

FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



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

WINTER '10 Vol 34 No 3

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 a camping ground at Oisterwijk, and is taken from the calendar of Traction Avant Nederland..

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, Fabio Galvano, Max Lewis and Rob Little

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, July 23, 2010.

COMMITTEE

PRESIDENT — Edward Cross
[03] 9819 2208 [H]
president@citroenclassic.org.au

SECRETARY — Sue Bryant
[03] 9885 3179 [H]
secretary@citroenclassic.org.au

TREASURER — Ruth Pilens
[03] 9848 1651 [H]
treasurer@citroenclassic.org.au

ACTIVITIES COORDINATOR — Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au

SPARE PARTS OFFICER — Rob Little
[03] 5823 1397 [H]
spareparts@citroenclassic.org.au

PUBLICATION EDITOR — Leigh Miles
[03] 9888 7506 [H]
editor@citroenclassic.org.au

COMMITTEE PERSON — Vacant

SUPPORT

WEB WALLAH — Jeff Pamplin
[03] 9523 0210 [H]
webwallah@citroenclassic.org.au

MEMBERSHIP SECRETARY — Sue Bryant
[03] 9885 3179 [H]
secretary@citroenclassic.org.au

AOMC LIAISON OFFICERS —
Ted Cross [03] 9819 2208 [H]
Russell Wade [03] 9570 3486 [H]

CLUB PERMIT & SAFETY OFFICERS —
Russell Wade [03] 9570 3486 [H]
Peter Boyle [03] 9470 8080 [H]
Mel Carey [03] 9419 4537 [H&B]

LIBRARIAN — Michael Molesworth
[03] 5983 2983
librarian@citroenclassic.org.au

CLUB SHOP — Peter James
clubshop@citroenclassic.org.au

ICCCR REPRESENTATIVE —
Ted Cross [03] 9819 2208 [H]

PUBLIC OFFICER — Peter Boyle
[03] 9470 8080
ruffb@tadaust.org.au

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

First, a big thank you to the members of the Club who managed to join Sue and myself [and of course Green Frog Tours] for OzTraction in Wagga Wagga over the Queen's Birthday Weekend. We can only hope that you had as much fun as we did.

Of course, straight after OzTraction finished it was back to the Editor's desk to put this edition of 'Front Drive' together.

The next edition, by the way, will have words about OzTraction, so those of you who did not attend will have to wait a few more weeks for all the OzTraction gossip.

Apart from the usual listing of forthcoming events, this edition of 'Front Drive' contains a wonderful period piece about the initial introduction of parking meters to Sydney. I know it has nothing to do with Citroën, but as an article it rather caught my fancy. I hope you enjoy the involved discussion of the relocation of barrowmen that resulted.

With the visit to Zagame's just around the corner, it seemed appropriate to reprint an article about the design of the new C3. You will be able to see the real thing on September 29, but the article should tempt you to go and look at the new C3, no matter where in the country you live.

I know that in Europe there is a high demand for 2cylinder Visa engines. They are sought to replace the standard 602cc motor in various A-series vehicles. Whoopee! 50cc more! Having bought a replacement 652cc Visa motor for my own car, I know the effect this level of demand has had – I paid almost as much for a 652cc motor as I did for a complete Visa GT, some years ago. However, our friends on the US have prepared an article on the issues associated with making this change to your 2CV. Read it carefully before you commit to an 'upgrade'.

Enjoy,
Leigh F Miles



Our club year's activities are unfolding and already our OzTraction event has been run.

For those who attended [38 people at the Saturday evening dinner] and who are still recovering from excessive eating and drinking and great fun, I want to personally thank you

for making the effort. We had several first time attendees, and of course many of the usual suspects who have made the event theirs over the years. This year we travelled to Wagga Wagga in NSW, which was an inspired choice, and we had an excellent time together. We had great weather and wonderful events, and I want to personally thank Leigh and Sue for the organization and events. We are very lucky to have these two club members who are prepared to host and organize our annual OzTraction over recent years. I wonder where it will be located next year?

As you all know, the next CitIn is being held in Stanthorpe, Qld and there is a proposed 'after event' being arranged. This promises to be terrific, and the numbers are already starting to fill – so you need to book early for this trip, which will include a visit to the famous 'Gayndah Boys' Citroën Collection. In addition, we will possibly arrange a leisurely run from Melbourne for 4 or 5 days before Easter, to travel in a group and do some sightseeing along the way. More details to follow; when we know more.

This year our Big Six did not make the OzTraction event, due

to a seized water pump.

Instead we took Helen's C4 which proved itself to be a wonderful cruiser. On the way home I couldn't help thinking that the C4 is really like a modern-day Light Fifteen. I feel this model will attract

a lot of new owners in the next few years as a newer Citroën in the garage. No spheres or oil leaks to worry about, and a compact size at a fair price. Ours even has leather seats and a smallish boot and of course Traction Avant.

Your new committee is working smoothly together, and we have some fresh ideas in the pipeline. Please make sure you try to support our events whenever you can. There will be an opportunity to re-visit Zagames in their city showrooms later in the year. This event will have a few surprises, and we would like you to bring a Citroën to the event. We plan to put on a display in and around the showrooms, and our hosts are looking forward to seeing as many Citroën owners as possible to enjoy their hospitality.

Please have a look at coming events – there is our regular Bastille Breakfast in July – always a great opportunity to take your Classic Citroën for a run and meet up with club friends. Guests are also welcome, but you need to book and arrive there early if you want a good parking spot. I hope to see you there...

Cheers Ted Cross,
President.



ED SED

CONTENTS

ED SED	PAGE 4	C3: RENEWAL IN CONTINUITY	PAGE 16
PREZSEZ	PAGE 5	VISAVIS	PAGE 29
A-TRACTIONS	PAGE 6	FLEET FOLLIES	PAGE 37
ONE LEGGED BANDITS	PAGE 10	SPARE NEWS	PAGE 41
		CLASSIFIED ADS	PAGE 43

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

A-TRACTIONS

● 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.

2hour ticket 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.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 21 July

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, 28 July

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

● AUGUST

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 18 August

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, 25 August

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

W E S T E R N WINTER WANDER



WHEN: Sunday, August 29

TIME: 8:30 for a prompt

9:00am departure

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]

activities@citroenclassic.org.au



We will meet at the carpark in the centre of Mt Alexander Rd., Moonee Ponds – just near Queen's Park. Booking for this event is essential as we can only

cater for a limited number for our delightful \$25 country-pub lunch. Refreshments to your account, at bar prices.

This is a delightful, relaxing navigational run [with notes] through picturesque country west

A-TRACTIONS



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!

● SEPTEMBER NO CLUB MEETING

WHEN: Wednesday, 22 Sept
CONTACT: Ted Cross,
04 0059 2208
president@citroenclassic.org.au

There will be no 'regular' Club Meeting this month. It has been replaced by our opportunity to visit Zagame's the following week [September 29] for the launch of the new C3 and a special unveiling.

MEANDER TO MORNINGTON

WHEN: Sunday, 26 September
TIME: 10:00am
FROM: Check 'Front Drive'
TO: Molesworth's at Somers,
via Ashcombe Maze

COST: \$16.00pp
BRING: Food for the BBQ
BOOKING: Essential,
by 19 September
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au



With our destination on the Mornington Peninsula, we will meet at a point on the southern side of Melbourne – check the next 'Front Drive' for the location. We will have the opportunity



to get lost at Ashcombe Maze, before heading to Annette and Michael Molesworth's for a BBQ lunch. Admission to the Maze is \$16 for adults, \$14 for OF's and \$9 for children. Arthur at Ashcombe says there are enough flowers and bush and woodlands to keep a botanist enthralled for hours. Their website is www.ash-

combemaze.com.au They have a fully licensed café where a warm coffee or tea will keep your cockles warm until we get to Somers. Booking is essential as although the Maze has no maximum, there will be limitations at the Molesworth's. First in best dressed for say 20 people maximum

CITROËN PRESENTS...



WHEN: Wednesday, 29 Sept
TIME: 8:00pm
WHERE: Zagame's
577 King St., North Melbourne
COST: Nil, Nada, Zilch
BRING: Your Citroën
BOOKING: Essential,
by September 22
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au

The Zagame family tradition is



to strive to provide the highest customer service available. With a forty year tradition of excellence in customer service in the hospitality industry, today the Zag-

ame family are embracing their passion for exciting motoring including Citroën and Maserati in their portfolio of 11 prestigious international automotive and motorcycle brands.

The North Melbourne site houses Citroën, as well as Alfa Romeo, Fiat, Morgan and Lotus and Zagame's have promised us the opportunity to get up-close to this great range of cars in a relaxed, pressure-free environment. The new C3 is hot off the press this month as well as a mystery car. You will be bowled over with these two new models. Zagame's well known generosity and their beautiful showroom will be too much of an attraction to miss. Bring your Citroën, clean and sparkling for a picture opportunity and parade of André's best... old, borrowed, blue or new! [Blue is there only for the rhyme!] Booking for this evening is essential, and late comers, gate crashers, BMW owners and other riff raff will be asked to bring their own party pies.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 29 Sept
[03] 9885 3179
secretary@citroenclassic.org.au

There will be no Committee Meeting this month. It has been replaced by our opportunity to visit Zagame's next week [September 29] for the launch of the new C3 and a special unveiling.

Sydney drivers are the latest to be sluggish with parking meters. But it still does not prevent them being booked for parking too long in metered spaces.

'One good thing about Sydney

wrong!

He was right when he said it would cost sixpence a half-hour. But feeding the meter is against the law. Once the half-hour is up, the motorist will have to move on.

Sydney motorists should see

the meters some time in October, although the actual date of in-

troduction, at the time this article was prepared, was obscure.

Even then, their introduction will be provisional. The Lord Mayor, Alderman Pat Hills, who masterminded the whole

scheme, got the approval from the Police and Transport bodies by promising to 'clean up' Sydney's traffic. So, with the introduction of the meters, will come a whole new crop of parking restrictions, designed to streamline traffic.

A trial period of three months

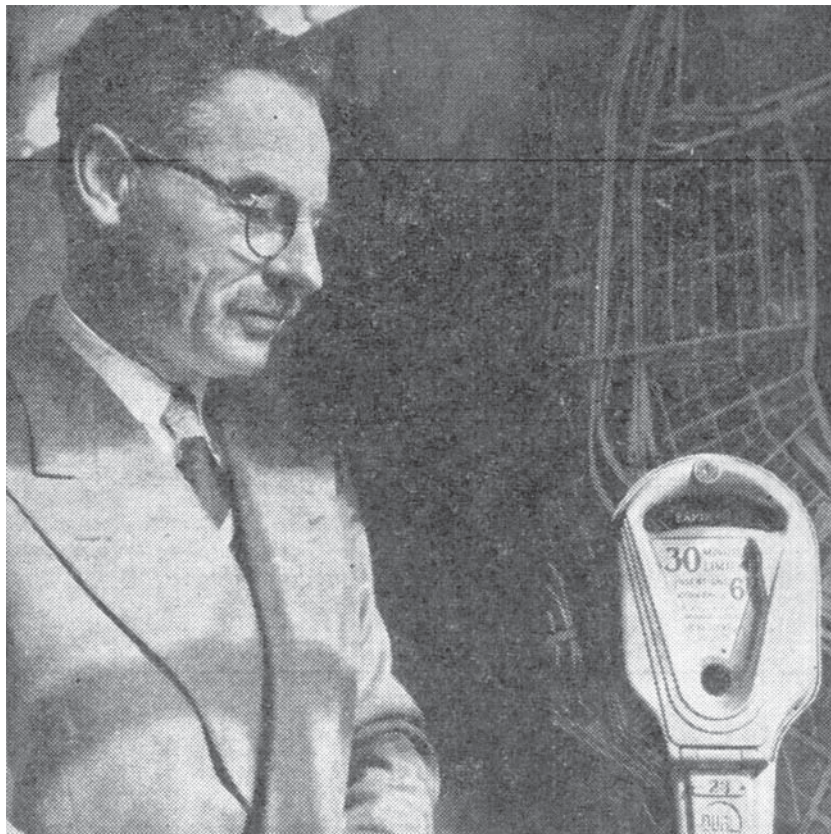
has been approved. The meters will be installed in the block bounded by the south side of King St, the north side of Park St, the west side of Elizabeth St, at a distance of every 20', alternatively, every 22 and 18'.

As part of the scheme, 'load-

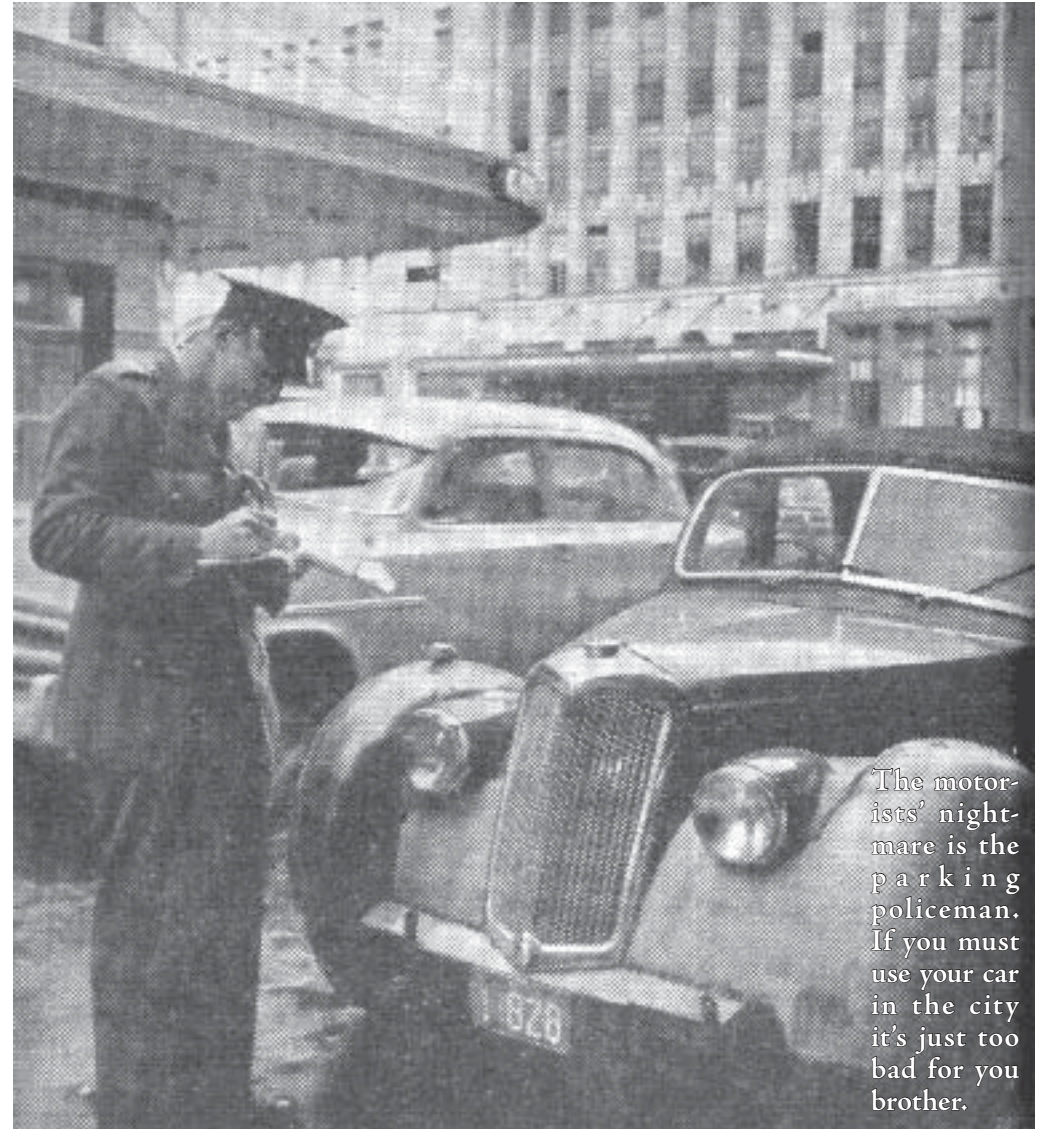
ONE LEGGED BANDITS

parking meters is that if you pay your zack every half-hour, the 'brown bombers' won't be able to do a thing to you,' a friend said in conversation the other day.

He could not have been more



Principle Planning Officer of the Sydney Council, Mr D McLachlan, with one of the new parking meters. You will get booked if you overstay the limit.



The motorists' nightmare is the parking policeman. If you must use your car in the city it's just too bad for you brother.

ing zones' will be introduced where commercial activity is greatest. This will allow trucks and other commercial vehicles to load, without having to contend with private vehicles. Motorists parking in these 'loading zones'

protest from barrowmen, seven of the streetside fruit shops will be moved, six from George St, and one from Park St.

The Town Clerk [Mr Adams] said that so far the eventual fate of the barrows was in the balance.

'Until the success or otherwise, of the meters is assessed, we do not

have already fallen victim to the Council's tow away service which impounds vehicles and holds them until the owner pays a fine and a towing fee.

Revenue from the meters will go to providing 'off-street' parking facilities such as the recently opened Kent St parking station.

Despite the anguished cries of

know what will happen to the barrows,' Mr Adams said.

'They may be moved to other sites, or they may be done away with altogether.'

Council's opinion is that if parking is allowed in the streets, there is no reason why the barrows should not remain. They point out that one lane is taken

up by the parked cars anyway, so there is no reason why the barrows should not remain.

Save for a move of a few feet most barrows in the metered streets will not be affected. The barrow in Park St is to go, however. The length of George St is to be subjected to new parking restrictions, so the six barrows

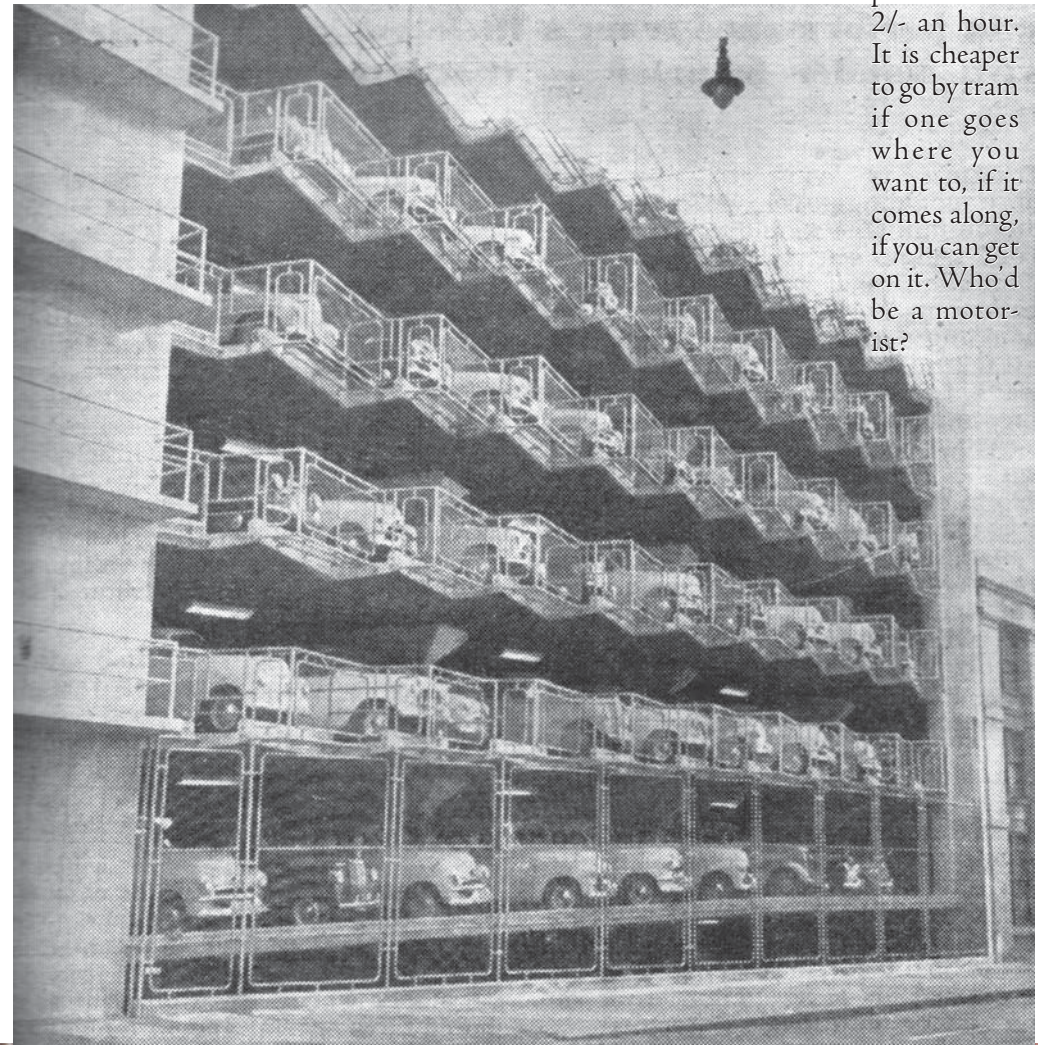
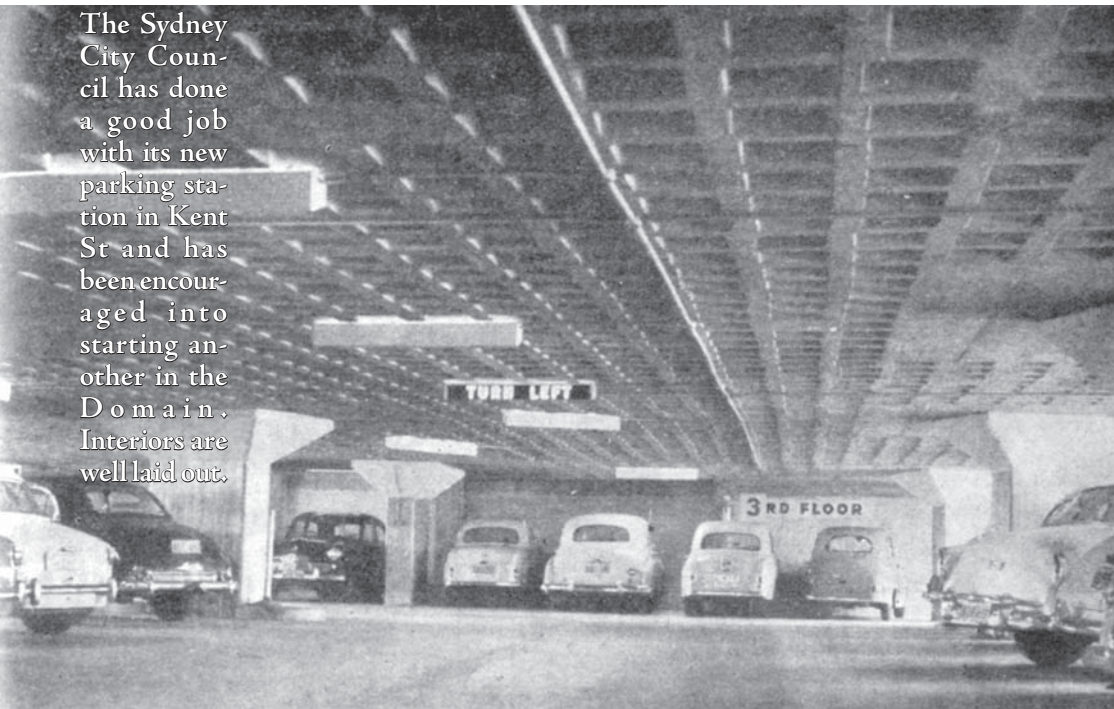
will be moved to make way.

So far the barrowmen required to move, have not been notified. One barrowman told 'Wheels,' 'All we know about the whole business is what we read in the newspapers. We haven't been told a thing. We've been here a long time now, but it doesn't look as if that will do us any good.'

Revenue from the meters will go into parking stations. Then you pay again to park in them – to the tune of £2 per week or 2/- an hour. It is cheaper to go by tram if one goes where you want to, if it comes along, if you can get on it. Who'd be a motorist?

ONE LEGGED BANDITS

The Sydney City Council has done a good job with its new parking station in Kent St and has been encouraged into starting another in the Domain. Interiors are well laid out.



ONE LEGGED BANDITS

The Planning section of the Sydney City Council conducted a survey which revealed that the average motorist parked his car for 22minutes. Commercial vehicles [trucks and utilities, as distinct from sedans], parked for

ner city, and the introduction of freeways and a new bridge over Darling Harbour will eventually render parking meters unnecessary. But this plan has been, and probably will be, on the drawing boards for years.

only 18minutes.

A spokesman for the planning section said that a 20minute parking limit would be long enough to satisfy 85% of all parking needs.

The whole scheme is supposed to be a 'temporary' measure. The huge plan which calls for the complete redesigning of the in-

Just when the plan will even-
tuate, nobody
knows. In any

case, it seems obvious that Sydney's 'temporary' parking meters will have a long and profitable life.

This article first appeared in 'Wheels' magazine in November, 1956. No author's attribution is given. The copy of the magazine was kindly donated by Rod Greschke.

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 [Steelie].

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



123ignition Australia

'Ignition systems for classic cars'

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



No maintenance EVER again.

Contact Ted Cross

Phone: 03 9819 2208

Fax: 03 9819 2208

Mobile: 0400 59 2208

email ted@123ignition.com.au

123ignition.com.au

Continuity and innovation are two concepts that can come into conflict, and in any case, Mark Lloyd admits combining them is a 'very difficult task'. Taking over a car as successful as the C3 – which has sold more

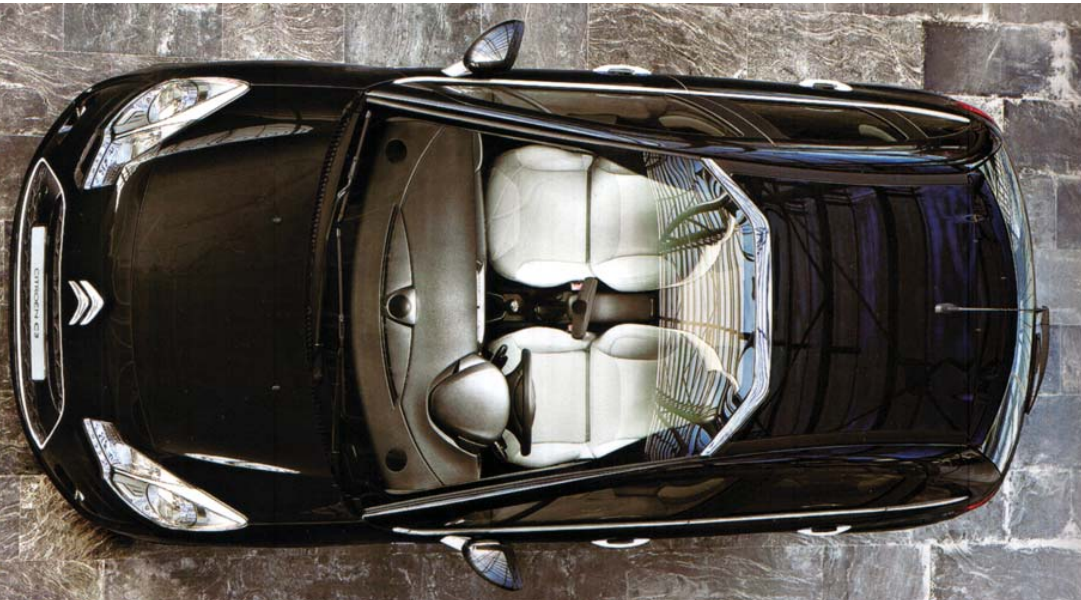
approach, but in this case I think we have come up with the right response'. Lloyd, and before him Oleg Son, who was responsible for the previous C3, as well as the C2, C4 and C4 Picasso: 'When I got here most of the work was already done', he smiles self-deprecatingly: 'I'm just the babysitter'.

'It is an authentic renewal for the brand', confirms Frédéric Banzet, central manager of the French manufacturer. They have

The new Citroën C3 features a tenser, less 'bubble-like' silhouette and, as illustrated by the two photos below and p18, the extraordinary Zenith windscreen, which extends beyond the point directly above the driver, offering incredible airiness and visibility.

than two million cars in seven years – is a challenge within a challenge: not only do you have to take on the unknown quantities of the market, but you are also playing against an inhouse opponent. 'It's all about striking the right balance', explains Lloyd, who has been head of design at Citroën for just under a year: 'When you replace a car of great character and popularity, you always question whether you have chosen the best

RENEWAL IN CONTINUITY



Why buy your Internet from someone who drives a Cadillac?

dcsi
We do Internet.

Connect to the Internet with a wholly Australian owned and operated Internet Service Provider. DCSI provide fast ADSL broadband across Australia.

- No Contracts
- No Termination Fees
- No Excess Usage Fees

256/64 ADSL

6GB

(2GB peak/4GB off-peak)

\$34.95
per month

512/128 ADSL

12GB

(4GB peak/8GB off-peak)

\$41.95
per month

1500/256 ADSL

30GB

(10GB peak/30GB off-peak)

\$51.95
per month

8000/384 ADSL

30GB

(4GB peak/8GB off-peak)

\$71.95
per month

For more plans please visit

www.dcsi.net.au

or call

1300 66 55 75

64 Queen Street, Warragul, Victoria 3820

ADSL line activation fee is \$125. Single Port Broadband ADSL Modem/Router \$60.

Peak time runs from 8am to 11pm, Off-peak from 11pm to 8am.

Only available in Eastern States.

32/06

every intention of making the new C3, which debuts at the Frankfurt motor show, the European standard bearer for the B-segment, capitalising on three elements: a more minimal style, a high level finish and an intelligent structure

ager Christophe Bouchet.

It was about moving away from the current C3, but without losing the spirit of the car: 'Some elements needed to be retouched and refined', explains Lloyd, 'and others improved and developed.

Take, for example, one of the car's most characteristic features – its

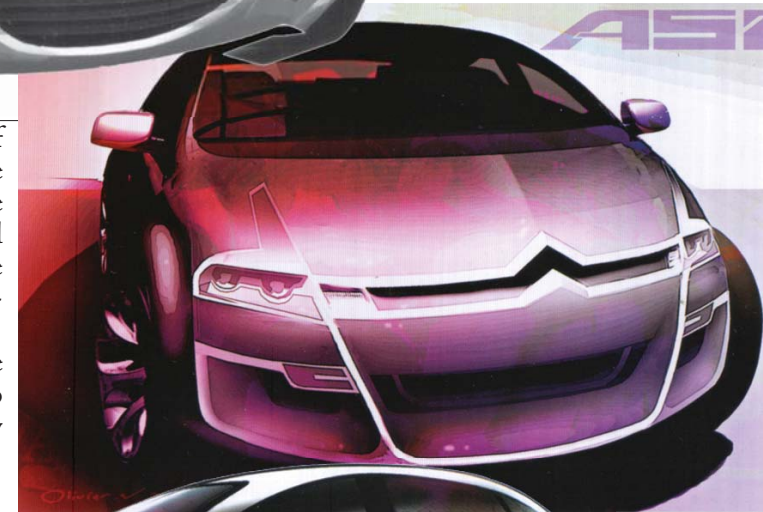
rounded, bubble-shaped cab, a bit like a helicopter cabin, and according to some, reminiscent of the old 2CV. Well, we wanted to keep that, if anything to accentuate the impression of rotundity, but at the same time lend the new C3 greater dynamism, more structure, make it sit better on the road and feel a bit meaner. Keep its character, but give it a more serious air'.

RENEWAL IN CONTINUITY

that offers exceptional cabin space. It has taken four years – from the first sketches in the autumn of 2005 – to bring it to life, in a complex design process that involved not only Son and Lloyd, but also the head of exteriors, Matthias Hossann, of interiors Christophe Cayrol and colour and trim, Christophe Poinlane, without forgetting project man-



On this page, a series of sketches illustrating the conceptual evolution of the C3, from one of the initial proposals [right] to the alternative select for development [above and below] and the almost definitive configuration [in the two images below], penned by Matthias Hossann.





A few more sketches by Matthias Hossann revealing the substantial efforts to create a more dynamic side view and to water down the bubble shape of the previous model. Note the large grille and the horizontal configuration of the tail.



Facing page: The development of Project 51 included virtual [top] and real life modelling. Early polystyrene models [middle] from the research to define the selected theme. Bottom, the process to define the final theme,



RENEWAL IN CONTINUITY



This brief dominated research not only in terms of styling, but also design and engineering, from the original drafts in September 2005 to the virtual 3D model, to the very first 1:1 scale models in polystyrene [which were ready at

less of a bubble, especially at the front of the cabin; the front end acquired a sleeker, less rounded shape, and the wings gained new styling, with the wheel arches and above all the belt line – featuring a double curve – slimming down the finished look.

'We like to feature little kicks and breaks that

create a dynamic attitude, lending new character. We always try to alternate full, round surfaces with little, unexpected twists.'

The front end is undoubtedly the area of the exterior that was

Christophe Cayrol dedicated particular attention to the development of the interior of the C3, which it shares with the new DS3. There are substantial difference between the initial sketches [below] and the final configuration. In the definitive solution for the interior: note the impression of lightness conveyed by the linear, floating dash, the space liberated by the square-bottomed steering wheel and the elegant instrumentation, located [as in the DS3], directly in front of the driver.

RENEWAL IN CONTINUITY

the end of December 2005], to the two clay models of spring 2006, up to the choice of theme in September 2006 and the completion of the project in 2007. So it was that the bubble gradually became



tackled most thoroughly in terms of creating the new character. 'It has a stronger, more fluid look', insists Mark Lloyd, in the vast presentation room of the new style centre in Vélizy, just outside Paris, pointing out the impres-

RENEWAL IN CONTINUITY

sive grill and complex headlights which aim to lend an impression of power not present in the previous version. 'Rather than working on a series of small details we decided to focus on those lights and that air intake slit, achieving a design result that is unique to Citroën. The current C3 has a lot of character but to a certain extent it is also slightly feminine, a bit quirky, and a bit 2CV. We wanted to create a more important-looking car, more masculine, with many qualities that come across well in the surface language, the details, but above all the interiors, which are outstanding for a car in this segment'.

And it has to be said, the B-segment has changed. Or rather, according to Citroën's marketing, it has 'exploded'. No longer the family's second car, the B-segment increasingly represents the main family car, something the global recession has had a decisive hand in. And to create a B-segment 'main' car something special was needed, as indicated by the success of all the cars in the premium category. People are looking for

quality in a small car today – in terms of performance, comfort, trim, materials – the quality that used to be the prerogative of the higher segments: 'Small no longer means basic. Now the cars in the lower segments are calling for the same attention to detail, trim and materials. This is the strategy we

adopted with the C3, to address a wider public, a more sophisticated client who pays greater attention to the price/quality ratio'.

Which explains the effort that 'went into keeping under four metres [the exact length of the C3 is 3.94 m] this comfortable five-seater with particularly refined interiors: 'A denser package', declares Lloyd. All engine types will naturally be available – petrol, GPL and diesel – and in terms of ecology one of the engines will boast CO₂ emissions of just 99g/km, before the arrival of a forthcoming diesel engine which will cut emissions to 90g/km, thanks to optimised aerodynamics [a Cx of 0.30] and a weight increase. But the area where the Citroën stakes its main claim is the interior, handled by Christophe Cayrol.

Take the Zenith windscreen, which flows up over the heads of the front occupants, and is more than just a design cue, lending superb luminosity and visibility. Take the generous volume of the boot [300 litres] and the numerous storage compartments – at long last a glove compartment

The two photos on this page show the definitive C3 presented in September at Frankfurt. Note the double curvature outlining the flank sleeker face with its imposing grille and the visually uncluttered tail, with a horizontal treatment.



worthy of the name – or the raised ‘panoramic’ seats. But above all, to really understand the ‘relaxing bubble’ concept that the C3 originated from, we need to look at the cab and dashboard.

Very similar to that of the

RENEWAL IN CONTINUITY

DS3, the car Citroën is launching in the premium B-segment, to take on rivals such as the Mini and the MiTo, the dashboard, as Lloyd confirms, ‘belongs to a higher segment’. Characterised by a light, flowing fascia with a three gauge instrument cluster, and great attention to detail on the controls, right down to their chrome trim, it is ‘full of signs and messages’. Messages like elegance, lightness [the open visor of the instrument cluster] and flowing lines, but also

space [the horizontal design of the steering wheel, for example]. This is enough to create a unique driving sensation. Essentially, Citroën, from the days of Flaminio Bertoni and perhaps before, has always guaranteed a unique driving experience, capable of engaging all the senses. We need to look at a different way of living: because we waste ever more time behind the wheel, it is vital to ensure that it is a pleasant experience. That is probably the main objective behind the creation of the C3’.

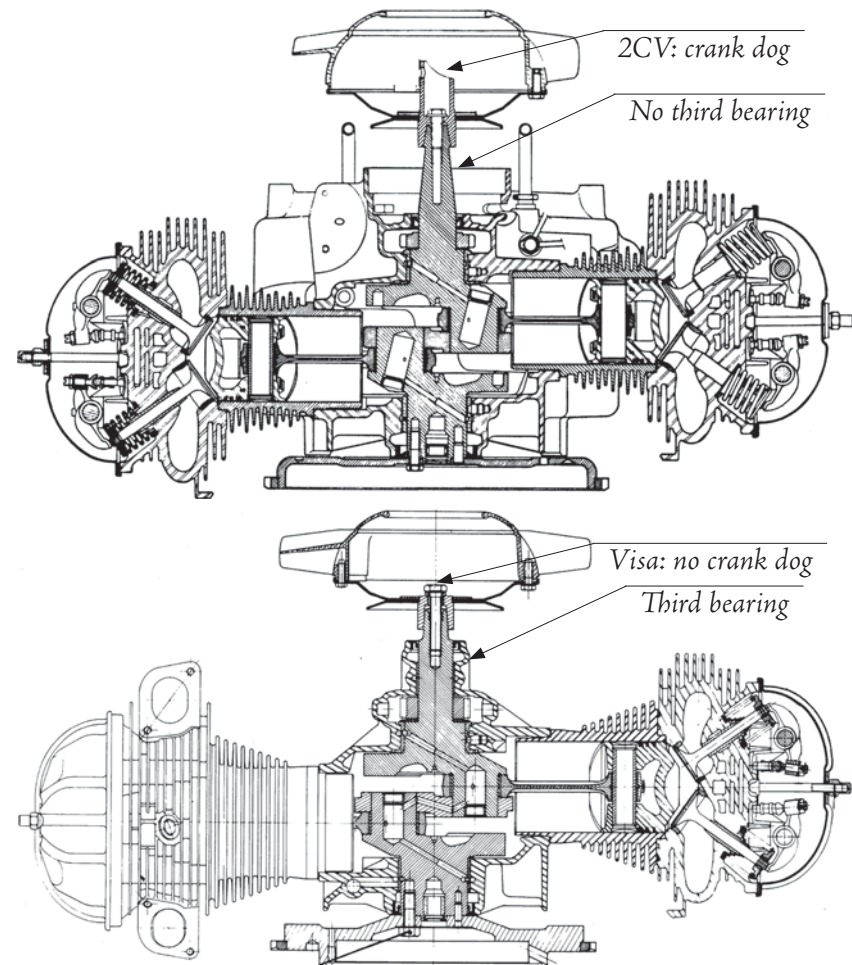
© This article by Fabio Galvano first appeared in ‘Auto&Design’, number 178, September/October 2009. The article is reprinted here by permission of the publishers and may not be reproduced elsewhere without their express permission.



So you want to put a Visa 652cc engine in your 2CV? It is not as simple as switching engines and a few nuts and bolts. The V06/630 engine in the Visa was designed as Citroën’s next generation flat twin, so there are many differences between it and the 602cc M28 engine fitted to the 2CV and other A-series models like the Ami 8, Mehari,

Dyane and Acadiane. The earlier Visa V06/630 engine generates 35 DIN horsepower at 5,250rpm with 9:1 compression, while the later V06/644 engine produces 34.5horsepower at 5,500rpm with 9.5:1 compression. Torque is

5.3m/kg at 3,500rpm for the earlier engine; 5.0m/kg at 3,500rpm



for the later version. The Visa crankcase, crankshaft and camshaft are totally different from the 2CV. The Visa has a 3bearing crank rather than 2bearing, the additional bearing is on the nose of the crankshaft immediately

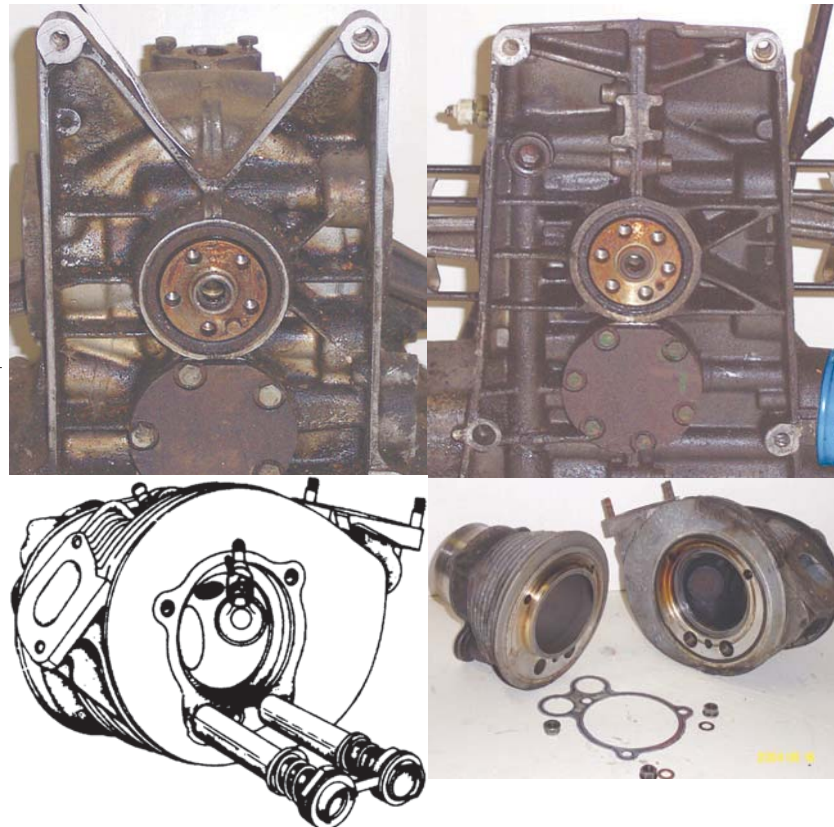
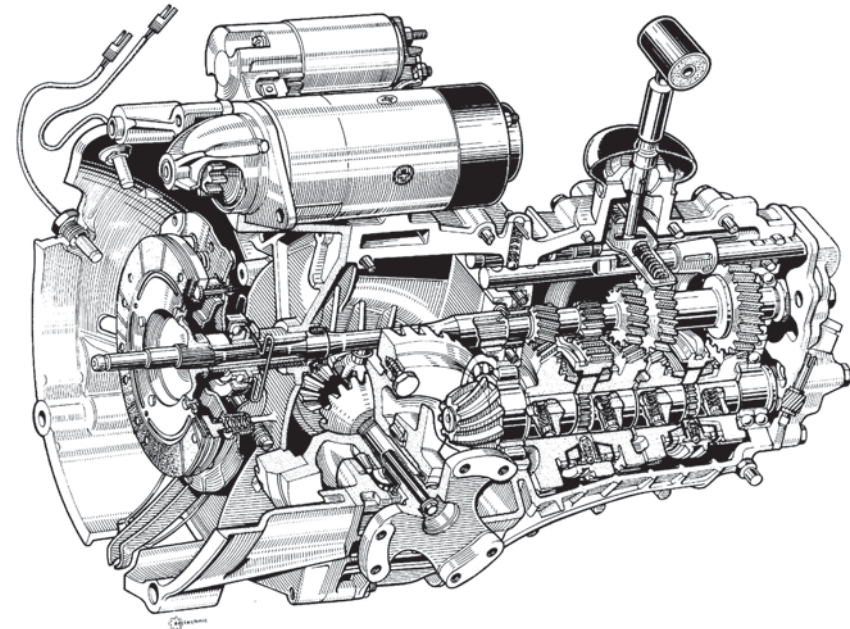
The Visa crankcase has machined mating surfaces for the cylinder barrels which include passages for the pushrods. The 2CV has twin external pushrod tubes with individual oil seals, these are assembled to the cylinder head. A

flange for conventional points-type ignition is present as a part

of the Visa crankcase casting, but not machined for hardware. A blanking plate for the end of the camshaft covers an opening for a mechanical advance unit which is not present.

behind the fan. Internal machining on the assembled crankshaft is entirely different and includes an extra oil passage between the throws. The Visa flywheel attaches with six bolts, not five.

visAvis



Top left: 2CV crankcase with a five-bolt flywheel. Right: Visa crankcase with a six-bolt flywheel. Below left: 2CV head. Right: Visa cylinder and head.



Top: Visa transaxle, with the ignition sensors showing at the top left. Below: Visa spark plug LJS 800 [bottom] is smaller, with a longer reach a conical sealing surface.

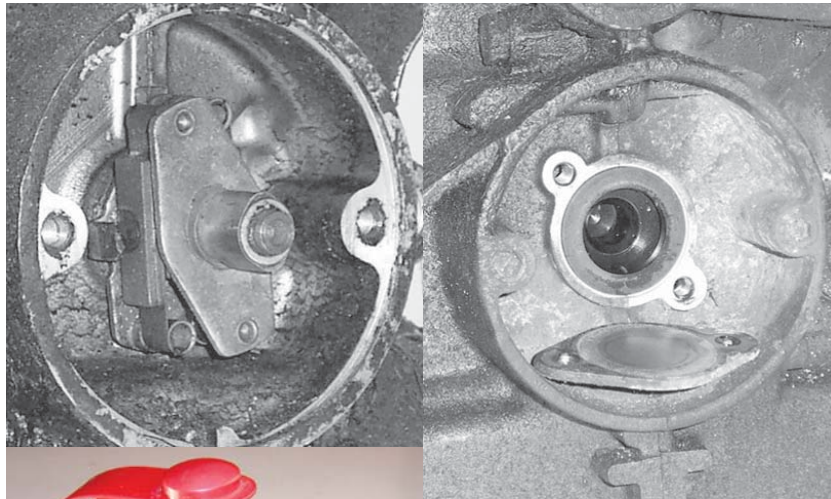
The Visa cylinder barrels, in alloy, have a Nikasil coating on the bores. The barrels feature integrated pushrod tubes with a composite gasket at the base of the cylinder. Cylinder heads have a machined mating face to allow

er. The spark plugs themselves have a smaller outer diameter requiring a smaller socket than conventional plugs.

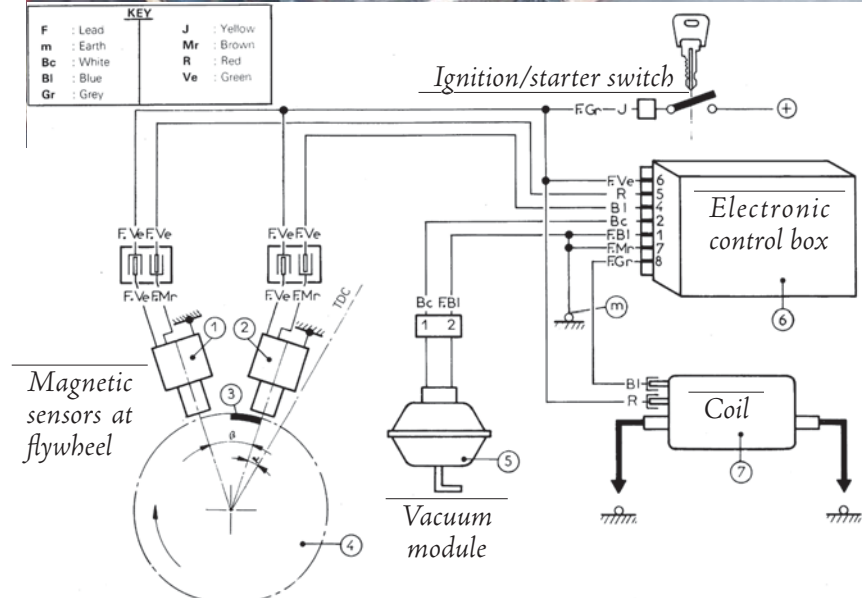
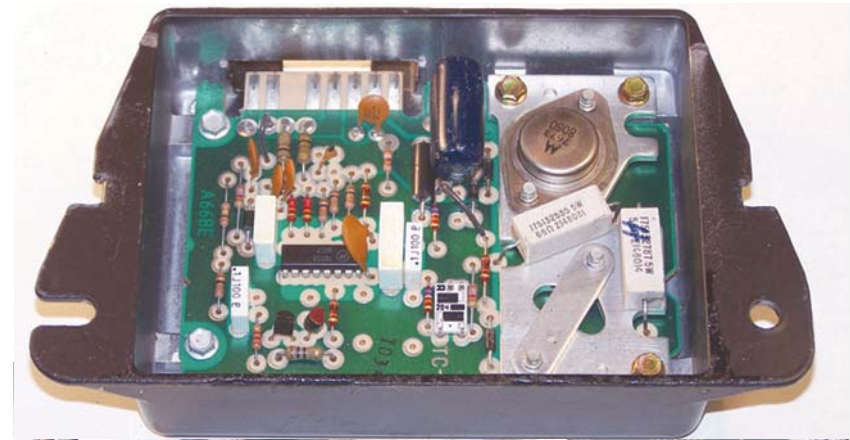
The Visa electronic ignition system is entirely different from and shares no parts with any 2CV including the coil, despite superficial similarities. Ignition is timed by sensors at the flywheel, these mount to the bell housing, not engine. To install in a 2CV, an

visAvis

for an O-ring at the cylinder end. The Visa spark plug hole has a conical seat, not a flat crush wash-



Top right: Visa crank-case is un-machined for points box or screws, with a blanking plate. Bottom left: 600cc. Right: 50cc – is all this work really worth the extra 50cc?



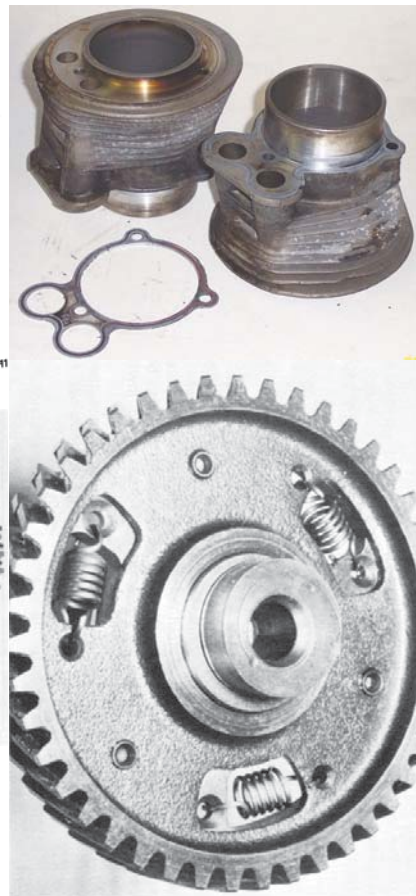
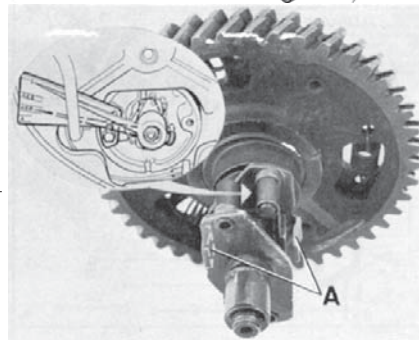
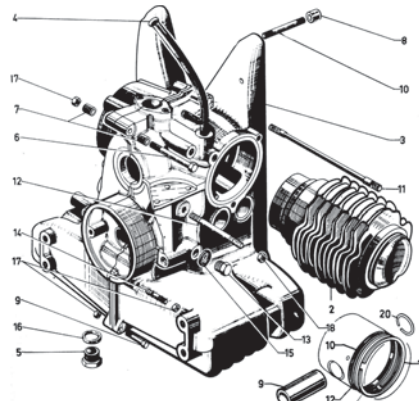
Top: Motorola VA1-VD1 control box. Centre: The Visa ignition coil is brown and is mounted on the spare tyre rack. Bottom: Schematic of the Visa ignition system. The vacuum activated sensor is at the lower centre.

adaptor plate is required. A small vacuum-actuated electronic module adjusts timing based on intake manifold vacuum. The ignition control box or 'black box' built by Motorola is simple with only one microprocessor. The earlier

and flywheel sensors, which do not interchange and have different electrical connectors.

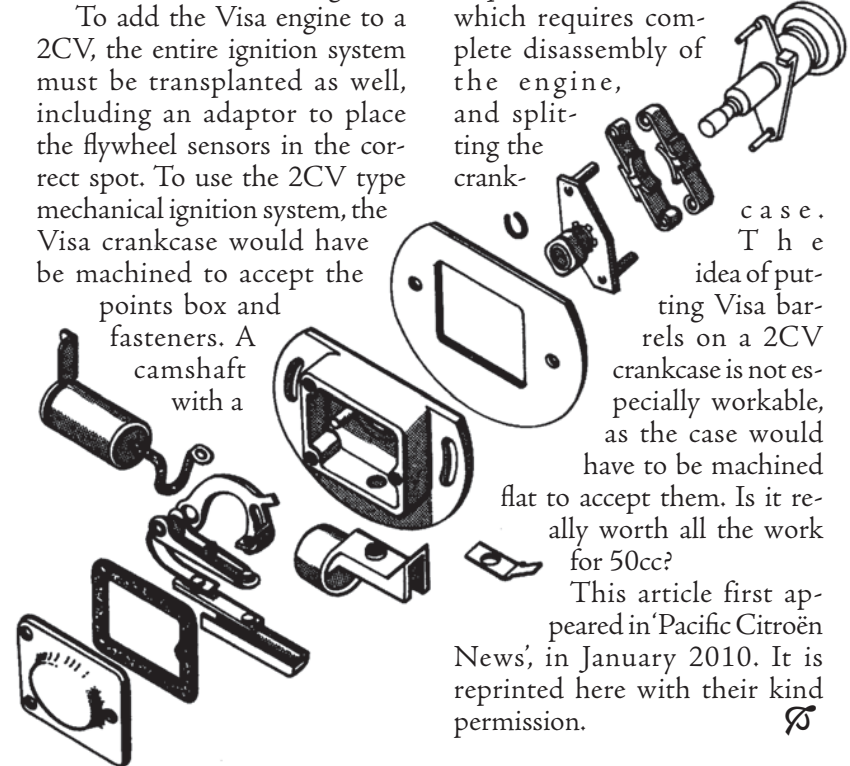
Additional factors to consider are that use of the Visa transaxle is not recommended as the Visa uses outboard brakes, while the 2CV has inboard discs. The Visa engine, as installed, has no allowance for a hand crank while virtually every other 2cylinder A-series car does. It is noted that the 2cylinder 652cc Oltcit/Axel

models of control boxes generate noticeable amounts of heat. The Visa 2cylinder models used several generations of control boxes



models use inboard front brakes and have a hand crank dog.

To add the Visa engine to a 2CV, the entire ignition system must be transplanted as well, including an adaptor to place the flywheel sensors in the correct spot. To use the 2CV type mechanical ignition system, the Visa crankcase would have to be machined to accept the points box and fasteners. A camshaft with a



mechanical advance has to be acquired and installed, which requires complete disassembly of the engine, and splitting the crank-

case. The idea of putting Visa barrels on a 2CV crankcase is not especially workable, as the case would have to be machined flat to accept them. Is it really worth all the work for 50cc?

This article first appeared in 'Pacific Citroën News', in January 2010. It is reprinted here with their kind permission.

2CV mechanical ignition.



Top right: Visa alloy cylinders.
Bottom left: 2CV camshaft with advance unit.
Right: Visa camshaft.

90
YEARS
CRÉATIVE TECHNOLOGIE

citroen.com.au



CELEBRATING 90 YEARS OF INNOVATION

CRÉATIVE TECHNOLOGIE



MAX LEWIS – EVENT COORDINATOR

Two Years with Darth Vader. Apologies to anyone who's offended with the comparison between my beautiful Obsidian metallic black C5 and that of the Star Wars character.

But they do look alike... well, if only a little.

After I resigned from 45 years of wage earning early 2008, I decided after a brief sojourn to start my own business. I was 63 then and most people thought I was a bit crazy. Maybe so, but I was at long last able to run my own race. No longer under the aegis of overpaid, under worked megalomaniac bosses but FREE! It has been good and it would seem that it will continue that way until goodness knows when. So I needed wheels as a starter. The choice of a company car was heavily influenced by having driven a diesel Ford Fusion in France a few months earlier. I had been contemplating an Aussie 6 cylinder but in the end sense prevailed and I went with the C5.

This not just an ordinary cooking model C5 but the 2.2litre twin turbocharged version... top of the range then except for the V6 petrol car.

No... petrol was out and diesel was in, for all the right reasons.

The choice was made initially between a new C4, a new 2litre

C5 and Darth who was a 7k demonstrator 'owned' by Zagame, North Melbourne. Dealing with them was a natural as I live close by in Moonee Ponds. The C4 was nice but too small, the 2litre in that smashing red colour was



picture perfect and then there was the black number. Well, my wife, Roz took one look at this car and it was all over black rover. The black C5 was IT, no arguments. I thought letting Roz make the choice would eliminate possible years of 'what did you by that Lemon for!' [Hmmm... I am not sure Max that you should be putting that comment in print. Ed.] Ha! If you think that's a bit of chauvinism then I plead guilty.

It is now 2 years since we purchased the car. Zagame put a fair price on the car. I do not believe in crunching a car dealer to the extent that they hate you in the end for doing so, rather I pay what is a mutually agreeable price, as well as pay for extras and know that future dealings with them will be based on respect. Naïve? Maybe so, but before I proceed I will tell you a little story. I used to work, albeit temporarily, for a car yard selling new and used. The understanding then was if a customer paid top dollar for their car, they would get royal treatment in the years to come when maintenance and repairs were needed. I did

sell one car... that's it ONE car in my brief tenure... to a lovely lady who did not haggle so much as a dollar. She also purchased all those add ons: protection here, protection there. The opinion was, she will get tip top treatment

FLEET FOLLIES

when she brings her car in for whatever reason. The other end of the seesaw which I witnessed was a chap who was buying a car for his daughter. As a natural haggler from the capital of haggling regimes, he crunched the deal so hard that there was practically no money in the salesman's commission. The opinion was poles apart from the lady who paid top dollar. Thus keeping everyone happy, but Mr Haggles just would not get the same service. More the rough end of the pineapple. So that is my approach to buying a new vehicle [or near new in this case].

The C5 is my company vehicle and it has given me a lot of pleasure.

I have loaded up the boot with heavy goods and my spectators remark that the rear looks awfully low, the tail will drag along the ground.

Ha! or double Ha!! as when I shut the boot lid, I say to these naysayers, just watch this. The car levels itself and the spectators are impressed. More like goldfish actually; eyes on sticks and breathing through a large round

orifice. I just love to show the great unwashed what a splendid machine this Citroën is. Part of my satisfaction in owning this mechanical marvel.

Because my work now needs a tray vehicle, I am forced to look at other makes as Citroën does not have an auto diesel commercial vehicle of similar type. So it's off to the land of the rising sun to buy what I need. Pity! Roz inherits the C5 and now is a car owner after a long time without her own wheels.

Any niggles with Darth, and there were one or two, was fixed without question under warranty by Zagame's. You did need to be patient as any unusual part required had to be brought in from France. I was never in a rush or should I say, the defect in question was minimal and in all cases the car was perfectly drivable.

I do have one issue which has yet to be resolved and that is the front wheel tyre wear is uneven across the face of the tyre. It seemed as if the wheels were suffering from too much positive camber or toe in [Geoff from Stuckey Tyres is the GURU!]. The alignment was checked several times but nothing could be found to suggest this wear. I may have to look at another alignment shortly as after 50k, new tyres were fitted to the front. These were supplied, fitted and balanced by Stuckey Tyre Service. I have a

lot of respect for Russell Stuckey and his crew as they are real motoring enthusiasts and take a lot of pride in their work.

Again a quick call in to Stuckeys, Geoff lovingly caresses the tyres and in his opinion all is well and no alignment is necessary.

One day, some months ago, the devil took me and I out dragged a Subaru at a set of lights. What possessed me I do not really know other than I was fed up with being sliced up by nincompoops [a common form of nutcase on Melbourne's roads], so when the opportunity sort of arose, I took to the accelerator pedal. I tell you, the C5 maybe a diesel, but when spooled up the twin turbochargers turn a mild looking machine into a roaring beast. For those of you who think I am a hoon, take heart – I have not done that

since and will not do it again. My curiosity has been quenched. The other driver was so taken aback he saluted me later on down the road. Yes it was a salute and neither the bird nor the V sign!

One small addition: I was motoring along, minding my own business when the electronic beeper made itself heard. I looked at the LCD and it said that the front passenger was not wearing their seat belt. I looked across and lo and behold there was NO passenger. It is a ghost of passengers past I thought. It's a poltergeist, a phantom. I stopped the car and the noise stopped. Once on the move it came back, it gets louder you know if you ignore it. So, in a fit of bother I 'clicked in' this invisible passenger. It worked. No more beeping. But there was still no passenger. I thought, crazy



frog car.

Folks, it turned out to be that because I had stuff in the back and I had put all the rear seats forward, the pressure on the front passenger seat because it was further back on its slide than usual,

long weekend was fast approaching so I thought it was time to dust off some cars. I uncovered the Big 15 and started it with no assistance, still running nicely and I took it for a run. I found it just as good as the last time it went

out to the concours in October! I reported in an earlier magazine

that the throttle control problem that had been experienced on the 75th run had been rectified after incorporating the standard swinging linkage for the throttle allowing the engine to rock on it's mountings and not influence the throttle opening. Twin S.U.'s are nice for performance but you need to have the set up correct for a smooth operation.

I had earlier fitted a reconditioned hydraulic pump to the trusty "D" after it sprung a leak at Horsham last year but it had layed in disuse for some time, a quick battery charge, tyre pressure and general check, an oil change and a wash, we were off to Wagga for the long weekend. It does continue to amaze me how well these Citroëns perform. We selected the "D" for the trip as it offered the most speed and comfort for a quick trip. We had the pleasure of travelling north with Robin and Susanne Smith in their 2CV, what a pair! The lovely 2CV bobbling along in front of us had us both watching fondly, we were even photographed by a passing motorist whose passenger

was holding his camera out of the window to capture this unlikely sight. We had a lovely time and the old car performed beautifully and as it was the only "D" on the run, I was pleased with my selection. As I mentioned in the spares report I am looking forward to retirement, hoping this will give me the time I need to get back into the restoration of my vehicles. My plan is to take the engine from the Big 15, couple it with a gearbox with a high ratio final drive and fit this combination into my Light 15, then complete an ID transplant for the Big 15.

I have another ID half completed that I want to finish before starting on a "D" Pallas that has been sitting in the shed for a long time. Why is it that we put our-

selves under the pump with all of these projects? I must have been a lot younger and more energetic when I purchased these cars. I am in constant amazement how other people can plough through one restoration after another, lately I seem to have had too many diversions and distractions.

I have included a photo of my two tractions, partly for you the reader's interest and partly to keep myself focused on the future. Keep on Citroëning and I hope to meet a few more of you in the near future as one of the trips we have planned is over to West Australia for a look around.

Rob Little



Well, it had to happen, we have exhausted the supply of 165x400 Michelin tyres! At least for the time being. Longstone should have stocks again by the end of July. I do still have 4 tyres in stock but they are in Victoria, I have 2 at \$274.00 each and 2 at \$290.00 each. These were purchased at different times hence the price variation. If you are stuck for rubber we can still help you.

The sale of my business is on track to be finalised at the end of June, leaving Libby and myself more time to travel and do other things, the drawback from the

club's perspective is that I will not be carrying on as spare parts officer after this club year. I would ask every member to consider whether or not they would be capable of continuing this service for the club. I have successfully carried

out this function since the 1st of October 2002 in a regional location and there is no reason that it cannot continue that way, so living anywhere can fit into the requirement and is not a deterrent. It is a well laid out operation with all parts in parts boxes and shelves, backed up with computer based

FLEET FOLLIES

the incredibly clever frog electronic sensor sensed that there was a passenger in the front seat.

Clever car. Dumb driver.

To encapsulate the whole thing: the French make the best cars in the world. Am I biased? Nnaaaaaaaahhh!!

Max Lewis



ROB LITTLE — SPARE PARTS

Not a lot has happened around my fleet in the past few months, for those who remember, I turned up in Tasmania with a German car but people did still speak to me, which I appreciated. The June



SPARE NEWS

records and pricing. Give it some thought, it is a rewarding task – you get to know people from all parts of Australia and the club spectrum as well as the overseas contacts that we deal with.

Parts are continuing to flow at

SPARE NEWS

a great pace. There have been a few changes in the Australian dollar value but it still represents good buying and looks to be strengthening again rather than weakening. We are selling as much in tyres as we are in parts at this stage and if the current trend continues the club is in for a record year as first quarter sales are over 50% of last year's sales.

I have not had time to progress further on the 4 speed conversion but hope to have something for the next magazine.

A big thank you for the mem-

bers who responded with clocks. I am currently waiting on another promised clock before starting to send them for repairs, so more news on this in the future. We are OK at the moment with bumper bars but always on the lookout for Traction and other Citroën parts.

I had a request from a member to get him a clutch plate. I normally have not stocked these as they are a standard Borg and Beck part but apparently these parts are becoming harder to source. I have supplied the part and have more in stock. These are currently priced at \$86.66 each. I have stocked clutch thrust bearings and pressure plate parts for some time so this inclusion will complete our range of clutch spares. I do try to keep parts in stock that are hard to find such as these and that is how we came to stock Bailey channel and clips for the windows. It too was a result of a member's frustration at not being able to find the correct size in Australia. I was asked about it and now it is on our stock list. This is what I try to do, to be a bit pro-active and keep what people are looking for rather than shelves full of parts nobody wants. That's it for now. Keep up the good work with your cars. We have just returned from a great weekend in Wagga with the club and look forward to the next outing.

Rob Little



FOR SALE

1974 D SPECIAL PARTS

The following items came from a 1974 D Special. The vehicle had 78,000km on the odometer when last on the road in 1988. Believed genuine. Engine, complete with come accessories, \$500, 4speed gearbox \$600, turret iwth rails \$300, 1 x fornt seat \$30, rear window \$10. Contact Les Vidler. lesvidler@optusnet.com.au [34/03]

MICHELIN XAS TYRE

Michelin 180 HR 15 XAS tyre for sale. Located Metro Melbourne \$215. Contact David, werdna7@bigpond.com [34/03]

1973 SM 3LITRE

Forced sale of SM Citroen 1973 3litre carburetor 5 speed left hand drive. Six months full NSW rego. Approximatly \$15,000 spent on up grades over th last 5 years. Electronic ignition, rotary AC compressor, better head lights, town and country home, intemitted wipers. Upgrades to electrical system. Carburettor balancing. Good tyres. No rust. Californian car. Brown with tan leather. Drive well. Number plate NSM73V. \$40,000 ONO. Contact: David Livingstone, [02] 4575 5132 or 04 1585 3161. [34/03]

1971 DS SEDAN

DS 20 M, Chassis 999001269, registration SFO 646. Registered until May 2011. Recent major work incoudes: engine, repaint, muffler, reupholstered and regularly serviced. Car is located in Williamstown, Vic. \$10,000. Contact: Giovanni 04 0114 4431. [34/03]

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]

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 930. 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]





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