



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

# FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE  
FOR CITROËN OWNERS AND ENTHUSIASTS



NOVEMBER / DECEMBER 2012 Vol 36 No 6

## Postal Address

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

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

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

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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, is from the collection of Fabian Sabatès and depicts Citroën's showroom in Sophia, Bulgaria in about 1932.

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## Deadline

The deadline for the next edition of 'Front Drive' is Friday, December 7, 2012.

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## Contributors

Contributors to this edition of 'Front Drive' include Rob Barton, Ralph Hibble and Craig Little.

# 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](mailto:spareparts@citroenclassic.org.au)  
[If you phone, please do it at a reasonable hour.]

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

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

This edition of 'Front Drive' has rather a focus on making look good ~ or not.

October is traditionally the month of the Citroën Concours d'Elegance. So we have short report on the event, which was attended by Olivier de Serres' son, Raphael.

Sydney member, and one my of favourite contributors to 'Front Drive' has contributed two articles. The first is about working on a car that came second in its class at a CCCNSW Concours, with goal of winning the top-spot.

Club President, Peter Sandow, has recently completed the repainting of his IIBL. Now most people when they respray a car expect it come home looking as it did when it first left the factory. To those who know Peter it will come as no surprise to read that his goal in the respray was somewhat different.

Even if part of your fleet is not Citroën, keeping it looking good

is important. Mike Neil talks about his Renault 16 [to my mind the only Renault that could have been made by Citroën].

Of course sometimes you might want your car to look down at heel. Or more correctly, a film company may want your shining delight to look just a little tired to enhance the verisimilitude of the movie. Never mind that it is a Slough-built, right-hand drive Big 6, featuring in a movie set in Vietnam.

Hmmm. Maybe my definition of verisimilitude is different from the director's.

Member's Model this month hails from the UK, via South Australia. I first met Helen and Loui Burke at OzTraction in Castlemaine last year. Their story of explosives and emigrating to Australia, complete with their Light 15 fascinated me. Six months later they share their story in these pages.

Enjoy,  
Leigh F Miles



Collectors or Chuckers, what will we be? After the display of the desperate and dangerous diving and delving at the Pick-A-Part & Club Cash Auction there is no doubt what so ever ~ for those that were there ~ we definitely are all high-class Connoisseur Collectors of the first order of marvellous Citroën clutter.

What a marvellous day, magically mastered by the Cultural Attaché Peter Boyle ~ turned valuer and auctioneer, not of live-stock but dead stock ~ Citroën clutter. A crowd of Citroënieres and luminaries, past presidents and technowizards set a furious bidding pace to clean the ccoCA Spare Parts basement out of nuts, bits and bobs. Which reminds me, thank you very much also to Rob Little for precise on-site mechanical advice, Mike Neil for coordinating the Activity and especially to Max and Roz Lewis for enthusiastically hosting the Auction Event in their charming Moonee Ponds garden courtyard home.

And now for something different ~ thinking about next year's Concours. As you may be aware ccoCA and cccv alternate the hosting of this key event on the Citroën Almanac. In October this year, cccv hosted at Como Park, a recently renovated favourite Stonnington venue. Next year it's our turn. However the All French

Car Day, hosted by Renault, has been scheduled for Sunday 20 October at a Docklands Venue, clearly compromising the All Citroën Concours time slot. We have explored moving our event to alternative dates. All viable al-

ternative dates compromise other favourite Event time slots, so the clear advantage is to schedule our All Citroën Concours to align and be held in conjunction with the All French Car Day.

This coincidence of key events will only increase the sense of gravity for the occasion. It is a display event intended to draw and attract attention to our Marque particularly its context in the Australian setting. The synergy of combining our event with Renault, Peugeot, et al. will achieve maximum impact when displayed in the full arena of French motoring. The factors of complementarity will indeed give us a stronger punch of exposure and undoubtedly lead to a vibrant day of vigorous exchange and exhortation between the remarkable Marques on display.

Such an idea is exciting to me to combine these key events and get together with other freaky Francophile enthusiasts rather than the alternative effect of dilution by division.

Looking forward to it  
Peter Sandow ~ President

PREZ SEZ

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

## A-TRACTIONS

### • NOVEMBER MORNINGTON PENINSULA BBQ

WHEN: Saturday, 24 November

WHERE: Andrew & Jenni  
Murray's, 500 Arthur's  
Seat Rd, Red Hill

TIME: From 11:00am

COST: Free

BRING: BYO Food, drinks, table,  
chairs, mozzie hammer and  
good humour

BOOKING: Not required

CONTACT: Andrew Murray,  
04 1821 1278



pleasurepirate@gmail.com

Andrew & Jenni have very kindly invited CCOCA to the BBQ he is hosting for CCCV. Come along and take the opportunity to prow over his great collection ~ Trac-tion, Dyane, Honda s800 cabrio, Ferrari 308 GTSI and of course his \$275 GS! Andrew is also organising [fingers crossed] a cider tast-ing. Or just sit under the golden elm and enjoy the vista.

### • DECEMBER 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.

### • JANUARY COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 16 January

TIME: 7:00pm

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

COST: Cheap eats

BRING: Refreshments

BOOKING: Preferred

CONTACT: Sue

Bryant, [03] 9885 3179

secretary@citroenclassic.org.au

### THE RACV GREAT AUSTRALIAN RALLY



*iii Peter Mac* RALLYING FOR A CURE

WHEN: Sunday, 20 January

TIME: 9:00am

FROM: Start points listed below

TO: Mornington Racecourse

COST: \$35 per vehicle

BRING: Sunscreen, chair, lunch

BOOKING:

Essential by 7 Jan

CONTACT: Jeff Alcock

[03] 9898 4111

This event has grown to become Victoria's largest veteran, vin-tage and classic car rally with travel from Melbourne to the

Mornington Peninsula. The rally is designed to promote the pleasures of classi-cal motoring providing much needed funds to the Peter McCallum Cancer Centre.

The 2012 RACV Great



Australian Rally is organised and conducted by the All British Classics Car Club Inc. All vehicles entered must be 25 years and older.

There are three start locations this year:

- Melbourne
- Stud Park, Rowville
- Western Port Marina, Hastings

All entrants will enjoy a sausage sizzle at their nominated starting point.

Download your entry form at [www.greataustralianrally.com.au](http://www.greataustralianrally.com.au)

## CRIB POINT CLASSIC CAR SHOW

WHEN: Sunday, 6 January  
TIME: 9:30am  
FROM: Brandon Park shopping centre

## A-TRACTIONS

BRING: The doings for a BBQ  
BOOKING: Not required  
CONTACT: Peter Robinson  
petroboy@hotmail.com

The group will gather at the car park at the southern end of Brandon Park shops ~near the Monash Freeway. It is about 70km to the display area at Crib Point.

There will be a sausage sizzle in aid of local school. Alternatively, there is an excellent café opposite the show area, BBQ facilities are available next to the display area as are toilets.

In the afternoon a tour of the HMAS Cerberus Naval Museum will be organised.

## CLUB MEETING ~ YARRA BANK BBQ

WHEN: Wednesday, 23 January  
TIME: 6:30pm  
WHERE: Yarra Bank Reserve.  
Melways 44 K9.

COST: Free  
BRING: The doings for a BBQ  
BOOKING: Not required  
CONTACT: Mike Neil  
04 1821 1278

activities@citroenclassic.org.au

Yes folks at the end of the week it is Australia Day, but it is that Wednesday at the end of January when we historically have this get together so let's start with a song and salute! Don't forget the mozzie & louie repellent and a copy of Advance Australia Fair. Depending upon the direction from which you are coming the entrance to the reserve is off Creswick Street. Citroën signs will be displayed so you shouldn't get lost [w.t.e. of certain nomads!!]

## AUSTRALIA DAY HISTORIC CAR DISPLAY

NOTE: AT THE TIME OF PREPARING THIS EDITION THE AUSTRALIA DAY WEBSITE HAD NOT BEEN UPDATED FOR 2013. PLEASE CHECK DETAILS ON LINE AT WWW.AUSTRALIADAY.VIC.GOV.AU

WHEN: Saturday, 26 January  
TIME: Participants: 10:00am,  
Spectators: 12:00pm

WHERE: Participants  
Northland Shopping Centre  
Spectators  
Kings Domain Gardens,  
Linlithgow Ave., Melbourne.  
Melway 2F J9

COST: Free  
BOOKING: Spectators:  
Not required  
CONTACT: Mike Neil,  
04 1821 1278  
activities@citroenclassic.org.au

This event is a real favourite with many CCOCA members. The

## CCOCA BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thurs [ex Dec]  
November 22  
December 20  
January 24

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?

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Kings Domain Gardens will once again feature the famous Historic Vehicle display, with over 500 veteran, vintage and classic vehicles exhibited, free entertainment and activities, and scrumptious food stalls. Bring a picnic hamper,

## A-TRACTIONS

blanket and enjoy a leisurely day with other motoring enthusiasts.

### • FEBRUARY

#### 26TH PICNIC AT HANGING ROCK

WHEN: Sunday, 10 February  
TIME: Display cars 7:30  
via north and south gates  
Spectators 8:00am via east gate  
WHERE: Hanging Rock  
COST: \$20 per car,  
\$5 per pedestrian,  
BOOKING: Not required

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

As of last year age limitations were placed on cars for display at this event ~ cars must be 25 years old, or more. Despite this, the usual huge turn-up occurred. BBQ facilities are available on site [or feel free to bring your own] or bring your picnic hamper.

### COMMITTEE MEETING & CHEAP EATS

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

### CLUB MEETING ~ CHEAP EATS

WHEN: Wednesday, 27 February  
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

### • MARCH GRAEME & LEE DENNES GIPPSLAND TOUR

WHEN: Friday, 15 to  
Monday 18 March  
FROM: Bunyip, Vic  
TO: Stratford, Vic  
COST: See below  
BRING: Everything for a  
four-day excursion  
BOOKING: Essential

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

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 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 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

## A-TRACTIONS

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.

### COSTS ~ 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.

### COMMITTEE MEETING & CHEAP EATS

**WHEN:** Wednesday, 20 March  
**TIME:** 7:00pm

**WHERE:** Check with the Secretary for this month's venue  
**COST:** Cheap eats

**BRING:** Refreshments

**BOOKING:** Preferred

**CONTACT:** Sue Bryant,

[03] 9885 3179  
secretary@citroenclassic.org.au

### CLUB MEETING - ANNUAL GENERAL MEETING

**WHEN:** Wednesday, 28 March  
**TIME:** 8:00pm

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

**COST:** Free

**BOOKING:** Not required

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

**YOUR MEMBERSHIP RENEWAL FORMS, ALONG WITH PROXY AND NOMINATION FORMS WILL BE POSTED IN FEBRUARY.**

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



**VOLUNTEER!**  
Have you thought of standing for Com -

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

On a personal note from the Editor, being on the Committee is not an onerous job ~ Committee meetings occur once a month and are typically finished within an hour. Then it is out for a bite to eat and a chance to catch up on the social stuff. The Club can only continue to prosper if the members take up the challenge of making the Club what you want it to be.



### VOTE!

Voting for the 2012/2013 Committee is a very important right you have as a member of ccoCA. So, come along and make sure you have your input. Or complete the 'Proxy Form' that has been included with this 'Front Drive'. Proxy Forms must be in the hands of the Secretary at least seven [7] days prior to the AGM.

Now, I have to confess that I did not actually attend this year's Concours d'Elegance, but I am assured that it was a great day.

Of course, it would have been very difficult to surpass the event

ade, Peter also worked his magic to get what had to have been the largest collection of vintage and rear-drive Citroëns in a single place since... well, I was going to say decades. But it was probably since the models in question were new.

The pictures from this year's event certainly

show the range of cars that were to be seen.

In addition to a great turn out of members of both ccoca and cccv a 'minor' member of Citroën nobility was also present. Anyone with an interest in the

Michael Molesworth and Ted Cross navigate Raphael de Serres through the combined Citroën Concours.



## 2012 CONCOURS

in 2011 when Peter [Luigi] Boyle worked his fingers to the bone and his voice-box to destruction persuading a huge number of past members to come along.

Not only were there ex-members I had not seen in over a dec-

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Phone: 03 9819 2208

Fax: 03 9819 2208

Mobile: 0400 59 2208

email [ted@123ignition.com.au](mailto:ted@123ignition.com.au)



written word ~ well the written word about Citroën ~ will have read at least one book by Olivier de Serres.

Well, it turns out that his son is living in Melbourne and attended the Concours. How does

I was very surprised to see that many Tractions here!

I will be happy if you put a few lines about me in your magazine 'Front Drive'. When will it be printed?

The reason why I'm living in Melbourne is a very Romantic story... I fell in love with my

partner Rose Ayliffe when I lived for a few years over in Kangaroo Island in South Australia.

This is where I used to work in a tourism business, and Rose has her family there.

A year and a half ago we decided to stay in France for a few

month so she could meet my relatives, and my cars [!]

After our Europe adventure we decided to live in Melbourne for her to be able to study photography and me to work in French Antiques.

I am working in a shop called 'le Contraste' in Chapel Street, selling high quality antique furniture and deco. I've got beautiful photos of the Concours if you ever want some!

Cheers, Rapha

As the photographs show, it was clearly a great day ~ both in terms of the weather and the array of cars that were present.

In 2013 it will once again be ccoCA's turn to host the Concours d'Elegance. 2013 is also the turn of Renault to host the All French Car Day. Renault have elected to hold this French-car extravaganza on October 20. As a result we have decided to hold the Combined Citroën Concours as part of this day.

We determined that the option of holding the Concours in March [when the All French has been held in previous years] was not the best option for us. We look forward to welcoming you to the 2013 Concours in October! Leigh F Miles

✂

## 2012 CONCOURS

a young Frenchman find himself living here? Here is the story in his own words...

'Good to hear from you. The Citroën Concours was such a fantastic experience, under the sun and the display of cars was just incredible.



I'm not a petty or a jealous person particularly when it comes to the cars that I own.

I know that they aren't the best cars in the Citroën world.

My Big 6 for example may look nice, it might even go really

well but under the shiny paint it really is a bucket of shit.

I know this because I rebuilt it and I know what lurks beneath and what lurks beneath ain't pretty.

Having said that though it still gives me an enormous amount of pleasure both in the way it looks and the way it drives.

Every year I enter it into the Concourse d'Elegance at the All French car day. Not with the intention of winning. It's because

we as a Club have a rule that there has to be more than one car per category.

You see I do it so someone else can win. I do it because I'm selfless, generous and an all-round good bloke and don't take myself too seriously.

I don't give a toss about winning prizes really, although I have painted a few Concoeurs winners. Something about which I take enormous pride of course.

I painted Continental's DS that c5 light blue pearl colour and it won the Concoeurs. I painted the Letham's IIBL and it won the Concoeurs. I painted the Schembri's Light 15 in their garage and it won the Concoeurs for Christ sake! Why oh why can't I win a Concoeurs for myself. Oh yeah, almost forgot I don't give a damn

about winning prizes do I?

This was of course when I painted as a profession. I think I can paint and no I don't paint anymore. So don't ask.

Some time ago I was able to purchase a very nice Traction IIB Normale. It was a once in a lifetime buy. It was the most original one that I had ever seen. The paint was faded and it had this wonderful patina gained through the passage of time. It was a time capsule.

In 2009 on the day of the All French Car day I was scheduled to fly overseas to embark on the Paris Moscow trip.

The Display was happening at a park just at the end of my street so I drove it down and entered it in the Concoeurs before I headed off. Not for me of course. It was so someone else could win a prize. Remember I'm selfless and don't

give damn about winning prizes.

I am now in London after having spent a huge amount of time on a plane. I'm jet lagged, feeling pretty ordinary but I have to Skype home to let them know we arrived safe and sound.

My wife Elizabeth and I are chatting away when she mentioned that I had taken out second prize in the Concoeurs. It was more like an afterthought really. 'Bloody hell' I exclaimed. 'How many cars were entered?' I asked. 'two' she replied.

Pipped at the post by Nerelle's Daisy. A Big 15. My very first prize. I was so proud but to be piped by Daisy!

I'm not saying that Daisy isn't a nice car but it is white. Does originality count for nothing? Honestly, sometimes I think that the judges have no idea about what they are looking at.

## CONCOURS WINNER?



Two years pass and I am looking at my totally original IIBN.

It has a small amount of rust in one of the doors. This is a bit of a dilemma for me. You see I can't paint dull. I can only paint shiny.

## CONCOURS WINNER?

My father could do it. If the car he was repairing had a well-used look he could paint it so that the repair was in keeping with the vehicle. I can't, so this means that my door would be really shiny thus destroying the patina of the car itself.

Eventually I decided it was time to bite the bullet and give the car a birthday. It would be given a bare metal respray. Just

the outside, no interior or engine bay. Should only take a couple of weeks for a man of my obvious talent.

The first problem I had was to secure somewhere to do it. I approached Chris the manager of Schenk & Co Smash Repairs where I once worked.

An agreement was reached that I would come in January for two weeks and knock it off in that time. I was confident.

I told my employer that I was taking a couple of weeks off and work began.

Armed with eight litres of paint stripper I started.

The car was disassembled and the stripper went on. Usually the paint pickles and you scrape it off

with a paint scraper. Not so with this. The car was painted in 1952 in nitrocellulose lacquer. It just went to mush.

Eventually it was done. All back to metal.

The thing is that when you do this you have to re-repair every dent it ever had over its lifetime. Some repairs were good, very good in fact and some were poor.

What happens is that you see first-hand what the history of the car really is.

I can tell you that the front left guard has had extensive repairs done on it and whoever did this repair was an absolute master at prefabricating and butt welding pieces and in using an oxy. This is an art that has pretty much disappeared in our trade.

I can also tell you that it had

a slight punt in the right a pillar and the repair was less than good.

Now get the picture, I'm toiling away stripping paint, re-repairing past work and my brother Alan, seeing my plight decides to help.

I'm not saying that I'm not grateful, BUT, the first thing he did was to give the engine bay a nice steam clean. Which resulted in all the paint, not only that on the engine bay, but the engine and gearbox almost completely coming off.

**BLOODY HELL!** Thanks for the help!

This of course meant that I had to remove the engine and disassemble the engine bay to prepare them both for painting. Something which I hadn't wanted

*Continued on page 33*



Part 1 ~ England 1954 to 2010.

What started my love of Traction? It began in 1975 when Helen [then my bride-to-be] and I were holidaying in Paris. At that time I was an undergraduate

## LOUI & HELEN BURKE'S LIGHT 15

Engineer and already a well established petrol-head with Hot Rod tendencies, and in the process of trying to put a Daimler v8 engine and transmission into a Ford Popular. During said holiday, our first to Paris, I was enjoying the sights whilst strolling down a ubiquitous Parisian side street when a black car approached, which stopped me in my tracks. At that time I had no idea what it was, but loved the shape and as it went passed I read 'Citroën' on the spare wheel cover of a Small Boot Traction. I said there and then 'I will have one of those, one day.'

That 'one day' took seven more years to materialise. I had also decided that building a Hot Rod was too time consuming, so a 'simple' restoration would be much easier! After joining the Traction Owners Club and searching the 'For Sale' ads for quite a while, I realised that there were very few Traction for sale. In 1982, to follow up a For Sale ad, I travelled down to Lands End, in Cornwall, with an empty car trailer, £400 in cash and eternal optimism. SPA 172 was a very sorry state as it

had been off the road for over a year [due to a major MOT failure due to rust]. However, in the eyes of a young engineer, I could immediately visualise this car in shining black cruising down Parisian streets once again. The deal

was done and the car was trailed home. The rented trailer began to

get noisier as I approached home and on inspection I discovered three of the four wheel bearings were close to collapse. Undeterred, I travelled the last few miles ignoring the noise! The car was unloaded and the trailer returned. 'I only had those bearings done last week' said the trailer owner. I just smiled and left.

After charging the battery and putting some petrol in, cranked the engine to get some oil pressure then turned on the ignition and away it went! The car was then driven a full 10metres into the garage. This was the first time I had ever actually driven a Traction. Little did I know that it would be a further 20years before I would drive the car again!

As with all projects, I had seriously underestimated the degree of corrosion that the lovely English climate bestows on a car, especially a 30year old one that had not been well looked after [12 owners in the three years before it was taken off the road]. The first job was to address the serious lack of structural body work. I had not done any real bodywork repairs

before, so I enrolled for a short night school course in Gas Welding [this was pre-MIG!] and away I went. Out came the front cradle, engine and gear box. Off came the wings, doors and rear axle. What was left of the interior and wiring was removed and stored.

I shall not describe the next five years of evenings and weekends, as I am sure you have read lots of other restoration stories.

There were no real surprises during the work, but I logged some 200hours of welding work before any other mechanical repairs were even started! During these five years, I did a total of 800hours of work on the car, during which time I had rebuilt the engine, suspension, steering, brakes and bodywork and had two children. At that stage I had the car to a point where it would move for-



wards and backwards inside the garage, but the interior and wiring were still in boxes

In 1987 our lives took a major change in direction. I was offered a job running an Explosives Factory [brilliant fun blowing

things up and getting paid for it!], so we moved house and car and began the next chapter of our lives in Kent. Sadly the Traction languished for the next year whilst I worked on the new house and job. After only a year in the new house, my job was then relocated to Lin-

colnshire [200km north of London], so Helen, our daughters and the Traction were on the move again.

The next seven years saw two redundancies, which eventually resulted in me starting my own explosives company [another story for another day], our daughters becoming teenagers and the Trac-

tion gathering an increasingly thick layer of protective dust.

In 1998, 16years after buying the Traction and 10years after I had laid a spanner on it, we decided to move house again. During the initial years of running my own business I realised that I would never have the time to complete the restoration

## LOUI & HELEN BURKE'S LIGHT 15





myself. So I decided to get John Gillard [Classic Restorations in London] to finish the car off for me. So again the Traction was on the move, by proper trailer, to London. At this point I had still never actually driven any Trac-

for driving conditions 50 years earlier, was a real struggle on the hugely overcrowded English roads filled with Trucks doing the same speed that we were. We could not overtake the trucks, so ended up sandwiched between them, cruising at 90kph and listening to the gearbox growl-

ing away in front. It was during this return journey from France that Helen said that she really did not enjoy this 'adventure', so I promised to investigate a four speed conversion, as I had read a lot about this and everyone who had done it was most enthusiastic.

I ran the car for a couple of years on the three speed gearbox, and eventually met up with Roger Williams [Steam Car Developments in Beverley], who was producing the 4 Speed conversion and happened to live reasonably close by. As I was still running my own business, and had little free time, I managed to persuade Roger to take the car and fit the four speed conversion, plus replacement cv [Ford Escort] modified front drive shafts. This was done far more quickly [only a matter of several months] rather than the 20 years for the initial restoration. When I collected the car, the transformation was astounding. The car was so much more driveable and the steering was transformed, with the new cv drive shafts, to actually have a sensible turning circle, rather

than the normal seven point turn.

It was around this time our youngest daughter spent six months in Melbourne at Lilydale University, an a student exchange [we never did get one in return though!]. As she was due to have her 20th birthday all alone, we decided to come for a holiday, so did the typical tourist visit [Melbourne, Uluru and Sydney] for three weeks, with no other plan than to see Oz and wish Nikki a Happy Birthday!

However, we discovered what a fascinating and friendly place

Oz was. This was also at the time I was planning to sell my business and move 'Somewhere outside UK'. Why not Australia, we thought, so began Part 2 of our life...

Part 2 ~ Australia 2010 onwards

The year preceding our move to Adelaide contained a few minor distractions such as selling my business, arranging Nikki's wedding ~ using the Traction as the Wedding Car [see photo], plus condensing 30 years of accumulated 'stuff' from a

## LOUI & HELEN BURKE'S LIGHT 15

tion, let alone my own! I made the mistake of telling John that 'there was no real rush'. This was the start of four years of nagging and pleading with him to actually get started on the work! Eventually I realised that the car would be 50 years old in 2002, so deadlines were discussed and agreed and the car was driven by John from London back to Lincolnshire [no trailer this time].

When he arrived at our house on a rare sunny English summer's day, it was only a couple of weeks before the cars 50th birthday. After a mere 20 years from when I bought the car, I actually got into the drivers door, started the car and drove off for my first Traction experience. It was simply amazing to be actually driving a car that I had first worked on 20 years previously, saved from being scrapped and now looked absolutely fantastic.

As a celebration we decided to take the car to France, via the Channel Tunnel, and had a fabulous week in Northern France. However, we discovered that the three speed gearbox, whilst fine



six-bedroom Gothic Victorian Rectory [1862] to fit into a 20ft container, suitable to fit out a 2½ bedroom apartment in Glenelg. Sadly our taxidermy collection [over 100 stuffed animals, including a couple of full sized lions]

older than both our daughters and me [but not actually as old as Helen!]. So investigations were made into Personal Importation of a Vehicle into Australia. My first encounter with DTEI!! All the necessary paperwork was completed and sent to Oz, and I sat back and waited, and waited and

had to be disposed of as well.

We had decided to make the move to Oz without taking any of our family, however one thing that simply could not be left behind was a certain black Traction! Well, it is almost family and

waited. Several email chases elicited nothing, so I got up in the middle of the night [in UK] to telephone the 'Help Line'. After about 20 minutes, they tracked down my application [I had no reference number, as I had not

received a reply], and eventually discovered that whoever was responding by email would have done better if they had actually used my correct email address, rather than something close! Problem solved, communications opened and an Import certificate received with only a couple of weeks to go.

The procedure, with that Certificate, is actually not difficult. I was required to 'steam clean' the underside of the car to remove all English dirt [so that it could be replaced by Australian dirt a short time later]. Other than that, and draining most of the petrol out, it was ready to go by trailer [again] down to London, to be loaded into another 20ft container for its own sea crossing to Adelaide. [\$4,500, if you are interested]. Helen & I arrived in Adelaide in October 2010, the Traction in January 2011.

The first hurdle in Oz was AQIS and Customs clearance. All straightforward, but I was very annoyed to find that I had to pay over \$2,000 in Duty, to import my own car!! Rego in South Australia was somewhat cheaper. I was extremely lucky to be able to get the same Rego number [SPA 172] as the car had in UK for a bargain \$75, as a permanent plate.

I had then to get an 'Identity Check' on the car at DTEI, so the car went on a trailer [again], so that they could check that the engine and chassis numbers that I had put on the application

form, were in fact the same ones still on the car. 'Too Easy' ~ to quote the locals. After this and an inspection by the Approved Person [thanks to Chris Bennet] for Historic Registrations in the Club Citroën of South Australia [CCSA] to confirm that my Traction was in fact Historic, allowed me to be driving within the week, on Historic Rego, for only \$146 per year [Free in UK ~ one of the very few things that is, apart from the salt on the roads in winter].

What are my Traction driving experiences in Oz so far? The good news is that you all still drive on the correct side of the road, so my Slough built Traction has a fully functioning steering wheel on the correct side. I had driven around 16,000km [10,000 miles, in real money] in UK and France [on the wrong side of the road] in the eight years before exiling the car. Remember though that UK is actually quite small, so the national rally is only ever a few hundred km [or miles] from wherever you live.

No so in Australia!! Having joined both CCSA and CCOCA [of course], I was introduced to John Henderson and Liz Pike, in Adelaide, by Ted and Helen Cross. Amongst their menagerie of cars, they have a 1950 Slough Traction, and they suggested that Helen and I join them for Cit-In 2011, in Stanthorpe. A quick check on the map revealed that it was a mere five days drive to Queensland, but as they were

## LOUI & HELEN BURKE'S LIGHT 15



up for it was well... 'No worries' ~ again to quote the locals. We travelled in convoy with John and Liz, meeting up with several other members from CCOCA en route to Stanthorpe. The whole trip was actually brilliant and a

[and will not] drive the Traction, she had to find ways to entertain herself for 10 days. The Traction does have a radio, but it is of little value out of town, so after I-Spy become predicable [R for Road and S for Sky, too often], counting road kill was the new game. In 10 short days we had counted 33

roos, 22 foxes, two possums, an eagle, a feral pig, an echidna, and a collection of emu body parts, which were probably once two individual birds. We also claimed one bird strike of our own [no damage to us, but the magpie was a write-off]. In UK, you generally only get the odd hedgehogs and a few bunnies.

We had great fun when we joined OzTraction in June this year. As no-one from South Australia was going, we headed off on our own again. As those of you who were there will remember, we suffered a blow-out and lost a rear tyre just prior to arrival in Castlemaine. This resulted in a seriously damaged road wheel [anyone got a **spare** spare wheel?]. This event was a very different style of event compared with a UK National Traction rally. On that you get around 40 Traction [only], for a two night event [Friday and Saturday], with a drive on the Sunday, prior to dispersing Sunday afternoon [as most folk can then get home same day]. OzTraction was more personal [fewer people], more eating and

drinking [a good thing] and overall very enjoyable [thanks Leigh and Sue] and we got to meet lots of great people. We are looking forward to next year.

We have also done several local runs around the beautiful Adelaide Hills and other South Australian wine regions, and I am amazed how many older cars survive in Australia. There are models that I have not seen on the road for years in UK, due to rust, that are just everyday transport in South Australia.

Plus, of course, the Bay to Birdwood [for Pre-1956 cars], which I have just done with two other South Australian Traction. I was pleasantly surprised with the overall support for older and classic cars in Oz, with virtually the entire journey lined with

enthusiasts and their families, just watching and waving.

Overall, I enjoy driving the Traction in Oz more than in UK. Your roads are wonderfully empty, and the speed limits quite suited to four-speed Traction cruising. The scenery, especially the gums, and the Big Blue Sky are just awesome. The pot holes are generally avoidable, as the council kindly mark around them, with spray paint. I originally thought that this was to show the workmen where to fix the road, but apparently not!

So far I have driven around 8,000 Traction kms in two years, and I look forward to the next Traction adventure. The Nul-labor awaits...

Loui Burke



## LOUI & HELEN BURKE'S LIGHT 15

wonderful way to start exploring Australia and meeting lots of other similarly affected Citroën Owners.

This 4,600km trip was our first interstate run, and relatively uneventful ~ a failed starter motor near Bob Dirks' abode. [Thanks to you and David Grise for the spare and repair respectively]. Due to John and Liz continuing on to 'Steeley's Tour' [more local terminology for me to learn], Helen and I headed back to Adelaide on our own. The delights of Gilgandra on Anzac Day evening [nothing open], Co-bar [where we learnt that you do not book a room in a **Hotel**, but a **Motel**], the Barrier Highway, Wilcannia [do not stay there ~ said Everyone], Broken Hill [liked it so much we went back for a Long weekend in October ~ again nothing open on Monday. I know now and will plan better next time].

Then there was the Road Kill. It is not that you do not get it in UK, but it is the size, quantity and variety that is astonishing [to us anyway]. As Helen does not

*Continued from page 21*  
to do.

Now that we have the front off, Al starts to mention how it came second and probably now that the engine bay is being done the only thing stopping it from winning is that the interior is tired and the dash needs repairing and painting.

I hate it when someone puts something into your head like that!

It's like the time years ago when I was going to sleep. You know when you're just at the

precipice of going into a really deep sleep? I was just about to go over the edge when my darling wife Elizabeth said 'I wish that dog would stop barking.' I thought, 'What barking dog?' So

## CONCOURS WINNER?

I pricked up my ears. There was a dog barking. It sounded like it was ten miles away. You could hardly hear it. That bloody dog kept me awake all bloody night!

That's what Alan did. He put this thing in my head and I started thinking. 'Yeah, why not?

Might as well put in a little extra effort. Make it look really smick.'

It became an obsession with me.

We painted the engine block its original green. It was grey and I painted the engine bay black.

## CONCOURS WINNER?

Then there was the dash. Fred, the original owner had put some extras into it. There was a map light in the Art Deco style. There was a cigarette lighter combined with an ash tray.

I really hesitated at taking out the accessories that Fred had put in. Mainly because they were really useful. Well except for the cigarette lighter. I don't smoke.

But, in the end it came down to whether it enhanced or detracted from the appearance of the

car. If it detracted then naturally it would detract from its chances of winning the Concours.

They all went. Out with the map light, out with the cigarette lighter, out with the blinds on the window and off with the rear view mirrors on the guards. Sorry Fred.

Holes in the dash were welded up and bogged. Did I tell you how much I like bog? I love the stuff! If I had a job that was proving to be difficult I'd mix some up just to sniff it. Works a treat. Don't do this at home it is strictly for professional use only. Or medicinal use. The dash now shiny black.

By this time my two week resto had entered into its fourth week and I had to go back to work to earn some cash because I was stoney broke, to be blunt.

Even if you have the skill to do all the work yourself it still costs heaps of cash and my wife really wanted to feed the kids again. Now that's what I call mean spirited!

The work did continue. My brother Al did some work during the day and I spent a few hours at night after work to get it done.

Of course by this time I was ever so slightly over my two week time frame and Chris got Omer one of the master panel beaters to do a couple of panels which was nice of him.

The car was stripped, hammered and bogged to within an inch of its life. Then it was undercoated and rubbed for its final coat of paint.

I wish I could tell you that I did a really good paint job. I'm not saying I didn't try I did but in the end it was less than great. It didn't

look too bad in the booth but in the light of day it was disappointing. The colour wasn't what I expected and the finish just wasn't right either. I must have been out of practice.

I was willing to put it back together but my brother Al put it really succinctly. 'It looks like shit, do it again.'

So, as we say in the industry 'If it's worth doing once it's worth doing twice or three times if you have to.'

This is yet another case of Murphy's Law. The cars that you want to make look really nice and the ones you put in the extra effort are sometimes the ones that look bad in your eyes.

Then there is the banger that you are just tidying up. These cars you don't give a damn about. You spend no time, you cut corners because they are a banger and



when you finish it looks like a million bucks.

You have to remember that I am at this point broke. So thinking about painting it again and spending yet more cash is at this point daunting.

## CONCOURS WINNER?

I went and bought the best paint I could buy. Or should I say the most expensive. I rubbed it down again and tried again.

What a difference. It was black as black. You may think that black is just black; but it isn't. There are blacks and then there are blacks

and this particular black was a beauty. Not only because of the way it went on but in the way it looked. Success at last.

We are now entering the second month of the resto.

I'm a stickler for timetables aren't I?

Chris comes out and looks. I know he wants

to say something but to his credit he kept his tongue. He did do a lot of head shaking though and I heard sounds coming from his direction. It sounded a lot like Lurch from the Addams Family. Aaaaauuwww. You remember I'm sure.

Because I am broke and the resto has become ever so slightly over budget. [don't mention that part to Elizabeth I haven't told her that part yet] the interior will have to wait. Not that it is that bad. It has no tears but the head lining is discoloured and the carpets are in bad shape.

Alan did the tidying up. He pulled the carpet out and painted it a nice grey colour. It turned out quite well.

The car was painstakingly reassembled. It looks good, really good, better than good.

All done just in time for the Concours.

I am very proud to say that I took out second place in the Concours d'Elegance for the year 2011.

After all that work I got second again!

Well at least I didn't make it worse and I'm taking the defeat well I think.

The thoughts of tossing myself off the Gap have in the main dissipated now.

It's a healthy thing not letting these sorts of things gnaw at you isn't it?

Well that's what my shrink says.

Bill Schenk



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 '13 GRIFFITH

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

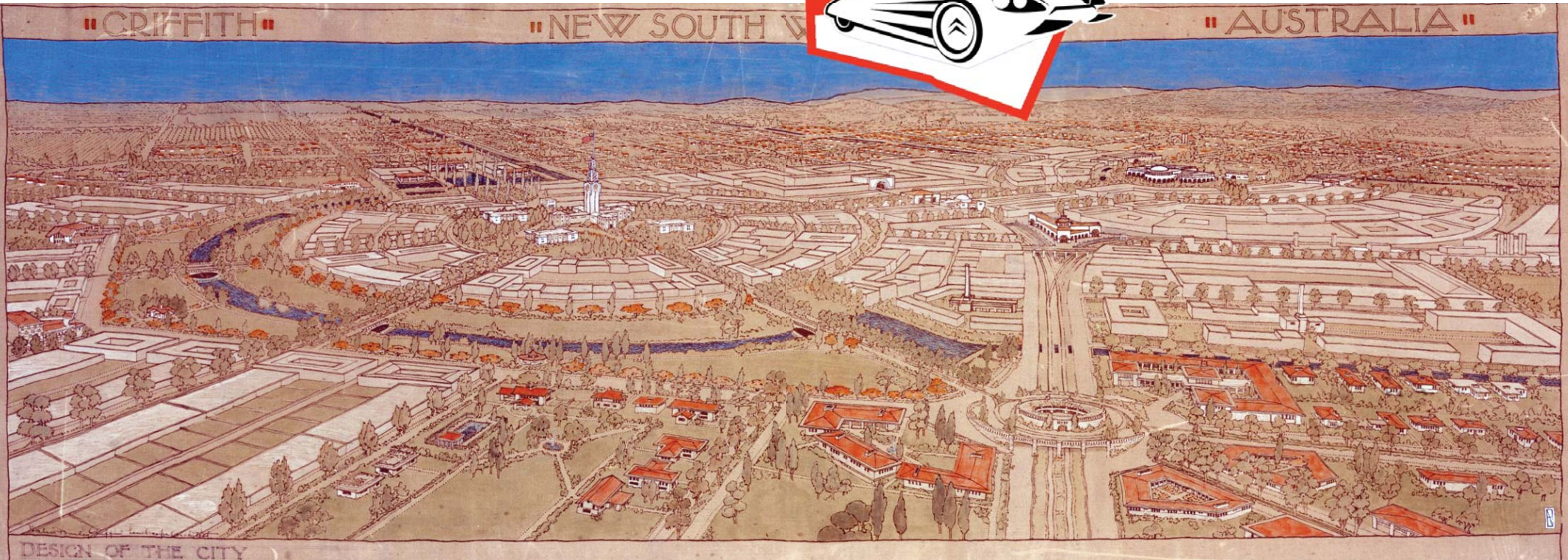
Hobart: 1,190km

Melbourne: 460km

Perth: 3,360km

Sydney: 560km

### CIT-IN 2013



Cedric is a movie star and why not. After all he has movie star good looks. The camera just loves him. He's never fluffed a line. You won't see him in the bloopers section during the credits and he

## CEDRIC ~ MOVIE STAR

looks fabulous in formal black.

He simply has the 'it' factor.

Who's Cedric? Cedric is my Big 6 and he is the star of that great Australian movie which is destined [well, in my opinion at least] to be nominated for best movie at the Oscars 'The Sapphires'.

If there was a category for Best Car in a supporting role he'd win. I wonder what his speech would be like.

I'd like to thank the Academy, my owner Bill without whose help and support particularly for dragging my sorry ass out from under the rubber tree to restore me and set me on the road to stardom. Our friends in the Middle East who's refined oil kept me on the road to success. Then Billy Crystal would cut him short saying, 'Times up'.

Of course the path to stardom was arduous and it didn't happen overnight. He had some bit parts in some TV shows. No talking parts; but it was a start.

There were months of preparation and negotiations for the rôle.

Firstly, their people talked to our people in the form of our most illustrious president Bruce Elsegood asking if we had a car within the Citroën Car Club of NSW that would like to be a star. The only prerequisite was that they didn't want white.

Brucey, [his real name and he loves it when I call him Brucey] in turn sent me an email explaining the brief with the phone number of one of their people whose name escapes me. Let's call him 'Brad'.

Later that week I contacted Brad and told him what cars I had and what would be more authentic. In my view, Fred's car the Normale should have been the car to take.

Brad explained to me that they needed to make it look bedraggled and old.

The thing is I had just re-sprayed the Normale and it looked anything but bedraggled.

If only he had asked six months ago, it would have been perfect.

I told him about the Big 6, which is still a bloody good-looking car but frankly not as good looking as the Normale.

My good mate Brad and I struck a tentative deal for the Big 6 with a modest fee.

Phone calls then became frantic with Brad wanting more and more: like would I be able to put an odd coloured guard on the

front of it.

Frankly it just became too hard so I told him that I'd try to find him a car that looked like crap for him.

I tried I really did. I made phone calls to lots of people who had shitty looking Traction.

I used all of my powers of persuasion and tact and diplomacy.

Let's say for example that I called Mike [possibly his real name]. 'Hello Mike' I'd say. Good start eh? 'Mike, you have a shitty looking Traction don't you?' and before I could finish Mike would hang up! Was it something I said?

I gave Brad the bad news and told him he was on his own having exhausted all my contacts with shitty looking Traction.

I must make it clear that any resemblance to real people in this article is purely coincidental.

About a week later, my brother Al asked me if he could borrow the Big 6 for a while because his Falcon was buggered.

Alan owns a nice federation house in Leichhardt. It is two stories, situated on a corner opposite the old Cyclops factory.

On the ground floor of my brother's house is a small corner shop, which is now a café, called 'Claude's Café'.

The café is called 'Claude's Café' after the owner, Claude. Who would have thought?

Claude is a French speaking Moroccan and the Café has a French theme. He cooks great food and brews great coffee, so

if you are in the neighbourhood drop in. At the very least you'll be helping Claude pay his rent to my brother.

Claude just loves my Big 6 parked outside his café. It gives his business je ne sais quoi! [When I try to write French words, I always think of The Addams Family. 'Tish, that's French!!!!!!']

One fine Saturday Claude made coffee for a woman [let's call her Brit] who asked if he owned the car parked in the street? Claude, who doesn't let the truth get in the way of chatting up a good-looking woman, said in his



## CEDRIC ~ MOVIE STAR



best French accent 'asamattafact I do'.

Brit happened to be working on the film that Brad was trying to get cars for. The movie is 'The Sapphires'.

Brit [not her real name] asked

guards on but they did ask if they could make it dirty, really dirty.

Man, they made it soooo dirty it was almost unrecognisable as a Traction although Mike Neal did spot it when he saw the movie. [Shouldn't have hung on me Mike!]

Cedric did have a great part although not a

speaking rôle. However, he did get a line directed at him.

When told that this car was going to be their mode of transport Deb Mailman's line was, and I quote, "That thing!"

I know it was just dialogue in a movie but she said it with such conviction that it gave me the impression that she actually meant it. I was slightly taken aback by it.

Don't worry the money made me feel a whole lot better.

Embellished by Bill Schenk

## CEDRIC ~ MOVIE STAR

Claude [his real name] if he'd be interested in putting his car in the movie. Claude said that he'd have to talk to his wife about it first.

Claude's wife apparently is my brother Alan. Getting complicated isn't it? Oh what tangled webs we weave when first we practice to deceive.

Claude's wife contacted me the next day, she sounded a lot like my brother, with the offer that Brit had made. The offer was substantially more than Brad's offer and I didn't have to put dented

After far too long an absence it is great to see that CCOCASHOP has been revitalised. It never went away, but the Club has gone through a period where there has not been as much focus on this important part of the Club's activities as there has been in the past.

We are very pleased to welcome Kay and Robert Belcourt to take on the job of finding great Citroën 'things' for members. They have been given a very open brief by the Committee. And more importantly a generous budget.

So, while what they are selling right now does not reflect the breadth of interests of Club members, be assured that very shortly this will change.

We intend to publicise in 'Front Drive' the latest in Citroën

memorabilia, models, garments' glassware, bed linen... All available through CCOCASHOP ~ and all available by mail order for our non-Melbourne members.

The CCOCASHOP had its first outing at the recent meeting at

Frog Hollow, and by the level interest already being shown, we are sure that Kay and Robert, and indeed the Club, are onto a good thing.

If you see anything [perhaps on the internet, or in your local shop] that you think might be suitable for the Club to stock, contact CCOCASHOP. If there is something you think might be of interest, let us know and we will look into sourcing it.

Contact the shop by email at [clubshop@citroenclassic.org.au](mailto:clubshop@citroenclassic.org.au)

## CCOCASHOP



Kay Belcourt persuading Eric Bishop that he needs an enamelled Club grille badge for his Traction and a Citroën lanyard to keep his keys in order.

MIKE NEIL ~ EVENTS

Since my last Fleet Follies article in June, my long serving Commodore has been sold after doing a very capable job of towing the IIBL here in August. I figured the trouble free

up some good restoration contacts, and most are in the area I live in, being near Moorabin.

When I saw Peter Sandow's IIBL arrive with new paint, I decided my car looked a bit the worst for its age and he needed some competition at the Concours; neither of us won anything! So I

decided to clean up the paint chips and scratches on my car. I found Prinze Auto Paints in Malcom Road, Braeside to be very helpful and spot on with matching. I took the spare wheel cover in, which they referred to as my Chinaman's hat, they matched the paint well, and supplied a quality pressure pack. Then I stood back and decided the wheels had to have the sand blasting job I'd put off before. Too many coats of paint and the inside rim bore many years of grease, road crud and rust. So it was back to the Yellow pages and sure enough, a place in Mordialloc looked

good. As I was collecting the bare steel rims, another bloke was unloading some panels for stripping. He confirmed this business knew what they were doing, so I've added them to my list. The wheels now have the traditional ivory colour, but now the hubcaps look sad... anyone been here before? I'd love to get the whole car right, as it is such a good one. Just gotta fix that wobble in the front

hubs and I'll take it anywhere.

My other venture is completing the set of Dunlop mags for the 16TS. I got one off eBay in France and set about finding a wheel restoration business to match it to the other three which were already restored. Yes, the old Yellow Pages came out again and I found myself dropping it off to Advanced Alloy Wheel Repairs in Moorabin. It's been a bit back and forth doing some tidying up work to match them, but now I'm awaiting the set to be clear finished and I'll be off for some new Michelin XAS to shod them.

Mike Neil

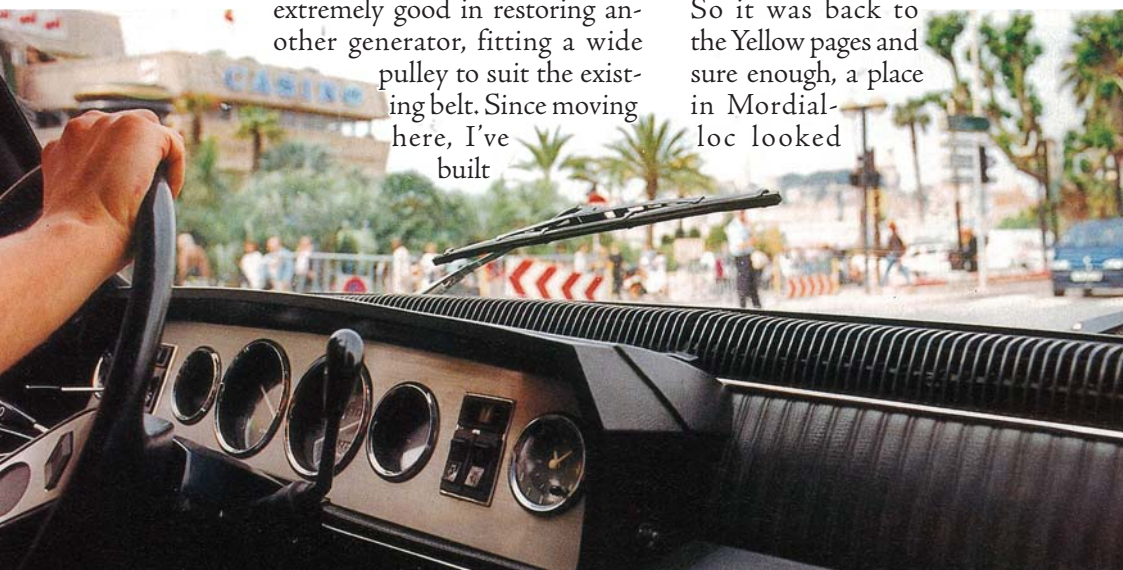


Left: The dashboard of a left-hand drive Renault 16TX ~ Mike's is a 16TS, but my recollection is the dash is the same. Right: These wheels are very similar [the same?] as those Mike is seeking for his 16TS.

## FLEET FOLLIES

run may end if I pushed it beyond 320,000km. Both the Renault 16TS and the Traction are on club permits, and I continue running the MX5 as daily transport, which has its limitations carrying stuff; a 'new' Commodore is being sought!

After renting some space in a friend's shed, I set about getting a generator for the IIBL and registering it here, setting the Concours as its first outing. I found Ainsworth and Marks, auto electricians in Hughesdale, extremely good in restoring another generator, fitting a wide pulley to suit the existing belt. Since moving here, I've built



## FLEET FOLLIES

PETER SANDOW ~ PRESIDENT  
I started to realize that the Traction was starting to get a bit shabby round the edges. A little like I would imagine an ageing gent might suddenly realize, a wake-up call to either a nudge or

a knock back ~ that one, maybe is starting too let oneself go a little. Starting not to start, too readily ~ a bit slow out of the blocks.

Basically this is not a good look if one is intent on maintaining Savile Row appearances. You are aware that it's a different gait for out and about and for down the High Street, not the shuffle to the bathroom. There is a difference between shabby sheik and crap shabby. I had become

aware and felt a rising pressure to launch a timely make over of the Time Machine ~ it was starting to look crap shabby and I started to feel like Uncle Arthur driving it. Chief Inspector Maigret and Monsieur Poirot had turned their gaze to the other side of the street. Not good not being a subject of

interest.

The start was simple ~ KISS. Pull the car apart and have the bits painted by someone who was immune to paint fumes and could still talk. And I was recommended Shane, the Gun in Greensborough, Mob 04 1172 0104. He said come out and I'll show you what I'm doing. He showed me a '32 Oldsmobile being perfectly impeccably restored. The panels were glazed crystal.



'Mate,' I said, 'this is no good ~ I don't want it this good. The car will look like it's out of Disneyworld'.

'Waddaya mean Ace?' [Idiot]?

'I want the car low sheen ~ semi-gloss black. That's how they were. That's how I want it. Original'.

Shane's reply was something or other about You can't polish a bird?!!

And so a firm contract was hand shaken with a guy who still holds a genuine craft and an understanding of the chemical and physical properties of the materials he works with, beating, humouring, welding, grinding, filling and coating, all to produce a lovely thing.

The un-folding process wasn't all that straight forward. I didn't want the car just squirted. I wanted all the panels individually squirted so the paint wrapped the edges and corners ~ a job with integrity. I also know taking anything apart is the easy bit. But then taking all the bits, bit by bit,

over to leafy Greensborough was a little less easy from industrial Dandenong. Lugging, lugging, trailering, trailering.

The handshake deal didn't allow for issuing Product Transfer Transmittal Receipts in moving all those bits over to the spray shop/garage, in no particular order ~ a bonnet here, a wing there, then a head light shell, and so on. I could see in my mind's eye an interesting resurrection of a Traction going together like those Transformer c4 ads. I felt uncomfortable without a spreadsheet. But the production of renovated panels unfolded faultlessly. Re-birthed bits were born, approved, completed and accepted. The paint selected was a two-pack epoxy satin black. That applied to Mack truck bonnets for anti-glare.

Ideal, the time machine looked just how I thought it should look ~ invisible in-glare. The resurrection is complete ~ the Traction is transformed, a beautiful thing. Peter Sandow



Hullo Folks... recently I purchased two titles from Bernard Laurent... 5HP and 10HP. Both describe in great detail the history of these two early Citroën models.

I can honestly say that Bernard

must be the leading authority on these two vehicles.

More than that, I understand not only does Bernard write about them but owns one [or several!!] hence Bernard is now a manufacturer of these attached parts which you have got to say are splendid reproductions.

So, I don't know how many early '20s Citroën owners there are out there in Citro-world but look at these bits and drool.

No, do more than that... contact Bernard direct and buy one or two. Bernard can be contacted, by email, at [bernettine@wanadoo.fr](mailto:bernettine@wanadoo.fr)

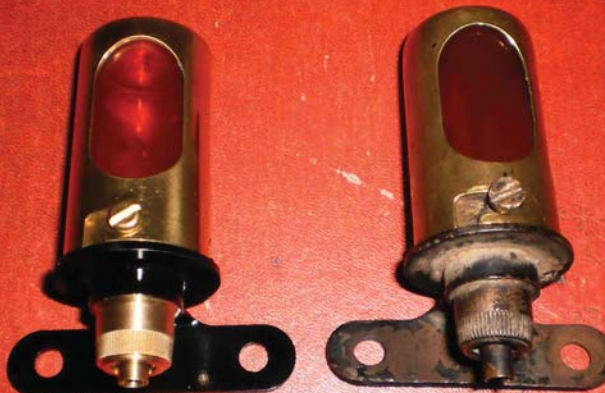
Supplies of these tail lights will be limited, The cost is €110, plus shipping of €16. Bernard does not make it clear whether the freight cost is each, or for a pair. You are able to pay him by PayPal, which is very convenient, and does not cost the earth in the way that bank transfers seem to. Max Lewis

## TECH TALK



Copie

Original



[jual2@optusnet.com.au](mailto:jual2@optusnet.com.au)

[36/6]

## 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](mailto:kaycarl@westnet.com.au) or 04 1247 2527 [36/04]

## 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]

## 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 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]

## 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](mailto:rogerbrundle@bigpond.com) for your copy. [35/07]

## WANTED

## FOR 1923 5CV

Wanted for a 1923 [?] Citroen 5cv [long chassis model] the following items :-

- 1) A centre cross member [bolts into chassis] and holds the brake fulcrum, complete with the fulcrum if possible.
- 2) Complete engine bonnet in reasonable condition as the one I have is in very poor shape.
- 3) Pair of rear brake shoes.
- 4) Headlight bar.
- 5) Any other parts available.

Contact Geoff 04 1731 2377 or [lynandgeoff4@bigpond.com](mailto:lynandgeoff4@bigpond.com) [36/6]

## 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](mailto:loui.burke@bigpond.com) [36/05]

## FOR SALE

## CITROËN BIG 15

Imported by Buckle Motors [no. 699 699]. Manufactured Slough Body Works [11C - 9/535196] engine no. A2 09826. Needs restoration both paint and upholstery - engine runs, clutch works, gears engage - brake cylinders relined with stainless steel - no muffler or tank [tank there but has holes]. Car [garaged last 36years] is at Sussex Inlet on the NSW South Coast. \$500000. Contact Allan Sandeman, 04 0207 8158 or email



# CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA

Australia's National Citroën Car Club

