



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

# FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE  
FOR CITROËN OWNERS AND ENTHUSIASTS



NOVEMBER / DECEMBER '10 Vol 34 No 6



## 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 at Place de l'Opera, Paris.

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## CONTRIBUTORS

Contributors to this edition of 'Front Drive' include Helen Cross, Ted Cross, Bill Graham, Max Lewis, Rob Little, Andrew McDougall and Ian Steele.

## DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, December 17, 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.citroencarclub.org.au/](http://www.citroencarclub.org.au/)  
WA: [www.citroenwa.com.au](http://www.citroenwa.com.au)  
QLD: [www.citroenclub.org](http://www.citroenclub.org)  
[www.doublechevrons.aunz.com](http://www.doublechevrons.aunz.com)

With so much on the agenda for the Club over the coming months, it is difficult to pick a highlight. Is it Teddies Tour, CitIn '11 or Steeley's Escapade? Why not attend all three - full details are in this edition of 'Front Drive'.

But there's event reports and the latest update on the Victorian situation with Club Permits and seat belts for our younger members.

Bill Graham has news on the latest 2CV models that can be bought at any Oxfam shop - they can be found in convenient locations all around the country.

The article on Sébastien Loeb first appeared in 'The Red Bulletin' [a magazine sponsored by Red Bull]. When I contacted them about reprinting the article, they seemed rather at a loss... it seems they had no record of ever printing it in the first place. Enjoy,  
Leigh F Miles



to host the event, and our Vintage Citroën members will be in the spotlight - so start planning now to come along.

2010 is a special year for model anniversaries. The B12 was launched in 1925 [85 years ago] and the amazing ID/DS launched in 1955 [can you believe that design is 55 years old?]. 1970 was a big year for Citroën, and we saw the arrival of a cluster of exciting models. GS, SM, and M35 all arrived on the market 40 years ago. Looking at commercial models, Citroën even had the 'Electric' C25 for sale back in 1990 - well ahead of any meaningful competition. This year we saw the launch of the new DS3, and the club hosted an event at Zagame's, which was very well attended. I wonder if we will be highlighting its arrival as a key event in the next 20 or 30 years.

Whilst the others were away, I was the main contact person for the club, and I have had several enquiries from prospective new members seeking to buy a Traction. There is a growing interest in this model from outside the club, and I always encourage people to join CCOCA to find their new Traction. Prices have not kept up with demand, and I feel that in the future you should see your favourite model increase in value. I certainly feel they are being sold too cheaply when you consider the cost of restoration these days. Welcome to new members, I hope to meet you all personally when I can. Next Easter is the CitIn event in Queensland, and you can find out

more information elsewhere in this magazine. Some of us are taking a slow drive to the event [Teddies Terrific Tour].

Afterwards our good friends Ian Steele and Helen McCulloch have planned an after-party event

called 'Steeley's Escapade'. There are details of this event in the magazine, as well. You must book into this once-in-a-lifetime event if you wish to attend, as accommodation needs to be confirmed very soon. Several people have already booked, so it is sure to be a success. The event is mainly on bitumen roads, and goes around South/Central Queensland. We have an invitation to visit the Hay Ezzy Huth family at Gayndah to view their unique Citroën display. This visit is worth the effort and is unlikely to be repeated any time soon.

So get on-board for the ride of your life....if you dare.

Next week Helen and I are off to Brisbane for the weekend to meet local CCOCA members at a CCOCA luncheon, which has been expertly arranged for us by Brian and Esther Wade. This is a new CCOCA initiative, and will be repeated in other states as opportunities arise. If you think Club members in your state [or region] would like the opportunity to get together, why not contact me as the Club is keen to repeat this initiative.

Cheers Ted Cross,  
President.



## ED SED

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The committee is back together after Sue and Leigh have returned from their overseas holiday in Europe. I missed the first committee meeting, due to a return of an old back injury and I have decided to give up lifting 2CV engines by myself in future.

The annual Concours has been run in October, and the weather was threatening all day. The number of

cars was down on last year, but the standard was high. Winners included a fully restored DS Cabriolet, a beautiful blue SM that I had not seen before, Peter Sandow's lovely CX GTI [which is for sale], Phillip Rogers' wonderful Light 15, and we even had a recently restored Ami 8 break on the podium. We have new club badges for sale and some of these were snapped up on the day. Next year it is CCOCA's turn

## CONTENTS



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

## A-TRACTIONS

### ● 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: Rob & Margie Barton  
[03] 5152 1230 [H]  
Rob 04 2766 5266  
Margie 04 2728 0853  
randmb@bigpond.net.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 - NATTER, NOGGIN & NOSH

WHEN: Wednesday, 24 Nov  
TIME: 7:00pm  
WHERE: Highett RSL,  
1 Station Street,  
Highett. Melways 77 F9  
COST: Very reasonable  
Mains: \$12.00 - \$15.00  
BOOKING: Preferred  
CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
activities@citroenclassic.org.au

I have it on good authority from Clare Hadaway [and who would argue with such sagacity?] that this watering hole is too good to miss. Bring yourself and your good lassie or laddie and any gossip/news/lies/tall stories and outrageous tales of the one that got away. The recent club meetings at the Tower Hotel have shown me that get togethers of this kind are good fun. But, the kitchen closes at 8:00pm, so the

7:00pm start time is important.

### ● 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.

## ● JANUARY 2011

### THE RACV GREAT AUSTRALIAN RALLY

WHEN: Sunday, 16 January  
TIME: 9:00am

## A-TRACTIONS

FROM: Start points listed below  
TO: Mornington Racecourse  
COST: \$35 per vehicle  
BRING: Sunscreen, chair, lunch  
BOOKING: Essential by 9 Jan  
CONTACT: Colin Brown  
[03] 9739 4829 or  
colin.brown@hotmail.net.au

This event has grown to become Victoria's largest veteran, vintage and classic car rally with travel from Melbourne to the Mornington Peninsula. The rally is designed to promote the pleasures of classical motoring providing much needed funds to the Peter McCallum Cancer Centre.



The 2011 RACV Great Australian Rally is organised and conducted by the All British Classics Car Club Inc. All vehicles entered must be 25 years and older. This year represents the events' 21st

Anniversary, and a special commemorative badge has been produced to celebrate.

There are three start locations



this year:

- Melbourne
- Stud Park, Rowville
- Western Port Marina, Hastings

All entrants will enjoy a sausage sizzle at their nominated starting point.

Download your entry form at [www.greataustralianrally.com.au](http://www.greataustralianrally.com.au)

### COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 19 January  
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)

### AUSTRALIA DAY HISTORIC CARD DISPLAY



NOTE: AT THE TIME OF PREPARING THIS EDITION THE AUSTRALIA DAY WEBSITE HAD NOT BEEN UPDATED FOR 2011. PLEASE CHECK DETAILS IN THE NEXT EDITION OF 'FRONT DRIVE' OR ON LINE AT [WWW.AUSTRALIADAY.VIC.GOV.AU](http://WWW.AUSTRALIADAY.VIC.GOV.AU)  
WHEN: Wednesday, 26 January  
TIME: Participants:

10:00,  
Spectators: 12:00pm  
WHERE: Participants  
Northland Shopping Centre  
Spectators  
Kings Domain Gardens,  
Linlithgow Ave., Melbourne.  
Melway 2F J9

COST: Free  
BOOKING: Spectators:  
Not required  
CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
[activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)

This event is a real favourite with many CCOCA members. The Kings Domain Gardens will once again feature the famous Historic Vehicle display, with over 500 veteran, vintage and classic vehicles exhibited, free entertainment and activities, and scrumptious food stalls. Bring a picnic hamper, blanket and enjoy a leisurely day with other motor-ing enthusiasts.

WHEN: Wednesday,  
26 January  
8:00pm  
TIME: 8:00pm  
WHERE: TBC  
COST: Free  
BRING: The doings for a BBQ  
BOOKING: Not required  
CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
[activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)

Yes folks it is Australia Day after all, but it is that Wednesday at the end of January when we historically have this get together so let's start 2011 with a song and salute! So, do not forget the insect repellent and a copy of the Australian Anthem Max tells me the venue is a place known only to him at this stage... in other words he doesn't know, BUT you will be notified, rest assured.

### ● FEBRUARY COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 16 February  
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)



## CLUB MEETING: EVENING EXCURSION – THE FOX CLASSIC CAR COLLECTION

WHEN: Wednesday, 23 February  
WHERE: Fox Classic Car Collection,

## A-TRACTIONS

749 - 755 Collins Street,  
[cnr Batman's Hill Dve],  
Docklands, 3008  
TIME: 5:00 to 8:00pm  
COST: Adult - \$10.00  
Concession - \$8.00  
Child under 14 - \$5.00  
BRING: Your appetite  
BOOKING: Essential  
by Friday, 25 February  
CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
activities@citroenclassic.org.au

The Fox Classic Car Collection includes more than 50 prestige vehicles collected over a 20 year period by trucking magnate Lindsay Fox. The collection includes Bentley, Ferrari, Jaguar, Porsche, Mercedes Benz and Rolls



Booking is essential as Max will be arranging a Car Club Tour. Parking: There are approximately 40 vehicle parking spaces... first in best parked, however Max will endeavour to

have spaces reserved. Bring your appetite as once we have gaped and gawked at the collection, our stomachs will send us off in the direction of an eatery if you so desire!

## ● MARCH COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 16 March  
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 – ANNUAL GENERAL MEETING

WHEN: Wednesday, 23 March  
TIME: 8:00pm  
WHERE: Canterbury Sports Ground Pavilion, cnr Chatham & Guildford Rds., Canterbury.  
Melway 46, F10  
COST: Free  
BOOKING: Not required  
CONTACT: Sue Bryant,  
[03] 9885 3179  
secretary@citroenclassic.org.au

Yes, it is that time of the year again – the Annual General Meeting is rolling around again. Every year the Committee exhorts you come along to this important event, and every year

we manage to have sufficient members attend to assure us of a quorum. Remember, if we do not get a quorum, we simply have to go through the whole thing again. So, please make the effort to come along.  
VOLUNTEER!



Have you thought of standing for Committee? All Committee positions are 'up for grabs'. Nomination forms have been included with this magazine and must be returned to the Secretary seven [7] days prior to the AGM.

On a personal note from the Editor, being on the Committee is not an onerous job – Committee meetings occur once a month and are typically finished within an hour. Then it is out for a bite to eat and a chance to catch up on the social stuff. The Club can only continue to prosper if the members take up the challenge of making the Club what you want it to be.

### VOTE!

Voting for the 2011/2012 Committee is a very important right you have as a member of CCOCA. So, come along and make sure you have your input. Or complete the 'Proxy Form' that will be in the next 'Front Drive'. Proxy Forms



must be in the hands of the Secretary at least seven [7] days prior to the AGM.

## 2011 RACV FLY THE FLAG TOUR

WHEN: Saturday, 26 to  
Friday, 1 April  
WHERE: North eastern Victoria  
FROM: RACV Noble Park  
TO: Dandenong  
COST: \$350pp, plus  
accommodation  
BOOKING: Essential,  
by 28 February  
FURTHER INFORMATION:  
<http://www.abccc.com.au/FTF/index.php>

The RACV Fly the Flag 10th Anniversary Tour promises to be the best yet. Following the success of the





last nine tours of Victoria, RACV invites you to join this anniversary tour to celebrate this significant milestone and promote heritage motoring to the Victorian regional community. The tour will travel from Mel-

and Echuca will be spent enjoying the wonderful tourist activities on offer in these special areas of Northern Victoria.

We then travel on to Wangaratta for our last night on the tour, stopping at RACV Cobram Resort for a vehicle display and morning tea before continuing our drive into the Rutherglen wineries area and the historic town of Chiltern.

On the final day of our tour we travel to RACV Healesville Country Club for our presentation luncheon.

## ● APRIL TEDDIE'S TERRIFIC TOUR

bourne to Bendigo for an overnight stop and then to Swan Hill for two nights. We will then drive to Echuca for another two nights stop. Our past participants have asked for shorter travel distances each day and two day stop-overs so we have prepared the tour with this in mind. Our stay in the Murray River towns of Swan Hill

## A-TRACTIONS

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828 Sydney Road Brunswick Victoria 3056 Phone (03) 9386 5331 [www.stuckey.com.au](http://www.stuckey.com.au)

**WHEN:** Monday, 18 to  
Friday, 22 April 2011  
**FROM:** Hawthorn, Melb  
**TO:** Stanthorpe, Qld  
**COST:** Free for the event  
**BRING:** Morning tea and  
lunch break food to share,  
pre-dinner drinks and nibbles.  
Camping gear if camping.  
**BOOKING:** Essential, ASAP  
**CONTACT:** Helen Cross  
[03] 9819 2208 [H]  
04 1935 6963  
[crossfam@ozemail.com.au](mailto:crossfam@ozemail.com.au)

See page 14 for full details.

## CITIN 2011 - STANTHORPE

**WHEN:** Friday, 22 to  
Monday 25 April  
**WHERE:** Stanthorpe, Qld  
**COST:** Adults \$195pp  
Children [5 to 12] \$100pp  
plus accommodation  
**BOOKING:** Essential  
by January 31  
**REGISTRATION:** Download  
from [www.citroenclub.org](http://www.citroenclub.org).



See page 20 for full details.

## STEELY'S ESCAPE

**WHEN:** Monday, 25 April to  
Sunday, 1 May  
**FROM:** Stanthorpe, Qld  
**TO:** Maleny, Qld  
**COST:** Free for the event  
**BRING:** Morning tea and  
lunch break food to share,  
pre-dinner drinks and nibbles.

Camping gear if camping.  
**BOOKING:** Essential, ASAP  
**CONTACT:** Ian Steele  
[07] 5494 2539  
[justcits@gmail.com](mailto:justcits@gmail.com)

See page 18 for full details.

THINK AHEAD TO 2012 !



[www.icccr2012.org.uk](http://www.icccr2012.org.uk)



# TEDDIE'S TERRIFIC TOUR 2011 – MELBOURNE TO STANTHORPE

Many people are showing interest in being part of CitIn 2011 at Stanthorpe, Queensland. Full tour information was included

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 way will attract a modest amount of money.

Highlights include a Hot-Rod and custom building/restor-

ing 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

in the last edition of 'Front Drive', so this issue just shows you the highlights of this great extension to CitIn.

For those who will be travelling 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,

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



## TEDDIE'S TERRIFIC TOUR



## 123ignition Australia 'Ignition systems for classic cars'

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



**No maintenance EVER again.**

Contact Ted Cross

Phone: 03 9819 2208

Fax: 03 9819 2208

Mobile: 0400 59 2208

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



**123ignition.com.au**

31/05



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.

You will need to book your own accommodation – we have

## TEDDIE'S TERRIFIC TOUR

recommended Cabin/Caravan Parks, phone numbers supplied.

Also keep in mind that Ian 'Steelie' Steele is organising a post CitIn touring trip for approximately 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](mailto:crossfam@ozemail.com.au), [03] 9819 2208 [AH] or on mobile: Ted 04 0059 2208 or Helen 04 1935 6963.

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



☞ DAY I: MONDAY 18 APRIL, 2011  
- MELBOURNE TO DENILIQUN.  
Depart: Hawthorn 9:15am  
Lunch: Echuca  
Afternoon visit: Southern Rod – hot-rod and custom builder  
Dinner: Deniliquin RSL  
Overnight:

Deniliquin Riverside Caravan and Cabin Park [03] 5881 1284

☞ DAY II: TUESDAY 19 APRIL  
- DENILIQUN TO FORBES.  
Depart: Deniliquin 9:00am  
Morning visit: Clancy's of Conargo  
Lunch: West Wyalong  
Afternoon visit: McFeeters Motor Museum, Forbes  
Dinner: Forbes Services Memorial Club  
Overnight: Big 4 Caravan and Cabin Park 1800 641 207 or Apex Riverside Tourist Park [02] 6851 1929.

☞ DAY III: WEDNESDAY 20 APRIL  
- FORBES TO LAKE KEEPIT.  
Depart: Forbes 9:00am  
Morning visit: CSIRO Parkes radio telescope  
Afternoon visit: Lake Keepit State Park  
Dinner: at the home of Bob and Jan Dirks  
Overnight: Lake Keepit State Park, [02] 6769 7605

☞ DAY IV: THURSDAY 21 APRIL - LAKE KEEPIT TO GLEN INNES.  
Depart: Lake Keepit 9:00am

Morning visit: explore Tamworth

Afternoon visit: Dangar Falls &/or Saumarez Homestead

Dinner: hopefully at 'The Land Of The Beardies History House' – to be confirmed,  
Overnight: Glen Rest Tourist Park [02] 6732 2413 or Fossicker Caravan and Cabin

Park [02] 6732 4246

☞ DAY V: FRIDAY 22 APRIL - GLEN INNES TO STANTHORPE.  
Depart: Glen Innes 9.30am,  
Morning visit: Tenterfield.  
We then arrive at Stanthorpe between 1pm and 2pm, ready for the first event of CitIn – registration.

Helen & Ted Cross



Lake Keepit State Park. Saumarez Homestead is another optional detour. This huge Edwardian Mansion is owned by the National Trust.



I've been and done the reccy, it is a really good drive and covers quite a bit of territory. There are a few stretches that seem like they go on forever, then to arrive at a new destination, all

about 8 kms. of dirt that even bitumen-only drivers could be tempted to use.

A winery tour has been arranged, as has a look over the Citroën collection at Gayndah, and a quick look at a small 'redclaw' yabbies farm. We stay at a few old inter-

esting pubs and cross the Upper Brisbane River 39 times in as many kilometres, several of which are forded. I have even found a French chef at a vineyard who is supposed to serve up the goods good, I think all will enjoy the drive. So please advise ASAP by email if possible if you are coming and also your preferred accommodation needs.

My email is justcits@gmail.com phone [07] 5494 2539 Keep'em up n pumping, Steeley.

#### UPDATE

As some of you are aware there will be an après CitIn drive around Southern Central Queensland. This drive will last approximately 7 days and cover about 1,800km. Helen Cross came up with the idea and asked me if I would like to set out some sort of course. It is quite enjoyable setting these types of events as it gets me out in the Safari, camping in the back and finding new roads. I have come up with the following plan.

worth it!

It was overcast the entire time I was away, some days it rained constantly and the first few days were bloody cold also. The upside of this of course is that there was water everywhere, all weirs and dams are full. This was on top of record rains only 3 or 4 months ago. The upside of ALL this is that the country should be looking at its best when we travel it next year. The real upside of this is that the water is destined for the Murray.

I have booked accommodation, actually in one area I booked two separate venues, not knowing how many people will be needing it, so PLEASE advise ASAP if you are coming and need accommodation, so I can advise accordingly.

For a couple of breakfasts and a few lunches we will have to fend for ourselves, no problems, I prefer to actually, as you know what ya eating.

The only dirt road I was worried about, as the sealed alternative is far longer, is now almost all bitumen leaving only

✂ DAYS I & II: MONDAY 25 APRIL, TUESDAY 26 APRIL  
After the normal au revoir formalities, head for St. George and spend two nights in the area, two reasons, it will allow us to wind down a bit after the CitIn and there is a bit to see in the area. It is the furthest west we will be going.

✂ DAY III: WEDNESDAY 27 APRIL  
Go east for a bit then north to Miles, we will pass a museum with heaps of old war machinery for those interested, and stay at a place where the accommodation is in old bunkers which were used as ammunition store rooms during the war. No I'm not a war history freak.

✂ DAY IV: THURSDAY 28 APRIL  
We go further north through Taroom and stay overnight at an old pub near Theodore, stopping for lunch at a national park on the way.

✂ DAY V: FRIDAY 29 APRIL  
This is a short day so we can have a look at the Hay Ezzy Huth Citroën collection in Gayndah were we stay overnight.

✂ DAY VI: SATURDAY 30 APRIL  
Onto Murgon and stay at one of the best caravan parks I've seen.

✂ DAY VII: SUNDAY 1 MAY

The last day, we take a serious forestry road, don't panic I've taken the Club along it before, to a small French restaurant for late lunch, then home to my place in Maleny. There will always be an alternative bitumen road if you don't want to go on the dirt. [Since receiving this, Ian has had some further thoughts on what's on the agenda for Sunday. Rest assured, that whatever he's got planned will be brilliant! Ed.]

I will be booking accommodation at the various spots in the near future, normally they will hold these bookings until a month or two before the date, it will be up to you to confirm your bookings. Names and phone numbers will be advised later.

Citroëns only will be allowed unless you are travelling in a camper van or the like or have a GOOD excuse not to be in your Citroën.

Let me or Helen Cross know if you plan on coming, what accommodation you need [plenty of camping available] and if you are likely to want dinner at the pubs.

Most lunches and breakfasts will be up to each other.

Looking forward to the first wave of feedback.

My email is justcits@gmail.com phone [07] 5494 2539 Keep'em up n pumping, Steeley. ✂

## STEELEY'S ESCAPADE



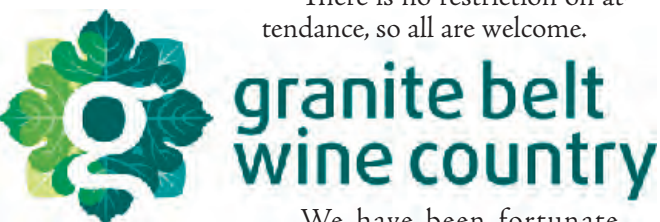
Easter 2011: Friday 22 April – Monday 25 April, The Stanthorpe CitIn.

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-

thorpe.

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

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



We 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 his-



torical 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 liv-

ing, 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.

#### PROGRAMME

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.





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

#### IMPORTANT DETAILS

Bookings must close 31 January, 2011.

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.

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

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32/06



## 1984 CX 2500 GTi





Many Citroënists would have cried into their breakfast cereal – and into their 20-50 Multigrade – when first they learned that 2CV production was being kicked out of its point of commercialisation

are now urging motorists back to their bicycles because of concern over traffic congestion and air pollution.

It was then, a pleasant [thrilling] surprise for Dot and I to stumble on a clutch of 2CVs, a vendre, in the Melbourne Oxfam Shop.

True, they were not full-size – roughly 1/20 scale – but 2CVs nonetheless. At modest price, comprehensively detailed but naive, they are irresistibly charming. Yes, the car models have been around for some years, but now the model range includes striking 2CV vans as well.

They are made from re-cycled drink cans, and Oxfam purchases them through a supplier on the micro-continent of Madagascar off the east coast of Africa – former French colony, and best known for [significantly?] its special fauna, including our distant primate cousins, the unique and diverse lemurs.

Am I drawing too long a bow [Yes, Bill – you do tend to. Ed] to suggest a possible common factor operating on Madagascar where the endangered goggle-eyed lemurs, with their provocatively-erect striped tails, find a common last refuge with the similarly endangered goggle-eyed [though hardly phallic] Deux Chevaux?

Like many non-government organizations [NGOs] – Red Cross / Crescent, MSF, Save the

Children etc etc etc – Oxfam aims to relieve human suffering brought on by natural and man-made calamities – the latter usually flowing from over-crowding and over-population imposed on an ultimately finite resource-base.

Oxfam's retail projects involve the use of other-wise waste or cheap local materials, they provide local employment in villages and towns, and assist in the cash-flow to carry-out humanitarian relief works world-wide – and can only be commended and supported.

SOME FURTHER READING

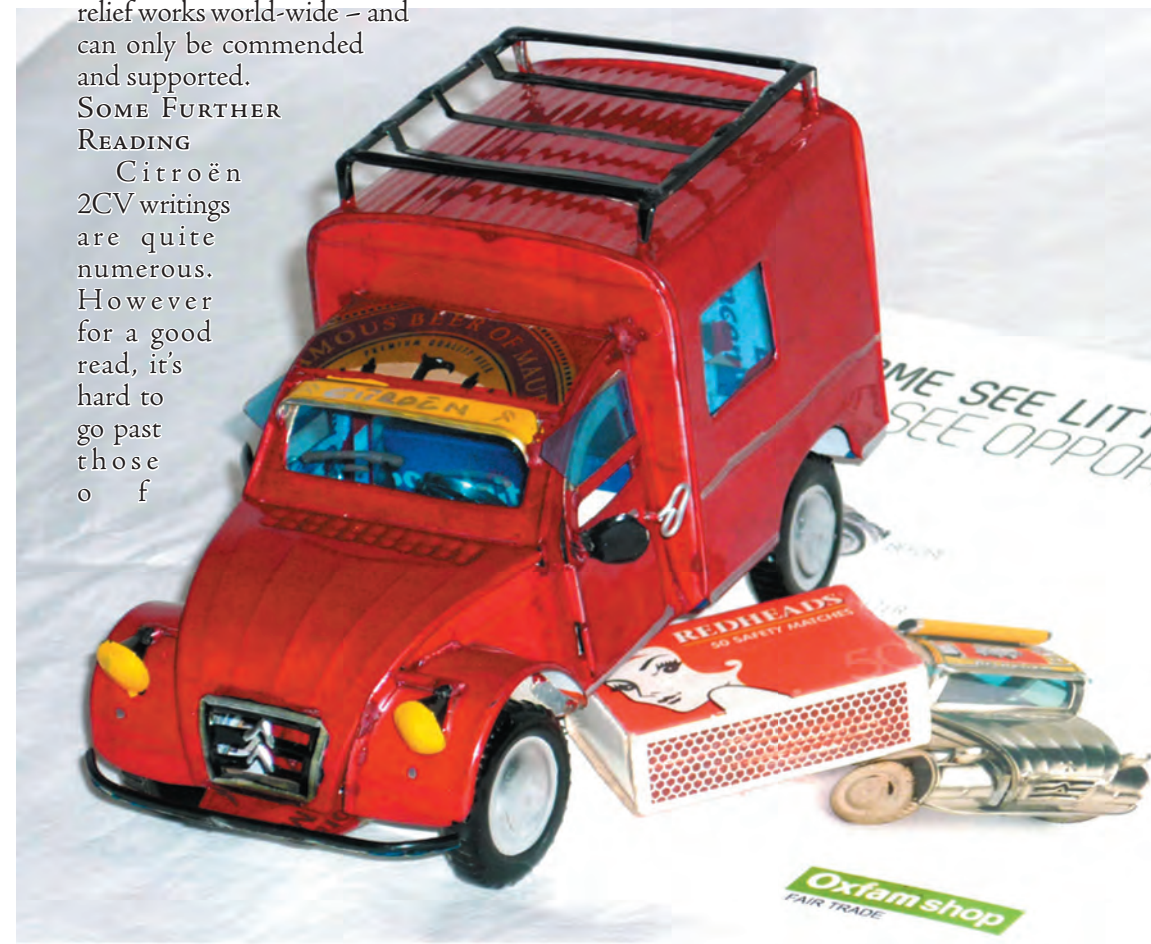
Citroën 2CV writings are quite numerous. However for a good read, it's hard to go past those o f

John Reynolds [UK] – lucid, engaging, well-illustrated and informative. Most recently; Citroën 2CV, 3rd edition, 2005. Haynes.

Peter Singer [2009]. The Life you can Save. Acting now to end world poverty. Text Publishing, Melbourne.

Spencer Wells [2010]. Pandora's Seed. The unforeseen cost of civilization. Allen Lane / Penguin.

Bill Graham



## OXFAM 2CV

in the old bicycle factory [how appropriate] in the Paris suburb of Neuilly-sur-Seine. Then – quelle horreur – production was to cease altogether in June 1990 at their last stronghold at Peugeot Citroën Automoveis Portugal SA in Mangualde.

It does not need me to extol the virtues of this minimalist automobile [though I am happy to do so] – so minimalist that Citroën were able to claim that there was nothing left on it that could go wrong [only a slight exaggeration!].

The 2CV was greatly appreciated by the great British auto-journalist LJK Setright [the DS was another favourite of his, as was André Citroën himself], while my friend, the late Bob de Gille, thought the 2CV would have been the perfect car for the Chinese – able to be serviced, even built, by their then-numerous bicycle mechanics. Sadly, the Chinese and most of the rest of the world have gone down the high tech [and eventually unsustainable?] other route. Interestingly, Beijing authorities



I have recently attended Federation and AOMC club delegate meetings where I have been given updates in relation to the Club Permit Scheme and Child Restraints.

#### CLUB PERMIT SCHEME

## AOMC UPDATE

- ✦ Around 400 submissions were received by VicRoads from clubs, motoring organisations and individuals in relation to the draft proposals. These were summarised and a submission prepared for the Roads Minister.
- ✦ The Roads Minister accepted the proposal and instructed VicRoads to proceed as quickly as possible.
- ✦ VicRoads have engaged a now-retired, long standing VicRoads employee as a full time consultant to prepare the scheme details for implementation early in 2011 – maybe by the end of January.
- ✦ VicRoads and the consultant met with delegates from AOMC, Federation, CAMS and Hotrods on 20 August to discuss details, including the form and use of the Log Book.
- ✦ There will be both 90 and 45day permits available for a 12month period. The 90day permit will notionally cost the same as the existing club permit plus the cost of the Log Book [should be \$10 or less and needs to be

purchased annually], and the 45day permit will be approximately half the cost of the 90day permit. If an owner finds that they are going to exceed 90days in a 12month period they cannot gain an extension and will

have to put the vehicle on full registration. A person who has

taken out a 45day permit and finds they are going to exceed the 45days can obtain another 45day permit.

- ✦ The Log Book permit is only available for vehicles older than 25years and whose owner is a member of an affiliated, authorised vehicle club. The current system has got out of hand and VicRoads is currently verifying the authenticity of Clubs
- ✦ Under the Log Book scheme the owner will have the freedom to legally use the vehicle for private activities so long as the Log Book is filled out correctly. A person using a Club Permit vehicle who has not completed the Log Book and who is pulled up by the police will be charged with driving an unregistered vehicle and incur a substantial fine and demerit points. Also in the event of an accident it is likely there would be no insurance cover. With this clarity it is possible that the police will be more vigilant in policing correct vehicle use.
- ✦ If a Log Book is lost it will be possible to get a replacement,

but with some difficulty, involving the completion of a statutory declaration, endorsement by the Club registrar and the payment of a substantial fee.

- ✦ The Log Book will be of a convenient size, suitable for carrying in the jacket of a motorcycle rider. It will not be plastic coated for water protection.
- ✦ For the purposes of juggling vehicles it will be legal to move a club permit car onto the street, up to 100metres from the parking place, without the need for a Log Book entry.
- ✦ VicRoads will be responsible for the issuing of Log Books at the time of taking out or renewing a permit. However Log Books may not be available in all locations so the taking out of a Permit should not be left to the last moment, especially if the owner is planning to take the vehicle on an event shortly after applying for the Permit.
- ✦ Club Registrars will still be responsible for endorsing current membership of the Club before VicRoads will issue a new Permit or processing a renewal. Clubs are required to maintain a register of Permit vehicles.
- ✦ There will be greater communication between VicRoads and Clubs. Clubs will be able to consult VicRoads if they are concerned about inappropriate use of a vehicle under the auspices of that Club. VicRoads will issue to Clubs on an annual basis a list of vehicles that are

on the Permit scheme under the auspices of the Club, which can be compared with the Club's own register.

- ✦ Any Club advocating flagrant breaches of the Permit rules can be removed from the Club Permit scheme by VicRoads.
- ✦ At the time of taking out a permit or renewing, a label will be issued, similar to a registration label for fully registered vehicles.
- ✦ Vehicles moving from the existing Permit Scheme to the Log Book based scheme will retain the existing plates and will not have to undergo an inspection.
- ✦ The existing vehicle inspection requirements will remain in place, depending on Club policy for providing its own safety inspections or requiring commercially provided inspections.

As a separate issue a code of conduct is to be prepared to provide Clubs and vehicle owners with advice and guidance on what is an appropriate vehicle to be admitted to a Club and to be on the Permit Scheme. It will cover issues such as vehicle modification and replicas, amongst other things. This code will be drafted by representatives [around a 10person working party] drawn from Clubs representing the different vehicle eras and types. The forming of this working party is currently underway. The draft code will be reviewed by VicRoads engineers before it is implemented. The introduction of the



Log Book based Permit Scheme is not contingent on the preparation and implementation of this code. However it is expected that the code will be introduced during 2011.

The method of introducing

## AOMC UPDATE

the Log Book based Permit has still to be finalised. VicRoads does not want to be besieged by current permit holders and those applying for new permits on day one of the introduction. The introduction is likely to be staged and possibly may only become available as the existing permit renewal falls due. Further advice will be given on this matter as information comes to hand.

### A MESSAGE FROM THE SECRETARY

It is very clear that with the introduction of the new Log Book scheme, there will be increased scrutiny by both the police and VicRoads of both Clubs and members making use of cars under the auspices of the scheme. This means that renewals will only be signed for full financial members of the Club. Promises to 'pay at the next meeting' will unfortunately no longer be sufficient to obtain approval of your renewal.

### CHILD RESTRAINTS

• National regulations have been taken up by the states and territories, which require that chil-

dren, 7 years old and under are held in vehicles by certified and properly engineered restraints. This raises issues for parents, grandparents and others who wish to take children of this age category in their historic vehicles, on public roads. In many cases it is not a straight forward

exercise to install properly engineered restraints in vehicles with a separate chassis and wooden framed body. Unlike the seat belt regulations there are generally no exemptions given in respect to historic vehicles.

• The various motoring organisations and some individuals have been investigating the issue to see if the authorities will issue an exemption for legitimate historic vehicles and also investigating if there are any commercial providers who can fit properly engineered restraints to our kind of vehicles.

• VEH - QUIP or V-GEAR [the same organisation I believe], 27 Amay Cres., Ferntree Gully, phone 1800 302 432, 9758 7276, claim that they can install properly engineered restraint devices to most vehicles.

• Norm Nettleton of the Ford T Club and early Ford V8 Club has been investigating the fitting of child restraints and has had approved restraints fitted to his 1935 V8. He with others, plans to have approved restraints fitted to 5 different era vehicles, in-

cluding a T Ford. He will report back to AOMC and Federation on the success or otherwise.

• Most state and territory jurisdictions are not providing exemptions for the fitting of approved child restraints in historic vehicles and following questioning, Victoria has confirmed that there is no exemption. However recently it has been learned that South Australia has provided exemptions on the need for child restraint use in historic vehicles,

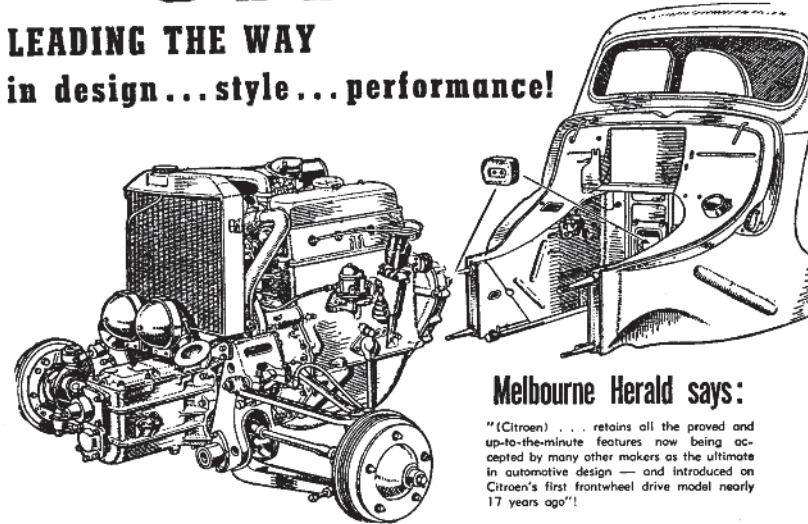
whilst being used for historic vehicle activities. Also WA has said that clubs can apply for exemption for specific rallies. This isn't a blanket exemption, like in SA but for specifically nominated events only. Armed with this information the AOMC is going back to the Victorian Authorities to revisit the question of exemption for historic vehicles.

Andrew McDougall



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Sunday August 29, the morning of, promised much but as we assembled for the off, I had this strange feeling, a premonition that is, that this run would hold a few surprises.

The lucky people for this day

feeling, but what the heck I said to myself... why worry? I think I had factored in some lateness into the trip so off we went all armed with instructions etc, etc.

Well, wander was the subject and wander was the result.

A small group of erstwhile map readers whom I won't mention

but will refer to them as 'The Nomads' took it upon themselves to virtually ignore the detailed and painstakingly and lovingly assembled notes [twice already I had reced the route!] and decided to head towards Greenvale. For those who have a natural occurring lump of magnetite carefully lodged in the dark recesses of their brain will tell you that Greenvale is in the opposite side of the compass needle. More of that  $Fe_3O_4$  later. The first stop at Werribee revealed the absence of the Nomads and on telephoning

them it was revealed that not one but two Nomads were on the loose. Someone mentioned they felt that herding cats was an easier vocation.

OK we all said, fair enough [those who throw stones be careful... ] we will see you at Gordon. As it turned out, the Nomads made Gordon in spectacular speed and were into their second beer before we of the correct and careful disposition had arrived.

The next stop was at Meredith where we of the magnetite brigade took in the delights of Rod and Pam McPaddens miniature museum of the '50s and '60s. Most, if not all, of us could easily relate to this era when Elvis Presley, Marilyn Monroe, James Dean, jukeboxes etc, etc held us juveniles in spellbound fixation. We all swapped memories and reminiscences and fortified with tea, coffee, bikkies spent a time warp 40minutes or so. Getting

everyone to reassemble was quite a task... nobody wanted to leave!

The second quirk was of my making... yes I did throw a large rock at the glasshouse sometime back, the result being one of my directions had other Nomads beating a different but nonetheless successful path to the Pub. What was left of the convoy made it to Gordon.

Lunch was pleasant, the company more so... the first Nomads regaled us with their adventures leaving us in stitches of laughter. Hey Bob, if you are going on Teddies Terrific Tour do not ask me to navigate... we will probably end up on the dark side of the moon. I did say I would come with you but I reckon those two or six beers had befuddled my brain... I will come anyway!

After lunch we visited the famous Hat Shoppe where a lot of fun was had.

Max Lewis



Centre: Rob Belcourt, Jill Schofield, Rod Ward, Ruth Pilens all enjoying the company. The editor is uncertain as to Carol Lachelle's reasons for hiding.

Right: Carol clearly felt more at home at the Hat Shoppe. Here she is modelling the latest creation with Beverley Stringer.

## WESTERN WANDER

in the country included Ruth and Morrie, Ted and Helen, Bob and Carol [not in their beautiful Traction but a furrin vehicle... another premo here I thought!], Graham and Lee in their two tone green granouille, Rob and Kay and Rod and Jill, myself and my good lady wife Roz. Others included Graham and Mona from Ballarat and the Stringer party of four from Geelong... we met up with these folks at Meredith.

The first shiver up the sacroiliac was how much later we were in getting away. Always an uneasy

Left: Graham and Lee Dennes, with Kay Belcourt patiently awaiting lunch.





Who would have thought you could have jammed that number of people into a cosy workshop at Peter Tomasini's. We had a great turn up of about 25 autonuts from both CCOCA and CCCV and we

parents said to the boss 'if my boy is harmed he finishes up.' How do you like that? Both parties armed with firebrand and both with itchy trigger fingers. This did not deter this boy, who for some time was the gopher for all and sundry. Peter watched carefully, taking in all that was on show to be seen. One day

a craftsman was looking for a particular tool and Peter picked up this mallet thingy and said 'this is what you are looking for.'

Not 'is this...' a question, but 'this is...' a statement. How do you like that?

The boss heard about all this and summoned the young turk up to the office. Peter thought, this is the end of my life here and I will be forthwith given the boot. But no... the boss who must have had a more than an iota of Solomon's wisdom, gave the boy a raise [from nothing to almost nothing] BUT HE HAD A JOB and from that point onwards would be schooled and taught all that was to be learnt in how to bend, pucker, pinch, straighten, shrink and stretch metal. The rest as we say is History.

We were all captivated and the evening was a great success. My thanks go to Philip Rogers who suggested Peter as a man of interest [I understand that we had an evening with Peter some years back] and especially thanks to Peter Tomasini in allowing us to visit his shop.

Max Lewis.



## PETER TOMASINI

were very much entertained with tales of Peter's work.

There was a Jaguar XK 140 [I think it was a 140 but it could have been a 120!]. The owner flew Peter to Darwin to look at what turned out to be a bit of a basket case. No matter, the car was purchased and left in the hands of this master craftsman. The owner was advised that it would cost a considerable amount of folding to bring it up to completion... more than the car would be worth on the open market. Peter was taken aback when the said owner commented that 'I've got plenty of money.' A most refreshing if not a unique statement. Peter most times is regaled with the opposite 'What do you think I am... made of money?' I have heard that one before many a time... I often use it myself when confronted by perceived overcharging. It rarely works!

Peter started life as a panel magician when as a 14year old boy, whose curiosity back home in Italy saw him volunteer to work in a famous Carozzerie. The deal was interesting to say the least. The boss said 'You stuff up, you're sacked,' his

He's won the World Rally Championship a remarkable six times on the trot and has laughed in the face of the world's toughest roads. But how will he deal with the bumps and ditches presented by The Red Bulletin's tricky questions?

Heroes, particularly in the egomaniacal world of motorsport, are not meant to be so breathtakingly... normal. Yet Sébastien Loeb, who has been crowned World Rally Champion six consecutive times and has won nearly twice as many World Championship rallies as any other driver in the sport's history [56 at the time of going to press in April 2010], is really not into superstardom. He is constantly bemused by people picking over the minutiae of his genius, insisting that his life is actually quite mundane.

Nothing could be further from the truth. The Frenchman can seemingly do anything he puts his mind to; he was a champion gymnast as a child — which is where he says he learned the poise and balance to keep a rally car on the knife-edge of control — and nearly won the Le Mans 24-hour race on his first attempt three years ago.

Last year, he came painfully close to adding 'Formula One driver' to his impressive CV as well. After a tentative plan for him to do the second half of the

2009 F1 season with Scuderia Toro Rosso fell through, he was earmarked for a one-off outing in the Abu Dhabi Grand Prix at the end of the year.

But the sport's authorities didn't give him the necessary driv-

ing licence, which, with typical F1 hyperbole, is called a 'superlicence'. Séb isn't bitter though. Dominating just one form of motorsport is quite enough for him to be going- on with.

Which begs the question...

Are you the best driver that has ever lived, in any form of motorsport?

'That's not for me to say. The truth is that you can't compare drivers — or really any sportsmen — from different eras. There are too many variables. And however good you are, you can always be better. So, in a word, no.'

Are you disappointed that you missed out on being a Grand Prix driver?

'Not really. In the end it was always only going to be a bit of fun. I never had any big ambitions in F1: the chance to drive in a Grand Prix was just a present from Red Bull as a one-off. Look, I was under no illusions: I'm about a second a lap off the pace in a racing car. In F1 it would have been more. And I'm not sure I would have had the physical strength for it anyway. I worked hard on my

## SÉBASTIEN LOEB



neck, but I can't say I would have been perfectly prepared. It would have been fun to try though.'

So are you going to give F1 another go?

'Not without a superlicence. It's fair enough: I didn't meet the

You've tasted a lot of champagne, what's your favourite label?

'I love wine, but I'm not a huge connoisseur of champagne; it's a different thing. I love any sort of champagne when I've won a rally, but I couldn't sit down and analyse all the different varieties. I'm better

on conventional red and white wines.'

Wine or beer?

'Both. Wine is something that I've become really interested in, so I'll drink that during a meal. I'm particularly into Burgundies at the moment. Beer is for an evening out with friends. I come from Alsace, on the French border with Germany, so we've got a good beer-drinking tradition.'

Can you cook?

'Of course I can — I'm French. My specialities are ready meals anti anything out of a tin. But actually the one thing I can cook properly is rib of beef. It's my favourite food. Saignant of course. The last thing you want is your meat cooked through.'

Do you like frogs' legs?

'I think I last had them about 10 years ago. They're a very French thing I know, but we really don't eat them often — whatever you might think. I've not seen many in our cupboard recently. But they were OK. I don't really remember what they were like.'

How about snails?

'I've had those more recently than

I did frogs' legs. They don't taste of very much: mostly garlic. That's another French stereotype...'

Who was your first fatuous crush?

'This is going to sound a bit sad, but my first crush was a moped. I was so wrapped up in those when I was a teenager that I didn't really notice anything else — girls included.'

Oh well. Penelope Cruz or Cameron Diaz?

[Hesitates for a long time, giving the matter weighty thought]. 'Penelope.'

Do you believe in God?

'I suppose I do, but I'm not church-going. I believe in something big. Don't ask me what because I don't know.'

If you could be reincarnated, who or what would you come back as?

'If I could come back as an animal, it would be a bird. And I don't mean a sparrow; I mean a proper bird. An eagle would do. If I had to come back as a person, that's harder. There isn't anybody who I would like to come back as in particular. Can I come back as myself and do it all again?'

Tell us a joke...

'I've got a terrible memory for jokes. If you really want to hear a joke, ask my co driver, Daniel Elena. He's always telling them. Some are quite funny.'

Can you get on the Metro in Paris without people recognising you?

'Sometimes, but generally it

might be tricky. I wouldn't say that being famous is a problem, because it's recognition of your success and a sign that you've done well in the sport, but let's say that you do have to change certain aspects of your life to deal with that situation. I can't always do all the things that I want to do. But I still manage to lead a pretty normal life. Living in Switzerland helps.'

What's your most annoying habit?

'There are a few that I could list,

Sébastien Loeb at the launch of Citroën's latest rally car — based on the DS3.



## SÉBASTIEN LOEB

criteria. To get a licence to race in F1 you need to have raced in a lot of the junior formulæ, and I haven't. So if they're not giving me a licence now, they're unlikely to do so in the future. The reason why I said yes to doing the Abu Dhabi Grand Prix in the first place was that it was a once-in-a-lifetime opportunity. Now that opportunity is gone, so that's that. But I'd love to test an F1 car again if the chance came up.'

Isn't it about time you stopped winning?

'No. I don't think I'd ever get bored of it. Would you? When I get bored I'll stop. That won't be for a while.'

Does driving a rally car ever get boring?

'Long road sections can be boring. Driving around town can be boring. But you never get the chance to be bored when you're on a stage. If you do, then I would say that you're not trying hard enough.'

Do you sing when you're winning?

'It's better for everyone that I don't.'



and probably many more that everybody else could, but my worst one is probably being late. Especially in the morning.'

OK, sports quiz: how many rallies did [former female World Rally ace] Michèle Mouton win?

'Nothing that really stands out, but I've certainly had some bad items of clothing over the years and done things like worn trainers with suits, Being comfortable is the most important thing for me. So the worst pair of shoes I had was probably a really hard, formal pair — which I didn't

want to wear.'

Have you ever had a stalker?

'Not recently. But I've come across a few in the past. It's much less the case now that I'm living in Switzerland than it was before, when I lived in France. Back then, there used to be two or three people turning up at my house every day and a sack load of mail, some of it normal, some of it mad. I once saw one fan pop up in my garden. Now, in Switzerland, it's much quieter. I don't think anybody has ever just turned up on spec at all, in fact. We're quite secluded.'

What's your address?

'Nice try.'

What's your phone number?

'Next.'

What's your favourite sport outside of rallying?

'I love winter sports: skiing and that sort of thing. But outside of rallying, my favourite sports are still motorsports. I've always loved karting.'

What are your favourite road cars?

'I've had a few of them; Porsches,

Lamborghinis — they're all good in their own way. I've changed them quite often to keep it interesting.'

Tell us one fact about you that would surprise people?

'I don't like insects, especially big spiders. I don't think I'd be at all happy living in the jungle, but in Europe it's just about manageable.'

You used to be a child gymnast: can you still pop a somersault?

'Easily.'

What makes you laugh?

My daughter Valentine. Some of the things she says and does are absolutely hilarious. It's better than any TV show. Maybe that's

why I don't watch much TV.'

What makes you cry?

'I don't cry easily. But sometimes I do through emotion rather than sadness.'

What was the last text message you sent?

'Just to a friend at home. Something so banal that I've already forgotten it.'

Do you ever use your Legion d'Honneur?

'Use it for what? It's not really the most practical of things. I've worn it once, when I was presented with it earlier this year, and funnily enough I can't think of another occasion when I might wear it again. I don't get to go to

Sébastien Loeb driving to another victory with his navigator Daniel Elena in Spain in 2010.



## SÉBASTIEN LOEB

'Hmm. Two? OK, I'm not sure.' [Correct answer: four.]

What sort of passenger are you?

'It depends on who's driving. I'm not generally a nervous passenger, but I become one if the driver isn't paying attention or — worst of all — is showing off. That's what I really hate and unfortunately I've seen a lot of it. On the whole I'm quite relaxed though.'

What habit in everyday driving annoys you most?

'People who don't get on with it. People who dawdle when the road is clear. People who don't pay attention. I find that those three things often go together.'

What's the most outrageous thing you've ever done?

'This is being published isn't it? Let's just say that I'm a man who believes in moderation. Although it's true that I genuinely avoid taking undue risks in the rally car. I prefer to drive up to a certain limit and not go beyond it. That's probably been a large part of our success over the years.'

What's the worst pair of shoes that you've ever worn?



many state banquets.'

Who's the most famous person you've met?

'Michael Schumacher.'

Vettel or Schumacher?

'Vettel's a great talent, but I think it's a bit too early to judge him

What goes through your mind when you crash out of a rally?

'It depends on the accident. If it's a big one 'I hope we're OK.' If it's a smaller one: 'I hope we can get back in the rally.' But luckily I've not had too many big accidents. I'd like to keep it that way.'

What's your favourite book?

'That's easy. The autobiography of my former boss Guy Frequelin: *Pilote de Ma Vie* [Driving my Destiny]. It's available from all good bookshops. I think I've earned my Commission now.'

What's your favourite cheese?

[Another long pause] 'I've actually completely forgotten what my favourite cheese is called. It's strong, I know that. I like cheeses that taste of cheese.'

What do you think of journalists?

'It depends on the journalist. I've known some terrible ones and also some good ones. But they've all got a job to do, and on the whole they don't treat me too badly.'

Do you know the words to *La Marseillaise* [the French national anthem]?

'No.'

Who's your favourite singer?

'I really don't have one, I'm not the most with-it person when it comes to keeping up with what's going on with music, TV, and films. People will often talk about

some celebrity and I won't have even heard of them. With music, I tend just to listen to what comes on the radio or not bother at all.'

Outside of France, which is the country you have been to most?

'Switzerland, because I live there.'

How old were you when you stopped believing in Santa Claus?

'What, you mean he doesn't exist?'

**SÉBASTIEN LOEB PLAYS WORD ASSOCIATION**

• Citroën

Can I have two words? My team

• France

Erm. My country? But now I live in Switzerland. So let's say 'the country of my birth'. OK, that's a lot of words but I can't think

of anything else

• Mud

Three letters: R. A. C. The RAC Rally [as the British round of the World Rally Championship used to be known], is where you always have the most mud

• Gravel

Sideways

• Michael Schumacher

Champion

• Mountains

Switzerland

• Speed

Passion

© This article first appeared in 'The Red Bulletin', in May 2010. Despite requests for approval to reprint this article, the publisher was unable to confirm they had ever published the article in the first place. Words: Anthony Peacock.

Citroën's latest WRC car is based on the new DS3. While the DS3 has been just launched in Australia, there is no suggestion of developing [or launching] a road-going equivalent any time soon.



## SÉBASTIEN LOEB

or compare him to Schumacher. Michael has seven titles. So I'll go for Schumacher. For now at least.'

How do you prepare for a rally?

'Nothing special. I've done a few rallies, so it's a fairly well-rehearsed routine. You make sure that you have a good recce, a good set of pace notes and a good night's sleep. Having said that, my last title was the hardest I have ever taken. It went down to the last day of the last rally and that was stressful.'

You broke your right arm in four places four years ago falling off a mountain bike how is it?

'It's absolutely fine now, although it took me the best part of a year to get over it. It actually surprised me how long it took, but it was a really nasty break in my ball joint where the arm meets the shoulder.'

Is it a bit silly having a mountain-bike accident when you're a rally driver?

'Yes, I didn't feel too clever when I had to call the team to tell them what had happened.'



MAX LEWIS – EVENTS COORDINATOR

**H**i Folks, it's my turn this time to relate the latest folly. My fleet has increased by one but sadly it's not a Citroën. If only the Andrés

rect me if I'm wrong. [Max, while I was in the UK recently I saw a Peugeot 504 'ute', with a camper-van attachment and Citroën did produce a cab-chassis version of the Visa-based C15 van. More current overseas options include the Citroën Relay cab chassis. Ed.]

However

folks I am warming to another Citroën... no, not a new one but an OLDDIE! I won't tell you what it is or whether I will buy it, as the whole affair needs bi-partisanship approval. Madame must approve the purchase. I've learned my lesson here. Some of you may recall I purchased a Traction roadster [A Vietnam replica] back in 1999. This is what I called my three day car. Heard about it on

Sunday [Ted Cross please stand up!], viewed it on Monday and purchased it Tuesday. Roz did say she loved the roadster shape having seen one in the flesh a month or so before, but was totally taken aback when the news was announced. My otics suffered severe GBH and they're just getting back to normal. So no supprises please!

Michael Molesworth says go for a Traction. Moley says I would look good in one [how did he figure that I wonder!], and Ted Cross and Bob Lachal say go get a 2CV. I have done some preliminary looking and I've seen one model of each that was up for sale, but they have both sold. No matter, there's more poissons dans la Mer. One thing in my favour though and that is my darling wife needs not to spend a cent of her hard earned dollar as I will be approaching 65 very, very soon and that means I will have TOTAL access to my superannuation. Yip-pee... time to spend it I feel.

Back to the future... my C5 aka Darth Vader, is going well. I've just clocked 62k and since last reporting. Nothing has gone amiss. It is quite boring actually. There is nothing to whinge about. Darth is running like a clock!

Oh yes, there was something that occurred that I must tell you about. I had just taken off from home when a warning light came on. It said I had a problem with the left rear tyre. WHAT I said to myself... what problem. Being

a conservative fellow, I stopped the car and had a gander at said Michelin. Gave it a prod... all seemed well. Got back in, returned to driving along and again the warning. This time Darth was quite concerned. Again the LCD gave warning and again I stopped and had another look. Yes folks, the tyre was soft on the prod. But no, not flat but nonetheless without the proper amount of pressure. What the heck do I do here I said to myself. It didn't look like it was a problem and since I was not far away from Stuckey's I decided to run with it as it was. I figured that as the rear of the car, thus the rear tyres are basically unloaded, a short burst to the Brunswick home of Mr Bibendum was in order.

Sure enough, the tyre had gotten a nail and was without pressure. Here again, I must praise the work of Russell Stuckey who without any mucking about, raced the tyre off to the operating theatre, patched said hole and had me back on the road

Below: Another option [at least overseas] is the new Citroën Relay. It is available in the UK, at least, as a cab chassis. The resulting low floor could be a god-send, as Max approaches 65.

## FLEET FOLLIES

in France would make a Citroën cab / chassis [aka a 'tradie'], then I would have bought one as my business needed a light commercial vehicle to pick up and deliver. I had to resort to buying a nippy nippon... pity. Didn't Peugeot some decades passed bring out a 403 / 404 cab chassis? I know I've seen one about, a 403 I think, but there's nothing available from the Gauls these days as I see it... cor-

In his search for an appropriate vehicle for his business, Max clearly missed some options. Right: The Peugeot 504-based Popemobile, created for Jean-Paul II and now in the Peugeot museum.





without time for me to have my morning caffeine fix.

What amazes me though, how does the car figure I've got a slow leak [and I am not talking about the onset of a physical disability]? This electronic marvel is a revela-

go to Coffin Bay and sampled the oysters fresh off the boat, it broke our heart to see them throwing the smaller ones back as they were the size normally served at most restaurants.

We only spent less than a week at home, ensuring that the floodwaters were never going to

make the levels the media were predicting before Libby and I set sail for the west. One thing on media reporting, don't believe a word! In Shepparton they were phoning people supposedly cut off in the floods asking if they had enough provisions to last! These people probably walked around the corner and went to McDonald's for dinner with their children. It was a serious flood but by no means of the magnitude that the media with the help of the State Government made it appear.

Back to the story, we set off for the west, had a couple of nights in Streaky Bay before we crossed the Nullahbor, stopped at the Head of the Bight to watch whales, photographed the Bunda Cliffs, managed to land in Kalgoorlie for the 'Raceabout Weekend'! We found one night's accommodation, after that the price doubled, it appears some 6000 visitors descend on Kalgoorlie for the races there, they must all be gold miners as I am certain they would be the only ones that could afford the rates.

Not to be deterred with the extra time on our hands as we did have two weeks accommodation booked beforehand, we decided to have a look at Wave Rock, after that found a comfortable B&B in a little town called Beverly, the friendliest place I have ever visited, went to the local pub for dinner, won free beer for the week so decided to stay three nights. It proved to be an excellent base to tour around the York, Northam area, then onto our first booking in the Swan Valley, just out of Perth. The amount of development around this area is breathtaking as it is for all areas around Perth as far north to Yanchep and south to Margaret River, we spent a week in the Swan Valley then moved to Margaret River for a week catching up with John Freeman, thanks again John for your hospitality and also Steve & Gayle Muir who moved to Perth after the Launceston CitIn. Good to catch up with you all.

The vigneron in Margaret River believe they are bottling gold over there, the wine is mostly great quality but their prices are also top shelf, I hope paying for tastings does not spread to the eastern states or I will be doing as Libby tells me and drinking more water. Standout cellars doors were Saracen Estate, I was told \$11,000,000 was spent on the cellar door facilities, Laurance across the road is famous for it's toilets and almost but not quite up to the architectural standard

of it's neighbour even though the timber for it's construction was reclaimed from a pier demolished in Sydney. One great wine I found was from Pemberton, if you like a good Pinot Noir, try the 2006 Silkwoods at \$20.00 a bottle it is great, I am ordering another dozen from their website, so I will have mine by the time you all read this. We toured around the south west coast to Esperance before returning home carrying many memories of the giant trees in the area, the memorials to our troops who left from Albany to fight at Gallipoli and the beautiful beaches of Esperance also the value of these very safe ports to the wheat industry.

I know this has very little to do with Citroëns but we did have a great time, our non-French vehicle performed perfectly, we covered 12,000 kms for the trip, top price paid for diesel was \$1.75.9 per litre at Nullabor Roadhouse, so when we saw it listed a \$1.35.9 it looked quite affordable. It was only in the major Perth areas we saw prices comparable with the eastern states.

Next trip will probably be with the caravan to the Clare Valley and Flinders Ranges, maybe next spring as I am now starting to prepare for Stanthorpe as indicated in the spares report. I promise in the next Fleet Follies I will write about my Citroëns.

Rob Little



## FLEET FOLLIES

tion. I am constantly reminded how brilliant this belle voiture really is. I guess in summing up, my C5 is a most enjoyable, problem free, superb piece of French engineering. Vive la automobile, vive la Citroën!

C'est tout mes amis.

Max Lewis

ROB LITTLE – SPARE PARTS OFFICER

While it has been four months since selling my business at the end of the financial year, I have spent nearly two of those months travelling around our country. The first trip was a coach tour organized by Brian Love from Rochester, one of our traction owners, to the Eyre Peninsula. It was a very interesting and well organized tour taking in Port Augusta, Port Lincoln and Adelaide on the return, passing through Mildura, Waikerie and the Riverland country. I was amazed at the amount of wheat grown in the area and the size and economic importance of Port Lincoln, not to mention the amount of fishing there. We did



**W**ell, back home again! Had a great trip, sorry if my absence caused any members delays but we are back in the saddle again but also planning our next trip.

Now is the time to start look-

Do not leave it too late to start your preparations as the time quickly passes.

If you want to be one of the few Big Boot Traction owners with a working clock, I now have one in stock at \$156, less the 10% if you are a Parts member. Concours judges should look out

ing at your car if you are considering the trip to Stanthorpe for CitIn. Even if you live in Queensland it is still a reasonable distance to travel.

A few clues before you start preparations; remove your hubcaps! Now have a look around your axle and wheel nuts. Are there any signs of rust? These will be identified as black or brown marks [depending how long they have been there] around the nuts. This is the first indication of some looseness and movement.

Immediate rectification should take place. Hubcaps can hide a lot of sins, so please take them off and have a look!

Remember that big nut holding the brake drum on your Traction should be tightened to 235ft/lb [317Nm] torque, that is a lot tighter than you can manage with a 12" shifter! It needs to be tightened with a correct size socket and bar.

for this, I have already fitted one in mine and it is on the correct time all of the time, not just twice a day!

Stocks of 165x400 tyres are once again coming through but I have been advised by our friends from Longstone that they are not plentiful. So if you think you are going to need some tyres get your orders in early.

Most parts are readily procurable but remember Europe just gets up to speed after their summer holidays in time to knock off for Christmas. Our dollar is still faring well against the world's currencies so now is as good a time as any to source that part you have been thinking about buying. The last shipment of parts I received in October I wrote down the price of every item, so get in while the iron is hot.

Rob Little



## FOR SALE

### 1991 XM 24v MANUAL

24v, V6, 5 speed manual, Series one, top of the range, Citroën limousine. This model was car of the year when released in Europe in 1990. My XM was a private import and was built in 1991 and has all features of that year; including climate control, electric seats/windows and a single spoke steering wheel reminiscent of the DS. It also has Hydractive suspension with sport/comfort modes. No electrical gremlins presently. Being a manual it is very rare in Australia and around the world for that matter. The engine develops 200bhp and is quick for a big car and a wonderful experience on the open road. This is the ultimate Citroën tourer of the period.

I bought this car as a 'modern day SM replacement' and have recently replaced the front suspension supports with factory parts and it is great condition [photos can be provided on request]. The car is in Melbourne but was last registered in NSW [AU47WQ] – it is currently not registered but registration will be included in the sale price depending on which state it ends up. Why am I selling it? Well, I un-expectantly found an SM so it has become my new project and this car is now for sale. I'm asking \$8,000 for it and will provide 12 months registration costs and RWC if in Victoria in this price. It has relatively low mileage for its age and is well worth keeping in a collection of rare Citroëns. Ted Cross 04 0059 2208 Melbourne [34/06]

### 1984 CX2500 GTi

I'm selling my gorgeous CX2500 GTi 5speed manual 1984, CBG438. Its one of the last of the classic models. Continuously looked after and serviced by Paris Motors. Metallic silver grey, factory cruise, electric sun roof, black leather seats, Citroëe tow pack, air conditioning that works, new stereo – it has got the lot. I'm keen to sell, \$7,000

Contact Peter Sandow [03] 9329 6555 [B] or email p.sandow@fmsa.com.au [34/06]

### 1954 LIGHT 15

Re-advertised now that I am back from overseas. A highly original Light 15. – so original it still has the Commonwealth Motors decal on the dashboard. Original number plate, period paint and leather, full of the irreplaceable patina of the years. Motor carefully upgraded by Mel Carey at Citro Motors: lightened fly-wheel, shaved head... a car that will keep up with modern traffic. A real Traction that can be driven every day! Metallic blue, with cream leather trim, this long-term Club car is being parted with only because age has taken its toll on my knee and driving this car is no longer the pleasure it once was. Stunning brakes [there's a rarity], lovely gearbox and a truly brilliant drive. Amazingly low recorded mileage [believed accurate]. GLJ 619. \$17,750. Contact Leigh Miles, editor@citroenclassic.org.au or 04 3901 9117. [34/06]







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