



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

FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS

AUTUMN 2011 Vol. 35 No 1

POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

www.citroenclassic.org.au

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

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

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

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 Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3

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 reproduced from Traxion, the magazine of Traction Avant Nederland.

COMMITTEE

PRESIDENT ~ Peter Sandow
[03] 9329 6555 [B]
president@citroenclassic.org.au

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

TREASURER ~ Vacant
treasurer@citroenclassic.org.au

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

SPARE PARTS OFFICER ~ Vacant
spareparts@citroenclassic.org.au

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

COMMITTEE PERSON ~ Vacant

CONTRIBUTORS

Contributors to this edition of 'Front Drive' include Ted Cross, Graeme Dennes, Max Lewis, Rob Little, Morrie Pilens. and Team at Green Frog Tours.

SUPPORT

WEB WALLAH ~ Mark McKibbin
webwallah@citroenclassic.org.au

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

AOMC LIAISON OFFICERS ~

Ted Cross [03] 9819 2208 [H]
Russell Wade [03] 9570 3486 [H]

CLUB PERMIT & SAFETY OFFICERS ~

Russell Wade [03] 9570 3486 [H]
Peter Boyle [03] 9470 8080 [H]
Philip Rogers [03] 5944 3091 [H]

LIBRARIAN ~ Max Lewis
[03] 9372 0921 [H]
activities@citroenclassic.org.au

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

ICCCR REPRESENTATIVE ~

Ted Cross [03] 9819 2208 [H]

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

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, April 29, 2011..

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. The onus is on owners to demonstrate that their cars are safe. Feel free to consult our Permit Officers for advice regarding getting your car on the road, and keeping it going.

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

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

OTHER CLUBS
VIC: www.citcarclubvic.org.au
NSW: www.citroencardclub.org.au/
WA: www.citroenwa.com.au
QLD: www.citroenclub.org
www.doublechevrans.aunz.com

Welcome to one of those editions of 'Front Drive'. 'Odd? Aren't they all just a little bit odd?'; I hear you ask.

Well this is especially so, because the deadline for material was before the AGM, whilst I am putting the finishing touches [and writing Ed Sed] after the event.

So, there is one more Prez Sez from out-going President Ted Cross and a report from Rob Little under Spare News, despite the fact that neither are now on Committee.

I was not able to be present at the AGM due a prior commitment. However, I am assured that there was a great turn-up of members, but a certain lack of willingness for them to put their hand in the air. The result is that the Club finds itself without a Treasurer, without a Spare Parts Officer and without any General Committee

Members. If you think it is time to give something back to the Club, contact our new President, Peter Sandow to discuss the options. I'll get off my soap box now.

This edition sees NSW stalwart Bill Schenk share some views on the marque. I have taken the opportunity to not only print some of the pictures he supplied for this article but to reprint [this time in colour] some of the images I used from his Traction trip from Paris to Moscow. I hope you agree that they are worth seeing in colour.

We will shortly see the new C4 in Australia. [Does that mean there will be some great run-out deals on the previous model, I wonder.] Our friends at 'Auto&Design' magazine in Italy have once again allowed us to reprint their article, and images, on the design of this important new model.

Enjoy,
Leigh F Miles



I thought I had already written my last President's report but here we go again. I have already given my thanks to the outgoing committee and members.

I have not used the new red plate permit scheme personally yet but I have had good feedback about the new and enhanced usage arrangements. We appear to have the most user friendly system in Victoria at the moment and I encourage you all to use it often but follow the rules closely.

I think car clubs like ours [Australia wide] are under pressure to keep members and grow their membership. We have an ageing membership base and keeping ourselves relevant to members' needs is an ongoing challenge. I really feel we are achieving this at ccoCA up to now and part of this response is our interstate dinners. Recently Helen and I attended the South Australia members' dinner in Adelaide and had another great time enjoying their company. Later this year a similar event will be arranged in Sydney. Our interstate membership is vital to our future and we appreciate your contribution to ccoCA.

This year will be filled with great activities for you to attend. I really encourage you to try and attend something this year. A few events were poorly attended last year and whilst this is disappointing we will be trying new ways to

entice you to get involved. If you have any suggestions for events or wish to run one in the future please contact Max Lewis with your ideas. And don't forget there is a Green Frog Tour planned for the June long weekend. We are

back in Victoria this year and we need you to support this event if you can.

The club website is scheduled for renewal in 2011 following the sad loss of Jeff Pamplin and we need to keep all of our members informed electronically. So you can expect to see some changes in this area of ccoCA in the near future. Luckily Mark McKibbin is doing a great job to keep our site up to date in the meantime: many thanks Mark

ccoCA is in good shape financially and well respected in the Citroën community, but it is a very fragile situation and your committee needs you to contribute if you can this year. This may be to volunteer to run an event, or attend some extra meetings, or suggest a service or possible sponsor to us. Wherever you are in Australia, it does not matter and your contribution can make all the difference. Please take this suggestion seriously and keep our ccoCA momentum going in 2011. Cheers Ted Cross, President.



ED SED

CONTENTS

ED SED	PAGE 4	HOSE CLAMPS	PAGE 30
PREZSEZ	PAGE 5	C4: SECOND GENERATION	PAGE 31
A-TRACTIONS	PAGE 6	FLEET FOLLIES	PAGE 42
BRIGHT IDEA ~ OZTRACTION '11	PAGE 14	SPARE NEWS	PAGE 45
MEMBER PROFILE ~ BILL SCHENK	PAGE 20	CLASSIFIED ADS	PAGE 46

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

● APRIL COMMITTEE MEETING & CHEAP EATS

WHEN: Monday, 18 April
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

Check with the Secretary off this month's venue..

T E D D I E , S TERRIFIC TOUR

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

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 5days/4nights.

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 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 and checking out his shed will be an unforgettable experience.

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

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.

Bookings have now closed for CitIn '11.

STEELEY'S ESCAPADE

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

CLUB MEETING ~ NOGGIN, NATTER & NOSH

WHEN: Wednesday,
27 April
TIME: 7:00pm
WHERE: East Malvern RSL,
Stanley Grose Drive,
Melway 60 A12
COST: Mains from \$12
BOOKING: Preferred
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au

I have it on good authority from Sue and Leigh who often eat here that this watering hole is a good place to go, so bring yourselves and your good lassie or laddie as well as any further news on that restoration project, new or pending purchase of a Citroën and any hot goss you would like to share. Mains range from about \$12 to \$20. Maybe there will be time for a round of pool or billiards before the night is over.

● MAY ALL FRENCH CAR FESTIVAL

WHEN: Sunday, 1 May
TIME: From 10:00am
WHERE: Buchanan Oval,
McLeay Park, Belmore Rd.,
Balwyn
COST: \$5.00per car
[\$10per collection]
BRING: Chair, sunscreen, lunch
BOOKING: Not required
CONTACT: Max Lewis



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

You are invited to The French Car Festival on May 1, 2011 at Buchanan Oval in the Mcleay

A-TRACTIONS

Park complex. Bring your best French car. Cars will gather on the oval at 10:00 and judging will be complete at 13:00 with the awards being presented at 14:30. Entry for cars will be

Association of Motoring Clubs
Cavalcade of Transport
A drive to Yarra Glen Racecourse
Sunday 15th May 2011
To celebrate the
National Motoring Heritage Day
A tribute to Australia's Motoring Heritage
Entry is by Gold Coin Donation
Proceeds donated to fire affected regions

Event Sticker & Grille Badge
Childrens face painting
Picnic atmosphere
Local Producers market
Various starting points
Onsite catering
Entertainment



Proudly sponsored by
Lumley Special Vehicle Insurance

\$5.00. Collectors will pay only for a maximum of two cars if all cars are presented together and a collectors corner will be available. We expect about 200 cars so there will be plenty to see and discuss. Best of Marque awards will be made for Peugeot, Renault, Citroën, Alpine and Simca. Also there will be some further presentations to interesting vehicles not covered in the main awards. Catering will be available, there is a children's playground adjacent to the display and there are also barbeques available. Entry is from the main entrance, on Belmore Rd.

5TH NATIONAL MOTORING HERITAGE DAY RUN: CAVALCADE OF TRANSPORT

WHEN: Sunday, 15 May
TIME: TBC
FROM: Various locations ~ see below
TO: Yarra Glen Racecourse
COST: Gold coin donation
BRING: Lunch, chairs, sunscreen
BOOKING: Preferred
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au

National Motoring Heritage Day provides an opportunity for the Australian Historic Motoring Federation to demonstrate the strength of the Australian motoring enthusiast movement. The AHMF hopes to have up to

200,000 vehicles from the 900 plus AHMF affiliated vehicle clubs on the road on the same day around Australia. As cCOCA is affiliated with the AOMC, we are automatically affiliated with the Federal body ~ the AHMF.

This run is part of the 5th National Motoring Heritage Day celebrations.

DEPARTURE POINTS & MELWAY REFERENCES:

CITY: Deaf Children Australia, 597 St Kilda Rd [Cnr High St] [2LC11]

CLAYTON: Monash University [Enter Wellington Rd] [70 E11]

FRANKSTON: Samuel Sherlock Reserve, Cranbourne Rd [102 E2]

BUNDORRA: Park Plenty Rd, Opposite Latrobe University [19 F40]

PAKENHAM: Toomuc Creek Rotary Park Princes Hwy [317 A5]

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 18 May
TIME: 7:00pm
WHERE: Check with the Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Sue Bryant, [03] 9885 3179
secretary@citroenclassic.org.au

Check with the Secretary ofr this month's venue..

CLUB MEETING ~ GUEST SPEAKER

WHEN: Wednesday, 25 May
TIME: 8:00pm

Lumley

Special Vehicles

keep it special

WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3
COST: Free
BOOKING: Not required
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au

Lumley Insurance has recently decided to look at the burgeoning area of old fogey vehicular insurance. Their cover includes such benefits as Choice of Repairer [this is a very interesting concept], Discount for Club Members, Flexible Premium options based on vehicle usage [as my 1976 thingy spends most time on the hoist, I reckon Lumley should be paying me... to keep off the roads!] and salvage rights for vehicles over 25years, plus more. Their advertisement appears on p21 of the latest 'Front Drive'.

● JUNE

OzTraction '11 ~ BRIGHT

WHEN: Friday June 10
to Monday June 13
WHERE: Bright, Vic
COST: OzTraction fee \$180pp
plus accommodation

and expenses
 BOOKING: Accommodation
 by 30 April
 OzTraction by 21 May
 CONTACT: Leigh Miles
 [03] 9888 7506
 editor@citroenclassic.org.au

A-TRACTIONS

or Sue Bryant,
 [03] 9885 3179
 secretary@citroenclassic.org.au

Yes, it is already that time of the year ~ Green Frog Tours is pleased to announce that OzTraction '11 is being hosted in the delightful town of Bright. GFT want, once again this year, to remind all members that OzTraction is not just for Traction. All Citroën enthusiasts are welcome on this event and it should be pointed out that the only Citroën owned by one of the organisers who can drive is a C4, the other organiser has all the other models covered. So now you know that anyone can attend, even friends without any Citroën can come, you need to continue reading because this event is the highlight of the club year [in our totally unbiased opinion]. Full details of the event are on page 14.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 15 June
 TIME: 7:00pm
 WHERE: Check with the Secretary for this month's venue
 COST: Cheap eats

BRING: Refreshments
 BOOKING: Preferred
 CONTACT: Sue Bryant,
 [03] 9885 3179
 secretary@citroenclassic.org.au

Check with the Secretary ofr this month's venue..

CLUB MEETING ~ GUEST SPEAKER

WHEN: Wednesday, 22 June
 TIME: 8:00pm
 WHERE: Frog Hollow Reserve
 Rooms, Fordham Ave.,
 Camberwell. Melway 60, B3
 COST: Free
 BOOKING: Not required
 CONTACT: Max Lewis
 [03] 9372 0921 [H]
 04 5899 3771 [M]
 activities@citroenclassic.org.au

Did you know that unleaded petrol starts to deteriorate in as little as 60 days? Well in my fleet of diesel vehicles, daily driven, I guess this doesn't count but all your Vintage, Classic, Post Classic etc vehicles that run on petrol [infrequently as is I presume would be the case] then Mr Repco will take a lend of your ears to explain that additives such as he is espousing will assist in keeping what fuel there may be left in the tank after a Raid or a Green Frog Tour or CitIn not go stale. I am personally attracted to this as the only petrol vehicle that I own hasn't turned a revolution in anger for nearly 18 months! As always, with a guest speaker we particularly encourage your attendance.

• JULY

BASTILLE BREAKFAST

WHEN: Sunday, 17 July
 TIME: 9:00am
 WHERE: Breizoz French Crêperie,
 2/49 Brunswick Street,
 Fitzroy
 COST: \$22.00pp
 BRING: Wallet and good cheer
 BOOKING: Essential by 5 July
 CONTACT: Max Lewis
 [03] 9372 0921 [H]
 04 5899 3771 [M]
 activities@citroenclassic.org.au

In Brittany on the west coast of France, crêperies are as com-

mon as pizza parlours in Australia. The savoury crêpes are made with buckwheat and the sweet crêpes are simple and delicious.



Breizoz Crêperie brings these crêpes to you with an authentic menu and atmosphere.

This year will see us at another location but with the same generous and gracious hosts in Jean Marie and Katherine. The fare will be the same as we have enjoyed over the years. Parking in the area is good. The Café can hold up to 40 people and we will be occupying the entire café. Due to luncheons starting at 12 noon we need to be away at about 11am. This is definitely a first in best dressed morning so be quick with your reservation to me. There will be a set price menu, decided in advance and you will pay for yourself prior to leaving.

Left: The site of the Bastille, or more correctly chastelet Saint-Antoine is now graced by this café.

Right: All that remains of the Bastille are these stones from the Tour de la Liberté, although they no longer grace their original location.





44 Coral Esplanade,
Cannonvale QLD
Ph: [07] 4946 5464

*A fine dining experience in a Relaxed
BEACHSIDE ATMOSPHERE*

Our Popular 6 course French "Degustation" Menu
\$75.00

And our NEW SMALLER & FASTER 3 course "Degustation" Menu
\$60.00

Friday & Saturday from 6:30pm
BYO Wine Welcome – www.alainsrestaurant.com.au

**SPECIALISTS IN SUPPLY
OF UNIQUE AND
HARD TO FIND TYRES**



**STUCKEY
TYRE
SERVICE**

RACING SINCE 1972



828 Sydney Road Brunswick Victoria 3056 Phone (03) 9386 5331 www.stuckey.com.au

Why buy your Internet from someone
who drives a Cadillac?

dcsiTM

We do Internet.

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

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

256/64 ADSL

6GB

(2GB peak/4GB off-peak)

\$34.95
per month

512/128 ADSL

12GB

(4GB peak/8GB off-peak)

\$41.95
per month

1500/256 ADSL

30GB

(10GB peak/30GB off-peak)

\$51.95
per month

8000/384 ADSL

30GB

(4GB peak/8GB off-peak)

\$71.95
per month

For more plans please visit

www.dcsi.net.au

or call

1300 66 55 75

64 Queen Street, Warragul, Victoria 3820

ADSL line activation fee is \$125. Single Port Broadband ADSL Modem/Router \$60.
Peak time runs from 8am to 11pm, Off-peak from 11pm to 8am.
Only available in Eastern States.

32/06

OzTRACTION '11 ~ BRIGHT
After enjoying the delights of Southern New South Wales for OzTraction '10, Green Frog Tours has determined that 2011's OzTraction will be back in the heartland of

ever, when we visited Bright we were pleased to find that the town was not booked out in preparation for the delectation of the 'après-ski' crowd.

Yes, it may be cold ~ the morning's will most certainly be crisp, but the days should be sunny and clear.

We may even be blessed with the last of the autumn colours, for which Bright is justly famous.

We are pleased to advise that booking forms have already started to land on the desk at Green Frog Tours. Remember as well that by the time the next edition of Front Drive is in your letterbox bookings for OzTraction '11 will have closed. So you do need to get moving!

Bright is situated on the Great Alpine Road [B 500] about 75kms from the Hume Highway [M31]. It is just over three hours drive from Melbourne, seven hours drive from Sydney, five hours from Canberra and

12 hours from Adelaide.

ACCOMMODATION

The recommended accommodation for OzTraction is The Ovens Valley Motor Inn which has beautifully appointed rooms and is a short drive from the centre of Bright. This motel was a winner in the 2008, 2009 and 2010 Victorian Tourism Awards. Large, tranquil gardens, immaculately clean rooms. 'Green Star' environmentally friendly rating. Restaurant, bar, BBQ, spa and pool. When it comes to Bright accommodation, Ovens Valley Motor Inn is the home to write home about.

We have secured a special rate of \$129 per room per night [three night minimum] for a double room and just \$10 more for a twin! Rooms are being held for cCOCA until Friday, 29 April. After that date, Green Frog Tours cannot guarantee the availability of rooms.

NEXT STEPS:

So what do you need to do to book? First: mark it in your diary

and make sure you don't double book the weekend.

Second: complete and return the form that is included with this issue of Front Drive. Bookings must close Friday May 20.

Third: book your accommodation with The Ovens Valley Motor Inn [03] 5755 2022 ~ remember when you talk to Shannon, Simeon or Tania to say you are with the Citroën Classic Owners Club to obtain our special discounted rate and book before April 29.

We do hope you will join us in Bright for OzTraction this June. Yellowy Bear,

on behalf of GFT

WHAT'S DOING?

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

✂ Friday, June 10

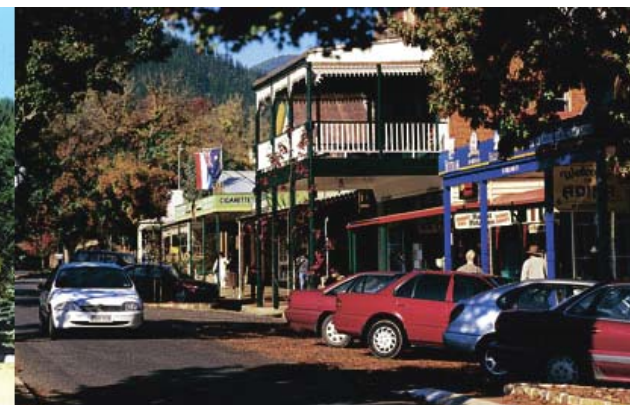
♦ After the success in 2010 of including dinner on Friday night as part of the Tour, we are really pleased to be able to offer the same inclusion this

Left to right:
 The Ovens Valley Motor Inn, GFT travelled by C5 to plan Bright OzTraction ~ here is the car outside the Bright Museum. The Bright Tobacco Sheds and part of Bright's busy shopping area.

BRIGHT IDEAS!

Victoria. The Club has certainly been to this lovely area in the foothills of the Alps previously Leigh Miles remembers his first [well, I think it was my first] OzTraction in nearby Harrierville. Of course that was in days when OzTraction was held over the

Australia Day long weekend ~ when we used to get along weekend to mark that event. Since then the Club has rather shied-away from the area: Queen's Birthday is after all the opening of the ski season. How-



year. But this year it is even simpler. Dinner is on-site at the Motel ~ so there is no chance of getting lost, whether on the way to, or from, dinner! [As always, refreshments are to your account.]

unique recipes, using only the finest ingredients grown on their farm, 1km out of Milawa.

At their shop and tasting room we will also sample a range of seasonal condiments, such as pastes, jellies, jams, chutneys, marmalades and salad dressings

Milawa Olives have sourced some of the finest olives and olive oils from the region. Here you can taste and compare their flavours to discover that the oil from your supermarket may well not be the best for you. Prove for yourself that 'oils ain't oils'. Of course no journey to Milawa would be complete without a visit to Milawa Cheese! The Milawa Cheese Company is a small but highly regarded speciality cheese factory. All cheeses are hand made at the historic Milawa Butter Factory using traditional methods. There is also an excellent bakery, and a fine art gallery on site.

[Naturally, purchases you make at these establishments are to your own account. Remember, that as lunch is not included in your Event fee this year, you may care to 'stock-up', whether for lunch, or pre-dinner nibbling tonight.]

♦ For those who prefer to

lunch in a cafe we will be stopping in Beechworth. Beechworth is home not only to the justly famous Beechworth Bakery, but to a wide range of other lunch options. There will be time to wander through Beechworth's Historic Precinct as well.

♦ After lunch Sue, Leigh and GFT Team will be flagging you off for the 'traditional' Observation Run. For those who may prefer a less competitive afternoon, the route is clearly marked as a scenic drive through evocative places such as Yachandandah and Allen's Flat [home of Schmidt's world famous Straw-

berry wines and Liqueur].

♦ Dinner tonight is an oriental banquet at Bright's justly famous Bright Chinese restaurant. Chef/owners Brendan and Linda Yap have promised us a meal to remember. [Refreshments to your account.]

☞ Sunday, June 12

♦ After the gourmet delights of Saturday, Sunday provides the opportunity to relive some of the history of the area. We start with a visit to the Bright Museum. It is in the heritage listed old Bright Railway Station.

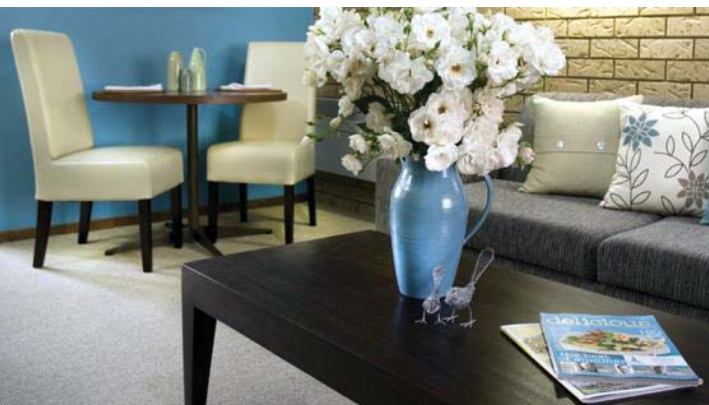
The museum covers railway, gold mining and the social history of the area along with local family histories and a photographic collection. The museum has rolling stock typical of that used on the old Ovens Valley Railway. A large number of Chinese miners worked in the gold fields and the museum has

Left to right: The rooms at the Ovens Valley Motor Inn are pleasantly decorated, Wandiligong Maze is the largest hedge maze in the country, dinner on Friday and Monday's breakfast will be held at the Ovens Valley Motor Inn, Morses Creek, near Wandiligong.

BRIGHT IDEAS!

☞ Saturday, June 11

♦ Having told you of the great local produce, we have to ensure you have the opportunity to try it. So, this morning is given over to the gourmet delights of the area. We will drive through the lovely Ovens Valley to Milawa where we visit Milawa Mustards, The Olive Shop and Milawa Cheese and Bakery. Since establishing Milawa Mustards almost 20 years ago, Anna and David Bienvenu have extended their range of home made seeded mustards to eighteen varieties. The mustards are handmade on the premises to the couple's



**BOOKINGS
CLOSE FRIDAY
MAY 20!**

a reconstructed Chinese Joss House based on the one destroyed in the Buckland Valley, and a collection of artefacts from Chinese Miners.

- ♦ We will then visit the Bright Tobacco Sheds. Bright's No

at the Red Stag Deer and Emu Farm and restaurant. There is the opportunity to buy from a range of game meats while you are here.

- ♦ No trip to the region would be complete without a visit to Mt Beauty. In the afternoon we have a wonderful run through the

wine and vermouth. Here is a chance to savour these at the cellar door and talk to the maker. We doubt you will leave empty-handed. GFT certainly did not when we visited.

- ♦ Dinner tonight is at The Poplars restaurant ~ listed in 'The Age 'Good

member to drink responsibly. **Monday, June 13** ♦ Breakfast this morning will be served in the restaurant of The Ovens Valley Motor Inn, before once again it is time to farewell friends, both new and old. A full cooked breakfast, cereal, yoghurt, toast and toppings...




Food Guide, 2011'. Poplars is one of Bright's finest restaurants. After our day exploring all the region has to offer, we will join Julia and Patrick for a superb dinner prepared with the freshest local produce. At Poplars food, atmosphere and service combine to create an exceptional dining experience. This delightful restaurant has been carefully decorated to remind you of a classic French bistro. Be sure to 'dress to impress' for the final gala night of the Event. *[Refreshments to your account.]* As always, re-

everything you need to set you up for the drive home. **THE PRICE?**

All this does come at a price. Green Frog Tours continue to believe OzTraction represents great value ~ just \$180 per person [plus accommodation] secures your place at OzTraction '11 ~ Bright Ideas!

REMEMBER, BY THE TIME THE NEXT FRONT DRIVE IS IN YOUR HANDS BOOKINGS WILL HAVE CLOSED!

Sue Bryant, Leigh Miles, Yellowy, Bluey, Toby and of course, The Green Frog himself! 

Left to right: The colours of Bright, the Chinese Bridge and this massive water wheel are both at Wandiligong, Leigh's C5 in Beechworth's Historic Precinct.

BRIGHT IDEAS!

1 Award Winning Tourist Attraction is the Old Tobacco Sheds. Boasting the equivalent of 28 not normal shops in original Tobacco Sheds. Tastefully displaying the art of mixing old and new ~ antiques and bric-a-brac, collectables, books, records, retro room, art gallery, motor sport, china, kitchen ware and unusual giftware. But our main purpose to visit is the Tobacco Museum ~ an Aussie first. It highlights 100 years of history of the tobacco industry in Australia

- ♦ Lunch will be served overlooking the stunning Ovens Valley,

region. A chance for you to see the scenery for which the area is famous.

- ♦ We re-group at the Wandiligong Maze. This maze [with its attached cafe... maybe a chance for a warming coffee or hot chocolate?] is the largest living hedge maze in Australia. There is over 2km of pathways.
- ♦ Our final destination for the day is Great Alpine Liqueurs. While this distillery only opened in 2008 they have already made a name for themselves as distillers of fine liqueurs, fruit brandies and schnapps, mead and wine products such as green ginger



I have a wonderful wife you know. She has a good looks, great sense of humour [I hate initialising it to GSON] and she is very understanding of most things that I do.

If I am really honest she was

and back again ~ reliably. After all, I am far too busy working on my own cars, let alone spending precious Citroën time working on hers as well!

Fords maybe the bottom of the barrel but they are reliable.

She became so frustrated at the situation that she even wrote an

article for the club magazine in NSW stating her highly unreasonable point of view.

I was completely OK and understanding about this; I really was, until I attended the next monthly meeting of our Club in Sydney.

I walked in and was immediately accosted by three women praising my wife's article. They would not let me go! They were saying things like 'finally someone has said what we have been thinking for years.'

It was like they had formed a new religious sect and my wife was the bleeding Messiah.

Well to put in the words of the greatest philosophers of the twentieth century [I am of course referring to Monty Python]; 'She's not the bleeding Messiah she's just a very naughty girl.'

Perhaps they could start new women's group like the Liberated Women's Front against Citroën Enthusiasts.

At first I was mad as hell but I did cool down after a couple of months [I am not one to hold a grudge] and I started thinking,

not understanding at all about the Citroën thing. She just could not get her head around it. I am not saying she did not try, she did.

Oh, by the way, her name is Elizabeth. Her maiden name was Pitt. This means that her first name is the name of the current English monarch and her maiden name is the same as a former English Prime Minister. Make what you will of that.

Quite a few years ago I had parked in the front yard of our smaller than small house, a Light 15 big boot [now gone, thank goodness], a DS Pallas automatique, [now gone thank goodness] and a caravan [also gone] and my beloved Big 6 was parked in the garage.

This meant that Elizabeth had to park her Falcon in the street.

Yes, she had a Falcon. I know what you are thinking. You are thinking, what was he thinking!

The thing is, when you own a Citroën or two or three it is, in my humble opinion, of vital importance that your wife should have a car that will start everyday and get her where she wants to go

INHERITED BRAIN DAMAGE

Motoring enthusiasts need an insurer they can trust to keep their special vehicle special.



Here are just some of the benefits we offer you

- Choice of repairer with lifetime guarantee on repairs
- Discount for car club members
- Flexible premium options based on vehicle usage
- Salvage rights for vehicles over 25 years

Let Lumley Special Vehicles keep your vehicle special.

Call 133 578 for a quote or visit www.lsvinsurance.com.au

Lumley 
Special Vehicles
keep it special

Lumley Special Vehicles is a trading name of Wesfarmers General Insurance Limited (ABN 24 000 036 279 AFSL 241461). Consider the product disclosure statement to decide if the policy is right for you.

Is there something amiss with me? Do I have a problem?

Oh my God, I think I do have a problem!

So I thought that I would tell the long-suffering women why I am the way I am and just maybe

That's a confession you are unlikely to hear too often.

I have inherited this affliction from my father. It's his fault not mine.

You see my father was not an entirely normal person.

I know what you are thinking. You're thinking, that is a terrible

thing to say about your father and that I must be a horrible son: bear with me I'll give my reasons soon enough.

I'll give you a short biography of John Schenk, my father. Affectionately known as the Old Boy. [He was about 35 years old when

INHERITED BRAIN DAMAGE

they might see some similarities between me and their partners, because I know the cause of my illness. I have soul searched long and hard about this.

It's not my fault.

You see, I have inherited brain damage.



02/09/2009

BILL SCHENK'S BIG 6



my brothers and I started calling him that.]

The Old Boy grew up in Sydney and at a young age found that he had a talent for invention and making things. I use look at him and I could tell he had something

cal and electrical engineering.

Pretty normal so far.

During this time he raced pushbikes and he also met my mother Allison.

Guess what we call her? You can't can you? Well we call her the Old Girl. Original, don't you think?

The Old Girl was studying nursing at Katoomba Hospital at the time so my

father would get on the pushy every weekend and cycle from Willoughby to Katoomba to see her. Then he would cycle back. You can see it coming can't you?

'Is that normal?!. I suppose if you're a romantic it is.

As soon as he gained his degree he

home my father had a couple of jobs which he hated so he decided that he was going to work for himself.

Nothing wrong with that, lots of people work for themselves.

Some let me

married my mother and they set off to work and live in England for two years.

He worked for a couple of big engineering companies there.

After they came

set

INHERITED BRAIN DAMAGE

brewing in his head that was and is completely beyond my comprehension.

He served in the air force in Darwin during the Second World War.

After the war he attended Sydney University where he studied mechani-

06/09/2009

the scene for you.

We have a man who likes to invent; he has a degree in electrical and mechanical engineering, has wealth of experience gained in the UK and loves playing with lathes.

INHERITED BRAIN DAMAGE

Well of course, what else, he decided that panel beating was the career for him. Why not? It's a normal progression.

Engineer = panel beater. How on earth did he get his degree with arithmetic like that?

Enter the Big 6; offered to my father by a customer of his. He said to my now soon to be long suffering mother 'I've been offered a Citroën cheap, it's an absolute steal.' Sound fa-

miliar girls?

As a small boy I can remember being a passenger in the back seat of this car being thrown from side to side purely because it was being driven by an absolute maniac.

The Citroën became my father's one true love.

This is where my programming began, passengered in a car where double lane changes, reckless cornering, trading brakes and racing with other motorists were the norm.

My father always maintained that his driving style had nothing to do with him and that it was the car that made him drive the way he did.

Now is that the statement of a completely normal person?

However, having driven the car my-

self regularly for the past few years I can tell you that there is a lot of truth in that statement. It seems to force you to do things that you would not normally contemplate in another car.

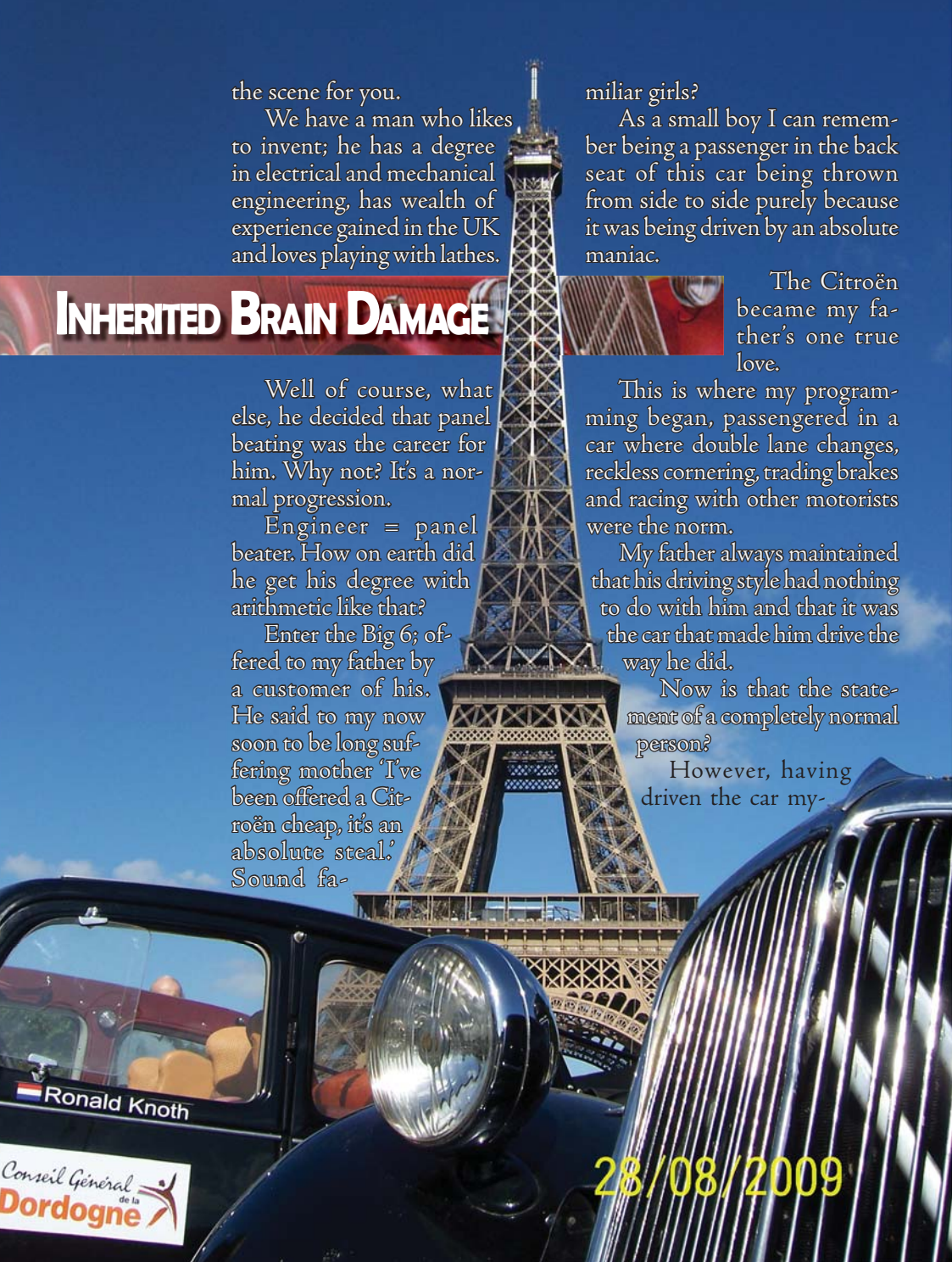
So here I am, 43 years old. I drive my father's Big 6 with reckless abandon and have chosen panel beating as my chosen profession and work at the very workshop that my father did. I

am my father's son.

Do you want to know how to insult my father? Call him normal and see what sort of reaction you get and if I truly have inherited mild brain damage it could have come from worse sources.

So girls if your husband tells you he has found a Cit cheap, just smile, because, most likely it is his father's fault ~ not his ~ and remember one thing. You do not

Bill and his father.



often hear of a woman stealing a man because his best feature is that he owns a 2CV.

There is of course a cure. The cure is not for me, it's for my wife Elizabeth. You see she is the sick one.

I took her with me when I went to visit John Vanchop.

John is a lovely guy who has a property with a paddock full of Citroëns all in various stages of rust, decay and dilapidation.

She stood at the top of the paddock looking at the plethora of Citroëns and said 'I will never

complain about you again,' and she has not.

Job done.
Bill Schenk

INHERITED BRAIN DAMAGE

I found a way of showing her that I am still the catch that she stupidly thought I was when we met

Editor's Error: Hose Clamps!

In Volume 34, No 07, I published Graeme Dennes article about fasteners. Graeme went to great lengths explaining why the 'average' hose clamp is clearly deficient. He told us the perfect hose clamp has four important attributes not found on the average clamp. The brand of these clamps is Norma. I forget to include where you buy these great clamps. Sorry, Graeme.

Where do you obtain the stainless steel Norma clamps? They are sold by Auto Parts Wholesalers, located in Gawler, SA, phone 08 8523 5888. They are sold under the Norma brand, and may be ordered online. Refer to the following web link for the details, then scroll down the page to see the range of small diameter clamps available. These are ideal for automotive and marine use on small diameter fuel, emissions and EFI hose applications, both high and low pressure. The present range covers [fitted] fuel hoses of outside diameters 7.5mm to 17mm.

http://www.aapsa.com.au/awshop/index.php?main_page=index&cPath=3_31&sort=20a&page=2

The part number of the Norma clamp I use for my 2CV fuel fittings is Mini 12/9W4, a stainless steel clamp which fits hoses with [fitted] outside diameters in the range of 11.5 to 13mm. Problem solved. No more fuel leaks and no more hose damage, so the rubber hose should last a long time. Cost is around \$20 per box of 10 clamps, providing a perfect, low-cost solution to an old but annoying problem.

A project intended to respond more closely to the expectations of consumers in the segment, while maintaining Citroën's typical originality, to create a car that is visually pleasing and elegant, whose exterior design expresses its practicality and functionality, and, lastly, to package the generous interior space in sleek lines. 'We had to bring everything together successfully in spite of a number of contrasting constraints', explains chief designer Marc Pinson as he describes the inception of the new Citroën C4 unveiled at Paris, a car that decidedly more premium and mature than its predecessor.

"The first generation stood out for a style that was very avant-garde at the time of its launch. For this car, we wanted to develop some of those aesthetic values while drawing inspiration from more upmarket segments for

C4: 2ND GENERATION

aspects such as poise, quality and performance, to better respond to the demands of the consumer for a five door hatchback in the intermediate segment ~ which we call the M1 segment in France', continues Pinson. Pinson's role in Citroën design is 'Range Director', with the term range used by the double chevron brand to indicate a complete product pro-

Statuesque, sleek and sculpted: as documented by this sketch by designed Mathias Hossman, penned the external theme.



gramme encompassing all the derivative body style variants which, in the case of the C4, also includes the more avant-garde DS4 [another car debuting at Paris this year, which was previewed at Geneva in March by

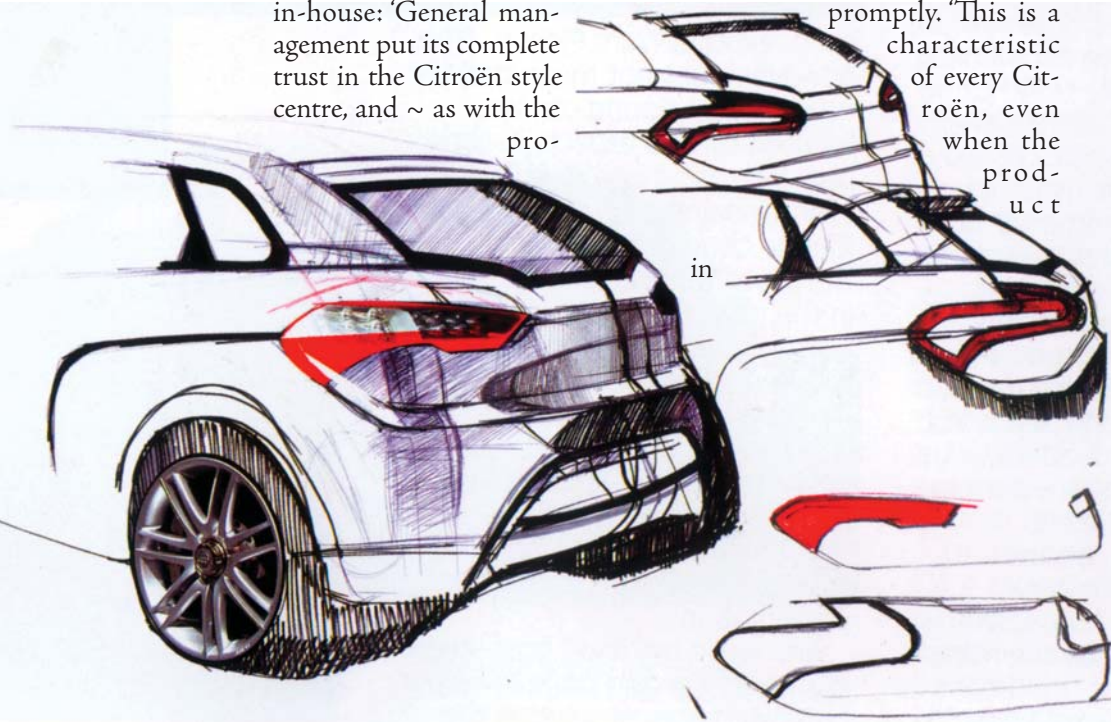
jects for the C3 and DS3 ~ no external studios were consulted'. The car uses the same platform on which the original C4 was based, but the new car has grown in size, especially the rear overhang, as one of the goals of the project was to give the car a bigger luggage compartment.

'This is by no means a restyled C4, however', points out Pinson. 'In terms of dynamics and performance too, a great deal of work has been done to create an all-new car, with the character of a more premium segment model'.

What has been kept over from the previous C4? 'The desire to surprise' replies the project leader promptly. 'This is a characteristic of every Citroën, even when the product

the High Rider].

The project to define the style of the new C4 began in 2007 ~ with a single five-door variant envisaged right from the start ~ and concluded in the commercial launch of the car in three and a half years. The project was developed very quickly, with every stage conducted entirely in-house: 'General management put its complete trust in the Citroën style centre, and ~ as with the pro-



C4: 2ND GENERATION



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

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



No maintenance EVER again.

Contact Ted Cross

Phone: 03 9819 2208

Fax: 03 9819 2208

Mobile: 0400 59 2208

email ted@123ignition.com.au



123ignition.com.au

question is geared to meet the needs of the customer. In terms of design, we have kept the shape of the side daylight opening, with the rear quarterlight incorporated in the C-pillar, which elongates and lends dynamism to the sil-

houette. We also maintained a strong identity at the front ~ which, however, has been completely transformed by very expressive headlights ~ and the

dynamic, compact silhouette. The car now has a stronger road presence, however, with the horizontal design of the perfectly balanced, taut roofline.
Inside, the C4 takes cues from the C5, with a greater sense of occasion and perceived quality, and with a decidedly more rational styling theme [created by designers Nicolas Gonzales and Sean Johnson, whereas the exterior is by Matthias Hossanni], 'because in this segment, you

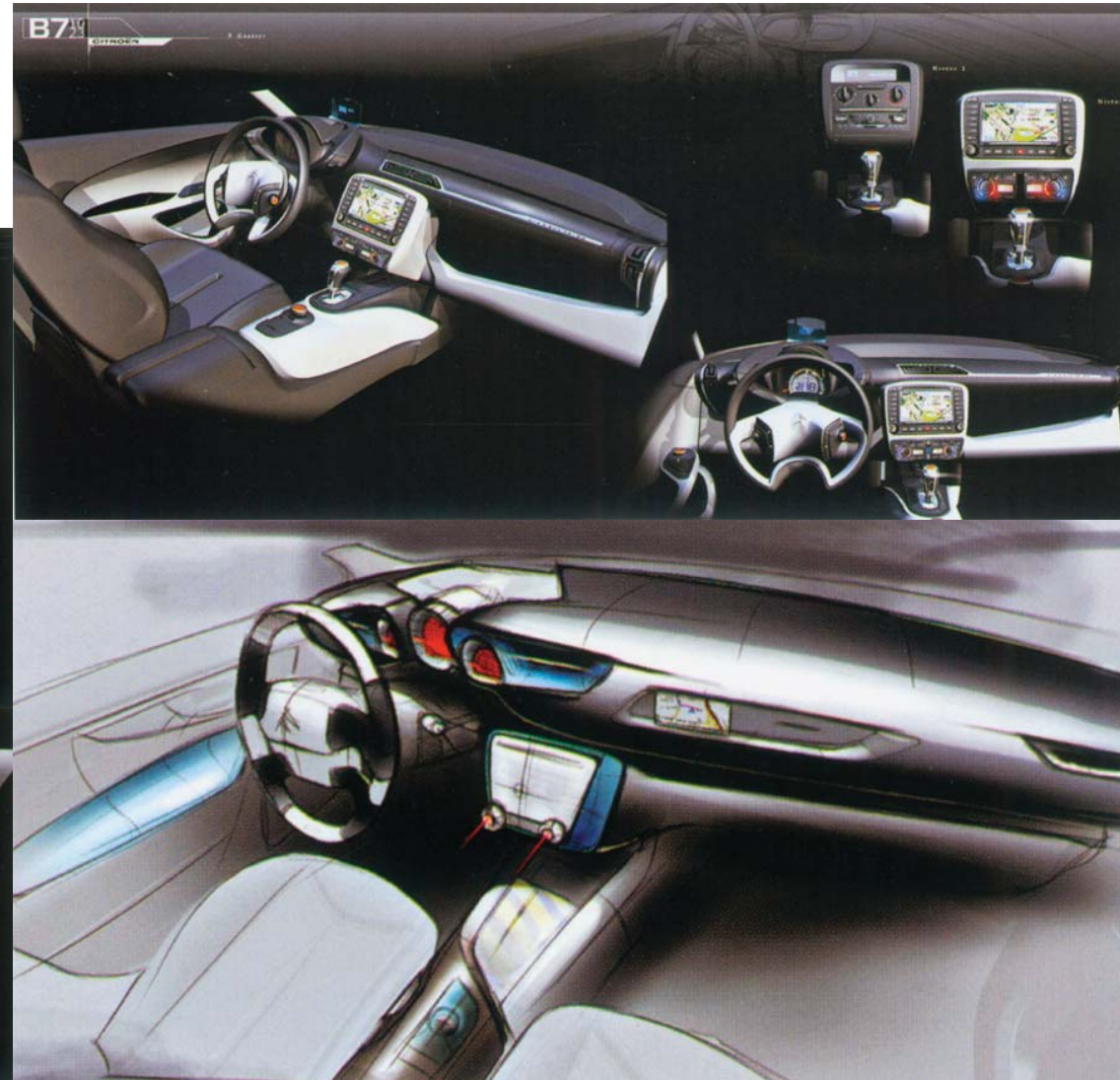
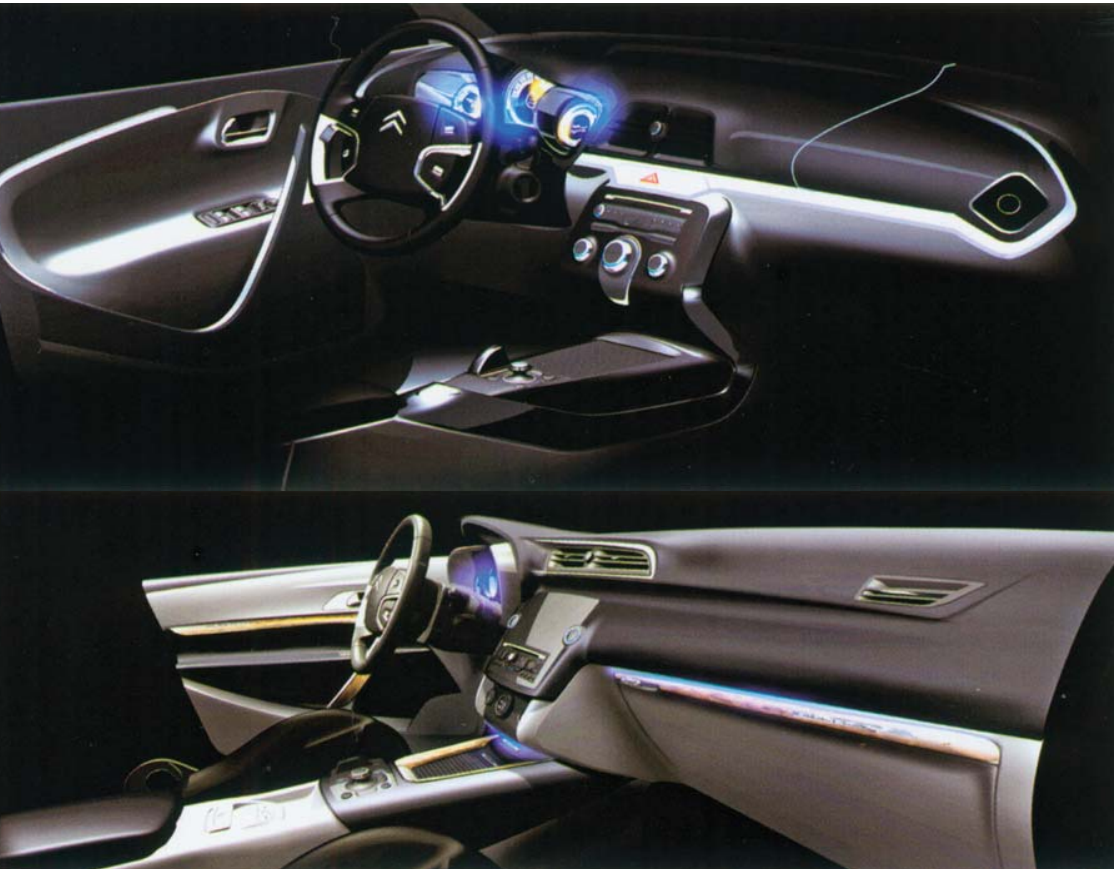
run the risk of missing the target if the dash is not immediately understandable', explains Marc Pinson. 'This, however, does not mean that we have made a boring car. We focused on two aspects in particular: increasing perceived quality, taking inspiration from

Continued on page 36

Right from the start of the project it was decided to bring the instrumentation back to its conventional location behind the steering wheel, while the centre hangdown section has been given a more important role and now accommodates all the main controls and the navigation system screen, which also displays vehicle information.

A wide variety of different themes were considered for the interior, some of which are illustrated in these sketches.

C4: 2ND GENERATION



Continued from page 35

the lounge concept, and reorganising the space more effectively than in the previous C4. We put the instruments back behind the steering wheel ~ and while this may seem a more conventional

new feature, and comes with a spacious cubby with power outlets and a roller-blind cover.

'While on the one hand we wanted to meet the standards for the segment, we also wanted to reinterpret the idea of a hatchback.

Instead of giving it a traditional glove compartment in front of

the passenger, which is not particularly convenient for the driver, we created a multipurpose area that is accessible to all, as it is in the centre, making it ideal when travelling on the open road or driving in traffic.'

The result is a practical touch that is by no means at odds with the premium, soft-touch materials ~ such as the slush dash finish ~ the tasteful chrome accents and the elegant colour combinations

used for the fabric or leather trim. Style and function in what Pinson calls 'a Cartesian approach which, while perhaps less lyrical, offers an overall result of outstanding quality to be enjoyed to the full by the user'. An approach responding to the contradictions in the day-to-

day experience of living with an automobile.

RATIONAL REINTERPRETATION

This time around, it seems that reason has prevailed over emotion, and that even Citroën's celebrated 'creative technologie' has had to give in to the logic

C4: 2ND GENERATION

choice, the internal lighting creates a fascinating 3D depth effect. Each element has been reinterpreted in a Citroën key, to make it spectacular in detail and presentation.' And while the fixed boss steering wheel has also gone in favour of a more normal solution the layout with the controls, organised into four distinct areas, which was very popular among users, has been kept. The centre tunnel console, however, is an all

Images of the definitive theme, developed using 3D modelling.



of a market in which the buying public prefers a mid-sized hatchback that is more sensible than imaginative. So the latest generation of the C4 is much more normal than its predecessor, from which it inherits the

been dropped], and has grown in size only marginally. At 4.33m in length, 1.79 in width and 1.49 in height, the new C4 is respectively just 5, 1 and 3cm bigger than the previous model. The image has evolved and is now more oriented

towards comfort and functionality: this can be seen, for example,

in the less deeply raked windscreen, which brings the base of the A-pillar closer to the driver and improves the field of vision, A small front quarter light also improves visibility, while an original solution has been employed to warn the driver of objects in blind spots: instead of cameras [as used by many competitors], the same type of sensor normally used in automatic parking systems are now installed in the flanks of the car. This, says Citroën, ensures total coverage.

same platform, architecture and engine range. This engine range, however, has now been updated with the addition of an e-HDi version, which will be available from launch and produces 109g/km CO₂ [and an even cleaner version, producing just 99g/km, will soon be available too]. The results of this 'normalisation' are already apparent in the volume treatment and in the overall shape of the body, which is now only available in the more popular five door configuration [the three-door has

The new body shape also allows for more interior space, and the luggage compartment in particular has benefited from this, and sets a new record for its class with a load capacity of 408litres [values for the main rivals range from 350 to 380 litres]. The only aspect lacking from a purely practical point of view is access to the rear seats, which is limited by the pyramid structure of the B-pillar: a solution chosen over the practice of incorporating reinforcement elements is the sills adopted by other manufacturers.

The design of the new interior has also been defined in a more 'normal' key: the instrument panel no longer sits in the centre of the dash, and returns to the more traditional position over the steering wheel. The only unusual aspect is the use of a speedometer with a pointer indicator, and bar graphs instead of classic dials and gauges.

Two different back-light colours are selectable for the instrument panel, and even the chimes for the turn signals and for other events are personalisable.

The steering wheel has also come back to earth ~ gone is the controversial fixed-boss solution. According to the engineers of the French marque, this added approximately 3.5kg to the weight of the car, which was decidedly inappropriate in an age when the need to reduce CO₂ makes it necessary to shed weight at all costs. In fact, the C4 has not put on any weight compared with the previous generation, in spite of its slightly larger overall size and its more substantial equipment and trim ~ in some areas, at least. For example, while the seats now come with electric lumbar support adjustment and even feature a massage function, glaring omissions include a lack

The soft-touch dash has a traditional layout, but boasts original details and an impressive level of quality. The steering wheel controls organised into four zones has been retained.

At the centre of the tunnel console is a large compartment [which may be chilled] with a roller blind cover.

C4: 2ND GENERATION



of dedicated air vents for the rear occupants.

Citroën has, however, still kept a soft-touch finish for the entire dashboard and has ~ in the case of the more upmarket versions with semi-automatic gear-

vious iterations: this is just one of the many small refinements in a global effort to improve comfort, which has focused particularly on soundproofing the cabin and optimising the suspension. Some of the glamour may have gone,

but there's less noise and vibration, too: if you're looking for crea-

tivity, though, you'll have to wait for the DS4.

© 2010. These articles, written by Silvia Baruffaldi and Massimo Nascimbene first appeared in 'Auto&Design' magazine number 184 and are republished with their permission. Republication by other Citroën Clubs is not permitted without the express permission of 'Auto&Design' magazine.

C4: 2ND GENERATION

box and electric parking brake ~ redefined the entire centre tunnel console area. The absence of a conventional gear stick and hand-brake lever has freed up plenty of space, which has been used to add a generous chilled recess with a roller-blind cover. And on the topic of the electric parking brake, the French engineers have finally managed to soften the overly snappy release that blighted pre-



TED CROSS ~ PRESIDENT

The Cross's fleet has been largely undisturbed since my last report.

I have been making some progress on my 1954 AU 2CV Van under the strict instructions

FLEET FOLLIES

of Peter Boyle ~ he is a hard task master; as many of us can confirm. The rust is gradually being converted back to metal and there are several small fatigue cracks in the bulkhead which have emerged and need attention next. Still, I am happy overall and about to split the body from the chassis and attack the chassis next under the guidance of the Guru [David Gries]. At the same time, I will be attending to the underside of the body so the next time it goes back together it will do so permanently, I hope. I have the closest paint colour I can get to match the original [Sahara beige or Sable I think] If anybody can tell me the actual colour or code I would be very well pleased. I am asking the friendly 2CVGB members also about this vexing issue.

The Raid 2CV has had a full service recently in readiness for the Queensland CitIn. This was delayed because I hit my finger with my angle grinder and then I had a scheduled operation on the thumb on my other hand. However it is now ready for the

trip to CitIn at Stanthorpe to be followed by Steely's Escapade after the event. We are expecting to cover 5,000km on this run over three weeks. This 2CV ended its life in UK as a renovators delight but had a galvanized chassis and only 60,000km on the clock. It now has 83,000k since we

have used it in Australia and has a warm and cosy garage to live and a warm climate with no salt covered roads to attack it. Helen and I also renovated the front seats in preparation for the run. This is a very rewarding job for any 2CV owner out there and it feels as good as new again.

None of the other cars in my fleet have been getting any attention recently. However I have made some eBay purchases for the SM. I now have a full set of glass panels for the front and a full secondhand set of door trims. I was also lucky enough to get the correct tool board and tools that fit into the spare wheel cavity ~ much like the ID/DS one. I have my eye on a complete carpet set from the USA when they get more stock back in their shop. Helen is now on first names terms with the Australia Post delivery man so I think I should stop watching eBay and definitely stop buying.

I have also been collecting some more Solex Moped bits for my 1948, 45 model ~ this is likely to be the oldest one in the

land and is starting to look like a real Moped again; now that I have completed the re-assembly process. This came from UK and had to be dismantled for shipping. I expect this to fit in the back of my 2CV van and be the perfect accessory for any 2CV owner/driver.

Ted Cross✂

RUTH PILENS ~ TREASURER

After long procrastination I finally became willing to spend some money ~ not that I have much ~ but I missed driving my 1982 CX24.

The clutch went when I was on a weekend drive ~ I got home by stopping, putting the car into

gear, starting, and repeating this operation using 4th gear [it has 5]. Travelling in 4th gear was OK ~ obviously the engine compression is good. I limped home and the car has been out of action since.

To enquire about having the clutch replaced, I drove my van to Fitzroy to see Citro Motors. I have been a Citro customer for many years, when Bruno was running the place, and I knew that Colin was still employed [the same Colin who can work by touch!] I knew that it would be a good job. I had a talk with Mel, who came after Bruno, and consulted with Colin. They came up with an approximate price of



\$2,000. I said that would be OK and agreed to book the car in when they had a spot.

As I had a good parking place, I was not in a hurry so had a browse in the second-hand emporium opposite Citro ~

whacked into my front under acceleration. As I was still riding the clutch, my van went backwards and hit a tree protector where a bicycle was attached.

Still recovering from shock and staggering around, I managed

to find a pencil and paper, got the name of a witness and the registra-

tion number of the car waiting for me to vacate. The courier driver also approached the same witness but when he faced an accusation rather than sympathy, he backed off and said 'let the insurance worry about it'. As he prepared to leave the scene, I noticed he had not given me any address or registration no. and I had enough presence of mind left to take the rego down. The courier van was not damaged. Then the girl who owned the bicycle pointed out that her very expensive mountain bike had been destroyed.

I won't go into all the details of the aftermath ~ enough to say that the insurance company is trying to wriggle out [I have third party property insurance only], so I may be stuck with a damage bill of \$7,000 for my van. It is unclear how the mountain bike damage will be settled.

By the time you read this, hopefully my heart rate will have returned to normal and the whole thing will be water under the bridge: but who said anything about the joys of motoring! Morrie Pileus [for Ruth] ✂

By the time you read this, our AGM will have come and gone, I have not re-nominated for the Spare Parts Officer position due to personal commitments and hopefully there will be a replacement taking over.

I would like to thank all members for their trust in me and

say I have enjoyed working with you all over the last 8½ years, I sincerely hope that in that time we have made a difference to member's cars: in not only their appearance but also their safety and reliability. Any changeover will be seamless as the email address will be re-directed and I will be here to take phone and fax messages until members have been advised in the next magazine following the AGM. I will still be involved as it will take a little while to tidy up all of the loose ends, finalise orders, etc, so parts will still continue to flow smoothly.

Lately I have had cause to look into Big 6 starter motors. The principal cause of malfunction in the drive would appear to be the rubber cushion component, which is similar to a silentbloc bush used in the suspension, ie two steel sleeves with a rubber bush between them. I have sourced this part, p/no 291059 cushion drive and also p/no 291069 pinion and barrel. It is the cushion drive that gives up and the starter motor will engage but

not turn the engine over due to the rubber letting go of the steel sleeve. The pinion and barrel will be serviceable as long as the teeth are in good condition. I have also sourced another modern drive for the same starter which can

be fitted with a little re-work, instructions will be enclosed with the part, this is p/no 220-20063. This drive completely replaces the old drive system ~ eliminating the cushion drive. I currently have stocks of both types. So if you are a Big 6 owner, one of these on the shelf would be great insurance! Of course this applies only to Lucas starter motors. The French starters were completely different. These parts mentioned are not the only wearing parts but are a little unique to this type of starter; all other parts are readily available.

I would like to thank members who contacted me regarding exhaust manifolds and other parts, without this co-operation there would be a lot of frustrated people out there and this typifies the friendship that exists throughout our Club and the willingness to help each other and that is what the Club is all about.

A recent conversation with a club member exposed another point that will need to be addressed in the future and that is what is on offer through club

FLEET FOLLIES

SPARE NEWS

what a collection of yesteryear's memorabilia ~ some of the goods would make a museum proud! As a chronic op-shop visitor, this place is eye candy to me, so I made a leisurely way back to my van, got in, started up, flicked my indicator to show I would be leaving, looked back and saw that a car had just pulled up at my rear, with its indicator showing that it wanted to take my spot.

The position of this vehicle was such that it occupied the full lane and gave me protection from vehicles coming from my rear, so I proceeded to vacate my spot, still driving under clutch, and advanced into the roadway. I was two-thirds of the way out, still at an angle, when BANG ~ I got hit by a courier van.

It appears that the courier van in order to pass the double parked vehicle waiting for me to leave, had crossed to the wrong side of the road [dotted centre line] and realized that he might have a head-on collision with oncoming traffic. He pulled a sharp left in front of the double-parked car waiting to take my spot, and

spares, the example was Jack Weaver plates. These plates were developed here to strengthen Traction gearboxes and are available through club spares and come with instructions. They cost \$50.00 and fit onto the four

apparently satisfied the demand but I have had quite a few enquiries lately to supply more. I hope these will be available again in the near future, I made 30sets last time with 15speedos in MPH and 15 in KPH. The kilometre speedo faces are calibrated to read correctly without any adjustment

to your speedo, if you want to register your interest in these please contact me and I will ensure you get the speedo dial of your choice. These are screen printed on polycarbonate to eliminate the yellowing that was so common with the older dials.

Rob Little



SPARE NEWS

bolts that hold the crown wheel in place. We will in future issues re-print some of these articles to alert newer members just what is available.

I am also at the moment having round instrument faces made for both the speedo and combination gauges. We had these made some years ago, sold out and had

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. Chassis 132267. \$2,900 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. Chassis 138840. \$8,750.

Wyn Boon Maleny QLD, [07] 5494 2667 [H] or wyn50@iprimus.com.au [35/01]

CITROËN COLLECTION

1956 Slough built DS19 sedan, hydraulic shift delivered new to NZ chassis 9/560280 complete and mainly original, running and rises but will need restoration.

1972 DS21 Pallas 5 speed EFI Champagne with caramel interior complete & requiring restoration. Chassis 01 FB 3274 \$5000

1966 ID19 Heidleberg car and very last known to exist. In good order. Chassis 193018733 \$7000

1950s 2CV engine complete with all

FOR SALE

ancillaries, also many early 2CV parts including new engine bits fuel tank and bits and pieces \$1000 the lot

Many DS and Traction panels/parts/workshop manuals to sell as I am reducing fleet to just the 2CV and the Traction.

Contact Andy on 5931 0218 or email andrewmurray7@bigpond.com

1954 LIGHT 15

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

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.

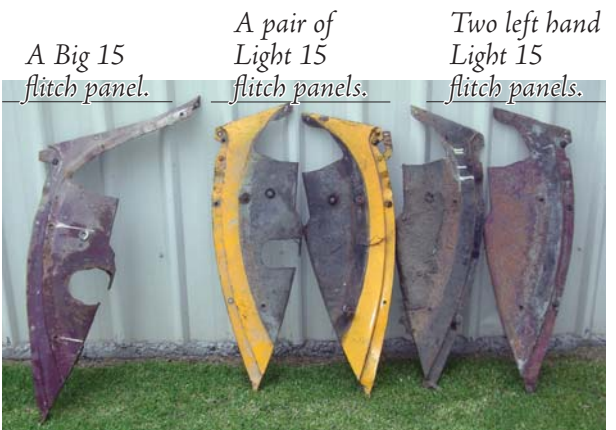
I bought this car as a 'modern day SM replacement' and have recently replaced the front suspension supports with factory parts and it is in great condition [photos can be provided on request]. The car is in Melbourne but was last registered in NSW [AU47WQ] ~ it is currently not registered but registration will be included in the sale price depending on which state it ends up. Why am I selling it? Well, I unexpectedly 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

WANTED

TRACTION PARTS

I am looking for another right hand fitch panel for a Light 15. In the photo the middle panels are a pair, the two on the right are left hand panels and the one on the far left is from a Big 15.

I am also looking for a fuel tank for a big boot Big 15, in good condition if possible. Contact Rob Little, [03] 5823 1397 or roblit@iinet.net.au [35/01]





CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA

Australia's National Citroën Car Club

