



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

FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS

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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 shows DS Citroëns in a courtyard at the Elysee Palace, Paris.

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DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, September 16, 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.citroencarclub.org.au/
WA: www.citroenwa.com.au
QLD: www.citroenclub.org
www.doublechevrons.aunz.com

Some of you will be aware that Philip and I are just back from a holiday in, amongst other places Russia. I do promise you an article on driving in, and the cars of, Russia. But as I had only one week to put this edition of 'Front Drive' together that feature will have to wait.

Instead, I offer you the first of a two part period feature regarding the advanced nature of Citroën's Quai de Javel in 1933. As I note in the article, I have not been able to locate the original 1933 article and so the images featured are merely period photos of the works ~ most actually dating from 1927.

Not Only... But Also! For those of us of a certain age this will ring bells. Not only Graeme and Lee Dennes but also Eric Bishop have written Member Profiles. Both the Dennes and

Eric are relatively new members of CCOCA, but already they have started to make names for themselves as active Club members.

Speaking of being active Club members, Graeme has also sourced an article for us regarding 2CV headlights in the mid-'80s and the delights of their overheating wiring.

Whilst at The Tobacco Shed in Bright, on OzTraction 2011 I discovered a 2003 edition of 'Motor'. Inside is an article about Sébastien Loeb testing the Xsara WRCar near Perth in late 2002, prior to that year's Australia Rally. Given that Seb has just re-signed with Citroën until 2013 and he will be in Australia again for the Australia Rally in September, publication of both articles seemed appropriate.

Enjoy,
Leigh F Miles



ED SED

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THINK AHEAD TO 2012 !

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

A-TRACTIONS

● SEPTEMBER COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 21 September
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

GET TANKED AT PUKKERS

WHEN: Sunday, 25 September
TIME: 9:30am
FROM: Mt Alexander Rd.,
Moonee Ponds
[opp Queen's Park]
TO: Royal Australian



Armoured Corps Tank
Museum, Hopkins barracks,
Puckapunyal
COST: Museum is free
Lunch from \$16pp
BRING: Photo ID
BOOKING: Essential by
12 September
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au

Photo Identification for the Museum is required as it is an operational base and security is required. You should also bring coffee and tea doings as we will stop at a nice place for a morning break on the way there.

This is an opportunity to see first hand dozens of big boys' toys in the form of fearsomely powerful steel clad fighting vehicles... aka TANKS [the French call them CHARS or used to... I don't know if André tried his arm at making a Char but Renault certainly did]. It is an operational Army Base staffed by at least one member of Army personnel [the rest are on overseas deployment] and volunteers. Prior to that we will take lunch [from around 12 noon~ 1pm] at Rachel's Place, 74 Emily Street, Seymour, an 1850s

building, where for a measly \$16.00 as a start we could have a choice of two roasts. How good is that? See you at the start.

CLUB MEETING ~ GUEST SPEAKER

WHEN: Wednesday, 28 September
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



Following on from the talk on fuel additives in July, we thought you would like to know more about the fuel itself. Well, Shaun Lewis [no relation as far as I know...] from Total has expressed an interest in elucidating this subject from his French company's point of view. Fuel is everyone's concern these days whether you

are running a petrol fuelled car with carburettors or injection or like me and other modern Citroën owners running a diesel. In itself the history of diesel and of Citroën and their diesel vehicles is not only fascinating but ground breaking. I for one would like to know where Total fits into the arena where the big players appear to fiddle with supply and pricing.

● OCTOBER PRE-CONCOURS DINNER

WHEN: Saturday, 15 October
TIME: 7:00pm
WHERE: The Golden Terrace,
803-805 Sydney Rd,
Brunswick
COST: Cheap eats
BOOKING: Essential, by
Wednesday, 8 October
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au

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

Following a couple of years in Richmond eating Vietnamese this year we head to Brunswick to sample the delights of Turkish cooking.

This is a 'kitchen' according to the business card and as I have seen, the restaurant is a no nonsense

unpretentious place of eating. I reckon you will enjoy the cuisine and the company. Sample from the panoply of Turkish dishes of the donner, dip, kebab, salad, shish variety. There is a \$25 and \$35 fixed

and depending how many in the end rock up will depend where we will be seated... there are two rooms so to speak

ALL CITROËN CONCOURS

WHEN: Sunday, 16 October
TIME: 9:00am to 3:00pm
WHERE: TBC
COST: \$5.00 per car
[max \$10 for a fleet]

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

activities@citroenclassic.org.au

Botha! We thought that all was well with our booking for Como Park North for Sunday 9 October. But, Stonnington Council is now uncertain whether 'works' on site will be complete and access available. So, the date has changed and the venue is in negotiation ~ keep an eye out for an email soon.

There is generally plenty of public interest in

the event. It is well publicised and free for the public to stroll around. If you wish to sell your Citroën or just show it off then this is the perfect place.

This year it's CCOCA's turn to organize the biggest car orientated local Citroën event. It requires a lot of help. There is a variety of rôles which need filling. If you can cook, greet people and take their money, tell them where to go, put up a marquee or take it down again or one of a dozen other things there is job for you. It is only because Club members like you help out that makes the event a success. So, talk to Max to volunteer your services, please.

This year there are eight classes:

- ✕ Traction Avant and rear wheel drive
- ✕ DS/ID
- ✕ 2CV, A-Series
- ✕ AX, BX, CX, GS
- ✕ XM, Xantia, Xsara
- ✕ C2, C3, C4, C5, C6
- ✕ Car of the Show
- ✕ Popular Choice.

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

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 19 October
TIME: 7:00pm
WHERE: Check with the Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred

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

WEST GIPPSLAND WANDER

WHEN: Sunday, 23 October
TIME: 8:30am for a prompt
9:00am departure
FROM: BP service station,
Lyndhurst. Melway 128 K8.
TO: West Gippsland
COST: Free
BRING: Camera,
Snacks for the drive
[no morning tea stop], food
for the BBQ, salads etc,
picnic table and chairs,
refreshments

BOOKING: Preferred by
16 October

ROADS: All sealed, bar 3km
of well-maintained,
unsealed road

CONTACT: Graeme and
Lee Dennes, [03] 5629 5141
Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au

This is a day which revolves around a splendid drive through West Gippsland, passing through beautiful scenery, rolling hills and spectacular views. There are truly magnificent photo opportunities, so bring your camera! The travelling time for the trip is approximately three hours, so allowing for breaks and photos, we should arrive for our BBQ lunch somewhere around 12.40pm.

A-TRACTIONS

menu or you can order separately. Even share a menu or six at a table where a 'communal' spirit prevails.

This is a BYO restaurant, so bring your favourite tippie to share with your fellow diners. Max has assured us that parking seems to be OK ~ and certainly better than in Richmond.

Booking is essential by the 8 October. Max has said we could have 25 ~ 30 people

2011 Citroën Concorso d'Eleganza



RACV CITY TO COUNTRY CLUB RUN

WHEN: Sunday, 23 October
TIME: 9:00 to 10:00am
FROM: Deaf Children Australia,
597 St Kilda Rd, Melbourne

A-TRACTIONS

TO: RACV Healesville
Country Club
COST: \$70 per vehicle, inc lunch
Spectators: \$TBCpp
BOOKING: Essential by 23 Sept
PAYMENT: With booking
CONTACT: www.aomc.asn.au

An invitation to all owners and enthusiasts of vehicle models launched in, or before, 1961 to participate in the City to RACV Healesville Country Club family day vehicle run.

Q. My vehicle model was first built in 1961 but my vehicle is actually 1963, can it still be entered? A. Run-on model vehicles will be accepted. So, all 2CVs and D-Series cars are eligible!

The Rally commences in Melbourne City from Deaf Children Australia, 597 St. Kilda Rd and follows a gentle route to the RACV Resort complex at Healesville. Veteran and Vintage

vehicles may start from RACV, 550 Princes Highway, Noble Park North. The event will be limited to 150 vehicles and applications will close 23 September, 2011.

The entrance fee for those participating in the event is \$70 which includes a buffet meal for 2 people at the Club and a commemorative badge.

For updates, maps and the download a booking form go to <http://www.aomc.asn.au/cityto-club11.htm>

CLUB MEETING

WHEN: Wednesday, 26 October
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

BOYS DAY OUT ~ OCEAN GROVE

WHEN: Thursday, 27 October
TIME: 11:00am

FROM: Ocean Grove Industrial
Estate, 1/29 Everist Road

TO: Victoria Hotel,
Hesse street, Queenscliff

COST: Cheap eats pub lunch
BRING: An interesting car
BOOKING: Not required
CONTACT: Mike Killingsworth
04 1755 2446

The 'Boys Day' also known by the MGCC Geelong as 'Technical

Lunch Day' is a well known get together by boys with their toys, meeting first at the Mike's Shed where for a short time, lies, more lies and outrageous anecdotes are swapped, then off for a short tour of the Bellarine peninsula, stopping off at Portarlington for a chat. Thence onto the Victoria Hotel where, exhausted by all the tales tall and true, lunch may occupy the mind! 2pm is thought to be a time to pull the plug and make your way. It's a great day... we say blokes only and bring an interesting car, but we are not too strict re the car... we just do not want a procession of Nissan entrails... or should that read X-trails?

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[35/03]

● NOVEMBER COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 16 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 ~ GUEST SPEAKER

WHEN: Wednesday, 23 Nov
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

BOYS DAY OUT ~ OCEAN GROVE

WHEN: Thursday, 24 November
TIME: 11:00am

FROM: Ocean Grove Industrial
Estate, 1/29 Everist Road

TO: Victoria Hotel,
Hesse street, Queenscliff

COST: Cheap eats pub lunch

BRING: An interesting car

BOOKING: Not required

CONTACT: Mike Killingsworth
04 1755 2446



The following article appeared in an illustrated English magazine late in 1933 and describes Citroën's main facility at the time ~ Quai de Javel. Unfortunately, when I scanned the article I omitted to

are merely period pictures I have located on the internet. It is a long article, and so will appear over two editions of 'Front Drive'.

Many visitors to the Paris Motor Show in October took advantage of the opportunity to visit the new shops of Société Anonyme André

do two important things. I failed to check the scan ~ with the result that despite my best endeavours some of wording does not seem to make sense. I also failed to scan the images that go with the words. And do you think I can now find the original feature? Not a bit of it. So, there is some guess-work in wording and the illustrations

Citroën in the Javel works, and were impressed by the elaborate reconstruction programme and reorganisation which had been carried through in a period of approximately four months.

As is probably well known, the Citroën Company have a group of six factories in Paris, and that on the Quai de Javel is the principal

QUAI DE JAVEL ~ 1933



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32/06

works where all subassembly and final assembly of chassis and bodies is carried out. This section was also one of the earliest, and consequently the shop buildings were out of date. For this reason they were unsuitable for keep-

was the time for the completion of the main part of the rebuilding programme. This actually refers to the main shops housing the final assembly lines, but other departments are still in process of being rebuilt and equipped.

QUAI DE JAVEL ~ 1933

ing pace with the expansion of the remainder of the works. It was therefore decided to rebuild several sections, but owing to the proximity of other works and buildings, the demolition of the existing shops and the reconstruction work had to be very carefully organised in order to avoid interruption of the production programme. As mentioned above, a period of four months

may be mentioned that whereas the demolition of the old shop buildings commenced on March 15, 1933, the ground had been cleared and the greater part of the constructional work on the new assembly hall was completed by the end of July.

This is the more remarkable when it is considered that it was desired to lower the ground level by some 2metres for the base-

ment of the new shops, and that to provide adequate foundations for the much larger structure, it was necessary to drive some 1,800 piles, after carrying out extensive excavations. To make the change-over without dislocation naturally called for careful planning and redistribution of the work in the various shops, certain sections being transferred to other works of the company, after which the remaining sections were separated by temporary partitions from the shops which it was required to demolish. Actually the old buildings which were pulled down covered an area of approximately 55,000m², this being rather more than one-third of the total covered area of the Javel works. The new buildings provide on the same site a total floor space of 130,000m², the difference being accounted for by the basements and upper storeys in the new shops.

Concurrently with the rebuilding programme for the works, the main offices were also rebuilt. Further details regarding the more interesting points in the equipment of the new sections of the factory will be given later, but in order to give a correct review of the present works reference must be made first to the other factories where the casting, forging and machining of the components is mainly carried out. Commencing with the foundry, this is of fairly recent date [1926] and was laid out to anticipate future demands

by providing sufficient castings for a daily output of 1,000 vehicles. The foundry and forge are housed side by side in the Clichy works, which cover an area of 14 hectares and give employment to some 4,000 workers. These works are served by a separate sub-station with three turbo-alternators of a total capacity of 3,600kW, whilst the compressor plant includes eight 330kW compressors. The foundry is run almost entirely on the conveyor system, with mechanical handling of coke, ore, limestone, sand, moulds, cores, etc. It is served by ten cupolas with a capacity of 5 tonnes per hour, these being grouped in pairs and charged automatically. The total capacity is up to 305 tonnes of iron castings per day. Moulding sand is returned by conveyor belts



after knocking out the castings and is regenerated in four sand mixers, from which it is carried by an elevator to the third floor and distributed by conveyors to the moulding machines. Extensive use is made of 'sand-slingers' for

the operations of cleaning, facing, spraying, and inspecting cores and moulds are similarly organised. In a separate section malleable castings are produced and annealed in furnaces for 120 hours at 480°C. Adjoining this section is the permanent moulding and die-casting department. Pistons are gravity

cast in hand-operated permanent moulds with three cores, and are subjected to a Brinell test to ensure uniformity. Zinc base die castings are extensively used for other parts and the equipment in this section includes a number of Madison-Kipp and other die-casting machines. The forging shops adjoin the power station and

filling the moulds, and separate conveyors are provided for the moulds for four- and six-cylinder blocks, whilst to ensure the correct pouring temperature optical pyrometers are utilised at the pouring stations.

Core-making is also carried out on a continuous basis on the second floor of the foundry, and

QUAI DE JAVEL ~ 1933



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31/05

compressor plant, and consist of two main shops with an area of approximately 10,000m². The equipment here comprises some seventy-two drop stamps, eleven forging machines, some 74 oil-fired furnaces, and a number of

normalising. Crankshafts are handled vertically in batches of ten for heat treatment in electric pit furnaces arranged alternately with quenching and tempering tanks.

Front axle forgings are treated on a continuous basis on a conveyor for heating, quenching and

drawing. The same method is also adopted in the case of stub axles and a variety of other forgings. Adjoining this section is a large die-making department. A separate shop is equipped for the forging and treatment of springs, and one or two interesting special machines are included in this section. The forming and quenching operations are combined on a double-acting press, on which the die or former and the punch are built up of segments, between which there is sufficient space for the circulation of the quenching medium, which is contained in a tank beneath the sliding bolster or die block so that continued movement of the ram of the press carries the work beneath the surface of the quenching medium. After Brinell testing, adjustment and inspection, the springs are assembled on pneumatic presses and are finally subjected to tests.

Sheet metal work and general press tool work is handled in two separate works for chassis and body components respectively, parts for the chassis be-

Continued on page 27

QUAI DE JAVEL ~ 1933

electric furnaces for heat-treatment. National forging machines are used to advantage on parts such as gear blanks, which are produced from bar in four stages and ejected on to a conveyor for

A strike meeting at Quai de Javel.



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How did we come to own a 2CV? Well, the answer to that is through our long-time friends, Helen and Joe Schembri. Whilst in Sydney in May 1998, Joe took us in their 2CV Lollipop to let us experience

to town? Much more talk about 2CVs took place!

In June 2009, we were at Lake Macquarie visiting you know who, when the 'opportunity' just happened to arise to purchase a 1987 2CV named Bessie. We took a quick trip back home to Bunyip [just east of Melbourne]

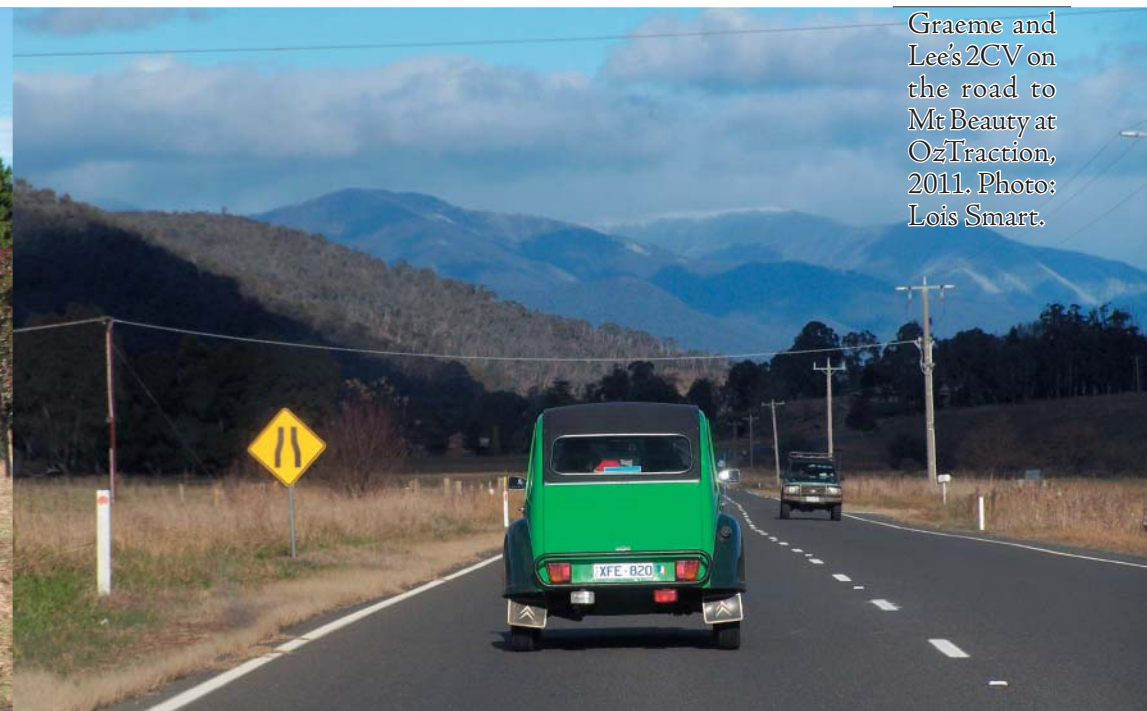
what going up the side of a steep hill was like in this little car. Lee got out and walked as she thought it was going to roll over.

Fast forward to March 2004. Helen and Joe came to stay with us, and after a couple of outings in their 2CV, I was decidedly more than interested. Fast forward to January 2009. Guess who came

with the caravan, and then a flight back to Newcastle to collect our very own 2CV, our first Citroën car. That first trip home taught us a few things about the 2CV, such as coming to recognise that people who blow their horn at you were not angry at you, but rather amused, delighted, or were a Citroën owner. Then there are

the never-ending smiles and wide-eyed looks on children's faces, which never ceases to put a smile on our faces, and each time

feels like we are experiencing it for the very first time. A marvelous feeling indeed. I cannot quite think of another car which would



Graeme and Lee's 2CV on the road to Mt Beauty at OzTraction, 2011. Photo: Lois Smart.

elicit the same response from the kids ~ and their parents! It really is a funny little car!

We have now owned our 2CV for two years, and have thoroughly enjoyed each and every minute of it. We take it out a couple of

found I actually look forward to the next time I take a car out for a fun run! I have never before experienced such intrinsic interest in any car we've owned. Further, through the various club functions, trips, etc, to our own picnics discovering

West Gippsland, we have experienced people, places, roads and

scenery that we would never have otherwise encountered prior to owning the 2CV. Apart from the fun that the 2CV brings, the social

aspect of being part of the greater Citroën family is tremendous. A friendlier, more welcoming, attentive, and forever helpful bunch you wouldn't find anywhere.

Oh yes, and Lee now knows that when people talk about the chevron, they are not talking about the Hotel.

I've attached some photos I took recently of our 2CV alongside some wheat sowing machinery operated by Damian Burt on the property of Burrangong Station near Young, NSW [Lee's

home town, and home of the best cherries in the country]. The overall length of the equipment is 55metres, and up to 30acres per hour can be sown [yes, that's an acre every two minutes!], and all in one pass, including the seed and fertiliser. The machinery operation and the sowing rates are all fully computer controlled by the operator in the cabin. The all-up cost of this rig would buy several dozen excellent-condition 2CVs!!

Graeme and Lee Dennes



PLOUGHED FIELD

times a month, and we both drive it. Driving it is always a delight ~ quite simply, a huge load of fun. For the first time in my life, I've



I have been asked to provide a bit of commentary for the club magazine as to the events surrounding the acquisition of my Citroën Traction Avant, purchased over the Easter break this year.

fishing and yabbing for the long weekend holiday.

On our way from Mildura to Menindee which is some 300kilometres north of Mildura we were stopped about 30kilometres south of Menindee faced

with a severely washed out road. We decided to camp the night

and find another way of travelling to Menindee the following day as the southern approach to the town was completely impossible to pass.

The next day, bright and early, we pondered our plight and figured out another way to get to our destination. This required a 250

~ 300km round trip to effectively get to our destination. So after some planning and navigation through station roads we arrived from the north at Menindee that afternoon.

On our way into the town, and looking for the caravan park, we passed a kiosk on the side of the road which had a sign up for fishing bait. I logged that sign into my mind as a place to come back to the next day to get some bait.

Eventually we crossed the Darling River on the southern side of the town and found the caravan park.

The next day ~ Easter Sunday ~ Helen and I went back to the place with the sign for bait and

came across this 1954 Citroën Traction Avant parked beside the farm house.

I was curious as to what condition it was in as I have been looking for an old classic car to restore for some time now and if this car stood up to scrutiny it may be a candidate for my next project. I walked around the car and opened and closed the doors and looked inside. Checked it all around and found that it was complete and still running. The bloke who was selling the car told me all about it and I immediately decided there and then to buy the car.

After some discussion I offered a deposit of \$1,000 but

MENINDEE MAGIC

I was a member of a group of people travelling in four wheel drive Land Cruisers to the Menindee Lakes district in South West, New South Wales, which is half way between Cobar and Broken Hill on the Darling River. Our intention was to camp beside the Darling River for a spot of



had no way of paying it with a credit card. I had a brain flash and got the computer out of the Land Cruiser and logged onto the internet. I asked for his bank account number which he was somewhat dubious about provid-

ing when his wife intervened and told him he needed to catch up with life.

When we transferred the money he stated, 'Struth how long has this been going on', anyway after his induction into the world of computers and money transfers he was politely pleased and gave

me a free bag of bait.

That night I logged back into the internet and Googled the model of car and learnt a lot about the type of car it is. I also Googled the Citroën Car Club and discovered it is based in Melbourne and as I live in East Malvern decided to join up at its next meeting which happened to be on April 27: the day after we arrived back from our Easter Trip.

I also contacted Peter Boyle to get some details about the Club and after some discussion he asked me where the car came from and when I told him he said '...hmmm that's unusual because I didn't know there was one for sale particularly as it has been registered in Victoria.'

The plan is for the farmer who has the car to bring it down to Mildura on the back of his truck sometime soon [probably the Queen's Birthday Week End]. I will meet him there and tow it back to Melbourne on a trailer and begin the next phase of this car's future life with a full restoration.

Eric Bishop



Continued from page 18

ing produced in the Epinettes factory, which has an area of approximately 3¼ hectares and gives employment to some 2,000 operators. This is the most modern section of the Citroën works, with the excep-

tion of the new shops previously referred to, and, incidentally, the central power station is located here. The equipment in the power station includes two Stirling boilers fired by Wallsend-Howden oil-pressure burners and supplying two turbo-alternators of 2,500 and 760kW capacity respectively, current being generated at 3,000volts and transformed down

to requirements.

In the adjoining shop the equipment includes two presses of 1,420tonnes capacity and one of 710tonnes for blanking and forming chassis side channels. Owing to the length of these

components they are handled in three stages in dies arranged diagonally across the bolster.

An interesting point is the use of the Hilo automatic arrangement of combination tools for producing hub caps in five stages on an 810tonne press. Rear axle case pressings, brake drums, and other components of heavy-gauge

MENINDEE MAGIC



QUAI DE JAVEL ~1933



metal are produced on presses of 435 up to 2,030 tonnes capacity, whilst for wings, 510 tonne double-acting presses are employed. In the adjoining shop electric automatic welders and arc welders have been installed

welding operations are carried out in the St. Ouen works, which is devoted to body components. This works has an area of 4 hectares and gives employment to 4,000 workers when running to capacity. As far as possible the work is handled on conveyors from the initial preparation of

for sub-assembly of the pressings. An interesting machine in this section is shown in Fig. 2; this is for the automatic welding of the two halves of rear axle cases in approximately one minute each. Another point of interest in this section is that starter motor and dynamo cases are made by bending a heavy-gauge sheet of metal to cylindrical form and welding the seam.

Other interesting pressing and

the sheet metal.

FLASH WELDING.

It should be mentioned that the Citroën practice in producing the all-steel body is to press the complete side-sections in one piece, and this naturally requires a larger sheet than is obtainable commercially at a reasonable price consistent with uniform quality. The first operation therefore consists in uniting two sheets on a Budd flash welder.

The sheets are arranged so that the joint on the finished pressing is horizontal, and it is claimed that greater uniformity in quality is obtainable with this method. The actual welding operation occupies a few seconds only, since with this machine the current is applied by means of electrodes on either side of the entire length of the joint. Naturally a very heavy current is required, this being from 120,000 to 200,000 amps for sheets up to 80 ft. long by 1 mm thick. From the welding machine the sheets pass on a conveyor to the trimming, planishing, and washing machines before being examined and issued to the press section.

The press equipment includes some 58 heavy presses and 210 light presses, the majority being fitted with individual motor

drive through tex ropes. Hilo automatic combination presses with suction feeds are also used in this section for lighter work. One set of press tools for the complete side section is shown, in Fig. 3. In the same works is the equipment for Parkerising, as well as a substation and separate compressor plant. The various pressings, side sections, rear ends, front ends, cowls, etc., are, of course, despatched to the main body-building shop for final welding into one unit, and will be referred to later.

The remaining factories of the company are grouped close to the main Javel works. They are concerned chiefly with the machining and some sub-assembly operations, and in the first [the Grenelle factory] rear axles, front axles and steering gear are com-

QUAI DE JAVEL ~ 1933

The Quai de Javel site was always known for the services provided to the employees. This picture shows the canteen.



pleted. This section of the works is being modernised gradually, and although the machine tool equipment, especially for rear axle components, is not particularly up to date, there are some examples of efficient tooling, and conveyors

the employees is 2,600. The machine tool equipment comprises some 1,500 machines, including a number of specially built machines in the departments for the production of gears and front axles, which are the more modern sections.

In the rear axle section one point of interest is the use of Montfort lathes on tractor rear axle parts. Overhead conveyors carry the parts to the rear axle assembly section and

then to the test benches, separate silence rooms being partitioned off for testing the differential.

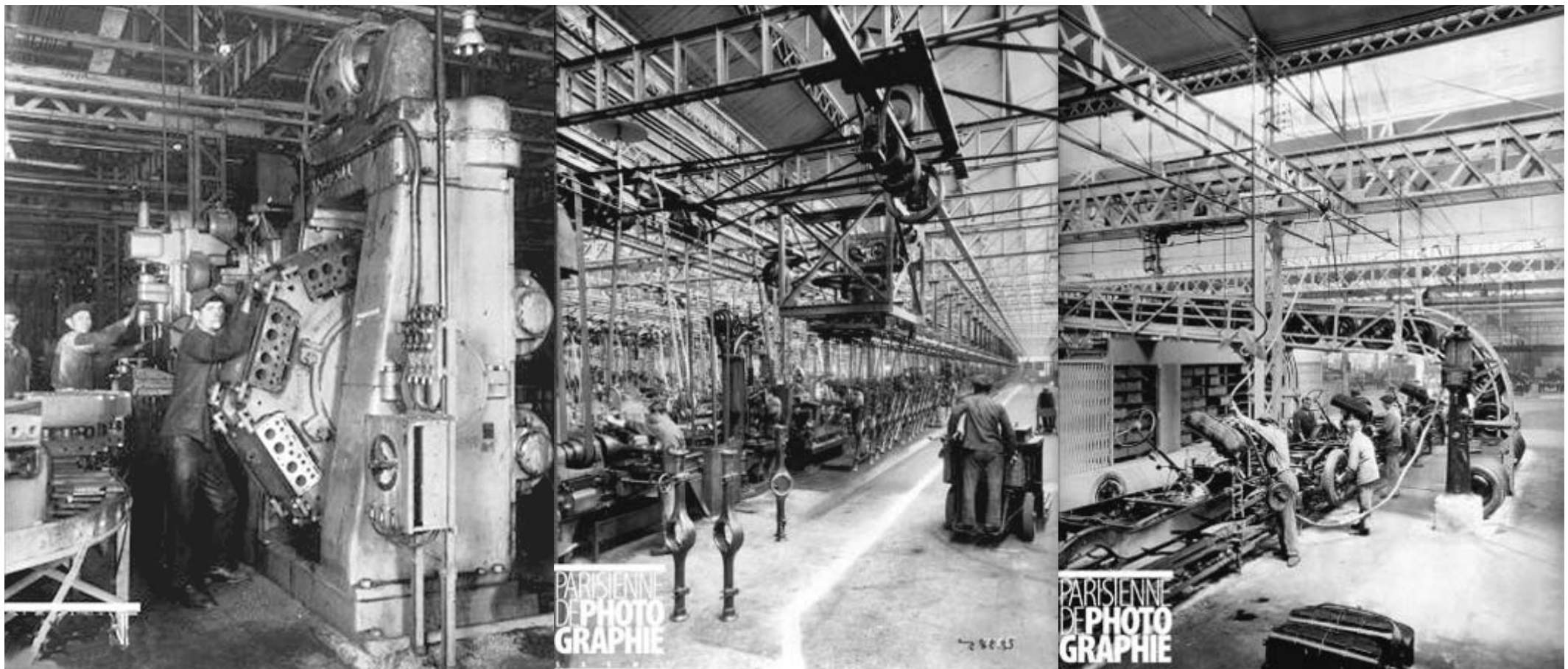
The gear department is situated between the rear axle and front axle sections, and, in addition to the Gleason machines previously mentioned, the equipment comprises a number of automatic machines of the firm's own design for the production of gear blanks. Special drilling machines, or rather machines compounded of standard drilling units, are also employed in

this section for drilling oil holes, one effective arrangement being the coupling together of two inclined heads with a central large hand wheel for applying the feed. Another unusual machine of the firm's own construction is shown in Fig. 4. This machine has separate hydraulic feed to each of the heads, which are also individually motor-driven through a simple reduction gear, all heads being simultaneously controlled from one point. The equipment also includes a copper plating bath

QUAI DE JAVEL ~ 1933

have been installed to facilitate handling. The area of this section is approximately $3\frac{1}{4}$ hectares, and the normal complement of

the use of Montfort lathes on tractor rear axle parts. Overhead conveyors carry the parts to the rear axle assembly section and



for protecting parts of gears prior to carburising. Gears are finished by lapping and running in on Gleason machines and are tested in separate silence chambers.

In the front axle section Hydromatic millers are used effec-

normal complement of operatives is 2,000, whilst the machine tool equipment comprises 1,000 machines and 90 test beds for completed engines.

The line production system has been adopted for all the

principal components in this section of the works, pistons

tively on the spring seats, pivot bosses, etc. These machines are of the multi-head type and are entirely automatic in operation, including stopping and starting. Several special machines of Citroën make are also employed for drilling and reaming operations, one of these for the pivot bosses being shown in Fig. 5. This also shows the co-ordinated control of the two spindles which are fitted with multi-spindle heads, whilst the clamping of the work is effected by compressed air from a central hand lever. Cardan shaft and steering gear components are also machined and the sub-assemblies are built up in this section.

Cylinder blocks, crankshafts, pistons, and the remaining engine components are produced in the Gutenberg works, situated between the Grenelle works and the Javel assembly shops. In these sections the work has been laid out on modern lines, particularly as regards mechanical handling of the components between operations. The area of this factory is roughly 2.5 hectares, and the

being handled on gravity chutes from one machine to the next. The next line is devoted to connecting-rods, one of the features of this bay being the continuous operation of machines by duplicating fixtures for loading whilst operating, and a special four-spindle machine with indexing table and fixture for machining bronze bearing shells. The next line in the sequence is laid out for components of the oil pump, and between this and the following line for clutch components is a Ryder vertical automatic for machining pulleys. After the clutch line, separate lines are laid out for manifolds, cylinder heads, and finally the cylinder line. Crankshafts and camshafts are produced on a battery of six Walcott multiple lathes, on which various improvements have been made so that trouble is no longer experienced ? cuts and the choking of cuttings. In all these departments continuous operation and multiple tool machines are used extensively. To be continued in the next edition of 'Front Drive'. ⚡

Further to Graeme Dennes' brief discussion at the Melbourne monthly meeting on 22 June re the concerns with the dim-dip headlights arrangement on circa 1987 2CV models because of the propensity for overheating of and damage to the lights switch here is the solu-

tion to which he referred at the time. Both he and the Editor contacted the writer for approval to use his article ~ however neither of us received a reply.

Graeme Dennes ⚡

Do you have a 1987 or thereabouts 2CV? Does your light switch get red-hot ? Do you wonder what that corroded can on your front chassis rail is?

Read on...

Around 1987-88, many 2CVs had this system fitted. In the UK, and possibly other countries as well, it always used to be quite legal to drive on sidelights in a built-up area [one with street lights]. The UK police, who used Ford cars at this time, modified them so that when sidelights were on, and the engine running, dipped headlights at reduced intensity were displayed. Many manufacturers followed this; eventually it became illegal to drive on sidelights at all, after dark.

A 2CV with dim-dip has several differences:

⚡ There are 2 relays on the

bulkhead next to the battery box

⚡ There is a large resistor mounted on the front cross member, to ensure it gets a good dose of salt, grit, etc.

⚡ There is a diode behind the

instrument panel

⚡ The wiring loom is different Haynes shows the circuit on p202, but it is incorrectly captioned '1969 onwards', and none too clear, so I have redrawn it below. The first picture is the 'normal' arrangement without dim-dip.

WHY IS IT SO COMPLICATED, AND HOW DOES IT WORK?

To answer the first question; if the lights were arranged so that the sidelights were only illuminated when 'sidelights only' was selected, and not on as with main beam and dip, the solution would be simple ~ just one relay to switch from 'side' to 'dim dip' and a resistor would be needed.

However, this is not so ~ sidelights are on with all positions of the switch except 'off', fed from the mauve wire, hence the complication, and the excessive current passing through the sidelight contacts on the switch.

When the sidelights are on [all positions except 'off'] relay 1 common contact is live, and relay 2 common contact is fed from it. In the 'sidelights only' position, if

QUAI DE JAVEL ~ 1933

2CV DIM~DIP

the ignition is on, relay 2 feeds the dipped filaments through the resistor, the main beam filaments acting as an earth return. When switch is in the dip position, relay 1 is energised and breaks supply to resistor. When in the main

Sooner or later, one of these diodes will go short-circuit ~ you have a chance to gain amazing credibility when someone says to you 'my engine keeps running when I turn it off, if I switch to main beam'.

These fiendish arrangements really need disabling, before

your light switch melts. To do this, disconnect both relays and the resistor, and connect pins 1 and 5 of relay 1 connector together [green and black with grey sleeve] Do it properly with

a scrap relay or two male connectors on a short lead. If your colours are different, pin 1 is live on dip only ~ test with bulb, pin

5 goes to dipped filaments ~ test with lead from battery. Tie loom up neatly.

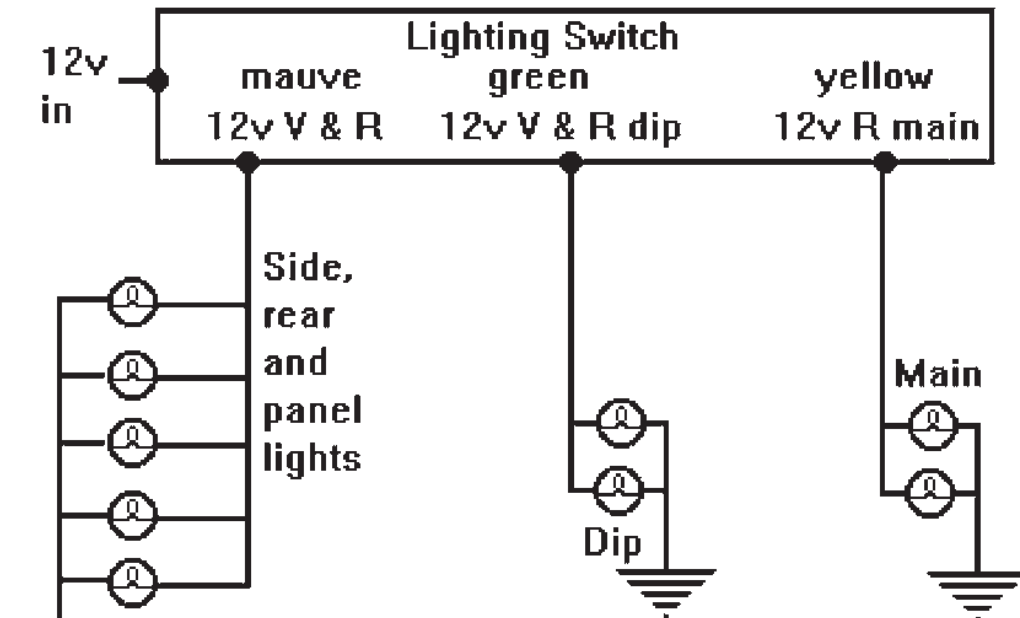
© Mike Phelan 2/2002



2CV DIM~DIP

beam position, the feed to the main beam de-energises relay 2, as both ends of coil are live.

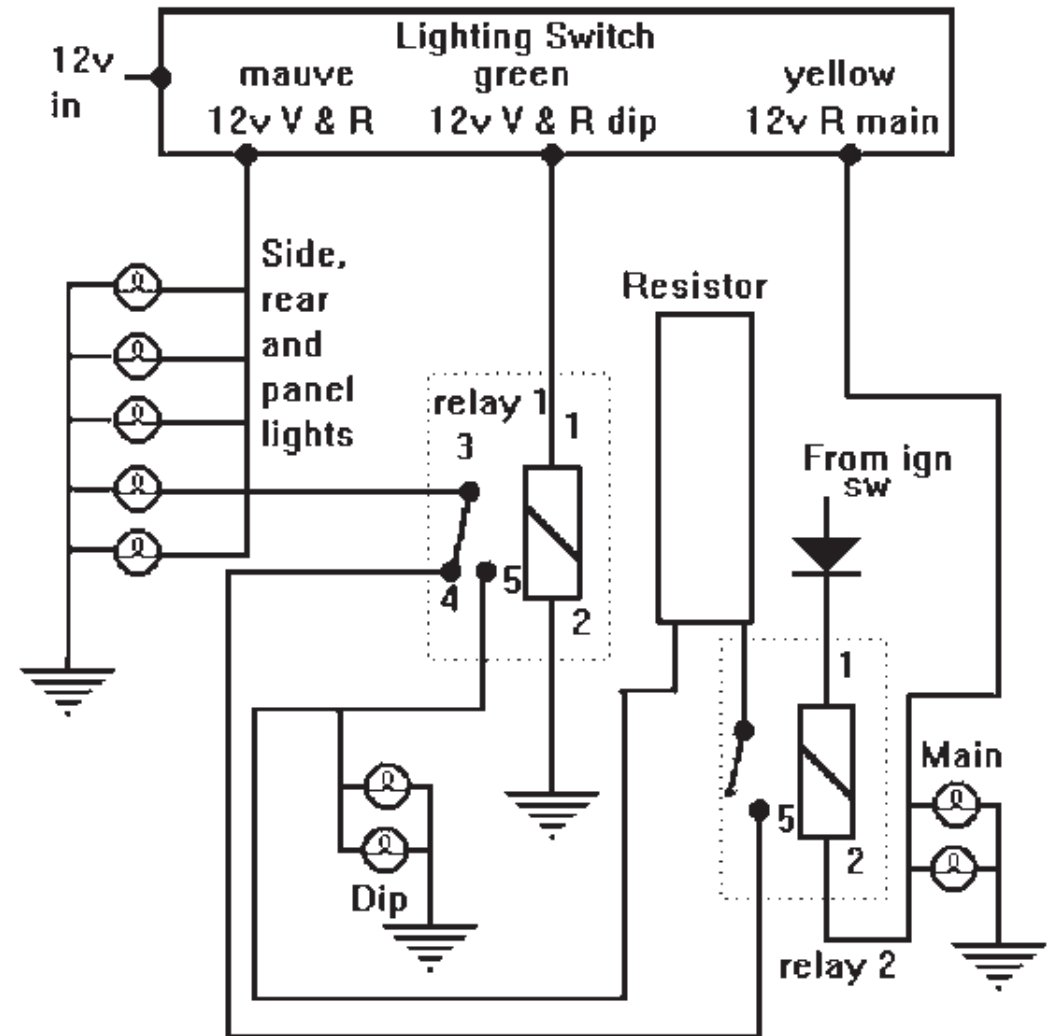
The diode is to prevent the main beam voltage from feeding the ignition.



Mauve wire - $5 \times 5w = 25w$

Green wire - $2 \times 40w + 21w \text{ fog} = 101w$

Yellow wire - $2 \times 45w = 90w$



Mauve wire - $5 \times 5w + 2 \times 40w + 21w \text{ fog} = 126w$

Green wire - $6w \text{ relay}$

Yellow wire $2 \times 45w = 90w$

A trait of WA dirt, the little gibbers, is giving the Frenchman grief. He looks confused, totally. An expression as wrinkled as Alfoil wears across the narrow slice of face I can see through his full face

rules Citroën has nominated Rally Australia as a test event. The team is ineligible to score points toward the manufacturer's title; however Sébastien with 18 points is comfortably placed in the top 10 for drivers.

Seb is already favoured to win or at least show in the five tarmac

helmet. He isn't talking.

Not because he has nothing to say, but because French and English don't share many words. Certain four-letter words, though are international.

Sébastien Loeb is good. Quickest in two rounds of the WRC this year [2002]~ Monte Carlo and Germany~ mark him as a man to watch in 2003. Everyone wants to see if the tarmac master can put it together on dirt next year when Citroën competes in all 14 rounds of the World Rally Championship. Nine dirt, five tarmac.

The teams arrived 10 or so days before the start of Rally Australia. Ford, Peugeot, Hyundai, Mitsubishi, Subaru and Skoda are thundering through forests somewhere around here, too, trying to find speed on this dirt that is as slippery as greased glass. Richard Burns destroying one Peugeot 206 is the hot news in the Sheraton lobby on Saturday night.

Experience here is everything; without it, as Seb is finding, you're not on the pace. Under WRC

rallies. Can you think of any driver who's considered a front-runner for the championship in his rookie full year? In Seb, Citroën has the driving talent, and the driving talent, and the Xsara WRC on the pace. If he can come to grips with the WA dirt.

'He'll learn. He'll be quick,' says Andrew Cowan, Mitsubishi Ralliart chairman. 'I tried to sign him to drive for me in 2003. He didn't because he feels he owes Citroën and he wants to stay with the team for its first full WRC season.' His loyalty is genuine, and he also knows the Xsara WRC is capable of winning the big show.

Until this weekend, until Seb tired driving on this balled-up grit that is sprinkled around Perth's pine plantations, he was confident. Looking at his body language and his face, he doesn't look it today. Still determined, Seb has a few more days testing to get himself and the Xsara WRC sorted. Everything he knows, the subtle changes in driving technique he learned to back-to-back win the French Gravel Rally Championship in 2000 and 2001,

Sébastien Loeb at the wheel of the C4 WRCar in Australia in 2009.



is useless.

That lip of loose dirt~ berm or cushion~ that collects on the outside of a corner which can often give the rear tyres more grip on European and New Zealand dirt road is treacherous. The rule

previous years.

What is Gronholm's secret? Clément watched Peugeot. Although Citroën and Peugeot, under the big tent are the same company, they are two very separate teams in rallying. They don't talk and they don't share information. They don't even share

components. 'We use a different engine and we make our own gearbox,' says Vaucard proudly. Until earlier this year, the two years shared the power bill and workshop, divided down the guts by a two-inch painted line. Nothing else.

'Our mechanics never talked with theirs,' says Vaucard. So to answer the question you didn't yet ask, Citroën didn't have access to Peugeot's data or Gronholm's driving techniques.

Active centre differentials have been around in rally cars for years, although they are just appearing in road cars. In fact, all three differentials in a World Rally Car are computer controlled and adjustable on the run. The driver can balance the power split front to rear as easily as a V8 Supercar driver would adjust sway bars with the same effect on handling.

The brakes are monsters. Everything under the floorpan is high-tech and huge. Seen coil-over dampers before? These have shafts as thick as your arm, and the rise is pure mattress.

A 34mm air-flow restrictor in the intake pretty much limits power to around 220kW and the power band to below 6,000rpm. It'll rev to seven but there's nil to gain past six. Anyway, these turbocharged 2.0litre engines are tuned to punch out maximum torque~ around 520Nm~ to cannon 1,230kg of Xsara WRC out of corners. Without exaggerating, they are the F1 of dirt~ with a second seat.

I've been plotting the overthrow of co-driver Daniel Elena all morning. A nice guy, but I want his seat. Seb says OK.

Seb holds revs on the limiter; the exhaust popping. Suddenly, all four wheels are spitting stones and Seb corrects with slight opposite lock. The Xsara WRC is

every bit as brutally quick on the slippery stuff as, say, an EVO VI is on asphalt. The acceleration I half-expected. The braking ability, the way this thing stands on its nose and plants itself, is unreal.

His feet are dancing on and off, sharing equal time between a big brake pedal and the throttle. On the fastest section, a long downhill run over a culvert and through a medium right, we are flat-natted in sixth.

The trees step closer. Seb's cool, with no better way of explaining than to say his hands hardly move. He sets the car a day early into a corner and steers off the throttle in classic sideways rallying technique. This has got to be the quick method...

Apparently not, because for

SEB AND THE GIBBER

in Perth is: Loose is lose. Put a wheel on a cushion and the trees get hungry. 'The road is wide but I can only use a very narrow part of it where there aren't the stones,' he realises. Staying tight is as much in the setup of the car as it is in the style of driving.

Even two-time world champion Marcus Gronholm was untidy driving a Peugeot 206 WRC in Rally Australia in 1999. He's obviously learned how to drive on this stuff with wins in 2000, '01 and '02.

The flies and the heat compound Seb's discontent, but amid the distractions he has the unbelievable ability to switch on and stay deep in concentration. Jean-Claude Vaucard, Citroën technical chief says, 'He's the quickest in tough conditions.'

No doubt, Seb and chassis engineer Didier Clément will sort things out. With no real-time information at hand before arriving in WA, Clément went to tyre-supplier Michelin for advice. He talked to other teams, searched the internet and watched TV coverage of Rally Australia form




the last two runs Seb flicks the two top knobs [front and centre differential] to maximum five and rear diff lock to minimum one. 'They want us to try this.'

From on-throttle oversteer to dull understeer, the handling

right setting for Rally Australia. 'FWD into the corner, FWD at apex with RWD tendency on exit,' he describes, chopping a turn into thirds.

A week later, during Rally Australia, Gronholm's driving technique is exactly that. He's pushing the Peugeot's nose every-

where. He's also seconds quicker everywhere. He's also the world champion. Seb finishes where he predicted~ inside the top 10 [at seventh] but out of the points. Next year it's all for real.

This article by Todd Hallenbeck first appeared in 'Motor', January 2003. 

SEB AND THE GIBBER

changes so completely I can feel it from the passenger seat. Seb's driving isn't as confident. Now he's steering like an old man, passive instead of aggressive, as the nose slides, not answering the steering. He's also braking much harder, longer and later. Clément insists the 5/5/1 is the

Seb flying the Xsara to victory in New Zealand in 2005.



Between them they have changed the face of the World Rally Championship and re-written just about every record in the rally history book and now Citroën and seven time world champion Sébastien Loeb have decided maintain the relationship with the French driver signing up to contest the 2012 and 2013 FIA World Rally Championships.

As well as his seven world titles~ and, as he is leading the 2011 title chase, he is well on his way to his eighth title~ Loeb holds the record for most event wins, at 66, the most podium finishes at 10 and most consecutive wins in one season, as well as a host of other records. Meanwhile, Citroën is one win away from taking title as the most successful rally team in the history of the sport away from Ford with which it is tied at 77 wins. Given that 66 of those 77 wins are by Sébastien Loeb, the importance of Loeb to the team is clear to see. With the event that could take that title away from Ford is the Rally of Germany this weekend [19-21 August 2011], which Loeb has won every time the event has been run, a record breaking eight times, Citroën's relentless climb to the top seems set to continue.

Loeb is, though, showing no signs of slowing down with the 37 year old saying in recent weeks that he needs the adrenalin of

motorsport competition in his life and nothing else he has done can provide the same intense excitement. The recent rule changes and the arrival of new teams have intensified his design to keep on competing.

LOEB SIGNS AGAIN

'With the arrival of other manufacturers in the championship, the competition is going to get tougher in the years to come. All the more so with the rule changes concerning the starting order coming in 2012 as all the drivers will be fighting on a level playing field. To take the fight to them I'm putting my trust in Citroën, a team I know inside out and the DS3 WRC, the car that I helped set up with Citroën Racing.'

For Frédéric Banzet, the Citroën CEO, 'Sébastien Loeb is a great ambassador for Citroën. Today, his image and ours are intimately linked. He is the very image of the daring, the sporting spirit and the love of competition, values that are very dear to us. We're proud of his loyalty to Citroën, and of the fact that's he's continuing his career with the team that's supported him since his debut.'

Locally, Loeb made his first appearance in Australia in 2002, when he finished in seventh place in Rally Australia, while he made his New Zealand debut in 2003

with a fourth place and followed this with a second place Australia. He repeated his fourth place in New Zealand in 2004 and in Australia, sealed his first driver's title with his local win in what was the final event of the 2004

tain in a push bike accident, but was back on the Kiwi podium in 2007 with a second place, while in 2008 he was back in first place in Rally New Zealand. In 2009 he finished second in Rally Australia and last year he was on the third step of the podium in New Zealand. Loeb will next be seen

season. In 2005 Loeb won his first Rally of New Zealand, but Australia saw a very rare Loeb retirement. Loeb didn't contest the 2006 rallies of Australia and New Zealand due to injuries sus-

locally in Rally Australia, which takes place in around Coffs Harbour in New South Wales on 8-11 September 2011. Ateco Press Release, 18 Aug, 2011

LOEB SIGNS AGAIN

FOR SALE

TRACTION SEATING

I have 4 front seats and one rear seat back rest from various Traction Citroëns. Free to a good home [otherwise they will end up on the rubbish skip]. They are all in poor condition, but the frames and springs may be handy for someone. Three of the front seats are approx 58cm wide, while the fourth is 53cm. Contact: Steve Gercovich, 04 0997 9348. [Eltham, Vic] [35/04]

CX LAMBSWOOL SEAT COVERS

CX front seat covers. Custom made, pure lambswool, over-the-edge style [discretely pierced for headrest uprights and with separate boots for them]. Camel coloured, brilliant condition. Soon it will be summer ~ but you'll be cool with these! \$250. Contact Dominic Lowe, 04 1222 5720 [Melb]. [35/04]

VINTAGE PARTS

After Club member Les Turner passed away his family was left with years of Citroën material to clean up. He previously owned a 5CV and these items have been found in the garage: 2 x 5CV radiators, a motor, badges, dashboard and instruments, radiator caps and much, much more. These must all be cleared by end October, 2011. Contact Dallas Voigt [nee Turner], voigt-cd@bigpond.net.au [35/4]

1951 CITROËN LIGHT 15.

I am just the second owner. Have had

FOR SALE

the car since May 1993. All receipts since 1963. Fitted with new high speed CWP in 2008. 218,000 miles. Fully registered. Does not miss a beat. Arctic white with original brown seats. Excellent condition, used every day, fitted with temperature gauge. Retractable seat belts. \$16,500. Contact Ian Kimpton Point Lonsdale [03] 5258 4762 or 04 2847 7427.

[35/02]

1977 AMI 8 HOFFMAN

2 door 2CV cabriolet. I bought it in the UK in 1997. Professionally built by a main dealer. Restored from chassis up by Steph Laguna with photo documentation when the floor began to rust. Red and black with red leather and black soft top. Fantastic condition, no rust or mechanical faults. Currently on non-transferable NSW Club plates 33290H. \$40,000. Feel free to email me on jsimons@srlaw.com.au or 04 1444 7239.

[35/02]

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 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 [35/01]

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]

WANTED

ID ENGINE & GEARBOX

I am after an ID engine and gearbox for a Traction transplant. If anybody knows where I might obtain these I would be glad to hear from them. Contact Peter Stringer 04 0725 0556 or [02] 9313 7014 [35/03]





CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA

Australia's National Citroën Car Club

