949 Roadster: Big 6. Saloons: 11BL, 11B and 15D.

1950 Saloons: 11BL, 11BN, 15 Six and 2CV.

1951 Saloons: 11BL, 11B, 15 Six and 15 Six Marius Renard.

1952 Saloons: 11BL, 11BN, Big 6 Malle plate and Light 15.

1953 Saloons: 11BL and 11C.

1954 Saloons: 15 Six, 11 Commerciale, General de Gaulle's 15H and President Coty's 15D Familiale.

1955 Saloons: 11BL, 11B, 11 Commerciale and 15 Six Familiale.

1956 Saloons: 11BL, 11 Commerciale and DS.

1957 Saloons: 11BL, 11B and 11 Familiale.

Emil's home in Bockenheim in Germany, for dinner.

Ted spent yesterday pulling apart the Velo-Solex moped he bought on eBay, and packing it up into boxes to ship home. Gwennie and I did a spot of shopping and gardening and re-packing my suitcase. This proved to be a bit of a challenge.

Today we have visited some Roman Ruins about an hour's drive away, dinner at a local Italian Restaurant – another home-style meal which was terrific.

Tomorrow we are up bright and early – 5am start – drive to Strasbourg in France, drop off the hire-car, then two trains to Salzburg for a night, and Vienna for two nights before we fly home with a short stop-over in Singapore.

Then home and, I suspect, down to earth with a bit of a thud.

Helen Cross

Rob Barton kindly provided me a listing of the cars that comprised the Museum to which Helen refers in her article.

1934 7A without front end.

The less common Traction Avants seen in Australia are the French built cars that where available here in 1951 and 1952 with the majority of sales occurring in 1951.

The first of these cars arrived in late 1950 with one being photographed in front of Melbourne's Exhibition Building. This photograph was used in an advertisement for Commonwealth Motors that was placed in the October 1950 edition of 'Australian Monthly Motor Manual'.

There have been a number of reasons given as to why these cars came here. The most popular is that a prolonged dock strike in England prevented cars built in Slough being shipped out. This is the explanation given in Jon

Pressnell's excellent book 'Citroën Traction Avant'. However this reason is probably erroneous because it is known that Paris built cars had arrived here before the strike and were still being imported long after the strike

was over.

Another reason that has been given is that these cars had been destined for Sweden. Sweden drove on the left up until the 1960s, remember. However, the order was cancelled and the cars were offered to Australia.

The most likely explanation is that following World War II, France's finances were in a precarious state. The economy was suffering hyper inflation. In 1940 an 11BL cost F28,500 and this had

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RIGHT FRENCH



risen to a staggering F514,000 in 1951 – a compound annual inflation of over 30% every year and an 1800% increase in total. As there was a desperate shortage of foreign exchange, French companies were being encouraged [and

selling here for roughly 15% less than the Slough built cars. When the fact that the English built versions arrived here under the 'Commonwealth Tariff Protection Scheme' is taken into consideration it is obvious that the

Paris built cars must have been substantially subsidised by the

most likely subsidised] to export as much of their production as possible.

The Paris built 11BLs were

French Government.

It is not possible to find exact numbers of Paris built cars sold here, however numbers sourced

A Light 15 and an 11 Légère from the same era. This picture appears in Olivier de Serres book 'La Grande Livre de la Traction Avant'. The Club records indicate that VY 608 has belonged to Peter Hughan and John Pettigrew while GEH 187 has been owned by Clifford McCann and Max Graham. Unfortunately, none of these people remain members of the Club today.

from the Australian Bureau of Statistics show that in 1951 there were 541 4cylinder and 146 6cylinder cars sold. In 1952 these figured had dropped to 212 4cylinder and just 34 6cylinder vehicles.

Australia was having a boom year in 1951 with wool growers getting £1 [\$2] for one pound [454gm] of wool and a cashed-up and car hungry population were buying what ever was available. Boom turned to bust the following year and this is reflected in the sales figures for 1952.

Assuming that the Paris built cars and the Slough built cars were selling in approximately equal numbers a rough guess would be between 300-400 Paris

built cars were sold, the majority being 11BLs as it appears the 11B only sold in very small numbers.

The 1951 top ten selling car list had the Holden 48-215 [FX] at number 1 with 21,184 sales and the Standard Vanguard at number 10 with 2,123 having being sold. So it can be seen that although 1951 was by far the best year for Traction sales in Australia they were very much in the minor league.

It is interesting to note the Renault 4CV came in at number 8 on the top selling list with sales of 3,449 [considerable French Government subsidisation immediately springs to mind].

During the time that the Paris built cars were available the

Below: Brian Wade's French built Traction.



prices for them varied considerably. One of these variations was caused by sales tax increase from 8.5% in February 1951 to 20% in October 1951. The only definite prices I have are for 1952 at which time the 11BL sold for £1,174

[Holden 48-215] ranged from £876 [\$1,752] in February 1951 to £1,105 [\$2,210] in June 1952, both prices including tax. In 1952 the price of a Slough built Light 15 was £1,360 [\$2,720] including tax.

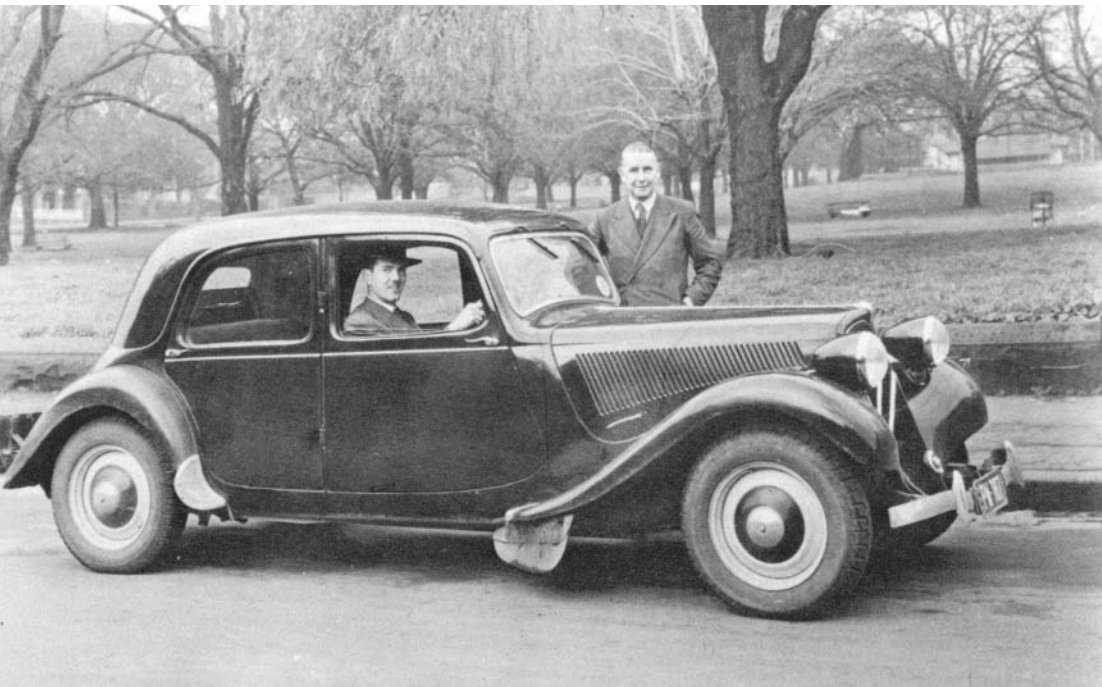
RIGHT FRENCH

[\$2,348] and the 11B for £1,404 [\$2,808], these prices included sales tax at 20%.

By comparison, the prices of Australia's top selling car

When the Paris built cars were first marketed they were never referred to by their French designation with the 11BL being sold as the 'Light 15 Standard' and the 11B simply as the Big 15 although the term Normale

This image also appears in Olivier de Serres' book, 'La Grande Livre de la Traction Avant', and shows Peter Damman at the wheel of a 11 Légère. The owner of Commonwealth Motors, Mr Jack Place looks on approvingly. This, and the image reproduced on page 32 are believed to have been provided to Olivier de Serres by either John Couche or Bill Graham,



appears to have crept in by mid 1952 and even some later advertisements for the Slough built Big 15 referred to these cars as Normale. Also of interest is that when the Slough built Big 15s arrived here in 1953 they were only marginally more expensive than the French built Normale.

As far as I am aware all the French built cars were imported by Buckle Motors in Sydney and from there they were distributed to dealers in other states.

Bill Buckle supplied this information to a well known Citroënist many years ago. However if any reader has information to the contrary I would be pleased to hear from them.

Every Paris built car that I have seen [apart from a few

private imports] has a Buckle Motors stock number plate fastened on the left hand side of the firewall.

The vast majority of French built cars sold here were painted black but it is known that 20% of the total Paris production for 1951 [some 5,000 cars] left the factory in a protective 'undercoat'. Some of these 'undercoated' cars were shipped here and had to be painted on their arrival.

The ubiquitous black, was the colour of choice for the majority of these cars, with grey being the next most popular colour. A small number of 'undercoated' cars were painted in other colours which included red, green and blue. It is known that towards the end of 1952 the 11BL was becoming



Lois Smart proudly stands beside her Onze Légère at the Warrnambool Australia Day Car Show in 2009

harder to sell, so prospective buyers were being offered a change of colour if they so desired.

Also at that time some 11BLs had their grilles and headlamps chromed to give them more 'sparkle' on the showroom floor. A

was repealed in February 1953. Apparently the logic behind this law was to ensure drivers would know their tail light was on before driving off.

This law probably sounded good in theory but in practice many drivers [including my mother] would forget to turn on

their light before driving off. Apparently at the time it was looked as a good revenue earner for the State as large numbers of motorists were 'booked' for not having an illuminated tail light. [My father tells the story of lines of cars pulled over to the side of the road as drivers got out to turn on their tail light. Ed.]

It also encouraged young boys [self included] to pull on switches on parked cars while walking to and from school thus causing a flat battery for the poor unfortunate driver.

And so the big question is how many of these Paris built cars have survived here?

Scanning the 2007 CCOCA membership list I have noted over 30 cars of which most are 11BLs. The 11Bs are the real rarities with less than a hand full being listed.

Of all the cars listed I know that at least half of them are still on the road, so hopefully we will be able to see these delightful French icons on our roads for many years to come.

Brian Wade



RIGHT FRENCH

small number even had their cloth upholstery replaced with leather to make them look more like their English built cousins. Very few other modifications were carried out on the French built cars before they were sold.

Having said that, the only modification they all appear to have had was removing a three inch section from the middle of the rear number plate mounting. On the majority of cars the curved number mounting attached to the front bumper was removed and a small bracket on which to fix the front number plate was fitted on the right hand side of the bumper bar.

This was because curved number plates were illegal in all states although this was not a problem in Queensland where only a rear number plate was required.

Cars sold in Victoria and Queensland required a further modification. The tail light had to be disconnected from the main lighting switch and an external switch fitted. This was a requirement in these states until this law

LEIGH MILES – EDITOR

So much has happened since I last updated you on the Fleet, I barely know where to begin. Naturally, my story is one of disaster... typically.

Chronologically? Why not.

One of the things I do each year for the Club is head to Shepparton and undertake a random audit of the Club's Spare Parts. Originally, I was going to take my father with me – the plan being to do the stocktake and then father and I would adjourn for a pleasant lunch at a country pub. As it transpired, the planned date was a bit of a squeeze for Rob Little, and I was going to have to leave Melbourne pretty early. My father decided not to come and I decided to take the CX.

About 20 minutes from Shepparton the CX decided to quietly die and I glided with significant silence to the side of the road.

After ringing Rob to tell him I was no longer on my way, I rang the RACV. The CX and I were flat-bedded back home. It being a Sunday, of course Mel Carey was not around and so the RACV had to return to Blackburn South during the week to get the car to Fitzroy.

It eventuated that the alternator had gone to meet its maker.

There was a Club run com-

ing up [whether CCOCA or Motafrenz, I cannot remember]. However I had determined that it was high time the Panhard had an outing.

The Panhard is at my father's place and so I went around to start

it up and bring it home. Despite being attached to a trickle charger, the car seemed particularly reluctant to start. Thankfully.

My father's drive slopes relatively steeply down to the road. During my attempts to start the car I put my foot on the brake pedal, which promptly plunged to the floor.

Think about it: if I had started the Panhard and started down the drive, I would only have stopped when I hit the VW Passat parked opposite. Some might say, 'Who cares?', but that is very churlish.

The RACV came and flat-bedded the car to Mel Carey. It turned out that three of the four brake cylinders had seized.

Collection of the Panhard co-incided with a Club run. So, I drove the Visa Club to Mel's and collected the Panhard.

The Visa was in because the driver's side front window had come loose of its moorings and was sagging on the leading edge, making security a thing of the past.

Drop off the Visa, collect the Panhard, wave Mel and Colleen

FLEET FOLLIES

and their daughter [visiting from Queensland] off on their day out and stop to fill up with fuel.

About a kilometre up the road the car lost power and decided to... you've got it, coast silently to a halt.

the side of the road at Nagambie was not quite what my father, or I, for that matter, had in mind when we left Melbourne.

Right now, everything is back in the garage and hopefully my motoring maintenance bill will be held in check in the coming months.

Leigh F Miles

ANNETTE & MICHAEL MOLESWORTH - EVENTS COORDINATOR & LIBRARIAN

Moving house from Mt Martha to Somers has put the fleet of cars into the background somewhat. This occurred over a number of months, starting last October and not finishing till June this year, as the old house took a long time to sell and then the settlement was long. There is a nice big shed which is now full of precious things in boxes, with little room to get cars in, so that will have to be fixed. The little blue 2CV van, having survived the Raid with little more than a run bearing at the front left wheel, has done a great job moving things across the Mornington Peninsula. Power seemed to be a bit down, but attention to the tappet settings restored the full unleashed fury of all 602ccs once again. It did not avoid the need to take second gear with a full load on one of the hills, but it at least sounded

happier in the service. The only other attention was to spray some zinc coat and blue on the panels at the back of the doors where they take the full brunt of stones thrown up from the front wheels. The bumper bar was showing a telltale reddish colour that was not all due to the red centre, so that was cleaned up with a flap wheel on the angle grinder and given a dose of French beige. The colour matched spray-packs that are available now are magic for this sort of work. For the blue of the van I detached the spare type cover panel to leave for matching, and the question was asked: 'which particular bit do

you want to match?' The panel had at least six different colours on it, all similar but certainly not the same. Picking one, three cans of very useful touch up paint were produced. The only thing to watch is the instruction to shake well before use, otherwise the effect is like the proverbial can of striped paint.

The ride in the black Xantia had become like that expected from a dray, so a set of new spheres was brought in from Holland, being the best price option at the time, and duly fitted to the car. 'prepare for oil spillage', advised one fellow enthusiast on the internet. His experiences were



FLEET FOLLIES

Ring Mel. Mel turned around and came to see if he could help me. He determined that the carburettor was blocked. It seemed that the fuel level in the tank might have sunk so low that I had sucked junk into the carby after stirring it all up as part of filling the tank. Ring the RACV. They flatbed the Panhard back to Mel's and provide a taxi for me get home.

Of course, you will have realised that the stocktake of Club spares remains an outstanding item.

A new date is planned and father and I head to Shepparton. After the stocktake he and I will have that country pub lunch.

Backing out of Rob and Libby Little's drive, I wind the driver's side window of the Xantia down to wave goodbye. The glass promptly disappears into the door and any hope of stopping, leaving the car and having lunch goes out the, now permanently open, window.

It was a chilly trip back to Melbourne; both actually and metaphorically. The pie, eaten on

confirmed as the work progressed. A small amount Hydraulic oil seems to go a long way. Anyway the ride is much improved now, but I still think the best of them all was an ID19 brown fluid machine that I had back in the '70s.

use of a 300mm pair of pointy nosed pliers to place the recalcitrant spring in the right spot, after dropping it for the umpteenth time. The air box has to come off to give access to the other end of the cable so it can be slacked off for fitting and subsequent adjustment once success had been

achieved.

The Light 15 has had a couple of short runs, on the Peninsula observation run and over to the Bastille Day breakfast at Breizoz in Williamstown. She needs a few things doing to make motoring a bit easier. The finger springs behind the dash in the gearshift make finding first and reverse a bit of a trick. Their absence, coupled with lost motion on all the levers and joints, makes changing gear a real challenge. To fix it means the wooden dash has to be removed to gain access inside the car, and this entails disturbing all the terrible multi generation wiring repairs behind the instruments. Should the wiring be redone while everything is out or not? While the trim is removed from the windscreen, perhaps another attempt should be made to make the screen close properly, so we do not get quite so wet. So it goes on. No wonder the job does not get underway. The exhaust manifold needs a new gasket, as it is making a bit of noise there. Again, once it is off the car, it would be a good time to replace the exhaust flange

studs and make some new special nuts for it, so that that joint can be tightened up properly. Nevertheless, driving the car is always enjoyable, and provides a glimpse of just how remarkable these cars were for their time, with performance so far ahead of most of their contemporaries.

The red Xantia has had new tyres fitted, Yokohama replacing an odd assortment that came with the car. Why these and not the Michelins that you might expect? Firstly the Ms were not available in the size, not being the main stream popular model, and secondly the Ys were significantly less expensive. They have the same ratings, and in the opinion of the tyre man, they perform slightly better, giving more grip in the wet. They certainly run quietly, with little road noise, and have shown no tendency to let go, although they have not been really pushed. While having the tyres fitted, two of the alloy wheels were found to have a buckle on the inner rim. The exterior appeared to be fine, no doubt due to being strengthened by the spokes. The cause was due to a low speed encounter with a poorly placed kerb at the local supermarket carpark. Significantly the offending kerbs have recently been painted yellow, so presumably we were not the only people to hit them. The wheels were re-rolled and the car is now free of irritating vibration at speed. This car is automatic and very easy to drive, but I think that it feels

heavier than the manual. The auto takes a lot of the liveliness out of it. It is a bit slow to put on power if you make a sudden demand on it. The system is smart and adapts its characteristics to match your driving, so for gentle work it changes at lower speeds, but if you drive a bit harder it holds the lower gears for longer to give more power. This is without pressing the sport button that makes it hold the gears for much longer. Under this mode the car is quite nippy, but still not as good as the manual version. Both have the 2.0i 16 valve engine so it is a close comparison.

Dixy, the 2CV Club goes out to get the mail a couple of times a week and over to Mornington for shopping. We do not have a mail delivery here in Somers, so we have to go to the local Post Office to collect it. They had a vote on it and the majority of locals preferred to go to collect the mail as it afforded a chance to see people and gossip. The PO is situated next to the recently renovated Somers General Store which provides lunch and coffee, so it is not a great problem. The little car runs well and is a lot quicker than the van, reaching 100k without a bother, but still comes back on the hills as you would expect. A great little car to drive round in as it always gets a few smiles and the occasional wave. Children are more likely to notice it and point it out than their parents.

Michael Molesworth



FLEET FOLLIES

The new cars have had to have a tighter suspension to take the higher performance they deliver now, hence the firmer ride that they give.

The clutch cable went in this car also, the second time that it has happened now. The part that failed was the tiny hardened steel spring clip that retains the cable end in the top of the pedal assembly. This takes all the force of the cable and one side of it gives way, releasing the cable from duty. This necessitated a streetside repair with passing cars preventing keeping the door open for better access. Incentive to finish was given by the threat of rain and impending darkness. Last time I did the job I seem to remember the steering wheel was further from the seat than this time. There certainly was less room for the mechanic lying upside down to reach things under the dash: could not possibly be anything to do with an indolent lifestyle now could it? The job was completed without removing the pedal assembly this time [fully trained now] and made possible by the

Our man on the ground in Holland, Rob Koffijberg visited us last month with his family, unfortunately time was short and with Rob falling ill during his last week's stay in the country other club members

his clients without any problems and needed details to have some more converted.

All of these contacts help us keep our cars in better shape and it is important that these guys are supported, a lot of work goes into getting these people interested in helping us, as their return on

this type of work is generally less than working on modern shafts, so if you are having some shafts modified, please be patient.

A bit of sad news from Les Vickerman in Capetown, South Africa who is a sometime member of our Club when he is residing in Bowral. His Light 15 was overhauled by a mechanic there which we supplied parts for, got the car running but with a knock in the engine. After a lot of communication re pistons, etc it was finally removed and inspected by a different company and found to have badly worn main and no 1 big end bearings! You can never be too careful when choosing your mechanic. The good news is that Les is continuing with the re-conditioning and is also tackling the gearbox as well this time. I do believe the car is headed for Australia in due course as Les intends spending more time here.

Better get back to the shed or I may not make it to Broken Hill myself. In the meantime keep trying to keep your car active.
Rob Little

missed out on the opportunity to meet him. We did have some time together to discuss our situation and Rob will be continuing as a procurer of parts and adviser to our club, I took the chance to thank him on all of our behalf. It was quite amazing to see how much his children Justus and Eline had grown since their last visit, see photo.

Parts are flowing quite substantially and with the upcoming run to Broken Hill with Brian Wade, quite a bit of work is going on around the country on Tractions, they should make a memorable sight, I believe 28 vehicles are participating, I am even busy myself dusting off a car to be ready in time.

It is good to see a quite a few members are having their driveshafts converted to CV joints by our friend in Bendigo, I have reports from Tasmania, Victoria and New South Wales regarding their success, I recently spoke to Denton Christie who owns European Auto Care in Penrith. He has fitted some for

SPARE NEWS

FOR SALE

SLOUGH 1955 2CV



What a rare opportunity. This sort of car is very rare to find anywhere – let alone in Australia. A Slough-built, 1955 2CV. Well looked after and in very good condition. No rust. VIN 8551024. Rego RNB401. Registered till 10/7/2010. Based in Point Cook, Melbourne. Asking \$10,500 ONO. Contact Henk Radelaar, [M] 0434 537 655, [W] 03 9665 7516 or email : hradelaar@gmail.com

[33/04]

1950 LIGHT 15

1950 Slough built Light 15 Type 11CL8, CN 134511. Dismantled, very rusty hull, good motor, gearbox. Complete car. \$4,000. Located Bathurst NSW Contact: Peter Siers, by email psiers@bigpond.net.au for a fully detailed description.

LIGHT 15 REPAIR MANUAL

Citroën Repair Manual 4 Cyl for sale. It is in very good condition with some grease marks on the red hard cover. I am

not sure what it is worth, although have seen them on eBay for \$150. Contact Tim Farmilo, 04 1124 0818. [33/04]

1997 SERIES 2 XM



Less than 150,000k. Immaculate condition inside and out [slight bumper corner scrapes]. Leather interior, factory sunroof. Cam belt done recently, 4 new tyres, regularly and thoroughly maintained by Citro Motors. Vic Rego until March, SFB 690 \$13,500 Contact: Tony Layh, 04 1857 3108 or tonylayh@netspace.net.au [33/04]

1974 DS 23 INJECTION ELECTRONIQUE 5-SPEED PALLAS

In overall good condition. Approx \$10,000 spent over the last 12 months. Roof sill repairs, roof off & new seal & 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 NSW registration until Dec & has original log book & receipts. NSW reg AZ 77 TY. Car is the Blue Mtms contact Paul on mob 04 0214 5737 home [02] 47573786

[33/02]



**CITROËN CLASSIC OWNERS
CLUB OF AUSTRALIA**

Australia's National Citroën Car Club