

# FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE  
FOR CITROËN OWNERS AND ENTHUSIASTS



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

SPRING '10 Vol 34 No 5

## 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.

## 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

## COVER IMAGE

The cover image is a Citroën publicity photo taken in Paris.

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[03] 9819 2208 [H]  
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**COMMITTEE PERSON —** Vacant

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## DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, October 29, 2010.

# 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)



As I noted in the last edition this edition of Front Drive has been prepared with some little haste – I have been keen to get another edition to you before I head off for six weeks' leave.

## ED SED

This does mean that the next edition will not be in your letterbox until early November, at best.

However, this edition has more pages than usual, so you are sure of a good read.

We have a combined report on OzTraction at Wagga – if you can read this and not put OzTraction 2011 into you diary

immediately, there is something wrong with you. GRIN.

I have also reprinted an article from the French Traction magazine, 'Traction Avant' which describes the competitors to the Traction that were on the market in France in the early 1950s. Fascinating.

I had hoped to bring Victorian members the full update on the 'Red Plate' scheme... but lack of space means it will have to be held over to the next edition.

Fleet Follies, Spare News and of course the A-Tractions listing for months to come.

Enjoy,  
Leigh F Miles



plans in place to arrange some state-based meetings/dinner at the club's expense to say thank you for your ongoing support. These will happen in the current Club Year.

Rob Little will be hard to catch over the next few months also, so you will have to be patient

with spare parts orders. Also you will notice our website is back in working order, thanks to Mark McKibbin, who has offered to help us whilst Jeff Pamplin recuperates from his recent illness. Jeff – we all are wishing you a quick recovery. Peter Boyle is back from his northern holidays also.

The point of all of this is to remind everyone that the Club runs on a shoestring of members who give their time willingly and voluntarily, but can only exist with extra help by other members [yourselves] from time to time. We will welcome any offers of support over the next few months.

We are planning to continue with the cheap eats 'Noggin and Natter' format for the rest of the year, and will definitely try and have more technical nights. Our last technical night in August was at Peter Tomasini's in Bayswater North. Peter really is an exceptional motor body builder, and is quite unique in his field. We had a great night together with cccv members and found out how experts 'restore' a car. Peter has

years of future work booked up, but if you want the best and you are prepared to wait, then I certainly recommend him.

Next year there will be the 2CV world meet-

ing in Salbris, France and you can find details here – <http://www.2cvfrance2011.fr>

This would be a great event for some Aussies to attend, and I hope we can get a few ccoCA members to go along. Helen and I are hoping to attend but we cannot commit to this event until closer to the time.

Our joint cccv/ccoca concours is the next important event that I want to encourage you to attend. It is very important that we showcase our Citroëns to show the public what great cars these were in their heyday, and that they are still relevant today. I really hope to see you there to support ccoCA.

I am also encouraged to report that the Victorian Red-Plate permit scheme amendments are well advanced and will be launched in the first quarter of 2011 – these changes will transform how and when you can use your classic Citroën, and they will provide an exciting development for the old car movement in Victoria.

Cheers Ted Cross,  
President.



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Another magazine deadline met. This may arrive a little earlier than usual as our Editor, Leigh, is heading overseas for a well earned 'rest'. This is a joke of course as Leigh never rests where holidays are involved, and to make matters worse, he has arranged to travel with Sue Bryant

for part of the time. So our committee will be a gang of three. Just like the post election period... but none of us are wearing cowboy hats and jeans.

As the weather begins to change season we have a host of activities for you to attend if you happen to live in Victoria. For the interstate members, we plan to come to you and are putting

## PREZ SEZ

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

## A-TRACTIONS

### ● SEPTEMBER COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 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

### 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 – Max will send an email confirming the location, or ring him if we do not have your email.

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, 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

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. 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

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'

## A-TRACTIONS

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 a job for you. It



is

only because Club members like you help out that makes the event a success. So, talk to Ted to volunteer your services, please. 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 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)

## MOTORCLASSICA

WHEN: Friday 22 to

Sunday, 24 October

WHERE: Royal Exhibition Building

INFORMATION:

[www.motorclassica.com.au](http://www.motorclassica.com.au)

CONTACT: Max Lewis

[03] 9372 0921 [H]

04 5899 3771 [M]

[activities@citroenclassic.org.au](mailto: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

## A-TRACTIONS

✂ Tour Classica – The Australian International Concours d'Elegance will commence on Friday 22 October 2010 as over 150 participants will rally at

✂ 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, Carlton. Families are encouraged to bring a picnic lunch and spend the day amongst these displays. Picnic with the Classics will be

**22-24 OCTOBER 2010**  
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✂ Tour Australis – A five-day tour throughout country Victoria, experiencing some of Australia's most scenic driving and Victoria's renowned hospitality.

open on Saturday 23 and Sunday 24 October.

## CLUB MEETING

WHEN:

Wednesday, 27 October

TIME: 8:00pm

WHERE: Canterbury Sports

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

COST: Free

BOOKING: Not required

CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]

activities@citroenclassic.org.au

Keep your eye on your email for an update on what's planned this month.

## ● 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.

## COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 17 Nov  
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

## A-TRACTIONS

WHEN: Wednesday, 24 Nov  
TIME: 8:00pm  
WHERE: Canterbury Sports  
Ground Pavilion, cnr Chatham  
& Guildford Rds., Canterbury.  
Melway 46, F10  
COST: Free  
BOOKING: Not required  
CONTACT: Max Lewis  
[03] 9372 0921 [H]

04 5899 3771 [M]  
activities@citroenclassic.org.au

### ● DECEMBER COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 15 December  
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

**A VERY CCOCA  
CHRISTMAS**  
WHEN: Thursday, 16 December

WHERE: Maison Cross  
173 Power St.,  
Hawthorn

TIME: From 6:30 to 8:30pm  
COST: Free, bring a 'Kris Kringle'  
BRING: Refreshments  
BOOKING: Essential  
for catering by  
Friday, 10 December  
CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
activities@citroenclassic.org.au

End the ccoca year with a  
BANG! Come and join Ted and  
Helen Cross for Christmas drinks  
and a free spit roast dinner. Yes,  
CCOCA is feeding MEMBERS AND  
PARTNERS free. Join all of your  
CCOCA friends for our last meeting

of the year, and be sure to bring a  
'Kris Kringle' [value no more than  
\$5] to share the festive spirit.

### ● APRIL 2011 – EARLY WARNING TEDDIE'S TERRIFIC TOUR

WHEN: Monday, 18 to  
Friday, 22 April 2011  
FROM: Hawthorn, Melb  
TO: Stanthorpe, Qld  
COST:  
BRING: Morning tea and  
lunch break food to share,  
pre-dinner drinks and nibbles.  
Camping gear if camping.  
See page 14 for full details.

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TEDDIE'S TERRIFIC TOUR 2011  
- MELBOURNE TO STANTHORPE  
Many people are showing interest in being part of CitIn 2011 at Stanthorpe, Queensland.

For those who will be travel-

way will attract a modest amount of money.

Highlights include a Hot-Rod and custom building/restoring factory, several collections of memorabilia at Conargo, a motor museum at Forbes, CSIRO radio telescope at Parkes, dinner and croquet under lights at

the home of Bob and Jan Dircks - Bob is leading RAID 2012 so an unforgettable experience checking out his shed.

Also possible side-trips to Dangar Falls, Saumarez Homestead and The Home of The Beardies.

We will arrive in Stanthorpe ready for the start of the first event of CitIn Registration.

Interstate people from all states are most welcome to join us along the way.

ling from the Southern parts of Australia, we are inviting you to join us on 'Teddie's Terrific Tour' to be held over 5 days/4 nights.

Each day is planned to be doing some interesting things and seeing new places, as well as cementing friendships over shared morning tea and lunch each day, pre-dinner drinks and dinners each evening.

There is no actual cost involved to be part of the group, but some extra excursions along the

## TEDDIE'S TERRIFIC TOUR

The famous radio telescope at Parkes is on the tour itinerary, of course.



## 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.



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Contact Ted Cross

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



You will need to book your own accommodation – we have recommended Cabin/Caravan Parks, phone numbers supplied.

Also keep in mind that Ian 'Steelie' Steele is organising a post CitIn touring trip for approxi-

more, stopping at Echuca for a picnic lunch.

Another hour on the road will bring us into Deniliquin – our first overnight stop.

A tour has been arranged to visit Southern Rod – hot-rod and custom builder – cost free [http://www.southern-

rodcustom.com/]

Also for the 'non petrol head people' a walking tour of Deniliquin, visit to the Museum, or just put your feet up and relax.

Accommodation: recommended at Deniliquin Riverside Caravan and Cabin Park [03] 5881 1284 – there are motel-style cabins, several deluxe cabins and camping facilities.

Dinner: we have a special meal-deal at the RSL – choice of 4 mains with a drink \$18.50.

mately one week.

If you are interested in being part of the tour group, please contact the organising crew – Ted and Helen Cross – crossfam@ozemail.com.au, [03] 9819 2208 [AH] or on mobile: Ted 04 0059 2208 or Helen 04 1935 6963.

✂ DAY 1: MONDAY 18 APRIL, 2011 – MELBOURNE TO DENILIQUIN. Depart from Hawthorn by 9:15am, meet and re-group at Kilmore at approximately 10:30am for our shared morning tea break. Then, on through Heathcote and El-

## TEDDIE'S TERRIFIC TOUR



Dangar Falls, near Dorrigo in NSW is an optional recommended detour.

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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

✂ DAY II: TUESDAY 19 APRIL  
– DENILQUIN TO FORBES.  
Depart from Deni by 9am,  
visit Clancy's of Conargo  
[http://www.clancy.com.au/]  
– cost to view collections \$5

tormuseum.com.au/] – cost  
\$10 adult, \$9 for Seniors  
[don't forget to bring your  
card with you!] or \$8 for a  
group of 15 or more people.  
Accommodation: recom-  
mended at Big 4 Caravan  
and Cabin Park,  
free-call 1800  
641 207 or [02]  
6852 1055 and

also at Apex Riverside Tourist  
Park [02] 6851 1929.

Dinner: recommended –  
Forbes Services Memorial  
Club.

✂ DAY III: WEDNESDAY 20  
APRIL – FORBES TO LAKE  
KEEPIT.

Depart Forbes by 9am, drive  
through Parkes to the CSIRO  
Parkes radio telescope – morn-  
ing tea at The Dish Visitor Dis-  
covery Centre, view The Dish  
up close, wander around the  
science garden, and we have the

opportunity to experience two  
movies – The Invisible Uni-  
verse [23 minutes] and three  
3D films [22 minutes] – cost  
for both films is \$10 per per-  
son. Then we drive on through  
Dubbo, Gilgandra, Coona-  
barabran and Gunnedah to  
Lake Keepit State Park.

Accommodation: recommend-  
ed at Lake Keepit State Park  
[02] 6769 7605 – plenty of  
cabins. Bush camping also  
available at Jan and Bob Dirks  
property as an alternative.

Dinner: at the home of Bob  
and Jan Dirks – come and  
explore the depths of Bob's  
Shed and sample Jan's home-  
style cooking. Cost? Suggested  
donation \$15 per head [ap-  
proximately] – BYO drinks.  
'Croquet under lights' during  
the evening in the garden.

✂ DAY IV: THURSDAY 21  
APRIL – LAKE KEEP-  
IT TO GLEN INNES.  
Depart Lake Keepit by 9am,  
a short stop to explore Tam-  
worth – maybe morning tea?  
Then to Armidale, possible  
side trips [16km] to Dang-  
ar Falls.

To get to Dangar Falls, follow  
Dangar Street to the South  
[towards Tamworth/Sydney],  
turning left into Kentucky  
Street [sign posted to Dangar  
Falls]. Continue along Ken-  
tucky Street for about 1 km,  
turning right into Dangarsleigh  
Road. Continue on for approx-  
imately 5+km, turning left at

the sign to Dangar Falls. Follow  
the dirt road for another 15km  
and beautiful Dangar Falls is at  
the end of the road.

and/or Saumarez Home-  
stead

This ten-hectare grazing  
property was first inhab-  
ited by British settlers led  
by Henry Dumaresq in the  
1830s. Today it includes an  
elegant, extensive, fully fur-  
nished Edwardian home-  
stead, built between 1888  
and 1906, and 15 farm and  
other buildings dating up to  
1910, with their collections of  
early farm equipment – cost  
\$8 for group booking. Then  
forward on to Glen Innes!

Accommodation: recom-  
mended at Glen Rest Tour-  
ist Park, phone [02] 6732  
2413 and Fossicker Caravan  
and Cabin Park phone [02]  
6732 4246

Dinner: hopefully at 'The  
Land Of The Beardies Histo-  
ry House' – to be confirmed,  
cost to be advised, likely to be  
\$20 to \$25 per head – drinks  
BYO.

✂ DAY V: FRIDAY 22 APRIL  
– GLEN INNES TO STAN-  
THORPE.

Depart Glen Innes by  
9.30am, a couple of hours  
exploring Tenterfield.

We then arrive at Stanthorpe  
between 1pm and 2pm, ready  
for the first event of CitIn -  
registration.

Helen & Ted Cross

✂

## TEDDIE'S TERRIFIC TOUR

– lots of collections – tractors,  
number-plates, early style tel-  
ephones, 'International' brand  
machines [tractors separators,  
ride-on mowers etc] and pos-  
sibly harvesters by then. Our  
Morning tea stop at will be at  
Hay, we then drive on towards  
West Wyalong [or beforehand  
if we are hungry] for our lunch  
break. Another hour on the  
road to Forbes, where for  
those folks with the stamina  
may visit McFeeters Motor  
Museum [http://www.mo-



Saumarez  
Homestead  
is another  
optional de-  
tour. This  
huge Ed-  
wardian  
Mansion is  
owned by  
the National  
Trust.



**E**aster 2011: Friday 22 April – Monday 25 April, The Stanthorpe CitIn.

In 2011, the Annual CitIn will be hosted by the Queensland Citroën Club and we are glad to invite you all to join us at Stan-

## CITIN '11 – QLD

thorpe.

Remember the dates: Easter 2011, Friday 22 April – Monday 25 April.

There is no restriction on attendance, so all are welcome.

We

## granite belt wine country

have been fortunate in securing the Stanthorpe Showgrounds at the edge of the town, for the full period, which includes use of a very large Pavilion/Exhibition Centre; large enough for static displays, space for all Clubs' Shops, as well as space for dining. There will be static displays of interesting historical Citroëns.

Stanthorpe is a popular Tourist area and you will need to book early.

### ABOUT STANTHORPE

When Allan Cunningham first sighted the Gap in the Main Range from Limestone Hill in Ipswich, he was not to know that spreading

out from there was the prospect of a rich agricultural area to the West, which he afterwards named The Darling Downs and further out, towards the Qld – NSW border, were rich mining deposits and a climate and soil which the CSIRO later declared were ideal growing conditions for the cultivation of grapes. It is now called The Granite Belt.

Stanthorpe is the centre of this productive and interesting area. After the early pastoral days it was found there were rich deposits of tin.

It was the tin which gave Stanthorpe its name and the town was originally called Stannum, Latin for tin, which was then changed to Stanthorpe, or tin village.

When the tin petered out, farms gradually took over again, with the arrival of many German settlers. Today orchards abound with apples and stone fruits and vegetables to the fore.

After World War I, the government allocated lots to service men who struggled to make a living, often because the allotments

were too small to be viable. The centres of Amiens, Pozieres, The Somme and Passchendale, names of old French battlefields, are reflections of this era.

Following this period the area became popular with Italian farmers who were also hard working and successful with their fruit orchards, specially apples, and it was not surprising that they continued their old traditions of fruit wines and liqueurs and gradually established successful vineyards.

Today the whole area is expanding and developing as the major centre of wine making in Queensland, whilst continuing with a strong fruit orchard presence.

Because of the impressive outcrops of granite with many balancing boulders and in the spring, lovely wild flowers, there have been established five National Parks, mostly South of Stanthorpe.

The area is popular with overseas backpackers on working holidays, adding to the fruit picking population.

It is not unknown for there to be falls of snow in winter and for 2011, Easter is late, so ignore the 'Sunny Qld' and bring warm gear.

### PROGRAM

✂ Friday 22 April. Welcome and Register at the Pavilion, from 3pm onwards. A light meal will be provided that evening.

✂ Saturday 23 April. That morning, the traditional Showing of

our Citroëns will be on the adjacent Showground Arena. Lunch will be offered on site, by a local organisation, to raise funding for their Club's activities. Following lunch is the Motorkhana, at the Showgrounds, or a wine appreciation talk will be offered if arrangements are successful, followed by Dinner in the Exhibition Centre.

✂ Sunday 24 April. An Observation Run has been organised, taking in the sights of the area, with lunch at a popular winery. The balance of the afternoon will be free time, just to circulate, rest, or perhaps a winery visit. The Formal Dinner is again at the Exhibition Centre and awards announced.

✂ Monday 25 April. A farewell breakfast at the Showgrounds, timed around the dawn Anzac Day service.

✂ Tuesday 26 April. A post-CitIn 1,500km [approx], 7 or 8 day run is being planned



in S.E. Queensland. Details soon.

Registration forms can be downloaded from the CCCQ website: [www.citroenclub.org](http://www.citroenclub.org).

#### IMPORTANT DETAILS

## CITIn '11 – QLD

Bookings must close 31 January, 2011.

Cost: Adults \$195pp. Children [between the ages of 5 and 12 at the time of CitIn] \$100pp. Single day registration is available at \$100pp per day.

#### ACCOMMODATION

A block booking has been made at the following accommodation houses in Stanthorpe but get in early so as not to be disappointed.

The deal as explained to all proprietors: registrations will close on 31st January.

♦ High Street Motor Inn

[07] 4681 1533

♦ Top of the Town Tourist Park

[07] 4681 4888

♦ Murray Gardens

[07] 4681 4121

♦ Granite Court Motel

[07] 4681 1811

♦ The Vines Motel

[07] 4681 3844

♦ Apple and Grape

[07] 4681 1288

♦ Commercial Hotel

[07] 4681 2244

♦ Boulevard Motel

[07] 4681 1777

Make your accommodation selection and book directly with the venue.



I have been 'invited' to write about Friday of the OzTraction weekend at Wagga Wagga in NSW resting on the banks of the Murrumbidgee River. I was looking forward to this weekend as OzTraction is always great fun and knowing Wagga and reading what Green

Frog had organised this was no doubt going to be a great weekend.

My only fear was because of our family commitment looking after Bev's father who is very frail at 96 years we would not be able to make it. However, thanks to Bev's organising ability and planning and a bit of good fortune it was all go and full steam ahead. I was to travel up with my good friend Philip Cameron and Bev was to follow in the C5 after seeing her ballet on Saturday with her friend Robyn, Philip's wife.

The other reason I like OzTraction is that it gives me a chance to give the Light 15 a good long run and I just love driving it through the country. I had plenty of time to get her ready but it was in good shape after the 75 year celebration run and I had changed the oil etc and started the motor every now and then, given her a pat on the back just so she still felt loved and not neglected and would not give me any trouble. I got fed up crawling under cars for greasing and oil changing etc. So I had a four poster hoist de-

livered and assembled one week before leaving. I spent some time searching on the internet and got the best deal from Tuftlift in Melbourne. \$3,800 plus \$400 installation. It was installed within the week! When I told him I lived

in Leopold, the salesman said he knew the area as they had done quite a few in Leopold.

Now to Friday: Up bright and early for the planned six o'clock take off having taken the Thursday off to get the car and myself ready. Head off to pick up Phil who is waiting bag in hand at the door in the dark and cold with Robyn camera in hand for the obligatory photo of the two intrepid adventurers about to try and beat the traffic on the Western Ring Road. We are part way down the road when the mobile rings. 'Your taillights aren't working.' Back home into the shed, nothing obvious, change fuse which looks OK, tail lights working. Take off down the drive, wife yells out, 'Tail lights not working!' Back again, hot wire the column switch and we are finally away.

We did not beat all the traffic as planned, but made reasonable progress round the Western Ring road to the Hume highway stopping for morning tea at one of the roadside stops. The weather was a bit wet miserable and cold until we got closer to Albury. I then

## OZTRACTION '10







## VIETNAM TRACTION



knew we were going have that beautiful inland winter weather with sunny days and cold nights for the weekend. Yipee. For all the hype of police presence we only managed to see one car pulled over by police and so far

## OzTRACTION '10

I have not received any dreaded envelopes in the mail.

Pulled into Albury for lunch and found by chance a Jones the Grocer [489 Swift St]. We had a very tasty light lunch and coffee. I could not resist the all glass walk in fromagerie with its very tempting cheeses. All the more reason to get to Wagga in time for the winery visit to get some wines to compliment the cheeses.

The car purred along and after we turned off the Hume onto the Olympic highway heading up through Culcairn, The Rock and Uranquinty Philip was a fountain of information as he has relatives in the area. We were making good time and it was handy having the TomTom sitting in the glove box slightly facing my way as I could check the speed with my speedo. Although it was placed in the glove box for Philip to navigate if necessary it turned out to be a fortuitous spot to place it for me as it was clearly visible in all lighting conditions. We got slightly lost finding the motel in Wagga but those tell tale Citroëns let you know you've found the right place.

I find it is really exciting when one pulls in to see whose cars are there and who one will be meeting again. I get a little embarrassed at not remembering all the names, [especially with my memory bank back in Melbourne

enjoying the ballet] but I know the faces and it is great fun catching up again. Thank goodness for name tags.

We had made it in time to visit the Charles Sturt University Winery and there was a good roll up. Leigh had given all those present their information packs and made sure that we all gave and undertaking to read his instructions/directions so that he would not have to answer inane questions and repeat himself all the time. We of course gave a solemn undertaking to do so and then asked the inane questions. Then with his no nonsense roll call and directions he got us organised and led off with his trusty driver Sue to the winery. We all got there and Philip and I both took heart in the fact that we were not the only ones to have some difficulty navigating in Wagga as demonstrated by our leaders.

The winery looked a pretty big concern and we were enthusiastically welcomed by our cheerful hosts, given a quick rundown about the place and invited to taste some local cheeses and wines very thoughtfully laid out for us in tasting order. Did

not take very long for the noise level to rise as acquaintances were renewed, wine was tasted, and people manoeuvred to sample the very tasty cheeses. The cash register started to tingle and the hosts were kept busy with satisfied smiles on their faces. They were not the only ones of course as we left carrying our booty to be consumed over the following days. The drive back to the motel as night was falling was pretty easy using the highway bypass and just following the leader. I was looking to having a glass of the local red and sampling the cheeses I had bought in Albury before dinner.

Dinner was at the Commercial Club. Philip and I chose to walk even though it was a cold night. A few others also braved

the elements and as well as seeing the 'bright lights' of Wagga by night it was quite invigorating.

Dinner was a lot of fun. By the time we arrived it was not hard to pick a lot of very animated Citroënists seated around two tables. We joined in just to help raise the decibels and eventually got around to ordering. Meals came out pretty quickly, except they seemed to forget Philip both for entrée and main. Most declined dessert at our table except for a few with a sweet tooth, which was just as well for one of the desserts could have been named death by ice cream!

By this time I think we were all starting to feel the effects of a long day and were needing a bit of shut eye before the events of the next day which we were all

The bakery at Uranquinty was a popular lunch spot and a great opportunity for pictures. [l to r] Mike and Jenny Killingsworth, Suzanne Smith, Leigh Miles, Sue Bryant, Robbin Smith, Lorraine Saunders and Rod Greschke.





looking forward to with great anticipation. So we rugged up stepped out into the cool night, fallen leaves of the plane trees all around reminding us of the beauty of winter and briskly walked back to the motel breathing in

it looked like we would have a lovely day with clear blue skies. After engines had been warmed up and windscreens de-iced, we headed off in convoy to do a circuit around the streets of Wagga Wagga. The cars were

## OzTRACTION '10

then parked at the Information Centre for the Show and Shine. The venue was across the road from the Farmers Market which had yummy smells of freshly brewed coffee, pancakes and baked bread wafting towards us, as well as other delightful goodies. There was an alpaca clothing stall that accepted Credit Cards. Oops. This was the appointed venue to vote for the best car of the weekend.

The afternoon was given over

to the Observation Run. We had never taken part in an Observation Run before and this is how I recall the afternoon. Around 11:30ish we headed off on the Observation Run, which would include a lunch stop. As we headed south, I said to Graeme that it was a great day for a relaxing drive in the country. Collecting a few simple answers would make for an interesting way to spend the afternoon while exploring the local area. 'Blamey,' said Graeme. 'What did I blame you for dear?' 'Nothing this time. General Blamey is the answer to the first question.' 'Oh how clever of you darling.'

Heading south, we were looking for a grave on the left side of the road. 'There's a sign to a cemetery dear. Turn left.' 'Where?' 'Here.' 'Where?' 'Back there, now you'll have to do a U-turn.' 'What, and go up that dirt road? I've just washed the car. I bet Libby and Rob don't take their D on the dirt.' 'That's different Graeme. There's that nice couple Rod and Lorraine from the ACT with their shiny Traction. Let's follow them. They don't seem worried about a little bit of dirt.' 'Gee's there's a lot of folk buried on the left. You get out and write down the names dear. I'll wait here in the sunshine and do my nails.' 'I think they mean the collective group.' 'Oh I get it, the Presterberians... Pestauperians... Presbertyians... Wait until I write it down dear because I just know they'll dock us for bad spelling.'

Yummy, gourmet pastries for lunch at the Uranquinty Bakery,

Opposite [l to r] Libby and Rob Little with Graeme and Mona McDonald. This page [l to r] Tom Campbell, Graeme and Lee Dennes, Helen and Joe Schembri and Helen Campbell.

Yummy, gourmet pastries for lunch at the Uranquinty Bakery,





then across the road to gather more answers. Right, we've got them all except for the year that Bert Newton died. 'Can you see it dear?' 'He's not dead. I saw him on the tellie just recently.' 'Well it could be a trick question GD.' 'No

St Kilda footy player comes from here. 'What do you think dear?' 'Sounds about right. I'll just nick down to the pub and ask while you look at the roses.' 'Oh there it is. Phew. Thank you, St Stephen.'

Nothing at the Post Office about stamps. Righto, time to phone a friend, or in this case, the

Post Mistress. Yes, she did have a sign up but took it down a week ago. Ah-haaa. Surely we must get some bonus points for initiative for this one.

We headed west to Lockhart, and ended up in the town centre. 'If these questions are meant to be in order, why have I missed the last three answers? 'Where's this Michan Lane? Look, there's

the Schembri's. I think they have a GPS. 'What do you mean it's in the motel room.' Some people just don't have the right attitude.

OK, Plan B. If I pick the right couple I might be able to trade the Bert Newton answer for the three I missed. After all, he was really hard to find and has to be worth more than a single trade.

There's Suzanne and Robin in Daffie. They're going the other way. No, now they're coming back again. 'I wonder what they're up to GD?' Probably doing a victory lap.' 'What dear? Well they are probably happy that they are still talking to each other.' 'Whatever do you mean dear?'

Who was Lockhart named after? How the devil should I know. I'll ask that nice lady over

there. 'Excuse me, could you tell me who Loch Sport was named after?' 'Lockhart.' 'What dear?' 'Lockhart, not Loch Sport.' 'Heavens above, what do you mean that we can go where you've told the other six couples to go?' 'That's not very hospitable at all.'

There's Leigh and Sue. All is not lost. Maybe we can do a deal and offer them Bessie [our green 2CV] as the mascot for Green Frog Tours in exchange for a few answers. Goodness gracious me, no need to get that upset you two, it was only a suggestion. [Maybe if we kidnap Flippy they might change their minds.]

'Okey dokey dear, now off to Maffra.' 'What, Maffra is 400ks south east of here?' 'Oh I see, so now you are an EPIRB.' [Emer-

Opposite The Lutheran cemetery at Milbrulong [and important Observation Run location] and the bustling metropolis of Toootool.

## OzTRACTION '10

hang on, here it is.'

'Shhhhhh, don't draw attention to yourself dear, everyone will come rushing over and this could be the decider.'

On to The Rock. Well, we've got two of the three saints. I reckon that Leigh and Sue could be sneaky beggars and we might have to think outside the square for this one. Yep, that's it, I bet a





agency Position Indicating Radio Beacon. It is a distress beacon which is a small electronic device that, when activated in a life-threatening situation, assists rescue authorities by transmitting a radio signal which is picked

medicinal brandy and soda coming up.

Much refreshed, we headed off at 7:00pm to meet everyone at the Bridge Inn Tavern and Steakhouse for dinner. When in Rome etc, we ordered Fillet Mignon which was half the size of the dinner plate and very tasty as

well. It could have been named Fillet Bignon. Phrases like, did you get the one... where was that... oh come on, that's not right... and, oh, we got that one... echoed around the room.

After a most enjoyable evening of catching up with friends and making new ones we ended the day as we had begun, by scraping the ice off the cars in the car park of the tavern and headed back to the motel to prepare for another fun filled day on Sunday.

#### Disclaimer

Green Frog Tours can/will not be held responsible for alienation of affection being used as a reason for commencing divorce proceedings after attending an Observation Run!


Sunday dawned bright and frosty but our avid Citroënists were ready for another day of Green Frog touring. A slightly later start had us all on the way to Junee for a special guided tour of the Monte Christo haunted homestead. Dedication and perseverance describes an incredible restoration despite a lack of some of the 'mod cons'.

Then it was on to the liquorice factory for a very tasty light lunch followed by a personal guided tour. It was all liquorice and skittles for some, congratulations Rob Little.

Our Green Frog leaders had some difficulty getting us out of the shop but their perseverance saw us at the railway roundhouse for another tour. The obligatory photo shoot took some time to set up and then the boys were able to play trains.

Our wonderful weekend was finished off with drinks and dinner at the All Seasons Pavilion hotel where various prizes were presented to the competition placegetters.

Lots of fun all round! Special thanks must go to Sue and Leigh for organising such a fabulous weekend. See you next year!!

This article was contributed by Bruce Stringer, Lee Dennes and Mike Killingsworth. The pictures are from Bruce Stringer. 

#### PRIZE WINNERS

Longest distance in a Citroën:

Andrew Begelhole

Hard Luck:

Mike and Jenny Killingsworth  
Popular Car:

Tom and Helen Campbell  
Iain Mackerras Memorial Observation Run:

Mike and Jenny Killingsworth

Leigh Miles attempting to ensure no silly questions will be asked later. [l to r] Lynne and Graeme Stanton, Margaret Gibb, Ted Cross, Jenny Killingsworth, Glenice Batman and Mike Killingsworth are pretending to listen.

## OzTRACTION '10

up by aircraft. Victorians might remember Tim Holding got his backside kicked for not having one when he became lost on Mt Feathertop in 2009.]

'Where were you when I was looking for that Michans Lane? It says a letter box in Maffra, so let's go. Oh lookie there, that's cunning, they mean Maffra the sheep station, not the town. Stop rolling your eyes like that Graeme.'

'We are nearly finished anyway.' 'You could say that.' 'Stop mumbling Mr Dennes.' We need to find out about a Bishop in Wagga Wagga. We've been jumping all over the place so I think we might be the pawns in this game. 'Well there's no need for you to get so huffy GD. We'll forget the rest as you are clearly not into the spirit of winning so there's no point continuing. We'll just go back to the Motel.'

'Oh hello, so nice to meet you Margaret and Rex. Yes it's been a most enjoyable day, thank you for asking. So we'll see you at dinner then? Byeeee!'

Who said Observation Runs were a ton of fun. One large





In 1952 each of the big French marques were offering new models, pitched against Citroën's Traction Avant. They offered modern, light bodywork, inspired by American design cues, however the mechanical compo-

to limit themselves to some aesthetic improvements. In spite of the Traction's old-fashioned lines, it continued to attract a broad range of customers and devoted admirers.

#### THE POPULAR MARQUES

After the war there were just six major French marques offering

a range of vehicles. Preference was given to developing and launching small cars for the mass market. The Renault 4 and Citroën 2CV were introduced in 1946 and 1948 respectively. But, by the start of the 1950s, the manufacturers clearly had Citroën's Traction Avant in their sights. After all,

sales of the Traction have been healthy for two decades.

At the Paris Salon of 1948 Ford of France displayed the Vedette: an imposing sedan that was clearly inspired by American cars of the era. The French public appreciated the quietness

Anticlockwise, from top left: three images from the Ford catalogue of 1951, showing the sedan, cabriolet and coupé. General characteristics of the Vedette from the 1953 catalogue. 1953 saw the range expanded with the launch of the 4litre V8 powered Vendôme, the Comète built by Facel and two-piece tailgated Abielle [or Honeybee].

of the 2.2litre V8 engine, which developed 66hp. This was the first car from Ford of France with fully independent front suspension.



## CONCURRENCE

nents were largely those tried and tested from earlier models.

Despite this onslaught, Citroën deferred replacing the Traction. They were to remain content





In 1952 it sold for 851,000Fr – equivalent to the price of Citroën's flagship 15 Six. For 1953 the Vedette received a facelift with a one piece curved windscreen and a larger boot. There is also for the first time a commerciale, dubbed

Vendôme – equipped with an American V8 of 4 litres this car sold for 1,148,500Fr. Finally, the Comet. This elegant coupe, with the mechanicals of the Vedette was built in the Facel factory at Dreux. In 1954 Ford sold out to Simca, who continued to market the Vedette range.

The news from Peugeot at the 1948 Salon was the new 203. This light, fast, economi-

cal car was equipped with a 4 cylinder engine of just 1,290cc, and hemispherical combustion chambers. It produced 45hp. At its launch the 203 was one of the most modern cars in the 7CV class. Rack and pinion steering, hydraulic brakes, independent front suspension and a four-speed gearbox were all available. Part of the 203's allure was its American styling and the car was a huge success. The 203 was available in range of body styles: sedan, découvrable, familiale, commerciale, convertible and es-



## CONCURRENCE

the Abielle [Honeybee], with a two-piece hatchback. 1953 also saw the launch of the luxurious



In addition to the sedan [opposite page] Peugeot's 203 range included découvrable and cabriolet [above] and coupé [below].

tate. Like her pre-war predecessor [the 202] the 203 was to be serious rival for the Onze Légère.

In 1950 Renault revealed the Frégate. This spacious sedan uses the fashionable 'pontoon' styling [in common with Mercedes-Benz] and is equipped with a 4 cylinder motor of 1,996cc developing 58hp. It had a monocoque body,





four-speed gearbox, fully independent suspension and worm and screw steering. On the other hand it is heavy, consumes a lot of fuel and is comparatively expensive at 799,000 Frs in Affaire trim. The better equipped Amiral

fulfil both family and utilitarian needs across a range of fields. Four doors, a split tailgate and six windows, la Prairie will swallow six passengers on her twin bench seats. La Prairie production will run from 1950 to 1956.

## CONCURRENCE

was an additional 100,000 Frs. While pitched to attack the Onze Normale, it did not enjoy much success.

In March 1953 the Frégate would be given a new engine to replace the old 14CV Type 85.

1950 also sees the launch of la Prairie. This large multi-purpose estate is designed to

fulfil both family and utilitarian needs across a range of fields. Four doors, a split tailgate and six windows, la Prairie will swallow six passengers on her twin bench seats. La Prairie production will run from 1950 to 1956.

In the Spring of 1951, Simca [Société Industrielle de Mécanique et Carrosserie Automobile]

revealed the Aronde – a conventional, medium-size sedan. Its 1,221cc motor, producing 45hp gave nothing away to the queens of the French market – the Peugeot 203 and Citroën Onze Légère. The Aronde benefited from monocoque construction, a four-speed gearbox, hydraulic



brakes, worm and roller steering and independent front suspension. The success of the Aronde will allow Simca's founder/owner Henri Théodore Pigozzi to buy

Ford of France 1954 and insert the Vedette into the Simca range the following year.

The French had to wait until the Salon of 1953 to see the

The 2litre Renault Frégate was launched in 1950 and was available in both sedan [opposite] and estate [below] forms. At the same time Renault also launched la Prairie – a multi-purpose estate.





new Panhard Dyna Z. This smart sedan is all curves and sells for 699,000Fr. This car is totally different from its rivals – front wheel drive, powered by a tiny 851cc horizontally opposed two-cylinder engine. The motor

**PRESTIGE MARQUES**  
In 1952 in addition to the mainstream marques there are six prestige brands – all of which will have disappeared within the decade. At the 1950 Salon, Salmson debuted its new model, the Randonnée. This model deserved a larger degree of success

than it achieved. Its four-cylinder, 2.2litre motor produced 71hp with twin overhead camshafts and Cotal electromagnetic gearbox all augured well. But the price was almost double that of the Citroën 15-6. The marque suffered its first loss in 1951 and

finally closed in 1957.

After the death of Ettore Bugatti in 1947, his younger son Roland decided to embark on the production of more mainstream cars. In 1951 the 101 was introduced, with a powerful [190hp] supercharged in-line eight-cylinder motor. Unfortunately this heavy and technically outdated model appeared for the last time at the 1952 Paris Salon – after just nine examples had been produced.

Between 1947 and 1953 Talbot produced just 1,200 cars from its plant at Suresnes. The Talbot Lago Baby 15CV was derived from a pre-war model. With a

2.5litre six-cylinder motor producing 110hp this car was well specified, but the body was old-fashioned. Despite the appear-



## CONCURRENCE

delivered 42hp, which allowed a maximum speed of 130kph, while consuming just 7litres of fuel per 100km. The Dyna is built around a platform chassis, with hydraulic brakes and rack and pinion steering.

THE DEMISE OF THE





ance of the coupe Grand Sport the following year, the marque was bought by Simca in 1958.

Following the fabulous 135, Delahaye launched the 235 at the 1951 Paris Salon. The 3 litre motor allowed a top speed of

## CONCURRENCE

160kph, but the brand folded



in 1954 after exactly 50 years of production.

Having been saved from bankruptcy in 1935 the Delahaye models looked more and more like its Delage cousin. The 3 litre motor followed the 2,984cc engine which had produced 100hp and had been launched in

1939. The final Delage, with a body by Chapron, was sold at the Paris Salon of 1953.

Hotchkiss launched the new Anjou at the 1950 Paris show. Two engines were offered – a four-cylinder, 2.3litre developing 70hp and a 3.5litre six-cylinder delivering 130hp. The car was a conservative style but with independent front suspension and hydraulic brakes. Concurrently

Hotchkiss launched the Grégoire a front-wheel drive 'grand routière' that should have competed with the Onze Normale Citroën. But it proved expensive to build and less than 200 examples were delivered before production stopped in 1954.

### THE CITROËN TRACTION AVANT RANGE

At the October 1952 Salon the Traction Avant that was shown benefited from numerous modifications that had been delivered between April and July. The interior showed a new dashboard and smart new trim fabrics. From the outside new turn indicators and the new larger boot and redesigned front wings differentiated the new car from the old.

The model range remains limited to three sedans – 11BL, 11B and 15-Six. Other previously available body styles had not been produced since the war. The 11CV is equipped with the 1,911cc Performance motor that had first appeared in 1939, and produced 56hp. It was priced

at 629,230Fr and 664,300Fr. 1952 and 1953 will prove to be



La Berline **DELAGE** 6 cylindres 3 lit.



Images [anticlockwise from top left]. An image from the 1951 catalogue for the Salmson Randonnée. The Bugatti Type 101 – this example is in the French National Motor Museum at Mulhouse. More catalogue images: the Delahaye 135 of 1951, the 3litre Delage of 1950 in sedan and coupé versions. None of these prestige marques were to survive until the end of the decade.



the models biggest years with 62,850 and 61,160 examples respectively.

The 15-Six also retains the same 2,867cc engine, delivering 77hp and priced at 859,620 Frs. In excess of 20,000 examples were

sold between 1951 and 1952. Those two years represent 40% of the model's total production. The car monopolises the ministerial fleet of the IVth Republic and is prominent at all official events. For 1953 Citroën supplemented

the range with the long bodied cars: the 11 Com-

merciale and 11 and 15 Familiale. Finally in 1953 the Traction was again available in colours other than black: with three blues [Midnight, RAF and Iceland] and three greys [Briar, Pearl Grey and Smoke], although the last was exclusively used on six-cylinder cars.

At the end of the '50s the competition is finally showing signs of catching-up to the Traction. Despite some aesthetic improvements the silhouette that had been revolutionary at its launch was now well out of fashion. Despite this it stayed ahead in the sales race in 1953. Finally one single car will replace the Traction Avant range: the DS 19 appeared at the 1955 Paris Salon. André Lefèvre and Flaminio Bertoni were set to repeat the success of 1934 and allow Citroën to retake its position of technological superiority for the decades to come. Jean-Louis Poussard. ✂

This article first appeared in 'Traction Avant', La Traction Universelle, France. Translation was by Leigh Miles and Sue Bryant.

## CONCURRENCE

The Hotchkiss Anjou, was designed by Alex Kow. In common with the other prestige marques the end of the decade was their expiration date.



RUTH PILENS – TREASURER  
Killed by an Indian. Leaving old and new CitIn friends in Launceston, Morrie and I set out on the second part of our Tasmanian holiday.

We had already come to the conclusion that if Tassie could be towed closer to the mainland, this little gem of an island would sink with the influx of, especially, retirees.

But, you may ask, what about the Indian?

During our visit to Cradle Mountain, we came across a story of romance, bigotry and all things in between – the story of Gustav Weindorfer and the Waldheim Chalet. Born in Austria in 1873, botanist Gustav Weindorfer came to Australia in 1900. He later married Kate, daughter of a wealthy Devonport farming family. The family vehemently objected to their daughter marrying this upstart foreigner.

The young couple spent their honeymoon camping in the Cradle Mountain area, which at that time was accessible only on foot. They returned to the family farm but vowed to one day make their home in this wilderness.

Whenever they could snatch some time away from the farm [and no doubt from Kate's family], they laboriously built from nearby pine, a 'home in the forest' with a living and dining room and two bedrooms. They named

their modest dwelling Waldheim Chalet and enthusiastic walkers happily made the eight mile journey to stay there. Eventually the building was extended to accommodate 24 paying guests at a weekly cost equivalent to a

month's salary.

After just 10 years of loving marriage, Kate's sudden death left Gustav a broken man.

He became a hermit, almost never leaving Waldheim. The local community had long accused the Austrian-born Gustav of being a German spy and completely ostracized him after the death of Kate.

And this is where the Indian comes in:-

Now 59 years old, Gustav was planning a rare trip to the town, and guess what he was riding? Yes, he was riding an Indian motorcycle! The bike overturned, killing its unfortunate rider.

Not exactly an Apache massacre, but how many people do you know who have been killed by an Indian?

Many years after his death, the vision of Gustav Weindorfer to make national parks accessible to all people was recognized, and each year on the anniversary of his death, crowds continue to gather at his chalet at Cradle Mountain to pay their respects on the site where he is buried. >

## FLEET FOLLIES



The Australian Government has accepted responsibility for the ongoing upkeep of the chalet. PS: It was interesting to learn that

there are no termites in Tasmania. Border patrol must be doing something right!  
Ruth Pilens

By the time you are reading this, I should be in Western Australia on the second of my holidays. I will be home in mid October and looking after orders that have come in during my absence. I should be in a posi-

US who operates as Jaguar Clocks.

Our Citroëns share the same clock as the early E-Types. It is a pity the early E-Types did not share the same handling qualities as the Traction!

If you want a clock we will need to have your clock as a deposit,

before the rebuilt clock will be sent to you, we will not supply any clocks without a complete clock as a deposit.

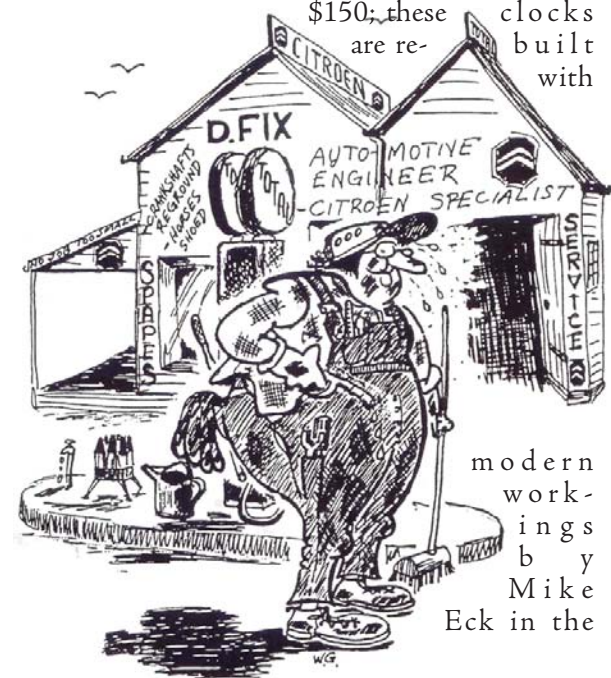
I have not placed any orders overseas for a while as I did not want any items turning up while I am not home. I am asking members to be a little patient over the next couple of months until the system returns to normal. I do not believe I will be away too much after that period until the CitIn at Stanthorpe.

I do intend taking my laptop away with me and if I can work out the mysteries of wireless internet I will be able to answer any emails I receive while I am away.

I am certain when I get back there will be more activity with members starting to get their cars ready for the long trip to CitIn so do not leave it all to the last minute. Get your parts early!  
Rob Little

## SPARE NEWS

tion then to have the first of the clocks in stock for the later Tractions with round instruments as a change over for any member who needs a working clock in their Traction. The cost will be around \$150; these clocks are rebuilt with



## 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

## TRACTION BIG 6

Do you have a Big 6 in good running order that you be persuaded to part with? A friend of long-term member Rob Barton is a keen buyer. Contact Rob 04 2766 5266 or [03] 5152 1230. [34/05]

## CITROËN 2CV

Citroën 2CV in good order. Barry Halligan barter2@bigpond.com, [08] 9721 8132 [34/05]

## TRACTION BONNET PROPS

John Paas in Brisbane is looking for a pair of bonnet props for his Traction. These are the little pieces about 150mm long that hold the bonnet up when it is opened. John's phone number is [07] 3368 322.

## 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]





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