



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

FRONT DRIVE



*Australia's National Magazine
for Citroën Owners and Enthusiasts*



August/September 2020 Vol 44 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

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.

Life Members

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

Sue Bryant	2017
Brian Wade	2017
Rob Little	2012
Ted Cross	2012
Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

Citroëning

Club Permit applications to VicRoads must be accompanied by a RWC [pre 1949 cars can be inspected by a Club Safety Officer], ownership validation and VicRoads forms endorsed by the club including financial validation.

New Permit holders must supply the Club with approved photos, club permit number and expiry date.

Club permit renewals can be sent to PO Box 52 Balwyn, Victoria. 3103 with a stamped return envelope or signed at club meetings/events if the appropriate officers are present.

Committee

President ~	Ted Cross
	[03] 9819 2208 [H]
	president@citroenclassic.org.au
Secretary ~	Tim Cottrell
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	secretary@citroenclassic.org.au
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Robert Belcourt	[03] 9885 4376 [H]
Max Lewis	[03] 9372 0921 [H]
Russell Wade	0401 859 704
Bruce Stringer	0412 342 706 [M]

Membership

Annual Membership is \$55 and \$5 for additional members [ie partners].

Meetings

Club meetings are held on the fourth Wednesday of every month [except December] at 7:30pm. The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell.

Support

Web Wallah ~	Bruce Stringer
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	Max Lewis
AOMC Liaison Officers ~	
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Russell Wade	[03] 9570 3486 [H]
Club Permit & Safety Officers ~	
Russell Wade	[03] 9570 3486 [H]
Philip Rogers	[03] 5944 3091 [H]
Ted Cross	[03] 9819 2208 [H]
Librarian ~	Kay Belcourt
	0413 651 210 [M]
	librarian@citroenclassic.org.au
Club Shop ~	Kay Belcourt
	0413 651 210 [M]
	clubshop@citroenclassic.org.au
ICCCR Representative ~	
Ted Cross	[03] 9819 2208 [H]

Cover Image

The cover image is taken from the website thetruthaboutcars.com and it was taken by Jiri Klimes.

Deadline

The deadline for the next edition of 'Front Drive' is Monday, September 21, 2020.

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Contributors

Contributors to this edition of 'Front Drive' include Alan Brown, Jon Faine, Erol Harvey, Julian Marsh. Gert Te Lintelo and Geoffrey Webber.

FOR SPARE PARTS & TOOLS

Contact Lance Wearne.
Phone: 0424 054 724 [if your do phone, please do so at a reasonable hour] or spareparts@citroenclassic.org.au

CLUB SHOP

For Citroën models, memorabilia and other items contact Kay Belcourt at clubshop@citroenclassic.org.au

OTHER CLUBS

VIC	citcarclubvic.org.au
NSW	citroencarclub.org.au
QLD	citroenclubqld.org
SA	clubcitroensa.com
WA	citroenwa.org.au
TAS	citroentas.org

Ed Sed

There is a line in my mind about the 'best laid plans...'. I know I promised you that this edition of Front Drive would celebrate the 50th Anniversary of the GS, but Stage 3 lock down in Metropolitan Melbourne put paid to those plans.

I had arranged to visit CCOCA members and GS owners Andrew and Sue Cunningham in Stawell. With travel to regional Victoria banned for at least six weeks that visit is off until at least late-August.

Thankfully, Erol Harvey has kindly agreed to bring his XM feature forward to fill the gap. Thanks Erol, your willingness to help-out is highly appreciated.

The XM was to have been featured later in Volume 44, and its spot will be taken by the GS.

In addition to Erol's article I have an interesting Dutch comparison of Citroën's six-cylinder cars: the Big 6 [in this case specifically a 6-H], the SM and the XM and the often controversial views



of Julian Marsh on the XM. Was it indeed the best the French could do in 1990?

Last edition, with its SM focus caused sufficient interest to spark responses from first, a CCOCA member and second an 'old favourite' correspondent of Front Drive's, Alan Brown. It has I believe been some years since we have heard from Alan and newer members may need an introduction.

Alan has been living in France [in the Vendee region] for many years. Over that time he has written for ACE [our fellow Citroën club in WA] and for CCCUK, as well as for us. I hope you enjoy his article.

The member who has written for us is Melbourne-based Jon Faine. I have to confess that it was news to me that Jon owns a RHD SM ~ no, not one of the rare Middleton Motors cars featured last issue, but one of the conversions undertaken by Peter McLeod in NSW. I am sure you will enjoy both these SM-facing articles.

With our AGM so badly impacted by COVID-19 the committee made the decision to publish extracts from their annual reports so every member can see how their club is going. While annual reports have a reputation for making your eyes glaze over we hope you appreciate the importance of these reports.

Enjoy,
Leigh F Miles ~ Editor.

Prez Sez

ber the Four Seasons Resort has confirmed that no money will be deducted from your account until the event commences.

We continue to welcome new members from around Australia, and most of our longer standing members have eventually re-joined by now. This is a very time-consuming process for our Treasurer/Membership Secretary Ian to have to send reminders, so please try and keep your annual renewal in mind. A bigger problem is the Victorian members with Vic-Roads club plates. Part of this permit system requires the plate owner to be ~ and remain ~ a financial member of an approved club. This means you must keep your membership financial and active in CCOCA if you want to renew your club plate permit. There is no grace period for membership renewal, and the club is not structured to send out reminders or take responsibility to inform you. This is



Leigh has prepared another great magazine to entertain you.

It is a cold and damp Melbourne afternoon, and we have been remembering this time last year in Europe, when we attended the 100 Years of Citroën Anniversary Meeting at La Ferte Vidame in France, and later the 2CV world meeting in Croatia. This is the first winter for many years when we have remained at home, and I am missing some warm weather and social contact.

COVID-19 is trying to make a return to Melbourne, and still running wild around the world. This has caused a lot of disruption to our club. We were keen to re-commence activities starting with the AGM in August, however we have a fall-back option to run a Zoom/proxy meeting, which we will now activate instead. The committee is already meeting monthly on Zoom so this change will meet our responsibilities in the safest way. Your committee has been very diligent with their portfolios, and you can be assured we are improving the running of your club during this quieter time.

Our planning for the 2021 CIT-IN at Bendigo is well advanced, and we can be flexible with event locations if necessary. Please join us. However, you must book accommodation early, and remem-

Prez Sez

your personal responsibility to maintain both, so please consider diarising the dates for us, or risk being inconvenienced.

This issue will include a jump to the wild side and will reveal information on the mighty XM Citroën models. One of the last lux-

ury model Citroëns designed by Nuccio Bertone and imported in small numbers into Australia in the eighties.

Please read on and enjoy this next magazine.

Ted Cross ~ President

Please note: Except for the AGM, events which were planned for August have been cancelled. Events are planned for September, but as the impact of Covid-19 later this year is uncertain, please check the Club's website for the latest information or contact the organiser prior to travelling to any event that may be listed later in the year.

A-Tractions

• AUGUST

2020 Annual General Meeting

WHEN: Wednesday,
26 August

TIME: 7:30pm

CONTACT: Tim Cottrell,
0416 009 297

secretary@citroenclassic.org.au

Ted Cross
[03] 9819 2208

president@citroenclassic.org.au

The arrival of COVID-19

prevented the Club's March

AGM from proceeding. Victorian

Government regulations now mean we must have the meeting by September 2 and we will hold the AGM on Wednesday, 26 August at 7:30pm. While this is after the current Melbourne lockdown is scheduled to finish the Committee believes a face-to-face meeting at this date is not in the best interests of our members' health.

You will shortly receive an email with a link to the combined Proxy/Nomination Form. Follow the link, complete and submit

the form.

• Proxy Form

If the AGM is to proceed, a quorum of 10% of members [about 30] must be present, in person or by proxy. Please complete the Proxy Form by Tuesday, 25 August. This is the Club's preferred way to achieve our quorum.

• Nomination Form

This is part of the same form as the Proxy. You only need to complete this if you wish to nominate any member to a Committee or Support position. This year the form will not need to be signed by the seconder or the nominee. The President is prepared to second all nominations. The Club will contact nominees to ensure their willingness to be nominated. Nomination Forms must also be completed by Tuesday, 25 August.

• Committee Reports

Committee and Support Officer Reports for the 2020 AGM commence on page 67 of the magazine. If after reading these reports you wish for a question to be raised on your behalf, contact the Secretary who will table your question. It, and the reply, will be included in the minutes circulated to members.

• A Virtual Meeting

The committee will use Zoom for the meeting. It is

the committee's hope that we can achieve the quorum via proxies. If you wish, you can join the Zoom meeting. Please advise the secretary of your intention to participate, by Monday, 24 August.

Your committee realise that this is not the ideal path to the AGM, but we do firmly believe that obtaining your proxy is the best option we have under the present circumstances.

• SEPTEMBER

Technical Day with CCCV

WHEN: Sunday, 13 September

FURTHER DETAILS: TBC

CONTACT: Lee Dennes,
0438 286 181

activities@citroenclassic.org.au

Further details for this available shortly. Keep your eyes open for updates on this event.

September Club Meeting: Wood-Fired Pizza Night

WHEN: Wednesday,
23 September

TIME: 6:30pm

WHERE: Il Pizzaiolo,

161-163 Darebin Rd., Thornbury

BOOKING: Essential by



A-Tractions



largest and most prestigious concours d'elegance and exhibition of classic and new exotic and prestige cars and motorcycles. In its 11th year, Motorclassica draws an affluent and engaged audience from around Australia and abroad for three days in celebration of the motoring

Monday, 14 September
 CONTACT: Tim Cottrell,
 0416 009 297
 secretary@citroenclassic.org.au
 WEBSITE: ilpiziola.com.au
 Exceptional and authentic Italian wood-fired pizza night. More than your 'average' pizza place Il Pizzaiolo boasts an outstanding wine list and is fully licenced. No BYO. Late bookings cannot be accepted, due to the high demand at this wonderful venue.



• OCTOBER

Motorclassica 2020

WHEN: Friday 9 to Sunday 11
 October
 TIME: From 9:00am
 WHERE: Royal Exhibition
 Building, Melbourne
 COST: TBA
 BOOKING: Not required
 CONTACT: info@motorclassica.com.au

Motorclassica stands on the world's stage as Australasia's

lifestyle. Hosted in the world heritage-listed Royal Exhibition Building located in Melbourne, more than 500 vehicles mix with fine food and wine, cinema, educational displays and 100 trade exhibitors. Motorclassica is now searching for unique, rare and beautiful classic cars! Applications for The Australian International Concours d'Elegance are now open.



CITROËN ^ G S / A 1970 - 2020

• OCTOBER

Citroën GS/A 50th Anniversary Tour

WHEN: Saturday, 3 to
 Saturday, 10 October
 FROM: Ararat
 TO: Hamilton
 COST: \$200pp
 BOOKINGS: Now open,
 closing 1 September
 ELIGIBLE MODELS: GS,
 GSA, Birotor
 CONTACT: Andrew
 Begelhole,
 0427 378 423
 fdrdcit@yahoo.com.au

BOOKINGS/PAYMENTS:

- Available from 1st May via CCOCA website citroenclassic.org.au/wordpress/

FURTHER ENQUIRIES:



TOURING ROUTE:

- Starting in Ararat, overnight stops in Horsham, Ouyen, Renmark, Kingston SE, Mt Gambier, finishing in Hamilton.

ENTRY FEE INCLUDES:

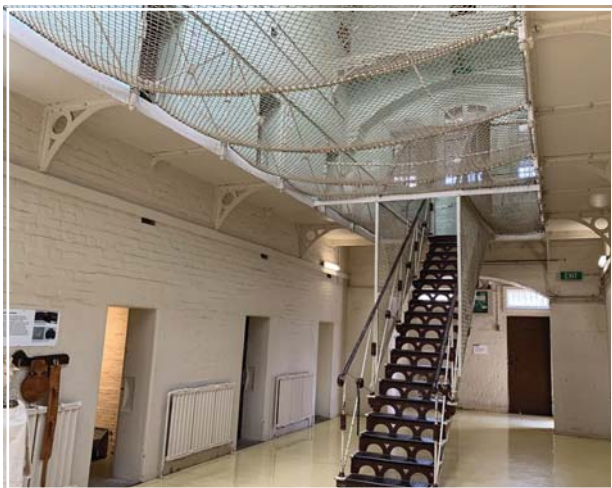
- Welcome Dinner, J-Ward Tour, entrance fees to The Stick Shed, Nelson Airport Tour, a Pizza Meal and Farewell Dinner.

ACCOMMODATION EXPENSES:

- Entrants are responsible for booking their accommodation and all other expenses.



A-Tractions



Andrew Begelhole

0427 378 423

fdrdcit@yahoo.com.au

ITINERARY

- DAY 1. Saturday, 3 October
Evening: Welcome Dinner and Tour at J-Ward Ararat
 - Accommodation in Ararat
Chalambar Motel
132 Lambert St, Ararat.
[03] 5352 7050
Statesman Motor Inn
79 Lambert St, Ararat
[03] 5352 4111
- DAY 2. Sunday, 4 October
Ararat to Horsham, 120km
Ararat via Halls Gap to Horsham. Time to explore the Grampians
 - Accommodation in Horsham
Majestic Motel
56 Stawell Rd, Horsham
[03] 5582 0144
- DAY 3. Monday, 5 October
Horsham to Ouyen 210km
10am The Stick Shed, Murtoa for Group Tour. Then take part in the Silo Art Trail
 - Accommodation in Ouyen
Ouyen Motel
9 Farrell St, Ouyen
[03] 5092 1397
Ouyen Caravan Park
10 Calder Hwy, Ouyen
[03] 5092 1426
- DAY 4. Tuesday, 6 October
Ouyen to Renmark 210km
Ouyen, Mildura, Renmark
 - Accommodation in Renmark
Renmark Hotel
60 Murray Ave, Renmark

[08] 8586 6755

- DAY 5. Wednesday, 7 October
Renmark ~ Free Day
- DAY 6. Thursday, 7 October
Renmark to Kingston SE 245km
Renmark, Pinnaroo, Bordertown, Kingston SE
 - Accommodation in Kingston SE
Lacepede Bay Hotel
1 Marine Parade, Kingston SE
[08] 8767 2444
- DAY 7. Friday, 9 October
Kingston SE to Mt Gambier 170km
Kingston SE, Robe, Beachport, Millicent, Mt Gambier
 - Accommodation in Mt Gambier
International Motor Inn
200 Jubilee Hwy, Mt Gambier
[08] 8725 4811

- DAY 8. Saturday, 10 October
Mt Gambier to Hamilton 150km
Mt Gambier, Nelson, Dartmoor, Digby, Hamilton.
10am Nelson Airport Tour:
Farewell Dinner ~ Bandicoot Motor Inn, Hamilton
 - Accommodation in Hamilton
Bandicoot Motor Inn
152 Ballarat Rd, Hamilton.
[03] 5572 1688

NOTE:

This event will be subject to any restrictions that are in place at the time. Please be aware that any bookings will be at the entrant's own risk and not that of CCOCA. You can register and find further information about this event on the CCOCA website.

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BENDIGO IS PART OF VICTORIA'S HISTORIC GOLDFIELDS REGION AND IS A TOURIST DESTINATION. THERE WILL BE PLENTY FOR ALL TO SEE AND DO INCLUDING HISTORIC TRAMS, CHINESE INFLUENCES, THE POPULAR BENDIGO FESTIVAL AND THE CHINESE DRAGON PARADE.

WHILE CIT-IN WILL BE CENTRED IN BENDIGO, AS PART OF THE PROGRAM YOU WILL ALSO VISIT SOME WONDERFUL HISTORIC TOWNS IN THE DISTRICT.

Distance from Bendigo

- Melbourne 153 km • Adelaide 614 km
- Canberra 620 km • Sydney 836 km
- Hobart 871 km • Brisbane 1,599 km
- Perth 3,316 km

The National CIT-IN April 2021, jointly organised by CCCV and CCOCA, will be held in the beautiful country town of Bendigo. The program and application form have now been posted on the CCOCA Website www.citroenclassic.org.au. As you know there will be a rush for holiday accommodation when the lock

down restrictions are relaxed so you need to book ASAP as our reserved accommodation may only be held until the end of July so please book well in advance. Accommodation is limited so please get in quickly. Book by phone or email only and mention CIT-IN to receive group rates. If you try to book online it could appear booked

PROGRAM

Friday 2 April

Registration at All Seasons Resort
171 Mclvor Highway, Bendigo
3pm – 6pm
Welcome reception including generous supper
6pm – 10pm

Saturday 3 April

Show & Shine
Bendigo Festival
Catered lunch at the festival
Spit-roast dinner with country theme

Sunday 4 April

Observation run visiting
historic towns in the region
Picnic lunch
Formal dinner at All Seasons Resort

Monday 5 April

Full buffet breakfast at All Seasons Resort
Farewell

Venue

All Seasons Resort Bendigo
allseasonsbendigo.com.au
03 5443 8166

Accommodation

The resort has excellent rooms at competitive rates negotiated for the conference - but book early and mention Cit-In for special rates. Alternative accommodation includes the Big4 Caravan Park about 3 kilometres away

Cost (per person)

Early Bird (before 31/10/20)	\$260
Later bookings (01/11/20 – 31/01/21)	\$275
Just in Time (01/02/21 – 20/02/21)	\$290
Age 5 – 18yrs	50%

Information and application forms

citcarclubvic.org.au
citroenclassic.org.au

out or higher prices will be listed.

Here is a sneak preview of the event program.

Friday 2 April

- Registration at All Seasons Resort, 171 Mclvor Highway, Bendigo 3pm ~ 6pm.
- Welcome reception including generous supper 6pm ~

10pm.

Saturday 3 April

- Show & Shine, Bendigo Festival, catered lunch at the festival.
- Spit-roast dinner with country theme.

Sunday 4 April

- Observation run visiting historic towns in the region,





picnic lunch.

- Formal dinner at All Seasons Resort.

Monday 5 April

- Full buffet breakfast at All Seasons Resort
- Farewell

It is important to remember this event is co-hosted by CCCV and CCOCA and by mutual consent and for accounting purposes all payments should be directed through the CCCV website. There will be more information coming soon from CCOCA.

This will be the first opportunity to enjoy the first post Covid-19 national meeting and we strongly recommend this event is supported by all CCOCA members. There is a possibility that the event may need to be modified closer to April but we are confident it will be substantially as displayed. We will keep you all informed.

Regards

Ted Cross

President

On behalf of the CCOCA committee



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www.123ignition.com.au**



CITROËN

POST BENDIGO CIT-IN RUN 2021

WHEN: Monday 5 to
Thursday 15 April
WHERE: Central Victoria and
Western District

FROM: Bendigo
TO: Horsham
VIA: Ballarat, Lorne, War-
nambool, Hamilton and
Halls Gap

COST: TBA, see below

BOOKINGS: Expressions of inter-
est being taken now

CONTACT: Brian James
[03] 9728 5526
0427 534 014

brianjamesphotography@
bigpond.com with 'PostCit-In'
as the subject

ENTRY FEE:

The actual entry fee is a TBA
right now. There may be
a small entry fee to cover
some included meals, but no
bookings have been made



Prime Ministers'
Avenue, Ballarat
Botanic Gardens.



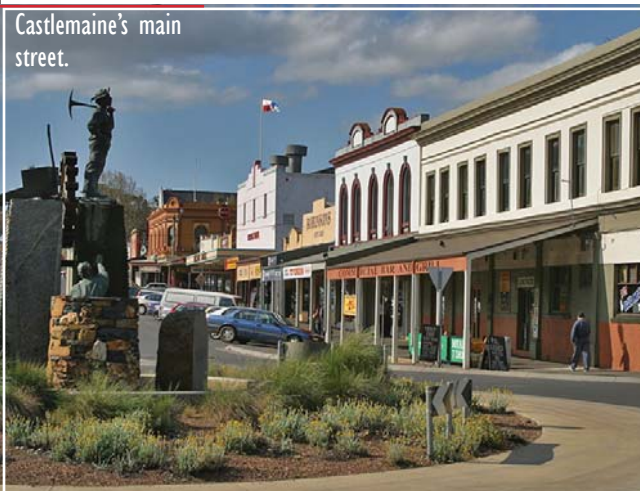
Cape Otway Light
at night.



Mount Alexander
Shire Council of-
fices, Castlemaine.



Teddy's Lookout,
Great Ocean Road,



Castlemaine's main
street.



Erskine Falls



Wimmera rail
bridge, Quantong.

to date given the COVID-19
situation. If there is a small fee,
participants will be advised,
and this will be collected as
cash in Bendigo.

ACCOMMODATION EXPENSES:
All entrants are responsible for
booking their accommodation
and all other expenses. Full
details are here.

BOOKINGS OPEN: Expressions
of interest will be taken now.
BOOKINGS CLOSE: Again,
COVID-19 has made planning
difficult but adequate advance
warning of booking closure will
be provided.

- DAY 1: Monday, 5 April
Bendigo to Ballarat 154km
A short walking tour around
Bendigo prior to departure
for Ballarat via Maldon,
Castlemaine, Daylesford and
Creswick.

- Accommodation in Ballarat
[2 nights] Eureka
Stockade Holiday Park
104 Stawell St, Ballarat
[03] 5331 2281

- DAY 2: Tuesday, 6 April
Sovereign Hill, Gold Museum,
Ballarat Gardens etc.

- DAY 3: Wednesday, 7 April
Ballarat to Lorne 158km
Travel via Inverleigh for lunch.

- Accommodation in Lorne [2
nights] Lorne Foreshore
Caravan Park.

2 Ocean Rd, Lorne
[03] 5289 1382
1300 364 797

lorne@gorcc.com.au



- DAY 4: Thursday, 8 April
Teddy's Lookout, Erskine Falls.
- DAY 5: Friday, 9 April.
Lorne to Warrnambool 207km
Twelve Apostles, Cape Otway
Light Station
- Accommodation in Warrnambool [2 nights]
Warrnambool Holiday
Park & Motel
Cnr Raglan Pde & Simpson
St, Warrnambool
[03] 5562 5031
info@whpark.com.au
Camp kitchen & BBQs
- DAY 6: Saturday, 10 April
Warrnambool Heritage
Cheese, Visit to Warrnambool
& District Historical Vehicle
Club
- DAY 7: Sunday, 11 April
Warrnambool to Hamilton
116km
Tower Hill, Port Fairy
- Accommodation in Hamilton
[2 nights]



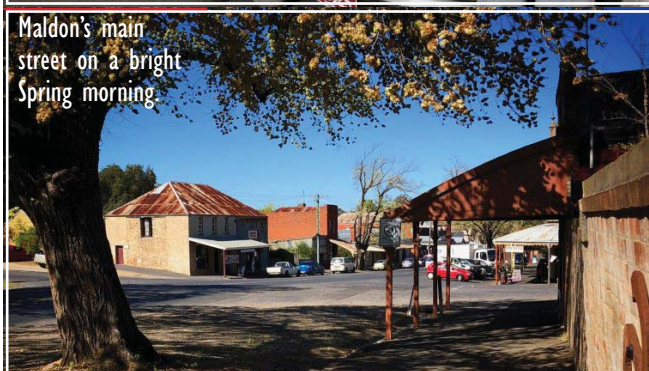
Fokker F.XI Universal,
Ansett Museum,
Hamilton.



Sovereign Hill,
Ballarat.



Warrnambool &
District Historic
Car Club.



Maldon's main
street on a bright
Spring morning.

Lake Hamilton Motor Village
& Caravan Park,
8 Ballarat Rd, Hamilton
[03] 5572 3855
info@lakehamilton.com.au

- DAY 8: Monday, 12 April
Campes Motor Museum, The
Nigretta Falls, The Ansett
Museum
- DAY 9: Tuesday, 13 April
Hamilton to Halls Gap 96km
- Accommodation in Halls
Gap [1 night] Halls Gap
Gardens Caravan Park
2223 Grampians Road Halls
Gap
[03] 5356 4244
stay@hallsgapgardenscaravanpark.com.au
or
Lake Fyans Holiday Park

650 Mokepilly Road, Lake
Fyans 3381
[03] 5356 6230
stay@lakefyansholidaypark.com.au

- DAY 10: Wednesday, 14 April
Halls Gap to Horsham 80km
Total distance 811
Reed Lookout, Mc Kenzies
Falls
- Accommodation in Horsham
[1 night] Horsham
Riverside Caravan Park
190 Firebrace St, Horsham
[03] 5382 3476
horsham@southerncross-parks.com.au
- DAY 11: Thursday, 15 April
We all head home with
possible visit to Wimmera rail
bridge at Quantong

CITROËN CLUB DRIVE AND STORY BRIDGE PHOTOSHOOT

WHEN: Sunday 16 August.
TIME: 7:00am, or earlier, or as
soon as you can make it
WHERE: Meet under Story
Bridge
RSVP: By Friday, 14 August
CONTACT: Geoffrey Webber
0411 652 555

PURPOSE:
Geoffrey Webber will be in
Brisbane over the weekend
of 15/16 August and wants to
capture some action shots for
his next publication, Citroëns in
Australia, from 1920 to 2020
Your classic Citroëns driving
across the Story Bridge will
make excellent subjects.
The Story Bridge has recently
celebrated 80 years.

All Citroën models are
invited and particularly some
colourful Tractions would
make ideal subjects from that
same era.

As it will be a perfect sunny
Sunday morning at that time,
it will be a good outing for
CCOCA members and an
opportunity for some to
show off their cars. Suggest
we meet up under the Story
Bridge in the park where the
original Tri-Club display used
to assemble in the 1980s.
There is a beaut coffee shop
nearby too.

The plan is for cars to assemble
and then do a few slow convoy
round trips from the southern
end over the bridge and back
to provide more than just one
opportunity for photos. An
early start will avoid traffic

and early sunlight is the most
effective. Later arrivals could
still do the photo drive over
as each circuit will finish back
under the Bridge until the
exercise is completed.

In terms of safety, drivers will
be advised to use their own
discretion depending on
traffic in front or behind to go
slow for the photographers
positioned on the eastern
footpath side on Bridge.
Members with good cameras
could also shoot from their
cars if possible please.
Optional drive and picnic
afterwards.

Members could reassemble,
return to the coffee shop
under the bridge and/or we
could drive on to Redcliffe,
say for a Fish and Chips lunch/
picnic BYO by the water.

Sixes on the Level

Since the introduction of front-wheel drive in 1934, Citroën has built, as at the date of the writing of this article [1994] three six-cylinder models: the I5 Six and her sister featured here, the I5 Six H, the SM and the XM V6. They are all equipped with hydropneumatic suspension and spoil their owners with excellent performance and a sea of com-

fort, without being lost in the ocean of the ordinary.

Modesty is in Demand.

Even owners of expensive German status mobiles now order their eight- or twelve-cylinder engines without a type designation on the stern. After all, the sheep are quickly separated from the goats on the highway. In the 1950s, engine designations on the boot lid are also rare, but

this is certainly due to a desire for understatement by owners or manufacturers wishing to conceal their vehicle's exclusivity.

After all, there is usually only one variant and why would you add extra numbers or letters. The impressive monogram on the boot lid of the Traction Avant I5 Six-H will therefore have been spoken of with respect. In part due to its excellence of its road handling, the 'regular' four-cylinder Traction already has a reputation as one of the fast guys.

The 'Six' ~ even frantic Francophiles often cling with tenacity to 'siks' rather than 'sies' ~ takes it a step further. With the I5-H, the 2,867cc six-cylinder engine delivers 80hp [60kW], sufficient for a top speed of more than 135kph. However, it is not the top speed with which the I5-H outshines its rivals. Speeds of 140kph, or more, are not exceptional in the mid-1950s, but there is virtually no other comfortable five- or six-seater with which to get the average speeds possible with the six-cylinder Traction. This is mainly due to the excellent handling. Broad highways, where you can effortlessly drive at high speeds with a self-targeting battle cruiser,

The striking interior of the Traction can be deduced from the side view. With the SM, interior space was not given too great a priority, despite its overall large dimensions. In the XM, up to five people have a lot of space and comfort.



Sixes on the Level



were rarely encountered at the time. You can traverse the considerably less straight and flat through roads with such a French six-cylinder at a good pace, without having to steer like a madman to keep the car on the correct side of the road. In the city and in tight corners, little of that convenience remains. There is nothing to complain about its cornering behaviour, except for the force and effort required to steer. Although the beautiful white steering wheel would also fit in a barge in terms of its size, your arm muscles seem to get stronger and thicker by the minute.

In any case, the gear lever protruding from the dashboard offers the opportunity to stretch the right arm occasionally. The lever describes a wide arc, but you can feel exactly where the 'box is going. In addition, the six-cylinder is very smooth, so you mainly use the extended second and third gears. The first you only need when driving away from rest.

Interior Ambiance

On the open road, you have plenty of opportunity to get your heavily tormented arm muscles

The Traction's dashboard is no different from that of the four-cylinder. With the SM, the emphasis is more on luxury than on sportsmanship. The XM has a less quirky dashboard than its predecessors. Too bad Citroën has left the one-spoke steering wheel behind.

massaged. For here driving the Six can be very relaxed. This is due in no small part to the hydropneumatic suspension, which is reserved for 15-H [Hydraulique]. This variant, delivered exclusively in 1954 and 1955, serves as a test object for the suspension of the DS introduced in 1955. Although the Traction's futuristic suspension system only works on the rear wheels, the suspension comfort is considerably greater than with a conventional suspension version.

During acceleration, your hearing is caressed by a nostalgically grunting six-cylinder. Once up to speed, the in-line six's behaviour is quite civilized, although the motor never leaves any doubts about its presence.

You cannot blame him for having a sip in the meantime and rarely settling for less than one in six. [Your Editor went hunting to explain this. The writer means a fuel consumption of six kilometres per litre. Or more usually for us 17mpg or 16.7L/100km.] If you had announced in 1955 that a litre of super would cost more than two guilders in 1994, you would probably have been consigned to the insane asylum.

Like many contemporaries,

Traditional headlights at the Traction. The SM has lamps behind glass, the inner of which rotate in response to steering input. The XM has modern flat headlamp units.



Sixes on the Level

the interior of the Traction exudes an atmosphere that is characteristic of the country where the car comes from. That starts first with the smell, which is completely different in a Citroën such as this than you discover in a Wolseley, Lancia or Mercedes. Then there is also the design of the dashboard and the implementation of the door trim and seats. In this decidedly inexpensive Citroën, completely different ideas about 'domestic conviviality' prevail than in the competition from England, Germany and Italy.

No walnut, wood veneer, Bakelite, leather or, if necessary, plastic, but steel, sprayed in two shades of gray. The dark shade matches the exterior of the body; the light shade accentuates the lines of the windshield, instrument panel and side windows.

In the middle of the dashboard you will find a jumble of buttons and switches. Some have to be turned; others have to be pulled out. Disorganized? After a few days you are used to it, especially when you have thoroughly read the instruction booklet. Your obliging servant [that's the writer] has not done so, so that the turn indicators always flash to the wrong side during the first few kilometres. The bottom of the switch indicates the direction, not the top I as wrongly assumed.

Compared with other large cars from the thirties ~ after all,

the Traction was designed long before the war ~ you sit remarkably low. This is thanks to the monocoque body, which makes a chassis redundant. This immediately saves a few centimetres of floor height. The seats are upholstered with a pleasantly fitting fabric, which in this car differs from the original, but offers the same comfort. When you sit down for the first time, you feel like you are sinking straight through the furniture, but the mental flashes of doing irreparable damage are somewhat premature. These are just honest old fashioned French chairs that, if you like those over-stuffed cushions are great. You can also sit in the back. You nestle nicely in a corner and spread your legs relaxedly. 'On to Provence, Gaston!' *SM: Chevrons and Trident?*

Contemporary Citroëns, such as the Xantia 2.0i-16 V SX and the XM V6 16-valve show how sportiness and comfort can be best combined. In the early seventies these two properties were still seen as an impossible combination. With the SM presented on March 11, 1970, Citroën had therefore performed a true miracle. The car combines the comfort of the DS with the performance and appearance of a real Gran Turismo. The S was taken from the designation of the SM from the DS Sport project [code letter S] from the early 1960s. The

M comes from Maserati, which is responsible for the V6 which lies in the rather chaotic forecastle. In terms of lines, the SM is a very characteristic car. The wide battery of lamps behind curved glass give the SM an unmistakable face, which still evinces the awe of other road users to this day.

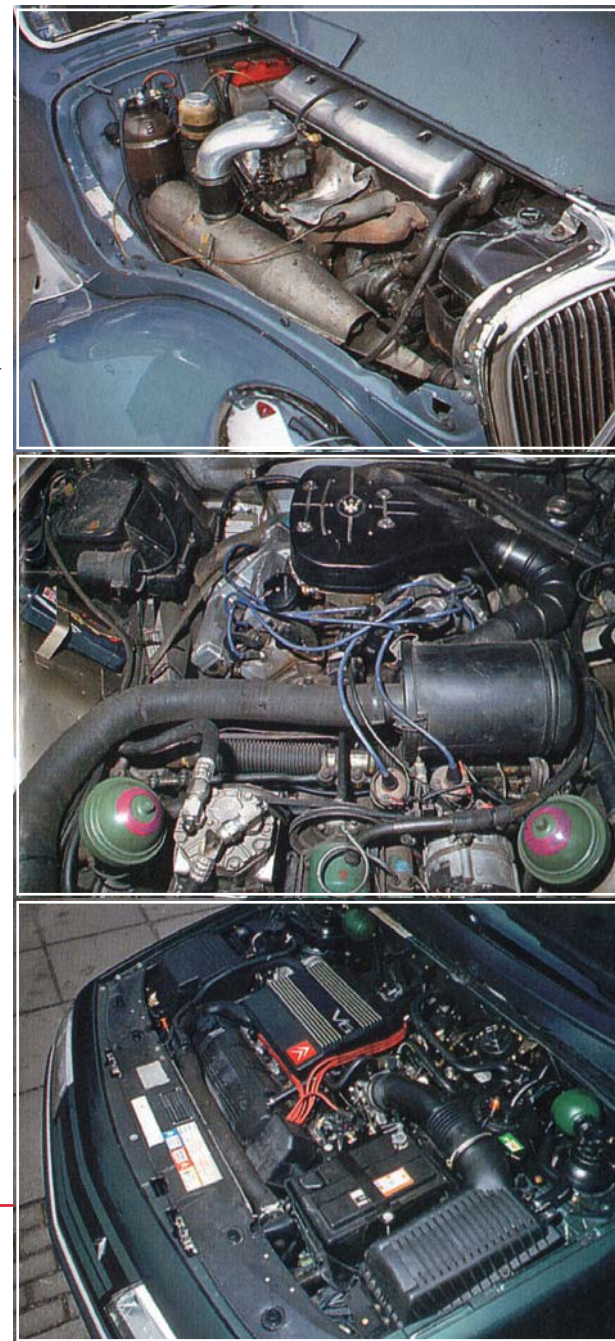
The rest of the bodywork does not give rise to any confusion, even with other models of its own marque, there is hardly any similarity. Years later, a style element of the SM can be found in another Citroën: the nod at the side windows can also be seen in the XM.

The interior could have been devised by a draftsman of science-fiction comics. The one-spoke steering wheel is somewhat oval in the SM. The instruments are also oval: they are a radical break with the traditions that most sporting cars try to uphold in this regard. The seats, with their backrest flowing smoothly through to encompass the seat, also seem to be unaffected by prevailing views.

Identity Crisis

The leather is also excellent. Thanks to the many adjustment options of seats and steering wheel, it takes a little time to find a perfect positioning. Turn-

With the Traction and the SM, the engine is placed in the longitudinal direction behind the front axle. The XM has a transverse V6, which saves a lot of space



Sixes on the Level



ing the ignition key immediately causes an identity crisis in invading Citroën drivers. You sit in a Citroën, you smell Citroën, you have a Citroën steering wheel in your hand, all you see around you is Citroën, but you hear the hoarse growl of an unadulterated Italian six-cylinder. A light press on the accelerator. The tachometer needle flashes over the overtly elegant numbers. The howling grows stronger. The nose rises. The rear seems to be pulled towards the asphalt. Clicking ~ almost a miracle given the long linkage to the gearbox ~ the lever shoots through the overly chic gear quadrant. You can feel the Maserati trident prodding your bottom. Could that type designation also have another meaning?

Fuel consumption shows that the six-cylinder technology has undergone enormous development compared with the Traction engine. On average, one in seven is quite feasible [20mpg or 14.3L/100km] and in addition your progress is significantly faster than with the 15-H.

The steering wheel is small and reacts extremely directly. Assistance varies with pace

With the Traction almost the entire boot lid can be lifted. The SM and XM have a third and fifth door, respectively.

15-SIX H

Engine: in-line liquid-cooled six-cylinder, underlying camshaft, bore x stroke 78 x 100mm, capacity 2,867cc.

Transmission: three gears, front-wheel drive.

Body and suspension: monocoque body, independent suspension with torsion bars at the front, rigid rear axle, hydropneumatic suspension at the rear, drum brakes all round.

Dimensions and weight: wheelbase 308.7cm, 476[l] x 179[w] x 156[h], weight 1,325kg.

Performance: max power 80bhp [60kw] @ 4,000rpm, top speed 135kph.

Production period: 1954-1955, conventional suspension 1934-1940, 1946-1954.

SM [Photos: 1971]

Engine: liquid-cooled six-cylinder in V, cylinders at 90°, 4overhead camshafts, bore x stroke 87 x 75mm, capacity 2,670 cc.

Transmission: five gears, front-wheel drive.

Body and suspension: monocoque body, independent suspension, hydropneumatic suspension with self-levelling and height control, hydraulic power disc brakes all round.

Dimensions and weight: wheelbase 295cm, 489.5[l] x 184[w] x 132.5[h], weight 1,490 kg.

Performance: Max power 170bhp [127kw] @ 6,250rpm 1972: 178bhp [133kw] at 5,500rpm, top speed 220kph [228kph].

Production period: 1970-1975, from '73 at extra cost with 2,965cc engine and automatic transmission

XM V6

Engine: liquid-cooled six-cylinder in V, cylinders at 90°, 2 overhead camshafts, bore x stroke 93 x 73mm, capacity 2,975cc.

Transmission: five gears [optional automatic transmission], front-wheel drive.

Body and suspension: monocoque body, independent suspension, hydropneumatic suspension with self-levelling and height control, hydraulic power brakes all round.

Dimensions and weight: wheelbase 285cm, 470.8[l] x 200[w] x 138.5[h], weight 1,510kg.

Performance: max power 170bhp [127kw] @ 5,600rpm, top speed 217kph.

Production period: from 1989.

Price: from f88,850.

and wheel angle. As the wheels move outward, the assistance increases. At higher speeds, the assistance becomes less. Caution is advised, especially when travelling slowly. Too much enthusiasm makes you a ghost driver in a fraction of a second. There is a complex hydraulic system between the front wheels and steering wheel, but the steering is certainly not numb.

Once you are used to direct steering and strong power assistance, you can quickly go through any corner. The tendency to un-

dersteer is easy to catch: just release the throttle and you are back on the right track. The hydropneumatic suspension, slightly less soft than the DS, meanwhile provides unprecedented comfort for such a car. Only the very short 'punches' are sometimes difficult for the suspension to absorb, but an average speed bump does not make any impression on an SM.

Drivers without any Citroën experience who have to brake an SM for the first time will be in for the shock of their lives. That 'mushroom' under your foot is

Sixes on the Level

very effective. You do quickly get used to it, after which the all or nothing feeling has disappeared. Fine inputs are not the strongest point with these brakes.

On the highway, you must constantly monitor the speedometer. You think you are driving at 120, but the needle is at 170 and the other traffic seems to be parked in the right-hand lane. It must be a perfect excuse for the recently released speeding excuse book: 'Yes, but this is a Citroën SM, officer...'

XM V6: A Touch of Maserati

More than its predecessors, the XM is geared to a wider audience. You hardly have to get used to the luxurious interior of the XM. The front seats are electrically adjustable; the position of the steering wheel can also be adjusted to personal preference. The fact that Citroën has not opted for a freak design of the instrument panel and the controls is understandable, given the need for larger sales numbers and therefore to appeal to a wider audience. The fact that the quality of the finish is at a significantly higher level than with the XM's predecessor, the CX, is even more gratifying.

But to also immediately relinquish that traditional one-spoke steering wheel, that is going a bit too far. It has no practical disadvantage, but does contribute to the car's own identity. Perhaps it

could an idea for the accessory industry?

Turning the ignition key leads to a pleasant surprise on the XM V6: the engine sound reminds you of that of the SM. Once you hit the road, the similarities are not limited to the sound; the performance is also at a similar level. For both models, the DIN power is 170bhp [SM injection 178bhp, or 127 and 133kW respectively] and a peak of around 220kph is specified. Acceleration from 0 to 100 takes 8.9seconds with the SM and 9.7seconds with the XM. Above 140kph, the SM must recognize it been outpaced by the XM. The V6 24-valve, with 200bhp [149kW] and a top speed of 238kph, goes a step even further. With the XM it also becomes clear that the engine technology has made enormous progress: if you push on, you get around one in 7.5 [13.3L/100km or 21mpg], while driving with the large current engine one in ten [10L/100km or 28mpg] is easily achievable.

While spring comfort is still unsurpassed, views on how that comfort is achieved have changed over the years. The 'float' that is usual with the DS and, to a lesser extent, with the SM and CX is also present at the XM at a constant pace, but it is less pronounced. In fast corners, the six-cylinder's springing system with its hydractive [adapts to driving style and conditions] adopts a

completely different spring character. Within a fraction of a second, the comfortable chassis changes to that of a pure sports car. The car can then be steered as if it were a go-kart, with a light understeer that remains perfectly manageable.

Like the SM, the XM V6 also has speed-dependent power steering. You will have to get used to the quick return to the rest position, but after that short period of getting used to it, you can get really hooked on this system. Since it has appeared in recent years that not every XM buyer is charmed by this Diravi power steering, conventional assistance has been available since last year.

The power brakes transmit considerably more feeling than the servo of models like the DS and CX. ABS is available at an additional cost, but that is also quite normal with other brands.

Share

It is always the same song: when Citroën releases a new model, the traditional enthusiast's fright strikes at the heart. It was no different when production of the CX ended in 1989; why on earth would you replace that car? It is still so modem... Regarding the latter, the CX enthusiasts have right, at least, partially on their side. The car has been on the market for fifteen years but still looks up-to-date, although it

only underwent a facelift in late 1985.

Under the skin, however, there is a world of difference between the CX and the XM. Familiar elements such as the hydropneumatic suspension have been further perfected. More powerful and cleaner engines have been fitted, while much attention has also been paid to improving road handling and passive safety. All these requirements make it increasingly expensive to develop new models. Sales figures that would be considered a top success ten years ago are now not even sufficient to recoup development costs. Citroën also cannot avoid responding to the wishes of a wider audience. The sales figures prove that the XM appeals to a larger target group. But also those who have been driving Citroën for years quickly appreciate the car. There are even owners who are shocked at the idea that the XM will someday be replaced by another model. The XM is therefore again a real Citroën. Although it also has something of a Maserati with six cylinders.

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Member's Model: 1990 XM 2.0Si

I arrived in the UK in 1989 having completed my university studies at Monash and was excited to start a proper job at a large government research laboratory near Oxford. The pay was terrible but I splashed out and bought a used Citroën BX IIRE because I had always been fascinated by the quirky difference of the brand.

This BX was almost the bottom of the range, black with an after-market go-fast stripe, and being a Series I it had the rolling barrel speedo, non-cancelling indicator switch that was dash mounted and a maniacal single windscreen wiper. It was the car that took my bride home a couple of years later and just as our living expenses started to increase it catastrophically failed its annual MoT [the UK roadworthy test].

The hydraulic suspension pipes were made of steel encased with some sort of rig-

id plastic coating. As the coating aged and cracked this design was guaranteed to maximise water retention around the pipes, and encouraged by the salt used on the winter roads, this caused widespread rust. The fix involved replacing almost all of the hydraulic pipes, the cost of which far exceeded the value of the car, and thus ended the life of the BX.

The car I replaced it with was also at the bottom of its range; a Citroën AX IORE. The designers were playing with minimalist ideas, they said inspired by the 2CV, but essentially trying to compete with other ultra-small low-cost cars coming onto the market at the time. Since Citroëns have to be quirky much was made of the very deep door pockets that

could easily hold a large bottle of wine, otherwise the rest of the car was quite conventional. The AX had almost no road presence so you were constantly at the receiving end of other driver's aggressive behaviour and quickly learnt the art of defensive driving on English motorways. The car was noisy, freezing cold and lacked any power so wasn't one we grew to love.

The big Citroën available at this time was the XM. Compared to our AX, the XM seemed the height of luxury with electric windows, climate control, comfortable seats in a quiet and spacious cabin. The car gave a solid impression with doors that closed with a muted thud instead of the tinny bang of the AX. The XM had

been launched in May 1989 and in 1990 won the coveted European Car of the Year. It was designed as the replacement to the CX by Bertone, who having previously worked on the design for the BX, won the competition in 1986 for the XM design having submitted their first concepts in 1984.

I loved the shape of the front, something one reviewer called 'the last word in the gothic wedge design'. Other commentators noted that owners always turned their heads for a last look as they walked away from the car and with its sweeping French snout the car always made an impression as it came around the curve. The high hatchback rear, however, took a bit of getting used to.

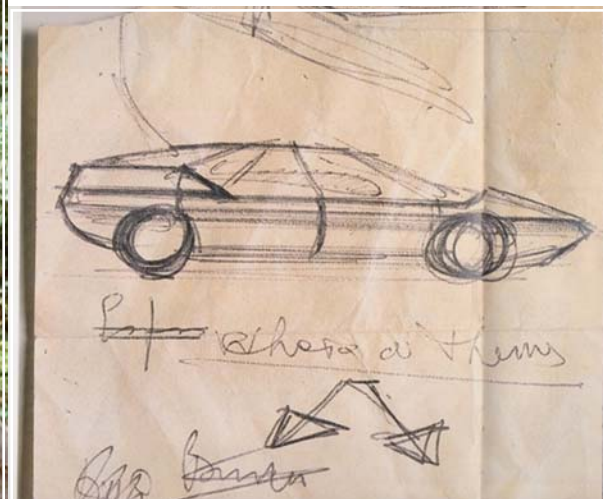
Citroën had high hopes for the XM and planned to take on the luxury car market coming head-to-head with BMW and

Below: 2-door AX IORE ~ a very basic car.

Right: The high hatchback and elevated spoiler of the Series I XM.



The 1984 XM sketch by Marc Deschamps, pencilled on the flight from Roissy to Turin after attending the Citroën briefing.



Member's Model: 1990 XM 2.0Si

EUROPEAN CAR OF THE YEAR 1990 - EQUIPMENT SUMMARY



XM 2.0 Carb

2-Litre Carburettor – 115hp
Electric tilt-slide glass sunroof
Remote control central locking
Power steering
Adjustable steering wheel (rake & reach)
Electric front windows
Tinted windows
6-speaker in-car entertainment system



XM 2.0i/TURBO D

2-Litre Fuel Injection – 130hp
or 2.1-Litre Turbo Diesel – 110hp
Electric tilt-slide glass sunroof
Remote control central locking
Power steering
Adjustable steering wheel (rake & reach)
Electric front windows
Tinted windows
6-speaker in-car entertainment system



XM 2.0 Si/TURBO SD

2-Litre Fuel Injection – 130hp
or 2.1-Litre Turbo Diesel – 110hp
As 2.0i plus:
Electric front seat adjustment
Automatic temperature control
Electric rear windows
Electrically operated/heated door mirrors
Metallic paint (no cost option)
Remote control in-car entertainment system



XM 2.0 SEI/TURBO SED

2-Litre Fuel Injection – 130hp
or 2.1-Litre Turbo Diesel – 110hp
As 2.0Si plus:
Leather upholstery
Electronic anti-lock braking system (ABS)
Air conditioning
Alloy wheels



XM V6 Si

3-Litre V6 – 170hp
As 2.0Si plus:
Electronic anti-lock braking system (ABS)
4-speed automatic gearbox*
3-way catalytic converter
Coded anti-theft device
Multi-function trip computer



XM V6 SEI

3-Litre V6 – 170hp
As V6Si plus:
Leather upholstery
Air conditioning
Alloy wheels
Heated front & rear seats

Mercedes, and priced the car accordingly. It took four years to design and test the car, and according to one source, Citroën spent 7.5 billion French Francs [approx AU\$5 billion] tooling up the factory. They set an aggressive sales target of 160,000 XMs per year. The car used hydropneumatic suspension with a new computer-driven active suspension they called 'Hydractive'. Using sensors on the steering, brakes, throttle pedal, suspension and transmission, a computer constantly monitored the drive and road conditions and switched in or out two additional spheres connected between the two front wheels and two rear wheels to firm up the handling.

The handbrake follows the



Above: The trim levels for the XM available in the UK in 1990.
Left: 1990 Citroën XM 2.0Si.

Mercedes design and is operated by a foot pedal with a dashboard mounted latch. In manual cars an extra solenoid switches in to hold the car if stopping on a hill, and switches out as soon as the accelerator is touched. Door sensors operate solenoids to momentarily stiffen the suspension in anticipation of somebody getting in or out of the car, and the current drawn by indicators, tail lamps and side lights is constantly monitored with a message showing on a dashboard dot matrix display should one fail.

With so many electronic and computer-controlled innovations the car needs a robust and stable electrical system. Unfortunately, Citroën made a serious miscal-

Member's Model: 1990 XM 2.0Si

culation and the early cars were plagued with intermittent electronic faults that dealers struggled to diagnose. The cure for the majority of these problems turned out to be very simple. The two multi-point earth connections behind each headlight had to be cut and replaced with old fashioned crimp connectors. Another multi-point connector underneath the battery compartment also needs regular cleaning.

Unfortunately, there wasn't a cure for the damage done to the car's reputation, and although 96,000 cars were sold in 1990, sales plummeted to 49,000 in 1991 and continued to fall. By the time production was stopped in 2,000 a little more than 330,000 cars had been sold compared with over a million CX sold over its 17 year lifetime.

This was wonderful news for me. By 1994 the XM had become the fastest depreciating car on

the UK market meaning that an upgrade from a minimalist AX to the luxury of an XM was within my reach. The RP number of the XM I bought tells me that the car was made on 3 December 1990. It is a 2.0Si with a fuel injected XU10J2 121kW engine and five speed manual transmission. All XMs sold in the UK came with electric tilt and slide sunroofs.

The internet had only just been invented at this time, and without this revolutionary tool I doubt that it would be possible to keep a car like the XM on the road. Some web searching told me how to fix the earth problem and fit an air bypass required to keep the engine breathing in cold conditions. These simple fixes gave me years of reliable service, though of course in recent years the internet, and eBay in particular, has been an essential tool in sourcing wisdom and increasingly rare parts from around the world.

Left: Cycling holiday in the south of France. XM and BX.

Right: Our daughter Amy, 4 days old, on her journey home from the hospital in Oxford.



I bought a pair of Citroën 'aerodynamic' roof bars for the car and, in the European style, mounted our bicycles upside down on these bars and headed off to the south of France with our friends and their Series II BX. Driving a right-hand drive car on the right side of the road takes a bit of getting used to, but the XM has long legs and is an absolute pleasure to drive in fifth gear on long trips. While in France, Alison started to develop an aversion to wine and a few short months later, on a snowy February, our daughter was born at the John Radcliff Hospital in Oxford.

I have a grainy video of the trip from our house to the hospital to collect Amy. Lifting this tiny, precious person out from the back seat of the XM made me grateful for the solid robust nature of the car, one that I could trust to carry my family for many years to come.

When we decided to emi-

Erol and Alison enjoying the sunshine in their 2CV.



grate to Australia it was important to bring our two cars, the XM and a 1984 2CV which was Alison's first car. A characteristic of the XM is that if not used for many weeks the battery will fully drain. I imagine that when it came time to disembark the car from the transport ship, the Melbourne port workers found the battery flat and simply towed it out. With the suspension fully down the XM only has about 100mm of ground clearance so this caused quite a bit of damage to rods and brackets under the car. After repairing the damage, getting the car up to Australian compliance was simply a matter of fitting some Australian-style child seat restraining clips.

The Citroën specialist that I bought the car from gave me a bonus book telling the story about the design of the XM. It is in English but the translation retains much of the typically gushing Gallic literary style that tells you they expected this car to achieve greatness. One picture from the book particularly sticks in my mind ~ it features the heads of the design teams standing in front of various concept drawings of the car. During the many 'projects' I have since had to undertake to rectify or repair some component of the car that has ceased to function I often wonder which one of these people in the photograph was responsible for the odd design decision associated

Member's Model: 1990 XM 2.0Si

with the bit in my hand.

One case in point is the front headlights. Because of the nose angle the profile of the headlights has to be very low. Although common now, the XM designers were among the first to use a complex rear reflector surface to throw the beams into the right parts of the road. A CRAY supercomputer was used for the design, at the time one of the world's most powerful computers. To help tweak the spread of light a thin polycarbonate plate was placed between the low-beam globe

and the output face. Polycarbonate goes yellow with UV ageing so, rather like growing cataracts, the XM tends to slowly go blind as it grows older. If you trust the dried rubber seals of the lights enough you can get in there and remove the plastic plate, or most owners tend to fit brighter Xenon or Metal Halide globes to replace the standard halogens. This gets some brightness back but of course accelerates the UV ageing.

Another design 'feature' that kills many XMs is the failure of the front strut mounts. The suspension

struts are connected to the body of the car by rubber mounts that are in tension rather than compression. The whole front of the car is effectively hanging from these rubber mounts. When the rubber cracks and fails only the bonnet prevents the struts from shooting up as the front collapses. You can see many sad pictures of this on the internet. Again, web searches told me that everybody's mounts seemed to be failing at about the same time. Citroën had of course ceased production

of these mounts and there is little point in sourcing mounts from scrap vehicles as the rubber in those is also at the end of its life. There are now several sources of refurbished strut mounts, typically using polyurethane instead of rubber. The Netherlands seems to be a place where XMs still live, but at the time I needed these I could only source them from Latvia where a young entrepreneur was rebuilding them.

Another component failure that nearly ended the life of our XM was to do with the sun roof. The unique design uses a flexible cable wrapped with a helical wire to produce a screw thread that is driven by the electric motor. If the roof is not used often the lubrication tends to solidify and the torque in the cables causes them to snap. A car with a gaping hole in the roof is not much use, however I did find the components from a Japanese car that had been scrapped. The lesson here applies to many aspects of the XM ~ it needs to be used regularly and does not appreciate long periods of idleness.

Japan is another country with pockets of XM enthusiasts, I have since learnt. Although the upper range XMs were supplied with some very stylish alloy wheels, my version has pressed steel wheels with large flush plastic disks as the wheel trim. XMs, like many hydropneumatic Citroëns, are



Above: Citroën XM design history by Martinez & Sauzay. Main picture: Citroën XM design team with Jacques Calvet at front

Top: The XM headlamp design with complex rear reflector surface.

Below: The last gasp of the single spoke steering wheel set in a dashboard whose plastic quality severely let down its executive aspirations.



Member's Model: 1990 XM 2.0Si



A tilting cover is used to hide the 'mess' of the radio cassette player; this was one of the first cars to place radio-control buttons on the steering wheel.



great to drive on corrugated dirt roads, but while the passengers are enjoying smooth comfort the wheels are going nuts. The plastic disk wheel trims have a tendency to fly off under these circumstances and, both times this has happened to me, I have not been able to find the trims in the surrounding bush. It would not surprise me if the disks have actually been flung into low earth orbit.

During a web search for replacements I found that there is an entire sub-culture of people who collect samples of wheel trims and mount them as decoration on their walls. Prized specimens are traded for incredible prices, and among the most prized of all designs is the flat disk XM trim. Fortunately, I found three very good condition examples for sale on eBay from Japan, and seem to have made a lasting friend with somebody who is delighted that a person in Australia should also be mad enough to keep these odd cars on the road.

I am still waiting for the XM to become a classic. Not particularly because I am interested in seeing the value increase, but more because increased interest in keeping these cars alive could improve availability of difficult-to-get parts. If you are very selective about the blogs and posts you read it is not too hard to find somebody who says this has started to happen. But then again,

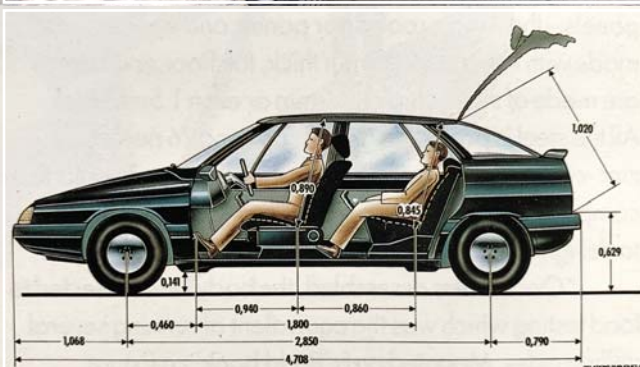


The XM boot is enormous with the spare wheel suspended below the read of the car. Rear seats can be folded forward to further increase carrying capacity. There is an extra pane of glass, which can be lifted, to protect the passengers from the cold when the hatchback boot is opened. The 80litre fuel tank gives the car a long stride.

I am not sure if those people are inflicted with the same Citroën optimism of the rest of us who deep down know that liking such a difficult car is quite irrational.

Twenty-five years on now and the XM is still on our driveway and used several times a year. The topcoat on the upper panels needs attention and the horribly plastic dashboard is rather fragile, but otherwise the car is rust free and in good shape. The engine has done over 300,000km and is going strong and I cannot remember how many sets of front tyres I have had to replace [only use Michelin ~ the car chews through front tyres!].

I have found that a 3D printer is a valuable tool for repairing plastic clips, adaptors and fasteners that were designed to only work once, especially inside the dashboard. There is a persistent fault with the current monitor for the rear indicators that causes the dot matrix warning to light up and although cleaning contacts and supplying new earth points helps, it does not seem to be a long-term cure.



Member's Model: 1990 XM 2.0Si

Many of the interior instrument lights are permanently on while driving and the tiny incandescent globes in the electric window switches cause heat damage to the switch mechanism. By now I think I have replaced all of these with an LED and resistor. Green is the colour scheme used for instrument lighting and at night the cabin twinkles with back-lit switches throughout the interior.

Amy was planning to get married this year and asked whether she could have XM as the bridal car. I love the idea that the very same car that carried our precious baby home from hospital in Oxford could be the same car that takes her to get married in Melbourne. Unfortunately, COVID-19 has put a spanner into the works. With our UK family, including her brother, trapped overseas and with continuing uncertainty as to whether we can even have

large celebrations with friends this year, she has reluctantly decided to postpone the wedding.

That gives me a bit more time to finish off some of the cosmetic projects needed to smarten up the XM. And who knows, perhaps with the extra delay, by next year the XM will finally become 'a classic'?

Our friends who came with us to France in their BX now also live in Melbourne, and their original Series II BX has been added to by a locally sourced Series I. At one point we realised that between us we owned rather a lot of Citroëns, so we gathered them on the local school oval for a photo shoot. The C5 and Xantia have gone now, replaced by a C3 Pluriel and a 2CV Forgonnette, so the overall number has not changed.

Erol Harvey



Dream Come True

As my head hits the pillow and I summons sleep, my thoughts are not of sheep jumping fences. Instead I configure and then reconfigure my dream garage. It invariably starts with Citroëns and then gradually expands depending on the jackpot in the lottery this month.

The centre of the collection is always the SM. Like a sun in a solar system, the others revolve around it. I have no idea where I first encountered my dream car, but other than the unaffordable Chapron DS this is as good as it gets.

My car was originally a US spec left hand drive 1972 car with factory brown leather seats and an automatic gearbox, brought into Australia in September 2000 by Peter McLeod at the business he then ran near Port Kembla called 'SM Australia'. It was one of the earliest chassis to go through the RHD conversion, and then restored as a show car. It featured in 'Australian Classic Car' in December 2002, before being sold through a Shannons auction in February 2005.

Purchased by Terry Forrest, now a judge but then a QC in

Melbourne, the SM was used daily. I regularly saw it illegally parked in William Street outside the law courts, and occasionally admired it when it was at Citro Motors in Collingwood.

I had lusted after an SM for years, always assuming they were out of my reach. I had only once driven one for a short distance, on the Boulevard around the Yarra River in Burnley. That car was for sale at Duttons and a cashed up mate was looking for a toy. We went for a spin, marvelled at the engineering, wobbled around the road as you do, and gingerly covered a few k's. When Jeff Dutton said 'changing the battery is a nightmare... you have to dismantle half the front...' my mate walked away and bought a Porsche 911 Targa instead.

From time to time Terry Forrest would tease me about buying the SM. Various sums were mentioned and laughed off.



Dream Come True

Around 2011 though, I heard that the car had been in a fire and eventually discovered from Terry that there had been a small electrical incident, but no flames. The wiring in the steering column had been pinched whilst he was adjusting the steering wheel, triggering a loom meltdown. The car was immobilised and he needed to make room for a new toy and wanted it out.

The new toy was my fault ~ I had heard of an exotic car for sale and introduced Terry to the seller. As a reward for my efforts, Terry offered me first option on the SM. My excitement was tempered by knowing how complex these cars are. Colin from Citro Motors [by then closed] agreed to inspect and managed to hotwire the SM. Despite sitting for 18 months, it pumped up and drove. I was smitten and bought it then and there.

The car was towed direct to an auto electrician who took four months to complete the new loom. Meanwhile I used contacts in France to locate all the parts needed to convert the headlights to the iconic six light Euro spec that defines the SM. The light boxes, glass covers and the rare as hens teeth front cross member, together with a new clutch plate were all sent off with the SM to McLeods workshop, where the car was effectively restored again, for more than I

paid to buy it! Jan and I flew to Sydney and drove home to Mel-

ther' instead and say that if there is nothing like an SM then I have to add that there is ~ in the context of our country ~ nothing like a right hand drive SM. My sparky



bourne in the SM in July 2014.

I giggled madly the entire way.

Driving an SM in inner city traffic, even with the right hand drive, requires concentration. The car is wider than most, and attracts so much attention that it is almost dangerous. The super direct steering has to be experienced to be believed, and the small SM Owners Group that have occasional drives provide much needed moral and technical support.

It is a Citroën cliché that there is nothing like an SM. As 'trumping' is unfashionable at this time in history, I will 'go one fur-

wizard has added an iPhone connector for the music, and the as the air con blasts cold, the leather hammocks cocoon me and the SM glides and clicks and whirls and roars across the landscape like a flying saucer. The clichés are true. Just for once

Sadly I confess that this car has been neglected recently. Distracted by other projects [sigh] I have procrastinated in sorting out an LHM leak somewhere hard to find. I need to put the car on a hoist to locate the culprit and other things keep getting in the way. But the lock down, ironically, provides me with extra time to devote to the garage and I am confident that I will have her back on the road soon.

Jon Faine



The Best France Could Do?

All families have their problem child. In the small household of the big Citroëns, they all came out with a number of birth defects, but for the longest time, the public was willing to forgive these niggles. Early Traction Avants were notoriously fragile, but they were revolutionary and chic. Early DSs would sometimes blow their hydropneumatic system, but they were cutting-edge and radical. Early

The Talbot Tagora never had a prayer. The big thirsty saloon market was badly hit by the 1979 Oil Shock, but the Tagora just pointed to where Talbot were going, along with the rest of PSA. PSA's market share in France went from 42.6% in 1979 to 30.3% in 1982; production was down by a third. But even if they had not hit economic headwinds, it is difficult to envisage a world where the Tagora would have been a success. As such, it was an abject failure. Talbot sold fewer than 20,000 Tagoras in three model years ~ it was gone by late 1983.

CXs rusted as soon as they saw a rain cloud, but they were so comfortable and stylish. However, when the XM plopped out in 1989, the buying public was no longer willing to take the rough with the smooth.

So why was the XM a flop? On the one hand, it was too expensive: a base-spec XM cost 50% more than its CX equivalent, so naturally there were fewer buyers who could afford one. But the real culprit was the bad rep the XM got in its infancy. This is a common enough malady – GM, Ford, BL, NSU and countless others made the same mistake: a good car coupled with a fatally botched launch leaves the company trying feverishly to address a myriad of flaws, amid throngs of angry customers and panicked dealers.

Series II cars are more plentiful than Series I cars today with nearly all the kinks having been ironed out. So what happened

to the once-revered XM ~ the 1990 European COTY, no less ~ for it to turn from an appealing executive cruiser into a citrus-flavoured E-segment PR nightmare?

By the late 1980s, the PSA Group had started to recover from the Talbot episode. The future looked bright again ~ the Peugeot 205, the 309 and the Citroën BX were helping the company out of its financial hole and the new small cars [Citroën AX and Peugeot 106] were off to a promising start. But the drastic cutbacks of the 1980-85 period were to leave a mark on cars that would only appear farther down the line. It so happens that PSA's two flagships, the Peugeot 605 and the Citroën XM, were conceived during this difficult period. Problems encountered in utero can lead to developmental issues, as was the case here.

Peugeot-Citroën's new E-segment programme was launched in 1983. From the get go, the two



Jean Giret [above right] who worked on a CX replacement without the knowledge of management and Art Blakeslee who ordered the work destroyed.

The Talbot Tagoras of the '90s: Peugeot 605 and Citroën XM: by screwing up one platform, PSA managed to shoot themselves in both feet.

cars were to share the same floorpan, engines and transmission, but other elements would be entirely different. The Peugeot 605 looked like a slightly bigger 405 and featured a conventional suspension [MacPherson struts in front and double wishbones at the rear], whereas the Citroën was to have a completely separate shape and employ the marque's signature hydropneumatic system on all four wheels, with semi-trailing arms at the rear. The internal codename for the XM, in those days, was 'Projet V', soon numbered as V80.

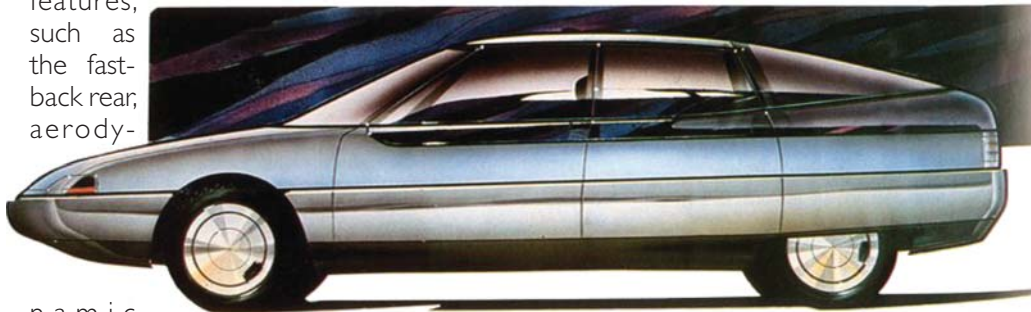
There were several in-house



The Best France Could Do?

V80 styling proposals from Citroën's Vélizy design centre. It seems that PSA decision-makers were keen to keep some of the marque's most iconic design features, such as the fast-back rear; aerody-

is unclear to me whether he had much of a hand in the XM's design. Theirs was called 'Projet Y' [aka Y30] and, at least initially, the Italians ran into the same issues



namic nose and rear wheel spats, but it was difficult for the Vélizy boys to really come up with something suitably novel. They were more redesigning the CX than creating a new car.

In the Peugeot tradition, a competing design was commissioned to an Italian design house. Bertone and Marcello Gandini, who had just helped make the BX such a hit, were roped back in, though Gandini was now working as an independent consultant for Renault, so it

These two projects, one presented by the styling centre at Carrieres-sous-Poissey and the other by the Vélizy styling centre, clearly identify themselves as Citroën. They remain close to the lines of the CX; neither was chosen.

as the in-house team.

Belgian designer Marc Deschamps, working at Bertone, found the XM's signature beltline

Eventually, the Bertone design got the nod, thanks in no small part to the new beltline that their design proposed. The significant kick up in the rear finally gave the project a distinctive feature, along with the wedge-like front end's very thin headlamps and grille combo. The DS's shape had been tapered

down; the SM and CX were more horizontal, with a Kamm tail. The XM would follow the '80s trend and lift its tail up ~ only this time, it would have a rear hatch.

The choice of engines was a foregone conclusion: base-spec models would remain in the 2litre bracket, with the Douvrin engine ~ carburetted, fuel-injected or turbocharged according to taste. Two Diesels, a 2.1 with or without turbo [81/60.4 and 108/80.6hp/kW, respectively] and a turbo-only 2.5 giving out 127hp/94.7kW, were slated to appear ~ both excellent. At the top of the range, the infamous PRV would make its debut on a Citroën. The PRV motor was a codeveloped 6cylinder engine produced by Peugeot, Renault and Volvo. Its first use was supposed to be in the Renault 30, but Peugeot played 'dirty tricks', jumped the gun and launched the 604 before Renault got the 30 to market. It soured relations between Souchaux and la Régie for years.

This was the first 6-cylinder Citroën since the SM, showing the marque's intention that the XM was to be a more sophisticated and expensive car than the CX. The fuel-injected OHC 3litre PRV could be ordered with a normal set of 12 valves, providing 165hp/123kW, or with 24 valves and 197hp/147kW. The PRV was discontinued after MY 1997, re-

placed by a completely new 2.9litre DOHC V6, also seen on the 605 and the new 406 Coupé. All models came standard with a 5-speed manual, but a 4-speed ZF auto was optional.

Suspension-wise, the third generation of Citroën's famous hydropneumatic party trick. They now called it Hydractive, which meant the system was hooked up to a computer and cancelled the previous generations' tendency towards body roll in corners.

Julian Marsh's view is the Hydractive suspension was not a forward step in Citroën's hydropneumatics. In his view the XM did not ride as well as the BX which used the previous incarnation of hydropneumatics.

The XM also had variable-powered steering, but instead of the DIRAVI seen on the SM and CX, this one was also computer-controlled. The brakes featured ABS on all but the lowest-spec versions.

Julian Marsh points out that DIRAVI was only available on LHD V6 models. In this application it was lower-geared than on other more pedestrian models and anyway it was quietly dropped in 1997. He also notes that while ABS was available, 'in efforts to attract mainstream purchasers, the feel of the brake pedal was made more conventional thanks to the insertion of a deformable



34. M. 20/8

V80 A. G. 16. M. 84

The Best France Could Do?



Top: The lone remnant of Citroën's idiosyncrasy was the single spoke steering wheel. Look at the Tagora's dash and you see the prototype of the XM's a decade prior.

Centre: Series I dash looked a 'mite cheap, even in high trim models'

Bottom: Series II put some ointment on the 'rash of switches', but airbags killed the trade mark steering wheel. Whatever traces of Citroën the original had were erased



tube in the brake valve to make the pedal feel spongy'.

All in all, when the XM was launched in April 1989, it seemed like an impressively complete package. And in many ways, it was. The car looked like no other; the suspension was supple but far more supportive than before, the V6 versions were supremely fast and the amount of toys one could have [for a price] was just astounding. Here is where things went awry: the electronics were designed by monkeys, put together by blind rats and used components sourced in someone's garden shed. In the early models, the amount of faults that the system came up with was truly shocking. The same issues blighted the Peugeot 605 as well, of course ~ they had the same simian-devised/rodent-assembled computers and connectors to contend with. This, coupled with the model's all-too-close resemblance to the popular 405, ensured that the 605 ended up being an even



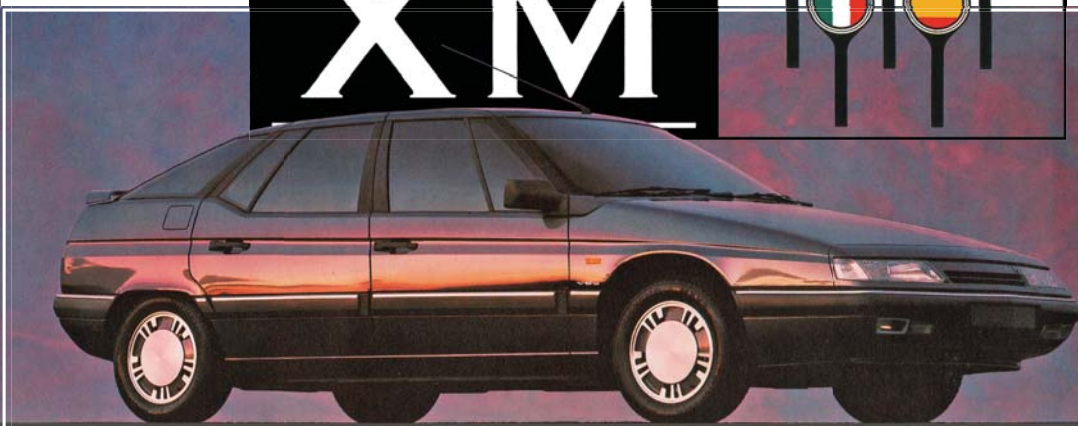
greater failure than the XM.

Shoddy assembly was another big issue. This affected the body, the drivetrain and was especially noticeable in the interior, which would rattle itself to pieces in short order. Speaking of which, this is one aspect we have not yet touched upon. The interior of the XM had its merits. The cabin was extremely spacious. The low beltline, copious glass area and thin pillars made for unparalleled visibility, even for the time. The seats, the air-conditioning, the lack of road noise ~ those were all excellent. But the design and perceived quality of the dash were somewhere between mediocre and abysmal.

The first series dash looked a mite cheap, even in the higher-trim models like the one shown. It was a perennial issue with Peugeots

since the 1970s ~ and one which the firm failed to address for a very long time. Citroën interiors usually had iffy quality as well, but at least they had style and innovation. In the XM, it seemed that Peugeot had taken over the reins completely and thrown the baby with the bathwater. The lone remnant of the Citroën idiosyncrasy of yore was the single-spoke steering wheel. But take a look at the Talbot Tagora's dash again, and you will see the prototype for the XM's, ten years before the fact. The controls used to have charm and quirkiness in the CX, but in the XM, they were just squeezed randomly all over the place.

The Series II, which arrived in 1994, addressed some of the crit-



The definitive executive car for the 1990's

The Best France Could Do?

icism by putting some ointment on the rash of switches that had plagued the original dash. Things looked a bit better on that front. However, the advent of airbags meant the demise of the trademark steering wheel, replaced by a rather boring-looking unit. Build quality was better all around in these later XMs, but whatever traces of Citroën the original had were now erased. It was impossible to have it both ways, it seems.

The first couple of model years of the XM were very successful sales-wise, but word soon got around: XMs looked good, drove great and seemed fine at first, but problems would come soon, and in bewildering numbers. Some defects were apparent within the warranty period, others reared their ugly head only after a few years of ownership. A few examples: camshafts

Even the 1994 'refresh' failed to have an impact on the sales. The slide was irreversible. Heuliez was contracted to build the XM Estate which was launched at the 1991 Frankfurt Motor Show.

were fragile on 24-valve V6s and could destroy the engine, electric windows and seats were glitch-prone, the Hydractive suspension switched to Sport mode without warning, seals came undone and panels were often misaligned [especially on the rear doors and hatch], window sill trim warped prematurely, brake and cabin lights worked when they felt like it, code-protected ignition systems failed due to poor quality keypads [which prevented the car from being started and is apparently very tricky to bypass or repair], fifth gear could become inoperative, some turbos died early... clutch issues, suspicious drivetrain noises, stuttering EFIs, erroneous computer data and alloy wheels that oxidized in months completed the picture ~ it was bad. Very bad. Even by Citroën standards.

In 1991, the extremely capacious XM Break, built by Heuliez, was launched at the Frankfurt Motor Show. Citroën, by this time, had addressed a fair number [though not all] of the car's most egregious gremlins, but it was too late. The reputational damage was already done. Production fell off the proverbial cliff, never to recover.

A big table full of detailed production stats is worth a thousand words, which is good, as this post is already getting a bit long. The 1994 refresh, heralding the true niggles-free XM [well, almost], had absolutely zero impact on sales, which were on a continuous and irreversible slide since their 1990 high point. Just over 300,000 saloons and 30,000 wagons were made in a full decade on the assembly line, whereas the DS and the CX both scored over one

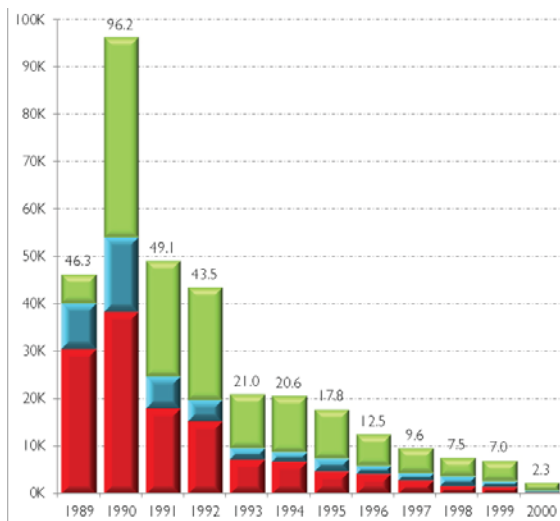
million units during their admittedly longer life-spans. The product planners doubtless would have liked to have stretched the model's life-span by a few years, but with such abysmal numbers, there really was no other way but to euthanize the XM several years before a true successor [the C6, launched in 2005] could be fielded.

Few special bodies were ever attempted on the XM, compared to previous big Citroëns. Pierre Tissier made a few super-stretched six-/eight-wheelers, as he had done on the DS and CX, but he also made a few stretched limousines with four wheels only: the Altesse [+55cm, three made] and the Majesté [+107cm, four made].

A few coachbuilders operated a less dramatic stretch of the XM, adding anything from 10

Tissier's XM Majesté limousine added 107cm to the car's length.

Heuliez also produced 'specials'. This is the 1992 LWB Palace. While occasionally used for Presidential transport the Élysée Palace eschewed a purchase.



The Best France Could Do?

to 30cm to the car's rear doors. Heuliez tried this out a couple times, using a wagon base, and the product of these efforts were occasionally used for presidential transport, but the cars were never bought. Even the Élysée was weary of the ill-fated Citroën.

It is worth noting that Citroën themselves mooted a three-box version of the XM, albeit on the normal-length wheelbase. This car was supposed to herald the marque's return on the US market, after over 15 years of absence. Somehow, PSA figured that this was not a wise move, and they pulled out of the North American market altogether shortly thereafter. Oops again.

Nowadays, XMs are practically worthless and therefore dying at a prodigious rate. People who still own one are usually passionate about them and claim they are the most undervalued hydropneumatic Citroëns ever made. This may change in the next decade or so ~ the Traction, the DS and the CX all went through a similar period in their

day. But unlike its illustrious forerunners, the XM has a gut full of half-baked electronic pasta that can be a real headache to sort out. Forget the kooky suspension spheres and the poor quality plastic ~ those are solvable issues, but shoddy electronics are a nightmare beyond any mechanic's best efforts.

It is therefore likely that the XM will become a rare car in short order. The wagons are already very scarce, being few in numbers to start off with, but bog-standard carburetted 2litre Series I saloons are also becoming exceedingly difficult to find [not that you would want one: with only 106-112hp [79-83.5kW], they are a bit on the lethargic side]. Diesels are long-lived and V6 models still command a premium, especially the 24-valve PRVs, but those are fragile and quite thirsty.

And then, there is the issue of aesthetics. Try as I might, I cannot find these as exciting as other big hydropneumatic Citroëns, including the C6. The restyled version is

especially bland, in my view, with its Xantia-like snout and generic interior. I have been in a couple of XMs in my day ~ they are smooth and spacious for sure, but they are also unpleasantly cheap and neither interesting nor engaging.

Seems at least one owner is in agreement, too. Self-deprecating humour is a fairly widespread trait among Citroën enthusiasts. I would not necessarily agree with the sticker on this car, but it is a fact that the XM, despite over 100 prototypes and the combined talents of Gandini, Bertone and the in-house styling team, falls short of looking spectacular. And if a big Citroën fails at that, then it's not really worthy of the name.

Julian Marsh also noted the problems that were discovered in relation to the much-hyped headlights. 'The headlamps which had been a source of much criticism were revamped in 1996 but right hand drive cars continued to be fitted with the original, inadequate units ~ presumably the sales figures did not justify the development of RHD versions. Similar lamps were fitted to early versions of the Xantia but sales were sufficiently healthy here in Britain to justify developing replacements'.

At the launch of the XM Citroën claimed that the 'complex surface headlamps offer 45% better performance than tradi-

tional types. This means that the width and range of the headlamp beams in the Citroën XM are much more powerful than those in competing models, though the latter's lamps may be appreciably larger.

The complex surface headlamp has other advantages. The glass can be raked more steeply in order to improve the Cd, something which was not previously possible since an inclined glass absorbs too much light [12% loss for a 20% slope]. The glass of the XM headlamp is fixed, and the headlamp aim is achieved by moving the reflectors.

As anyone who has driven an XM, or early Xantia [which is similarly equipped with complex surface units] will attest, the main beam lights are very good but the dipped beam performance is atrocious.

The problem is the almost total lack of scatter caused by the very precision that Valeo, the lamps developers, hoped to achieve. The cut-off is extremely sharp indeed ~ good news for oncoming drivers ~ but bad enough for the XM or Xantia driver for it to be dangerous to drive much above 60mph/100 kph at night.'

This article is taken from the website: www.curbsideclassic.com, uploaded in February, 2020 with additional material from Julian Marsh and the Editor.

In addition to Heuliez' saloon ideas Citroën also worked on traditional three-box version of the XM. It was destined to herald PSA's return to the US market. Wisely they quietly dropped the idea. 'Ugliest Car in the World'? Clearly the owner of this XM has not seen an Ami 6!



Blue SM, White DS, Red Herrings

COCA affiliate Alan Brown has lived and worked in France since the 1980s. He has contributed occasional stories to our magazine.

Following last edition's Front Drive article featuring the SM Espace, Alan contacted The Editor, mentioning that he had contacts who had been involved with the design department at the nearby Heuliez factory, where the SM Espace which appeared at the 1971 Paris Salon de L'Automobile was designed and built.

Here is the account of a memorable meeting which took place recently, thanks to last edition's Front Drive article.

Blue SM, White DS, Red Herrings

A secret location in Western France. 3pm on an early summer Saturday, 2020.

DS Madeleine outside Clemenceau's summer house, St Vincent sur Jard, Vendée, France 2020



1971 - Coupé CITROËN SM à l'occasion du Salon de l'Automobile

The Blanc Meije Citroën DS called Madeleine glides through front gates and towards the chateau between columns of flowering, perfumed «tilleuls»: lime trees.

Tyres whisper on white gravel. Then silence.

Two car doors clunk softly. A light drizzle washes limeflower pollen onto the sweeping bonnet.

The occupants walk towards a stately, glazed 19th-century front door, and climb the three steps. After a pause, Madeleine, her LHM hydraulics having detected the lightened load, settles almost noiselessly back to normal ride-height.

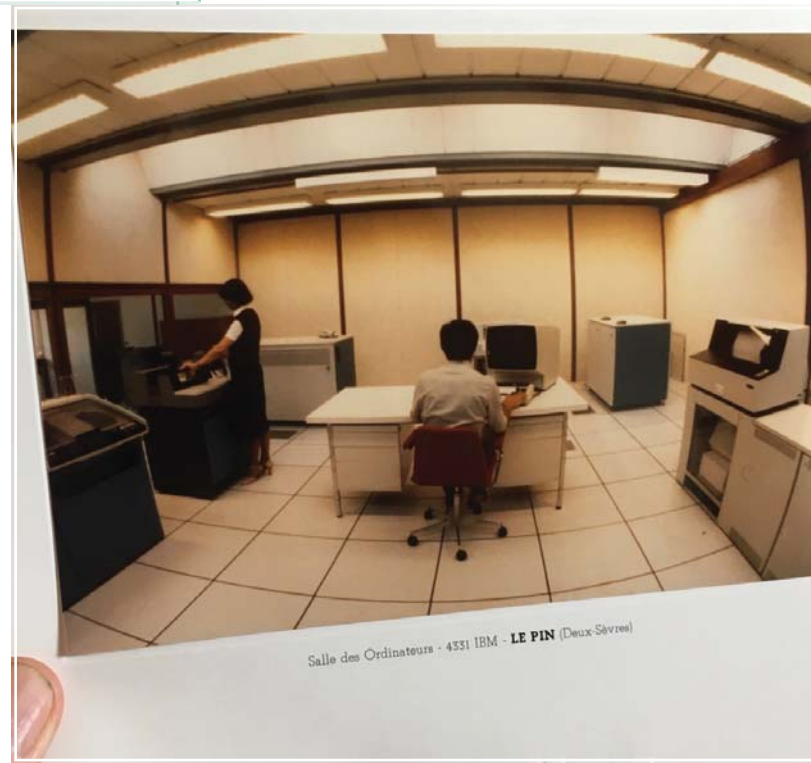
The occupants are Your Cor-

respondent, born the same year as the DS launch, and Daniel, born four years later. Unlike the author of this article, Daniel is a real mechanic. He runs the village garage with his brother Jean-Yves. His sister Brigitte handles the admin. Occasionally his father, now in his eighties, calls in for minor repairs

Left: The Paris Salon Seventy-One. Below: The computer room [Salle des Ordinateurs] at Heuliez, Le Pin, near Cerizay, undated. Sadly the design studio no longer exists.

to his Ami 8 Break. One brother is a genius with mechanicals, the other a magician with hammers, dollies, welders and sprayguns. Daniel looks after his customers with good humour and shared advice. He travels to Bordeaux twice a year, to see another mate who owns a vineyard. He returns with 25litre containers of Cabernet Sauvignon for his customers' delectation. You get the picture: a good bloke.

Our host, who is a long-standing friend and client of Daniel's, comes to the door with a smile and a handshake. His identity cannot be revealed; suffice to say that this friendly and charming gentleman is well-placed to



Salle des Ordinateurs - 4331 IBM - LE PIN (Deux-Sèvres)

Blue SM, White DS, Red Herrings

be an authority on the history of the company we are here to talk about today.

In the parquet-floored reception room, the long table has a damask red tablecloth upon which is a pot of coffee. Next to it are four green cloth-bound collections of photographs.

Coffee is poured.

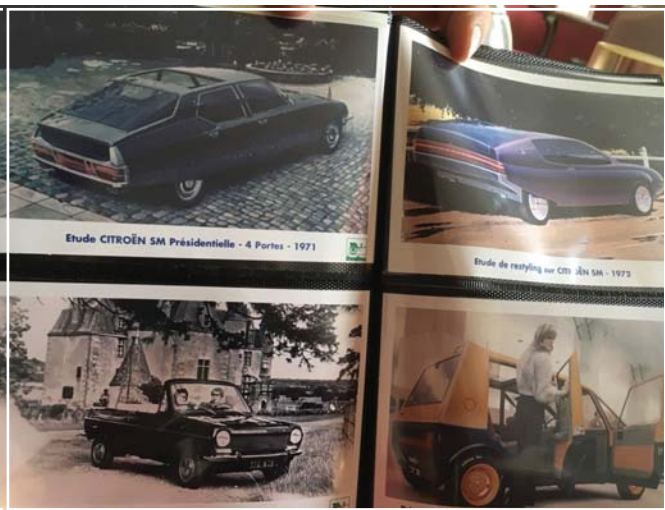
Over the next ninety minutes, Daniel and I are treated to an Insider's story.

It is the story of a local coach-building firm which, founded in 1920, became one of France's most innovative and creative specialist vehicle companies. It was also active in aeronautical, railway and military sectors.

That company is Heuliez.

One arm of Heuliez [sold to Iveco in the '90s, but still authorised to keep Heuliez brand] continues to manufacture, here in

Heuliez worked with Simca and Peugeot, too...



Left: Heuliez did good business building Break versions of the BX, the XM, the end of CX series and the Xantia. This is the production line in the 1990s. Below: Even a rather dashing little AX Break/Monospace «Evasion» prototype emerged... The ultimate golf buggy?

the west of the country, some of France's most well-designed urban transport vehicles.

However, its world-class design department, sadly, no longer exists.

The photos we will see today turn out to be a treasure-trove, a precious tribute to the ingenuity and variety of projects undertaken by its design team.

We are here to talk in particular about the 50th anniversary of the Citroën SM, including the RHD conversions in Australia, but before that we happily wander into a series of anecdotes...

The collection of pictures shows everything from Bent-

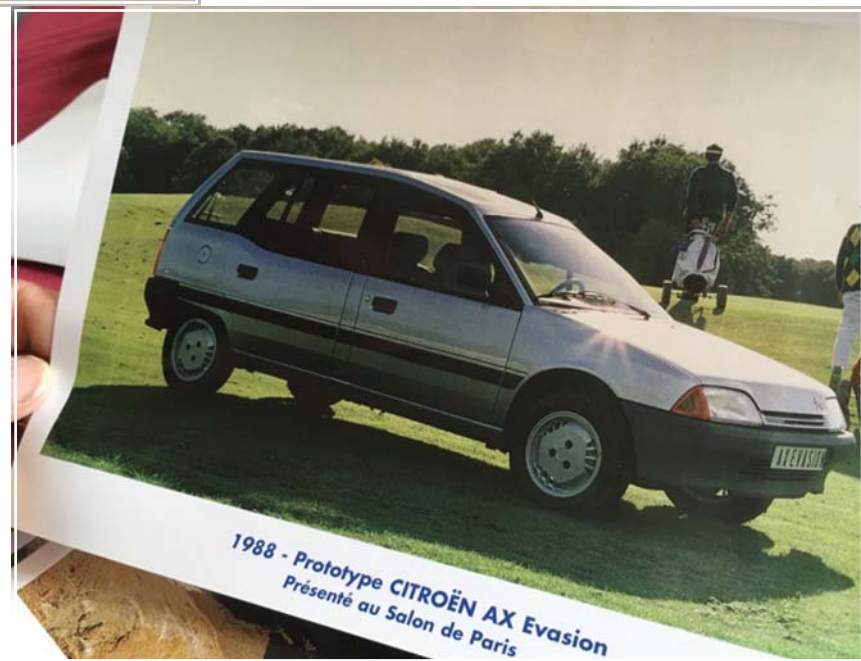
ley one-offs for the Sultan of Brunei, to an award-winning seventies orange Parisian-Taxi based on the Peugeot 204. There is a selection of shots of Station Wagons... Heuliez worked with Simca and Peugeot, too...

Australia is, allegedly, the birthplace of the ute. In France,

there are not so many utes. But there are plenty of Breaks...

As Australian Citroën enthusiasts probably know, the French for a Station Wagon, is Break. This appellation derives from Shooting Brake, and the modification in spelling is Francophone linguistic logic: Le steak; le breakfast...

Whatever the spelling, Le Break became le bread and butter for Heuliez during the time our host was with the company. Heuliez became a volume manufacturer, producing those highly-successful Break versions of the BX, the XM, the end of CX series and the Xantia. Even a rather dashing little AX Break/Monospace «Evasion» prototype emerged... The



Blue XM, White DS, Red Herrings

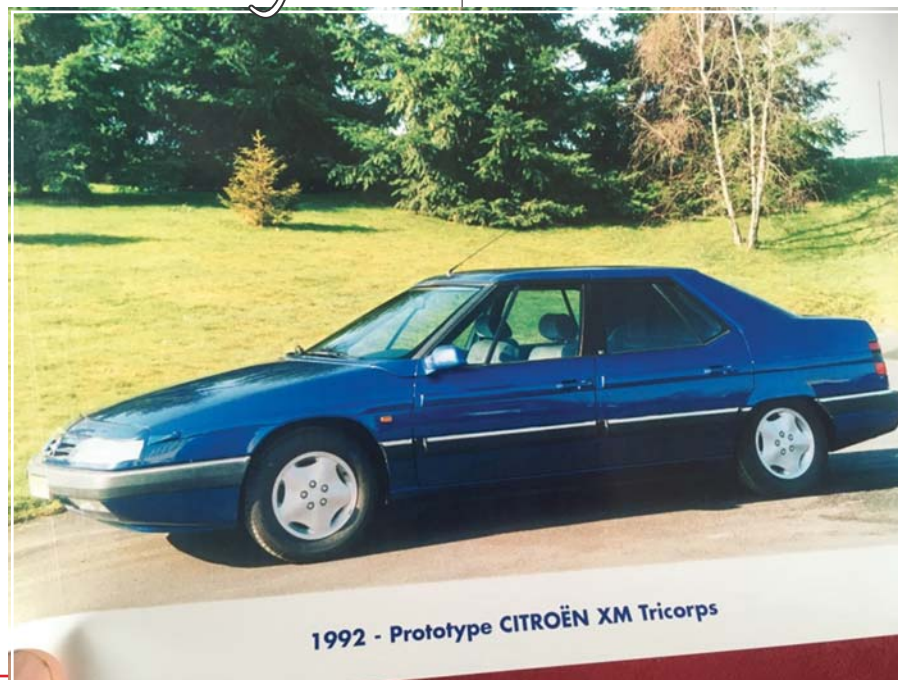
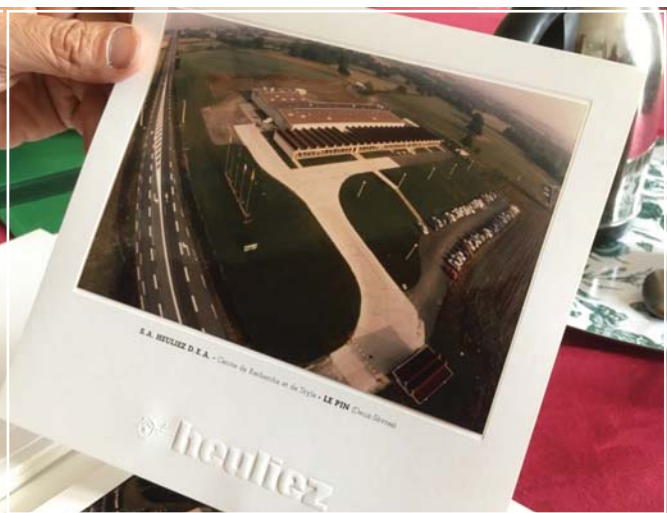
ultimate golf buggy?

It was fitting that the company should evolve in this way, with its solid background of producing specialist vehicles. A brief visit to Wikipedia or other planets in the Google universe will provide more details.

What I am interested in during today's visit, however, are the details which might be shared with Front Drive readers, and which are not to be found from other sources :

- What was it like to welcome decision-makers from Citroën and other manufacturers thirty or forty years ago, when computer-controlled production lines were in their infancy, and small-ish manufacturers still had their place?
- How did the logistics work with Paris-based companies, 400 kilometres away?

The «BX Break VIP» road from Falcon jet landing strip to factory. 1990s.



1992 - Prototype CITROËN XM Tricorps

- Was there anything peculiarly French about any of this, which might have been detectable in the finished cars and which made them so... French? ... Or am I on a red-herring fishing expedition?

Well, antipodean friends, whilst I did not find easy answers to any of the above questions, I certainly unearthed some interesting insider information...

Our host explained how a typical visit from Parisian captains of industry might unfold :

«The Heuliez site had an airstrip 3kms away from the new factory in Le Pin. A délégation could arrive in a Dassault Fal-

con jet from Le Bourget. There was a fleet of BX VIP «Breaks» which would transport the délégation to the main reception area. Coffee and croissants. Members of the design team stayed at a respectful distance. They could be called upon, café in hand, to discuss design details of

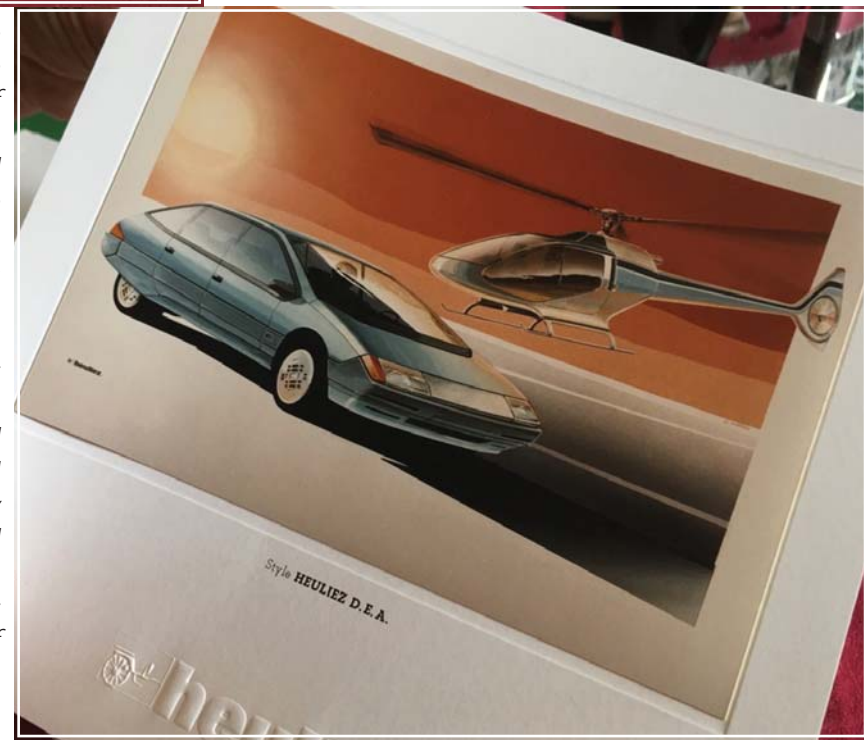
this tailgate, or that folding seat mechanism...»

We look at more photos and sip more coffee. Daniel has seen most of the photographed cars in the metal, as, over the years, they passed through his village workshop. I had seen some of them there, too. But photography was always discouraged.

Our host smiles and continues:

«Then there were the designers themselves, among them Yves Dubernard who was from Tourcoing in the north, and was with Heuliez for a number of years before pursuing his career with PSA. He had been involved in various game-changing de-

Left: XM with boot. Last spotted at Daniel's garage. Sold at auction in Le Mans...



Blue SM, White DS, Red Herrings

signs, including the re-design of that disastrous «Elephant Man» Citroën Visa front-end. Yves' oil-painting impressions of his designs were a sure-fire way to convince those Falcon-jetting decision-makers. He was a genius with a paintbrush.»

More coffee, more photos.

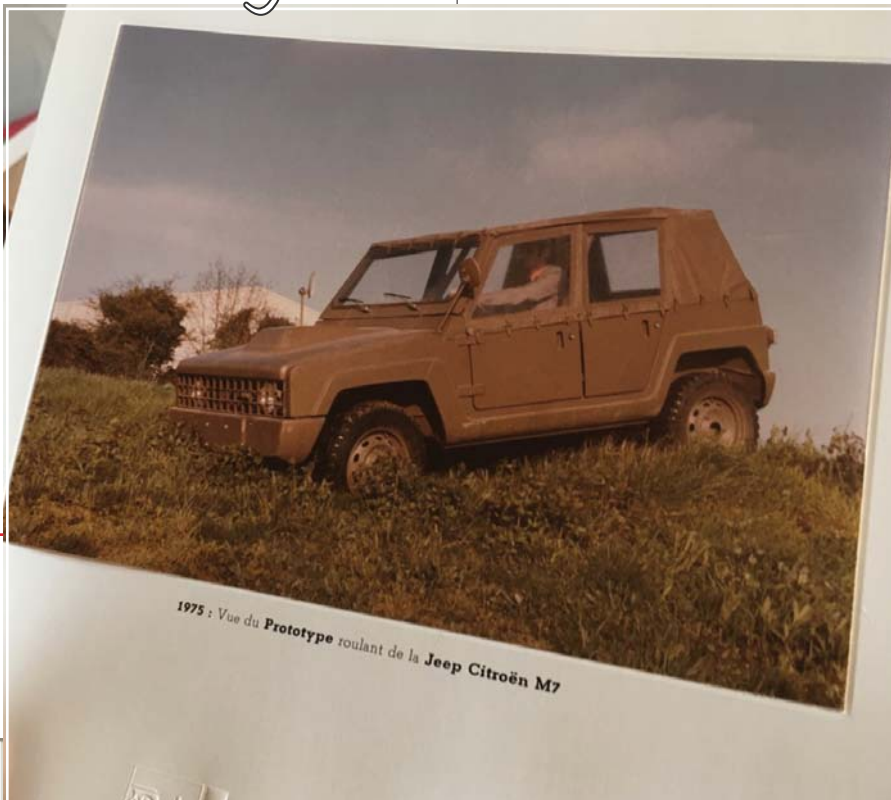
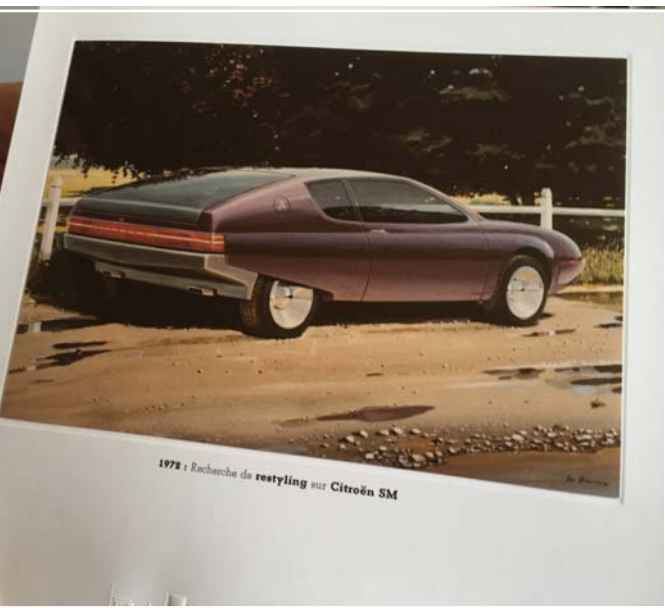
I explain to our host that it is the SM's upcoming 50th anniversary, and a recent article in Front Drive Magazine which had initiated my request for a natter:

«Ah, the SM Espace at the 1971 Salon de Paris...And that Heuliez manufacturer's plate...»

He pauses before continuing:

«As far as I heard from colleagues, the company produced three SM Espace vehicles. One was Henri Heuliez's personal

Oil-painting of SM 1972 re-styling exercise by Yves Dubernard... Note his signature in bottom RH corner.



Left: GS M7 jeep prototype 1975. The French army was using Méharis at the time as radio cars... Flak jackets not included?
Below: BX-based buggy, also spotted at Daniel's, prior to Le Mans auction. The chassis has clearly been shortened for this exercise.

transport. One was shown at the Paris Salon. This one was destroyed at the factory, but the roof, with its opening panels, was cut from the vehicle and put into storage for spares in case of problems with the surviving two cars. This roof made its way into the hands of an SM owner who welded it onto his own car; but I am not sure and there are different versions of the story»

We joke that such tales of provenance, perhaps we might call them automobilian red herrings, are the stuff of which Car

Club truth-and-fiction legends are made.

As the coffee pot cools, we wind up our friendly, wide-ranging conversation with a last flurry of photos and snippets of information: a GS-based jeep; a BX-based one; specialist modules for Euro-

copter; a pre-campervan-boom campervan; fleets of early electric vehicles, and a production line for electric AX, Saxo and Peugeot 106 models, many for the avant-garde urban transport experiments in La Rochelle in the 1990s.

Our host summarises the company's decline:

«When medium-volume production of mainstream Citroën Station Wagons was moved back to the main factories after the Xantia's production ceased in 2001, the challenges and re-structuring required for Heuliez were considerable, to say the least. Like Pinin-Farina, Bertone, Karmann, and all other; there was no more work for such small carrosserie makers and small series manufacturers.»

Even though the company



Blue SM, White DS, Red Herrings

was a French leader in production of specialist vehicles, including urban transport, ambulances and fire-fighting, the grande époque of Break production was, well, broken.

Digitally-controlled production lines meant that manufacturers could produce different models on the same assembly-lines. Too bad for those specialist subcontracting firms like Heuliez.

I comment that Heuliez always seemed to be ahead of its time, and that the brilliance and ingenuity of the designs have become part of French automobiliary legend. Daniel nods in agreement.

Our host smiles and we walk out to Madeleine. The heavier rain has now washed away the limeflower powder. Another handshake. A ray of sunshine as Madeleine rises, and turns back towards the driveway in a single sweep.

Blue sky; White Madeleine; Daniel's red jacket.

Bleu. Blanc. Rouge.

In the D's rearview mirror, and in both chrome door mirrors, our host waves, and watches us drive towards the front gates.

Not too many red herrings after all.

Alan Brown, 30 June 2020



Preamble

Having planned well ahead for two weeks Respite for my girlfriend Narelle, I organised a road trip in the DS5 to Stanthorpe and down through northern NSW to visit various Citroën enthusiast friends. They all knew I was coming and because of recent extremes of weather, some visits had to be rearranged to suit. Phoning ahead made it all go smoothly too.

Purpose for the road trip was to test drive cars we had not owned and the experience and feedback gained would be extremely helpful in preparation to write about all the other Citroëns in Australia. We thought we'd do another book, in response to overwhelming demand for the DS book and to write authoritatively, Mark and I agreed that

6 Cars, 6 Days: Part 1

first hand driving experience of Citroëns we had not owned was really essential.

After each test drive and visit, I would write up basic notes and comments by each owner and then expand and word process the text on return home. These notes would then be used as reference material for the main body text in the new book.

Day One: Monday, 17 February
Vehicle One: Citroën C5 Aircross.

This test offer to drive Citroën's new SUV C5 Aircross had been in the winds for some time and the opportunity happened quite quickly and conveniently before I set off southwards.

I had two hours on the Monday, 17 February, interviewing Jim Reddix for more of his memories and recollections on the Kegresse days and the introduction of the Australian CX. When I



6 Cars, 6 Days: Part 1

was returning through Nambour, I rang Gerald Cullen and he confirmed, 'Yes, come in, the car is here waiting.' Gerald is the long time Peugeot Dealer in Nambour. He also took on the Citroën franchise around 2014.

I have known Gerald for some 25 years and have appreciated his first class attention to after sales service on our Peugeots and Citroëns and he has always supported our annual car shows and our DS book too. Anyway, I think Gerald [always the good salesman] was hoping I might be interested in this one as he took me out first for a demo. He said, 'How many ks have you done in the DS5 Geoff? How much longer do you think you will keep it?' I replied that I was not ready yet, the DS5 was a brilliant long distance tourer, perfect for this ongoing find and test drive research project.



However, I thanked him for this opportunity to see how well this new Aircross suspension system performed and to compare it with that of my DS23, the Xantia and the conventional suspended DS5 on our own local dirt road at Lagoon Pocket.

Yes, the C5 Aircross, bright red exterior and smart black leather inside, was easy to drive off, once I realised I had to press the side button on the aircraft like gear stick, then simultaneously pull back to engage Drive. [Gerald had already told me that!] So apart from that embarrassment, the ride was smooth and quiet as I tried to find some rough stuff, no surprises. Eventually, I found a dirt road and yes, it performed well. Seats were comfortable too. Further drives with this car will be coming up on my own dirt roads, so will keep you posted there.



To continue as I successfully test drive five more different Citroëns over the next six days.

*Day Two: Tuesday, 18 February;
Vehicle Two: 2010 Citroën Grand Picasso.*

'My Citroën small boot Light 15, a 1951 model, is resting in the shed today waiting for a part unfortunately, we will drive that next time,' says Lincoln.

Not to be disappointed, he said, 'We will take the Picasso down to see my friend Simon, he is a steam train enthusiast, you will love that. Then on the way back, you drive.' So after that pleasant distraction, talking wonderful steam train stuff, Simon's collection so impressive, [I must visit again] it was back to Stanthorpe, Picasso style.

Cruising quietly on a hundred, along the New England Highway with Granite Belt wine country looking green again, Lincoln smiles 'This beautiful 10 year old, bought it new, no other SUV people mover is as good... has that Citroën DNA, all the way back to the '50s.' And there I was, sitting there, quite relaxed, very comfortable, both hands touching the wheel and one elbow resting easily on the door armrest, the other on the support between the seats. [Just like I do in the DS23, I thought].

Lincoln continues... 'She steers properly, quite direct actually, has a willing 2litre turbo

diesel motor too. The torque is there when you need it and you feel in control. I can drive for hours, mind you; it is easy to get away on the speed. I have got to watch that,' he says.

His wife Lyn agrees, 'It is actually my car, Lincoln has plenty cars of his own there in the back shed. I do love the headlights, they are fantastic,' Lyn says. 'I grew up on a farm, got used to driving lots of vehicles, love my Picasso.'

Anyway, pity they are no longer available. I am finding the Picasso so easy to get used to, one sits high and the vision is even better than my DS5, it has a similar A pillar with the fixed quarter light giving good all round vision.

The McPhees are keeping this one. They often use the Picasso for long distance touring, 'It is economical, has plenty of space and so easy to drive for both of us,' says Lyn.

Vehicle Three: Lincoln's next Citroën, 'Black Bess', the 1952 Citroën Big 15

Now this was to be quite a different experience: my first drive in a pre-war designed Traction.

There it was, down the backyard, looking quite formidable; no number plate, no bumpers and finished in Matt Black.

'She is unregistered, let me warm it up a bit,' says Lincoln.

So around the backyard circuit we go, Lincoln offering pas-

6 Cars, 6 Days: Part 1

sionate words of wisdom. 'I will keep it in first gear, it is a 1952 Big 15, the Germans used this type of car in the Second World War. It was called 'the Staff car' then.' The previous owner said this came from New Zealand, and initially they were meant for South Africa, but were shipped on to Fremantle.'

'She is warm now, here it is your turn. Foot lightly on the accelerator and then let the clutch out quickly at the end.' Off we go, round and round, me hanging right on that huge steering wheel. No wonder its big, no

power steering but here is me leaning into the turn. Yes, this is fun, I could get used to this. And there was that long bonnet and two headlights out there in front; it brings back memories of my grandfather's '38 Dodge.

So that is my first drive in 'pre-war' Citroën; did not stall and will not forget it, thank you Lincoln.

'Lots of work to get 'Black Bess' on the road,' he says. 'I will let you know when it gets close, we will do a real test drive one day.'

Vehicle Four: The GS Club

'I will back the little GS out, it is a bit tight here in the shed,' says

Lincoln.

Started up easily, there is that unique sound of the flat four air-cooled motor turning over and warming up nicely.

'It is actually sounding quite good now,' says Lincoln as the backyard circuit beckons again. The GS is not quite ready for the road, some minor work needed for the roadworthy. It will be my son Rob's car when he is ready. [I thought, yes, that is so good, the car will stay in the family and with the younger generation. Rob is a working man with a young family, helps his dad work when he can].

Now taking the driver's position. 'See that big handle sticking out of the dash?' says Lincoln, 'release that. The box is a standard 4-speed, reverse is close to you and down.' Yes, quite easy, I select first, off we go, round and round and round the backyard test circuit. This little Citroën is quite a charmer... I like it... no wonder so many GS owners love theirs; you only have to ask them.

Unfortunately, as already mentioned, the car I was hoping to drive, Lincoln's Light 15, a charming older Citroën, [it is white, not like the black cars I re-



6 Cars, 6 Days: Part 1

member Maigret driving in the 1950s TV series] has a slight problem and was waiting for a part to arrive any day. So my first road test in a real Traction would have to wait until next visit. [Just before Easter Lincoln maybe?]

Next day, Lincoln takes me to see another enthusiast building a special Alfa nearby. Last year, only the rolling chassis and engine were on display. This visit, the body was there and, looking closely, I soon noticed that Traction windscreen and upper body shape. Michael had adapted the cabin onto his version of a 1937 Alfa Romeo 6C 2000 Berlinetta Competizione. Pretty overwhelming what he was achieving, a big impressive car, and Michael said it would be ready for the big car show in Toowoomba over Easter. [Hmm, maybe one for our Specials chapter in the next book?]



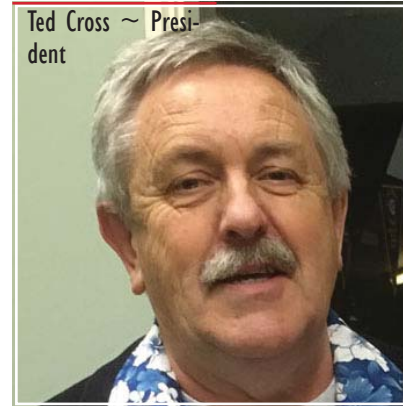
Not a Citroën, but I have a photo shoot pencilled in when passing through in the DS23 to our next CIT-IN at Cowra, NSW, watch this space.

Geoffrey Webber

Editor's Note: Geoffrey Webber has appeared in Front Drive previously, as he is the author of the new definitive book about the DS in Australia: titled, not unsurprisingly 'The DS in Australia'. As you will also have seen Geoffrey is presently working on another Citroën-focussed book which will cover a far wider range of models, both those officially imported and vehicles imported by enthusiasts. This article will, in its final format, most likely appear within that new book, so we are grateful that he has chosen to share this extract with CCOCA. Clearly it was written prior to COVID-19 and his plans around CIT-IN 2020 have come to nought. Leigh F Miles ~ Editor.



AGM Committee Reports



President ~ Ted Cross

The CCOCA financial club year technically finished in March 2020 but as you know the AGM has been deferred. These are strange times and difficult for the club to plan and run events. But this last year has been great in many ways, particularly for the first half of the year. Thank you for your on-going support and membership.

The Citroën Centenary Celebration was in France but every Citroën club around the world was asked to organise events in their Country. CCOCA was active in this pursuit and both clubs [CCCV/CCOCA] helped organise our best Citroëns at Motorclassica in Melbourne. We had a few interstate Citroëns on display too. This was actively supported by Citroën Australia and even the Citroën CEO, Linda Jackson made time to visit Melbourne for the event.

The new committee was formed at the last AGM and we sadly waved farewell to Sue Bryant who handed over to Ian

McDermott. Many thanks to Sue. Russell Wade has retired as Editor more recently and I think we all agree he did an outstanding job for us. And now a warm welcome back to Leigh Miles who replaced Russell.

The committee is working exceedingly well together and proactively improving each function of the club. Any successful committee always needs each member to do their share and take responsibility for their portfolio and I am pleased to report we have that level of commitment to CCOCA with this group. I am not going to thank individuals but can report every committee member has done their share and more. This has made my role as President much easier.

Plans are in place to resume events as soon as possible and will be subject to any developing public health and financial conditions. Please keep an eye on upcoming events and support them if you feel you can. Hopefully, we can all meet in Bendigo, at Easter in 2021.

Ted Cross

President

Secretary ~ Tim Cottrell

Unfortunately, Tim was not able to get his AGM report to the magazine by the deadline.

Treasurer ~ Ian McDermott

The club's financial position continues to be strong, with \$65,800 in cash, and \$34,674 in other assets [mainly spare parts inventory] at the end of February 2020. However, we recorded a loss of \$9,297 for the year. The main contributors to that were a stock

AGM Committee Reports



Ian McDermott
~ Treasurer and
Membership Sec-
retary

take adjustment and revaluation of the carrying value of inventory in spare parts and club shop. For several years we have had some slow moving items in our stock of Traction spares, and while Lance has managed to sell some of these by promoting them, we have accepted that some parts are actually worth less than we had previously stated in our accounts. As time goes on we might have to revise the value of inventory again. Leaving aside the revaluations, the club would have recorded a loss of just \$252 in its day-to-day activities.

Ian McDermott Treasurer

Activities Coordinator ~

Lee Dennes

There have been many and varied Events and Activities and they are listed in no particular order.

Teddies Terrific Tour travelled across the Nullarbor to CIT-IN in Katanning and the WA Post CIT-IN toured around the South Western Region of WA. The Geelong Revival included the French Car Festival. The Concours, the French



Lee Dennes ~
Activities Officer

Film Festival, Trentham Weekend, a Club Room BBQ and Petanque Competition, Chit Chat Tuesday and Wine & Cheese Nights were all well attended. A four-day trip which followed the Burke and Wills Track was very educational.

Guest speakers from The Flying Doctor Service, a talk on drive shaft issues in Tractions and photographic evenings of trips to WA, France and Russia made for very entertaining and informative General Meetings.

OzTraction was held in Horsham and showcased the Western District. A scenic drive culminating in a picnic and 2CV polo playing competition made for some hilarious entertainment.

Motorclassica in October was a highlight that celebrated 100 years of Citroën displaying over 30

Citroëns. The weekend began with a dinner organised by CCOCA which was supported by many who had travelled far and wide to attend.

There were shared events with CCCV which included a Tech Day, Pizza Evening, Bastille Day, Jamieson Festival, and the extremely popular Christmas BBQ which continues to grow in numbers each year.

Lee Dennes

Activities Coordinator

Spare Parts Officer ~

Lance Wearne

The last year since March 2019 has once again been a diverse year for the club's spare parts. Movement has again been busy at times [members doing restoration] and then there have been relatively quiet periods.

The past year we saw another 26 electric steering kits being assembled and sold to members with some interest from New Zealand as well.

As usual our suppliers in Europe have adjusted prices around April last year with some adding the price of payment methods [such as Paypal] to the cost of parts. I suppose this is the yearly cycle, which gets us whether it is the price of energy or parts.

The club also supplied a number of JW gearbox strengthening plates to Europe only to later find copies available commercially. I was reminded by Rob of an old saying... that imitation is the most sincere form of flattery!

During 2019 we also had a sale of parts that have been 'dead



Lance Wearne ~
Spare Parts Officer

stock' with a number of members taking advantage of some very dated prices. Speaking of prices, members may at times wonder at the different prices. This is due to the fact that parts may be in stock for a while and hence the price may still be from the previous year or earlier.

We will again look to sell of stock later in the year so keep an eye out for the discounted sale.

Some of the more unusual parts the club has sold the past year are the electric steering kits, special radiator hoses for ID powered Tractions, gear selector handle springs, revitalized clocks, hood linings, brass wheel nuts fuel sender units and mufflers. As one can imagine parts are not always available so please do try to anticipate requirements as delivery times have slowed even more in these times. The last order I placed

AGM Committee Reports

has just arrived after six weeks!

Alert: Our traditional supplier of windscreen wiper grommets is no longer able to supply these so if anyone knows preferably of a local supplier/manufacturer please get in touch.

For members wondering why we maintain a parts department here is a rough snap shot of what the parts scheme has done over the past year.

Ordered parts from the UK totalled over \$800 while parts from Europe were well over \$13,500. The majority of this was sent on to members as a result of orders.

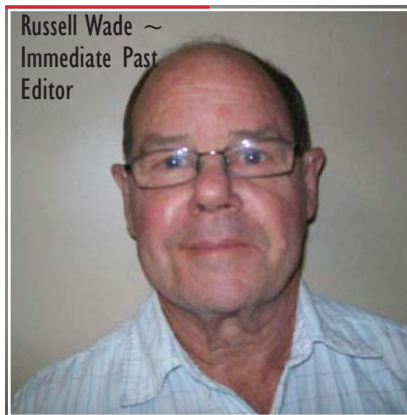
Keep Safe!

Lance Wearne Spare Parts Officer
Editor ~ Russell Wade

Having completed a successful transition of Editorship back to our previous Editor Leigh, I can look back with the satisfaction that no one was offended or complained or even offered to take over and do a better job. I was led into the task of replacement Editor by Peter Boyle's encouraging comments:- how hard can it be? or give it a crack and some other unprintable suggestions [thanks Pete], to fill the void when Leigh decided to take a break after 13 years as Editor, as well as stints as librarian, club shop and activities officer.

I must thank all those who made positive comments and contributions, particularly in the early stages as I was feeling my way into the world of desktop publishing.

This might sound a little self



Russell Wade ~
Immediate Past
Editor

centred, but the most satisfaction I have gained from my term as Editor is the relief that there is still a smidge of functionality between the ears after 76 years.

In these tumultuous times I hope that Leigh and all of our fellow members and loved ones keep well.

Russell Wade

Immediate Past Editor

Web Wallah ~ Bruce Stringer

This year has seen constant activity on the CCOCA Website both by me and members.

It is pleasing to see members are using the website more.

There is a wealth of information that can be seen or accessed on the site.

The Calendar is constantly kept up to date so I would encourage members to refer to it for events and Club activities.

Buttons have been added to access event registrations and memberships etc.

I have finally finished putting all Front Drive Magazines on the Website as well as all the Technical



Bruce Stringer ~
Web Wallah

Articles that were written in the Front Drive Magazines. This involved scanning and reading all past issues [250] and extracting the Technical Articles. There is a search facility as well. I have found with this that after each search one needs to hit RESET before doing another search.

The soft version of Front Drive due to COVID was well received and will continue as it has many advantages and suits the new Editor who spends 50% of the year in England.

I do have other ideas to continue improving the site but like everything it's finding the time, but it will happen. It is always pleasing and helpful to get feedback from members and if I don't reply I still appreciate them, so keep them coming. If something is not working or not right on the site let me know.

As Vera Lynn said, 'Till we meet



Kay Belcourt ~
Librarian &
Club Shop

again, don't know where, don't know when', hopefully Bendigo CIT-IN. Keep COVID safe.

Bruce Stringer Web Wallah

CCOCA Shop ~ Kay Belcourt

Well, like for everyone else, the last few months have been so totally different to the norm and consequently Club Shop sales have been non-existent. In fact, the last Shop sale was made at the French Car Festival down in Geelong back in November 2019.

Despite the variety already available [or so I believe] it seems to me there is less interest in Club Shop generally, although there is quite often greater interest at CIT-Ins and FCF days.

As indicated on previous reports, it is getting harder to source new merchandise and with platforms such as eBay, people can find and purchase items for themselves. I now ask, do members wish for the 'Club Shop' to continue? And if so, what would YOU members like to see in it? Models are usually popular and to some extent key-rings. I am always on the lookout for private collections of models, but they don't come up very often.

As an avid collector myself of

Citroën memorabilia [anything from a serviette or lolly wrapper to a hubcap or Citroën-marked spanner] I have numerous other 'collections'. BUT, I am 'an exception rather the norm'!

So, if you would like Club Shop to continue please let me know [or any other committee member] by phone or email.

Cheers and happy collecting!!
Kay Belcourt Club Shop

Librarian ~ Kay Belcourt

As per my report last year, the Library continued to be utilised whenever books were taken along to the meeting.

Members are welcome to and are encouraged to borrow books, and the Club will even pay the postage to the members and back, so please avail yourselves of the fabulous collection of books the Club owns.

A full list of the books/manuals in the Club's collection is listed on the website, so if anyone is wanting a specific book then it can be posted to you. Once meetings at the club rooms resume then a selection will be taken to the meeting.

I will be stepping down from

Lisa Christensen, is an all rounder freelance designer with a wealth of experience, having worked in philatelic, corporate, brand & retail design within the marketing, publishing, government and small business sectors.

Home grown in Melbourne she is a natural collaborator and teacher, thriving on sharing



threebranchesdesign.com.au

the position of Librarian as of this month, but hopefully we have a new one arranged as of the AGM.

Happy reading.

Kay Belcourt Librarian

*Membership Secretary ~
Ian McDermott*

ClubHub was first used for renewals and subscription payments in April 2019. At that time we had 252 members. By the end of the year that had increased to 319 members. Much of the increase can be put down to the ease of joining CCOCA via the club's web site, with its link to ClubHub and the associated credit card payment system. Since the start of this year, 25 members have resigned, for a range of reasons.

As an on line system, ClubHub has solved the problems of dealing with hand-written paper forms. The downside has been that many members have been frustrated by the passwords required to access the system. We are considering less automated alternatives which will retain the ease of on line transactions, but not require the use of a password.

Ian McDermott

Membership Secretary

knowledge of the multi-facets of design. She created Three Branches Design with the vision to provide best practice within graphic, garden and homeware design.

CCOCA commissioned Lisa to develop the logo and style [fonts etc] for CIT-IN. Talk to her about your next design project.

For Sale

UNLESS OTHERWISE STATED ALL PRICES SHOWN
EXCLUDE RELEVANT GOVERNMENT
TAXES AND CHARGES.

1950 CITROËN 11B

My 1950 Citroën B11 Normale [209030] project is sadly going to be for sale, as I'm no longer able to get back into restoring it. The car used to be another member's car [Peter Fitzgerald] and was named 'Moriarty' way back then. In any case, it is complete, although the interior is a bit of a mess, partly disassembled interior by previous owner ~ and I kept it the way I got it... The crown wheel and pinion are worn beyond repair and would need to be replaced if restored to original. I have acquired an ID 19 engine and 4-speed gearbox with the intention of fitting that to facilitate better maintenance and drivability. There is also a spare rough boot lid and a second spare wheel. Along with it is an original set of parts list and workshop manual as well as a complete photocopy and scanned versions as PDF. I have a few photos of it out of the 'barn' when I poured a concrete slab in the barn in readiness to start working on the car a couple of years ago... \$10,000.00 ONO. Contact Details: E-mail joe.hovel@gmail.com or 0499 050 609, Joe Hovel, Bendigo. [44/02]

1971 CITROËN DS 21

Very extensive restoration carried out. New paint, upholstery, carpets, roof lining, exhaust system, electrics, dashboard, and all mechanicals. Drives superbly, and is close to a new vehicle. More photos and refurbishment invoices over the last 4 years available on request. WA Reg: IGNU 024, \$43,000 Stuart Pekin ~ Perth 04 0423 1712 [44/01]

CITROËN 2CV

1986, 60K kms. Recent import from UK ~ fleeing Brexit!! Was to be used as a Company Rep's car, but things have changed. Car is in very good overall condition, but needs some minor tidying up and cleaning to be really Great! Full set of new Michelin tyres. I put the car through Licensing some 6 months ago for my client, with no issues. WA Reg: IGUG 262, \$22,000. Stuart Pekin ~ Perth 04 0423 1712 [44/01]





CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA

Australia's National Citroën Car Club

