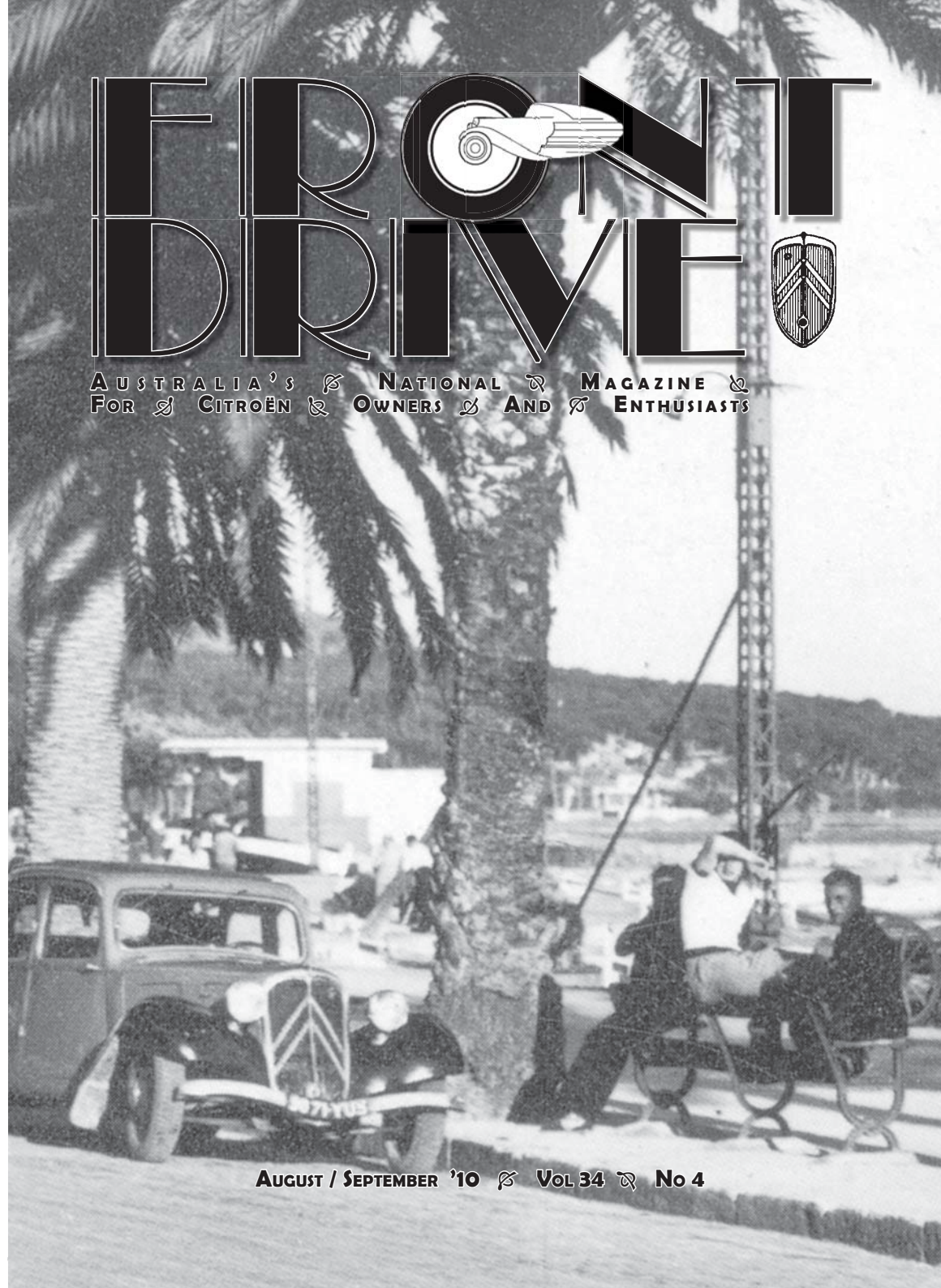


# FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE  
FOR CITROËN OWNERS AND ENTHUSIASTS



AUGUST / SEPTEMBER '10 VOL 34 No 4

## POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

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

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

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

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

## COVER IMAGE

The cover image depicts the Quai Victor Hugo in Sanery-sur-Mere, in Var province 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, Max Lewis, Rob Little and Ulrich Schmid.

## DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, August 27, 2010.

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[ruffb@tadaust.org.au](mailto: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](mailto:spareparts@citroenclassic.org.au) [If you phone, please do it at a reasonable hour.]

**CLUB SHOP**  
For Citroën models, memorabilia and other items contact Peter James at  
[clubshop@citroenclassic.org.au](mailto:clubshop@citroenclassic.org.au)

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

This edition of 'Front Drive' has rather an electric theme to it. The theme was sparked after I received a photocopy of an article from Rod Greschke. Yes, he passed on the old editions of 'Wheels' magazine that caused the reprinting of some not-quite-Citroën material in the last edition.

Well, he also passed an article about a Swiss-born New Zealander who has converted a Citroën Dyane to electric power. Given the amount of work being undertaken by PSA in general, and Citroën in particular, these days, I decided to see what else the group had done.

I discovered in my own collection a brochure about the Citela. This prototype was developed by Citroën and first shown at the 1981 Geneva Motor Show. It subsequently did the rounds of the Shows. The leaflet, in keeping with the car's environmental mandate is printed on recycled paper – and unfortunately, it shows in the quality of reproduction.

But I also discovered a whole range of electric and hybrid electric vehicles that have been produced either for, or by, Citroën. I suddenly have an urge for an electric C15 van!

Of course, with Citroën's tie-up with Mitsubishi, that Company's new electric vehicle appears to have been re-badged with the double chevrons and is today doing the rounds as the Citroën C-Zero. Interestingly, in the launch material distributed locally Citroën claim to have built over 5,500 electric vehicles. They also indicate that this is their second such vehicle – the first being the Berlingo Electric. Discover the truth on page 19!

Events, event reports, Fleet Follies... all your favourites are here.

As noted elsewhere, I shall be in Europe between September 9 and October 20. This will cause some disruption to the regular flow of 'Front Drive'. The next edition will be early and the one after will be a little late.

Enjoy,  
Leigh F Miles



Recently we have been getting regular news about Citroën introducing new models and even contemplating a new brand name for some new models. This has been prompted by other prestige European car makers moving down market and introducing cheaper models in Citroën's previous market place.

We hear that we could get the DS9 – an up market saloon and the great looking Survolt sports car. The Metropolis/DS9 will be a hybrid model - 2L V6 with and electric motor and the Survolt would be a twin electric motor limited edition sports car developing 300bhp. Then there is the possibility of a new 2CV/ sub-brand named C- Cactus; which is 'oh so weird' – even for Citroën.

So it appears that Citroën is alive and well and keen to give us new models across the range although we will probably not see them all introduced to the Australian market. We can however look forward to updated C3 and C4 models and later in the year the new DS3 is anticipated for our market. This all comes at the 75th anniversary of the death of the Patron, André Citroën who died in July 1935 around the launch of our fabled Citroën Traction Avant.

I think he would be happy with the current state of his famous company. I think the important thing to remember is that André Citroën took great risks, had a visionary approach

to car manufacture and today Citroën/PSA is still looking forward to building exciting new models with fresh ideas – I am personally happy with this ongoing attitude and devotion to 'Creative Technologie' which sums up the Citroën marque very neatly.

We have had some great recent events and some of our members are travelling overseas enjoying better weather. Many others are still working on their favourite Citroën project in their garage. We are trying to support all of these interests through our club services and trust that we are meeting your expectations most of the time.

I would like to ask you for some more articles on members cars for the magazine [ideally with high resolution photos] as these stories actually inspire others; and we all want to know what you are doing personally with your Citroën. Cheers Ted Cross, President.



ED SED

CONTENTS

ED SED	PAGE 4	SOLAR DYANE	PAGE 26
PREZSEZ	PAGE 5	CITELA	PAGE 35
A-TRACTIONS	PAGE 6	FLEET FOLLIES	PAGE 40
NAGAMBIE RUN	PAGE 14	SPARE NEWS	PAGE 42
ELECTRIC DREAMS	PAGE 19	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

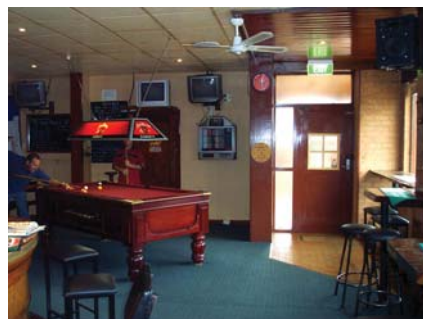
### ● AUGUST CLUB MEETING

WHEN: Wednesday, 25 August  
 TIME: 8:00pm  
 WHERE: Peter Thomasini  
 Classic Car Restorations,  
 Factory 9 / 21 Burgess Rd,  
 Bayswater  
 COST: Free  
 BOOKING: Preferred ASAP  
 CONTACT: Max Lewis  
 [03] 9372 0921 [H]  
 04 5899 3771 [M]  
[activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)

Peter Thomasini is the very clever beater of panels as seen on Channel 31. I have watched the program myself every now and then and am riveted and welded to the screen. If you are game, bring along a mangled piece of your Citroën bodywork and challenge Peter to put it to rights! While this event is free, feel free to drop a coin into Phillip Roger's hub cap as it is Phillip whom I thank for arranging this meeting. [Seriously, thank you Phillip.]

### WESTERN 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](mailto: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 of Melbourne [with a surprise awaiting you at Meredith... I kid you not. I have seen it and it is blast from the past] 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 hat shops [men's and women's] in Victoria. No, Australia!

### ● SEPTEMBER COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 15 Sept  
 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](mailto:secretary@citroenclassic.org.au)

### NO CLUB MEETING

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

## A-TRACTIONS

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, bush and woodland to keep a botanist enthralled for hours. Their website is [www.ashcombemaze.com.au](http://www.ashcombemaze.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](mailto:activities@citroenclassic.org.au)

The new C3 is hot off the press

**ZAGAME**  **CITROËN**

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. Top notch finger food and good wines blanc, rouge et sparkling will be served throughout the evening.

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.] We have been given all the space usually reserved for their day-to-day parking for CCOCA to parade



and show our cars... under cover. 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.

## ● OCTOBER PRE-CONCOURS DINNER

WHEN: Saturday, 16 October  
TIME: 8:00pm  
WHERE: Van Mai,  
372 Victoria St. [nr corner  
McKay St.], Richmond  
COST: Cheap eats  
BOOKING: Essential, by  
Wednesday, 13 October  
CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
[activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)

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

After the general acclaim given to Van Mai last year, we are going for a reprise of Vietnamese delights of Victoria St., Richmond. Van Mai is one of Leigh Miles' personal inner-suburban favourites and it is both BYO [wine only] and licensed.

Along a street full of Vietnamese eateries, Van Mai does not jump out as one to attract your attention. But behind the somewhat shabby shop front, full of photos and souvenirs of Vietnam, is some

incredibly flavoursome cuisine. With an extensive menu, including an unexpectedly large amount of specials to choose from, the authentic Vietnamese fare should leave you feeling very satisfied. Booking is essential as we must confirm numbers on Wednesday 13 October.

## ALL CITROËN CONCOURS

WHEN: Sunday, 17 Oct  
TIME: 9:00am to 3:00pm  
WHERE: Como Park North,  
Williams Rd., South Yarra  
COST: \$5.00 per car  
[max \$10 for a fleet]  
BOOKING: Preferred  
CONTACT: Ted Cross,  
04 0059 2208  
[president@citroenclassic.org.au](mailto:president@citroenclassic.org.au)

This year the Concours is at Como Park North. It's a great location, easily accessible and a very attractive setting. Across the road from the park there are barbecues available and a café, which has great coffee and snacks. [I recommend the Italian-style hot chocolate. Ed.]

There is generally plenty of public interest in the event. It is well publicised and free for the public to stroll around. If you wish to sell your Citroën or just show it off then this is the perfect place. This year it's CCCV's turn to organize the biggest car orientated local Citroën event, and naturally CCOCA will be there to lend a hand. It requires a lot of help. There is a variety of rôles which

need filling. If you can cook, greet people and take their money, tell them where to go, put up a marquee or take it down again or one of a dozen other things there is job for you. It is only because Club members like you help out

## A-TRACTIONS



that makes the event a success. So, talk to Ted to volunteer your services, please. This year there are eight classes:

- ✂ Traction Avant and rear wheel drive
- ✂ DS/ID
- ✂ 2CV, A-Series
- ✂ AX, BX, CX, GS

- ✂ XM, Xantia, Xsara
- ✂ C2, C3, C4, C5, C6
- ✂ Car of the Show
- ✂ Popular Choice.

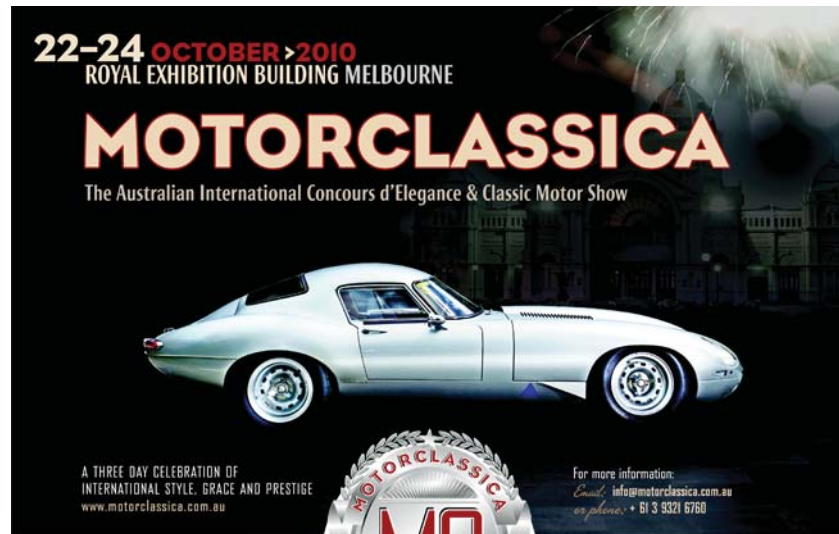
Shine your Citroën, bring along your family and friends and make a day of it. We look forward to seeing you there.

## COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 20 October  
TIME: 7:00pm  
WHERE: Check with the President for this month's venue  
COST: Cheap eats  
BRING: Refreshments  
BOOKING: Preferred  
CONTACT: Ted Cross,  
[03] 9819 2208  
president@citroenclassic.org.au

## MOTORCLASSICA

WHEN: Friday 22 to Sunday, 24 October  
WHERE: Royal Exhibition Building  
INFORMATION:  
www.motorclassica.com.au



## CONTACT:

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

In October 2010, Australia's first International Concours d'Elegance and Classic Motor Show, will be staged, bringing together the most beautiful cars in from both Australia and abroad, over three days at the Royal Exhibition Building, Carlton Gardens. There are five significant components to this first-time event:

- ✂ Australian International Concours d'Elegance - Entries will be on display to the public and VIP guests, for 2½ days. The official award ceremony will take place on the show floor on the afternoon of Sunday 24 October 2010
- ✂ Tour Classica - The Australian International Concours

d'Elegance will commence on Friday 22 October 2010 as over 150 participants will rally at Docklands for a Tour Classica through Melbourne streets, and around some of Melbourne's most famous landmarks.

- ✂ Tour Australis - A five-day tour throughout country Victoria, experiencing some of Australia's most scenic driving and Victoria's renowned hospitality.
- ✂ Classic Motor Show - A 2½ day expo showcasing a range of motoring collectables, memorabilia, art, photography, after-market product, services and prestige goods.
- ✂ Picnic with the Classics - A free event, Picnic with the Classics brings together more than 100 classic cars on display in Piazza Italia at Argyle Square. Families are encouraged to bring a picnic lunch and spend the day

amongst these displays. Picnic with the Classics will be open on Saturday 23 and Sunday 24 October.

## CLUB MEETING

Fingers crossed we are planning

## A-TRACTIONS

a very special Club Meeting for October. However, it is taking more co-ordination than originally expected. Keep your eye on the next 'Front Drive' for full details!

## ● NOVEMBER

## BARTON'S BAIRNSDALE BASH

WHEN: Friday, 12 to

Sunday, 14 November

WHERE: The Barton's, Bairnsdale

FROM: See below

COST: An inexpensive weekend

BRING: Camping gear etc...

BOOKING: Essential by

November 5

CONTACT: Max Lewis

[03] 9372 0921 [H]

04 5899 3771 [M]

activities@citroenclassic.org.au

Allow me to paraphrase Rob Barton... 'firstly the organisation of this weekend is not attempting to resemble CitIn or OzTraction etc, rather it is an informal visit

to the Gippsland Lakes with the opportunity for those who wish to camp to do so in relative comfort in our large yard/paddock with facilities in the house. We have limited beds so first in best dressed. The other option would be to stay elsewhere in a motel or at 'Riversleigh' which is a more upmarket country private hotel. We are happy to welcome people Friday night but no meals will be provided. Breakfast may be possible if the chooks are laying! There are a number of activities, unscripted at this time, but could include either on the Saturday or Sunday [weather permitting of course], lunch at Rottemah Island National Park, a trip to the caves at Buchan, walks about Metung

or Paynesville. Saturday evening we will have a BBQ at home... utensils provided, you bring the nosh. Later there will be lessons given on how to drive one or the other of my bulldozers. Folks, how can you pass up an opportunity to live out your dream by bulldozing a clod or six?

The roads will probably all be sealed but knowing what fate decrees, there may be the odd rough road. 2CV owners will undoubtedly revel in the adverse conditions.

Booking is essential as places are limited at the Barton's and even if you elect to stay at a 5 star chook house down the road, events at the farm preclude feeding the five thousand.

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## NAGAMBIE RUN

A small group of intrepid Citroën Messieurs and Mesdames assembled at the Fawcner Cemetery on a cool but bright morning with the plan to drive to Nagambie where we would firstly visit Chateau

Tahbilk then motor onwards to Rob and Libby Little's for a BBQ lunch.

The assembled gathering included Ruth and Morrie in a CX, Max and Roz, Leigh and Philip in a C5, Ted and Helen, Graeme and Lyn in 2CVs, David and Janet in a DS, Bob and Carol,

George and Naomi in Tractions and Robin and Sue in a C4. Later, we caught up with Graham and Lyn in their C5. Morrie was not driving today as he thought he might like a break, so Ruth took the wheel. This was Philip's first

event with us as well and it was a opportunity to try out Leigh's

new C5... is there another C5 owner in the wings here I wonder? [Philip is more than content to merely play passenger in my C5, for the time being. Ed.] A great selection of cars representing about 50 years of the new and older models. I could not help admiring all the cars.



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Phone: 03 9819 2208

Fax: 03 9819 2208

Mobile: 0400 59 2208

email [ted@123ignition.com.au](mailto:ted@123ignition.com.au)



# 123ignition.com.au

31/05

I decided to do a little concours judging unofficially which I did without telling anyone, and I made my choice. Who was it? Hmmm, I'm not saying!!

After a natter or six, off we went at I must say a cracking

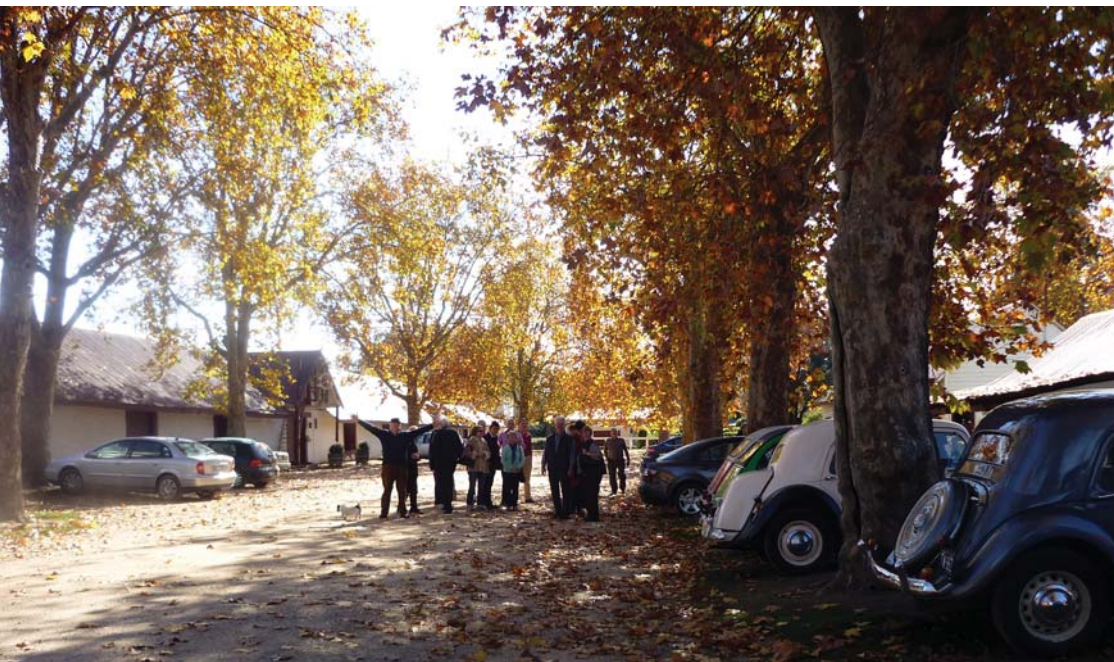
Rob Little met us at a intersection which after a short run we stopped at Chateau Tahbilk. Rob had timed this run well because the exotic trees in and around the winery were in full autumn splendour, browns, reds, yellows: the lot!! A beautiful scene no argument!! We all

trooped off to the cellar and shop to sample and buy the wines. Some of us had a gander at the old machinery showcased in several sheds close by. This place is as much a museum of old agricultural and wine making machinery as it is a busy and successful winery. Roz and I, along with others joined up as members of the Tahbilk winery

pace. There was nothing escar-got about this convoy and good speeds were made during the run to the winery which was our first stop. Roz and I cheated a little bit here by forging ahead then stopped for a coffee at a service station and waved to the line of cars as they majestically sailed passed. Once refreshed we joined the queue.

## NAGAMBIE RUN

The group, and some of the fleet at Tahbilk winery, on what turned into a brilliant autumn day.



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32/06

where copious amounts of wine was envisioned to be drunk in the future. Ah Bacchus, you are a devil, always disguised but never far away.

This run was a bit historic in a way because that rickety old

to keep the bridge open, the immovable bureaucracy won the day. We hope that the bridge is repaired or a modern one put in its place. I understand that now with the bridge closed you are faced with a 20 odd kilometre detour.

On behalf of the Club Rob and Libby, we

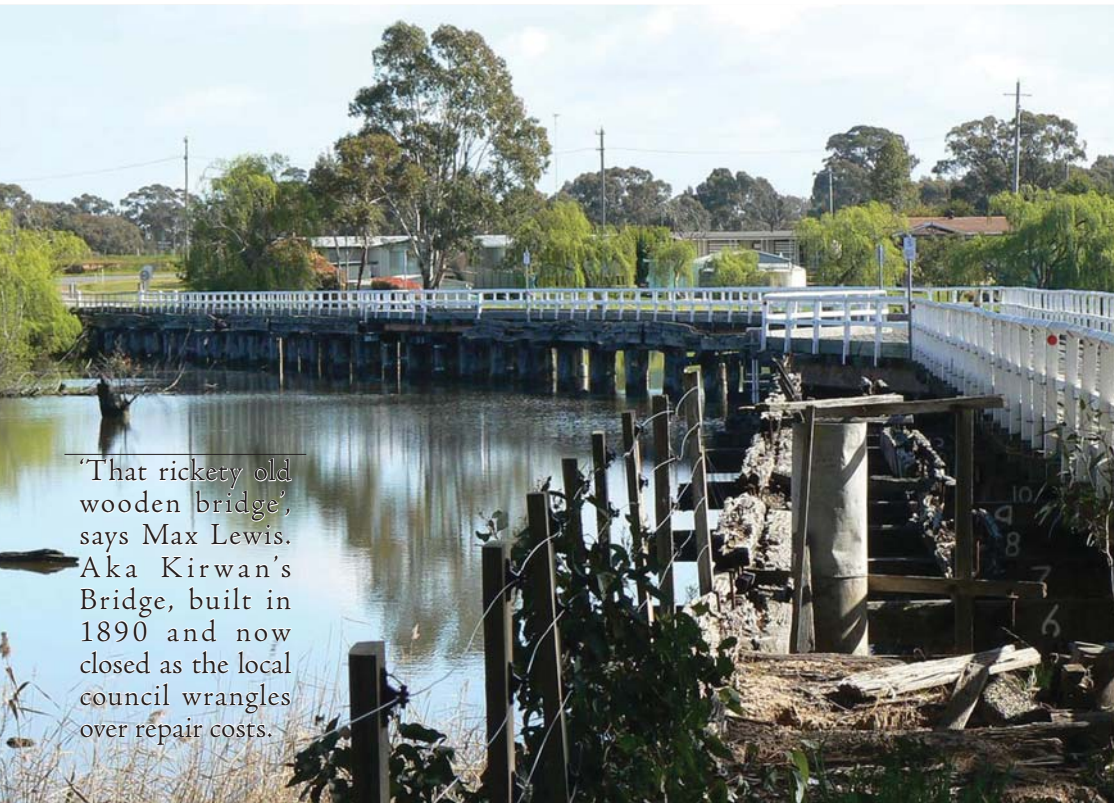
would like to thank you very much indeed for putting up your cosy and neat cottage and grounds and the use of the BBQ for our pleasure.

Max Lewis.



## NAGAMBIE RUN

wooden bridge [Kirwan's Bridge, built in 1890] that we crossed to get to Rob and Libby's weekend hideaway was closed down very shortly afterwards. It would seem Rob, that despite all of our signatures on your petition



'That rickety old wooden bridge', says Max Lewis. Aka Kirwan's Bridge, built in 1890 and now closed as the local council wrangles over repair costs.

While the development of all-electric, hybrid petrol-electric and hybrid diesel-electric cars is all the go these days, Citroën actually has a long track record of involvement in the development of the electric car. Work began during World War II when around 100 TuB vans [the predecessor of the H-Van] were converted to electricity by Fenwick.

Of course these days every manufacturer likes to maximise the apparent effort they have been applying to low energy/high efficiency propulsion. So, while Citroën may claim a heritage back to 1941, no real work was done until 1973 and it was 1989 before the first production run of 250 C15 and C25 Electriques were produced. Even these were not available to the man in the street – being reserved for business and government fleets.

Here is, to the best my understanding Citroën's involvement in the electrification of transport from 1973 to 2000.

1973 – 74 Development of a prototype two-seat urban vehicle using electric propulsion. This study was never completed.

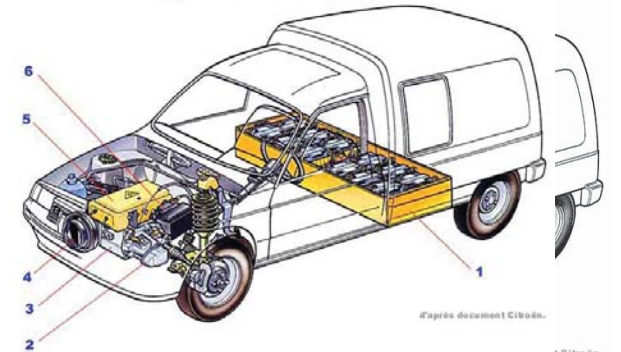
Top: Heuliez's experimental prototype based on the C35 minibus using electric propulsion. Centre and bottom: 1989 saw the production of the first batch of electrically powered C15 vans.

1982 Heuliez developed an experimental prototype based on the C35 minibus using electric propulsion. The bus's original diesel engine was retained, while the batteries were transported on a trailer attached

## ELECTRIC DREAMS



Citroën C15 Electrique (version commercialisée)  
Emplacements des éléments principaux.



1 - batterie de traction.  
2 - ensemble boîte de vitesses à 5 rapports + embrayage.



behind. It had a maximum speed of 50kph and a range of about 50km.

1984 Peugeot introduced an electric 205.

1987 - 88 The first prototypes of the forthcoming C15 and

## ELECTRIC DREAMS

C25 were developed. These vehicles used the principles that underpinned Peugeot's 205 Electrique.

1989 Production of 250 C15 and C25 Electriques was undertaken. Sales of these appear to have been restricted to government and business fleets.

1991 In October Citroën displayed the Citela at the Ge-

neva Motor Show. Stylistically, it would be reprised in the ECO2000 and practically in the C3 Pluriel - the body readily converting from coupe, to cabriolet to utility. The body was light [790kg] and with a top speed of 110kph it was an insight into the reality of electric

travel. The words and some images from the Citela brochure can be found on page 35.

1993 25 AX Electriques were tested in La Rochelle. They were used by the municipality and selected volunteers.

1995 The AX Electrique was made more widely available - but still limited to selected volunteers.

1997 The launch of the Electric Saxophone.

1998 The Berlingo Electrique was launched. In Britain, the Electric Berlingo was available to special order and a number were put into service by UK municipal operators.

The Berlingo was, from its inception, designed with petrol, diesel, LPG and electric power in mind. Thus the capacity of all these versions remained the same at 3.0m<sup>3</sup>. The 27 NiCad batteries that power the Electric Berlingo are located under the bonnet and under the rear load floor. Payload is 500 kg.

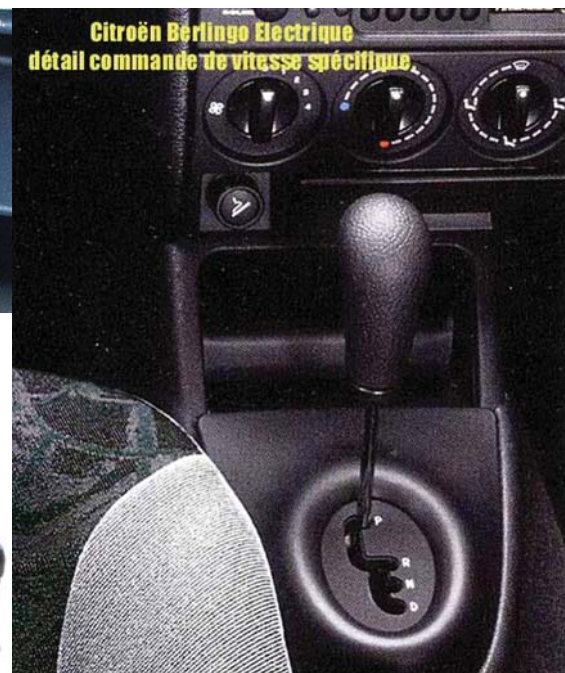
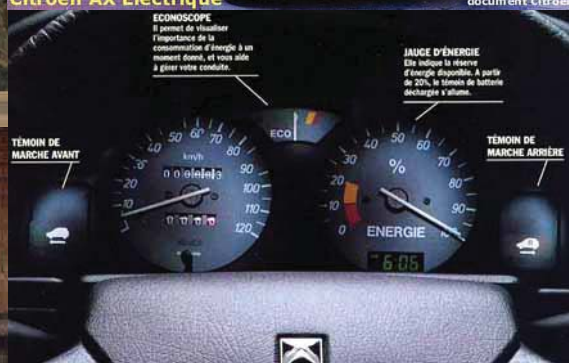
The Electric Berlingo was intended to suit utility, municipal

and other urban operations. With a top speed of 100kph and 0 to 50kph in 8.4seconds, the Electric Berlingo has a practical range, depending on operating conditions, of up to 100km.

Powered by a Leroy Somer 28kW DC motor, the Electric Berlingo features a regeneration system which comes into effect when the throttle is released; the electric motor then acts like a generator to recharge the batteries and to provide engine braking.

All the driver convenience functions of the other Berlingos are retained, such as power steering and servo brakes, the former being provided with

Clockwise from top left: The 1991 Citela. The 1995 AX Electrique. The reverse button on the dashboard of the Berlingo Electric. The automatic gear-box lever of the Berlingo Electric. The dashboard of the AX Electrique. The Saxo Electrique.



# SOLAR DYANE



power by a separate electric motor driving an hydraulic pump and the latter by an electric vacuum pump. Both systems are powered by a separate auxiliary battery. From flat the batteries can be

engine which drives an alternator/starter. A second engine supplies the electric motor with additional energy which supplements the batteries. The driver need not worry about which motive source is in use – an electronic management unit decides when to start the

LPG engine. For journeys in excess of 80km, both the batteries and auxiliary engine power the electric motor. For journeys of less than 80km, the batteries alone provide the motive power. This results in zero emissions while on battery power alone and extremely low CO<sub>2</sub> emissions when the

LPG unit is working  
1999 French legislation decreed that from January 1, all fleets of 20 or more vehicles must include at least 20% 'clean' transport [LPG, LNG, electrical] during the renewal of their fleet. Significant tax benefits are envisaged for businesses that meet the requirement.

1999 Once again Citroën used the Geneva Motor Show to launch a new electric innovation. The prototype Berlingo Dynavolt is a hybrid LPG-electric vehicle.

2000 Geneva again... Presentation of Xsara Dynactive: prototype. This petrol-electric hybrid used a 55kW petrol engine coupled with a 25kW

electric motor.

By the end of the decade there were several thousand electric vehicles on the roads of France [Citroën Saxophone, Berlingo, Peugeot 106 and Partner], in the fleets of large business.

Over the course of this decade PSA group has focused its hybrid technology attention in the diesel-electric arena, leaving the Japanese to bring hybrid petrol-electric cars to the mainstream market.

This summary of Citroën's electric vehicle history is derived from [http://membres.multimania.fr/cit43/Autoshorsserie\\_2/Electrique\\_Citroen\\_histoire.htm](http://membres.multimania.fr/cit43/Autoshorsserie_2/Electrique_Citroen_histoire.htm) and other internet sites.



## ELECTRIC DREAMS

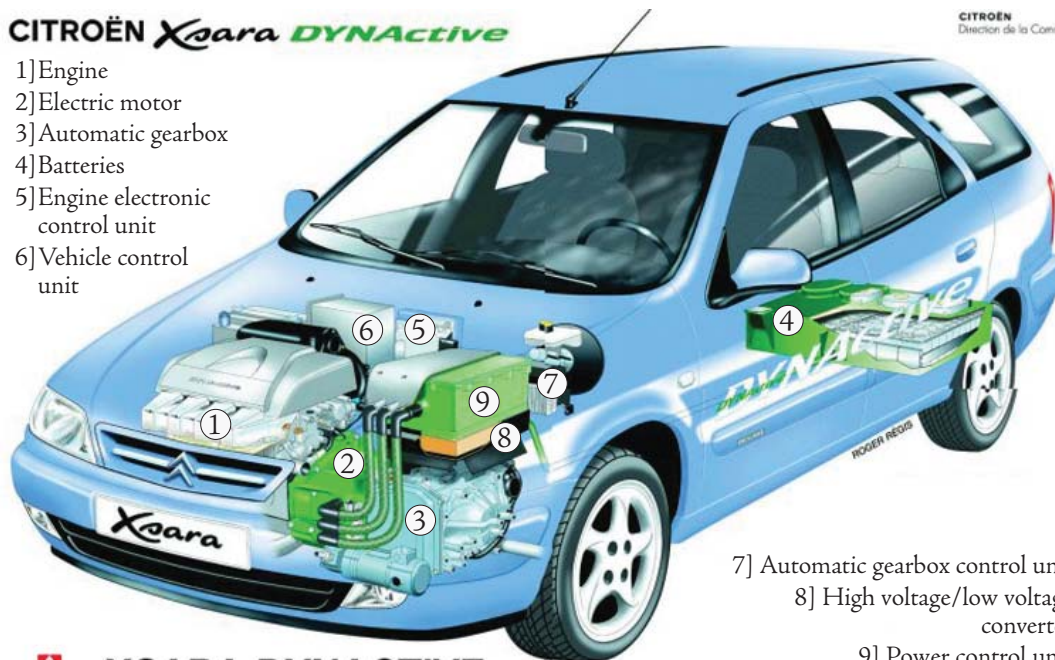
charged in nine hours using a normal domestic power supply and plug. The batteries can be fast charged for ten minutes to give 20km of operation.

1998 The Xsara Dynalto and Saxo Dynavolt were presented at the Geneva Motor Show. This experimental vehicle is fitted with a two cylinder LPG



### CITROËN Xsara DYNActive

- 1] Engine
- 2] Electric motor
- 3] Automatic gearbox
- 4] Batteries
- 5] Engine electronic control unit
- 6] Vehicle control unit



- 7] Automatic gearbox control unit
- 8] High voltage/low voltage converter
- 9] Power control unit



**XSARA DYNACTIVE**

When it came to converting a car to electric in New Zealand there were not a lot of options for Ulrich Schmid. Then he found a Citroën Dyane.

In 2002 I became aware that

## SOLAR DYANE

using oil [whether as petrol or diesel] the way we were could not go on forever. I wanted to do something about it so I hunted around to an electric vehicle. I discovered that almost all car manufacturers made one or more model of electric car, including Toyota, Honda, General Motors, Ford, Chrysler, VW, Renault, Fiat, Peugeot and Citroën, just to name the most important ones. There was also the Twike, Hotzenblitz, Think and other small producers of electric vehicles.

I could not afford an electric vehicle back then and it was impossible to import a left-hand-drive vehicle into New Zealand without having previously owned it overseas. I decided to produce biodiesel from used vegetable fat and oil as an interim solution and have been running our cars and tractor on 100% biodiesel since 2004.

I visited my mother in Switzerland in 2005 which gave me the opportunity to go to London to look at the only right-hand-drive electric vehicle available at that time – a Citroën Berlingo

Electricque. There was a garage which serviced these vehicles and I was very impressed by them. Unfortunately Citroën had stopped manufacture the month before I arrived.

The following year I became aware that MES-DEA Switzerland were converting Renault Twingos and Fiat Pandas to electric, however, these brand new cars were rather expensive. I found an earlier model for a better price, but the Company would only sell them in Switzerland and Northern Italy; I would have to own it for three months in Europe before I could bring it to New Zealand. I applied for an exemption from this rule but it was declined on the grounds that it was more dangerous to drive a left-hand-drive vehicle in New Zealand! My options were running out. To buy a converted Hyundai Getz from Australia was as expensive as buying a Renault Twingo from Switzerland.

### WHICH CAR?

There was only one choice left and that was to convert a car to electric myself. The car needed to have a range of 80km, have four seats and large wheels. We live in a rural area with dirt roads and I have to take the children to school and go shopping in the nearest town, Whangarei, which is 35km away.

It had to be a light vehicle – between 550 and 700kg. There

were only two suitable cars in New Zealand: a Suzuki Alto or a Citroën 2CV. As the Suzuki has smaller wheels and a lower allowed maximum curb weight I focused on a Citroën 2CV. This car was never sold new in New Zealand but I was lucky to find a 1973 Dyane in good condition and bought it for NZ\$4,500.

### WHAT SYSTEM?

A friend of mine had converted a Daihatsu with an aircraft starter motor and lead-acid batteries. It was a two-seater and very heavy with a maximum range of 30km per charge. I decided on an AC system due to the higher

efficiency it offered. The weight is about the same for equivalent power, however, the price is higher. I compared prices at the time and the choice was an Azure Dynamics motor and controller. This was exactly the drive that BEV in Australia use for their Hyundai Getz conversions.

### BATTERY CHOICE

Lead-acid batteries were too heavy, while nickel metal-hydride [NiMH] and lithium ion were not readily available. That left only two other available choices.

One is the Zebra battery made by MES-DEA in Stabio, Switzerland. This is proven nickel-sodium



chloride [Ni-NaCl] system that operates at 300°C. Unfortunately they would only sell a minimum of 10 batteries, which was very expensive. The other option was the Thundersky lithium iron-phosphate [LiFePO4] battery. It

## SOLAR DYANE

is also a proven battery made in China but slightly less efficient per unit weight. To match the voltage of the motor I decided to get 50 of the Thundersky TS-LFP-90 AHA batteries and hoped that would give me at least a 100km range – maybe more.

### GEARBOX

Now the question was whether to leave the existing gearbox in or get a motor with gears and differential. The Dyane does not have enough clearance between the brake drums for such an arrangement, so the gearbox had to stay.

### ADAPTOR PLATE

The next thing was to accurately make an adaptor plate to fit the motor onto the gearbox. First I had to take the internal combustion engine [ICE] out. This was great fun because everything came out in one go! I made the adaptor plate from a 50mm thick piece of aluminium.

### WEIGHT DISTRIBUTION

Before I started to take the old ICE parts out of the car I went to the local refuse tip to weigh the car. The front axle was 420kg and

the back 200kg, a total of 620kg. By weighing all the parts I took out I could figure out how many of the new batteries to put in the front and back. The motor, the controller, the DC to DC converter and 21 batteries fit in the front. The rear battery box fitted neatly in the luggage compartment

behind the back seat, with still some luggage space above it. The charger fits nicely on top of the inside part of the right wheel cover.

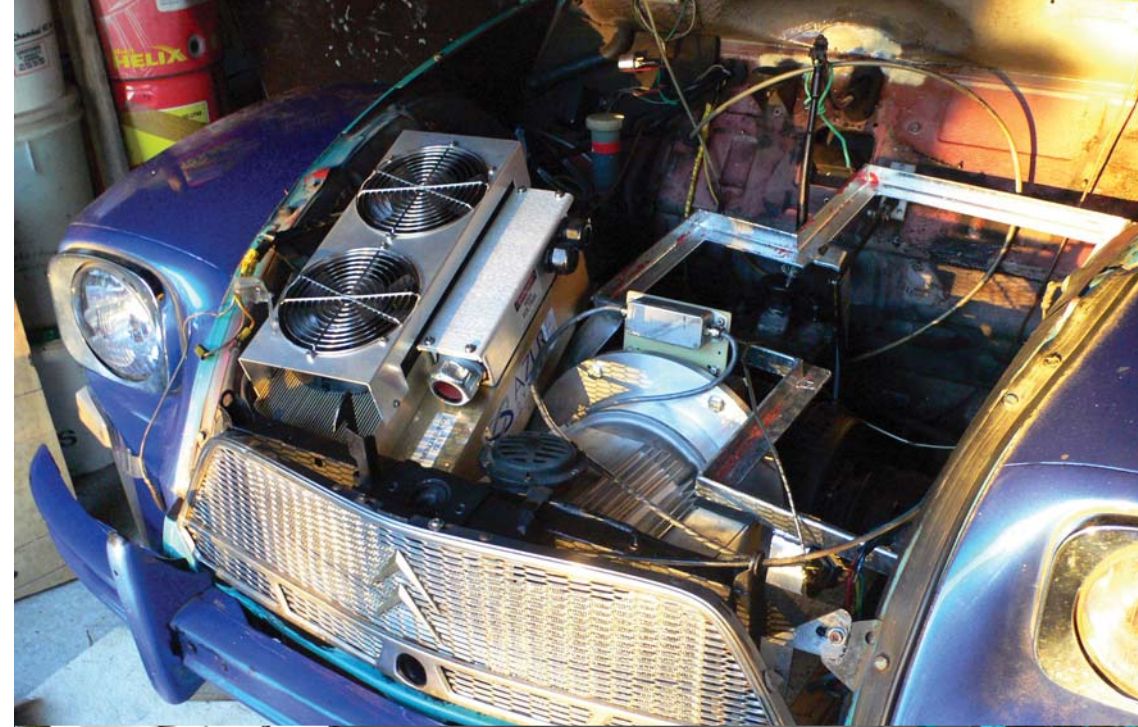
### ASSEMBLY

After touching up a few rusty parts I mounted the new motor on the gearbox using the existing rubber mounting pieces of the ICE to support it. Then all the batteries were put inside, with the Battery Management System [BMS] units mounted on each battery. Batteries and BMS were all connected and the wiring tidied up.

### INSTRUMENTATION

I decided on an Xpert-Pro battery monitor. It is rather expensive but a very nice and small instrument with all sorts of functions, the main ones being: voltage [V], amperes [A] and capacity [Ah]. I have a 165volt system so I had to install a 10:1 prescaler since the battery monitor is built for lead-acid batteries.

Speed and mileage are shown by the original instruments. I also installed an inertia switch in case of a crash. There is a built-in relay to stop me from driving off



Top: Under the bonnet you can see the electric motor, controller and framing for the front battery pack. Below: After everything is in place.

while charging, a forward/reverse switch, a switch to turn off the regenerative braking, an emergency stop push-button between the driver and passenger's seat and a secret off switch to prevent the very unlikely scenario of the car

check and adjust the parameters or to follow real time information about motor, battery and other functions while driving, if necessary.

#### DRIVING EXPERIENCES

Having an EV, I have learned to drive more economically, using third gear to do all the driving up to 95kph, with the exception of our steep 21° driveway, for which I use second gear. If I have to drive fast on a highway I might switch to fourth gear.

#### CHARGING & POWER CONSUMPTION

I charge the car whenever I return from a trip. This will

change soon, as I am installing a special socket for night power which is about 55% of the cost of 'normal' electricity. I purposely put a 1.3kW solar system on our shed roof to run my electric car on solar power. Hence I call my car 'solar Citroën'. This system produces about 1,800kWh a year and the car has used around 170kWh for just over six weeks, or about 1,500kWh per year.

Any excess electricity produced by the solar panels gets used by the household or is fed back into the grid at full price. With a bit of cheek I could say that driving in my electric car charged by a grid-interactive system with a cheap night rate actually gives me

money back!

Driving to town on my own uses about 146watt-hours per kilometre [Wh/km], or 170 Wh/km with local hilly driving and usually an extra passenger or two. This works out to NZ\$3.84 per 100km or NZ\$4.47/100km respectively. Using a night rate will reduce this by around 40%.

Comparable costs for an average diesel or petrol car are about NZ\$10 to \$12/100km, excluding the cost of oil, air and fuel filters, cooling fluid and transmission oil. With the batteries having a cycle life of 3,000cycles at a 70% discharge or 2,000cycles at an 80% discharge, I should not have to change batteries for at least

**B e l o w :** While the Citroën is charged from mains power, the home's solar array produces more energy each year than the car requires. So, this is certainly a solar-powered electric vehicle.

## SOLAR DYANE

being stolen.

The regenerative braking switch is necessary to change gear while driving, as I taken the clutch out to gain extra space to fit the motor so that I did not have to extend the front grille of the car. The controller has an adapter plug to plug in the computer so I can

This Citroën only takes electrons for fuel.



10years. Even then they will probably still be good enough for my short trips.

#### REACTIONS

Most people look at my car, the main reason being that there are very few of this model in New

## SOLAR DYANE

Zealand. Some realise that there is almost no sound. Children seem to be the ones who discover it is electric because they notice the socket at the rear.

A few critics ask what I do when I run out of power. I usually tell them that I have a very long power lead and that there are many more houses along the road than petrol stations. They would have to walk a lot further with a petrol can if they run out of fuel. It does not occur to them that you do not let the situation happen anyway, similar to when you drive a petrol car.

I have since added another 4.3kW of solar panels to get ready for my next electric car! We also have 40evacuated tubes on our roof for hot water. The neighbours are very curious about my projects, especially the electric car. It gets them thinking when I tell them it costs me only NZ\$2.70/100km to drive the Dyane. Maybe they will do something about it when the oil price goes above \$100 again!

HOW TO DRIVE AN ELECTRIC

#### CAR

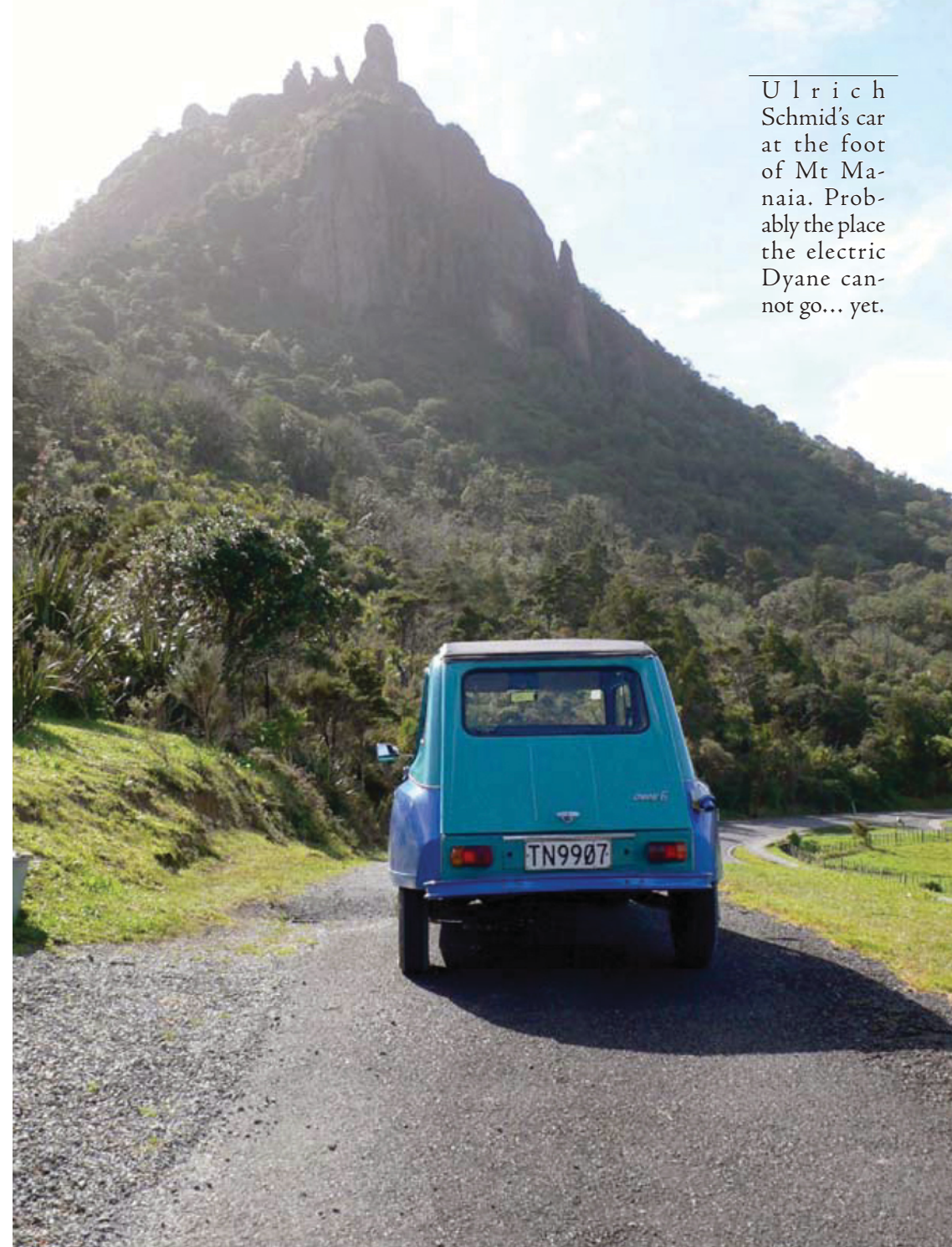
When driving an electric car try to use as little energy as possible. You have to understand that regenerative braking [if you have it] only gives back a certain percentage of the power that you theoretically could have. Therefore when driving you try to drive in the

zero power use mode whenever possible, meaning you cruise with the accelerator pedal in the middle position between accelerating and regenerative braking. For example, when driving towards the top of a hill, do not go full speed over it, but instead have just enough speed to roll over it and then cruise without power or use regenerative braking down the other side as far as you can go. In other words, look and think ahead.

In town I use regenerative braking almost exclusively for slowing down and mostly I do not need the brake pedal at all. The other secret is not to drive fast. Driving above 60kph means the air resistance really starts to cost you energy. So go as slowly as you can afford. Air resistance increases by the square of the speed and the power required to overcome it increases by the cube of the speed.

Driving with the above points in mind is really easy, in fact nicer than with ordinary automatic cars because you basically only use one pedal. Of course the above points are not always possible to implement with all the traffic today and

Ulrich Schmid's car at the foot of Mt Mannaia. Probably the place the electric Dyane cannot go... yet.



the impatient fellow drivers. However, having a car that everybody knows is slow like the Dyane is a great advantage. People are more forgiving!

All drivers, whether in electric, petrol or diesel cars, should be

course without the help of Gary Baxter, my friend the electrician and Bob Smith a friend and engineer it would have taken me twice as long to finish the job!

Thank you to Etedoron Z Mucy for his work documenting Ulrich's story.

This is an extract from a booklet on Ulrich's experience.

More information on Ulrich's Dyane can be found at [www.evalbum.com/2808](http://www.evalbum.com/2808).

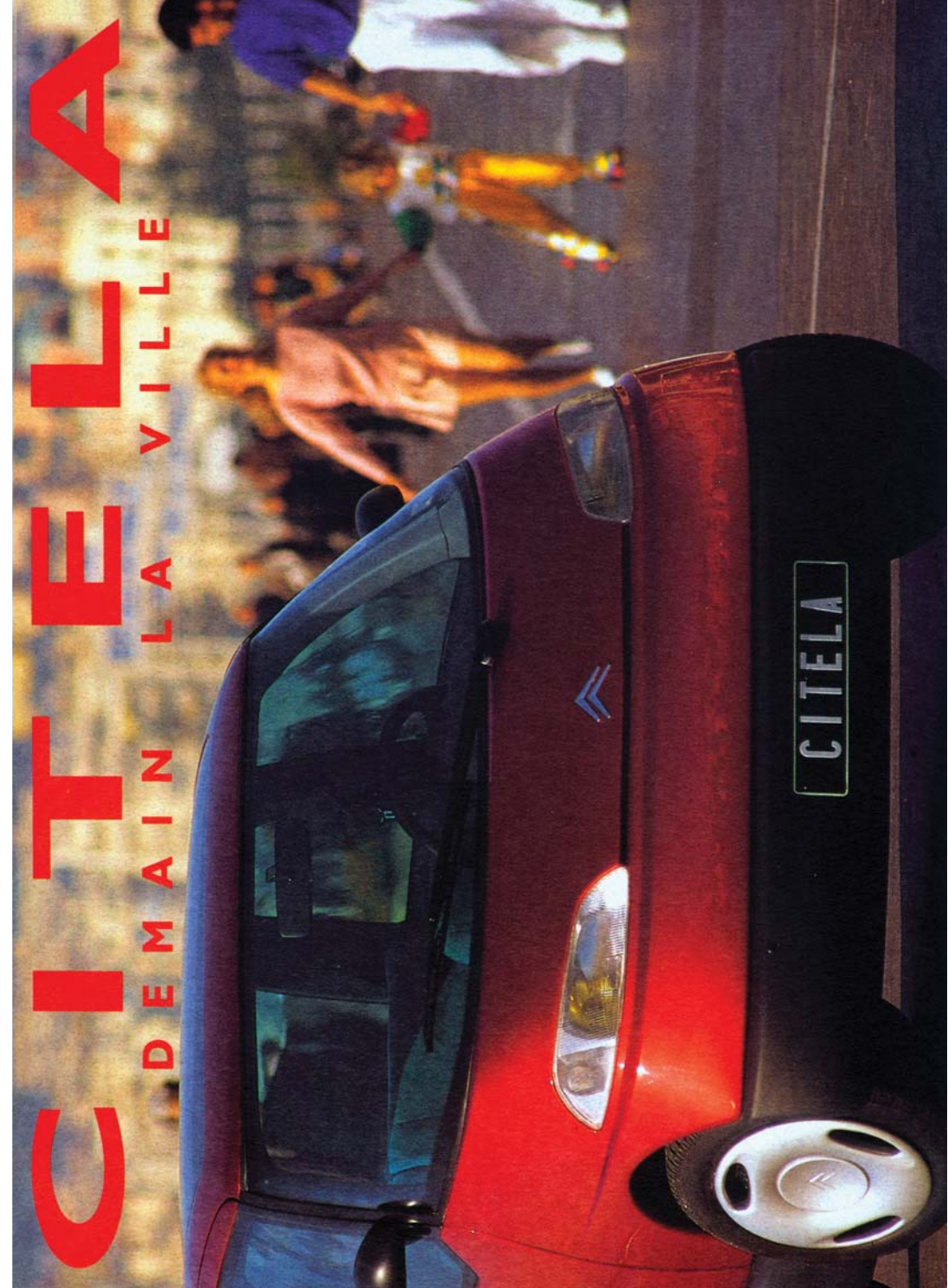
This article first appeared in 'ReNew - Technology for a Sustainable Future' magazine, issue 112 of July-September 2010. ⚡

## SOLAR DYANE

A Hotzenblitz, shown here is Austria, was outside Ulrich's budget for an electric vehicle.

follow the above guidelines and their fuel consumption would be reduced instantly by 10 to 20%.

Special thanks to Chrissy and my children for accepting me being a bit busy sometimes during the conversion of the Dyane. Of



To answer the major problems of modern life in cities, while maintaining the benefits and values associated with the automobile, that is the vocation of the 100% electric Citroën Citela.

## CITELA

Conceived to help in the improvement of life in our cities, Citela [City Electric Automobile] presents solutions today for the problems the urban world will face tomorrow.

### A BUBBLE OF OXYGEN

Small bubble of oxygen in the asphyxia of the today's cities, Citela is equipped with a 72volt

electric motor, delivering 20kW of power.

Silent and clean, she generates no sound and no gaseous pollution. Respectful of the environment throughout her life, she can rest easy at the end of her career.

This car is easily taken apart and every piece is marked as either

recyclable plastic or as a reusable material. These are essential environmental qualities to ensure that pedestrians and motorists live in perfect harmony.

### TOUR PARIS IN 18 MINUTES

Practical in the city for the needs of

professionals or to go shopping at the market, Citela is a highly evolved vehicle that meets the needs of its users. With a range of 210km at 40kph, and of 100km in city driving, she allows her owner to feel confident of meeting all his appointments.

To fill Citela with energy is simple. Under the panel at the rear there are two plugs to recharge.

The car can be fully recharged in 8hours by using the first plug.

This is a standard 220volt socket. The other is for a quick recharge. This provides power for 2kilometres of driving for every

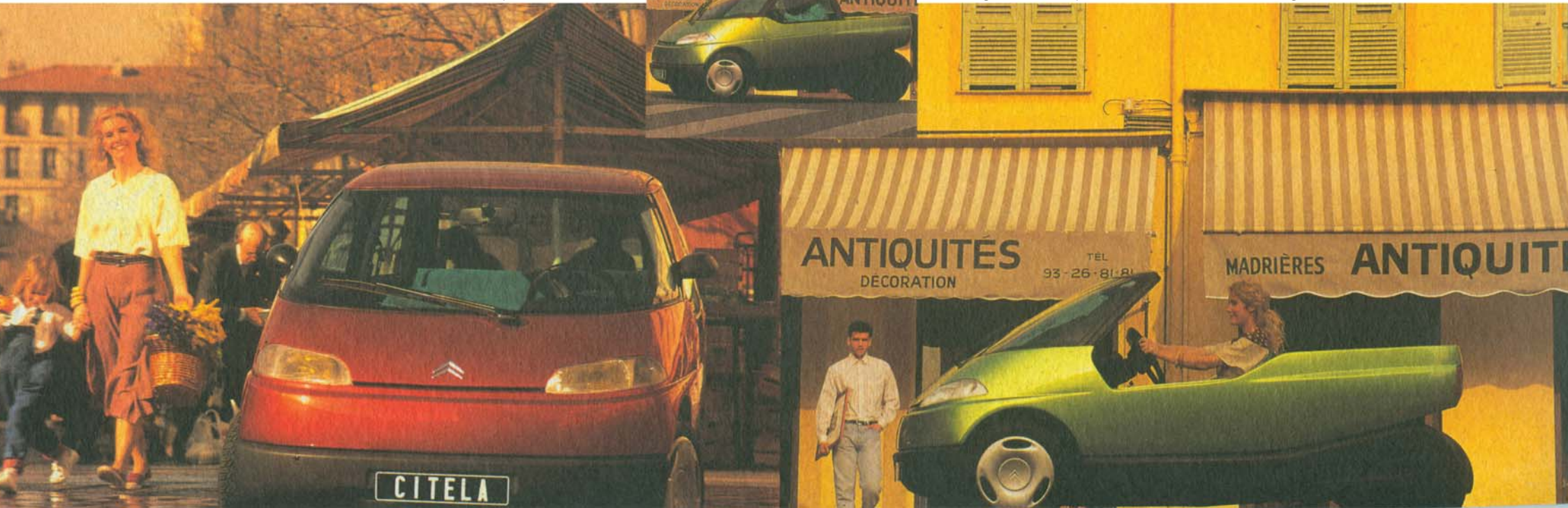
minute of charging. So you can circumnavigate Paris on just an 18minute charge.

Added to this practical aspect is the motor's longevity – 1million kilometres – and that of the battery – about 10years. That is exceptional.

### A CITY CAR

A city car par excellence, Citela fits almost anywhere thanks to its small dimensions [2.96m long; 1.55m wide; 1.44m high]. To drive Citela is a pleasure. She is completely automatic – no clutch – just a brake and accelerator pedal. The gearbox has been replaced by buttons. In addition, a programmable management system allows the driver to use three different settings to con-

The words and illustrations for this article are derived from Citroën's brochure for the Citela and is from the editor's personal collection.



trol power use. Each programme makes a balance between the performance of the vehicle and the distance you need to travel. A display on the dashboard continuously shows the power available and the best strategy to

#### 5 MINUTES TO CHANGE STYLE

To change style is not a problem for Citela.

In less than 5 minutes, this small urban vehicle can change to either an open coupé or a utility vehicle. This is an original architectural

concept – a removable cockpit that sits on the

base of the car. The result is a car that can adapt to the desires and needs of the owner. Truly a 'Chameleon Car', she changes easily from a work car, to a fun car to a car for mum and her children.

Citela represents the urban

achieve your travel goals.

Small but spacious, Citela focuses light. Graced with an extensive windscreen and a transparent roof, it offers its passengers and the driver a different way of seeing the city. The interior is 'co-cooning', welcoming easily three adults and a child.

car of tomorrow.

#### TECHNICAL CHARACTERISTICS

LENGTH: 2,96M.

BREADTH: 1,55M

HEIGHT: 1,44M

TURNING CIRCLE: 4.30M

WHEELBASE: 2.10M

WEIGHT: 790KG

BODYWORK: Body of synthetic materials, with deep protective bumpers to resist same urban bumps.

CONTINUOUS MAXIMUM SPEED: 90KPH

MAXIMUM SPEED: 110KPH

ACCELERATION: 0 to 50kph in 8seconds.

RANGE: 210km at 40kph; 110 km in the city.

MOTOR: 72volts –

20kW

QUICK CHARGE: 2km per minute of charging.

BATTERIES: Cd/Ni in the front and in the central tunnel; energy: 14kW/h [approx].

TYRES: Michelin 155-65 R14 MXL with low rolling resistance.

SPECIFIC EQUIPMENT: Electrical generator for heating and demisting.

Preheating of the programmable vehicle.

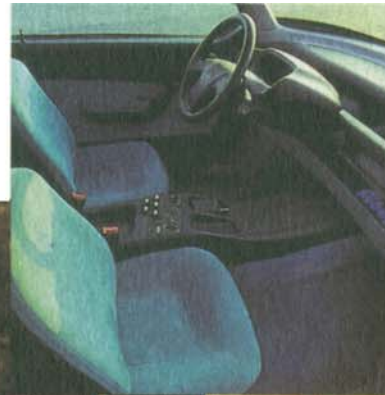
Three programmable modes to balance performance against journey distance.

Permanent monitoring of the vehicles power and distance remaining status.

Display of the mode of behaviour.



# CITELA



## LEIGH MILES – EDITOR

There is nothing like a new car, is there? No matter how much you may have loved your previous car, no matter how delightful that GSA Pallas

peared saying the hand brake was faulty. It did not seem to actually effect the driving of the car in any way – although, interestingly when this happened the cruise control stopped working.

I took the car into Zagame's

and they diagnosed some switch was faulty. Naturally, the

necessary part was not available ex-stock. It had to come in from France. A little over a fortnight later I received a text message that the part was available. I am not a fan of text messages, and indeed did not realise that the part was available until about four days after the message arrived.

Unfortunately, Sunday, two days after the brake problem was diagnosed the automatic box decided to play up. It wanted to sit in third... not exactly conducive to fast getaways from the lights. Thankfully the problem manifested itself about a kilometre from home. So, I nursed it home and rang Citroën Roadside Assistance. They suggested I drive the car to my dealer. I suggested that with the gearbox in 'limp' mode, I would prefer it to be towed. The car was duly collected on Monday and taken to Zagame's. A fuse was apparently the cause of the problem and that was duly repaired and the car was ready for collection the same afternoon.

While the Roadside Assist will flat-bed the car to the other side of town, the \$80 taxi ride to

get me to Zagame's to collect the car was not covered. Next time, I might use my RACV cover – they not only get the car to the workshop, they pay for the taxi so I can collect the car.

I do have to say that the service at Zagame's was first class. There was even a phone call a few days later to ensure that I was happy with the service I had received.

So what else has been going on? I went to take the Light 15 out, only to discover that the bat-

tery was FLAT! This is a double pain, as I wanted to get it out of the garage to take some pictures to send to a couple of people who have expressed some interest in buying the car. No, I have not arranged a new battery. And the way things are going a new battery will not happen until after my holiday.

Yes. A week in the UK, three weeks in Turkey and a week in France on Rainbow Tour.

Fantastic.

Leigh Miles



## FLEET FOLLIES

C-Matic may be... it does not stand a chance against a new car. And, frankly, when that new car is a new C5, it does mean that the rest of the fleet does not stand a chance.

When I first bought the C5 my middle brother, Greg, took it for a spin around the block. He returned the keys saying, 'Big, isn't it?' and 'What do you do when it goes wrong?'. Greg was never easily pleased with anything much.

A few weeks later he suggested a car swap – he would take the C5 to his winery near Kyneton and I could have his 'hairedresser' Renault Megane Cabriolet. Not a good swap, but that's another matter.

He returned the C5 without much in the way of comment. Three weeks later he had bought one for himself. Being my brother, of course, he had to have a 6cylinder car. This way he could be sure of always being able, in his mind at least, to look down his nose at my 2litre model. Whateva!

I have to say though that the C5 has 'gone wrong'. First up a message on the dashboard ap-



On the 5th of July the Club became aware of the passing of Bill Wellwood – auctioneer extraordinaire at Shannons Motor Auctions and long-time CCOCA member. The following note was posted on the AussieFrogs website:

'It saddens me to have to write this email, but this morning Bill Wellwood lost his brave battle with pancreatic cancer and passed away at 4:30am in hospital with his family around him.

Bill has been an important part of the Shannons family for nearly 25 years, and was both an amazing 'flamboyant' auctioneer for Shannons and major charity organisations and events around Australia, and a great ambassador for the wider motoring movement.

Importantly Bill played an important role in many of our lives, his laughter and banter will be remembered, he always knew how to put a smile on our faces and he will surely be missed.'

While the email above was written by Chris Boribon, of Shannon's, the Citroën Classic Owners' Club can only concur. We have lost a member who was a true 'character'. He will be missed within the Citroën community.

His death marks the passing of a True gentleman with a big heart and a wonderful sense of Humour.

First of all, I should let all members know that I will be unavailable from the 19th to the 31st of August and then from the end of the first week of September to the second

## SPARE NEWS

week of October. Libby and I will be holidaying firstly in South Australia and then we are off to Western Australia. We will be taking the opportunity to drive across the Nullarbor. This is an experience that has eluded us so far, due to a lack of time. But now we have the privilege of pleasing ourselves.

The first Smiths clock for round instrument Traction has been sent to Mike Eck in the USA to be reconditioned and upgraded. The cost to members will be approximately \$150 on a change over basis. Naturally, this price will fluctuate a little with exchange rates. If anyone is interested in these they will need to firstly supply a complete clock as deposit. I intend, as I mentioned in the last report, to keep one of these in stock so members will not be inconvenienced too long with an incomplete set of instruments.

It is pleasing to get feedback from members regarding some of the services that the Club

provides. I recently heard back from a member who had just had his driveshafts reconditioned in Bendigo and had performed some more work on the front end of his car. He said, what a difference it has made to the overall performance of the car.

We have been for quite a while now getting our driveshafts reconditioned by Wayne Morrison and I have yet to hear any negatives about his work. All of the shafts have been refitted easily and are proving a success.

Other items we stock that newer members may not be aware of are Jack Weaver plates for strengthening your transmissions. We have timing chain tensioners, replacement rear main bearing seals that do away with the old slingers and use a rope seal. If you have any questions regarding these or any other items do not hesitate to call. Remember, it is too late once everything is re-assembled.

Hopefully by the time you read this Longstone will have received more stocks of 165x400 tyres from Michelin. This is the only size that has been out of stock so if you are thinking tyres, the time is still good as our dollar continues holding up well against the British pound.

Rob Little



## FOR SALE

### TRACTION COLLECTION

✂ 1949 Light 15 small boot. Vehicle largely dismantled to monocoque on wheels – rust in horns and floor. Complete vehicle. Many minor parts sand blasted and painted. \$2,950 ONO.

✂ 1951 Light 15 small boot. Vehicle dismantled to monocoque on wheels. Monocoque and panel rust removed and painted in primer. Motor and CVs reconditioned. New clutch, brake shoes, exhaust and wooden dash in maple. Radiator cleaned and pressure tested. Carby rebuilt. Front and rear bumpers rechromed. \$8,500.

✂ 1950/51 Normale small boot – rare French Traction made for RHD market still in original paint and condition, nice straight vehicle partially dismantled with front end removed. Motor reconditioned. \$6950.

✂ 4speed ID gear box [serial # B4981>41] \$ 400

Wyn Boon Maleny QLD, [07] 5494 2667 [H] or wyn50@iprimus.com.au [34/04]

### 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 with rails \$300, 1 x front 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 Citroën 1973 3litre carburettor 5 speed left hand drive. Six months full NSW rego. Approximately \$15,000 spent on up grades over the last 5 years. Electronic ignition, rotary AC compressor, better head lights, town and country home, intermittent 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 includes: engine, repaint, muffler, reupholstered and regularly serviced. Car is located in Williamstown, Vic. \$10,000. Contact: Giovanni 04 0114 4431. [34/03]

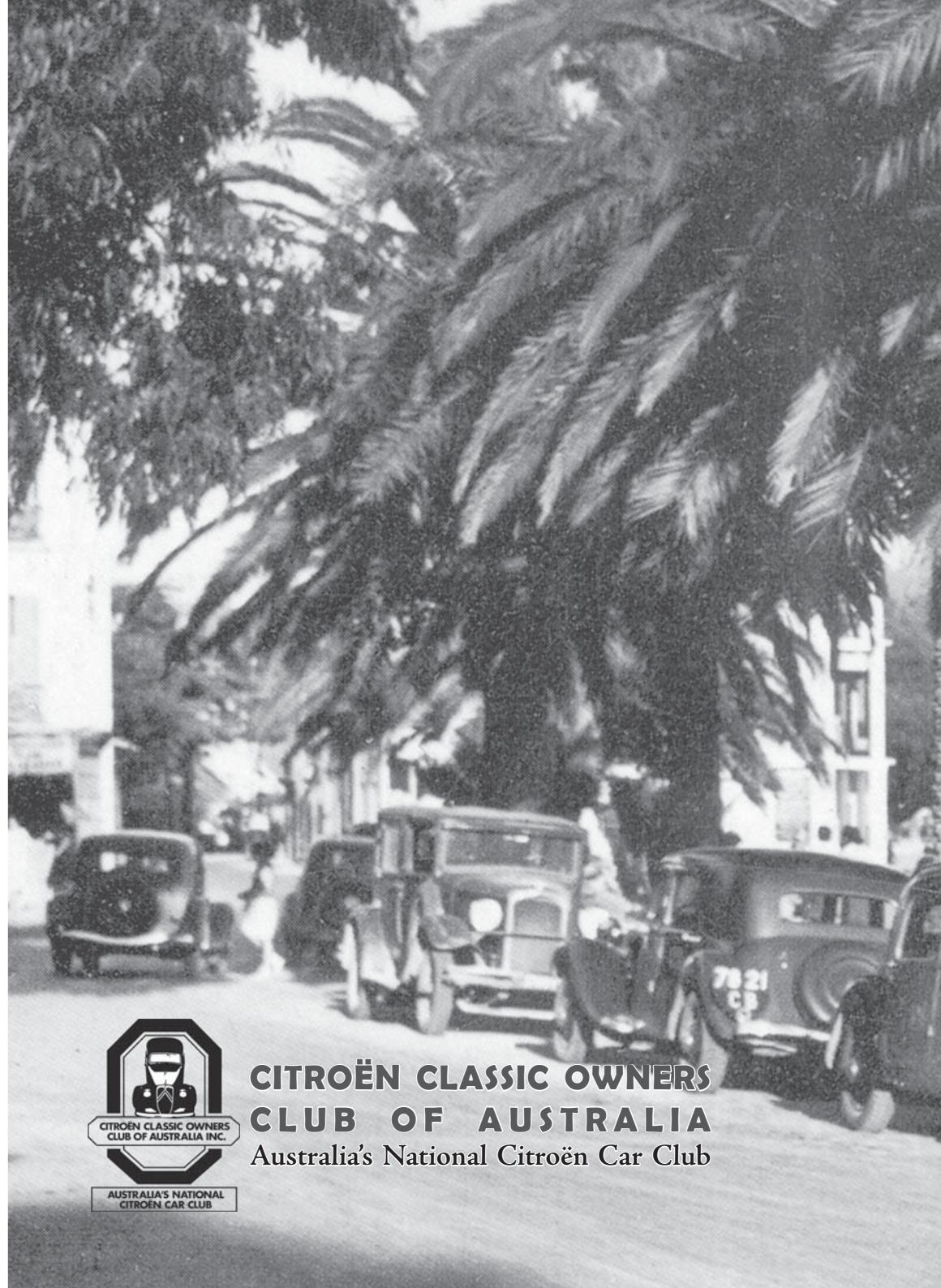
## WANTED

### CCOCA WANTS CLOCKS

Any clocks from late model Traction [round dials], to be used 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]



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