



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

# FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE  
FOR CITROËN OWNERS AND ENTHUSIASTS

SUMMER 2012 Vol 35 No 7



## POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

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

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

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

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

## MEMBERSHIP

Annual Membership is \$55. For overseas membership add \$17.50.

## MEETINGS

Club meetings are held on the fourth Wednesday of every month [except December] at 8pm. The venue is the 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, taken from the 2001 calendar of Traction Avant Nederland and depicts Ave de Ste-Thérèse, Lisieux, France. [The current view is shown left.]

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Phone: [07] 3351 8327 or  
[spareparts@citroenclassic.org.au](mailto:spareparts@citroenclassic.org.au) [If you phone, please do it at a reasonable hour.]

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

**OTHER CLUBS**  
VIC: [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au)  
NSW: [www.citroencarclub.org.au/](http://www.citroencarclub.org.au/)  
WA: [www.citroenwa.com.au](http://www.citroenwa.com.au)  
QLD: [www.citroenclub.org](http://www.citroenclub.org)  
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## DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, February 3, 2012..



## 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.

In the last edition of 'Front Drive' I included a list of the various class winners of the combined Citroën Concours. I listed Roger Brundle's SM as the winner of the Popular Choice award. Ooops! Roger's beautiful

Ed Sed

SM was actually judged to be the best car in the show. As a sort of recompense for my error, I asked Roger to share some of the history of his extremely low mileage SM. Roger shares his story on page 20.

I don't know about you, but think of accessories for cars as a relatively new phenomenon. How wrong can you be? But I do know that Citroën, as a maker, have a history of a certain randomness associated with the source of supply of various parts [I wonder where that related to which invoice they had paid?]

However you put these two things together [just in the world of headlights and other lamps] and suddenly a whole new world opens to you. You can read about

the world of Traction lights in an article starting on page 18.

Something you do [or at least should all know] is the Club has a new Spare Parts Officer ~ Lance Wearne. On page 40 you can read a little about him and his Traction fixation ~ and its source.

Graeme and Lee Dennes have been hard at work planning a long-weekend away for the Club. The idea is to get away from Melbourne [well, West Gippsland, actually] on Friday, March 16 and head for the Eildon area. You can make it a four, three or just a two day event. Whatever suits you. Find the details in the A-Traction pages. Page 8, to be exact.

Also in the A-Tractions is the notification of the AGM. As always, we want to have as many members as possible come and join us.

And finally... in the next edition of 'Front Drive' you will find all the details for OzTraction.

Enjoy,

Leigh F Miles



I hope you have been able to take some time off over this Season's break, recharging your energy for 2012.

It can be challenge taking a break from the regular beat of give and take. The change to a lower gear gives one a chance to reflect and immerse in areas beyond the usual perimeters and to travel to different settings, all giving more time to think and refine old resolutions.

So I'm in Sydney with Wendy for Christmas, visiting Mum and as a further bonus visiting the Picasso Masterpieces from the Musee National Picasso, Paris. While they are doing renos they are currently on loan to the Art Gallery of New South Wales. Cutting to the chase, my view on Picasso ~ I reckon this guy invented Rock'n'Roll, he's the Man where creativity starts.

Now we know Citroën have a 'Picasso' ~ but the real question, did Picasso ever have a 'Citroën'? That's what I want to know. When I first saw the 'Picasso', my immediate thought was what a washed-up concept of a motorcar: a try and do everything concept. A mish-mash idea ~ and how could an MPV be awarded such a remarkable frontier breaking name as 'Picasso'. This is identity theft. An ignorant dilution of the immense creative strength and original thinking of this 20th century master. I think I recall reading something about Citroën being the preferred marque for the artistic intelligentsia class ~ marketing spin where the wheels have spun off.

In today's life-style context Pablo

is a difficult bloke to get to know. Much has been written of his life and times, his passions for painting, loving, sculpture and poetry. But I can't find much on the hardware support systems of his life. What did he do other than paint? There is a

little on his excursions and sojourns into the countryside, it seems most of his work was studio based, life form studies.

The earlier Impressionist mob had to get out into the life of the streets, pubs and bush. This was their perpetual challenge to capture the mystery of atmospheric light changes onto the pre-LED flat screen, the canvas. Pablo on the other hand pursued the development of his work in the controlled environment of his laboratory; his studios. Here he focused and was bound to his limitless world of deconstructing 3D models into two dimensional, flat plain abstraction. His subject focus wasn't arbitrary, it was all about Picasso.

Given the prolific intensity of his work, perhaps he didn't travel much. If he did it was probably by train, and then when at home, he probably misogynistically sent his muse down to get the wine. But I do wonder, did he learn to drive? What did he drive? I understand he became wealthy, unusual for an artist. He was a Rock'n'Roll star. I would love to think in 1934 he was first in the queue for that revolutionary incomprehensible Traction 7.

Peter Sandow ~ President

PREZ SEZ

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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

### ● JANUARY '12 COMMITTEE MEETING & CHEAP EATS

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

### CLUB MEETING ~ YARRA BBQ

WHEN: Wednesday,  
25 January  
TIME: 6:30pm  
WHERE: Yarra Bank Reserve.  
Melways 44 K9.  
COST: Free  
BRING: The doings for a BBQ  
BOOKING: Not required  
CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
activities@citroenclassic.org.au

Yes folks tomorrow is Australia Day, but it is that Wednesday at

the end of January when we historically have this get together so let's start with a song and salute! Don't forget the mozzie & louie repellent and a copy of Advance Australia Fair.

Depending upon the direction from which you are coming the entrance to the reserve is off Creswick Street. Citroën signs will be displayed so you shouldn't get lost [w.t.e. of certain nomads!!]

### AUSTRALIA DAY HISTORIC CAR DISPLAY

WHEN: Wednesday, 26 January  
TIME: Participants:  
10:00,  
Spectators: 12:00pm  
WHERE: Participants  
Northland Shopping Centre  
Spectators  
Kings Domain Gardens,  
Linlithgow Ave., Melbourne.  
Melway 2F J9  
COST: Free  
BOOKING: Spectators:  
Not required

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

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

### ● FEBRUARY

#### 25TH PICNIC AT HANGING ROCK

WHEN: Sunday, 12 February  
TIME: Display cars 7:30  
via north and south gates  
Spectators 8:00am via east gate  
WHERE: Hanging Rock  
COST: \$20 per car,  
\$5 per pedestrian,  
BOOKING: Not required  
CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
activities@citroenclassic.org.au

As of last year age limitations were placed on cars for display at this event ~ cars must be 25 years old, or more. Despite this, the usual huge turn-up occurred. This year will have to be even bigger, it being the event's 25th anniversary.  
BBQ facilities are available on site

[or feel free to bring your own] or bring your picnic hamper.

### COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 15 February  
TIME: 7:00pm  
WHERE: Check with the Secretary for this month's venue  
COST: Cheap eats  
BRING: Refreshments  
BOOKING: Preferred  
CONTACT: Sue Bryant,  
[03] 9885 3179  
secretary@citroenclassic.org.au

### CLUB MEETING ~ SPIT & POLISH

WHEN: Wednesday, 22 February  
TIME: 7:00pm  
WHERE: Unique Car Detailers,  
21 York St., South Melbourne  
COST: Free  
BOOKING: Essential by  
19 February  
CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
activities@citroenclassic.org.au

Bryce Le Page, the owner of Unique Car Detailers, has a contract with Mercedes Australia to put the finishing touches to new and old mercs [he of course, works on other marques as well!] and I for one need to get a really good car detailer to bring back the lustre to my obsidian black paintwork and remove what small irritations I have collected over the years. Here is a great chance to see a car detailer at work. Please note the early start!



# ● MARCH THE GOURMET GARAGE 2CV PICNIC

WHEN: Sunday, 4 March  
TIME: 9:30am  
FROM: Whitehorse Rd.,

BRING: Your picnic or  
purchase a hamper  
at the event  
BOOKING: Not required  
CONTACT: Max Lewis  
(03) 9372 0921 [H]  
04 5899 3771 [M]  
activities@citroenclassic.org.au

This is a brand new event put together by a 100point franco-phile... Clement Dubuisson, who in the years since the Club was last at Gembrook in June 2008, has moved into the shop beside the Motorist's Museum and opened a small business selling local produce and wants to expand interest in the local area by organising this event. Yes, it's an event as well as a picnic because Clement has organised an ice cream vendor, a crepe maker, cheese tasting and wine tasting as well as a local boulangerier who will have a selection of pain du France [have I got that right Suzanne Smith?]. Our friends at cccv have also been invited and as there will be none but Citroëns at the event we could almost have another concours! The day has a charitable purpose as Clement hopes to raise donations for the Red Cross... perhaps we should persuade Clement to call it the Red Chevron Day?

## C C O C A WEEKEND RUN

WHEN: Friday, 16 to  
Monday 19 March  
FROM: Bunyip, Vic  
TO: Eildon, Vic

COST: Free  
BRING: Everything for a  
four-day excursion  
BOOKING: Essential  
~ see below  
CONTACT: Lee and Graeme Dennes  
(03) 5629 5141 [H]  
04 3828 6181 [M]  
l.dennes@bigpond.net.au  
gdennes@bigpond.com

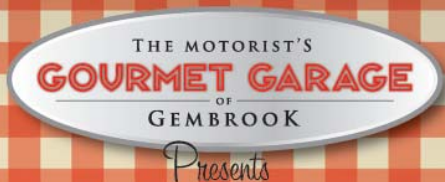
A 2/3 night country driving geta-way has been planned for 16-19 March 2012. The destination is Eildon and its surrounds. It will entail winding through magnificent and diverse landscapes with unique scenic drives. The accommodation caters for all budgets, where you can choose from camp-

ing, cabins or a bunk house [see below]. The weather should be perfect and Lake Eildon close to capacity. We depart the morning of Friday 16 March. Some have indicated they will stay Thursday night in the Drouin area to allow for an easy start the next morning [see below]. Consider organising an RDO for the Friday as we will be revelling in natural beauty and passing through historical villages whilst driving along almost traffic-free roads. Friday's destination is within driving distance of Melbourne for those who wish to join us after the working day. On Sunday, you can choose to stay another night, or return home if work is calling.



## A-TRACTIONS

Ringwood opposite  
Ringwood Lake.  
Melway 312, H10  
TO: Opposite 77 Main St.,  
Gembrook. Melway 49, J8  
COST: Free



## The 2CV's Picnic

An alfresco tribute to a French icon

**SUNDAY MARCH 4TH 2012**

77 MAIN STREET GEMBROOK.  
WWW.GOURMET-GARAGE.COM.AU FOR MORE DETAILS.



## ITINERARY

☞ Friday, 16 March

We will travel north from Bunyip through Neerim South to the impressive Noojee Trestle Bridge. Lunch will be by the river at Warburton before

## A-TRACTIONS

continuing to Cement Creek to walk amongst the canopy of 250-300 year old, 60m tall mountain ash trees. A scenic



drive will then take us along the Acheron Way [13km is well-maintained gravel] which winds through dense forest with scenic mountain views before joining the Maroondah Highway where we divert to Marysville. Steavenson Falls will be the backdrop for afternoon tea with an opportunity for everyone to walk to the base of the falls. We then head for our accommodation which is based on the Goulburn River, 5km from Eildon. The evening meal will be at the Caravan Park.

☞ Saturday, 17 March

Scenic lookouts and photo opportunities will take up the morning with a picnic/BBQ lunch on the banks of Eildon Pondage. After lunch you may choose to do a spot of fishing, go for a walk, visit the local trout farm to gather supplies for your evening meal, or sit under a shady gum tree beside the crystal clear waters of the Goulburn River. The evening meal will be at the Caravan Park

☞ Sunday, 18 March

Your car will probably get a little dusty on this day. Of the 32km road across the western ridges from Lake Eildon, there is 18km of well maintained gravel. There is an alternate sealed route if you choose. However, be aware that you will be missing one of the most scenic drives in

Australia. We will have lunch at the Bonny Doon Hotel. Those returning home may choose to leave from the hotel. The evening meal will be at the Caravan Park.

☞ Monday, 19 March

We visit Snobs Creek Fresh Water Discovery Centre and Snobs Creek Falls. From there we travel to Buxton Trout and Salmon Farm to select/catch our lunch which will be cooked on the BBQs there and eaten under the shade of the trees. Our trip home after lunch is through the Black Spur, bordered by immense mountain ash trees with its understory of ferns, and will not disappoint.

Please Note: All expenses will be paid by participating individuals. Food is BYO, with the exception of the Bonny Doon Hotel lunch on Sunday.

### WHAT'S NEXT?

1. Contact Blue Gums Riverside Caravan Park to discuss your accommodation needs with Carina or Jamie. Say you are with ccoCA to receive 20% discount [with the exception of the bunk house]. They will hold the bulk booking for us until 31 January 2012.

Telephone: 03 5774 2567

Web site: [http://www.](http://www.bluegums.com.au/)

Email: [info@](mailto:info@bluegumsriverside.com.au)

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

Location: 746 Back Eildon Rd,

Eildon, Vic 3713

## BOYS' DAY OUT ~ OCEAN GROVE

WHEN: Thursday

January 19

February 16

March 16

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 Belarine 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?



2. If you prefer to stay overnight on Thursday check out:  
Best Western Drouin Motor Inn  
Telephone: 03 5623 2318  
Web site: <http://drouinmotel.com.au/>

– the Annual General Meeting is rolling around again. Every year the Committee exhorts you come along to this important event, and every year we manage to have sufficient members attend to assure us of a quorum. Remember, if we do not get a quorum, we simply have to go through the whole thing again. So, please make the effort to come along.  
**VOLUNTEER!**



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

On a personal note from the Editor, being on the Committee is not an onerous job – Committee meetings occur once a month and are typically finished within



3. Advise Lee or Graeme Dennes via the contact details above.

### COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 21 March  
TIME: 7:00pm  
WHERE: Check with the Secretary for this month's venue  
COST: Cheap eats  
BRING: Refreshments  
BOOKING: Preferred  
CONTACT: Sue Bryant, [03] 9885 3179  
[secretary@citroenclassic.org.au](mailto:secretary@citroenclassic.org.au)

### CLUB MEETING – ANNUAL GENERAL MEETING

WHEN: Wednesday, 28 March  
TIME: 8:00pm  
WHERE: Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3  
COST: Free  
BOOKING: Not required  
CONTACT: Sue Bryant, [03] 9885 3179  
[secretary@citroenclassic.org.au](mailto:secretary@citroenclassic.org.au)

Yes, it is that time of the year again

an hour. Then it is out for a bite to eat and a chance to catch up on the social stuff. The Club can only continue to prosper if the members take up the challenge of making the Club what you want it to be.

#### VOTE!

Voting for the 2012/2013 Committee is a very important right

you have as a member of CCOCA. So, come along and make sure you have your input. Or complete the 'Proxy Form' that has been included with this 'Front Drive'. Proxy Forms must be in the hands of the Secretary at least seven [7] days prior to the AGM.

## CLASSIC AUTO VAULT

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ACE ~ The Association of Citroën Enthusiasts [WA] would like to welcome us to the 2012 National Citroën Meeting [CitIn] to be held in the beautiful region of Geographe Bay, Western Australia

## CITIN '12 ~ WA

### ABOUT THE AREA

Geographe Bay is located in the South West of WA around 220km southwest of Perth.

The bay was named in May 1801 by French explorer Nicolas Baudin after his ship, Geographe. The bay is a wide curve of coastline extending from Cape Naturaliste past the towns of Dunsborough and Busselton, ending near the city of Bunbury. The bay is extremely shallow, limiting the entrance of large ships. To alleviate the problem the 2km long Busselton Jetty, the longest in the southern hemisphere, was built.

The area is bordered by the magnificent Mar-

garet River wine regions. One of the worlds premier wine regions famous for its amazing wines, gourmet food industry and spectacular surf beaches.

### THE PROGRAM

☞ Friday 6th April. The main registration will start at 4pm and run to approx 7pm. From 6.30pm a light meal will be enjoyed and lots of talking until late.

☞ Saturday 7th April. After breakfast [your own or visit Spinikers] we are off to the show and shine car display in Busselton. This allows the participants and the public to enjoy the cars in all their glory. Club shops are welcome here. Lunch will be provided by a service club followed by interclub games. After lunch a Motorkhana will be held at a location yet to be decided. Then we are off to our Mystery Event, which will conclude with a fully catered BBQ dinner.

☞ Sunday 8th April. We will start the day with some fun

Easter activities for the kids and those of you young at heart. Information on Sunday church services for those who wish to attend will be provided at registration. Enjoy our Observation Run of the district. After this enjoy some free time before the CitIn Banquet night where we will hold an auction and have a special guest speaker. Prizes will be given out for the car display and observation run finished off by a presentation by the next Citroën Club to run the 2013 CitIn

☞ Monday 9th April. Sharing of thoughts about the CitIn over a breakfast (your own or visit Spinikers), check out for those leaving on Monday. We start our next observation run of Margaret River and the surrounds finishing up at a world renowned winery for the farewell lunch..

\*Please note that the program is subject to change

Pre/Post CitIn runs leading to the event beforehand from Esperance & afterwards to Don-gara/Geraldton

will also be organised [check the website for more info as it comes to hand].

**OFFICIAL ACCOMMODATION:** BAYVIEW GEOGRAPHE RESORT Generous rates have been negotiated to make this a highly cost effective choice. Situated in Busselton, a comfortable 3-hour drive from Perth, the beachfront resort is nestled amongst 28 acres of parkland gardens in the Margaret River Wine Region.

Address & Contact number: 555 Bussell Highway, Busselton, WA

Postal Address: P.O Box 162, Busselton WA 6280

Telephone: +[618] 9755 4166

Fax: +[618] 9755 4075

Toll Free No: 1800 674 147

E-mail: bayviewgeographe@bayviewhotels.com

Website: www.bayviewhotels.com/geographe

PLEASE NOTE: All bookings will need to be made through the CitIn committee to receive the reduced rates. Whilst this is our official accommodation you are welcome to stay at one of the many other accommodation options that Geographe Bay offers. Please contact the





Geographe Bay Tourism Association  
38 Peel Terrace, Busselton  
Tel: [08] 9752 5800 Email:  
getaway@geographebay.com  
REGISTRATION INFORMATION  
Registration forms can be down-  
loaded on the CitIn website,

bedroom Villas and some budget  
motel style accommodation for  
you to choose from, also some 3  
bedroom Executive Villas which  
are equipped with three self con-  
tained motel styled units each  
with its own locked inside and  
outside door and in the centre a  
lounge, kitchen and laundry. The

only requirement is that the units  
all to be taken up and vacated on  
the same days so you need to talk  
to your friends and then commu-  
nicate with Bayview. Whatever  
your choice of accommodation  
may be the longer you leave it  
that more difficult it will be to  
find something.

Lastly there will be a limited  
number of spare cars available for  
loan to our visitors if you choose  
to fly to Perth so if you would like  
to wing it to the West please con-  
tact me Bob Senn senn@iinet.  
net.au or 04 1149 2640 and I will  
put you in contact with members  
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commodation you like.

We have asked the Bayview  
to lock in some 2 and 3

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In 1925, engineers devised the striated lens. This was a fundamental development, since it became possible to direct the light beam. A further milestone in the middle of the 1930s was the introduction of lamps

Permission to use these articles has been given by the Dominique Bellière Vice-president of La Traction Universelle and Editor of Traction Avant.

#### AFTERMARKET HEADLAMPS

To personalize their cars and improve lighting and indicators many owners equipped their

cars with aftermarket accessories: different headlamps and rear lights, fog and spotlights and all kinds of devices. [Image 1]

The Traction was factory equipped with headlamps [called 'projecteurs'] with 'aerodynamic' shells longer than those of previous Citroën models. Before the

*Continued on page 27*

## LIGHTING THE WAY

equipped with two filaments and a plate.

This made it possible to switch from low-beam to high-beam using a control function on the dashboard or a control switch. The simple logic of all or nothing ~ light or darkness ~ became a thing of the past. At the same time, headlamps were continuously increasing their range. From 125metres in 1925 headlamps grew to 175metres in 1950 thanks to the use of 45 watt bulbs.

The following article appeared in issue TA80 of Traction Avant the magazine of the French club La Traction Avant Universelle.

1] 15 SIX equipped with the famous 'Equilux 335' and additional Marchal lamps



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[35/03]

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It was 3.00am on 26February 2004 and my finger was hovering nervously over the enter key linked to a 'Buy it now' on eBay. On offer was a '73 model Citroën SM located in Miami, Florida. Jeez, here I am about to

the Heinz fortune. I took off the original tires yesterday, although they had lots of tread with only 9,245 miles they were dried out from age as they were 31years old. Sitting inside this car you get the feeling of sitting in a brand new car... it is as if no one had ever sat inside this car... INCREDIBLE.

With a spiel like that, how could I resist? So began a love affair with a seductress that still takes my breath away.

After gaining import approval, I began the tortuous process of arranging the shipping from Florida to Melbourne. As far as I can gather, it went by road or rail to Los Angeles and thence to Melbourne in a container. I used

a local [Castlemaine] customs agent to help with all the crap and he was a great asset. Suffice to say that this was a very nerve-racking time, and no I wouldn't do it again. The total shipping cost was US\$2,370 [A\$3,070 at the time] plus some local costs mostly GST.

We finally picked the SM up from a freight depot in Melbourne early November 2004. The battery was, of course, flat and I hadn't brought a spare so we winched it onto our tandem trailer, removing most of the [original] exhaust system in the process.

Once home, I started evaluating what we had. I didn't like the Or de Simiane colour much, still don't, but a surprising number of

people comment favourably on the colour, particularly women. I knew from the eBay description that it had been repainted ~ a pity that the respray wasn't quite up to the standard of the rest of the car. OK but not 100%. However, everything that I looked at confirmed that the claimed mileage was correct. It was quite humbling to be the first person to open up some of the bits. The spare tyre is the factory original Michelin, and the toolkit has never been used. There was even a can of touch-up paint in its Citroën wrapper. One bizarre thing was that the previous owner had de-badged it, but the c-pillar badges and the 'Automatique' badge were in the glove-box.

OK, but we needed to get it

## STUNNING MACHINE?

commit to spend US\$18,888 on a car sight unseen that was half the world away.

The main attraction of this SM was its low mileage. Quoting from the eBay description, "This Florida car was owned by its second owner, a VERY wealthy gentleman from the Palm Beach area, and has just over 9,000 actual miles. He was one of the heirs to





on the road.

Any Aussie SM neophyte ends up at SM Australia, Peter McLeod's operation in Sydney. Peter provided a replacement exhaust and lent a right-hand mirror. Stuckkeys in Melbourne

fitted up a set of the correct Michelin xwx tyres and tubes [\$1,868], front and rear seatbelts were sourced from Repco, and the Weber carburettors were fitted with new seals etc.

In order to be eligible for registration, the SM had to have

an engineer's report and I had the misfortune of working with the only registered engineer in our area. This guy was a loony. Although some of the items he raised were valid, others were totally off the wall ~ lack of safety humps in the wheel rims, the orientation of the universal

joints in the steering column, and the closeness of body elements to passers-by. I never did figure out the latter, but it was satisfied by rear mudflaps [easily removed]. And this lunacy cost me \$600. I did complain in writing to VicRoads about the treatment I was getting from this so-called engineer but, as expected, I never received a reply.

Finally late in 2005 the car was registered in Victoria with the plates IDEE which were off my early ID19.

During all the madness associated with getting the SM registered I was endeavouring to find out all I could about the model's problems and how to fix them. I've now accumulated two ringback files, each about 50mm thick on issues, repair techniques, tuning... etc.

Basically, the chassis is DS, [albeit with the front suspension reversed], no surprises there and it's all largely bullet-proof. The real problems lie within the Maserati engine.

Citroën absorbed Maserati in 1968, partly to acquire engine technology and production facilities for a 'Grand Routier' model, a type lacking from the Citroën range since the demise of the 6 cylinder Traction.

Maserati were briefed to come up with a sub-2.8 litre 150horsepower engine that was compatible with front wheel drive. They were given six months for the task, but in less than three weeks Ing.

## STUNNING MACHINE?





Alfieri provided Citroën with a number of power curves from a prototype engine. The design that Alfieri laid out was quite clever. To keep the engine short a v6 configuration was used, but the vee angle used was 90 degrees to

engine is termed an 'odd-fire' engine ~ quite apt as it turned out. The camshaft drives is where it all went a bit pear-shaped. Alfieri had devised a layout where the crankshaft drove by [primary] chain a jackshaft running lengthwise through the engine block which drove the twin overhead

suit the existing Maserati tooling for V8 engines. Normally a vee angle of 60 degrees is used for v6 engines as this gives equal firing impulses. Consequently, the SM

camshafts by [secondary] chains. It is claimed that Citroën omitted to advise Maserati that they also intended to use the jackshaft to drive all the ancillaries ~ high

pressure hydraulic pump, alternator and air-con compressor. Consequently, the primary chain drive was under-designed, and many engines grenaded through primary chain failure. This shortcoming is well known as is the ways of preventing it.

The other big problem with the SM engine is dropping of exhaust valves. It was common practice in high performance Italian engines of the '50s and '60s to use exhaust valves with hollow stems which were filled with sodium metal to help dissipate heat

from the valves, and the SM was originally fitted with such. Unfortunately, years later these valves have a tendency to spontaneously break, causing serious mayhem to the rest of the engine and the wallet. Again, the problem is known as are the fixes.

Other issues are water pump seals, oil pump drives, and the cost of ignition components. Many owners fit alternative solid state ignition systems to reduce costs and improve hot starting and idle quality.

I've been gradually working

## STUNNING MACHINE?





through these issues with my car and luckily I had a very low mileage engine to begin with.

Spare parts. As you might expect there is a network worldwide of parts suppliers. The SM Club de France bought up Citroën's stock

and the mileage has crept up to around 13,000.

The driving experience is weird. It's not a car that you can jump into and immediately feel at one. Being left hand drive doesn't faze me but it's a bit alarming if

you're in the front passenger seat. If I haven't driven it for a while, it's

a pig for the first few Km then it all comes back ~ the unbelievable ride quality, the sharpness of the steering, the hewn from solid braking, and the feel of being cosseted inside a space capsule. Sa Majeste.

Roger Brundle



## STUNNING MACHINE?

of spares some years ago, and have had a program of having various parts re-manufactured. An owner can join the Club and the parts scheme. Prices range from the absurd to quite reasonable.

So where is it at today? Thanks to Peter Boyle, our SM is now on the new Club Permit scheme,



*Continued from page 18*

war headlamps were chrome plated. After the 1935 Paris Motor Show the flat glass lenses were replaced with convex ones with the appearance of an eye ball from the side.

### THE SUPPLIERS

Three suppliers equipped the Traction during its long life: Cibié, Marchal, and Ducellier. After the war the headlamp shells were enamelled, the paint matching the body colour. Chrome headlamps, similar to the original equipment, were available from Citroën by special order either delivered with the car or after sale. Many headlamps, different from the original equipment, were also available.

### MARCHAL AND THE EQUILUX

The Marchal Company, created in 1923 in Pantin, France and who amalgamated in 1963 with SEV, were, in the middle of the Thirties, the first company to market large diameter headlamps and there was a 220mm diameter

2] 1935 Marchal headlight with flat lens. The visor fixed between lens and the lining enabling a better beam.



headlamp that could be fitted to the Traction 11A.

These 'Aerolux' headlamps are chrome on brass with a crest stamped on the headlamp shell.

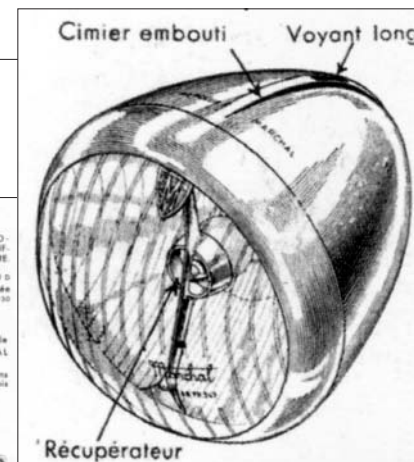
There is a standard version which has a flat glass lens and the

## LIGHTING THE WAY

top of the range 'Strilux' which has a patented polished vertical light reflector, improving the beam, fitted from the top bottom across a striated reflector. [2]

Following the aerodynamic theme, from the 1935 Paris Motor Show Marchal introduced convex lenses, again with the patented light reflector but different brass reflectors. This is the famous "Equilux" available as either the 220mm diameter ABTP 335 or the 240mm diameter 347, each having a flat red glass telltale

3] Marchal Aerolux 335 with embossed crest.





indicator for the sidelights.

From the 1935 Paris Motor Show these lamps have new shells and a removable crest. The red telltale is integral to the crest and is now rectangular with a rubber gasket giving rise to a range of

logue there were similar 200mm diameter [IIBL and 7C] headlamps with a 190mm ABTP 360 lens and a 185mm curved reflector. This headlamp is very rare ~ indeed no example has ever been seen! [15]

The term  
'Equilux' appears  
Continued on  
page 30

Equilux headlamps. [3 to 6]

These all chrome lamps could be seen on many an IIB before the war and many 15 SIXES to the mid-1950s. [7 to 14]

In the pre-war Marchal cata-

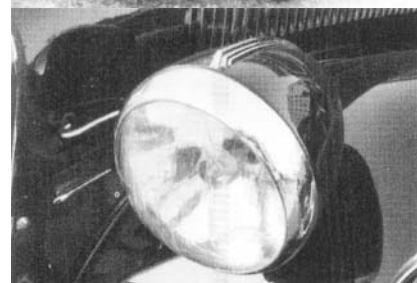
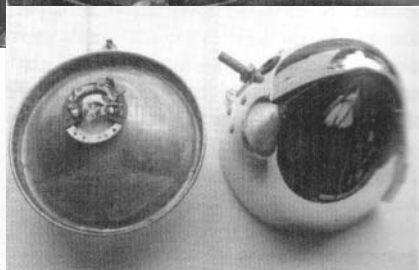
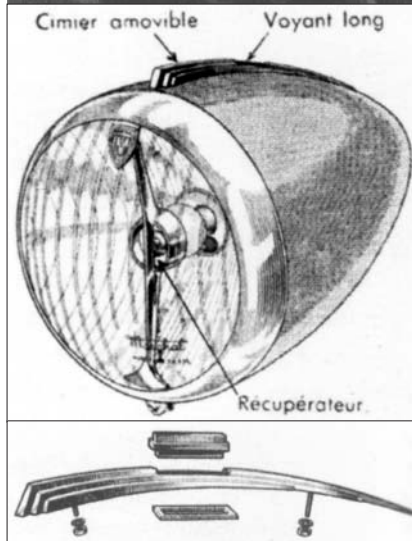
Below, top to bottom:

7] Equilux shell, glass telltale. Later plastic.  
8] Equilux 335 optic and shell.  
9] 240mm Equilux headlight [347 lens].

## LIGHTING THE WAY

Left, top to bottom:

4] Marchal Aerolux with embossed crest on the headlamp shell.  
5] Marchal Equilux 335 with removable crest.  
6] The removable crest [from 1938] with telltale and its rubber seal.



Left, top to bottom:

10] 240mm Equilux headlights on a 15G.

11] Enamelled version of the Equilux headlight.

12] Rare pre-war long-range Equilux [original equipment on Delahaye, Berliet and Voison in 1939].

13] 335 light units [optics] were often assembled on special bodies like this Splendilux.

14] Enamelled 200mm Marchal headlamp with crest on an 11.

Below:

15] The 1949 Paris Motor Show Marchal range.





*Continued from page 28*

in the 1951 Marchal catalogue and the word is embossed in the lens to the left of the ABTP type approval mark [435 series for the IICV].

At the 1951 Paris Motor Show new 220mm and 240mm diameter headlamps replaced the old references and had semi-convex lenses [ABTP 436A and 436], new silver metal reflectors with a reduced diameter bulb holder, a different vertical alumin-

ium light reflector [which bent towards the lens, not away from it as in the previous models] and the red telltale in plastic, which aged badly. [16 to 18]

200mm headlamps were factory fitted to the IICV, the optical reflector equipped with Equilux ABTP 435 lenses.

The enamelled shell with chromed rims and telltales existed from 1939 [on the Amilcar Compound and the last post-war Simca 8-1200], 200mm diameter for the 7C and IIBL with standard Marchal optics [identical to the factory fitted ones] with ABTP 391 lenses from late 1938 to March 1951 and Equilux 435 [March 1951 to April 1953] and Equilux 478 [April 1953 to July 1957], the latter two also feature new silver metal reflectors, which are fragile over time, a smaller bulb holder and a red plastic

telltale. [19]

**CIBIÉ**

Cibié, established in 1919 in Aubervilliers and the largest French producer, marketed after the war more luxurious versions of headlamps that had enamel or chrome shells, fitted with crests and red rectangular telltales [205 mm diameter for the 11, also fitted to the Simca 8-1200, and 218mm diameter for the 15 Six]. The optics [light units] were identical to the original equipment [lenses being the ABTP

20 & 21] Cibié chrome headlight with crest and glass telltale.



## LIGHTING THE WAY



Above

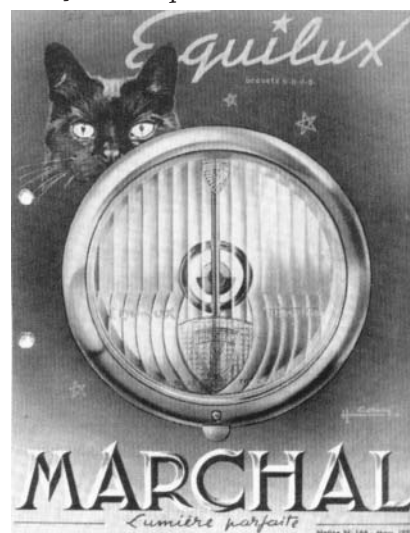
16] The 1950 Paris Motor Show Marchal range. Above right:

17] The 1951 Paris Motor Show Marchal range with the new Equilux 436 headlamps and the 640 fog lamp. Right:

18] New light units appeared in 1951 on the Equilux headlight [Equilux ABTP 436A and 436 lenses.



19] 1952 Equilux brochure





349 then 349Z and 500 for the 11 and 348 for 15 Six]. Cibié designed quartz iodine headlights in 1962. [20 to 22]

#### DUCELLIER

Ducellier, founded in 1830 making lanterns for horse drawn

diameter shells [black for Citroën and chrome as an accessory]. The lens used was the ABTP 354 then the Isoroute 115.

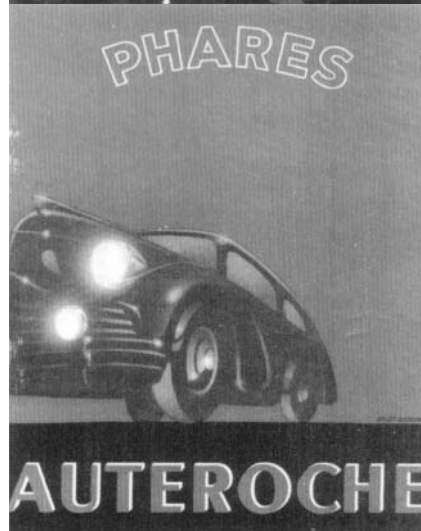
#### AUTEROCHE

Auteroche, a hackney carriage lantern maker, formed in 1875 was the oldest lamp manufacturer in the world and created the

acetylene lamp. The brand has filed numerous patents including the directional beacon in 1908 but never supplied headlamps to Citroën as original equipment for the Traction.

Auteroche marketed enamelled and chromed headlamps that could be used [200mm diameter with the ABTP 404 lens, the 220mm diameter with the ABTP 400 being the most common].

24] The Auteroche range of additional headlights.



AERODYNAMIQUE (Glace bombée)			
Diamètre en m m	Numero d'homologation	Email porte chrome Reference	Tout chrome Reference
160	420	261	261 bis
200	404	426	426 bis
220	400	446	446 bis

Their headlamps were superior to those of the three other brands that supplied Citroën, the brass shells were thicker and the reflectors and chrome being of higher quality.

Headlight shells semi-recessed into the wings changed the aesthetics of the Traction. The rationale being better lighting and its adjustment, and an aesthetic modernisation of the car.

The enamelled 'Phare Encastré' [embedded headlight] was intended to use rims from 203 to 206mm and therefore were probably Cibié.

#### EUROPEAN CODE HEADLAMPS



Traffic conditions changed and evolved with the popularisation of the car after the war. This growth prompted an evolution in lighting technology that was conducted in two stages during the Fifties and which benefited the

Traction to the end of its life. The equipment suppliers improved the diffusion of the headlamp beams with new lenses [Marchal was the first with the Equilux in March 1951] then adopted the 'European Code System'.

This evolved in France [increasing the beam range from 20 30metres]. In 1955 new light units [optics] could thus replace those of the original headlamps of the three original suppliers to Citroën by retaining the headlamp shells.

Cibié marketed a 200mm lens that was crimped onto the reflector [similar in design to the ABTP 500 that appeared in June 1955, factory equipped on the Traction] with type approval reference E2 105 [without the letters ABTP]. These could be fitted on the 11CV and 15 Six. A different rim is needed ref. 205 [11CV] and 208 [15 Six] to fit the headlamp shells.

There is another more recent model [E2 169-1465] with four external mounting points which if cut off will fit the original 205mm shell, of if kept to will fit the 218mm 15CV shells by the use of an adaptor.

Marchal produced various light units [optics] with lenses crimped onto reflectors which fitted the original 200mm headlamp shells [lens ref. Equilux E2 109-1412, ABTP 478 NL identical to the original 478 assemblies, ABTP 527-1409, ABTP 447...][26] To fit these 200mm



To improve the lighting of the

# FOG LAMPS [ANTI-BROUIL- LARD]

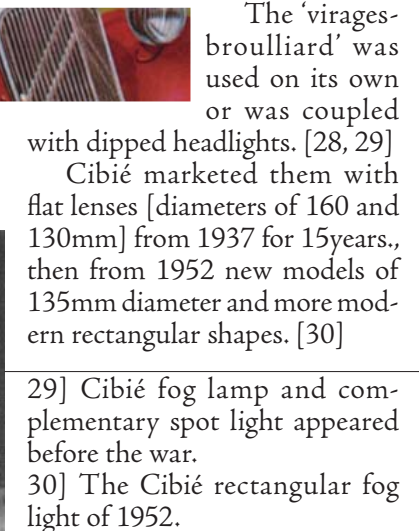
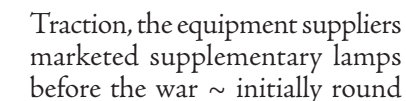
with dipped headlights. [28, 29]

Cibié marketed them with flat lenses [diameters of 160 and 130mm] from 1937 for 15years., then from 1952 new models of 135mm diameter and more modern rectangular shapes. [30]

29] Cibié fog lamp and complementary spot light appeared before the war.

30] The Cibié rectangular fog light of 1952.

Top  
26] Marchal European Code optic fitted to an original 11 shell. Centre  
27] Marchal European Code optic fitted to a 220mm shell using the crown adaptor. Bottom  
28] 1935 Marchal fog lamp.



Marchal had a cylindrical model in 1935 which was used by François Lecot for his 400,000km endurance run. Marchal created the famous 160mm diameter 630 in 1937, a 135mm version in 1949 [640 and 641], a rectangular model in 1952 [650 Rectilux, 170 x 88mm enamelled or chrome] and the Fantastic with diameters

of 135mm [670/680/690 and 670/680] and 175mm [660] in

Below, top to bottom

33] The Marchal Fantastic fog lamp, showing the central extruding point.

34] Auteroche fog lamp brochure.

35] Ducellier brochure depicting the 135mm VB 10 and the 150mm VB 8.

36] Bosch brochure showing the 130 and 150mm [LE/NE 130 and 150].





1953. These lenses have a central extruding point.

Auteroche made 135mm and 160mm diameter fog lamps, oval [170 x 90mm] 495 appeared at the 1952 Paris Motor Show and then in 1955 the 135mm Bifocal.

160mm.

Ducellier ~ 135mm [LP 10] and 150mm [LP 8].

Bosch ~ the flat glass 120mm in 1935 then 130 and 150mm [LE/EF 130 and 150].

Many Tractions and particularly 15 SIXES had a fog and spot lamp fitted at the time.

#### THE DIRECTIONAL LAMPS

The hand operated directional models manipulated from outside or inside were marketed by Auteroche [135mm diameter] [37] and Marchal with their Girophare [Rotating Lamp] model '90' which has a suction cup and bakelite body and a 5metre extension cord also making it a portable lamp [baladeuse] and the Model '91' with a chrome exterior.

38] The extremely rare directional 'Pivophare' manually operated from the steering wheel.

[33 to 35]

#### DRIVING, LONG RANGE [LONGUE-PORTEE] LAMPS AND SPOTLIGHTS

The 'grande portee' [greater or longer range], also called supplementary lights, were sold by all manufacturers.

Cibié in 130 and 160mm diameters.

Marchal with the 160mm 632 in 1937 and 135mm 642 in 1951. The Fantastic in 1953 was 135mm and in 1962 the quartz iodine 175mm 662.

Auteroche ~ 135 and

37] The directional Auteroche 135.

Diamètre en mm	Utilisation	Entièrement chrome Référence
135	Manœuvre et contact de l'intérieur.	430

ROULEZ LA NUIT EN TOUTE SECURITE même dans le brouillard

Prenez les virages en pleine lumière, grâce au PIVOPHARE RAYMOND

reste fixe seule le faisceau lumineux s'oriente du volant

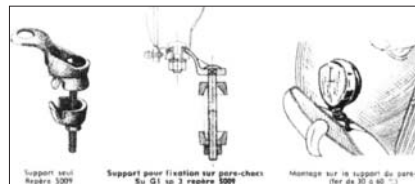
EN VENTE PARTOUT ET AU C.C.E.P. 198, B<sup>o</sup> VOLTAIRE-PARIS-VOL.02.50

The 185mm diameter chrome on brass Pivophare Raymond [38] was fixed to the front bumper and its beam could be rotated 90° to the left or right from the steering wheel. It was marketed by the Citroën Centre on the Boulevard Voltaire in Paris.

#### BUMPER SUPPORTS OR MOUNTS

These additional lights were mostly attached using claw pinching supports on the Traction bumper irons or bumper supports [Marchal K5, Cibié 4362, Ducellier 5009, Auteroche 121, EB type 30]. The upper part which takes the threaded rod is made of aluminium [polished or painted in black] to metal [chrome or painted black]. [39]

39] One of the many types of bumper supports ~ this from Ducellier.



#### REVERSING LIGHTS

Reversing lights [feux de recul or feux de marche arrière] were marketed by Cibié [95mm diameter in chrome with an orange lens], Marchal [the 90mm diameter 520 [40] in October 1951, chrome with clear or orange lenses having a resemblance to the 640 fog lamp], Ducellier [the R8 black casing, 135 and 150mm diameters with a red lens], Aute-

Le projecteur 520 Marche arrière à 90° permet pour manœuvrer sans danger de recul dans une rue ou dans un parking.

Le montage se fait très facilement grâce à une partie du boîtier universelle adaptable pour tous types de véhicules.

Le 520 est de fabrication française, utilisant des pièces de France et de France des autres pays.

Modèle	Verre	Boîtier
Modèle chrome, verre orange	120.000	
Modèle chrome, verre clair	120.000	
Modèle chrome, verre rouge	120.000	
Modèle 185 mm	120.000	
Modèle 135 mm	120.000	
Modèle 150 mm	120.000	
Modèle 185 mm	120.000	
Modèle 135 mm	120.000	
Modèle 150 mm	120.000	

**MARCHAL**

Cette marque est votre meilleure garantie.

40] Advertisement for the Marchal 520.

roche [95mm diameter or 155 x 90mm oval in black or chrome] and Bosch [rectangular black or chrome].

Models with an orange lens were sometimes used as indicators [feux clignotants]. I have used a clear lens Marchal 520 as a rear for lamp by painting the of the lens with red glass paint. DH].

#### OVERRIDERS

There were overrides [butoirs de parechocs] with red reflectors and/or integrated stop lights: SDAA with Scintex lights [also available with front light and indicators], Maire and Robri made them to fit the profile of the 11 CV and 15 SIX bumpers [available with red or white reflectors]. [41 & 42]

#### REAR LIGHTS

After the war the equipment



manufacturers offered special editions for rear lighting on the Traction.

The lamp and registration number plate mounted on the left rear wing of the small boot models could be fitted with different

pair of lamps for the rear wings. These had three bulbs and were multifunctional [tail light, brake light, reflector, indicators and a mounting plate for the left rear wing].

The Seima lamps fitted as original equipment on the post-July 1952 big boot models

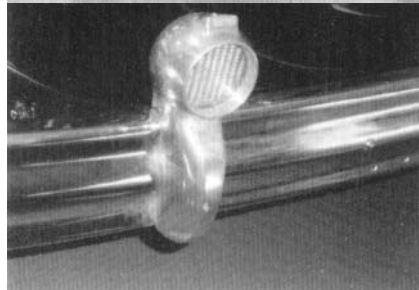
could be replaced by the 'Domino' lamp made by Labinal. It had a lens with a chrome surround and the shell of the lamp could be painted to match the body colour.

43] The Auteroche GH with integrated reversing light. Dismounted it can be used as a portable lamp.

## LIGHTING THE WAY

lamps [Seima, MAD, Auteroche] instead of those originally fitted [Neuhaus and Harpon], which was the only lighting required.

After the war Scintex developed the 'Damier' product ~ a



ÉCLAIREUR DE SECOURS  
"GH"

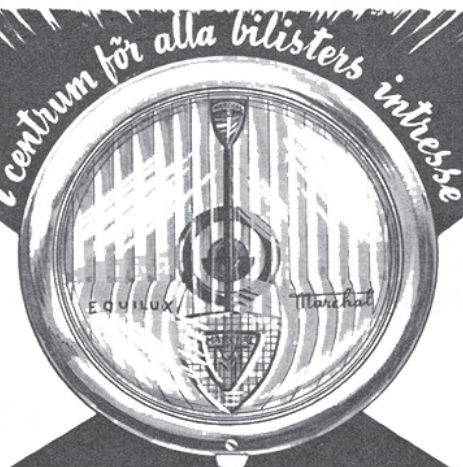
Le Butoir éclairneur arrière comprend 2 pièces principales, 1 corps ou butoir de pare-chocs chromé et un phare de recul type Auteroche à verre teinté orange.

Le phare est mobile dans son logement. Il peut être réglé pour sa portée. Il peut aussi être dégagé par un bouton moleté qui le libère et servir de baladeuse avec 4 m. 50 de fil souple.

N° 50751.	Pour Ford Vedette	.. ..	PRIX
N° 50752.	Pour Peugeot 203	.. ..	—
N° 50753.	Pour Citroën 11 et 15 CV	.. ..	—

Right, top to bottom:  
41] SDAA overrides lamp with indicators.  
42] Robri reflector on a 15 Six.

Equilux-ljuset ger Eder samma säkerhet på natten som på dagen, även vid höga hastigheter och våt vägban.



Det avbländade Equilux-ljuset ger genom sin markanta avgränsning i höjled såväl Eder som den mötande absolut säkerhet.

## MARCHAL Equilux



### Fjärrstrålkastare

har en mycket lång räckvidd med ringa spridning. Monteras så lågt som möjligt. Finns i två storlekar, och levereras komplett med hållare och vir glödlampa 6, 12 eller 24 volt.

Typ 642 300, glasdiameter 120 mm, helt förkromad, kronor 65: —.

Typ 632 300, glasdiameter 140 mm, helt förkromad, kronor 70: —.

### Dim- och keurljus

med dubbelreflektor, ger ett homogent och i sidled mycket utbrett strålknepp, som starkt belyser dikeskanterna och den närmaste terrängen. Finns i två storlekar, svart eller förkromad, och levereras komplett med hållare och selektiv glödlampa 6, 12 eller 24 volt.

Typ 640 300, glasdiameter 120 mm, helt förkromad, kronor 65: —.

Typ 630 300, glasdiameter 140 mm, helt förkromad, kronor 70: —.



### Backlykta

helt förkromad och försedd med fästvinkel och glödlampa.

Typ 520 300 gult glas, diameter 80 mm, kronor 24: —.

Typ 520 322 vitt glas, diameter 80 mm, kronor 24: —.

A.-B. BIL-AERO ELECTRIC



LANCE WEARNE ~  
SPARE PARTS OFFICER

As most of you no doubt already know the position of Spare Parts Officer has been taken over by me a few weeks back with the relocation of parts to

whom are interested in Cits] in the northern suburbs of Brisbane.

Let me go back a couple of years to the seventies [yes a couple in South African can mean anything from two to who knows how many?] I was a long haired motorcyclist with no interest in anything that could not do over 200kph.

Along came a wise old man of about my current age and asked me if I would be interested in buying a Citroën? Isn't it strange how wise your parents turn out to be? Well yes, my father is to blame that I am now 'tunnel visioned' according to my dear wife.

Anyway it turns out to be December 1980 and I am the proud owner of a well done [burnt] 1949, one owner, Light 15! As I recall, at today's exchange rate, she cost me around \$130. As any of you know that was the cheap part of a restoration!

Youth and ignorance led me to decide that the best thing to do was to store it in a jigsaw puzzle format. Duly done I transported the puzzle around a few years and each time I looked at it I realised how incredibly stupid I was! Time, domestic pressure and a lot of assistance saw the old girl eventually restored to her original glory. The truth is I was given an ultimatum to either restore it or sell it! 31 years later she still resides in my garage having been given top priority when loading our container for Australia a number of years back. Over the years I have been fortunate to own

two Ds ~ which I loved. However the Tractions have seemed to hang around a lot longer.

I digress, back to the spare parts. I recall reading that Rob Little had decided he ought to retire which he duly did, but not as spare parts officer. Early in 2011 I had considered the Spare Parts role, but felt I just did not have the space and after talking to Rob the idea slowly died. Move on a few more months and still no replacement. Phone Rob again with a lot more discussion and... well as they say the rest is now history. I officially decided to 'take over' from Rob ~ my fear being that Spare Parts would fold if nobody stepped up.

Let me stop for a minute and on behalf of all in CCOCA say how grateful we are Rob, for your tireless work over the years! Having made the decision I now find myself in the unenviable position trying to fill Rob's shoes: so please be patient.

Working full time will obviously impact on my efficiency but I will endeavour to get your parts off as soon as possible even though that might only be on a Saturday. As previously I can be contacted at [spareparts@citroenclassic.org.au](mailto:spareparts@citroenclassic.org.au) This is the preferred method, which ensures I have a record of your needs. But I am only too happy to talk to everyone after 18:00 in the evening as this will give me the opportunity to 'meet' a lot of the members. Obviously I cannot return calls to mobiles as this would make Telstra/Optus/Vodafone and the likes very happy! Oh and do remember here in Queensland we are

way behind everyone else for large parts of the year! Working full day, payment for parts by direct deposit would be preferred, however if that is a problem a cheque will do.

No doubt I will be catching up with a number of you in the near future so until then...

Lance Wearne ~  
Spare Parts Officer  
MAX LEWIS ~



EVENTS COORDINATOR

Hi once more to report on my c5. As you probably all know by now, my favourite [and only] Citroën is my obsidian metallic black c5 of year 2007. I purchased this car from Zagame's, North Melbourne back in April 2008, so the car was then about 12 months old and had covered 7K or thereabouts. It was Bobby Zagame's every day car, so I reckon it had gotten the best treatment whilst in his hands. The moment we saw it [and it was Roz's choice in the end] we loved it and still do. But after 3+ years of ownership and with the most appalling brake squeal, I would gladly swap it for something else. Notwithstanding this ear splitting racket, it goes well so a disc and pad replacement for both front and rear is on the books very shortly. At 75K and a previous front disc machine and then new pads, I am frankly not impressed with the need to do something like a full brake/pad replacement after what I think is a low kilometre usage. OK, you say this is most likely my fate as you might think I drive the car at speeds which need a lot of braking. Ah yes just because one of

## FLEET FOLLIES

my home in Queensland.

Firstly for those wondering ... No I am not the Citroën guru from Brisbane. All we share in common is a Christian name. I unfortunately do not possess the wealth of knowledge hidden in that shed in Red Hill!

I guess a fair few are asking who is this Lance bloke? Well I will attempt to introduce myself and perhaps add a little back ground. I am married to Eleanor and in 2005 we settled with our two sons [neither of





my other cars is an F car from Italy which I drive the heck out of, you might conclude I do the same with the C5. Not so folks, sorry to disappoint you, but I practise slow driving [mostly] with this car as I am mindful of consumption etc, etc.

ably worse, the carport floor and my street park looked like I had a 1960s oil colander on my hands. What it turned out to be was the goo that Zagame's used to seal the sump to the block was the wrong goo. A free re-gooing was done. Folks

I couldn't believe my ears when told that there is no sump gasket as

such in these modern Citroëns, just metal to metal contact with goo. The right goo was applied and this took 3 hours to cure.

What the blinking heck is this so called modern auto technology coming too I asked the rather crest-fallen looking mechanic... 'you call this goo/curing time an example of refreshingly new auto tech... you've gotta be joking! What happened to good old fashioned fabric gaskets?' No answer was to deafeningly loud reply.

My other going vehicle is as you know a nippy Nippon... I bet that has a gasket. Am I tempted to discard the C5 and high tail it for another nippy Nippon? No way, I will stoically stick with my albatross... oh sorry Citroën but I am tempted to trade the C5 in for a C4... the fuel consumption figures for the 2litre diesel is very impressive. Andrew, who is a C6 owner, likes my car and says it goes well so that has renewed my love for my car. Plus ça change, plus ça même has a new meaning in the Lewis household.

C'est tout mes amis... happy and safe motoring.

Max Lewis ~

Events Coordinator



## FLEET FOLLIES

I asked Andrew Switala if he suffered the same problem with his early V6 C5 and he said there was never any problem, but he did qualify that by saying that he actually did a very modest amount of kilometres. I have come across the occasional C5 on the road and they squeal as well. So what's with the world's leading auto excellence car maker doing with a lousy fault like this?

I mentioned last time about an oil leak. Not only does my C5 burn oil in the form of diesel fuel but it squanders it all over the road. The mess left on my carport floor was getting too much [even though the leak was more like a weep] so off to Zagame's for inspection and repair. The verdict initially was it was too messy in the sump area to see where this weep was occurring so a clean and a reinspection a week or so down the track was recommended. The ensuing visit saw the sump off as the mechanic thought it might be just a sump leakage. No it wasn't... it has something to do with the rear main engine seal which is a VERY expensive repair. OK I said, put things back and we will live with it. The leak turned out to be consider-

## FOR SALE

### DS DOWN UNDER

This remarkable archive is a compilation of articles on the DS and ID series Citroëns published in the Australian motoring press from 1955 to current. It now consists of over sixty articles from many sources.

For D enthusiasts this material gives a fascinating insight to how the cars were viewed by contemporary motoring journals, and how they compared to rival makes at the time. The earlier articles also provide a useful history of the sourcing of DS in Australia in the 'fifties through local assembly in the 'sixties.

Available on CD for the cost of the media plus postage ie \$5 in Australia.

Contact rogerbrundle@bigpond.com for your copy. [35/07]

### 1987 BX TRI

1987 BX TRI, silver with grey cloth interior, automatic. 5door hatchback with incredibly low recorded mileage for its age ~ just 120,000km. Mechanically sound with fantastic body and interior. Air conditioning, electric windows, sunroof. Serviced at Citro Motors. History available. Unregistered, so just \$2,000, or near offer. Location; Melb. Contact Mirella 04 0057 1225 or mirellacarey@gmail.com [35/06]

### 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

[discreetly 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 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]

## WANTED

### BIG BOOT RESTORATION

I am looking for these parts to finish a big boot Traction: 1 right side boot hinge, front brake cylinders, front side lights, rear side and brake lights, head light glass, lens and rim for a stepped unit, 1 road wheel rim, pair of wiper arms, rear view mirror. Please contact Julian Beasley 04 3117 8389 or blueybeasley@hotmail.com [35/05]





# CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA

Australia's National Citroën Car Club

