

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



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

MAY / JUNE '10 Vol 34 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.

COVER IMAGE

The cover image depicts Charles de Gaulle in one his preferred modes of transport – the Citroën DS.

MEMBERSHIP

Annual Membership is \$55. For overseas membership add \$17.50.

MEETINGS

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

LIFE MEMBERS

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

Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

CONTRIBUTORS

Contributors to this edition of 'Front Drive' include: Ted Cross, Jeremy Shaw, Max Lewis and Rob Little

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, June 11, 2010.

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CITROËNING

CH PLATES

Send your annual CH renewal form to PO Box 52, Balwyn, 3103. Please do the right thing and enclose a stamped, addressed envelope. If you do not have a Club Permit Handbook include \$5 and we will return one to you.

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

CH permit applications must be accompanied by a RWC and \$5 to cover the cost of the Club Permit Handbook. The onus is on owners to demonstrate that their cars are safe. Feel free to consult our Permit Officers for advice regarding getting your car on the road, and keeping it going.

FOR SPARE PARTS & TOOLS

Contact Rob Little. Phone: [03] 5823 1397 or spareparts@citroenclassic.org.au [If you phone, please do it at a reasonable hour.]

CLUB SHOP

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

OTHER CLUBS

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

Last edition I was extolling the virtues of the members of CCOCA who have been writing articles for the magazine about their restoration projects.

What I failed to do was to correctly name the author of the

Ed SED

restoration article I had published in that edition. It was Peter Lowrie who shared his experiences. Not Peter Lorrie. Oops. I mean, apart from anything else I doubt that 'our' Peter has much in common with the minor Hollywood star who featured in films such as 'The Maltese Falcon'. Really I am sorry Peter.

This edition sees Jeremy Shaw share some of the highs and lows of his restoration. He writes in a delightfully 'quirky' style that I hope you will appreciate.

Which famous person do you associate with the Citroën DS? For me, it has to be Charles de Gaulle – Le Grand Charles. I have republished a great article [originally written by Fabien

Sabatès] about the great man's association with the marque. Olivier was fortunate enough to interview de Gaulle's chauffeur in the early '80s, and here we have a quite intimate story of de Gaulle's relationship with the DS.

Long-time Club member, and famous Citroënist, John Vanechop, was interviewed for 'High-life' magazine a year or so ago. The magazine has generously given its permission for us to reprint this interesting article, and the even more interesting pictures. I must thank Clare Hadaway for passing the original magazine to me.

Greg Fienberg has been busy again on our behalf and we have an interesting article he forwarded a little while ago about Customers. While the original article refers to customers of an engine tuning establishment in the UK, I am sure there are enough of us around to understand and relate to the sentiments being expressed.

Enjoy,
Leigh F Miles



This year is flying by isn't it? We are preparing to go on the Stoney Rises weekend camping and sight-seeing weekend at Bob and Carol Lachal's weekend hide-away. The weather for camping is looking promising, and we are told the snakes have decided to hibernate, so our intrepid CCOCA crew can move in and let the party begin.

The recent CitIn 2010 in Tasmania was a huge success, and all credit must go to the Tasmanian club and the organizers. These events have a very positive outcome for the clubs that run them as it focuses everybody on getting the event right and gives pride to the members. Right now I am very sure that our Tassie friends are feeling elated and relieved and probably a little deflated that their moment in the spotlight has passed until next time. A personal congratulation is extended to them.

Travelling around Tasmania in our Raid 2CV was a joy, and the B roads are fantastic for an old Traction or 2CV. Like many other Citroënists from around Australia, we went early and stayed on afterwards and turned our Easter break into a two week holiday. Camping was still out for me, but we covered a lot of ground and the 2CV excelled itself.

Your new committee has been elected and we are working to-

wards bringing you another year of great activities. Welcome to Max Lewis and Sue Bryant for coming back for another period of service to CCOCA. Max has put his hand up for Activities, and with his wife Roz, has already

started to have an impact on planned events for the rest of the year. Next we plan to revamp the monthly meetings which are really a FAIL at the moment. We have some new ideas for this which include technical events offsite and combining some monthly activities with the club meeting. So there will be a few less monthly events but I hope the quality and interest in them will rise. The club rooms are under review, but we plan to try and keep a central location. The old 'noggin and natter' format will be revived.

So that's it. Please try and attend our events. We will try and make them more interesting and varied. Do make plans now for Stanthorpe, Qld CitIn next year – the place is busy with other events at Easter, so you need to book your accommodation early [now] and consider doing the post CitIn tour – it promises to be the fantastic. Anything that Steeley is involved in is bound to be great! Enjoy your Citroën every day. Cheers Ted Cross,

President.



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

A-TRACTIONS

●MAY COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 20 May
TIME: 7:00pm
WHERE: Check with the Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Sue Bryant,
[03] 9885 3179
secretary@citroenclassic.org.au

DAYRUN – NAGAMBIE

WHEN: Sunday, 23 May
TIME: 10:00am
FROM: Fawknor Cemetery,
Hume H'way, Fawknor
TO: Rob and Libby Little's,
Nagambie
COST: Free
BRING: Food for the BBQ,
salad etc, chair

BOOKING: Essential by May 16
CONTACT: Rob Little
[03] 5823 1397
spareparts@citroenclassic.org.au

Nagambie is one of my personal fave regional cities in Victoria. Sited on the edge of Lake Nagambie it really is heavenly! So come and join us for a day out to not only visit Nagambie but to enjoy a BBQ at Rob and Libby Little's home away from home. On the way through we will take the opportunity to drop in to Chateau Tahbilk, where Rob and Libby will join us, to sample some of their fine wines. Who can go past their famous Marsanne?

CLUB MEETING

WHEN: Wednesday, 26 May
TIME: 8:00pm
WHERE: Canterbury Sports
Ground Pavilion, cnr Chatham
& Guildford Rds., Canterbury.

Melway 46, F10

COST: Free
BOOKING: Not required
CONTACT: Ted Cross,
04 0059 2208
president@citroenclassic.org.au

●JUNE OzTRACTION '10 –

WHEN: Friday June 11
to Monday June 14
WHERE: Wagga Wagga, NSW
COST: OzTraction fee \$175pp
plus accommodation
and expenses
BOOKING: Accommodation
by 30 April
OzTraction by 21 May
CONTACT: Leigh Miles
[03] 9888 7506
editor@citroenclassic.org.au
or Sue Bryant,
[03] 9885 3179
secretary@citroenclassic.org.au

Well it is obvious that some of you have read Front Drive and taken the hint that OzTraction 2010 in Wagga Wagga is not to be missed. We're also pleased to see that we have not only our regular non Victorian attendees but also some new comers. In short while history tells us that nobody

bothers booking for OzTraction until after Easter, this year history is being rewritten. To date we have 17 bookings [that is just people and doesn't include bears and frogs] and Easter hasn't even arrived! So if you are planning to join us send us a form – now. For those of you who are still undecided or who think it is an event just for Traction owners we would like to say that most of the organising sub committee can't even drive and don't own Traction's but we love Citroëns in general and think that this will be a really good weekend with lots of activities and a good chance to meet and catch up with CCOCA members from around Australia. In short we believe it will be the highlight event of the club year and should not be missed. Full details of OzTraction '10 can be found on page 10.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 16 June
TIME: 7:00pm
WHERE: Check with the Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Sue Bryant,



[03] 9885 3179
secretary@citroenclassic.org.au

CLUB MEETING

WHEN: Wednesday, 23 June
TIME: 8:00pm
WHERE: Canterbury Sports

A-TRACTIONS

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

COST: Free
BOOKING: Not required
CONTACT: Ted Cross,
04 0059 2208
president@citroenclassic.org.au

● JULY

BASTILLE BREAKFAST

WHEN: Sunday, 11 July
TIME: 9:30am
WHERE: Breizoz,
139 Nelson Pl, Williamstown
COST: \$20pp
BRING: Wallet
BOOKING: Essential, by July 5
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au



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

Breizoz Crêperie brings these crêpes to you with an authentic menu and atmosphere. Parking in front of Breizoz is possible if you arrive on time, but it is a popular area and you will need to be early or lucky. We have invited CCCV and the Renault club, along with VeloSolex owners. The back room is booked, which can hold 40-50 people and we hope to fill it. With this number, there will be a set price menu, decided in advance and you will pay for yourself prior to leaving. Remember, no booking... no seat.



● AUGUST

W E S T E R N W I N T E R W A N D E R

WHEN: Sunday, August 29
TIME: TBA, but not too early!
FROM: Mt Alexander Rd.,
Moonee Ponds
TO: Gordon, near Ballarat
COST: Lunch \$25pp
BRING: Wallet and a bare head
BOOKING: Essential,
by August 15
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]

maxlewis@netspace.net.au

A will meet at the carpark in the centre of Mt Alexander Rd., Moonee Ponds – just near Queen Victoria Park. Booking for this event is essential as we can only cater for a limited number for our 4-course [yes, four courses for just \$25] lunch. Refreshments to your account, at bar prices.

This is a delightful, relaxing navigational run [with notes] through picturesque country west of Melbourne finishing up in a beautiful village where after lunch you may wish to visit shops and places of interest close by.

Why should you bring a bare head? Because we are going to visit one of the most eclectic hats shops [men's and women's] in Victoria. No, Australia!

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Logos for various organizations including Rêves, OSCAR, and others.

Post CitIn '11 Traction Tour

Following the highly successful Traction Trip in October last year, suggestion has been put forward to do a similar 'road-trip' following CitIn 2011 at Stanthorpe in Queensland. I have been in touch with Queenslanders Anne and Grahame Vaughan, Allan Maze and Ian Steele [Steele].

They are happy to organise a bit of a road trip, but need to know soon **very soon** who might be interested in joining the group. Please advise ASAP if you may be interested, and the number of days that you would like to travel.

Start date: most likely Monday 25th April 2011.

Contacts: Helen Cross [E] crossfam@ozemail.com.au
[H] 03 9819 2208 [M] 04 1935 6963
Ian Steele [H] 07 5494 2539 [M] 04 2760 8186
Allan Maze [E] ramaze@bigpond.net.au
[H] 07 3824 3821 [M] 04 2855 0855

Green Frog Tours in conjunction with the CCOCA committee would like to invite all readers of Front Drive to join us on what we believe will be an event to remember [for all the right reasons]

[with your own private courtyard], a River View Room [with views over the Murrumbidgee River] or one of remarkable 'Standard' Rooms. Rooms are being held for CCOCA until Friday, 30 April. After that date, Green Frog Tours cannot guarantee the availability of rooms.

OzTRACTION '10

ACCOMMODATION

The recommended accommodation for OzTraction is The Lawson Motor Inn which has superbly appointed rooms and is a short walk from the centre of Wagga Wagga. The facilities here include predominately ground floor units with Sealy Posturpedic Queen sized beds in all rooms. The rooms are well equipped with remote control TV, microwave, hair dryer, ironing board and iron, heating and cooling.

We have secured a special rate of \$130 per room per night [three night minimum] for all rooms. So select from a Courtyard Room

NEXT STEPS?

First complete and return the form that is included with this issue of Front Drive. Bookings have officially closed, but contact Sue Bryant to see if we can squeeze you in!

Second book your accommodation with The Lawson Motor Inn on [02] 6921 2200 – remember to say you are with the Citroën Classic Owners Club to obtain our special discounted rate and book before April 30.

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

Yellowy Bear,
on behalf of GFT

WHAT'S DOING?

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

✂ Friday, June 11

♦ Here is a change: in 2009 many OzTraction participants arrived in Horsham on the Friday after-

noon. So, this year we will try something new and start OzTraction on Friday with a visit to Charles Sturt University for a wine and cheese tasting. Your chance to taste and buy some the Riverina's finest wines and cheeses.

♦ Dinner with Leigh and Sue at the Commercial Club in the bistro, from 7:00pm. Tonight we offer a two-course meal, of your choice from the full bistro menu. *[Dessert and refreshments to your account.]*

✂ Saturday, June 12

♦ 'Show & Shine' in central

Wagga Wagga. Bring your cars to the centre of town and show the locals what real motoring is all about. The 'Show & Shine' venue is directly opposite the Wagga Wagga Farmer's Market, providing a

unique opportunity to sample and buy some of the region's finest primary produce. Think about buying yummy things for lunch! Alternatively, Myer and a wide range of shopping alternatives are available within a stone's throw.

♦ *Lunch in Uranquinty – Green Frog Tours recommends you stop for lunch at the Uranquinty Cake and Bakehouse. The Award winning Uranquinty Cake and Bakehouse has featured in the Sydney Morning Herald Guide year after year. They offer organic hand made sourdough, tartlets, gelato, delicious pies [try lamb*

Left to right: Uranquinty Cake and Bakehouse [Saturday lunch], Junee Railway Station platform [Sunday afternoon], Victory Memorial Gardens and The Lawson Motor Inn [GFT's recommended motel].



and pumpkin], café-style meals and fantastic coffee!.

- ♦ Observation Run. Yes, the Iain Mackerras Memorial Trophy is once again 'up for grabs'. The observation run will take you through some of the interest-

Saturday may have been quiet – but Sunday is packed with excitement!

- ♦ Private guided tour of Monte-Cristo House. Monte Cristo is reputed to be the most haunted house in Australia. Green Frog

Tours cannot guarantee you will see a ghost, but by reputation

the chances are high!

- ♦ A light lunch, with coffee or tea will be served at Junee Liquorice and Chocolate Factory. [Additional refreshments to your account.]

- ♦ The Junee Liquorice and Chocolate Factory is housed in the historic Junee Flour Mill [built 1935] and features

timbers from the 1850s. The owners pride themselves on their organic liquorice [Green Frog Tours have tried and recommend it!]. We will have not only a private tour of the Mill, but there will be the opportunity to try

ing villages of the Riverina – so, even if you do not feel competitive we strongly recommend you join us for the drive.

- ♦ Dinner is in a reserved area of the Bridge Hotel and Steakhouse. A two-course meal can be selected from the presented menu. The Bridge is famous

for its steak [which will be cooked just the way you like it], but naturally, other selections are available. [Desert and refreshments to your account].

☞ Sunday, June 13

OzTraction '10



[and buy] some of their great products. In addition to the liquorice, Green Frog Tours recommend the chocolate coated ginger, almonds cherries and strawberries. Stock up, is our advice!

- ♦ The Junee Railway Roundhouse and Museum. The Junee Roundhouse is one the few surviving, working railway Roundhouses in the Southern Hemisphere displaying steam and diesel locomotives along with a range of unique heritage items. We will experience NSW's rail history first hand with a guided tour lead by the Museum's experienced volunteers.

- ♦ A final stop for the day? If there is sufficient interest and stamina, we will visit Harefield Ridge Winery.

- ♦ Sunday's 'formal' dinner is being held at the Pavilion Restaurant. A sumptuous three course meal will be presented. Dress to impress. Refreshments from the bar, to your account.

Sue and Leigh will arrive early for a pre-dinner drink in the lounge bar.

☞ Monday, June 14

- ♦ Farewell breakfast. Breakfast will be served in the function room of The Lawson Motor Inn. Stagger downstairs and join your friends for the final round-up of the weekend. Fruit juice, cereal, toast and toppings, coffee and tea and of course the full cooked extravagance!

THE PRICE?

All this does come at a price. Last year, you will recall we managed to run OzTraction for a fee that was lower than we had charged in 2008. That was with an eye on the Global Financial Crisis. The Crisis may not be over, but we have taken the view that things have at the very least stabilised, and this is reflected in the wider range of better offerings for OzTraction '10. Green Frog Tours continue to believe OzTraction represents great value at just \$175 per person [plus accommodation].

Left to right: Wagga's Civic Centre, The Commercial Club [our venue for Friday night dinner], the Farmer's Market [Saturday morning] and the Charles Sturt University Vineyard [Friday afternoon].

CUSTOMERS

Alight hearted [or maybe not?] look at the bane of my life. Building engines means you have to deal with customers. Despite years of trying I haven't managed to find a way round it. People are hard

enough work at the best of times – I much prefer my cats, to be honest. Customers are a special kind of people though even when compared to the norm and after 10years of building engines for them I find they split into three main categories – Types 1, 2 and 3.

TYPE 1

Type 1s know next to nothing about engines, either by choice, lack of research or the inevitable consequences of youth. They have to place all their trust in the firm they go to and they either get ripped off in spades or get a good job as fate dictates. Type 1s tend to be very swayed by the nonsense power claims in the car comics that mainly feature topless totty these days because they have no way of evaluating whether what they are told could possibly be realistic or not. 300 bhp for your Mini engine sir? – certainly, just step this way and we'll fit our stage III chip which bolts on 200bhp with 5minutes work. If they have been recommended to you because you built a fast engine for someone they know

then none of that matters. If they are just shopping around and asking everyone who advertises the same questions then you tend not to hear back from them because someone out there will always be claiming more power for less money. They are pretty easy to deal with though.

They only tend to

ask two questions – how much power and how much money. That makes replying a fairly quick and painless task. You either hear back or you don't. The only bit I dislike about Type 1s is that if you build them a really exceptional engine they don't have a clue just how good it is and think they'd probably have got the same if they'd gone somewhere else.

TYPE 3

Type 3s know lots about engines. They tend to be older, wiser, considerably more intelligent and have maybe raced cars or even built their own engines at some time. They know what works, what doesn't and what they want. They also tend to have bigger budgets and aren't afraid to spend it with someone they know who will build them something exceptional. Type 3s have usually heard about you because a car with one of your engines went past them on the pit straight like they were stopped at the side of the road having a picnic and they asked around until they found out who built it. The only question they tend to ask is 'can I have one



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31/05

like that please?' I like Type 3s very much.

TYPE 2


Somewhere between Types 1 and 3 lie Type 2s. Type 2s are a pain in the bloody arse. Type 2s have read a motley assort-

of the Beano Guide to Engine Tuning and change their minds again because it contradicts what they had previously thought. You give them the benefit of your 20 years of engine tuning experience and they give it the same worth as

what their mate Spike, who once skimmed 20 thou off the cylinder

head of his Yamaha moped and made it go quite well, says. They ask if Spike can ring you and have a chat instead because he knows quite a bit about engines and might help them make their mind up. They bullshit excessively about how much they are thinking of spending in an effort to make you think they are a 'serious player' and spend lots of time on them as if you've never fallen for that one before.

You spend two hours on the phone with them, write ten emails answering their daft questions and then never hear from them again because they bought a Vauxhall Vectra with the money instead. Type 2s should be put up against the wall and shot.

© This article by David Baker was located and forwarded to me by Greg Fienberg. The original article can be found at <http://www.pumaracing.co.uk/customer.htm> where it is stated that it cannot be reprinted without the permission of the author. Despite requests for permission to republish my emails have been unanswered. Tacit approval? 

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CUSTOMERS

ment of nonsense about engines, gleaned from crappy sources like car magazines, web sites and their mates down the pub and think they actually understand something about how engines work. Really hardcore Type 2s sometimes quote formulae at you. They are torn between desire for more power and fear of getting ripped off. They try to evaluate you and think they are capable of actually doing so. They ask dozens of stupid questions, most of which make no sense. They want to know what all that extra power will do to their fuel consumption / low speed torque / reliability. They ask 'but ah, will it still run on unleaded?' They send you links to other company's web sites and ask you why you don't build your own engines like that and if not which is the best way to go. They agonize for ever about whether they should spend their money on intake mods or exhaust mods, cylinder head or camshafts, big valves or small, throttle bodies or carbs. They make an absolutely final decision and then read something new in the latest edition

32/06

90
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John Vanechop likes the feeling when he takes his treasured Citroën Traction Avant Light 15 for a lap down the main street of Mittagong. The village atmosphere of Southern Highlands towns sits well with his love of old cars. John likes the response of the villagers, too. Especially, he says, when the little old ladies of Mittagong pay his conveyance the compliment, 'Gee that's a beautiful car'. How many modern cars would elicit such a warm response from such discerning onlookers? Precisely none, is our educated

guess. But even the locals with a sharp eye for good taste in motor vehicles might not be aware that the stylish European car out on a humble shopping expedition is just one of a kind that makes Mittagong the classic Citroën



HIGHLAND LIFE!

capital of Australia, and likely the southern hemisphere.

Possibly the classic Citroën capital of the world, too, because not even in Europe these days will you find great car yards like the one John Vanechop has



dedicated to the timeless French marque. Just off Old Hume Highway, an 'undisclosed number' of Citroëns dating back to the 1920s are seeing out their Australian days down by Gibbagunya Creek.

HIGHLAND LIFE!

There must be a hundred, at least, rustivating rather than rusty. Many are fading glories but others still glorious, with a dozen in working order. These include the 1922 five-horsepower boat-tail 5CV in which John take his four-year-old grand-daughter Jade for a spin around what John's wife Suzanne calls the 'car farm'.

It isn't exactly *The Cars That Ate Mittagong*, but they do make movies out of it.

When Australian director Phillip Noyce needed to film a burning Citroën in a Vietnamese paddy field for his 2002 film *'The Quiet American'* with Michael Caine, the production company turned to John. A Traction Avant was deposited in a flooded paddock at Windsor, set 'alight', and later returned, unscathed, to the Mittagong car farm, also known as the 'Citroën retirement village'.

Whether surviving such treatment is a credit to the Citroën's durability can be debated. But when André Citroën set out in 1919, his dream was to build robust, economical cars in large

numbers along the lines of Henry Ford's Model T. Monsieur Citroën succeeded, in John's view, with three of the best cars yet built.

The Traction Avant was produced from 1934 to 1957. Then came the dinky little 2CV, first in 1939 but in full flight from 1948 to 1989. It is the car mythologised as capable of carrying a basket of eggs across a paddock without breaking any - a cheap farmer's vehicle that has become one of the most familiar sights in the history of the automobile.

Finally, the DS from 1955 to 1975, the low-lying 'Goddess'. It sounds simplistic, says John, but the Citroën, through all its years, has been what experts call a 'good car'. He points to a remarkable statistic: all three of those models had production runs of at least 20 years, and were basically unchanged in that time. Of all the other significant cars in the world, only the Volkswagen Beetle and the Model T Ford have gone the full 20 years.

Pressed, John admits that the Traction Avant is his favourite model, and the DS is a 'great road car'. But then again, he says, surrounded by his Citroëns, 'there's also Bach and Mozart, Clapton and Zappa', meaning there's too many to choose above all others. He even has a sports Citroën with a Maserati engine, built between 1970-74, which would



have done a French James Bond proud.

Whatever, the Citroën grabbed John early. His French parents, Bernard and Henriette, had swapped the turmoil of postwar Europe for the security

Adelaide. He bought a Citroën truck in Normandy on one of his occasional trips to the country of his parents' birth.

'I became pretty determined,' John says. 'Some of the more exotic cars weren't bargains. I

paid market price. A friend in Queensland told me I was lucky

that I started with the right type of car early. But it's not just luck. You have to have direction.'


To house his growing collection, John bought a factory in Sydney. He bought his Southern Highlands property in 1989, first as a weekender, and moved down for good in 1996. During this time, his Citroëns came with him. 'Then and now, I liked the

village atmosphere. A lifestyle built around old cars is suited to the slower lifestyle here. I like the pleasant short drives between villages. I find similar drives in northern Victoria and the Adelaide Hills.'

John spends his time repairing other people's Citroëns and sourcing parts from his collection. He is, he says, a Citroën motor mechanic at heart, and he has a cow paddock full of his heart's desire. His French heritage might help to explain his choice of motor car, but, as with most collectors of things from eras past, the desire to grow their passion

comes from deep within.

'Some people are old souls,' John says, and surrounded by the oldest French cars in Australia, that makes sense.

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HIGHLAND LIFE!

of Australia, but kept their Citroën. Their son followed suit with his first Citroën, with a broken gearbox, before he had his driver's licence. Eventually he set up shop fixing Citroëns in Seven Hills in Sydney, where he became known as 'the Citroën fellow'.

Over the decades he has bought Citroëns around Australia - in Brisbane, Melbourne and



THE *French* COLLECTION

HIGHLAND LIFE!



L e Grand Charles and DS: Inseparable

In 1981, Fabien Sabatès interviewed Paul Fontenil. A rather gruff man who for decades had been the permanent driver from

or museums. Much has already been written about these cars and "Le Général", but never from the perspective of his favourite driver. A man whose back de Gaulle looked at for 30 years! That man was Paul Fontenil.

When I first met Paul Fontenil in 1981 he was 72 years old.

none other than Charles de Gaulle. Who better to talk to about the special relationship between de Gaulle and the DS, than the man who was Le Général's driver all those years ago? Let's go back 28 years.

It may be generally known that Charles de Gaulle was a great lover of Citroën. It was the French President René Coty, who proclaimed Citroën provider of official and government cars. Charles de Gaulle as president continued that tradition. Some of his DSs are today in private collections

Before he received me in his home – an honour conferred on very few people – he had already obtained some information about me. He knew that I had worked at Radio France and at Citroën. At Citroën, Gerard Lorieux is responsible for all the old cars. It is he who arranged for me interview Fontenil and while there was few years delay he showed sympathy and honesty – two traits that should never be taken for granted. I know that Paul Fontenil is a distant man, but by the end of our interview he

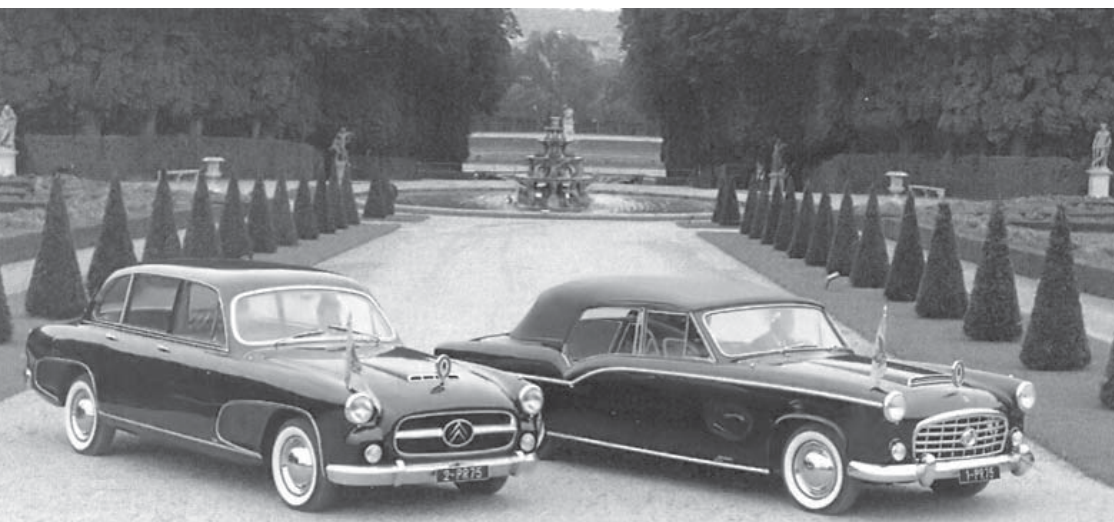
clearly trusted me and it obvious that he had never been so open about his work with any other journalist. Paul Fontenil, I know, is a distant man but by the end of our interview, he trusts me. He has never been so open about his work in any conversation with a journalist. He eventually died in the mid 1980s.

What is also striking is the friendly reception and the courtesy of the Chef du Garage Élysée, where I, prior to my visit to Paul Fontenil, do some research. This occurs in the first weeks of the seventh year of President Giscard d'Estaing; so it still contains several DS's and of course the two decouvable SM's. I was even offered a ride in one of them. But that is another story. It is time to speak with Paul Fontenil.

PF: I first worked for seven years in the Technical Department

of the Prefecture de Police. Then in 1945 I was seconded to the staff of General de Gaulle as his personal driver. He was President of the Provisional Government. There were several drivers; I remember one named Deforges. There was also a driver for Madame de Gaulle, and a chauffeur for official cars. In the beginning I given an eight day trial period, under the eye of Capitaine Guy, who was adjutant to Le Général. At the end of that period, Le Général apparently approved of my driving skills and I joined him as an employee. At that time we had a black Cadillac, a large closed car that drove really well. It had been a gift from President Roosevelt to Le Général and it was used until 1946. He re-

INSEPARABLE



Left: The closed limousine based on the 15 Six designed by Philippe Charbonneaux built by Franay and the Chapron designed and built decouvable.

Right: The open car in procession.

ally did not like the car and it was replaced by a Hotchkiss, a Citroën and a Delahaye – so there were three cars in all.

FS: What Citroëns did Charles de Gaulle drive between 1946 and 1958?

INSEPARABLE

PF: He drove in Traction Avants – there was an Onze, then an Onze Normal, then the 15-Six, the very first. Later there was a 15-Hydraulique Six.

FS: Were all these cars his own personal property?

PF: Yes, all of them belonged to Le Général. If you drove, it was always in his personal car, and the registrations were all in his own name. The papers

were standard in the glove compartment.

FS: And why did he specifically buy Citroëns?

PF: He just liked them the best. He found Citroën to be a good brand. There were two

Traction 15-Sixes, after the 15 Six-Hydraulique, and finally of

course the DS. But I will tell you that when the production of the Citroën 15-Six Hydraulique had continued, he immediately took another one. He felt really good in that car!

FS: In 1958, when de Gaulle was installed as president, did he still have his 15-Six?

PF: Yes, we even arrived in his 15-Six at the Présidence du

Conseil. Naturally, the DS19 followed and a few years later I got the DS which Le Général had ordered as his official car.

FS: Tell me about the first time that de Gaulle saw the DS: what took place? At that time you were still his driver.

PF: The first DS was similar to the 15-Sixes, delivered for a test drive by the son of the Citroën concessionaire Besnard – Michel Besnard. Black, of course, and I drove, Michel Besnard sat beside me and Le Général sat in the back

FS: Had you been looking forward to that first ride?

PF: Of course, I had a friend who already had a DS and he had taken me for a ride

– I knew it was wonderful. Then suddenly, I find myself at the wheel of a DS, with Le Général in the back!

FS: When Charles de Gaulle was travelling incognito, or for private purposes, he took the DS?

PF: Yes.

FS: One of the cars with the open roof?

PF: No, the car with the open roof belonged to the Élysée. That was a government car. There were also a 1 PR 75, a Chapron-designed 15 Decouvrable, 2 PR 75, the 15 Sedan Fermée of Franay^[1], 3 PR 75, with the open roof and 4 and 5 PR 75, that were Simca Chambords. For private purposes, he had his own DSs, these cars were involved

Le Général with various Citroën DS cars. Paul Fontenil is with de Gaulle in every image.



in the terrorist attacks.

FS: There were ultimately more DSs?

PF: Yes. At the time I arrived at the Élysée Palace I was Le Général's only driver. Rene Toussiroit was the permanent

Marroux. He came from the Republican Guard. So by that stage I had been de Gaulle's only driver for a year, or so. Later there were others, but I was the only driver that held the title of chauffeur to de Gaulle.

FS: Were you there when the famous terrorist attacks happened?

PF: No, both times Francis Marroux was driving for Le Général. Because each driver had his own car, after the first

attack Marroux was given my car and I received a new DS. That first attack^[2] Marroux was at the wheel. Then came the second attack^[3] when I was actually sitting behind the wheel, but that was different. We were in Colombey-les-Deux-Églises^[4] and the plan was for Le Général to fly back to Paris and for me to leave my DS at the airport of Saint Dizier^[5]. [de Gaulle had an appointment that afternoon with Ministers. Trans.]. A mechanic from the Élysée would drive the second DS to the Villacoublay airport, so that I could drive Le Général to the Élysée, once he landed. However, de Gaulle's adjutant, Général de Boissieu, commissioned the Commandant du Palais, to call, He said, 'Fontenil, it is unnecessary for you to fly

back, I have something arranged.' I was in Saint Dizier behind Marroux and he was sent to the airport to pick up Le Général. It was later that day when they were driving with the DS back to the airport at Villacoublay that the attack took place. The rest is, as you know it^[6].

FS: After those two DSs, what came next?

PF: After the second? It happened the same as always, I gave my old DS to Marroux and I got a new one.

FS: That was the Chapron DS? I understand that Le Général wanted a car that was longer than that of U.S. President Johnson. Did he really like that car?

PF: He would have liked it better if the window separating him from the chauffeur had been sliding, rather than fixed. If he wanted to say something to me, he had to call me on the telephone!

FS: Did you test the car before it

This page: The DS in which de Gaulle was attacked on 22 August, 1962, showing the bullet holes in the car.

driver for Madame Yvonne de Gaulle at the Elysée.. In around 1960 or '61 it was decided that we needed a second man to replace me – in case I became ill, or something. That was Francis



officially came into use?

PF: Yes, I drove it at the Citroën testing centre [in La Ferte-Vidame. Trans.]. It was a great car and they drove really formidable! I would say that they were infallible on the

Franay de Gaulle was back where he once started, it was also a '15' [Six cylinder. Trans.].

PF: That's right, he was faithful to Citroën^[8]. And with 2 PR 75 he just pressed a button and the separation window was down. From the beginning, de

Gaulle had insisted that the separation must go down. When they were building the car, I visited and we talked about the separation. Citroën said I would more opportunity to comment as the construction proceeded over the next six months. But they actually found it unnecessary to consult me. When the car was eventually presented to de Gaulle, the first thing he asked was 'can that separation window go down?' They replied 'No'. He wanted to

know if there was any way an opening could be created. Eventually, they persuaded him to get into the car. But, Le General was never happy with the car. Why not ask the person for whom the car is being built what they want? It is beyond me!

Translation notes:

1. The 1 and 2 PR 75 PR 75 were both built on a Traction Avant Hydraulique. Number '1' was a convertible designed and built by Chapron. Number '2' was a closed sedan, designed by Philippe Charbonneaux and built by the coachbuilder

Franay. In 1955, President Coty of France commissioned Franay to design and build a presidential car using the mechanical elements of the 15-Six H. Unfortunately, the car overheated when moving at walking pace during ceremonial parades and broke down during the 1957 state visit of Queen Elizabeth II of the United Kingdom. The car was eventually modified in the light of this deeply embarrassing spectacle and was used by Coty's successor, General Charles de Gaulle.

In 1956, President Coty de-

INSEPARABLE

test track. You could really do anything with that car, she clung to the road. Although you had to correct her a bit.

FS: Le Général actually did not use that car more than a couple of times.

PF: That's right, because of that permanent separation pane^[7].

FS: Was that a reason to buy a normal DS for ceremonial purposes?

PF: No, he just took the 2 PR 75 back into use. [Sedan Fermée of Franay. Trans.]

FS: With this Sedan Fermée of

The 'hated' Presidential car, based on the DS. Despite being longer than the limousine of Lyndon Johnson [an important criterion] de Gaulle disliked the car so much he only used it twice.



cided that an open top presidential car should be built, again using the 15-Six H mechanical bits. Chapron was selected as the designer and manufacturer for this car

2. The first attempt on de Gaulle

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was in Pont-sur-Seine on September 8, 1961.

3. The second attack took place at Porte de Châtillon, near the roundabout of Petit-Clamart on August 22, 1962.
4. Colombey-les-Deux-Eglises: residence of de Gaulle in the Haute-Marne (52), his house was called 'La Boiserie'.
5. Saint Dizier: Airport north of Colombey-les-Deux-Églises.
6. At the roundabout of Petit-Clamart DS was hit by machine gun bullets around 140 multiple gunmen of the OAS. Francis Marroux knew thanks to the excellent handling of the DS to escape and even to drive to the airport Villacoublay. As a result of his successful escapes from both attacks, he was awarded medal of the Legion d'Honneur. de Gaulle had returned to power with the intention of maintaining the French departments of Algeria [created in 1848] as 'an integral part of France', de Gaulle made a sudden reversal of policy in September 1959 and be-

gan gradually opting instead for the secession of Algeria. Bastien-Thiry who was a Gaullist until 1959 became an opponent. As a consequence of this new policy, one which most military officers and even several of De Gaulle's close associates disagreed, two

referendums on self-determination were held. The first, in 1961, and a second on 8 April 1962.

Bastien-Thiry, who was involved with a still-mysterious organization [Vieil État-Major], which was probably supported by high-ranking officials, politicians and the heads of large companies, cooperated with men of Organisation de l'armée secrète [OAS] which was already carrying out assassinations and bombings to try to prevent Algerian independence. Bastien-Thiry was not, however, actually a member of the OAS organization.

Air Force Colonel Bastien-Thiry led the most prominent assassination attempt against de Gaulle. The group set themselves up in the Paris suburb of Petit-Clamart on 22 August 1962. De Gaulle's car, an unarmored Citroën DS, and nearby shops were raked with machine gun fire, but de Gaulle, his wife and entourage were able to escape


without injury. After the attempt, some fourteen bullet holes were found in the president's vehicle, with another twenty striking the nearby Café Trianon, and an additional one-hundred-eighty-seven found on the pavement. This event was fictionalized in the 1971 book *The Day of the Jackal*. De Gaulle credited the unusual abilities of the DS vehicle with saving his life — the shots had punctured two of the tires, but the car was still able to escape at full speed. Bastien-Thiry was arrested after the attack and finally put to death in 1963.

7. Two state visits in 1969: the visit of the King of Bokassa and later President Nixon.
8. It was common knowledge that de Gaulle was much attached to the DS. During his

domestic travels, de Gaulle would often use a black DS which was made available for him by the local Citroën concessionaire. In photographs these cars can be identified by their departmental registration plates. It is these cars which today remain cherished cars in private collections.

Sources:

- La DS, the Objet Culte, Fabien Sabatès,
- Album DS, Jacques Nicolas Borge & Viasnoff,
- Citroën DS, au pantheon de l'Automobile, Olivier de Serres,
- Various sites.

Translated from 'La DS, the Objet Culte', by Fabien Sabatès into Dutch by Geert Jonker and subsequently into English by Leigh F Miles. 



Paul Fontenil at the wheel of his own DS.

How not to restore a Citroën

1] HOW NOT TO BUY A CITROËN

Being sometime in the middle eighties the tender age of

How Not To...

thirty, not quite young not quite middle aged not quite anything, I started to desire a car that at least was something. I had in my mind a convertible open topped cool vintage car thingy. I had my budget, close to nothing and the willpower to search the 'Trading Post' [after looking through the musical instruments sections]. So the stage was set for unlikely outcomes.

TANGENT A

One of my all time favourite films *Diva* had been on at the Astor some time previous: a film that featured a white 11BL as a sort of stylish ac-

cessory to the very cool and French lead. This film also featured the Nagra film production tape recorder [important as a soon to be sound recordist I will also end up owning one of these [10 times more expensive than the Citroën]]. However I do remember thinking that

it was the most beautiful car I had ever seen.

Then came the day, there was no red convertible but an ad for a Light 15 Citroën. I think it is like that one in *Diva* I said to my then girlfriend, so off we drove to the Dandenongs, into a plant nursery and met Chris the owner. 'It is in here,' he said pointing to a giant shed and there taking up a great deal of space loomed a dark shape like a car wreck or more like one of those exploded diagrams of what goes into a car. It was the most totally dissembled car I had ever seen, plus there was very little paint on any of the body work and that disguised by a garnish of rust pitted metal. 'Mmm I stripped it back 10 years ago to paint it,' said Chris 'but like a lot of things never got around to it.' I sat down on a pickle barrel. 'The gearbox is in there,' said Chris, 'I think it is all here, well it used to be but it might be mixed up with some old V8 Ford stuff' I looked at my rather horrified girlfriend; this was not the cool car I had been talking about. 'We'll take it,' I said.

Two days later we winched it squealing and complaining onto a trailer [all four wheels were frozen solid]. Hmm. I will worry about how to get the car off the trailer later I thought. Pickle barrels were pitched inside and body bits tied all around, the engine fastened to the back. Seats were roped to the roof and boxes and boxes of stuff arranged around it in a semi legal fashion and off to Prahara we rattled and rocked. [This turned out to be a good thing as it freed up the wheels and it rolled right out after I had negotiated the trailer through a sixty foot lane with two inches of clearance either side in reverse. So there it sat in the covered garage area. 'You are home,' I said.

A headlight looked anxiously at me from a dusty box, its expression mirrored in Girlfriend's face.

2] HOW NOT TO ASSEMBLE A CITROËN

Imagine a very large three-dimensional jigsaw puzzle that you have not dissembled yourself, now throw in pieces from another jigsaw and also imagine there are no ready sources of information [this is pre internet, remember]. Now imagine all bits are greasy and dirty and that your boyfriend becomes the same and spends all his time out with this wreck rearranging bits or just staring at it. He is out there now! Late at night with a light bulb just avoiding you.

Enough of this emotional scene setting!

I decided to reassemble it to see if it worked and worry about the body later. Chris was true to his word it was all there and there were Ford V8 bits mixed up in it. Slowly it came together after an irritating start or many false starts. Nothing seemed to be easy, little things like dragging the too heavy motor with my winch which wouldn't reach the roof necessitating coils of string to make up the 6 inch gap, looking for the right bolts through many, many boxes of bits, looking for a bit with the only knowledge of what it screwed onto etc.

TANGENT B

I began to have dreams where in I was able to accurately identify where various parts fitted, quite amazing really the unconscious mind. I also trawled through my father's car books for info. He was a bona fide car nut and ex race and rally driver and actually had owned and raced a Light 15 in the early fifties! [Albeit with doors, seats, bumpers and everything removed, safety concerns not even thought about. He actually made dual carby kits for them, he was always unfailingly enterprising] I began to find out how cool this car was with all its modern sic features.

Everything was put together finally and the day came to reunite engine/gearbox with body. I hoisted the drive section up and removed the sump and had



a really good look up in there with a torch, it all looked pretty good [actually bearings and rings replaced not many miles before being stored] sump back on, hoist a few more inches up and wheel the car under, mmm that looks

3] HOW NOT TO REPAIR A CITROËN

Around this time I contacted CCOCA and became a member [One of the things you should actually do in restoring a Citroën] Bits of information, parts, auctions, tool hire and copious advice all came in very handy.

Things started to get beyond the scope of this piece or 'how not to'. Also meeting such characters as Mr Rough and Ready and a host of others.

C OR 3RD TANGENTIAL LIST OF THINGS DONE

Made a rear boot floor out of a sheet of metal with hammers, bits of wood and judicious cutting and trimming [actually did a nice job, got a friend who welds to finish it off and tack it in; more on him later]

Brake master cylinder and slave cylinder re honed and rubbered

New brake shoes

Brake drums machined

Carpet cut for front and back

Doors recovered and new seat covers

Driveshafts rebuilt with spares purchased at auction.

Added two front seat belts.

Oh and found two Michelins 165 400 tyres at old tyre place [out the back] to replace the two scrubbed ones.

Stopped seeing friends and going out.

How Not To...

about right. Suddenly with a crack the engine and hoist fell into the car! I looked at the broken 5 coils of lightweight string that had joined the hoist to the roof beam and thought about how long I had been under a ton of motor/gearbox with my torch. I felt physically sick and went and had three cups of tea.

Quite stupid really the conscious mind.

Later I checked and found it had landed exactly right onto its supports.

Well I told you this was how not to.

Connected it all up, petrol, oil and water in ... and the damn thing jump started and ran, actually ran really well. A little unregistered test drive told me the brakes were poor.

Well I told you this was how not to.

At this time I also extensively fish oiled all the internal metal especially inside the sills. For weeks it made you ill to approach it and all the local cats started to hang out around it

But back to the scope of this article.

I had two small round holes in the rear guards that I was going to bog up when an imbecile friend offered to 'properly' tack it up with metal. This he did in my absence by slowly adding weld round and round 'til filled. He did notice that the heat he had pushed into it had deformed and distorted the shape of the guard. THEN he did the same to the other one!! Weeks of work and lots of bog and shaping later I was back where I had started. Also back where it started was my love life, and so we say farewell to that subplot.

Then it was all done well at

least mechanically. It still looked like a wreck that had been left out in a field: all surface rust and abandoned relic charm. Somehow, I do not quite know how, I took this to the RTA and got it registered! I remember them putting it over the pit and looking puzzled that they could not find any reason to refuse it. As we walked away and they walked into the building Albert [by this time it had developed a name, though not a terribly French one. Ed here... Albert is a perfectly good French name, just remember to pronounce it 'Albere'.] spat the dummy and burped up a lot of rusty water from the tank overflow. I quickly



paid and got out of there.

It was in this shape I attended my first CCOCA concourse. I remember some muttering about tying up the most improved award for the following year.

4] HOW NOT TO PAINT A CIT-

How Not To...

ROËN

First start off with no idea, no money and ask no advice. After failing to get Holmesglen tech students interested in painting it ['Too big a job,' said their supervisor] I decide I will learn how to, as I do it. I did not like the idea of derusting and rubbing down all that surface area so I took it down one morning to a DIY mechanical place. Dissembled and sand blasted it carefully and with attention to plan and detail, stripping it down to body parts and plugging and covering up everything else. Somehow I got this mostly right. Then reassemble and drive home. TANGENT D: NOT SO MUCH A TANGENT AS AN ASIDE.

It did look amazing in its stripped back gleaming frosty metal look. Heads turned, cars honked and young children pulled faces. It looked rather an antique UFO than a French classic. Do not think I bothered with headlight or bumpers.

The next morning there was a fresh coat of light rust. Really it is amazing how quick that stuff

oxidizes. Then lots of filling all the little surface pits left behind by the rust. Because I knew no better I was using spray cans of filler then rubbing back. That stuff is fine for little scratches and nicks but for whole surfaces it is just too soft, kept over sanding and scratching and restarting. Budget [what

there was of it was disappearing into spray cans] dictated a rethink and I got some proper stuff painted it on with a brush and then rubbed it back. A lot harder in strength and on the arms. Really I am lightly skipping over probably the hardest and longest part of this whole journey [because I do not want to bore you].

Then back to the DIY place with its spray booth and another disassembly. I decided on enamel because that seemed easier for a novice and chose a sort of creamy white a la 'Diva'. Two or three coats, I cannot remember but I was getting better with practice. Only a few little runnels of enamel. Left it overnight to dry and wheeled it out in the morning and reassembled it on the street, [not wishing to hire the spray booth for reassembly]. Well it turned out the DIY guy was terribly offended at this and ranted and raged at me as I quickly put car back together. People were looking, pointing and laughing.

I liked the glossy gleaming unrubbed down look of the enamel so I left it like that with a few

little runs.

Back to CCOCA in time to pick up most improved cup at concourse. Mutterings confirmed. 5] HOW NOT TO DRIVE A CITROËN

Well this is an easy one. Run out of money, time and registration. Park in Parent's garage

Leave for 19 years or till it no longer works, then go back to Step Three.

E: FINAL TANGENT

I sometimes think of Chris

and his nursery and my promise to return with restored car. There is just one thing holding me back, I am afraid it will be The 'Chris' of Chris and Marie's Plant Nursery ads on the TV. He will be saying 'Hello Hello' and chasing me naked round and through a thorny maze, Oh wait that's another dream.

Jeremy Shaw



SUE BRYANT — SECRETARY

Firstly in my case the title of this title is a misnomer, fleet implies multiple vehicles and I have only one! I have however had other Citroëns in my life prior to the present garage occupant. My first introduction to

Citroën ownership was when my then [new] boyfriend Lance took me car shopping and he bought a 1974 G Special that we named Suzie Citroën. This car went everywhere and had over 250,000km on the odometer before her sad demise. Some three years later, after we were married, we were in need of a second car so we purchased a DS23 Pallas, automatic and fuel injected. It was previously owned by a man who liked to tinker with it. Lovely car, very comfortable on a long journey, you could take her anywhere and enjoy the journey, however getting

home again could be an adventure. I remember being stranded in both Fish Creek and Mittagong with particular fondness.

Eventually we decided that we needed a third car [for the two drivers] and a BX 19 TRI Estate

FLEET FOLLIES

joined our family. At this stage we did indeed have a fleet, but given the DS23 was often in the garage being fixed it became a necessity. Lance and I eventually went our separate ways and he kept the DS23, the G Special was tragically car two in a five car freeway accident, which somewhat eerily happened the week we separated, so we were left with one car each.

The BX did me good service as reliable every day transport for some six years.

She was replaced in 1999 by a new Xsara Exclusive 2.0litre automatic which I drove very

happily until the middle of last year. This car, while not the most romantic offering ever released by Citroën, was a very good car for a woman who does not want to get grease under her finger nails. The only times she did not start

around parking sensors and automatic headlights so there should not be any more flat batteries. Her nick name is Miss Bossy as she is forever telling me who she feels and what to do – ‘you are too close to the wall’ beeps, ‘automatic headlights activated’, ‘beware of ice’ and ‘fuel too low’ are just part

of her vocabulary. Unlike one of my friend’s Porsche she fortunately has not learnt ‘take me to the dealer now’.

I have now driven Miss Bossy for nearly nine months and she has 25,000km on the odometer so far the only minor problem was a wind noise coming from a rubber door seal that was not sitting properly, which the dealer managed to fix.

I have no regrets at my purchase. I did look at some other Non Citroën options but I will confess that it was love at first sight. I really enjoy driving her,

which is a good thing given my daily commute to work is 100km round trip. She is comfortable and handles very well. The HDI engine is fuel efficient and becoming more economical as she is run in. It has plenty of power and loves to accelerate up hill which keeps the girl racer in me happy.

She has however had some trauma in the last couple of weeks. I went away with friends for the March Long Weekend and left her safely [I thought] parked in her garage. Unfortunately we had a massive hail storm on the Saturday afternoon and the six fibre-glass roofing sheets on my garage were left with dozens of holes and Miss Bossy was covered in mess and was hit by one hail stone. Not what you expect when the car is in the garage! Fortunately it has only left a small mark on the roof which should be easy to repair. The bad part was that I had to deal with insurance claims for the garage and three broken windows

in the house. I was on the way to work after meeting the builder who was quoting on my garage repairs when a truck I was following through some stones threw some at me. One of them has cracked Miss Bossy’s windscreen so badly that tomorrow we are going to have a new one fitted. Hopefully once that is done we can just settle back into our normal routine of happy driving.

Sue Bryant



TED CROSS – PRESIDENT

Since my last report I have spent some time with David Gries repairing the Raid 2CV front end which felt like it was about to fall out of the chassis. David is a real expert with Citroën information and 2CV in particular and we soon found the one of the steering arms had worked loose where it joins on the wheel. [Tie rod end?] This apparently happened when that side king pin seized early on the Raid

FLEET FOLLIES

were on a couple of occasions when I left the headlights on and flattened the battery – hardly her fault! Overall she was extremely reliable and I was very happy with her. My friends Bob and Marg, who were not Citroën enthusiasts, said to me they want to buy her after they had lifts in her and true to their word my Xsara now has a new home and is still loved.

So now to the current ‘fleet’. In June last year a bought a new C4 Exclusive 2.0litre HDI with all the bells and whistles, including a white leather interior, heated seats, rain sensing wipers, all



in 2008 and had since worked loose as I had not tightened it enough. [I am blaming the atrocious roads for the result not my mechanical skills.]

We soon had the front end pulled apart on both sides and the

hot. Replacing the coil has not helped and I notice the new coil is getting too hot. This is the next job to attend to on 'Henny Penny' I may need to fit a trusty 123ignition finally as I know that the problems will then disappear.

I am starting to try refitting all of the panels to the monkey van

which is shoe-horned in the back of my small garage. It is beginning to look like a real car again after 30years stored away and incomplete. This is a real labour of love for me and my thanks go out to Peter Boyle and his team of helpers for getting the welding and re-fabrication of missing or damaged panels done. Leigh Mason, who originally saved the van has also been down from Albury to pass his beady eye over the progress and given it his tick of approval. This is what Club friendships are all about and I am keen to get this back on club plates.

I am finally confessing up to also now owning an SM project car. This has a lot of potential and was not really part of my plans to own but sometimes you have to take a gamble and buy a car that is too good to miss out on. It will be stored until the 2CV van project is much further advanced.

One project at a time is my motto.

Ted Cross



FLEET FOLLIES

components thoroughly cleaned, greased and replaced. We then took the time to re-align the front end and check the camber on both the rear and front wheels. This made a great difference. Later I found that the tyres were either under or over inflated [I had purchased two extra matching tyres from Ian Sperling] so after getting that all tyre pressures right there was a further improvement and the car feels like when I first imported it from UK.

We went on to use this 2CV on the CitIn run to Tasmania and it performed really well. We even managed to meet up with Glen Shaw in Tasmania and had a photo opportunity with his Ripple bonnet 2CV named Boris – a very well known original Slough built 2CV from 1955. We went for a drive around the block in Boris and I watched as Glen started off with his 'Traffic clutch' – just rev the engine and you move off – smooth and simple and a must for any 'ancien deux cheveau pilote'.

The 2CV has started to refuse to proceed when the engine is

Here we are, fresh back from Tasmania. The CitIn in Launceston was great: well organised, fine weather, good venues and food, marred only for me by my wife Libby having indifferent health issues. I am pleased to say that now Libby is back to her normal self and enjoying life once again. We had a few more days in Hobart after CitIn and both love it very much down there. Tasmania lives at a pace that can be enjoyed and envied by a lot of mainlanders I am sure.

The pace for parts and tyres has been absolutely cracking, with many orders coming in and being supplied. The supply of parts has been disrupted by the volcano chaos as has many travel plans but supplies are now getting back to normal.

I was heartened by the interest shown by some Tasmanian members in the 4 speed conversions and also by the drawings supplied to me by John Beswick of his interpretation and design. It is with this in mind and after discussions with other members and engineering friends of mine that I will approach an engineering shop in Euroa for a quote to produce some output shafts. Hopefully in the next magazine I will be able to supply an approximate price to convert an ID transmission ready for transplanting into a Traction. This will then

give members some idea of the costs involved as this is the most difficult to achieve particularly when it is a one off job.

Had an email from Rob Koffijberg in Holland, Traction Avant Netherlands had their

AGM on the April 25, it was attended by 430 people in 164 cars, 120 of which were Tractions and we are always worried about having enough to make a quorum! If you want to have a look at their AGM it can be found on the Club's website. Quite an interesting group of cars, there are some very interesting links as well if you have time to sit in front of a computer.

I do have an advert running for Big 15 bumper bars, overriders and round instrument clocks, if there are any members out there who can help please let me know as we have another new member in Queensland looking for bumper bars and overriders and I am looking for clocks to form a change over service on these items.

I had discussions with another member, Nigel Harwood from Crookwell in NSW his long term owned Traction is now in the paint shop and he is well into getting it back on the road, so we need to add that to the list I wrote about in the last magazine, I am certain there must be others out

SPARE NEWS

there but it is so good to see these cars coming back onto the road.

Lastly just a word on our dollar exchange rates, these are still holding up and there has been no better time than now to get those

parts or tyres you have been putting off for so long, whether it is British pounds or euros, they have never been cheaper. So do not put it off any longer.

Rob Little



FOR SALE



1986 BX 16 TRS Auto

Not one, but 2! 1 x down at heel car in going condition. Pale metallic green, tan interior. All the usual problems of cracked dashboard and worn fabric. But, the engine and auto are both in great condition. Air con, power steering OK. Reg CUI XXX. 1 x not quite so down at heel looking, was a 'runner' when I bought it for spares – none used.. Grey/blue, blue interior. Not registered. \$500 the pair. Contact Leigh Miles, editor@citroenclassic.org.au or 04 3901 9117. [38/02]

2006 C4 VTS

5speed manual, 12months registration, one owner for 4years. Always garaged and covered just 33,000km. Owner going overseas and keen to sell. Priced at \$20,900, but offers considered. Reg UAD 919. Contact Joseph, 04 2107 9374 or [03] 9523 1327 or thejoeymyers@hotmail.com [38/02]

1995 XANTIA VSX

1995 Xantia VSX Sedan Auto. Top of the range active suspension model. Mauritius Blue. Have owned since

FOR SALE

new. Very clean car that is a daily driver – 214,000 kms. Selling as it is now a surplus car. Priced to sell at \$2,250 ONO Rego NIL 625 Contact Peter on 04 1900 5400 [33/08]

1954 LIGHT 15

A highly original Light 15. – so original it still has the Commonwealth Motors decal on the dashboard. Original number plate, period paint and leather, full of the irreplaceable patina of the years. Motor carefully upgraded by Mel Carey at Citro Motors: lightened fly-wheel, shaved head... a car that will keep up with modern traffic. A real Traction that can be driven every day! Metallic blue, with cream leather trim, this long-term Club car is being parted with only because age has taken its toll on my knee and driving this car is no longer the pleasure it once was. Stunning brakes [there's a rarity], lovely gearbox and a truly brilliant drive. Amazingly low recorded mileage [believed accurate]. GLJ 619. \$17,750. Contact Leigh Miles, editor@citroenclassic.org.au or 04 3901 9117. [33/07]

1953 2CV

1953 Ripple Bonnet for sale, chassis no 8530078, registered in WA [1 CRY 966] till Dec. Present mileage 43,441. The car has been restored by previous owners. It is in excellent condition. It has new brake pads and all rubber lines and hand brake cable, clutch and clutch cable, carby, master cylinder, wheel bearings, drive shaft cross joints, battery, engine mounts, points, condenser, coil, plugs and leads, fuel line, heater tubes. The wheels have been balanced and the gear box overhauled. The work was carried out by 2cviking and David Gries. I have German roof fabric ready for fabrication. \$15,000. A '53 ripple in this



condition is rare. Contact: Carl Perrin, [08] 9386 3268 or 04 1247 2527 or by email kaycarl@eftel.net.au [33/06]

1997 SERIES 2 XM

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

WANTED

CCOCA WANTS CLOCKS

Any clocks from late model Traction [round dials], to be used as a changeover for parts service. Contact Rob Little [03] 5823 1397 or spareparts@citroenclassic.org.au [33/06]

SLOUGH TRACTION BUMPERS

Desperate We have a member looking for English round bumper bars for a Big 15. There must be some out there somewhere. Contact Rob Little [03] 5823 1397 or spareparts@citroenclassic.org.au [33/06]



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