



**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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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 from 'La Bombe' the the magazine of the id/ds Club Nederland depicts Candanchú, les Pyrennes, France. .

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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

It is not often that anyone on any Committee receives feedback from the members. And all too often when there is feedback, it tends to be 'constructive'... and we all know what that actually means. But, the last issue of 'Front Drive' elicited more positive response than any other issue

I have put together.

I do not mind telling you that while I was creating a magazine with little direct reference to our chosen marque, I was girding my loins for less than universal acclamation. So, I was very pleased with the response ~ as it does allow a little more freedom of expression for the editor.

Having said that, this edition is chock-full of Citroën material.

In September of this year Australia Post issued a series of stamps ~ the highest value of which features a 2cv in Alice Springs. If this image was not derived from, at least the notion of, a Raid I'll be astounded. Read about all of Australia's motoring stamps and Citroëns on

world stamps on page 14.

March 2013 sees Lee and Graeme Dennes running a reprise of their extended weekend away: details can be found on page 20.

In his PrezSez Peter Sandow, having spent time in the Northern Territory, makes reference to the concept of participating in a Raid. To further whet his appetite [and maybe yours] we have Ralph Hibble's colour feature about his 2011 Desert Wandering.

A short feature about Craig Little's first Traction ~ a very rare big boot Family 9 is on page 40 while top-line news of CITiN 2013 in Griffith, NSW follows.

After a couple of issues absence, Fleet Follies is back. While I continue to bemoan the level of service from Citroën, Rob Barton introduces us to the delights of bulldozers. Actually, if you really want to be introduced to tractors, why not join Rob and Margie for their Bairnesdale Weekend in November? Details are on page 11. Enjoy,
Leigh F Miles

It has occurred to me that the underlying passion that binds our membership is not just the desire to tinker and to pull things to bits and put them back together again. Not just the love of meticulously polishing curvaceous metal, but the underlying bond is the desire for and the love of travel.

The deep-seated lust of owning a Citroën expresses the craving lust for travel and for all the excitement of discovery and exploring new landscapes for the mind.

There are a number of thoughts here. The best part about buying a new car is the thinking about it, seeking the ideal personality match, which car will reflect and display your true self ~ fantasizing what it will be like to travel to those far off distant places, where you will wind through magic landscapes and feel the excitement of speed and the wind in your face. Once you've bought the car, the fantasizing stops ~ gridlock reality can be quite a let down.

But back to the underlying bond that brings us together in our special club. CCOCA is not just an ordinary car club.

As I have previously romanticized, a journey through space and time is a cerebral experience in a classic Citroën. We don't just polish cars we travel through time ~ and it's very cool ~ and so there is a reason I didn't fall for an Austin or a Humber.

Citroëneers immerse their imagination in the pioneer journeys: Casablanca to Calabar, Buenos

Aires to Rio de Janeiro, from Paris to Peking, across amazing landscapes, a time warp of experience. As you may tell I have contracted a serious wander lust, brought on by our recent marvellous trip to the NT. An inaugural trip for

Wendy and me. The only regret, for me [and not for Wendy] was the deprivation of the tyranny of distance experience, a by-product of discount jet travel.

Being met by a great rowing mate of 50 years at Darwin airport removed all regret. Dave introduced us to the Territory like no one else could. Leaving Melbourne as a cadet ag scientist that long ago and climbing the department ladder to head the equivalent of the DSE ~ the territory is his front and backyard. Dave streamed information, an overflow, impossible all to absorb: the trees, the ground, the soils, the fish, the vegetation, the animals, the birds, the REPTILES, the history, the plains and the rivers, he cross-linked and told it all with deep understanding.

So we passed the 'o' week of our NT apprenticeship. Got 'A' for Awestruck. And the bottom line, I think from the little I have seen and from what I have heard, it has to be a Deux Chevaux Raid, the only reality potion likely to cure this wander-lust affliction ~ but that, I have been warned may result in an incurable addiction!

Peter Sandow ~ President

ED SED

CONTENTS

ED SED	PAGE 4
PREZSEZ	PAGE 5
A-TRACTIONS	PAGE 6
PETANQUE RULES!	PAGE 13
STAMPING OUR MARQUE	PAGE 14
GIPPSLAND MAR '13	PAGE 20
DESSERT WANDERING 2011	PAGE 22

CRAIG LITTLE'S FAMILY 9	PAGE 38
CITiN 2013	PAGE 40
MYSTERY COMMERCIALE	PAGE 42
CCOCA AUCTION	PAGE 44
FLEET FOLLIES	PAGE 45
TECH TALK	PAGE 49
CLASSIFIED ADS	PAGE 50

PREZ SEZ

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

A-TRACTIONS

● OCTOBER

PRE-CONCOURS DINNER

WHEN: Saturday,
13 October

TIME: 7:00pm

WHERE: Il Carretto,
Italian Restaurant
479 Nicholson St.,
Nth Carlton

COST: Cheap Eats.
\$15-25 Mains. Licensed
or BYO wine.
Ample parking.
Nice atmosphere



BOOKING: Essential, by
Monday, 8 October
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

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

Having experienced eating at Il Carretto, I think it'll hit the spot for good eats and plenty of talk to catch up with those visiting for the Concours.

Mains are priced from \$15 to \$25 and Il Carretto is both li-

censed and BYO [wine]. There is ample parking and Mike promises a great atmosphere.

ALL CITROËN CONCOURS

WHEN: Sunday, 14 October

TIME: 8:30am to 3:00pm

WHERE: Como Park North
Alexandra Ave., South Yarra

COST: \$5.00 per car
[max \$10 for a fleet]

BOOKING: Preferred

CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

It's great to be back! Once again this year the combined cco-ca/cccv Concours returns to its spiritual home: Como Park North.

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

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

drive

☞ DS, ID, SM

☞ 2CV, A-Series

☞ AX, BX, CX, GS

☞ XM, xantia, xsara, C-series,
new DS

☞ Car of the Show

☞ Popular Choice.

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

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 17 October

TIME: 7:00pm

WHERE: Check with the
Secretary for this month's venue

COST: Cheap eats

BRING: Refreshments

BOOKING: Preferred

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



CLUB MEETING- TREADS, TYRES & TRACTION

WHEN: Wednesday, 24 October

TIME: 8:00pm
 WHERE: Frog Hollow Reserve
 Rooms, Fordham Ave.,
 Camberwell. Melway 60, B3
 COST: Free
 BOOKING: Not required
 CONTACT: Mike Neil,



A-TRACTIONS

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. Especially important for low use cars on Red Plates, which deteriorate before the tread's down. We're going to find out more about tyres tonight, with a talk from a man who knows more about tyres than M Bibendum! Come and hear Russell Stuckey, from Stuckey Tyres, explain the intricacies of this important component of motoring.

PICK-A-PART & CLUB CASH AUCTION

WHEN: Sunday, 28 October
 TIME: From 10:30am
 WHERE: Max & Roz Lewis,
 1 York St., Moonee Ponds
 COST: Free
 BRING: Chair and your wallet
 BOOKING: Essential for
 catering by 24 October
 CONTACT: Mike Neil,
 04 1821 1278,
 activities@citroenclassic.org.au

This is two events in one day.

From 11:00am we will be running the cCOCA Pick-a-Part. This is your opportunity to rifle through a goodly selection of the Club's collection of parts. Make an offer [no reasonable offer refused] to our Cultural Attaché [aka Peter Boyle] and take home your booty. Take the opportunity to pass on to other Club members your excess parts, unwanted brochures and other memorabilia. Bring what you want to dispose of, and our resident 'expert' Peter Boyle will determine whether your 'goodies' are best sold via private treaty or put up for auction. We will break from bargaining for a light lunch at 12:30pm and start the auction promptly at 1pm. So, stay for a bite to eat and participate in the auction. Auction items include a complete gs! See page 44 for details. Here is your chance to find that essential missing part or to uncover the piece of memorabilia you have been seeking. We already have parts, brochures and

manuals in the sale. The Club will take a slice [15%] of the sale price, and provide lunch.

● NOVEMBER GARAGE CRAWL & LUNCH

WHEN: Saturday, 17 November
 TIME: 11:00am
 WHERE:

Peter and Maria Boyle's,
 4 Tucker St. Bundoora.
 Melways Map 10 A11

COST: Lunch
 BOOKING: Essential by
 12 November

CONTACT: Mike Neil,
 04 1821 1278
 activities@citroenclassic.org.au

Club doyen, Peter Boyle is opening his garage for members of the Club. This is your golden opportunity to discover not only Peter's motoring passion, but also his other interests.

Afterwards we will adjourn to the beautiful Bundoora Homestead and Art Centre for lunch
 [NB: Cash only ~

no credit card facilities].

80 YEARS' GREAT OCEAN ROAD CELEBRATION TOUR

WHEN: 24 ~ 28 November
 FROM: Melbourne
 TO: Port Fairy
 COST: Car \$100, plus \$170pp
 BOOKING: Essential by
 15 October

MORE DETAILS:
 www.80greatoceanroad.com.au

The RACV 80 Years' Great Ocean Road Celebration Tour is open to all motor vehicles built up to the end of 1939.

We anticipate a large array of vehicles to enter from the Edwardian, Veteran & Vintage periods. The organisers are aiming for 80-100 eligible vehicles to enter this event. Entry is by Expressions of Interest, closing on 15 October. The Registration Form is now available, and can be sent to any enquirer by post or simply log onto www.motor-eventen-try.org. The Committee will handle



the selection process, which will not be strict, but is there to ensure that good, reliable vehicles take part. The tour will cover much distance in such a short period, including exposure to a wide range of media on various occa-

A-TRACTIONS

sions. Both patina and presentation are keys to selection.

COMMITTEE MEETING & CHEAP EATS

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

CLUB MEETING~PETANQUE

WHEN: Wednesday, 28 November
TIME: 7:30pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3
COST: Free
BRING: Your petanque set
BOOKING: Not required
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

What could be more French than petanque? Tonight we will turn the carpark at Frog Hollow into a petanque rink and hold ccoca's

CCOCA BOYS' DAY OUT~OCEAN GROVE

WHEN: 4th Thurs [ex Dec]
October 25
November 22
December 20
TIME: 11:00am
FROM: Ocean Grove
Industrial Estate,
1/29 Everist Road
TO: Victoria Hotel,
Hesse Street, Queenscliff
COST: Cheap eats
pub lunch [drink in moderation, if you drink, don't drive]
BRING: An interesting car
BOOKING: Not required
CONTACT:

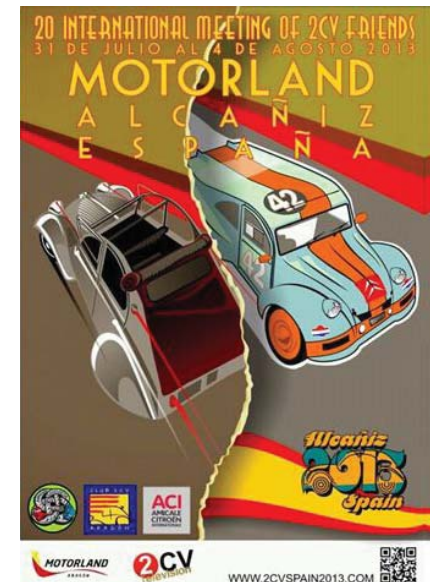
Mike Killingsworth
04 1755 2446
The 'ccoca Boys Day Out' also known as 'Technical Lunch Day' is a well known get together by boys with their toys, meeting first at Mike's Shed where for a short time: lies, more lies and outrageous anecdotes are swapped, then off for a short tour of the Bellarine Peninsula, 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?

inaugural competition. Never played before? Don't worry, Some simplified rules, by which we will play, can be found on page 13.

BARTON'S BAIRNSDALE BASH

WHEN: Friday, 9 to
Sunday, 11 November
WHERE: The Barton's, Bairnsdale
FROM: See below
COST: An inexpensive weekend
BRING: Camping gear etc...
BOOKING: Essential by
November 3
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

Allow me to paraphrase Rob Barton... 'firstly the organisation of this weekend is not attempting to resemble CitIn or OzTraction etc, rather it is an informal visit to the Gippsland Lakes with the opportunity for those who wish to camp to do so in relative comfort in our large yard/paddock with facilities in the house. We have limited beds so first in best dressed. The other option would be to stay elsewhere in a motel or at 'Riversleigh' which is a more upmarket country private hotel. We are happy to welcome people Friday night but no meals will be provided. Breakfast may be possible if the chooks are laying! There are a number of activities, unscripted at this time, but could include either on the Saturday or Sunday [weather permitting of course], lunch at Rottemah Island



National Park, a trip to the caves at Buchan, walks about Metung or Paynesville. Saturday evening we will have a BBQ at home... utensils provided, you bring the nosh. Later there will be lessons given on how to drive one or the other of my bulldozers. Folks, how can you pass up an opportunity to live out your dream by bulldozing a clod or six?

The roads will probably all be sealed but knowing what fate decrees, there may be the odd rough road. 2CV owners will undoubtedly revel in the adverse conditions.

Booking is essential as places are limited at the Barton's and even if you elect to stay at a 5 star chook house down the road, events at the farm preclude feeding the five thousand.

● DECEMBER

2012 GEELONG REVIVAL

WHEN: Saturday &
Sunday, 1 & 2 December

A-TRACTIONS

TIME: From 10:00am
WHERE: Ritchie Blvd.,
Waterfront Geelong
COST: See below
BOOKING: Not required to



attend, but essential
if participating
INFORMATION:
www.geelongrevival.com.au

This is a unique festival of food, wine, fashion, live music, classic motor show and motorsport. Part of the Just Cars Geelong Revival, the Shannons Classic Motor Show will bring up to 500 cars and motorbikes of all ages together to be part of the motoring festival. Spectators will be able to view all of the vehicles on display in the festival precinct. Vehicles can be displayed only [\$15] or judged [\$25].

A VERY CCOCA CHRISTMAS

WHEN: Wednesday, 12 December
WHERE: Maison Bryant
59 Albion Rd., Ashburton
TIME: From 6:30 to 8:30pm
COST: Free
BRING: Refreshments,
chair, folding table
BOOKING: Essential
for catering by
Thursday, 1 December
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

End the CCOCA year with a BANG! Come and join Sue for Christmas drinks and a free spit roast dinner. Yes, CCOCA is feeding MEMBERS AND PARTNERS free. Join all of your CCOCA friends for our last event of the year.

✂ Size of teams, number of boules:
You can play the game with two teams with between 1 and 3 players on each side. With teams of one or two, each player has 3 boules; with teams of 3, each has 2 boules.

✂ Size of boules and cochonnet: Boules have a diameter between 7 and 8cm; ideally made of steel and weighing between 650 and 800g. The cochonnet should be made of wood, about 3cm in diameter.

✂ Choosing the throwing place: Toss a coin to choose which team plays first. Any player in this team chooses where to draw a circle on the ground in which every player will stand to throw their boules. The circle should be about 0.5m in diameter and at least 1m from any obstacle.

✂ Throwing the cochonnet: He/she then throws the cochonnet between 4 and 8m from the circle in any direction. It also must not be closer than 1m from any obstacle.

✂ The first boule: Any player from the first team then throws the first boule, trying to get it as close as possible to the cochonnet. Both feet must stay together on the ground and within the circle while throwing and until the boule has landed.

✂ The other team: A player from the other team then steps into the circle and tries to place a

boule closer to the cochonnet than their opponent, or to knock the opponent's boule away. You must throw within 1 minute of your turn starting. The boule nearest to the cochonnet is said to be 'holding

the point'.

✂ Who plays when: The players in the team that is not 'holding' continue throwing until they place a boule closest to the cochonnet, and so on. Players on the same team do not have to take alternate throws, but player must always play their own boules.

✂ When one team has no more boules: When a team has no more boules to be played, the players of the other team throw theirs and try to place them as close as possible to the cochonnet.

✂ Counting the points: When both teams have no more boules, you stop and count up the points. The winning team scores one point for each boule nearer the cochonnet than the opponents closest. Only one team can score points in each round.

✂ Starting the next round: A player from the team that has won throws the cochonnet from a new circle drawn round the cochonnet's last position. The winner is the first team to reach 13 points.

PETANQUE RULES!

Serendipity is a wonderful thing. A few weeks ago I discovered that the Australian Post Office was planning to issue a set of five stamps focused on the Great Australian Road Trip. The issue date? 18 September-

STAMPING OUR MARQUE

ber, 2012. This was not be the first time the local postal authority had issued stamps with a motor-ing focus, but it would prove to be the first time an Australian stamp was to feature a French car ~ the Citroën 2cv, to be precise. And a 2cv in Alice Springs, participating in what looks very much like a Raid.

Naturally, this had to be focus of an article in 'Front Drive'. So, where does the serendipity come in? On a totally different

path, President Peter Sandow was writing not only about the delights of the Northern Territory [although the tale does not tell us whether the Alice was on the itinerary], but the prospect of participation in a Raid at some future date.

At this point I will hand over to the words of

the 'Stamp Bulletin'.

Australians and the road trip go hand in hand. On this large island continent, where long strips of bitumen connect towns and cities, a road trip is not only a rite of passage but a necessity. It has also become a familiar experience for many Australians on their overseas odysseys.

The road trip of today has its roots in the distant past, although taking to the tarmac in the 21st century does not look much like



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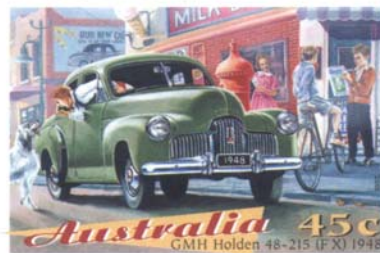


its predecessors. The 'grand tour' of the 17th and 18th centuries was an educative tour of Europe for young gents from the ruling class, and, in preceding centuries, the pilgrimage was fuelled by religious observance rather than

scholarly and cultural needs. Wayfarers of today are inspired by a lust for learning, adventure and freedom, and simply for fun. All said and done, then, the road trip is arguably still a pilgrimage of sorts, even if secular.

For many trippers, it is as

STAMPING OUR MARQUE



much about the journey as it is the destination. This stamp issue adopts a light-hearted approach to travelling through remarkable landscapes and calling at some landmark attractions: the outback town of Alice Springs, home to not only the quirky annual Camel Cup but a notable centre for Aboriginal art and culture; Phillip Island, where Little Penguins [*Eudyptula minor*] parade from beach to sand dunes at sunset each eve; Port Arthur, an impressive reminder of our grim past; the Great Barrier Reef, the world's largest coral reef system, which hugs some 2,000kms of coastline; and Margaret River, known not only for its premium wines and gastronomic pleasures but for its barrelling surf.

That's enough from them... back to me.

As I have noted, this is not the first time we have issued stamps with cars on them. Back in 2006 we issued five stamps with the theme 'Driving Through the Years'. The vehicles featured were 1917 Ford TT truck, 1956 FE Holden, 1961 Morris 850, 1976 Holden Sandman HX and the 1985 Toyota LandCruiser FJ60.

Before that, in 1997, four stamps were issued under the title 'Australia's Classic Cars'. The classic cars were 1934 Ford Coupe Utility, 1948 GMH Holden 48-215 [FX], 1958 Austin Lancer and 1962 Chrysler Valiant R-series.

In 1984 five stamps were issued under the title 'Veteran and

AUSTRALIA 30c



Thomson 1898

AUSTRALIA 30c



Tarrant 1906

AUSTRALIA 30c



Australian Six 1919

AUSTRALIA 30c



Summit 1923

AUSTRALIA 30c



Chic 1924

Vintage Cars. The cars featured here were, in common with those on the 1997 stamps, all built locally. The 1898 Thompson hailed from Armidale in Melbourne, the 1906 Tarrant also from Melbourne, the 1919 Australian Six

standing may recall previous publicity given in 'Front Drive' to the existence of a Citroën Car Club back in the 1920s. For some reason this did not make into the Post Office's publicity.

Of course, a quick decca on the internet brings numerous representations of Citroën cars to

the notice of the searcher.

Not unsurprisingly the Traction and D-series feature regularly on stamps. What did surprise was the paucity of 2CV images from the postal world. In addition to one I have included, I found a rather hideous representation of a 2CV postal van issued by Luxembourg. The stamp from Tuvalu [identical stamps seem to have been issued by other hard-up

ex-British Empire territories] is part of series which includes the SM, DS and a Traction cabriolet.

Citroëns from the 1920s also appear on stamps and typically the quality of the design and reproduction of the images are of a high quality. The examples I have shown are from Gabon [an ex-French colony] and the Congo. However, this is not always the case and the proportions on the Ascension Is image are rather odd, to my eyes.

However witness the two examples below. The first is a quite ordinary representation of a AX from Laos, issued in 1987. The second is a particularly disgusting image of the BX from Mongolia issued in 1989.

We might start with the fact that the turn indicators and the



headlights, at least on the side nearest are almost equivalent in size. But then the turn indicator on the other side bear little relation to the first.

At least Postes Lao were smart enough the omit the marque's chevron logo, rather than commit the heinous sin of displaying them upside down, as the Mongolians have done.

Leigh F Miles



STAMPING OUR MARQUE

from Ashfield in Sydney, the 1923 Summit [Sydney] and the 1924 Chic from Adelaide.

This issue coincided with the 50th anniversary of the founding of the Sporting Car Club of South Australia Inc. This is the oldest historic car club in Australia and internationally it is only pre-dated by the Veteran Car Club of Great Britain.

Now some members of long-



Once again March sees Graeme and Lee Dennes hosting a great Autumn Road Trip.

A three-night country driving getaway has been planned for the weekend of 15-18 March

rather tiny before we head south to enjoy the wonderful views across the Strzelecki Ranges. We visit the last remnants of the great forests at Turra Bulga National Park before we end the day at Stratford, where we will gather [each evening] at the camp kitchen for drinks and an evening meal.

Saturday and Sunday will be spent exploring and driving along scenic roads, enjoying picnic lunches along the way. We will visit the Gippsland Vehicle Collection Motor Museum at Maffra, and watch the restored historic [1883] Swing Bridge at Longford open and close. The Lakeside Machinery Museum at Glenmaggie will fire up its steam collection for us. Some of this collection dates back to the late 1800s.

Home on Monday will be via

Tyers and Erica where the Erica Hotel is home to the Bushman's Museum.

Please note: Some roads are well maintained gravel.

The above itinerary will be expanded and advised as further details are determined.

ACCOMMODATION:

We have secured accommodation [camping, powered sites, cabins] at the Stratford On The River Tourist Park in Stratford.

Overflow for accommodation will be available at the Stratford Motel which is a two-minute walk from the Tourist Park. Please note: Accommodation at these two venues will be held until 1 January 2013.

NEXT STEPS:

Contact Stratford On The River Tourist Park. Speak with Louise and tell her you are with cCOCA. If the Tourist

Park is booked out: contact Stratford Motel. Speak with Chris and tell her you are with cCOCA.

Contact our Activities Coordinator Mike Neil on 04 1821 1278 to advise the names of those attending, and phone numbers and email addresses for future contact.

PLEASE NOTE:

All expenses will be paid by participating individuals. Food will be BYO.

ACCOMMODATION DETAILS:

Stratford On The River Tourist Park, 16 McMillan Street, Stratford. [03] 5145 6588 Speak with Louise and tell her you are with cCOCA.

Stratford Motel, 26 Tyers St., Stratford. [03] 5145 6500 Speak with Chris and tell her you are with cCOCA.

Lee and Graeme Dennes

GIPPSLAND MARCH '13

2013. Accommodation will be in Stratford [near Sale] each night, and various types of accommodation have been reserved for you to choose from. [Details below]. The weather should be perfect at that time of year.

We start from Bunyip on Friday morning and travel to Stratford via the ever changing scenery along sections of the Grand Ridge Road. A drive past the Hazelwood and Loy Yang Power Stations will make you feel



This was a tough trip on tracks that would test an old goat let alone a gaggle of old Citroëns.

We left on Saturday 10 September and met Shayne at Bullsbrook. Unfortunately Shayne was

The first night, we camped in an abandoned gravel pit which was large enough for all the vehicles.

Chester took a can of meat turned it on its side and with the side of his hand he dented in four sides then threw it in the fire. As it heats the top swelled and then

the four dents popped out. He then said it is now hot enough to eat and opened the can. We were all a little worried that it might explode but it was not so.

Next day Mike and Wendy left us as we were travelling on dirt roads that are not the best for motor homes. To start the day we all lined up our cars and took

not driving his 1923 Citroën 5CV as it had thrown the drive shaft the day before. Now that we were not following the 80year old cars we moved along more quickly. Mike and Wendy Mullany accompanied us in their Citroën motor home. We stopped at New Norcia and saw a wonderful old stationary steam engine running.

DESERT WANDERING 2011

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a photo on the dirt road from Paynes Find to Sandstone. Seven Citroëns travelled from here along with Chester and Alison in their Holden Colorado. We stopped for lunch at an old mine site at Youanmi that was looked after by

workings as they were well away from the village.

The wild flowers were everywhere as we travelled, as there had been widespread rains throughout the inland this year.

We came across a lake surrounded by

wild flowers and stopped in the shade of the trees

and wondered at the amount of greenery and again were delighted by the fields of wild flowers.

This was the most incredible trip into outback WA during the wild flower season. The wash of wild flowers is an amazing con-

trast to the usual dry and desert like scenery that is common here.

Next stop was Wiluna where we filled with fuel and started our trip along the Gunbarrel Highway.

At about 4pm we stopped off the road and made camp. As the sun was lowering we sat and

enjoyed the last of the day. As usual we had chosen an open area with plenty of dead wood for the campfire.

Next morning, Cees has found a Perenti lizard that, some weeks earlier, had sought to take a drink from a discarded beer can. The poor creature was able to get its

DESERT WANDERING 2011

a caretaker and his brother. We were welcomed and had lunch on the lawn in the shade of some trees. The mine is expected to reopen at some time and all the facilities remain in top condition. We did not see any of the mine

Anti-clockwise from below: Chester and Greg in a patch of wreath wild flowers. The wild flowers were a continuing and outstanding feature of the trip from start to finish.

The first night's camp with Bob Senn with his red GS and the camp fire area behind.

To start the day we all lined up our cars and took a photo on the dirt road from Paynes Find to Sandstone. From the front the cars belong to Rolf, Herman, Bob, John, Greg, Ralph and Elly.

Fields of wildflowers with our Acadiane and Chester's Colorado behind.

We came across a lake surrounded by wild flowers and stopped in the shade of the trees and wondered at the amount of greenery and again were delighted by the fields of wild flowers



head inside the can but could not get it out again. As a result the Lizard perished. This is why all cans should be crushed and disposed of correctly. John left us here and went home as he had planned. He had to go back to

among the gibbers for interesting rocks. Chester used his gold detector, but without reward. We even looked for 2cv shaped rocks. There were many interesting rocks most of which appeared to be polished by the incessant desert winds. We passed Wongawol cattle station and found a nice

iron pot were a little too hot and some of the nuts were a little blackened. It still tasted great especially with a dash of Golden Syrup as a sweetener. Next morning Rolf had his first and only flat tyre. A rock had flicked up and tore the sidewall of his new right rear tyre. It was unrepairable.

But we all started with two spare wheels, so it was no worry.

The days were getting warmer so we sought out the shade of a clump of trees. Ralph blazed double chevrons on one of the trees to mark our passing. We stopped at Mingal Camp on a billabong about an hour from Carnegie

DESERT WANDERING 2011

work.

We came across a lake full of water which is quite rare in outback WA. The ground was very soft and we could not get very close to the water. There were many birds, black swans and ducks on and around the lake. We had a morning cup of tea here. With the presence of water there were mobs of flies.

Chester and Greg searched

camping area alongside a dry river bed.

We camped here among the river gums of Charles Wells Creek. Most of us cooked on the campfire with Greg and Cees cooking a variation of camp oven stew as did Hanny and Ralph. Later Ralph cooked a sweet damper that had been garnished with a mixture of nuts.

The coals on top of the cast

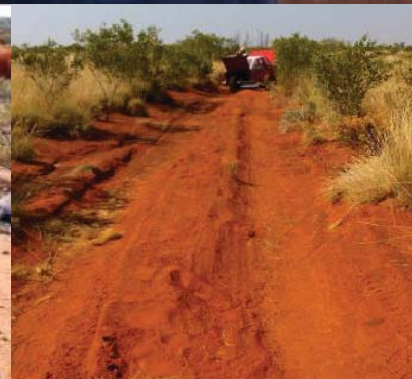
Anti-clockwise from below: John Gibney in front of London Bridge, a natural bridge located not far from the town of Sandstone. Note the interesting 2cv shape.

The view of the camp site from atop the bridge.

The road that ripped the running gear out of the Gs.

The back end of the Gs after it was ripped from the car.

In this pic Rolf takes a photo whilst Hanny is cutting vegetable to make a camp fire cook pot.



Homestead. Here most of us had a dip in the billabong.

Ralph had been here before on the raid survey in 1987, again on the Raid Australia in 1988. Next time was on the raid survey of 2005 and again on Raid 2008. It

hot showers and even washed a few clothes before tackling the real Gunbarrell highway which goes east from here all the way to the Stuart Highway in South Australia. This was the first track across the middle of Australia and

was completed by the Gunbarrell Highway Construction Com-

pany under the guidance of Len Beadell.

The next morning we drove onto the Gunbarrell Hwy.

The road here was quite good and in places was gun-barrell straight.

We reached Mt Nossiter which had a surveyor's cairn on top, probably put there by the Gunbarrell construction party. The whole hill was strewn with rocks which over time had been rearranged by the many travellers.

Later in the day Ralph found

that he had a broken shock absorber which was hanging down from the front left wheel. As it could drag along without jamming onto the track the lead cars found a suitable camp site and that marked the end of our travels for the day. The eye of the shock absorber had broken off.

One quarter of the eye was still welded to the shock absorber and three quarters was on the eye. The original welding of the eye to the shock absorber had been faulty and the vibration of the millions of corrugations had fatigued the metal at the bottom causing it to break away. We drove the rubber

DESERT WANDERING 2011

is a really welcoming haven with natural water in a normally very dry landscape. A squadron of a hundred or more ducks circled us but refused to land on the water because of our presence. Next stop was the Carnegie Homestead but on the way Ralph's van blew a right rear tyre on a sharp rock. At Carnegie we filled our tanks with fuel and filled our water drums or bottles. We camped on a very nice lawn and were joined by other travellers in a 4WD motor home. We made use of the

Anti-clockwise from right: Ralph and Hanny's van with the chassis plate fitted.

The group is now just two Acadianes and one 2CV.

Elly and Herman's cars on the Great Central Road as they begin their way home with Bob Senn along with them.



out of the broken eye and Ralph welded it back together using Chester's extra battery joined to Ralph's car battery to make 24volts. Ralph had a welding mask glass and welding rods and soon had the repair done with Chester's

trailer of stores and food for the sandalwood cutters. We looked at the pallets stacked high with the very valuable sandalwood. We had lunch here, at Michael's invitation. Chester helped Michael set up the satellite tv. Michael offered us the use of the camp phone and we made a few calls to home.

I think all of us got a little piece of sandalwood. The workers, a mix of aboriginal and Thursday Islanders had all gone to Meekatharra to watch a rugby grand final. We took our leave and stopped at the Geraldton Historical Society bore.

Hanny operated the pump as others collected the water or doused their heads to cool off and wash off some of the dust. After a while we all continue down the track but Greg's car stops because of a fuel problem so we decide to

camp the night at the bore where we can repair the van at leisure and enjoy the available water. The temperature is very pleasant as the sun sets. We all prepare our camp and even do some clothes washing. Ralph rigs up a shower enclosure using a tarpaulin to provide privacy and a mud free floor. We take turns at having a bucket shower.

Next morning we set off as usual, Greg is soon bogged in half a kilometre of very loose sand that has been washed down by the very occasional flood and left dry, soft and very difficult to drive through. We help one another and finally all five of us who got bogged are freed. We celebrate by having morning tea in the shade of a tree. Next we had to repair Elly's 2cv fuel pump which had failed. This fixed we all got together again at Everard Corner close to Mount Everard. Here Chester had found that his Holden Colorado diesel 4wd had thrown a piston and could not be driven any further. Bob suggested to Chester that he would drive him 220km to Warburton to arrange to have the 4wd recovered. They left at 2.30pm. We all had afternoon tea and set up our camp for the night. We gathered lots of wood for a camp fire. At 5.30pm a large MAN tour bus pulled up and Chester was the first of 30 out of the bus. The 30 grey tourists set up tents all over the place. Two more 4wds, part of the tour also arrived and set up a large camp kitchen. Chester

explained that Bob's Citroën GS had struck a table top of solid clay formed by 4wd wheel tracks and a deep rut across the track at right angles. The car was stopped almost instantly leaving behind its tail pipe, muffler, Y-piece and its entire rear suspension module complete with both wheels and all of its hydraulic suspension. Bob had stayed with the car and Chester with 2litres of water had started to walk back to us. Luckily the bus came along and checked on Bob and picked up Chester. We used the satellite phone of the tour bus and after many frustrations a recovery was organised. We all settled down for the night with many stories to be told.

Monday September 19. There were about 40 of us in camp this morning. Chester and Alison had to stay with their disabled 4wd. The tour group left before us and we all wished Chester and Alison well after making sure they had plenty of food and water. An earlier satellite phone call had assured us that a recovery truck would come and that the Police at Warburton were aware of the problem.

We got to Bob's car about 25km down the track. Bob was ready and very keen to come with us to Warburton.

Bob salvaged some of his stuff which was distributed amongst our cars. A lot of Bob's stuff, he had hidden in the bush about 100metres off the track. Bob travelled from here with Rolf in

DESERT WANDERING 2011

help. Now came the job of getting the rubber back in place. This job took a lot longer but was finally achieved and the repaired part was fitted in place. We then settled down for another night's camp in the bush.

Next day a truck stopped and the driver spoke to us and invited us to call in to a sandalwood camp on the abandoned Mingiwal Station. We drove to the camp about 25km off the Gunbarrel. We met the driver, Michael and helped him unload the truck and

Rolf and his 2cv with Michael, from Rawlinna Homestead with his Cessna.



his 2cv.

Ralph noted the satellite reading of this place as 25° 16' 03.42" S and 125° 08' 11.98" E. Greg and Bob, in Greg's Jeep 4WD, will be coming back to salvage what they can.

DESERT WANDERING 2011

We spent an hour getting all the 5cars through a ½kilometre stretch of soft sand.

Late in the day we got stuck in an even longer stretch of loose sand that had been washed down the track by rain over many years. With a combine effort of us all, we pushed and shovelled and dug out the sand, we put bushes on the track and we lowered the tyre pressures. Finally we all got through. Rolf with very low 8psi, pressure and a light car got through without needing a push. By now the sun had set and Ralph's Hema navigator indicated a water bore, within the next kilometre. Greg led the way in the dark and just 50metres further on was the Water bore. We very happily settled in for the night. We were all feeling great that we had overcome all the obstacles so far. The camp fire meals that night were most enjoyable.

Some of us had a stand up bucket bath in the dark. We all went to bed early as we were all tired from pushing cars. As we settled down for the night the wind blew up from the south. It

got stronger and stronger testing our tents and covering everything in red dust. Greg woke next morning with a tiny dead finch in his sleeping bag. Maybe it had tried to shelter from the dust storm. The availability of water for wash-

ing and bathing allowed us all to clean off the red dirt that was everywhere. We continued along the Gunbarrel and were passed by a German couple in a Toyota 4WD camper. The track was very interesting to drive particularly where the water had washed away all the loose sand. We also stopped at Len Beadell's tree.

We turned off the Gunbarrel onto the Heather Highway at the junction. The signpost showed the way to Warburton. The Heather was a much better track and in places had been recently graded. We travelled unusually fast, up to 80kph. But we did stop to take photos of more Sturt's Desert Pea.

We reached the Great Central Rd which is a very wide well graded gravel highway. Here unfortunately, Elly's 2cv had a flat tyre. Ralph and Hanny stopped to help but we needed a different jack so Herman drove back with his jack. While changing the right rear tyre the gravel gave way and the car slid down the loose edge and caused the left rear tyre to deflate. A double fuel tanker truck stopped at this time and a handsome helpful young man took over and using two of his

hydraulic jacks, he quickly and effortlessly solved the problem. We thanked this Good Samaritan and watched him drive away in a great cloud of dust. Herman bemoaned the loss of his HF radio mount which had fallen off somewhere along the track. Hanny went to the Acadiane and returned the lost item which she had picked on our travels that day. We got to Warburton and did a little shopping at the roadhouse and we all fuelled up ready for the next leg of the trip.

Rolf, Bob, Hanny and Ralph all had a lovely hot shower at the road house. Greg left before sunset with Herman and Elly, to find a camp site on the track south to The Connie Sue Hwy. The sun had set as Rolf and Bob and Hanny and Ralph followed finding our way using our damaged head lights and with info relayed to us by CB radio. Greg had located a nice level area just past another sandy boggy section of track that we all got through with little trouble. Again we had a good camp fire, in fact two fires and we enjoyed a pleasant evening.

Next morning Elly, Herman and Bob had decided that they would go home from here.

The Connie Sue Highway: Tuesday 20 September.

After we all enjoyed an early morning breakfast, Elly, Herman and Bob and Rolf travel back to Warburton. Bob contacts the local police and informs them about Chester and Alison. Rolf takes

some water bottles and fills them. Bob, Herman and Elly drive home from Warburton.

Rolf returns with water for us and is fuelled up ready to go, it is now 11am. We are now two Acadianes and one 2cv. The track is generally rough and overgrown. There are some lovely smooth sandy sections with lots of wild flowers and some sand dunes which we approach with high revs and cross them easily. We join the Connie Sue Highway heading toward Neale Junction at 12.50pm. We stop for lunch at a nice spot in the shade of some trees after about 40km. We start off again at 1.45pm, it is 29° and the road is interesting. We stop and camp after 108km at 4.20pm it is now 31°. Ralph repairs a loose connection between the cross box and the exhaust swan neck pipe on his Acadiane.

Wednesday 21: the sky is a beautiful clear blue and it is calm and quiet. We soon stoke the camp fire and enjoy a morning cuppa and breakfast. This is the delight of being out in the bush. We leave before 8am after Ralph fixed the bonnet catch with zip ties. We pick up Greg's dropped fuel filler pipe from his jerry can. There are lots of corrugations again. We stopped to watch a herd of nearly 20 camels grazing in the spinifex. We travel through more boggy sand with no problems but with lowered tyre pressures. Ralph notices that the steering is getting stiff and soon notices that

the chassis is starting to bend. This explains the broken bonnet catch. Greg locates a suitable level gravelled area where we stop for lunch and to carry out repairs, it is 11am. We are at Coopers Hill Bore site. Ralph has chassis repair

all over wash.

After just a few kilometres Ralph stakes a tyre probably on a hidden sharp rock. We quickly make the wheel change and continue on. We soon stop again at a nice open area and make camp.

Today we covered 76km.

Thursday 22 September: We

are on the road at 7.15am. It is now 105km to Neale Junction.

We soon come across a large goanna which stays around long enough to be photographed

On the way to Neale Junction we come across a group of Bustards, which are also called bush turkeys

Rolf sees and photographs a group of three Bustards which is most unusual. We continue on and reach Neale Junction where Rolf celebrates by driving down some of the Anne Beadell

Rolf drives half a kilometre down the Anne Beadell Highway as he missed that trip the year before. We camp at the water tank, the same place we camped the year before where Bob and John left us and drove south and back to Kalgoorlie. We have a good campfire and an excellent meal and enjoy a shower. Friday we head south on the Connie Sue Highway. The road south from here is superb hard smooth sand and we drive at 80kph with great pleasure. After 100km we stop for morning tea. Just 50metres further on we stop again to photograph

Sturt's desert peas. We see more and more Desert Peas and in some places they cover the ground on both sides of the track in an incredible display of black eyes and brilliant red arrow heads.

After 163km we stop at a water tank that is filled from a butterfly shaped corrugated iron roof. We pass more camels and soon the good road turns west and the Connie Sue Highway is but two tyre marks through the scrub that heads south. We go south as we are to meet Dave Gilbert from Adelaide at Rawlinna. There is an extensive bushfire to the east of us and the wind is from the south so we continue keeping a close watch on the fire which eventually falls behind us. Everywhere there is a type of grass which grows nearly a metre tall that covers the ground in all directions. The grass also grows in the middle of the two tyre tracks concealing some of the nasty rocks which continue to surprise and attack us from their hidden positions. Rolf leads the way as he is more lightly loaded and gets through the rocks and loose sand more easily than the heavier vans. After about 10km and nearly an hour on this track we wonder whether we should turn back. We continue on and Ralph's Acadiane suffers another two flat tyres in less than an hour. At the start of the day Ralph had just one spare wheel left and one extra tube. Greg, Ralph and Rolf make the repairs. Ralph's Acadiane is now running on one

of Greg's spare tyres and we have only one spare between the three cars. Soon we stop as it is getting late in the day and the sun has already set.

Saturday 24 September: We are just 50km from Rawlinna. The tracks are a little better as we are now travelling through an abandoned cattle station. We carefully navigate our way to Rawlinna and thankfully cross the Trans Australia Railway line and drive into the town of Rawlinna. After a search Ralph finds the only person in town. Malcolm works for the Department of Conservation and he is here as part of a team that is reducing the fire risk by having controlled burns. It was his group which had started the fire we had seen the day before. Malcolm explains that he is not a local but he understands that the road to Cocklebidy is also very bad. Rolf phones his friend Dave Gilbert, who is now at Rawlinna Homestead having arrived by train from Adelaide the day before. Michael and Anne Simons manage the Rawlinna Station property. Anne tells Rolf that she has a pot of soup ready for us when the five of us arrive. We drive the 14km west to the homestead and stop next to a lovely green lawn, outside an extensive high ceilinged stone and brick walled homestead. Anne serves us all a magnificent pumpkin and coriander soup along with a large plate of savoury scrolls. What a delight. This is wonderful outback hospitality.

DESERT WANDERING 2011

plates on board. Ralph figured that if he carried these plates there would be no need for them for any car. We had to bend the plate a little to make it fit snugly and we hammered it on a road scraping device that Rolf had found nearby. The scraper was bolted together and it was made of grader blades. We all lifted the car and put two spare tyres under one side of the middle of the chassis. We then jumped up and down on the front and back to straighten the chassis. Ralph then welded the plate in place on one side, the water pump bottle was in case of fire and to cool the welds. After the first side was welded we stopped for lunch. Ralph then welded the other plate on the other side, the repair took three hours. The Acadiane will need a full body off, rebuild before the next Desert Wandering, but the repair is good and sees us safely home. We drive just a kilometre or so and come across a solar powered bore with a water tank that is full. We use a little of the water and each of us washed our faces and hands. Greg stripped off behind the tank for an

Michael is out flying over the extensive station checking on the stock and the wells. When he returned he was delighted to see the Citroëns as he is a fan of the 2cv and he quickly offered to help with tyre repairs. He even

fire tucker and a celebratory drink.

Monday 26 September: It was a straight forward run into Kalgoorlie from here along the well graded wide road. We passed the Super Pit and drove into Boulder. Chester told us on the phone where he and Alison were staying in Hay St in Kalgoorlie.

We stopped here overnight. The truck that recovered the Holden Colorado was parked on the street in front of the house. Chester's Colorado was still on the truck as was the rear suspension with the two rear wheels of Bob's GS. The couple who owned the vehicle recovery business had another rescue at Karratha and had asked Chester and Alison to house sit, water the garden and feed the dog so that they could go together on this occasion. This was another incredible example of country trust and hospitality.

Chester told us of his two and a half day wait, with dingos for company, for the recovery truck to arrive. The Colorado was loaded onto the tilt tray of the twin cab truck. With Chester and Alison on board as well, the next stop was to recover Bob's GS. The truck had a device that sticks out behind which will hydraulically lift the front wheels of a car so that it can be towed behind the truck. The GS rear wheel assembly was loaded on the truck. The GS was towed backward with its rear end lifted off the ground and tied to the lift.

Soon the truck got bogged in the same place we had been bogged a few days earlier. Two passing 4WD vehicles could not help and the truck was eventually dug out by Chester and the truckie. They stopped every now and again to check the load. On the third or fourth check the GS was not there behind the truck. Chester said they had a conference which lasted about 30 seconds and decided to continue on without the GS. When Chester got to Warburton, he phoned Bob and told him of the happenings and the decision to abandon the GS. Bob was truly amused by the story.

That night the six of us had dinner at the Albion Hotel in Boulder with Greg's cousin and his wife who are locals.

Tuesday 27 September: Greg and Cees and Hanny and Ralph left Kalgoorlie at 9am and were

home late in the afternoon in time to see a golden sunset.

So ended a wonderful trip with a great group of friends. We had a little more than the usual problems along the way but never did Ralph or Greg doubt our little Citroëns' ability, or our own ability to complete and thoroughly enjoy this adventurous trip.

PS: A week or so later Greg and Bob returned in Greg's Jeep, towing Bob's strengthened trailer and recovered the engine and other stuff from Bob's GS.

There were more Desert Wanderings in August 2012 with many of our friends from Europe joining the adventure in their Citroën 2CVs.

Ralph Hibble October 2011

DESERT WANDERING 2011

salvaged a tube of an old wreck of a Renault 12 which had been on his scrap metal heap for 20 years. The only wheel left had a tyre which fell apart but amazingly the tube proved to be OK and became our only spare tyre for the trip home. We filled with fuel from his old hand pumped petrol bowser and very happily paid more than needed. At 3pm we bade our goodbyes to Michael, Anne, Rolf and David.

Rolf and David stayed overnight at Rawlinna Homestead and left for Adelaide the next day.

We drove west along the railway line access road as recommended by Michael and Anne. They said this was the route they always took as it was a few hundred kilometres shorter than going via Cocklebidy and Norseman. After about 100km and before sunset, we stopped near the railway at a locality named Kitchener. A number of trains passed each other here during the night as most of the railway is a single track but here it is two tracks. This was our last night's camp in the bush and we celebrated with top camp-



I found these two shots a few days ago. A Family 9 with just 40,000 miles on the clock when I bought it from a deceased estate in the mid '60s for a very modest price.

The two images show it pho-

of Elgin St. [A check on Google maps shows that it is still there ~ the building, not the car. Ed.]

It was lovely. The duco was a mid metallic blue and the interior wine red leather.

It was sold to me by the beneficiaries of the estate who were disappointed in it after it received a

fairly harsh report from the RACV. Who, as I recall from the said report, were particularly critical of the condition of the chrome!

On my first outing, to a friend's party in Ivanhoe, I couldn't help but check on it several times thought-out the night and on one occasion was aghast to discover it full of smoke. It was all coming from one small piece of wire beneath the dash, Boy that old wire burned well. But once taped it gave no more trouble. Nor did the rest of the car for the next two years I owned it.

It's long gone to who knows where, [Does anyone know where? My understanding is that this car

will have been one of the shipment of just 25, or so Slough-built Family 9s ~ all of which came to Australia. Ed.] but the memory lingers on, as does my original Citroën key fob. It came with the car and hasn't fared too badly over the years. But it will remain retired as the current B2 Citroën I own isn't graced with the luxury of a starting key. In 1923 with a simple button to push anyone could start it, but then no doubt in those days, only the owner would.

Craig Little



CRAIG LITTLE'S FAMILY 9

tographed in Clifton Hill, with the second outside what appears to be a 'de-frocked' pub at 58 Canning St, Carlton ~ on the corner



The 2013 CitIn will be proudly hosted by the Citroën Car Club of NSW, Inc. and will be held in the town of Griffith, in south western NSW.

Griffith was designed by Wal-

CITIN 2013

ter Burley Griffin ~ the American architect who was also responsible for designing the nation's capital, Canberra.

Griffith was named after Sir Arthur Griffith, the first New South Wales minister for Public Works.

CitIn 2013 will be held over the Easter long weekend, from 29 March to 1 April.

A registration form is now available as a pdf from the website [www.cit-in.org]. If you book prior to 31 December the fee is

\$190pp or just \$70 for a school age child, although whether

this applies to both primary and secondary school is not clear. Prices rise to \$210 and \$90, respectively.

More information will be available from this site soon, so be sure to check back there for updates. See you in Griffith in 2013.

WHAT'S PLANNED FOR CITIN?

☞ Friday, 29 March:

♦ Registration, meet & greet participants [from 2pm]

♦ A light supper will be served.

☞ Saturday, 30 March:

♦ Show & Shine at La Festa ~ Griffith's International Music, Food and Wine Festival

♦ Jet boat races on Lake Wyangan

♦ Informal dinner

☞ Sunday, 31 March:

♦ Easter egg hunt at the conference centre

♦ Sight seeing &

tours of Griffith

♦ Lunch at Lake Wyangan picnic area

♦ Formal dinner and presentations

☞ Monday, 1 April:

♦ Farewell breakfast from 7:30am

☞ Driving distances to Griffith:

Adelaide: 830km

Brisbane: 1,260km

Canberra: 360km

Darwin: 3,700km

Hobart: 1,190km

Melbourne: 460km

Perth: 3,360km

Sydney: 560km

CIT-IN 2013



I am currently in the throes of restoring a 1954 Paris built Commerciale which is a little bit of a rarity; it has a side opening rear door.

What can I tell you? According to the Certificat

registered on November 17, 1954; the serial number ties in with that date and with her being a Commerciale and she is described as a 'Break'. When I bought her she was black over cream, having been the subject of a [very poor quality] bare metal respray at some time in the

MYSTERY COMMERCIALE

d'Immatriculation she was first

past.

The interior of the doors were black but that at some point she had been cream and she had also been hand painted in bright red.

The entire interior was a disaster area with seats that did not match and no proper back to the rear seat. Under the carpet in the floor recess there was a piece of cavity wall insulation, but it was clear that in the past a third row of jump-seats had been fitted.

She has been quite a grand old lady, chrome grill, spot lights, head lights, hood ornament and

a Bosch heater.

The most puzzling bit is, however, the rear door.

I suspect the door could have been an after market addition. When I got the car the spare wheel was fitted onto the outside of the door with some brackets as there is no room in the boot for a spare wheel.

The roof comes too far down for a Commerciale hatch to have been fitted originally; I suspect the body was that of a Familiale.

The opening has been cut quite square, with the door and frame being made of wood with a metal skin on the door.

However, the quality of workmanship is not fantastic

Having looked at pictures of the Danish vans the door is similar, but not the same. The Danish doors are straight down, whereas my door retains the shape of a Traction Avant. Perhaps someone saw the Danish van and decided to copy it.

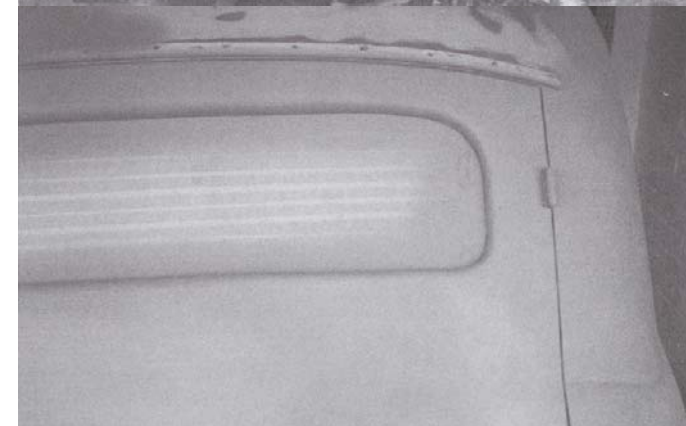
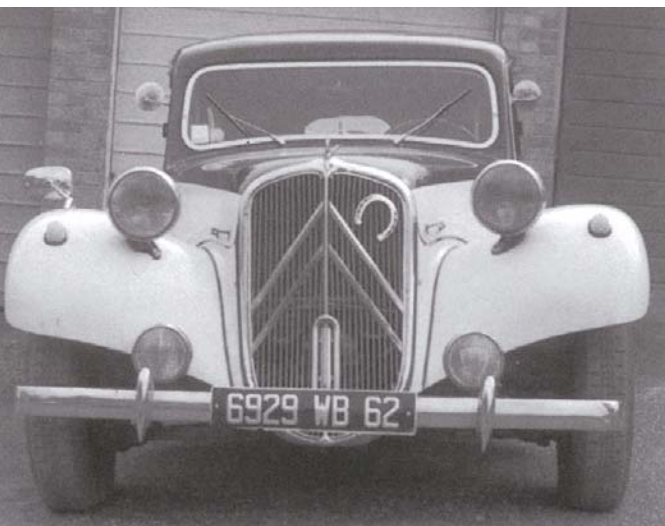
Progress has been slow but, hopefully, this year will see some paint on her and perhaps even get her on the road.

I would be very interested in members' ideas and to know more about her history.

If anybody can help it would be appreciated.

Alistair Hale

This article first appeared in 'Floating Power', the magazine of the Traction Owners Club of the UK ~ Volume 36 Issue 2



As noted in the A-Tractions column, the Club will be auctioning a [believed] complete Citroën GS Connvertisseur at the Pick-A-Part and Cash Auction on October 28.

I have seen the car in question

it is still has its Connvertisseur semi-automatic gearbox. Many of these early cars were converted to manual years ago. As the owner of two G-series car with Citroën's semi-automatic gearbox I cannot sing their praises sufficiently.

The other really great thing about this car is the upholstery. We

all know that Citroën's jersey-cloth interiors not only fade in the Australian sun they rot like there is not tomorrow.

Not this car. It is blessed with what appears to be original burgundy jersey cloth in amazing condition.

G-series cars sold here, to my knowledge, did not come with glovebox lids. Apparently the lid did not meet the ADRs with the result that cars came with just the glovebox hole with the little ledge to try and stop the glovebox contents falling in your lap as you lurch or the motor lunged the car forward.

This car has been given to the Club and will be sold to the highest bidder on October 28.

If you cannot attend, but are interested in bidding on this car, email editor@citroenclassic.org.au to register your interest and tell me the highest price you are prepared to bid to. Should your offer be the highest the car will yours for just \$1 more than the second highest bidder. Email bids must be with me by not later than midnight [Melbourne time] on Saturday October 27.

Leigh F Miles

ROB BARTON ~ TREASURER

Now that the Citroën fleet is down to the one ever reliable Big 6 and ½ a ton of spares I find that my energies have drifted to crawler tractors. This may be explained by an absence of Tonka toys in my sandpit as a child.

About five

years ago after retiring from the Vet practice I justified the first dozer by believing it would be useful on the farm. I could have dug Gina's hole with the money I spent on it! [Apologies Barry Humphries, ABC Q&A.]

Since then things have got a bit out of hand. The collection consists of two 1926 Cletrac w 12hp, a Cletrac 30A [rare and rusty], a 1928 Caterpillar 2ton, a 1937 Cletrac AG dozer, a 1949 Fowler VF a 1955 Trackmarshall dozer, a 1953 John Deere 40C dozer, a 1937 Allis Chalmers M model, a 1960 Caterpillar cable blade dozer. [Rob, that's 10. Do you realise you have more dozers than I have Citroëns? Ed.]

Tracked tractors have the ability to traverse soft wet or steep ground better than wheeled tractors. They were used to pull ploughs, scoops etc. as well as push trees and dirt. They also provided a mobile power source via a belt pulley or later a pto for threshing, baling or pumping. Rippers could also be fitted to break up soil prior to dozing. The blade was originally controlled

by a cable over pulleys, later hydraulics allowed movement in three planes.

The collectors I have met have usually come from an agricultural or earthmoving background. Almost anyone who has driven a

crawler has a soft spot for them despite the hard spot the seats often provide. They usually have many stories of hardship and disappointment, one sage warned 'if it's yellow it will breakdown.' Another advised me that spare parts are very expensive, very heavy and required in multiples! A hopeful vendor who had owned his D4 for 20 years, and it had never run, told me he was selling it because 'every time I go near the Caterpillar shop it's \$5,000 here, \$5,000 there!' I did not buy that one.

I think that part of the fascination is the journey of finding gems and discovering why they still won't go. It goes like this.

THE FIND.

Every moment of every new journey eyes are peeled 'spotting yellow.' Margie is now trained too. Clearing Sale and Auction Notices in the rural press are compulsory reading. eBay and helpful fellow addicts point out bargains you must buy... usually as far away as possible in WA. The Old Machinery Magazine is also eagerly awaited.

CCOCA AUCTION

and it is of value and interest for lots of reasons. Not least because



FLEET FOLLIES

THE PEOPLE

The folk you meet usually have a blue singlet or flannee on with a bundy in one hand and use refreshingly profane language. They never have just one tractor, usually scores, and several I know

a swap is suggested, and failing you having a spare thing to swap, they will give you the part free.

There is always a lifetime of stories and experiences shared, and I never stop marvelling at the skill and observations of these old

coots.

REPAIRS

These often require a bloody

big hammer, a welder and angle grinder, as well as some not too subtle innovation. Cumbersome does not adequately describe some jobs. For example the D7 starter motor is a 20hp two cylinder petrol motor with a two speed gearbox and clutch of about 150kg. Luckily there are lots of specialist clubs and suppliers in the USA. The John Deere vintage parts come from a firm called 'Deerly Departed'. It is usually

fun and satisfying to repair and improve things. Innovation, and a tame machine shop owner who is an ex-dozer driver, helps. Also it has been thanks to Warren Seidel, a reclusive cCOCA member, that I have been able to have the confidence to take on the harder challenges. He has shown great prudence by disappearing when I'm bidding at auctions so he can face Margie with a clear conscience!

THE REWARDS

Like Citroëns, most of the reward is in the journey. There are a few sought after models worth \$30-50,000 but most are under \$12,000 done up. The fact that you must first buy a low loader to carry the purchase limits the buyers!

So if you have ever dreamt of driving a dozer, come to

Bairnsdale on our cCOCA weekend outing in November.

Rob Barton



LEIGH F MILES ~ EDITOR

Two things to tell you about this issue ~ both relating to the c5.

The first is to do with tyres. Now, avid readers will recall that Stuckey Tyres fitted four new tyres to the c5 at the beginning of the year. They did, what seemed like a particularly good deal. The tyres with which the c5 came fitted originally are no longer available but Stuckey sold me the newer, better' version for the c5, at a lower price than the original spec would have cost. Had they been available, that is.

Imagine my annoyance to discover a couple of months later that the rear, passenger side tyre had a puncture. The tyre appeared

Rob's bulldozers, or at least some of them [L to R]: 1949 Fowler VF, Caterpillar D7, 1955 Trackmar-shall

FLEET FOLLIES

have in excess of 150 machines. The bulk of these are [1] rotting outside, [2] not for sale, and [3] are going to be done up one day! When they get onto their pet brand allow 1-2 hours for the monologue. If by chance they agree on a sale then you must take two or more tractors plus parts or none at all. Then never expect an answer to 'How much do you want?'

But rather than sell you parts,



to be OK, but the tyre monitor said it was punctured.

Zagame Brighton fitted the spare and directed me down the road to Bob Jane. Jane's assured me that the tyre could not be repaired, as the puncture was 'too close to

before turning off the lights at Zagame Brighton was ring to tell me the correct door trim had arrived.

By the time I arrived at Brighton the Zagame signs were down and the place was in a bit of disarray.

The Service Department assured me they

would locate the part and ring me to have it fitted.

They did, and they didn't.

To be clear, they rang. They did not fit the trim piece. 'Coz, yes you guessed it, it was the wrong trim piece. AGAIN.

Interestingly, one of the questions they asked me was 'How much have you been quoted for the repair, as the car is out of warranty?'

I noted, quite politely really, that as the matter has been going on since December 2010 [along with the dodgie parking sensors which have been bedevilling the car since about February 2011] that both jobs are to be completed under warranty.

I know I keep asking if anyone is listening... frankly no one is.

If others less enamoured of the marque are facing these issues... well, no wonder the rumours continue to circulate that Ateco is about to lose the distributorship and it to be rolled into the hands of Peugeot.

Thanks goodness for that. It could not get any worse ~ surely. Leigh F Miles

This article was written by Rob Little when he was Spare Parts Officer. For some reason, it seems that I never actually published his words. So, albeit belatedly, here is some technical advice from Rob. Unfortunately, the diagram to which Rob refers seem to have disappeared from my file. DAMN! Ed.

In reference to my article on spare parts news, I will list some of the items available through Spares that you may or may not know of or understand.

We will look at the engine firstly with oil leaks. The main areas oil will escape from are the rear main bearing and the rear of the camshaft. We stock rear main bearing oil seals that replace the old oil slinger that leaks so well. It is a new housing with a rope seal, similar to the grey motor Holden engines. Nothing is perfect but if fitted correctly it will work very well, the p/no is 457352E Main bearing seal kit.

The other big leak can come from the rear of the camshaft, which has an oil return thread as a seal but the leak often comes from the seal between the bush which acts as a dowel to the flywheel housing and the rear face of the engine block. The drawing in diagram A illustrates how to fit a spark plug tube seal from a 'D' series to seal this more efficiently. While on the engine we will switch to the other end

with the timing chain. We stock timing chain tensioners that are very easily fitted and come with instructions. These stop the chain from rattling around and actually increases timing chain life. The p/no is 461256S. Citroën did not

include these in their original design but one should be fitted if you are replacing a chain or carrying out any work in this area. To improve the performance of the traction engine we have a list of modifications that can be carried out. They will improve the performance without affecting the reliability. We may have space to print this current magazine.

The clutch: Much has been written about this long suffering part ~ you need to replace it with a more modern component or it is the cause of much shuddering, etc. The Borg & Beck clutch fitted to the Traction is a very durable component if adjusted correctly. Do not assume that because you have had your clutch checked by a brake and clutch company that it is adjusted correctly. Quite the opposite! Citroën did not use Borg & Beck settings only their components, Spare Parts can supply information on how to set your clutch correctly, this is vital to having a car that is nice to drive and controllable. If in doubt ask your Spare Parts Officer. Shuddering is caused by a variety of

FLEET FOLLIES

the sidewall', and that the tyres fitted were no longer available.

Hmm...

Not wanting to buy two new tyres quite so soon, and not feeling happy to hear that my 'new' tyres were obsolete I contacted Stuckey. Who rang me the next day to confirm that a new tyre had been delivered ~ of the same model as the rest of the tyres. So much for the story of the tyre being unavailable.

The following Saturday I legged it into Stuckey. They questioned the repairability of the tyre, and fixed it.

So, instead of giving Bob Jane a couple of grand for two new tyres, I handed Stuckey Tyres \$25 and walked away a happy man. So much for the story of the unreparable tyre.

With the demise of Zagame Brighton, and indeed the withdrawal of Zagame from the Citroën brand, I can direct my ire over the never-ending door trim problem to the new Brighton Citroën dealership ~ part of Brighton Chrysler.

The last thing Nathan did

TECH TALK

things from loose engine mounts, oil on the clutch from one of the pre mentioned oil leak areas, even the front suspension cradle may be loose and cause the problem. So if you have clutch shudder do not blame the clutch until these

wheel in place and like most parts we supply it comes with instructions that should be followed. It is a simple thing but addresses a problem area in design. If you are overhauling your gearbox, one of these should be fitted. The plates cost \$50 from Spares. [Or they did when this was original-

other causes have been eliminated.

The gearbox: Long been blamed for many a Traction stoppage and often called a weakness. Listen to your gearbox ~ if it is noisy, grinding or rattling, seek immediate help. Do not think that you may make it home and then affect repairs. It is far better to trailer or carry the car home as it is possible to break gearbox and flywheel housings by continuing to drive the car. We have some products that will prolong the life of your gearbox, even if it is in good condition. The first is the Jack Weaver plate. This plate reinforces the bolts holding the crown

ly written. Check the price with Lance. Ed.]

Another area needing attention is oil leaks from the input shaft. Guess where this oil finishes up? You are correct ~ in the flywheel housing along with the oil from the engine leaks. Any wonder the clutch shudders. Hopefully there is space for this fix to be published in this magazine too. So these are some of the maladies that can affect Traction owners. Regardless of who is looking after Spares in my retirement, this information and parts will still be available through the Club.

Rob Little



TECH TALK

FOR SALE

MAGAZINE COLLECTION

2CVGB ~ Various copies from May 81 to April 88 then through to April 08. \$250

Citroën Car Club GB ~ Various copies from January 65 to December 82 then through to the current edition. \$350
Contact : Carl Perrin, kaycarl@westnet.com.au or 0412 472 527 [36/04]

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]

FOR SALE

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 carburetor. 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 Heidleberg car in good condition [with some recent work undertaken], runs and lifts needs restoration. Unfortunately, health reasons stop me from restoring this car. Price \$6,000, or near offer. 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 master cylinder 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 15 inch 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]

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]



WANTED

TRACTION STEEL WHEEL

Slough 165 x 400 steel wheel to replace damaged road wheel. To suit brass nut type with chromed hub cap [1952]. Call Loui Burke 04 0819 2040 [Adelaide] or loui.burke@bigpond.com [36/05]



CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA

Australia's National Citroën Car Club

