



**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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POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

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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.

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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.

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

MEMBERSHIP

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

LIFE MEMBERS

The committee awards life membership to Club members in recognition of their contribution to, and support of, the Club. Life members are:

Rob Little	2012
Ted Cross	2012
Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

COVER IMAGE

The cover image, taken 'Traxion' the Traction Avant Nederland calendar for 2001 and depicts Place de la Poste, Niort, Deux-Sèvres. The picture below shows the same building today.



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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 Lance Wearne. Phone: [07] 3351 8327 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.doublechevrans.aunz.com

This edition I think I have brought together one of the most diverse editions of 'Front Drive' in a very long time.

We start with some technical advice out of the UK ~ all about keeping your knees, and more importantly those of your passenger, dry in the bleakest of winters.

For the technically minded 2CV owner there is advice from club member Graham Dennes about screws and carburettors.

We talk with Michael Berry about his love of the DS and accompany his words with some really beautiful photographs.

Robert Opron, famous for designing the CX, GS and SM is featured following his visit to Technoclassica at Essen, Germany, where he was awarded life membership of the German SM Club. Did you know that before Citroën Opron worked for Simca

and after the Peugeot takeover he crossed the seine to Billancourt and worked for Renault. Here he penned the 25, Fuego and the Alpine A310. Truly Opron deserves his place as one of the world's top 25 automotive designers of all time.

And for the petrol-heads amongst us read one of Scot's creation of a V12 version of the C2. The point of this article is not to persuade you to undertake a similar conversion ~ although... But to understand that the way young people see the Citroën marque is quite different for the perceptions we hold locally.

Classified adverts, Fleet Follies and of course the greatest list of motoring events you could possibly want.

What else do you need in your life?

Enjoy,

Leigh F Miles



It must be that time of year ~ there just seems to be a higher than normal French consciousness in the air at present. Which is a relief really given the alternative general level of sub-consciousness there is in the community at the moment.

There was an interesting article in 'The Age' regarding the scientific investigations of Nicolas Baudin; the first naval explorer to map the Victorian coast. Wikipedia gives a far more accurate account of this amazing and courageous exploration.

http://en.wikipedia.org/wiki/Nicolas_Baudin

Then there again in 'The Sunday Age' last weekend, 'The French Connection, A Gallic guide to Melbourne'. An easy DIY guide of how to be and how to know all pop culture French things. Apart from many attractive and intriguing events it did mention the 'Revolution to Empire' exhibition opening at the NGV on June 2. Yes that is worth a visit.

But the wonderful poster advertising the event, a dramatic record of Napoleon Bonaparte, First Consul crossing the Alps at Great St Bernard Pass 20 May 1800 by Jacques-Louis DAVID did catch my eye. This guy DAVID was Napoleon's First Painter [really an in-house Murdoch graphic illustrator] and so was called upon to sketch up the grandiose

ceremonies of the new regime. The Coronation 1807, the Distribution of the Eagles 1810, the Tennis Court Oath, Crossing the Alps and so on. Check it out...

http://en.wikipedia.org/wiki/Napoleon_Crossing_the_Alps

Then moving forward a bit to contemporary Gallic event the big one is coming up... Running from Saturday June 30 to Sunday July 22, the 99th Tour de France will be made up of one prologue and 20 stages and will cover a total distance of 3,479km. Abbeville, Annonay Davézieux, Bellegarde-sur-Valserine, La Planche des Belles Filles, Peyragudes, Porrentruy, Samatan, Tomblaine, Visé. Again, of course this is all of www ~ but what a wonderful tour through gorgeous country side and beautiful townscapes.

So this French consciousness is all about building the excitement for the really big A-Traction ~ Storm the Bastille on Sunday 15 July at The Vines of Red Hill Restaurant. We depart 10.00am, from The Shrine of Remembrance. A moderate sum of \$35 per head for a specially prepared French country style luncheon composed of local foodstuffs with two courses and a complimentary glass of wine! Please book by July 8, by contacting Max Lewis [03] 9372 0921 or 04 5899 3771 or maxlewis@netspace.net.au

Peter Sandow ~ Prez Sez



ED SED

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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

● JUNE

OzTRACTION '12 ~ GOLDEN TIMES

WHEN: Friday, June 8
to Monday, June 11
WHERE: Castlemaine, Vic
COST: OzTraction fee
plus accommodation
and expenses
BOOKING: Accommodation
by 30 April
OzTraction by 1 May
CONTACT: Leigh Miles
[03] 9888 7506
editor@citroenclassic.org.au
or Sue Bryant,
[03] 9885 3179
secretary@citroenclassic.org.au

Yes, it is already that time of the year ~ Green Frog Tours is pleased to announce that OzTraction '12 is being hosted in the delightful town of Castlemaine. GFT want, once again this year, to remind all members that OzTraction is not just for Tractions. All Citroën enthusiasts are welcome on this event.

So now you know that anyone can attend, even friends without any Citroën can come, you need

to continue reading because this event is the highlight of the club year [in our totally unbiased opinion].

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 20 June
TIME: 7:00pm
WHERE: Check with the Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Sue Bryant,
[03] 9885 3179
secretary@citroenclassic.org.au

DAY RUN ~ RAAF PT COOK MUSEUM

WHEN: Sunday, 24 June
TIME: 10:00am
FROM: Servo on westbound, city side, of Westgate Bridge



TO: RAAF Aviation Museum,
Pt Cook Rd, Point Cook
COST: Free
BRING: Refreshments,
warm clothes
BOOKING: Essential, by
Thursday, 21 June
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

See one of the best collections of heritage RAAF airforce stuff, and at 13:00hrs [that's one o'clock], watch at least one heritage aircraft flying display. Should be a great day!

CLUB MEETING ~ PHOTO COMPETITION

WHEN: Wednesday, 27 June
TIME: 8:00pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3
COST: Free
BOOKING: Not required
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au
Club Photo Competition. Bring

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your best snaps, yes, everyone has them, of a Citroën variety, and put them up for perusal. Judges decision final etc, etc.

● JULY

A-TRACTIONS

BASTILLE DAY CELEBRATION

WHEN: Sunday, 15 July
TIME: 10:00am,
FROM: Shrine of Remembrance
St Kilda Rd., Melbourne.
TO: The Vines of Red Hill,



150 Red Hill Road,
Red Hill.
COST: \$35PP [see below]
BRING: Your singing voice ~
for La Marseillaise
BOOKING: Essential by 8 July
ROADS: All sealed
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
librarian@citroenclassic.org.au

We are meeting at 10am so some of the sleepy heads can ease out from under the doona without too much stress!! Those that live further south can meet up with the group on its way.

This occasion is a bit different from those Bastille Day celebrations the club in the past has enjoyed. We felt it was time for a bit of a change as the last venue proved a challenge as far as space was concerned and we know that this celebration is keenly anticipated and has always been a great time for people to get together. We will start at the Shrine of Remembrance and using some of our good freeways [no toll roads will be entered into!] travel through the south east where we will then wend our way to The Vines where the well known chef... James Redfern [previously a sous chef at Jaques Raymond] will ensure we have a good hearty French style provincial lunch. James is a bit of a car fanatic... once owned a Pug and still owns a Kingswood ute... need I say more. So we will totally overawe

him with a collection of André's best. I have booked tables for 15 - 20 of us but there is more room if needs be.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 18 July
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: ~CHEAP EATS

WHEN: Wednesday, 25 July
TIME: 7:00pm
WHERE: O'Sullivan's Sibeon,
914 Mount Alexander Road,
Essendon, Melways 28 G4
COST: From \$16pp
BOOKING: Preferred by
Friday, 20 July
CONTACT: Max Lewis

BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday
June 28
July 26
August 23
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 Out' also known by the MGCC Geelong as 'Technical Lunch Day' is a well known get together by boys with their toys, meeting first at 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?

[03] 9372 0921 [H]
04 5899 3771 [M]

librarian@citroenclassic.org.au

Meals start from as low as \$16.
Wednesday is usually Steak
Night so if protein is your prefer-

A-TRACTIONS

ence, then you will be well looked after. The wine list is very reasonable and of course who could refuse a Guinness?

So, bring yourself and your wife/partner/friend/cellmate whomever and any goss/anecdotes/lies/hyperbole whatever that is about the place at this time.

Irish jokes may or may not be looked upon with glee... I did notice a sheleighlee behind the door! [ok, so Max can't spell but you get the drift.]

Max has reserved the dining room upstairs for a crowd of 15 ~ 20 but it could accommodate a lot more. The staff will arrange a long table as is our liking or any other format that you may want. The room has its own bar, open fire and is a splendid place. I have been there several times and am still amazed at what a delightful place it is. Parking is very close across in the nature strip... should be no problem here.

● AUGUST GARAGE CRAWL

WHEN: Saturday, 11 August

TIME: 11:00am
WHERE: Mark & Sue McKibbin's,
193 Old Telegraph Rd.,
East Rokeby
COST: Free
BRING: Warm clothing ~
it can be cold standing
around a garage

BOOKING: Essential by 5 August
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

Take ramp and Turn Left onto
Old Princes Hwy if on Monash
Fwy, meet along there. This could

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[35/03]

be dropped if people feel once on Monash they'd prefer to keep driving. Let me know.
Mark's enthusiasm for all things mechanical is well known and his collection will be worth the trip especially to hear about his early 1900s Sizaire Naudin which he drove on an outback rally earlier this year.

Refreshments will be served.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 15 August
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~ TREADS, TYRES & TRACTION

WHEN: Wednesday, 22 August
TIME: 8:00pm
WHERE: Frog Hollow Reserve



Rooms, Fordham Ave.,
Camberwell. Melway 60, B3
COST: Free
BOOKING: Not required
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

Tyres. Although we fit and forget these are most important items to our cars, they are a highly engineered, and give amazing service. We're going to find out more about tyres tonight, with a talk from a representative in the trade. Especially important for low use cars on Red Plates, which deteriorate before the tread's down.



With the arrival of winter I know I am going to hear cries of complaint from passengers in Tractions that by the time we reach our destination they are wet. The driver is just as wet,

Shut your trap is a colloquial term for telling someone to be quiet. For the Traction owner this can only relate to the fresh air vent just below the windscreen. Older cars have got two of them.

These air vents have been and will continue to be the

source of trouble and frustration. Either they will not open when it is hot because they have been sealed off, or they will not close when necessary, causing considerable leakage.

I can testify for both since one of my cars has a sealed air vent and gets really hot inside in summer time, the other has a vent that will open and close, but leaks as a consequence. Used to leak, I should say, because with a few tricks I did manage to get it to close and keep the water out.

Desperate

I tried just about everything: gluing the rubber seal into the rectangular slot, gluing the seal to the inside of the cover ~ alas without success; sooner rather than later the seal would start to let water through and once there was water with whatever cement or kit I used, the rubber would eventually come loose.

The frustration becomes even bigger when you think the vent is water-tight and do not find out until driving into a squall on the motorway that it still leaks ~ despite all your efforts to make it

close properly.

At motorway speeds or with a strong headwind the pressure of the air ~ which increases by the square of the speed ~ becomes such that water will be forced in through even the smallest slot. Using a garden hose to test the water-tightness will not suffice. I made my neighbour believe I had really gone over the top with my old-timer hobby by setting off on test-drives in pouring rain. Make sure the test-drive in the rain also includes a stretch of motorway or a similar road where the speed can be increased to 100kph or more to be absolutely sure.

RUBBERS AND RUBBERS

There appear to be different sizes of rubber seals. The one that came [new] with my car ~ the lower one in the picture ~ seemed to have a better fit into the slot, so logically I started off by using that. Wrong thinking! The seal would slide deeper into the slot, so the inside of the vent cover would not sit snugly against the rubber seal when it was closed. Eventually the larger seal ~ which I must admit did have a Citroën logo on it ~ turned out to be the better one.

It really needs to be shaped and pushed inside the slot but

this is exactly what causes the cover to close off properly. With the larger seal, the sharp edge of the cover is pushed into the soft rubber when the vent is closed. This is exactly what is needed to ensure water-tightness.

WHAT CEMENT OR KIT TO USE?

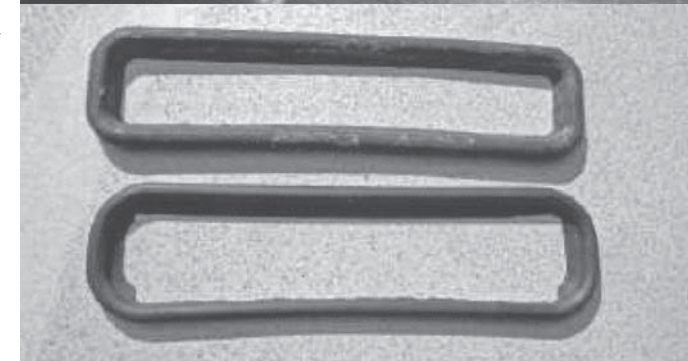
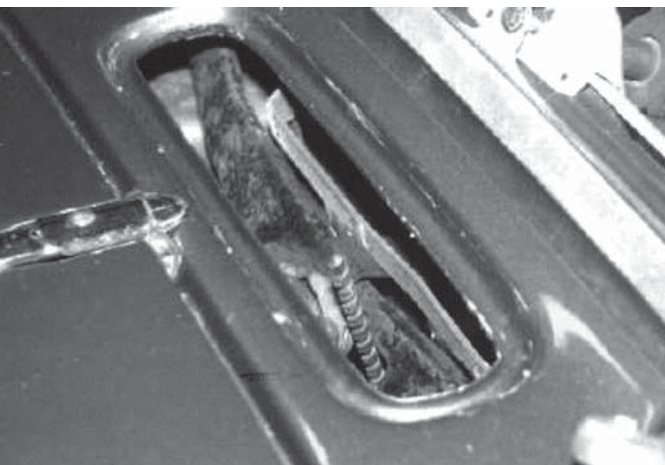
So the first challenge is to securely fix the seal into the slot of the car body. Contact glue [like

STAYING DRY

but drivers will never complain [in public at least] that anything could possibly be amiss with their beloved. When I say beloved, I am of course referring to the Traction, not to their often long-suffering partner.

So, here are two recent articles from the Traction Owners Club, in the UK. The first is about keeping water from entering the cabin via the scuttle vent and the second about keeping your picnic [carefully packed into the boot] dry. The images associated with the article by Karel Beukema toe Water remain the copyright of the author.

Below: The first failed attempt to solve the leaking problem.



Right top to bottom
Failed attempt number 2.
Two different rubber seals.
Sikaflex 291 applied to the opening.

Bison Kit] is unsuitable for this job because once joined, the surfaces can no longer be moved. In the case of this seal, considerable manipulation is still necessary after it has been laid into the slot. So I decided to use Sikaflex 291

on ocean racing yachts, so I felt it should work on the air vent of a Traction as well. Sikaflex products are available in 100ML blister packing from most major yachting equipment stores.

When applying the Sikaflex

Kit, I made sure that the outer perimeter of the rubber seal

would be bonded with the outer perimeter of the slot since that is where water is likely to penetrate between the seal and the car body.

BONDING AND DRYING

Any adhesive bonding needs to be allowed to dry or to harden while the parts are held firmly together. The most effective way to make the rubber seal bond with the car body is by using the air vent itself to hold the rubber down and in place. Even without the cover bolted to the hinge, the spindle with the key below the dashboard will pull the cover firmly onto the rubber seal and hold it in place. This also allows for some moving of the cover to ensure that the pressure is evenly applied around the perimeter of the seal. I allowed the kit to dry under the pressure of the cover for at least 24 hours.

Note: it is important not to apply more kit than will be

Left, top to bottom:

Allow Sikaflex 24 hours to dry. The rubber gasket, cut around the bracket.

necessary for a proper bonding. Make sure to remove any spilt or excess kit using a wet cloth immediately while the kit is still wet.

Bear in mind that it takes quite some care to remove all traces of any excess kit from the painted surface of the car, so avoiding this does save a lot of time.

FURTHER IMPROVEMENT

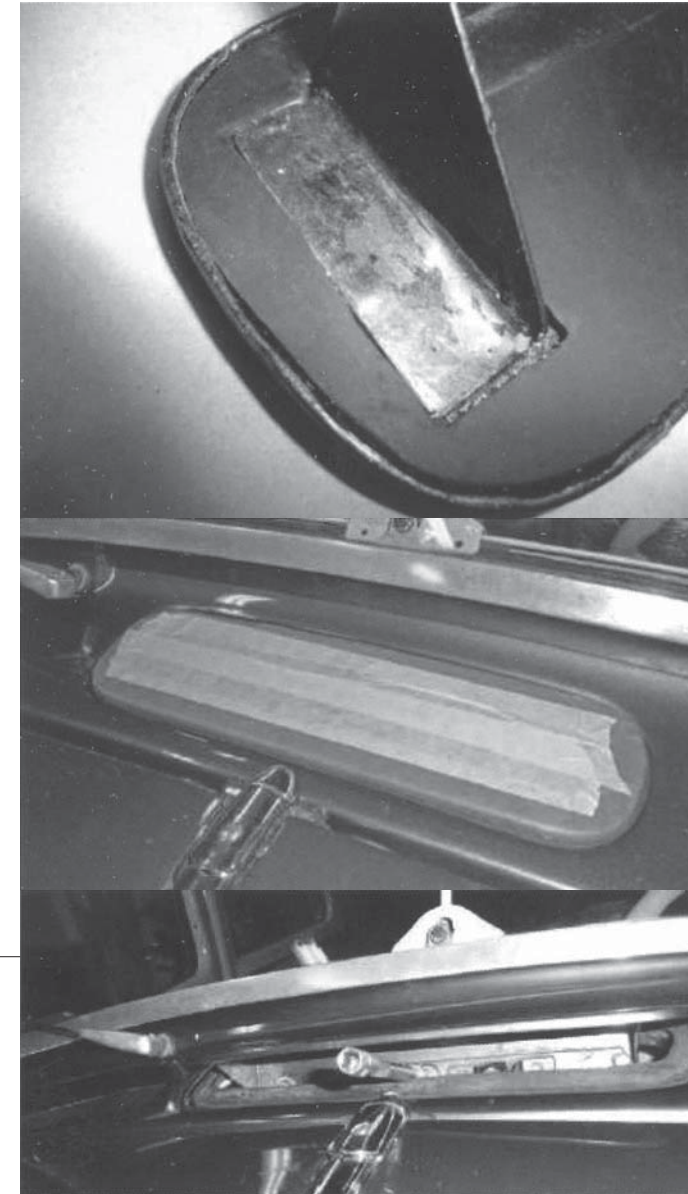
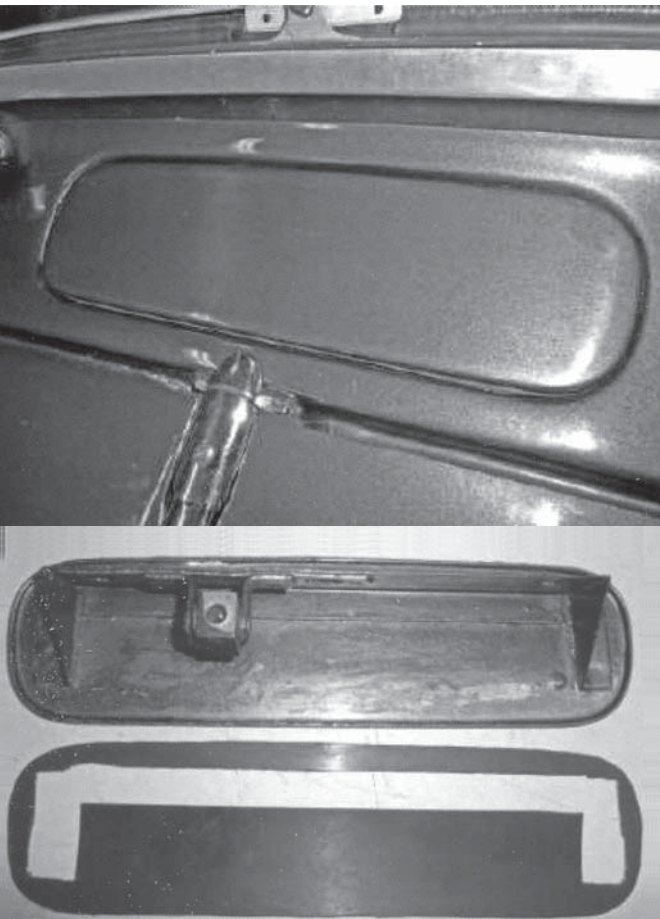
Now, I could have left it at that and have full faith in the flexibility of the rubber seal to compensate for any irregularity of the steel cover. For, if you turn the cover upside down, you will find that it looks a bit like a moon landscape, and that the bent edge of the cover is far from even as well.

So, I felt I should do something to compensate for the unevenness with the aim of creating a smoother surface that would make better and more reliable contact the rubber seal. For this I used a piece of 2mm thick reinforced flat rubber material [also used for rubber gaskets], which I meticulously cut out to mate with the surface of the inside of the vent cover. I had to cut around the places where the

bracket was welded against the inside of the cover to really make sure there would be intense contact between the rubber and the metal, and there would be no ~ or very little ~ unevenness for

STAYING DRY

Marine Sealant Kit. This stuff is used to ensure water-tightness of deck latches and winches



Right, top to bottom:

The rubber gasket glued to the inside of the cover. The cover, with masking tape ~ drying for 48 hours.

Tighten the M5 bolts with a small socket.

the rubber seal on the car body to cope with.

This rubber gasket was then glued to the inside of the cover using Bison Spray, a contact adhesive which is said to be particularly suitable for rubber.

STAYING DRY



Unlike the rubber seal at the bottom, this gasket when doing what it was intended for, would receive pressure only in one direction: downwards, so I believed this was the correct way of fixing the gasket to the inside of the cover.

BONDING AND DRYING

Once again I used the spindle to pull down the cover and apply the right pressure to the bonded parts to hold them in place. I did make sure to remove all traces of glue from the rubber surfaces before securing the cover, otherwise I might have ended up inadvertently cementing the two rubber surfaces together which obviously was not what I wanted. From the picture you will note that I used some masking tape to protect the painted surface of the cover against spilled cement and stains from fingerprints. This sort of glue can only be removed using thinners, and high-gloss paint does not like thinners.

I let the cover sit like this for 48 hours before undoing it to remove the masking tape.

ATTACHING THE COVER TO THE HINGE

Finally, the cover needs to be attached to the hinge inside the car, using the three M5 bolts.

Left, top to bottom:
Air vent seen from below the dashboard.
Air vent closed, and watertight

This takes some fiddling and you are likely to find that the hinge will have dropped to its lowest position with the holes far from being aligned. Particularly on cars with their wipers below the windscreen getting at the hinge from below may prove to be troublesome.

Once the holes are somehow aligned [use a helper to hold up the hinge from below] the three M5 bolts with their washers can be inserted. Please do not tighten them yet, since this should best be done from below after moving the cover back and forth to ensure a perfect fit and turning the spindle until the cover sits firmly on the rubber seal. Now, use a small 8mm ring wrench to tighten the three M5 bolts from behind the dashboard as much as you can. Then, open the vent to its maximum and use an 8mm socket with an extension to tighten the bolts completely.

Now, the air vent should open and close when you turn the key of the spindle below the dashboard. If you park the car in broad daylight and look from under the dashboard while opening or closing the vent, you will note the light coming in through an even slot the very moment the rubber gasket inside the cover lifts off the rubber seal. With the cover closed, shine a torch on the inside of the cover and note that the gasket sits evenly on the rubber seal. This should withstand any pressure

from outside air I can assure you from experience: it does!

It takes a bit of thinking time and a bit of fiddling to get the air vent to work properly whilst at the same time guaranteeing water-tightness when we want to keep our feet dry. But after all it the solution is quite simple and will allow us a more comfortable ride in hot weather.

John Ogborne Stops That Annoying Problem of Water Getting into the Trac-

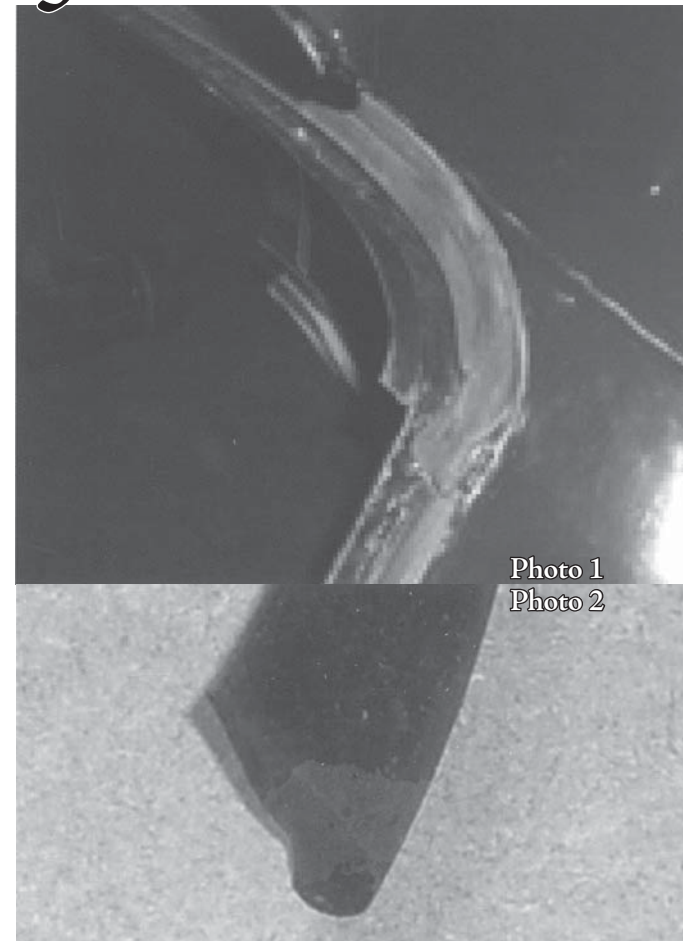


Photo 1
Photo 2

tion Big Boot

One of the first things that I learnt about the Traction Big Boot was not to open the boot when it had been raining.

In yet another cunning Citroën design any water on the lid

I suffered this for years, wiping as much water as possible off the lid before opening it ~ at least when I remembered to do so.

The problem is that the channel along the top edge of the boot aperture does not extend far enough forward to catch the

water and allow it to run down the sides.

There is a simple answer. A rubber strip attached to the channel extends it and catches the drips [see photo 1]. I used a length of door rubber seal [see photo 2] and, after thoroughly cleaning the surfaces, used a contact adhesive to attach it. The adhesive is quite strong enough because there are no forces acting on it even when the boot is shut. I can't claim a 100% cure because a little water sometimes escapes at the sides but for all practical purposes it works well.

I also modified the side seals because I have always felt that the wonderfully named "big boot bottom rubber" was rather ugly and particularly cumbersome around the bottom corners. I have therefore just fitted the rubber to the bottom edge and used closed cell foam strip down the sides [Photos 3 and 4], giving what I think is a much neater ~ if not original ~ appearance.

Closed cell is important ~ you do not want a sponge. ☞

STAYING DRY

drips directly down into the boot and onto the contents.

water and allow it to run down the sides.

There is a simple answer. A rubber strip attached to the channel extends it and catches the drips [see photo 1]. I used a length of door rubber seal [see photo 2] and, after thoroughly cleaning the surfaces, used a contact adhesive to attach it. The adhesive is quite strong enough because there are no forces acting on it even when the boot is shut. I can't claim a 100% cure because a little water sometimes escapes at the sides but for all practical purposes it works well.

I also modified the side seals because I have always felt that the wonderfully named "big boot bottom rubber" was rather ugly and particularly cumbersome around the bottom corners. I have therefore just fitted the rubber to the bottom edge and used closed cell foam strip down the sides [Photos 3 and 4], giving what I think is a much neater ~ if not original ~ appearance.

Closed cell is important ~ you do not want a sponge. ☞

Photo 3
Photo 4



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

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



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123ignition.com.au

Have you ever seen a car with a wooden chassis and front axle? Or an early motorcycle marketed to women? This was some of the knowledge gained by the dozen members who visited Andrew

early crossover engineering from carriage to car, with its wooden chassis and front axle. Compact and with a tidy design it has coil springs, blade type suspension arms and friction shocks.

There is a Douglas motorbike in original condition owned by a female member of a family An-

drew knew in Tasmania. It had special farings to protect the lady's dresses. A beautiful piece of engineering.

Next to it stands a Matchless bike with rearward tapering handlebars and front brakes similar to those on a push bike. When prompted about these, Andrew told a heart in mouth story of trying to stop it while riding it on a rally where he sort of ran out of road; he did and it stands, with the Douglas, in testament to

Continued on page 30

GARAGE CRAWL

McDougall's garage/workshop at Clifton Hill in May. There must be a few other workshops among our members we could visit!

Andrew has, to my mind, a great setup; city living with ample separate workshop facilities a block away ~ a Man Cave as someone commented.

He has one Citroën 2cv there, but also delves into early 1900s motoring with a varied collection of machines and Solex bikes. Brush made cars from 1907 and Andrew's example, in red, shows

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Some members may have seen a recent newspaper article about Citroën-owner Michael Berry. Michael is a member of CCOCA and I was fortunate to catch up with him recently to delve a little further into his

MICHAEL BERRY'S DSs

Citroën passion.

What is your first Citroën memory, and how does that relate to you becoming involved with the marque?

I grew up in Belair, not the one in California the suburb in the Adelaide Hills. There was a family on the corner about four houses away that was a rambling amalgamation of carports and sheds scattered around the block that all but obscured the house. He was an engineer and had

some association with aircraft, I knew this because he would periodically have different pieces from an aircraft lying around the place. A wing sticking out of one of the sheds and a few days later half a fuselage in the driveway. They did not fit the profile of the other families in the street and

neither did their car; a white 1974 D Special. I did not know what it was at the time. It was 20 years later when I test drove the car, it ran beautifully, the old man told me how he and his wife had driven it around Australia years earlier, and how he had panel beaten the aluminium bonnet on the side of the road with a Coke bottle after collecting a red kangaroo. I can still recall him urging me to 'give it the beans' during the test drive through the cutting in Upper Sturt, a brilliant road through the Adelaide Hills with banked corners and a smooth fresh tarmac.

What was your first Citroën and when, and how, did you acquire it?

When I was about 22 I decided I was going to buy a DS, I knew less than nothing about the cars, and the varying levels of specification and the different model years. All I knew was I wanted one. I was living in Melbourne but managed to find a car in Gosford in NSW. I flew up, the owner met me in Sydney, I drove the car around the block paid the man and took off [an impulse purchase]. It was a 1970 DS21 Pallas bvh, with a beautifully preserved leather interior. I was fortunate to have unwittingly purchased the car [had I known what I now know] I would have chosen this model above almost any other DS. That was in about 1987, I managed to maintain the car, with my limited knowledge and budget. I did paint the roof with GelCoat and thanks to an article in the club magazine, I successfully managed to re-trim the interior with a very original foam backed velour. The car was

in country Victoria and in a sad way last time I saw it. I think it is now in South Australia but I would be surprised if it has not deteriorated to the point of no return.

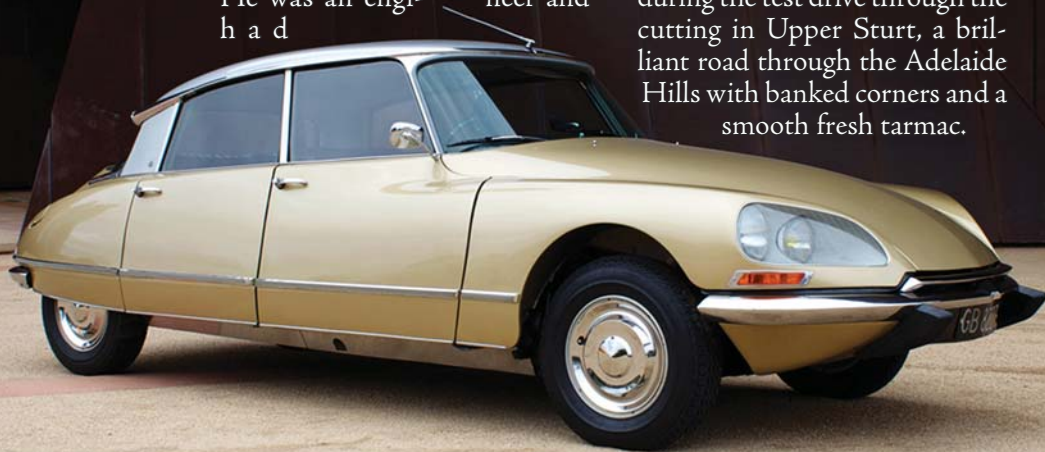
What is in your 'fleet' today?

There is currently two cars. A 1969 DS21 Pallas bvh, which I am currently using as a daily driver while I have some repairs being done to our usual daily driver. The DS is very appreciative of the regular use, that annoying whistle on some gear changes has completely disappeared. The car was originally delivered to Singapore but was shipped to New Zealand in 1972 where it stayed until I imported it last year.

We also have a 1968 DS21 Pallas bvh. That car was originally delivered to Adelaide via Regan Motors of Melbourne, I found it in a shed in the Blue Mountains NSW. I bought it without seeing the car and had it sent to Melbourne by truck. That was ten years ago, the car was a daily driver after being re-wired among other tasks, now it is in having the bodywork done. Hopefully it will be finished later this year. It is not something that is happening at great pace, just as it happens. There is almost another complete car, but that is a collection of various pieces I have dragged home after 20 odd years of DS ownership.

What do you like/dislike most about the car we are featuring?

One of the great things about



MICHAEL BERRY'S DSs



the DS is there is nothing you cannot get for them. Some bits take longer to track down, but you could pick plenty of other cars that you could go to your grave never having completed or driven. And being able to drive the cars

is ordering pieces from someone in Europe, waiting for two weeks to then find it is a really poor imitation of the original. It is pointless sending it back. But it has only happened a few times. I have some amazing light buck-

MICHAEL BERRY'S DSs

is probably the most rewarding part of owning one, especially on a long trip. The one frustration

as some kind of cake decoration: it is incredible anyone would go to the trouble of remanufacturing

ets for a DS that look like they were fashioned out of icing sugar

something so poorly...

What is the best trip you have made in the car?

I have driven the 1968 to Queensland a couple of times now. It is my favourite drive ~ heading up the Newell Hwy in a DS is a fond memory, and a drive I will do again, as soon as the '68 is back together... I normally come back home along the coast from Noosa down to Coffs Harbour then up to Armadale, one of the most beautiful parts of Australia.

The first time I saw the country around there I thought 'this is incredible, how long have they been keeping this a secret?' It felt like another planet. Driving up through the old growth forest, I expected to see a monkey swing down out of a tree, it is no wonder it is a World Heritage area. My wife would tell you that is also one of the worst trips. Unfortunately we broke down on the Newell Hwy *en route* to Queensland. I cannot remember exactly where, but there was a distinct lack of civilization.

After trying the obvious things without success and an desperate phone call to David



Gries, I managed to get a lift to the next town. When I returned about four hours later in the dark with 25 litres of fuel [which solved the problem] my wife was barely capable of speech. Having heard some horror stories

of people ending up buried in the Belanglo State Forest, she thought she was to be the subject of the next gruesome headline. I will not make that mistake again.

What work has been done to get the car to where it is today?

MICHAEL BERRY'S DSs



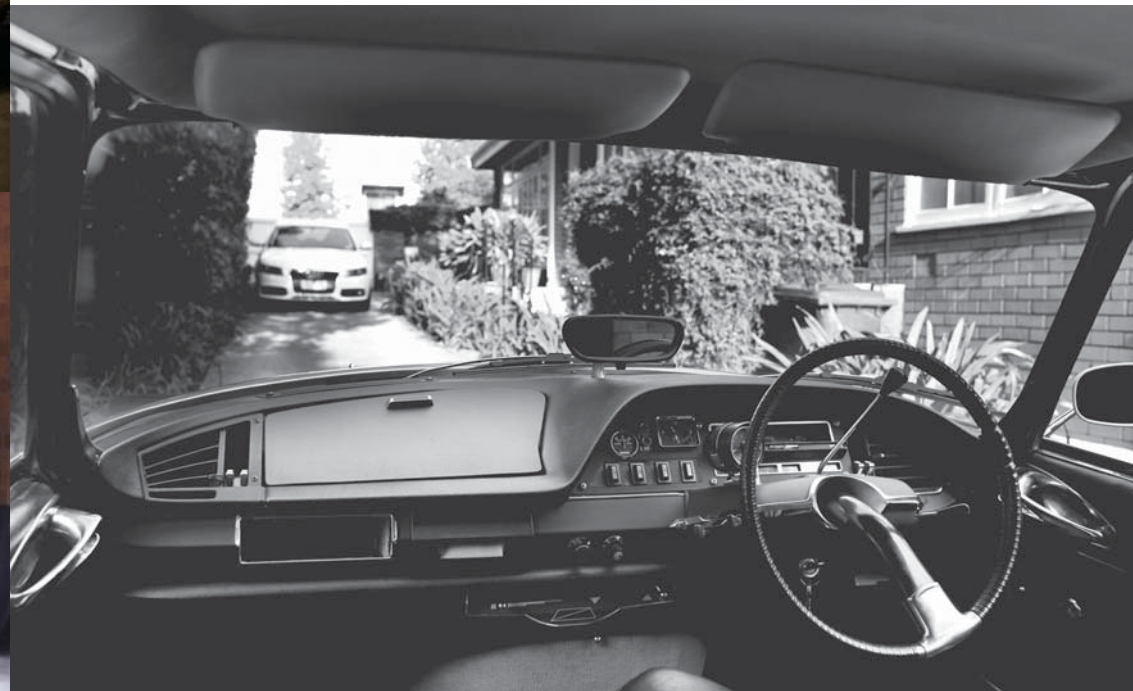
The 1969 was restored back in 1995 from what I can gather. It has some anecdotal history and a tiny bit of paperwork. When the car landed in Melbourne I put it in the garage and set about tidying it up. That was not much, I removed the front and rear wings, plenty of cleaning. I generally get what I can sandblasted and powder coated, replace all the spheres and reco any other hydraulic components. I had the radiator rebuilt, and I am a big fan of POR-15. It always amazes me the finish you can get with that stuff using a brush. This time I nickel plated as many of the fixing as I could. I had never tried it before, always opting for a gold zinc... The satin finish nickel is the go,

subtle and much tougher than the zinc. Anyway the '69 was a good car to start with. If I listed everything I had done I am pretty sure it could be misconstrued as a type of disorder, so I will not bore you with the details.

Do you collect other Citroën things ~ models, books... Tell us about your other Citroën 'stuff'.

Yep, I love a good Citroën book, I have quite a few. Citroën bits are the real trap, I cannot resist DS spares, even things I will probably never use. It comes with the territory I guess. There is some kind of indulgent confidence I get from knowing whatever happens I will probably have a spare for that somewhere...

Michael Berry



Continued from page 20
earlier times.

The variety continued with the huge International Harvester. No, not an agricultural implement, but again a crossover vehicle which appeared as a two seater

GARAGE CRAWL

family carriage. Sitting high off the ground on red wooden spoke wheels and undercarriage, with all the engine and transmission neatly hidden under the floor, Andrew cranked it over and ran it for a few minutes.

Under restoration now is a 1940 Alvis Speed 25, alloy panels over a wooden frame, with another Alvis parked outside. As well, there is a 1909 Sizaire Naudin for which Andrew is making a carburettor from scratch using a number of handmade components, including a casting; he's

a dedicated restorer, there seems nothing he will not attempt.

After our visit, we walked to Queen Street café for brunch and exchanged more stories to cap off a great morning.
Mike Neil



The much-anticipated Technoclassica visit of Robert Opron, former chief designer of the Citroën era between 1962 to 1976, was a resounding success and caused quite a stir internationally. Many Citroën enthusiasts had prepared for this visit and were standing guard of honour to welcome the man responsible for the design of Citroën SM, Citroën CX and Citroën GS and anxiously wait for an autograph ~ and not just on paper, posters and biographies: even large model cars and a complete vehicle tailgate were presented to receive the distinctive signature of the signer, sculptor and now 80-year-old master of famous Citroën design.

A small ceremony was the highlight of an otherwise fairly informally held visiting agenda: The Citroën SM Club Germany has awarded Robert Opron an Honorary Membership of the club and handed him a member-

L'AUTOMOBILE ET L'ART

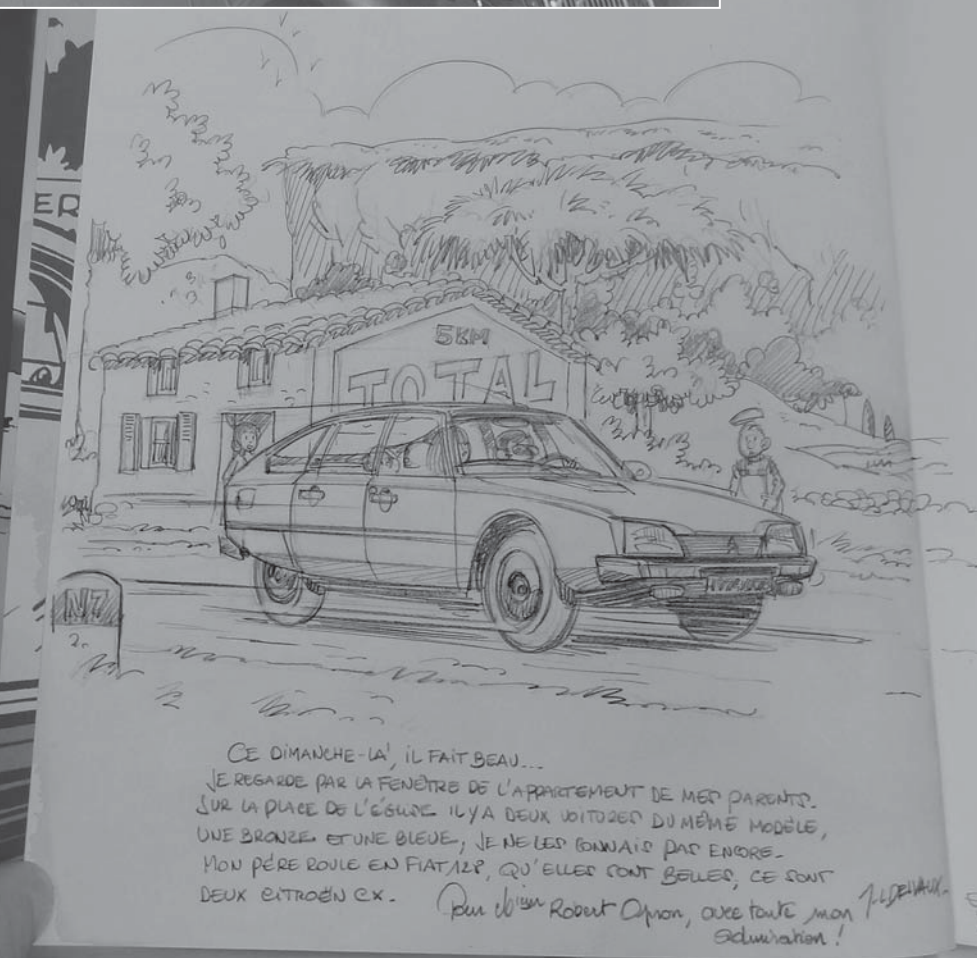
ship certificate. And true to the motto 'every outstanding man is just as outstanding as the woman behind him' the couple and thus also his wife Geneviève Opron were subsequently awarded an Honorary Member certificate by the 'Citroën-Strasse' club in recognition of the Opron's commitment and dedication to the brand and the fans.

However Robert Opron's



It's Sunday now, and it is fine. I look from the window of my parents apartment. In the church square there are two cars of the same model. One bronze and one blue. I haven't seen them before. My father drives a Fiat 128. They are beautiful, they are two Citroen CX. For my Robert Opion, with all my admiration

L'AUTOMOBILE ET L'ART



Victor VASARELY

Victor Vasarely
Designstudio
1976

Victor Vasarely (1908-1997)
Französischer Künstler
Er ist bekannt für seine
Opus 3000, eine Serie von
1000 Zeichnungen, die er
1965-1966 in Paris
veröffentlichte.

presence was not fixed to the booth of 'Citroën-Strasse'. As more than 2,500 cars were on display at Technoclassica, soon he was on his way to re-study the details of vehicles, of classic and modern automobiles, and

which was introduced in 1967, Opron reported, for example, not only about the technical advantages of such a structure, but also with the significantly reduced production costs which were only a fraction of previous costs for the former generation which incorporated the still free-stand-

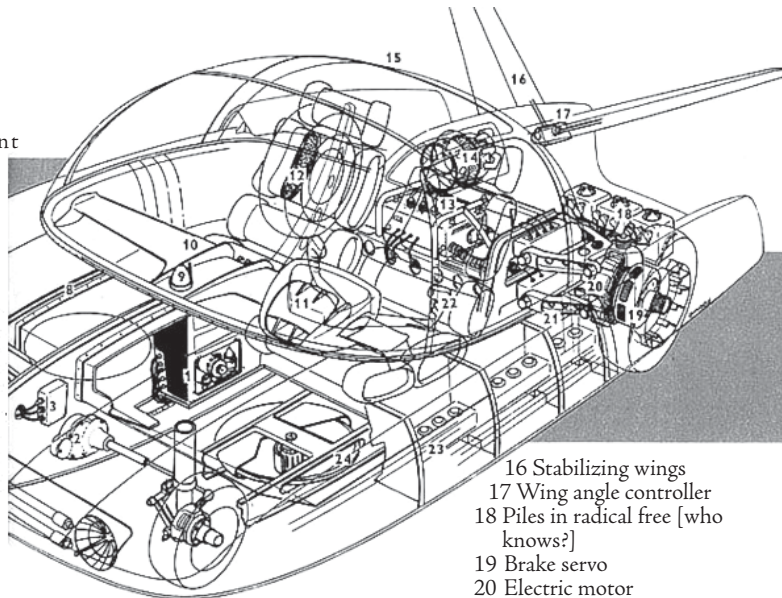
L'AUTOMOBILE ET L'ART

to analyse body shapes in design and style. During the visit to the Citroën stand in Hall 4, this year's subject 'Citroën and the Arts', said Robert Opron recalled many details of his earlier work and the design phases with which he has been involved. With regard to the final version of the DS front wing with the directional headlamps,

ing headlamps.

Although Opron has left Citroën and terminated his professional work decades ago, his activities have not finished by any measure. Constantly the master of body lines is active and develops new designs for cars. His focus puts the emphasis on comfort and convenience of access, great

- 1 Regulating servo
- 2 Steering box
- 3 Intermediary box
- 4 Illumination
- 5 Radars
- 6 Retractable front



- 7 suspension
- 8 Suspension arms
- 9 Front structure
- 10 Gyroscope control
- 11 Dashboard
- 12 Radar screen
- 13 Variable suppleness seats

- 13 Electronic computer
- 14 Air-conditioner
- 15 Opening and removable roof

- 16 Stabilizing wings
- 17 Wing angle controller
- 18 Piles in radical free [who knows?]
- 19 Brake servo
- 20 Electric motor
- 21 Rear suspension arms
- 22 Flying controller
- 23 Element of lateral structure
- 24 Gyroscopes

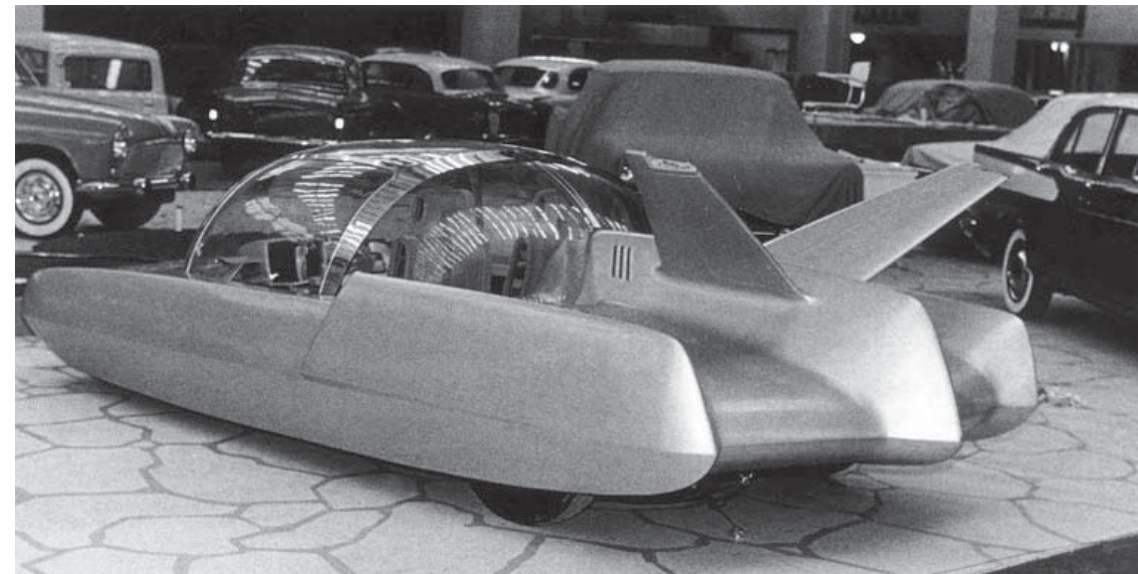


Simca was present at the 1961 Chicago Motor Show. In addition to expected array of Arondes, the Fulgar held centre stage.

visibility, clean lines and most of all appealing design. We hope that his creativity is preserved for a long time, thank you again for visiting and we wish him and us many active years ~ and certainly hope to see both Geneviève and

Robert Opron soon again in Germany!

As Citroënists we both remember and revere Robert Opron for the work he undertook for our favoured marque. We recall the GS,



cx and sm and stand in awe of his brilliant work. Until you read this article you may not have realised that he was responsible for the 'twin headlight' modification to the 1D/DS range.

But you should remember he

[SIMCA] in 1952. The highlight of his time there was the Simca Fulgar.

This futuristic design, undertaken in 1958, was supposed to foretell what motoring would be like in 2000. It was to be atomic powered, voice controlled, guided by radar, and use only two

wheels balanced by gyroscopes when driven at over 150kph. Fulgar is Latin for flash or lightning.

Despite this when Flaminio Bertone interviewed Opron he is reported as describing the work he had undertaken for Simca as worthless. Opron collected his drawings, indicated that he found Bertone's behaviour unacceptable ~ at which point Bertone said 'you interest me'. Opron replied that the feeling was not mutual, and left. Three weeks later, he received a letter of recruitment from Citroën. Opron joined Citroën's style centre at Velizy in France where he remained until

1975.

After his departure

L'AUTOMOBILE ET L'ART

had both a past [when he joined Citroën] and a future ~ after his dismissal following the take-over of Citroën by Peugeot, and its bean-counters.

Before Citroën there was the time he spent at Simca. We think of Simca as marque from the past ~ the Simca Aronde rolled off the Chrysler assembly line in Adelaide and provided Chrysler with a small car to sell alongside the American-designed Royal. But, in France Simca was a major player in the 1950s and '60s. Indeed the 1100 was regularly in the top sales spot in France. Opron joined Société Industrielle de Mécanique et

de Carrosserie Automobile



Above: Two of Opron's better known designs ~ the cx and gs [here shown in its GSA guise].

ture from Citroën he spent a decade with Renault. Forgotten models such as the 9 and 11 bare his stamp as do more memorable designs such as the 25, Fuego and the Alpine A310.

Across his time with Citroën and Renault his designs won the coveted European Car of the Year on four occasions ~ GS [1971], CX [1975] and the Renault 9 [1982]. The SM managed a third place in 1971.

He worked for Fiat between 1985 and 1991 and subsequently operated his own design consultancy until 2000.

In 1999 he was one of twenty-five designers nominated for the Car Designer of the Century competition. The winner, Giorgetto Giugiaro, was announced at an awards gala on December 18, 1999 in Las Vegas



Two types of carburettor top cover screws were used by Citroën. They can be loosely grouped as follows:

- ♦ 'European' 2cvs generally used 5mm diameter, 0.8mm pitch, which is a DIN and [later] ISO thread standard. These have 15 thread spacings over 12mm [$12\text{mm} \div 0.8\text{mm} = 15$]. These are commonly available from automotive parts stores, hardware stores, etc.

- ♦ 'English' 2cvs generally used

5mm diameter, 0.75mm pitch, which is a superseded Japanese Industrial Standards [JIS] thread standard. These have 16 thread spacings over 12mm [$12\text{mm} \div 0.75\text{mm} = 16$]. These are very difficult to

find. [One supplier is Wilson Carburettor Service ~ see below].

The extent to which these two standards were actually applied is not known to the writer, nor is the

2CV CARBURETTORS

relevance of this information to 2CVs produced before July 1980.

As a simple means to identify these two thread types, a standard 5mm metric nut [0.8mm pitch] will fit the 'European' screw but not the 'English' screw. The two

2CV CARBURETTORS

thread standards appear very similar to the eye, but the screws are not interchangeable, and permanent damage to the threads in the carburettor body will result from fitting the incorrect screw.

Should such thread damage occur, it may prevent proper tightening of the cover screws, resulting in poor sealing of the top cover with the gasket and body. This could allow fuel to escape and the possibility of fire! Treat this as a very serious issue. Another possible consequence of damaged threads is interference with the carburettor's normal operation through loss of vacuum inside the body chambers, leading to vehicle starting and running problems. If fuel is leaking down the sides of the carburettor body, it could be due to a faulty top cover gasket, but it could also be the symptom of one or more stripped screw threads in the carburettor body!

The simple rule to use? Always refit each screw back into the same position it came from, and hope for the best when retightening!

Wilson Carburettor Service, located in Airport West, Victoria, phone [03] 9330 3216, has a long history with Solex carburettors. They can also supply and manufacture replacement screws to your requirements, and perform helicoil repairs for stripped threads in the carburettor body.

Choke cable mounting bracket screw ~ Standard Screw Is Too Short:

The standard carburettor top cover screws are typically 15mm in length. However, the screw which does double duty to hold the choke cable mounting bracket should be around 22mm length [but no longer] to maximise thread contact with the carburettor body. The effect of this 7mm shortfall is the eventual stripping of the threads in the socket during normal carburettor maintenance activities because only about one third of the body threads are in contact with the screw. A helicoil repair will be needed if the threads are stripped. The problem may be easily resolved by the fitting of a 22mm length screw of the same thread type as the original. It seems this issue was never corrected by Citroën. Again, Wilson Carburettor Service can provide the 22mm screw.

THE 'PERFECT' SOLUTION

For my own 2CV [an 'English' 2CV with 0.8mm threads!], I made up a set of six custom-length

5mm x 0.8mm 'screws' from hex-headed stainless steel bolts with a screwdriver slot neatly cut in the heads. Each screw was cut to the maximum length allowable for each position, providing for the correct sealing between the top cover and the body, and the longest maintenance life of the

carburettor body threads. If you decide to do this for your own car, remember that each screw has to be returned to its matched position on reassembly. Do not forget to slip a split washer under each screw head.

Graeme Dennes



YOU SED

Hi Leigh, Enjoying the latest newsletter thanks. Great articles. Not much response to my ad for Traction upholstery one possibility in NSW ... and one inquiry from Victoria who thought I was getting rid of some.

So probably best to leave it in for the moment just in case if that's OK.

Today, have been to the Centre Rd reg. branch and now have the B2 on club permit. The plate's being mailed to me from Burwood which I understand is the distribution point, so if you want one in a hurry go there.

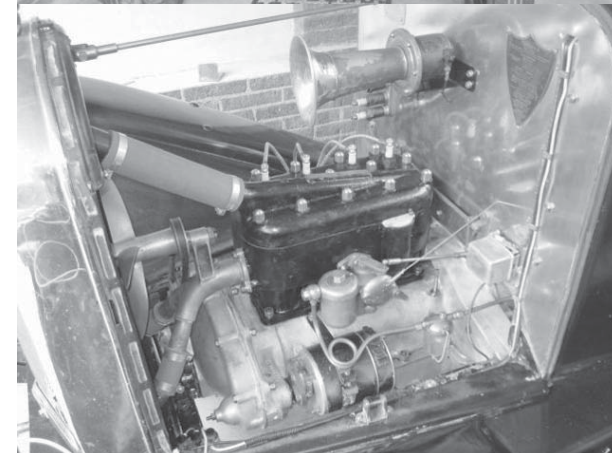
Just in front of me, a woman was getting a CCOCA club permit for a LHD 1957 2CV.

She bought the car from Shannons Auctions in Sydney. It is pale blue and a coincidental colour match to her partner's 1950's classic Yank tank.

They looked pretty amazing together in the shot of them in the garage that she showed me.

Still plenty of tweaking to do on my B2 and the hood frame needs quite a bit of work. Peter

[Our Cultural Attache] has been a constant source of help and encouragement. Cheers, Craig Little



On this side of the globe we tend to think of Citroën as a European marque with a certain sense of style, a [fast decreasing] interest in innovation and a continuing, and unfulfilled, desire to be seen in the same class

PERFORMANCE: C2 V12

as their German competitors.

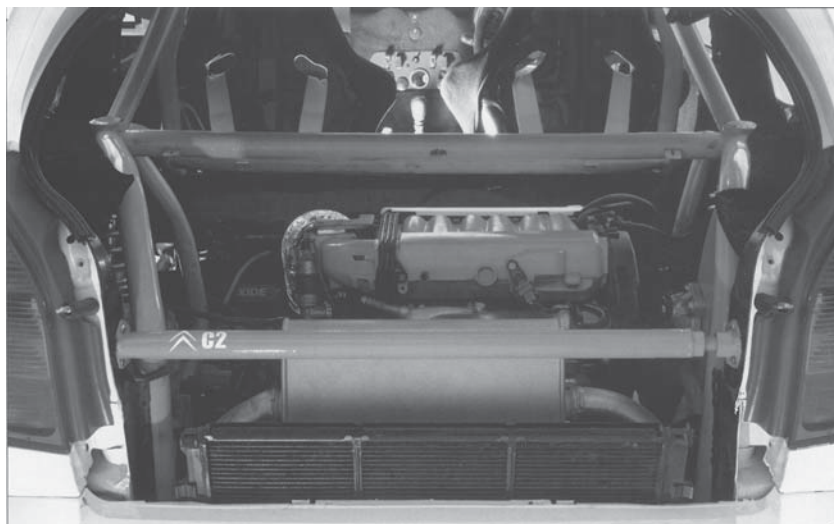
But, there is another side to the brand ~ it rallies with enormous success. While some might see this as a 'new' endeavour for Citroën it has in fact been an abiding past-time since the era of the DS. Earlier, actually, if you include the Raids of the 1930s cross Asia and Africa. Citroën's rallying interest rather petered out with the CX and despite some less-than successful attempts with the BX, was content to rest on its rally laurels until the arrival of the Xsara.

We know that, in Australia,

both the Renault and Peugeot Car Clubs have strong levels of appeal to a younger audience, because of those 'brands' interest in 'go-fast' models. At the time when Peugeot was importing the 205 GTi, Citroën was struggling with little more than the C-Matic CX!

While today Peugeot seems to have left the younger 'go-fast' market in the hands of Renault, there is no shortage of really sporting models in Citroën's range ~ they just do not come here.

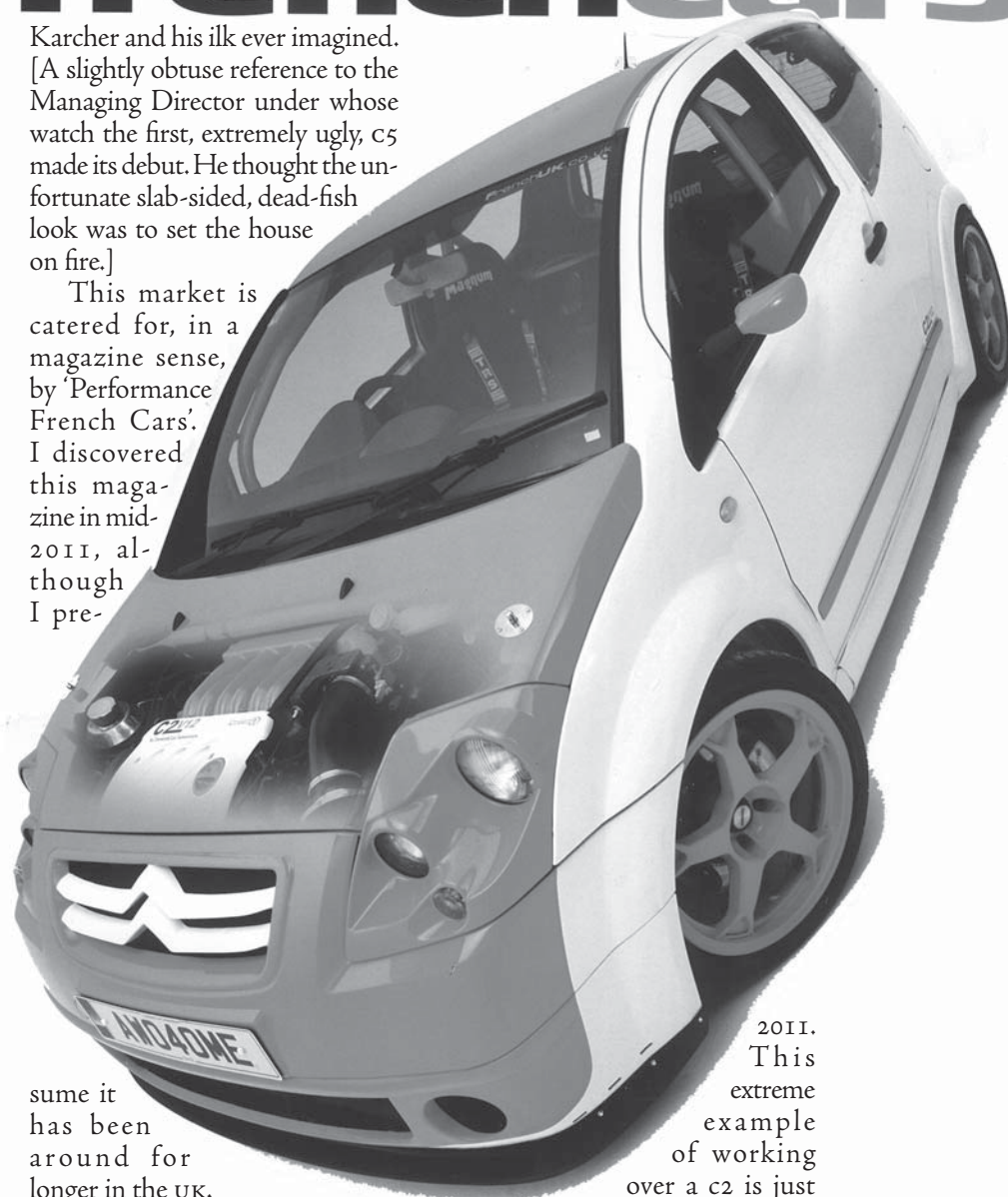
But in the UK, things are very different ~ as anyone who has ever been to a French Car Show. I went to my first over a decade ago. Not a CX, XM or Picasso in sight. Instead the fields are full of small Renaults, Peugeots and, yes, Citroëns that started life as go-fast [even cooking] models and have been modified to be even faster, even more outrageous than Xavier



PERFORMANCE frenchcars

Karcher and his ilk ever imagined. [A slightly obtuse reference to the Managing Director under whose watch the first, extremely ugly, C5 made its debut. He thought the unfortunate slab-sided, dead-fish look was to set the house on fire.]

This market is catered for, in a magazine sense, by 'Performance French Cars'. I discovered this magazine in mid-2011, although I pre-



sume it has been around for longer in the UK.

Here is an article from the September/October edition of

2011. This extreme example of working over a C2 is just the most outlandish of the four featured.

I love my job. It brings me into contact with some amazing cars and some even more amazing people. And Gary Stone is right up there with the best of them.

Home-built cars are what this magazine is all about. And it's guys

bodywork were being sorted when, just a matter of days before its big debut at the 2010 French Car Show, disaster struck. For those of you unfamiliar with the story, a freak welding accident brought the whole project crashing to the ground with Gary very nearly going up with it.

'I was so close to calling it a day,' Gary winces at the memory. 'I wanted to forget about building cars altogether. But I had already bought my tickets to FCS and my fiancée Sam insisted that we still go. And I'm glad I did ~ because the support was overwhelming and I came away from the show determined to create an even better twin-engine C2.'

As luck would have it, Gary already had a spare shell, mercifully stored away from the unit that

went up in the fire.

'It was a 1.4 Furio, which I bought as a Category C write off. It was a complete car, with just some rear damage. I cut the boot floor out, which I was going to do anyway, and put it on the jig and it was 15mm out. The shell cost me £450 so I was quite pleased with that.

'Before the fire this car was going to be my next project, with a Honda VTEC engine in, but after the disaster it was pressed into service as the twin-engine MK2! In the end, it is a far better car than the first one and I'm really pleased with how it looks.'

BIONIC BUILD

Looking at the finished project, I am knocked out by the achievement. It's not finished, as Gary himself will quickly tell you, with wires here and there and some cleaning up to be done inside. But the attention to detail is impressive nonetheless. If Citroën themselves ever decided to recreate the infamous Sahara twin-engine 2CV that was developed for the French military, they could do worse than nip up to Middlesbrough and have a chat with Gary. Only 694 Saharas were ever built. There's only one C2 V12...

'It's definitely a one-off,' he smiles. 'It's caused me more than a few sleepless nights and I've paid a very big price for it, but I'm very proud of what I've managed to achieve in such a short space of time. Not bad for a car built in the garage at home!'

I splutter into my coffee. Ga-

rage? Home?

Gary laughs at my disbelief. 'Yep, what you see here has been built without the aid of four-post lifts, modern tools and computers. It's just pure grit and determination that's got me here. I lost all my tools in the fire as well as the space I needed to work, so the challenge of putting this thing together effectively with nothing has been monumental.'

The C2 looks superb under the studio lights, with the orange and white colour scheme coming alive and really marking this car out as one of a kind.

'It's certainly one of a kind to drive,' Gary admits. 'It's got so much power already, and it's not even properly tuned. I've not had the chance to drive it too far; maybe doing about 160km in total just to make sure nothing would fall off! The first drive I did was really into the live arena at this year's FCS. I literally drove it onto the trailer at home, drove it off at the show and parked up. So the donuts I did were totally spontaneous! It's as if the car did them for me. A bit like Herbie! And let's face it; after Team Japspeed had been on, I wasn't exactly going to drive it like an old man. It's a C2 with two V6 engines in for crying out loud! Of course it's going to be mental!'

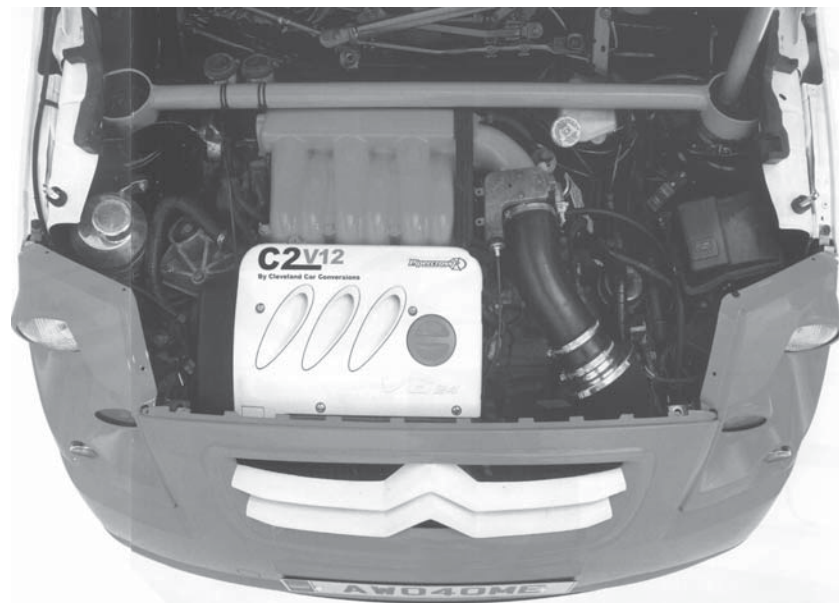
POWER CORRUPTS

Fresh from winning the overall car of the show at FCS, as well as honours in the Meguiars Top 25, Gary is on a quest for more power. 'I built this car to be used, not

PERFORMANCE: C2 V12

like Gary [and his incredibly supportive fiancée Sam] that deserve the praise and support of the scene when they triumph over adversity. In Gary's case, it doesn't get much worse.

Gary made a splash last year with a C2 like no other. Initially powered by one V6 lump and a bottle of gas, it wowed the crowds but Gary wanted more grip, so a second V6 was crafted into the back. All was well, and just the brakes and



wrapped up in cotton wool. I have always wanted to take it to the Nurburgring and that's my plan for next year. By then, I'm hoping to have had both engines turbocharged and mapped professionally, giving me in the region of 700bhp per engine.'

PERFORMANCE: C2 V12

That's 1,400bhp. That's better than a Bugatti Veyron, I remind him.

'Yeah, put me up against one of those please!' Gary smiles. OK, all you readers, the challenge is set...

The engines work totally separately from each other, giving Gary the option of either front, rear, or four-wheel drive. 'I tend to stick to using both engines together as I love the grip, although the tyres don't. I get through fronts like there's no tomorrow! The power is great though. I can hold it in a slide and direct it to wherever I want to go. I've never driven anything quite like it.'

With all that power coming from two engines, life in the cockpit can get a tad warm. Engine cooling is rather a rudimentary arrangement, with some holes cut into the boot and rear bumper, and Gary is already making plans to direct more air into the rear through the side windows. 'I realise that cooling will become a big issue the more I push this car, especially if I do serious track days in it. So I have a few things on the list I need to address in time for next year. By the time you see it at next year's FCS it

will probably have changed again! Like I said, it's still very much in shakedown stage at the moment as I literally finished it hours before French Car Show this year. So everything is still bedding in. There are lots of niggly little things I want to get sorted, like finding a way of stopping my accelerator cables

snapping [Gary uses ones from a powerboat at they are longer and stronger] and people are a bit dubious about the whole twin-engine thing as it's a bit of a grey area ~ some say the two engines should be mechanically linked for proper driveability, and if it was my everyday road car, I'm sure they might have a point. But I've got between now and next year to fine tune it and get it ready for it's track day debut.'

EVOLUTION

So from its raw development phase you see here, to the car that Gary intends to unveil at FCS next year and then take to the Nordschleife, you can see how far he's come in such a short space of time.

Right now though, the man deserves massive congratulations from us all. If you're passing through Middlesbrough and happen to see the C2 V12 parked up, make it your mission to buy the man a beer. God knows he deserves one. And while you're at it, buy the missus some flowers!

GARY STONE'S CITROËN C2 V12

♦ Engine: Front: 3litre v6 D8 series engine from 406 coupe, with

matched inlet manifold and throttle body to heads. Tweaked cam timing and a bespoke exhaust system with side exit. Bespoke mounts. Rear: 3litre v6 D8 series engine from 406 coupe, with matched inlet manifold and throttle body to heads. Tweaked cam timing and a bespoke exhaust system with rear exit and bespoke mounts.

♦ Interior: Purpose built cage linked to 406 subframe/cradle. Stripped and lightened interior with Magnum bucket seats, 4-point harnesses, carbon door cards, velvet dash and enclosed rear engine cover.

♦ Transmission: Front: 406 v6 5speed gearbox with bespoke driveshafts. Rear: 406 v6 5speed gearbox with locked diff and 406 v6 driveshafts.

♦ Suspension: Front: C2 AK coilovers with 500lb springs, C2 bottom arms with high-grade bushes, Rear: 306 AK coilovers with 600lb springs, full 406 v6 bed with bottom arms.

♦ Brakes: Front: 320mm discs with v6 callipers. Rear: 283mm discs with C2 VTS front callipers. Vertical hydraulic handbrake and Brake Bias valve

♦ Exterior: Polycarbonate door and quarter windows, standard C2 GT

bumpers, 106 GTi arches on rear, front Seat Ibiza valence, rear C2/MINI valence in carbon wrap, quad lights, motorbike mirrors, 1 piece boot with peppered rear bumper and boot for cooling.

♦ Wheels: 7.5 x 17 Team Dynamics pro race with 205/40 Toyo Proxes TR tyres.

Thanks: Gary would like to thank 'my better half Sam and the kids for putting up with long nights alone while I built this! Plus Adrian Bingham for engines, Fash and Daley at Turner Street Garage for body/paint work, Rooksie, Dave, Jam, Lee for helping hand and Andy at Marske Au-to Parts. Finally, everyone that followed the build in the modified scene ~ without you all I couldn't have faced building this car again after the previous loss!'

David Corfield



MIKE NEIL ~ EVENTS COORDINATOR

Well, I only joined the committee to qualify for this column, but I have some catching up to do, so I'll not bore you with the whole sad story of my forty or so years of

FLEET FOLLIES

motoring. I do not have a modern Citroën as a daily driver. I do have a twelve year old Commodore as a daily drive, which I'm sure you are busting to hear about.

I am presently in a state of transition, moving to Melbourne six months ago on retirement from Canberra, where my two Tractions remain until I find storage or buy a suitable property.

Sharing the garage in Canberra is a 1968 Falcon v8 Ute. What I have parked in the double garage of my rented Melbourne townhouse, is the Mazda MX5 and the ever faithful favourite, my 1968 Renault 16TS.

The car that started my interest in old Citroëns, the '49 Big 6, is stripped down to a shell on a fabricated trolley. The engine has been totally reconditioned. Where the Falcon ute comes in is it is a father/son project, acting as rust repair and panel fabrication practice, which I really enjoy. Forget doing a sculpture course, this is far more practical and will be worth much more than something welded together in your front yard!

My 1951 11BL is in better

condition now since I have delved into everything north of its windscreen; I can say I am now a true Tractioniste. The cradle was stripped, cleaned and blasted, then new silentblocs and splined connecting rods fitted during the rebuild. The driveshafts were reconditioned too with cv joints

and new inners, as were the brakes, and anything that leaked was fixed.

The paint and interior can wait, but it is rust free and when I get it here, I will attend to the wobbling front brake drums and generator which destroyed itself driving home from OzTraction last year.

Briefly, I have varied motoring needs, and I like my collection. The MX5 serves to have a sports car that I can drive anytime and am presently preparing it for some club motorsport. I wanted something French like a Clio Sport, but the MX5 is much cheaper to own ~ my motoring dollar spreads a long way!

My 16TS is a very valuable thing to me: I could lose all the others and I would still be happy. It has been to many events here already, and gets lots of comments. I gave it a bare shell respray a few years ago after an engine fire nearly took it out, did up the interior. Mechanically its reliable but tired.

So, now to the Commodore... [sorry Mike. Maybe next time. Ed.]

Mike Neil ~ Events Coordinator ☞

FOR SALE

1951 LIGHT 15

Gunmetal Grey. New Tyres. New Clutch. Sun roof. All leather work is new. No rust. Regular service, good condition and well maintained. Completed Traction Run 2009. Original registration: TW 682. \$15,000. Contact: Bob Lachal 04 1711 0143 [36/02]

FREE TO A GOOD HOME

Traction doors [4]. These doors are very rusty but I can't bring myself to send them to scrap. They can't stay where they are for much longer. Includes window regulators and locks [I think] but no handles. Located in Sydney near Parramatta ~ pick up only. Peter Lowrie, PL568@yahoo.com.au [36/01]

1930 C6F

1930 C6F project car, completely dismantled some new parts included. Engine No: 058614. Asking \$500. Ring Dave 04 2984 3408 or [02] 6684 3408 [Byron Bay, NSW area]

B2 ENGINE

There is a B2 engine for sale in NSW that has been used as a stationary engine and comes complete with magneto and carby. The bell housing of the crank case has been removed to access the fly wheel for a belt drive. But otherwise the engine looks complete and turns over. For details phone Gus on [02] 9823 9768 the price is \$385. [36/01]

1966 ID19 ~ HEIDLEBERG CAR

Citroën 1966 ID19 Heidelberg car in fair condition, runs and lifts needs restoration. Unfortunately, health reasons stop me from restoring this car. Price \$6,500. Chassis No 193018733. Phone Ken on 04 0938 7606 or email kandrblackwood@gmail.com [35/08]

1951 11BL

Completely resprayed in Rouge Delage, interior completely retrimmed in original cloth. Gearbox has had the strengthening plate fitted, courtesy of the previous owner and Mel Carey, the engine has been completely rebuilt, new pistons and liners, big end and main bearings. Carburettor has been rebuilt and a 123 electronic ignition fitted. New mastercylinder and slave cylinders. One lower ball joint replaced. New interior and exterior chrome fittings. New tyres fitted within the last 3 months, rims converted to 15inch to permit fitting 15/165 tyres [original 400mm rims available, in lieu of current rims, but those tyres aren't good]. Slight engine oil leak. Currently on full ACT registration till April [can be renewed till October]. She drives beautifully, and is immaculate inside and out... not quite perfect, but very close. Y1B 32S \$17,500. Contact Chris 04 0766 4843 [36/01]



WANTED

WORKSHOP SPACE

Workshop space, double garage etc. suitable for restoration work, use of power tools etc. Ideally on East side, Mornington Peninsula, or rural up to an hour out of Melbourne. Call Mike Neil 04 1821 1278, or email taymike51@gmail.com [36/02]



CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA

Australia's National Citroën Car Club

