



FRONT DRIVE



Incorporating



THE NEWSLETTER

Australia's National Magazine
for Citroën Owners and Enthusiasts



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

August/September 2024 Vol 48 No 3
Golden Jubilee of the CX

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Ashburton Peter Moloney
0411 869 705 [H]

CCOCA Life Members

The committee awards life membership to Club members in recognition of their contribution to, and support of, the Club. Life memberships have been awarded to:
Arthur and Nance Clarke 1984
Jack Weaver 1991
Peter Boyle 2003
Ted Cross 2012
Rob Little 2012
Sue Bryant 2017
Brian and Esther Wade 2017
Leigh Miles 2022
Lance Wearne 2023

CCOCA Meetings

Club meetings are held on the fourth Wednesday of every month [except December] at 19:30. The venue is the Hawthorn Bowling Club, 1 Wood St., Hawthorn [cnr Denham St.]

CCCV Meetings

Club general meetings are held on the third Thursday of each month [except January and December]. They alternate monthly between get-togethers in our Club rooms at 8/41 Norcal Rd., Nunawading and social gatherings in various venues, such as pubs and restaurants. Details of each month's event are published here and on the Club's website and advised to members by email.
CCCV COMMITTEE MEETINGS
Meetings are held monthly in locations decided each month.

CCOCA Spares, Tools & Shop

Contact Max Lewis. Phone: 0458 993 771 [if you do phone, please do so at a reasonable hour] or

spareparts@citroenclassic.org.au

CLUB SHOP

Club Shop is presently not operating. For further information please contact the Club's President.

Postal Addresses

CITROËN CLASSIC OWNERS' CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

www.citroenclassic.org.au

CITROËN CAR CLUB OF VICTORIA Inc.

The address of the Club is:

PO Box 122, Nunawading, Victoria, 3131.

The Club's website is:

www.citcarclubvic.org.au

Citroën Classic Owners' Club of Australia Inc and Citroën Car Club of Victoria Inc are members of the Association of Motoring Clubs.

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

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

Other Clubs

NSW www.citroencarclub.org.au
QLD www.citroenclubqld.org
SA www.clubcitroensa.com
WA www.citroenwa.org.au
Tas www.citroentas.org

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Cover Image

The cover image shows a CX 25 GTi Turbo II which was sold at auction by Aguttes in 2019.

Contributors

Contributors to this edition of 'Front Drive' include Chris Bailey, Loui Burke, Alan Brown, Fulvio Cinti, John Holroyd, Nick Hutton, Peter Lynch, Peter Moloney, Wolfgang Siem, Bruno Tonizzo and John Waterhouse.

Deadline

The deadline for the next edition of 'démarréur' is Sunday, 18 August and for 'Front Drive' it is Friday, 27 September

Ed Sed

For many CCOCA [and indeed CCCV] members this year's most important event will not be the Paris Olympics, which began last night [I am writing this editorial on Saturday, July 27] it will be the 90th Anniversary of the launch of the Traction Avant. But, for those of us who are not fixated on that model, and perhaps even more so if, like me, you are a child of the 1950s, the Golden Jubilee of the CX may be the highlight of your year.

While I remember, as a child, my uncle and my eldest brother waxing lyrical about the DS [neither of them ever owned one], for me, the CX was the car, the shape, that epitomised grace and luxury.

Clearly, my enthusiasm for this car is replicated by a number of our members. We have words of [not quite] unalloyed, one-eyed, devotion to this model from three of our members ~



Peter Moloney, Bruno Tonizzo and Wolfgang Siem. Thanks to all of you.

As the owner of a CX [which I wrote about in 'Front Drive', Vol 28, No 1], I can relate to both the pluses and minuses our writers, and Ted Cross, describe.

We have two reports on recent Club events. First, a very belated report from Peter Lynch about the Kerrisdale Run. The delayed publication of his report is because I managed to lose his feature, and it was only when he reminded me of its existence that I re-discovered it. Nick Hutton is also with us, telling the story of this year's 'Battle of Waterloo' in a style that can only be described as 'unique'!

Alan Brown and Chris Bailey are with us with stores of hay, fuel lines and throttle linkages. I understood Chris's article until he started talking about potentiometers and accelerome-

ters... and I was lost.

Ted Cross and Michael Faulks both make reference in their presidential reports to the fact that 2CVs are currently traversing the country. Well, Loui Burke is back with the second part of his story of Raid 2016. If you are not participating in this year's Raid, Loui's article might be enough to persuade you to consider joining the next Raid... whenever that might be.

Did you know there is a specialist business in Brisbane that can make one-off windscreens? 'Simply' supply them with your old screen and they will make a new one, and they already hold moulds for both GS and CX models. While there is reference to Moran Auto Glass on Aussie Frogs, my interest was sparked by an article from a Renault owner. His story is featured this month... and there is loads more to read this month! Enjoy,
Leigh F Miles ~ Editor

Citroëning

Club Permit applications to VicRoads must be accompanied by a RWC [pre-1949 cars can be inspected by a Club Safety Officer], ownership validation and VicRoads forms endorsed by the Club including financial

validation. New Permit holders must supply the Club with approved photos, club permit number and expiry date. The owner of a vehicle registered under the CPS will

receive a Club Permit Renewal from VicRoads. The owner must complete the form and provide it to their Club's CPS Secretary [see page 2 for contact details] for sign off.

CCCV President's Report

It's official folks, we are now halfway through the year, which means that the AGM is now only three months away!

An info pack including minutes of last year's meeting, agenda, financial report and membership report will be circulated as soon as our treasurer returns from his escapades in the middle of Australia. As with previous years, all positions are up for grabs to anyone who puts their hand up. If you don't fancy an official position on the committee, then you can also join the committee on an informal basis to run the social media, put forward event ideas and generally have a say in how things are run.

The AGM will be preceded by a BBQ, so it would be great to see you all there. Getting all 290 odd members together in one room would be something to see! If you can't make it on the night, then I encourage you to fill out a proxy form so you can



still have a vote.

Speaking of club gatherings, in the last month there have been quite a few, starting with the Bastille Day lunch and followed fairly closely by the club's monthly meeting. This month, we decamped to the Bridge Hotel in Mordialloc. Despite the weather, we ended up with 30 people, a good many of whom were new to the club.

The final gathering is on a more national scale. The 2024 RAID Capricorn set off from Melbourne and has been making its way through SA, WA, the NT and then back down through the eastern states. Last I heard they were somewhere near Alice Springs and merrily motoring through the desert. It really is impressive how far you can get in a 2CV if you put your mind to it!

I've mentioned this before, but just to remind everyone that CCCV turns 60 next year. We are in the early stages of planning a celebration of some sort. As part of the celebration, it would be great to get some of the club's history on paper. I'd encourage all of you to pull out the shoebox full of photos and send through anything you can from past events, or suggestions for a celebration, to

president@citcarclubvic.org.au

Michael Faulks ~ President, CCCV

CCOCA Prez Sez

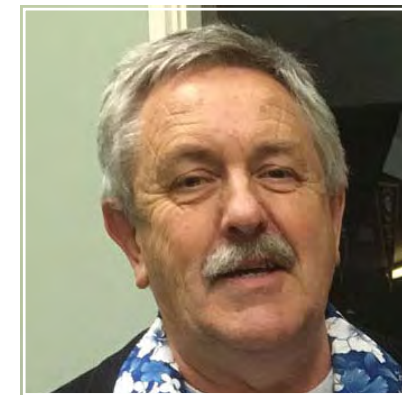


thinking of buying one. There may be one lurking in the Editor's garage.

Welcome to our recently joined new members. We really appreciate you joining CCOCA, and we hope we can help you enjoy your Citroën and CCOCA experience. These days we often find that our membership is growing from around Australia, and soon CCOCA will have a 50/50 split of Victorian and interstate members. This has been a long ambition for CCOCA, and we love to foster relations with other Citroën clubs around Australia and overseas. Citroën owners are a small group, so the state clubs all need to help and encourage each other. It is part of our Articles of Association and we take it seriously.

Our joint CCCV/CCOCA Bastille Day celebrations were again organised by Marg Towt, and I wish to publicly thank

Continued on page 8



We are moving through winter in Melbourne, but it is still cold. There is snow on the nearby hills in the east and the north. Today we started watching the Olympic Games reporting from France, and the Tour de France has just finished in Nice. Two groups of intrepid 2CV Raiders are on the road in Australia, and for a change we are home. It is time for your new magazine from Leigh, who has curtailed his endless holidays in Europe to write his latest edition. Thank you, Leigh.

This month, the CX models are featured. One of my favourites, except it is the one Citroën model that is not welcome in the Cross household, especially by Helen. This is because in the mid-eighties we owned a lovely CX Pallas for a few years and it nearly broke our finances during that time. I loved driving it, although the children had a tendency towards car sickness while travelling in it.

It was high maintenance, and back in those days, an alternator cost about \$800, from memory. Fortunately, I started to receive work cars around this time, so we let it go to a new owner, and have never heard of it again.

They are still wonderful, and a few of the rarer models are rising in value. The Turbo model would be my pick if you are



CCOCA Prez Sez

Continued from page 6

her for a great day. It is a lot of work, and Marg's role on committee is valued by all of us. It was pleasing to see several new members at this event, and we welcomed one of our UK members, Peta Allingham, over from UK to join the official Raid.

Please have a look at coming A-Tractions and we hope to see you at an event soon.

Ted Cross ~ President, CCOCA

Jubilé CX
1974 - 2024

13 - 15 SEPT. 2024
FR - 28220 CLOYES-LES-TROIS-RIVIERES

ANIMATIONS :
PLATEAU CITROËN CX
CONCOURS D'ÉLEGANCE
VENTE DE PIÈCES, AUTOMOBILIA
CIRCUITS TOURISTIQUES
SOIÉES FESTIVES

Inscription sur :
jubilecitroencx.org

CCCV Noticeboard

LHM OIL FOR MEMBERS

The price of LHM oil is now \$18.00 per litre as at 10/11/21.

Cheque, money order or EFT [payable to CCCV Inc.] Note: Purchasers must receive a receipt.

Check for your nearest rep:

- Mentone
Stephen Maloney 0438 155 797
- Western Suburbs
Ferd Saliba 0409 384 977
- Glen Iris
Colin Bates 9822 2864
- Ringwood
Wolfgang Siem 0425 872 082

- Somerville
John Parsons 0407 045 388
 - Ashburton
Robert Belcourt 0439 798 079
 - Shepparton
Rob Little 0419 581 622
 - Warrnambool
Roger Wilkinson 0427 115 224
 - Hurstbridge
Adelino de Silva 0419 886 480
- Also available from club shop at club meetings.

LDS OIL

LDS oil is available at club rooms on club nights only at \$25.00 per litre.

A-Tractions

Please note: To book or RSVP for a CCOCA organised event you must register on line at the club's website. Do not contact the organiser to register your attendance.

The Clubs strongly recommend wearing a mask in areas where you cannot maintain social distancing.

CCOCA/CCCV Events Look Like This

Other Citroën Events Look Like This

Non-Citroën Events Look Like This

★ August

CCCV August Monthly Meeting: Winter Chit Chat

- WHEN: Thursday, 15 August
- TIME: 19:30
- WHERE: CCCV Club Rooms, 8/41 Norcal Rd., Nunawading
- COST: Free
- REGISTRATION: Not required
- MORE INFO: Ian Downie 0452 411 104

Winter chit chat in the club rooms. Ian Downie will present on the now completed and extensive restoration of his Series 2 E-Type Jaguar, which will be on display on the night. So rug up warmly, ogle over some non-Citroën car porn, hear all about its undressing and re-clothing, and have a convivial cuppa and cake.

Vietnamese Cooking Class

- WHEN: Saturday, 17 August
- TIME: 13:00
- WHERE: Southern Church of Christ, 2 Chesterville Rd., Cheltenham
- COST: \$28pp
- BOOKINGS: Essential, see below
- BRING: An apron and an appetite
- MORE INFO: Rita Robinson facebook@citroenclassic.org.au

DO NOT CALL RITA TO REGISTER! You must register/book via the CCOCA website

<https://citroenclassic.org.au>

COOKING BOOKING

After the outstanding success of last year's cooking class, club members Rita and Mark Robinson are back by demand

A-Tractions



BASE CAMP RESTAURANT
HOME of the BIRMINGHAM BALTI

[Licenced and BYO, wine only]
REGISTRATION: Essential for catering by 26 August
MORE INFO: Simon Marshall, 0404 046 907

DO NOT CALL SIMON TO REGISTER! You must register/book via the CCOCA website:
<https://citroenclassic.org.au>

BASECAMP BOOKING

What is Birmingham Balti, you ask?

In short, it's Indian styled British curries served in small Balti dishes. With ranges from smooth curries to fiery Indian chilli dishes, Balti is a definite win amongst all lovers of Indian Cuisine. But wait, that is not all; it is perfect for vegans, vegetarians and meat-lovers alike. Base Camp is not only home to Balti curries. We offer a range of Himalayan dishes from momos, to monthly Chef's Special. Base Camp offers gluten-free, vegan friendly, vegetarian, and meat lovers' dishes.



to show you how to prepare, cook, and enjoy these tasty little morsels.

NB: This class is restricted to the first 16 members who register and pay \$28.

CCOCA August Monthly Meeting: Restaurant Night

WHEN: Wednesday, 28 August
TIME: 19:00
WHERE: Base Camp Restaurant, 102 High St, Northcote
COST: Dinner and refreshments to your account



September

Geelong Culture and Conviviality Tour

WHEN: Tuesday, 3 September to Thursday, 5 September
TIME: 10:00 for a 10:30 departure
FROM: Tarneit Central Shopping Centre, 540 Derrimut Rd., Tarneit
TO: Geelong and district
COST: \$35, plus accommodation. See below
REGISTRATION: Essential by Sunday, 25 August
MORE INFO: Nick Hutton, 0412 051 358
nhutton@tpg.com.au

DO NOT CALL NICK TO REGISTER! You must register/book via the CCOCA website

<https://citroenclassic.org.au>

GEELONG TOUR BOOKING

A COMBINED CCOCA AND CCCV EVENT

This midweek tour has been designed to capture the many interests of those attending.

It is a three day/two night getaway with options for individuals to extend their visit or join the group when they wish. It will include a scenic drive to the Steiglitz Historical Park and a tour of the Lara Museum and Historical Centre. The highlight of this Tour will be the Fyansford Paper Mill Heritage Precinct, where we will be given a private tour.

A-Tractions

PREFERRED ACCOMMODATION:

⚡ Tasman Holiday Park, 75 Barabool Road, Belmont. [03] 5243 5505 Concessional rates have been negotiated as follows:

⚡ Standard one bedroom cabin; \$125 per night payable in full on booking, non-refundable or \$139 per night, first night payable on booking, second night on arrival, fully refundable on cancellation up to 72 hours before arrival date.

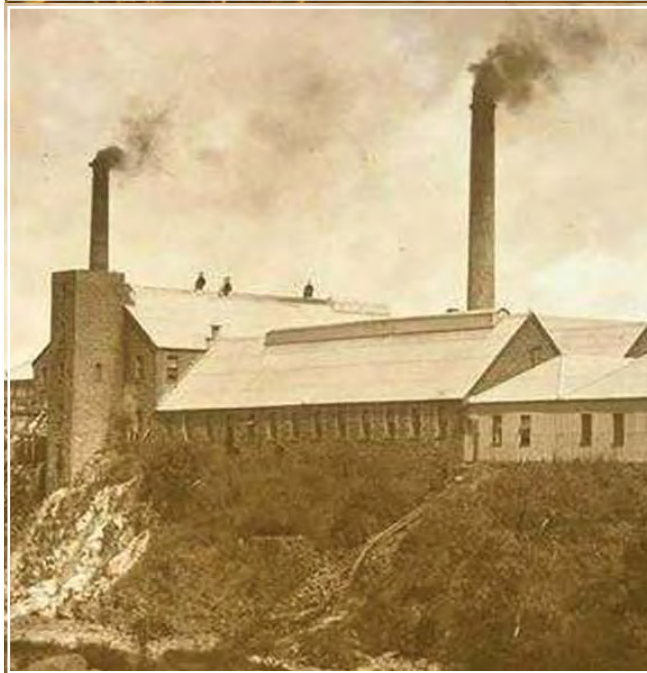
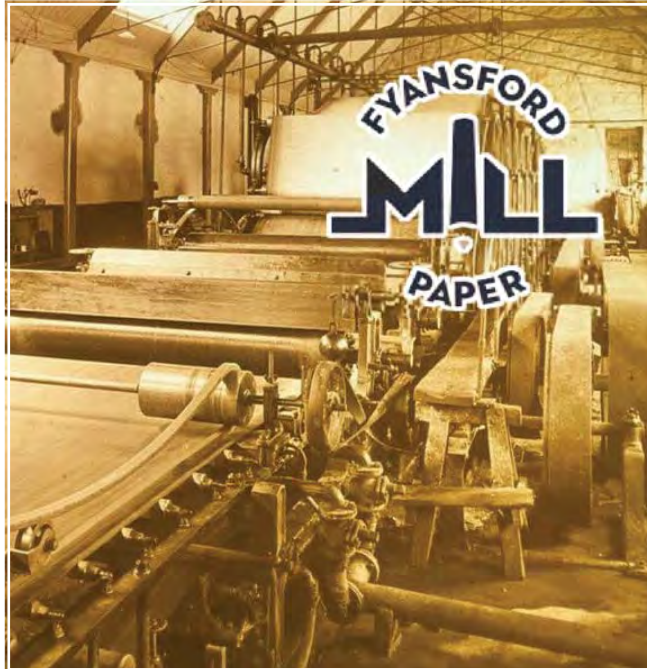
⚡ De-luxe one bedroom cabin; \$143 per night payable in full on booking non-refundable or \$159 per night, first night payable on booking, second night on arrival, fully refundable on cancellation up to 72 hours before arrival date.

Members will need to make their own reservations directly with the park, quoting that they are part of the Citroën tour group to get the above rates. Note that NO accommodation is being held, so make your booking as soon as possible.

COST:
Attendees will need to prepay for the Museum, Mill entry fees and a Communal Dinner when registering.

These are optional:
Lara Museum \$5
Fryansford Paper Mill \$10
Communal Dinner \$20

All other expenses are the responsibility of attendees
A detailed Tour Itinerary is



available for you to read or download here.

TOUR ITINERARY

Attendees will be notified by email of any updates and changes seven days before the event.

CCCV September Dinner Meeting

WHEN: Thursday, 19 September

TIME: From 18:45

WHERE: The Old England Hotel, 459 Lower Heidelberg Rd., Heidelberg.

COST: Food and refreshments to your account

REGISTRATION: Essential, by Monday, 16 September. Text or email Nick Hutton

BRING: Hunger and a thirst

MORE INFO: Nick Hutton, 0412 051 358

nhutton@tpg.com.au

Once again in place of a club night in the Nunawading club rooms, we are heading for a pub outing and meal.



These sojourns are to encourage members who otherwise might not attend Club meetings. We rotate the area that they are held in so as to make them convenient to members in far flung areas. This month we head North.

CCOCA September Monthly Meeting

WHEN: Wednesday, 25 September

TIME: From 19:30

WHERE: Hawthorn Bowling Club, 1 Wood St., Hawthorn [cnr Denham St.]

COST: Free

REGISTRATION: Essential for catering by 23 September

MORE INFO: Lee Dennes, activities@citroenclassic.org.au

DO NOT CALL LEE TO REGISTER! You must register/book via the CCOCA website:

<https://citroenclassic.org.au>

SEPTEMBER MEETING BOOKING

Come along and enjoy the warmth of the company of other Citroënists at the Club's September meeting. Max will be there with a large selection of books from the Club's library, all of them available to borrow. Remember, if there is a particular book you would like to borrow get in touch with Max before the meeting and he will be sure to bring it along for you. Further event details will be available closer to the date. Keep you

A-Tractions



eyes peeled for Lee Dennes' email.

October

CCCV October Meeting: AGM & BBQ

WHEN: Thursday, 17 October
TIME: From 19:30
WHERE: CCCV Club Rooms, 8/41 Norcal Rd., Nunawading
COST: Free
REGISTRATION: Essential for catering by 15 October
Call or email Michael Faulks
BRING: A willingness to participate
MORE INFO: Michael Faulks, 0432 537 060

president@citclubvic.org.au

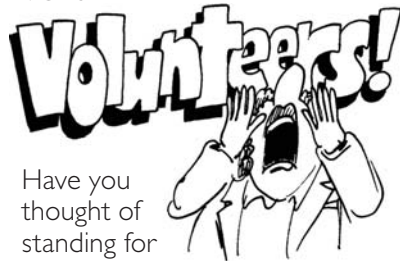
Yes, it is that time of the year again ~ the Annual General Meeting is rolling around. The evening will kick-off with a BBQ, which will start at 19:30. The agm will follow on straight afterwards.

Those wishing to attend will need to RSVP for catering.



Annual General Meetings have a reputation for being boring, but this year it will be especially streamlined because all the Committee Reports will be published in the next edition of 'démarreur'. So no need to sit and listen to the Committee drone on. Questions from the floor are, of course, encouraged!

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 Committee?

All Committee positions are 'up for grabs'. A link to the Nomination Form will be sent to you shortly.

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 2024/2025 Committee is a very important right you have as a member of CCCV. So, come along and make sure you have your input. If you cannot come on the night, be sure to complete a proxy form, which will also be sent to you shortly.

CCOCA October Monthly Meeting: Guest Speaker: Robin Bowles

WHEN: Wednesday, 23 October
TIME: From 19:30
WHERE: Hawthorn Bowling Club, 1 Wood St., Hawthorn [cnr Denham St.]

COST: Free
REGISTRATION: Essential for catering by 18 October
Note: CCCV will have exclusive registration rights until Wednesday, 18 September

BRING: A good listening ear
MORE INFO: Helen Cross, crossfam@ozemail.com.au [03] 9819 2208

DO NOT CALL HELEN TO REGISTER! You must register/book via the CCCV website:

<https://citroenclassic.org.au>
OCTOBER MEETING BOOKING

A special evening of sleuthing, speculating and solving 'The Deaths in the High Country'. The verdict is in, but the pilot still sits in remand, awaiting his fate.

Was it murder, or mishap? Everyone has a theory, but what really happened?

Robin Bowles, known as Australia's True Crime Queen, has just completed her fifteenth book investigating, this highly controversial case, which has had more tongues wagging than



PARIS MATCH ALL FRENCH CAR DAY 2024

Sunday October 27th



RENAULT
renault-car-club-vic.org.au



PEUGEOT
pccv.org



CITROËN
citroclubvic.org.au
citroenclassic.org.au



Featured horsepower from Renault, Peugeot, Citroën & More

At 'Living Legends', Woodlands Historic Park, the home of equine thoroughbreds (livinglegends.org.au) Woodlands Drive, Greenvale 3059

All other French thoroughbreds welcome! Think Alpine, Simca, Delage, Amilcar, Panhard and Bugatti. New cars too! This year become a legend. Bring your French automotive beauty and let it shine at our annual spectacular display of all things French automotive. This year at beautiful, historic Woodlands Park.

- Concours judging for each club
- Merchandise for sale
- Coffee Van
- BYO picnic
- Historic homestead and grounds
- Cycling & walking trails throughout the park
- Café & food available at Living Legends homestead
- Participating cars arrive from 9am
- Participating cars \$10 entry
- All welcome. Free entry for public

HERE! SEE YOU THERE! SEE YOU THERE! SEE YOU THERE! SEE YOU THERE!

Hosts in 2024: Renault Car Club of Victoria

See also aussiefrogs.com and F/B

A-Tractions

the 'Mushroom Lady'!

AND,
as arranged by your CCOCA member, Helen Cross, who met Robin at Dargo on one of her sleuthing expeditions, Robin will be our guest speaker, sharing her almost three-year journey writing the case, digging behind the scenes and answering questions.'

Those who are interested may also purchase an exclusive, discounted, signed copy of Robin's book 'Last Man Standing'

All French Car Day

WHEN: Sunday, 27 October
TIME: Participating cars from 08:00

WHERE: 'Living Legends', Woodlands Historic Park, Woodlands Dve., Greenvale
COST: Participating cars: \$10
Visitors: Free

REGISTRATION: Not required
BRING: A picnic and your camera

MORE INFO: Drew Valentine
Renault Car Club of Victoria
vpr@valentinepr.com.au

'Living Legends' at Woodlands Historic Park is the home of equine thoroughbreds. All other French thoroughbreds are welcome! Think Citroën, DS, Renault, Peugeot, Alpine, Simca, Delage, Amilcar, Panhard and Bugatti. Whether new or older, this year they can become a legend. Bring your French automotive beauty and let it shine at



- our annual spectacular display of all things French automotive. This year at beautiful, historic Woodlands Park.
- 🏆 Concours judging for each Club
- 🏆 Merchandise for sale
- 🏆 Coffee van
- 🏆 BYO picnic
- 🏆 Historic homestead and grounds
- 🏆 Cycling and walking trails
- 🏆 Cafe and food available at the homestead

A-Tractions

Chit Chat Tuesday

WHEN: 1st Tuesday
3 September
1 October
5 November
10:00

TIME: 10:00

WHERE: Laneway Espresso
Café, Dromana

COST: Cheap Eats

BOOKING: Not required

CONTACT: Warwick Spinaze
0407 016 719.

Laneway Espresso Café ~ next door to the Dromana Hotel, 167 Nepean H'way, Dromana. Easy to find, plenty of parking, under-cover seating if the weather is wet. This is a low key 'DIY' event for like minded Citroën owners to meet and chat.



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HARD TO FIND TYRES**



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Spare News and Library

June and July have been a busy time for the spares office and library.

If I count the numerous manuals and workshop books that I picked up from Darryll Williams at Bathurst, along with the collection of CCOCA's ID/DS spares from Rob Little a fair amount of time and effort has gone into all this. No mistake, I enjoyed it all. The manuals etc. are in the process of tabulation.

The one really surprise acquisition is a complete Citroën microfiche system... screen and dozens of films if that is what you call the micro data.

I was not expecting this system, but didn't have the heart to say 'no'.

It sat in the back of Sylvie wrapped in a swathe of woolly blankets.

[As an aside to Max's notes about the Citroën microfiche system, their microfiche is of a unique



size. As the owner of a set of microfiche for the Citroën Visa, I can attest to this! Ed.]

This is a challenge to discover whether any of this microfiche data is suitable for this modern era. Stephen Gercovich has one film and is looking to see whether it can be in some way useful in this age of electronics.

We look forward to the result.

A new book arrived last month for the library... 'Traction Avant 90' from Citrospecial.

It is a soft bound book and is full of great photos of Tractions.

Despite this book being only in French and Dutch, with no English to be seen, the Committee believes that as 'the' book produced for the Traction's 90th Anniversary, a copy should be held by the Club. For me, at least, it is enough to simply gawk at the photographs and test my abilities with basic French.

It will soon be posted on our library website and will be available for borrowing. I will bring it to the August Club meeting... if it has not been borrowed already!

The Club was founded on the need to source spares back in the mid-1970s when finding new/old Traction parts was becoming a trial. Indeed, the need for a supply of parts was one of the reasons the founders estab-

lished the Club in the first place.

Spare Parts has been an incredible success, with a number of members taking on the responsibility to offer this service to our members over the years.

You could say that 'spares' is the life blood of the club.

There's much more to what we offer members of CCOCA, but I reckon you know what I am on about.

Generally, we don't purchase second hand or worn parts, but the parts from the ID/DS trove were purchased, or given, to the club sometime in the past. These will be offered up as either individual items or auctioned... but that has yet to be decided.

Because the Club can only raise money from members, CCOCA can only sell parts to members, and the parts are meant for that member to use on cars in their collection.

There's no problem with parts sold to members for their use on their cars; but, if we were

to foolishly open the doors to all comers, we could need a full time treasurer/accountant.

While, notionally, there is no reason a member cannot purchase multiple examples of parts [for whatever reason], that does mean that parts that other members might need in the future will not be available, potentially putting a member's car off the road, while allowing a non-member to continue driving. Seems un-

fair to me.

You will also have seen that spare parts are being offered for sale by members. This is perfectly legitimate. But I would take this moment to remind you that, as we state in the magazine, 'Neither CCOCA, CCCV nor their Committees can... accept any responsibility for, or involvement in, any business relationship that may occur between an advertiser and a member of either Club.'

Until next time,
Max Lewis ~ Spare Parts Officer and Librarian



Cit-In 2025

WHEN: Friday 2 to Monday, 5
May, 2025
 TIME: From 15:00 on May 2
 WHERE: Maryborough, Qld
 COST: 1 August to 1 February,
2025: Adults \$370, aged 5–12:
\$125
 After 1 February: Adults \$400,
aged 5–12: \$150

REGISTRATION: Essential.
 Registrations open in July, 2024.

MORE INFO:
cit-in25.citroenclubqld.org.au

CIT-IN 2025 WEBSITE

CITROËN CAR CLUB OF QUEENSLAND & FRASER COAST REGIONAL COUNCIL WELCOMES YOU TO THE HOME OF MARY POPPINS & GATEWAY TO K'GARI [FRASER ISLAND].

2025 marks the centenary of the first circumnavigation of Australia by car. Not just any car, but a Citroën 5CV. It is also the 70th anniversary of the legendary DS, launched in Paris 1955. Maryborough is three hours north of Brisbane and is rich in history, boasting 1800s architecture and a proud industrial heritage producing naval ships



CIT-IN 25
 Maryborough Queensland
 Citroën Car Club of Queensland

and equipment for the railways and sugar mills.

The city has abundant nature, with the Mary River running from the hinterland to the sea. Hervey Bay, on the coast, serves as the gateway to both K'gari and the Great Barrier Reef.

The home of Mary Poppins? Yes, the author of 'Mary Poppins' was born in Maryborough in 1899.

Programme of Events

Venue

Brolga Theatre & Convention Centre, 5 Walker Street, Maryborough.

Events will be based here unless stated otherwise.

Friday 2 May 2025

- Arrival 3pm to 6pm
- 6pm Welcome BBQ

Saturday 3 May 2025

- Show and Shine: Lunch provided

- Chevron Games: A series of fun and precision activities to challenge the skill of drivers and their cars.
- Evening Dinner and Dancing at Maryborough Services Club

Sunday 4 May 2025

- Observation Run: A selection of



curated drives, activities and walks through the hinterland, to the Coast and in Maryborough's historic Wharf Street precinct. Discover the region's Nature,

Heritage and Reef. Lunch provided.

- Formal Dinner: Theme ~ Bring to life the glamour of Paris 1955. The year of the launch of the Goddess.

Monday 5 May 2025

- Breakfast and Farewells

Stay Informed
 As planning for Cit-in 2025 progresses more information about the planning and activities will become available.

On the website, you can sign up to receive email newsletters with updates as the event gets closer.

If you choose to subscribe, we will

not use your contact details for any other purpose and will not share details with any other person or group.

You can opt out at any time.

Accommodation

Find the list of Maryborough hotels, caravanning and camping options on the CCCQ website or at

www.visitfrasercoast.com

FRASERCOAST WEBSITE



Recent Doings: Kerrisdale Run

Autumn Adventures

COCA and CCCV members joined forces in May for a day trip to visit some of the lesser known gems of Murrumbidgee Shire just north of Melbourne.

The run began at Eltham, where twenty or so Citroënists, in a variety of André's finest, braved a chilly start to, what looked like, a promising day. We had many familiar friends and two brand new faces evident. Prasad Gunatunga, a recently recruited Melbourne member, was driving his C5 diesel and Yui Yamada, an exchange student from Japan was riding with Penny Herbert in her 2CV. Hopefully, a day spent with mad Australians rambling on about old French cars was not a terminal setback to Yui's University English studies.

Sadly, for some, the renowned local coffee merchants

had not yet opened their shutters, but the confused dialogue of local magpies and a suburban train rumbling across the historic timber trestle bridge set the theme for the day's outing.

Heading uphill out of Eltham [why does every journey in a Deux Chevaux seem uphill?] we were soon passing the wineries and hobby farms of Kangaroo Ground and Panton Hill. Our suburban sprawl and the ubiquitous housing estates of Melbourne have not invaded this area yet and, hopefully, never will. The small township of St Andrews slumbered through our arrival as we climbed north through the towering eucalyptus forest to our first stop, at Kinglake.

Fortunately, the coffee shop there was open. An imminent mutiny was averted and, after picking up three late starters at Kinglake West, we were on our way again. This area was devastated by bushfires in 2009 with

the loss of 120 lives and it has been a long recovery process for the local community.

Early fog still shrouded Flowerdale and Hazeldene as these sleepy townships eased into Sunday morning. The morning sun broke through again, highlighting delightful autumn colours as we turned left towards Strath Creek and followed King Parrot Creek to Kerrisdale.

At Kerrisdale, our hosts Jennifer and Andrew Forbes, plus grandson Duncan, welcomed club members to their unique mountain railway, steam museum and wildlife reserve. After we enjoyed tea, coffee and Jennifer's homemade rock cakes, Andrew gave us a brief rundown on the railway background and operation. It has been a long project for this determined couple, from purchase of suitable property in 1978, to the official opening, in 2007, of this unique and fascinating tourist attraction.

We joined the 11am train, and the 1942 vintage Malcolm Moore diesel loco seemed unfazed as it pushed our two fully loaded passenger carriages up the steep [1 in 12.5 grade] track. Regular mainline railways have a maximum gradient of around 1 in 40.

Great views down into the valley were soon evident, with kangaroos nearby and preserved areas of native forest showing what the area would have looked like prior to European settlement. Also obvious was the formation of the old Tallarook to Mansfield Victorian Railways line which has now been converted to the Great Victorian Rail Trail for walkers, cyclists and horse riders.

Our train then stopped and reversed at a switchback before climbing the last section to Summit station. Here we could take in a breathtaking panorama of the whole district and an eclectic display of old ma-



Recent Doings: Kerrisdale Run

chinery, which Andrew has collected over many years.

Back safely at the lower station, thanks to three separate braking systems on the train, Andrew showed us over various other steam engines and boilers in the museum area. Taking pride of place was their beautifully finished steam locomotive 'Douglas'. This was hand built by Andrew over a period of ten years, with numerous design features to ensure safe and efficient operation on the challenging Kerrisdale system.

After the farewells it was an easy drive into Yea, where an excellent lunch was enjoyed at the historic Royal Mail Hotel. Mary



Lynch distributed a quiz on local knowledge, explaining the rules [No Google] plus expectations that her own benchmark score of 2.5/10 had to be beaten. The quiz was eventually won by Greg Segal and Ruth Berkowitz with an impressive score of 8/10.

After lunch, we headed out to the farming hamlet of Cheviot and, along a back road, to

the Cheviot railway tunnel. This was completed in 1889, at the cost of three lives, to take the rail line to Mansfield under the Black Range. It is still in excellent condition and an easy walk to get through.

Heading back along Cheviot Road, we stopped at the old Cheviot Railway Station, once a busy loading point for timber and other produce from the district. From there, we followed Frog Ponds and Murrundindi roads back to the Melba Highway. An easy run though the townships of Glenburn and Dixons Creek brought us down into the Yarra Valley, with a visit to the Yarra Glen Ice Creamery to round off the day and waistline.

Thanks to all who came along on the trip and to our hosts at the Kerrisdale Mountain Railway and Royal Mail Hotel.
Peter Lynch



Battle of Waterloo: 2024

A Despatch from the French Front Line

The annual reenactment of the Battle of Waterloo occurred this year on Sunday, 16 June. The protagonists, the Citroën Classic Owners Club of Australia and the Citroën Car Club of Victoria representing the army of Napoleon and the BMC Leyland Car Club representing the army of Wellington, formed up their battalions in Waterloo Place [where else?], Mornington.

The day started bright and clear, but ominous grey clouds formed as the day progressed, creating a suitable atmosphere for a raging battle. We, the French, entered the Battle with some confidence of reversing the historical result. There was the obvious superiority of Citroëns over sundry Jaguars [if it was not for the fact that we had a Jaguar in the French battalion ~ see following ~ an ob-

While the French placed great store by their strong contingent of 2CVs they also recognised the need for heavy, fast moving cavalry in the form of Ian Downie's E-Type and the importance of heavy artillery, represented by David and Brigitte McSteen's Delahaye.

Facing page: Of course, there is no denying the engineering expertise and quality of some the British heavy artillery, either.



If proof of the importance of light cavalry were needed this image of a pair of 2CVs routing a larger Austin A40 provides it. Agile and extremely manoeuvrable these French workhorses proved invaluable on the day.



Battle of Waterloo: 2024

jection would have been lodged against Jaguars being in, what was supposed to be, a BMC Leyland battalion], Rovers, Austins, Morrisies and MGs. In addition, we had two secret weapons.

The first was David and Brigitte McSteen's magnificent 1949 Delahaye cabriolet, a volunteer to our ranks, which would be more than capable of taking out any of the British heavy armour in the form of the Rover P4s and Jaguar XJRs. And then there was the defection from the British ranks; Ian Downie and his E-Type Jaguar [although there was some suspicion amongst the French that he was an 'agent provocateur', planted by the cunning British!]. This car would obviously give us speed superiority over anything the British could muster.

The largest contingent in both armies was what could be classified as 'lightly armoured cavalry', represented by 2CVs on the French side and Minis on the British. Some of the Minis, being Cooper S models, certainly gave the British a significant speed advantage. However, we, the French, were confident

that our 2CVs, having been designed to ride comfortably over farm tracks and ploughed fields, would survive the rough surfaces of the Mornington Peninsula roads totally unscathed, whereas the Minis, on their ridiculously small, 10 and 12-inch wheels would fall into potholes, never to be seen again.

At a slightly later time than the scheduled 09:30, the battle commenced with a cavalry charge along the Port Philip Bay foreshore from Mornington to Dromana. However, on arrival in Dromana, due to the hindrance of road rules, and non-combatant vehicles creating blockades, neither side had

gained any advantage. It was therefore mutually decided to regroup over morning coffee [or morning tea in the case of the British] at Dromana's Penny Lane Café.

Suitably refreshed and re-energised, the cavalry charge recommenced up and over Arthur's Seat, passing by Red Hill, through Flinders and Merricks; culminating at the final battleground, the Balnarring Bowls and Social Club. Once again, a combination of hindrances by road rules and non-combatants meant that, on arrival at our final battleground, neither side had gained any advantage. Of particular note was the failure of our E-Type, gained from the British, to soundly defeat anything the British could throw at it on the climb up Arthur's Seat. However, this expectation was totally thwarted by a non-combatant hauling a double horse float, making the going so slow that even our 2CVs had no trouble staying in formation.

Our arrival at the Balnarring Bowling and Social Club, revealed that the number of combatants on both sides had reduced somewhat by desertions that had occurred along the way. But, following the maxim that 'an army marches on its stomach', the battle was suspended whilst lunch was taken. It should be noted here that while the British may have defeated the



The 'Purple Rain' team comprised Helen Cross, Mary Lynch, Kathy MacDermott and Brian James. The 'Pink Panthers', who came in second, consisted of Ted Cross, John Wyers, Ian MacDermott and Peter Lynch.

Battle of Waterloo: 2024

French at Waterloo [and Trafalgar], subsequent culinary battles had been clearly won by the French. At lunch there was not a meat pie and tomato ketchup washed down with pints of warm ale to be seen. Rather, cheese, pâtés, charcuterie, bread and wine were much in evidence.

Following lunch, both sides were feeling somewhat mellowed and were not keen to repeat the bloodbath that was the original Battle of Waterloo. It was therefore agreed that, instead of the final and deciding battle being an engagement with artillery, the cannonballs would be replaced with bowling balls. The Battle decider would be a game of lawn bowls.

We, the French, thought that we immediately had an advantage as, due to our greater numbers, we were able to form

three squads of four players, whereas the British could only muster two. After some tuition from a Bowling Club volunteer into the mysteries of trying to hit a small white ball, known as the jack, with a much larger ball that is made in such a way that it cannot be made to follow a straight line, the battle commenced. The end result: history repeated itself and the British were victorious ~ see following.

🏆 1st Place

'The Shufflers', BMC Leyland Club. Peter Nodzio, Terry Johnstone, Michael and Joanne Burton

🏆 2nd Place

'Pink Panthers' CCOCA. Ted Cross, John Wyers, Peter Lynch and Ian McDermott

🏆 3rd Place

'Purple Rain', CCOCA. Mary Lynch, Helen Cross, Kathy McDermott and Brian James

🏆 4th Place

'Duke of Wellington', BMC Leyland Club. Sue and Alec Robinson, Vince and Marion Stok

🏆 5th Place

'The Demented', CCCV. Dave Rogers, Ian Downie, Colin Bates and Phil Coterill

With hindsight, we should have remembered that lawn bowls is a British game and insisted on playing boules. Also, we failed to recognise that the team calling itself 'The Shufflers' was a squad of front-line athletes masquerading under a totally misleading name. Further, our leading player, Ted Cross, was suffering from an eye problem, but he is getting this sorted and so we are confident that next year we will change history, whether bowls or boules is played.

Particular acknowledgement and thanks must go to Mary and Peter Lynch for organising such an enjoyable and successful day. Also to Lee Dennes, Dave Rogers [who, it must be noted, is a considerably better tour leader than a bowls team Capitaine, or at least the people who he is currently leading through 'Red Centre' hope that he is] and Paul Buck, who, respectively, coordinated the attendance of members from CCOCA, CCCV and the BMC Leyland Car Club. And a big thank you to the volunteer members of the Balnarring Bowls and Social Club for their work to provide the combatants with such an excellent battle ground [and their valiant efforts to teach us the mysterious techniques of lawn bowling].
Nick Hutton



CCCV Club Advice Line

Traction Avant	
Ted Cross	9819 2208
2CV	
Dave Rogers	0422 229 484
AX/Berlingo	
Kirk Kirkcaldy	9363 2464
GS/GSA	
Andrew Smith	9755 2439
ID/DS	
Contact CCCV	
BX	
John Wyers	9787 6280

CX/C5	
Graeme McDonald	0409 134 836
SM	
Lee Scholte	0407 150 038
Xantia/Xsara	
John Wyers	9787 6280
XM and modern models	
Salman Chaudhry	0410 040 505
C2/C3	
Don Scutt	9807 8999
C6	
John Fedorko	0438 597384

Member's Model I: CX GTi Turbo

I first saw a CX in the Citroën showroom on the Champs Elysees in the early '80s. In my 20s at the time, I thought it one of the most spectacular cars I had ever seen. I thought about that car often. But in the thick of life, it was left behind and I didn't think I would ever own one.

About eight years ago, I joined CCCV with the intent of restoring Citroëns as a retirement pas-time. I started with a DS [which I rode in often to school], went on to GSA and then a 2CV. All the while, I thought about the CX.

I was waiting for the right car to come along. I wanted a manual GTi Turbo, which I felt was the ultimate CX.

In the middle of our COVID lockdowns, one became available with 100,000 miles ~ not bad for a 1986 model. I bought it sight unseen, and wasn't disappointed when I could eventually pick it up.

[Ed. Petrol powered turbo models of the CX were only

available from the factory with manual gearboxes. In a review published in 'Car' magazine, the writers bemoaned the fact that this was the case.]

Yes, it needed a few fixes including engine mounts, ABS [rats do not do you any favours with wiring], new intake hoses, new headlining, and a few other things. It took time to get the bits, but I ended up with quite a wonderful car, which is a joy to drive. This had been one well-cared-for car. Imported from the UK in the '90s [they were not sold in Australia], it was relatively rust free, which was a pleasant surprise.

Likes

Jeremy Clarkson once called it



Member's Model I: CX GTi Turbo

the most comfortable car ever made ~ perhaps an exaggeration, but it really is a nice place to be. Even my wife, Kate, who will not drive any of my other cars, is happy behind the wheel. Other than that:

- ⚡ It is very powerful ~ it is hard to believe that this is a development of the engine that powered the DS, in which it is quite an uninspiring engine
 - ⚡ It is quiet ~ most of the old cars are noisy and quirky to drive ~ this drives like a modern car and is a joy
 - ⚡ The design is timeless ~ it is hard to believe this car was designed in the '70s
 - ⚡ It has air conditioning that actually works
 - ⚡ A great car to do long trips in
- Dislikes*
- ⚡ The standard alternator was inadequate for the power

needs of the car. I needed to get one with more oomph ~ still working through that problem

- ⚡ Like all Citroëns, it is difficult to work on ~ you need to be made of rubber to get to some bits and my



expletive vocabulary is well exercised

- ⚡ The boot is a compromise in the design ~ it is deep and low and hard to pack
- ⚡ It needs constant maintenance ~ there is rarely a year when I don't have some repair or another
- ⚡ Parts are much harder to get than any of my other cars which means they are expensive

All in all, the car is well sorted now and it is a keeper in my collection. Fingers crossed I will continue to enjoy it as much as I do now. There are so few around that, as the current custodian, I will keep it in fine form. Sadly, it has few friends in Australia because most have gone to the junkyard or are used as parts cars

Peter Moloney

A Time • A Place

This project, a collaboration between an architect and an architectural photographer, seeks to investigate the morphing strands of vehicular and architectural design over a 60-year period. It is an exploration of the permanence of the built form against the fragility of machines as well as a record of the people, enthusiasts and custodians of the spaces they inhabit.

1966: The former University of Manchester Institute of Science and Technology and the 1966 ECOTY, the Renault 16.

For over twenty years, Daniel Hopkinson and I have been working on architectural photography projects as part of our professional work. In 2022, we agreed to start this project together in our spare time, not knowing how all-encompassing it would become. From our initial visit to a classic car gathering in a local rugby club to find our first subject, we have since spent weekends and holidays travelling throughout the UK to

find buildings and structures that have remained largely unchanged since their construction, that could act as suitable contexts for our study.

The premise of the project is to use the winning vehicle of the European Car of the Year [ECOTY] competition as a metric, paired to a significant building of the same year. In 2024, the ECOTY competition will have been



A Time • A Place



1975: The Queens Theatre, Hornchurch and the Citroën CX

running for 60 years, so this offers the opportunity to split the project into three distinct periods, of which this is the first volume:

Volume 1: 1964-1982

Volume 2: 1983-2003

Volume 3: 2004-2024

This work has presented a challenge to compose these im-

ages into more than the sum of their parts. Contemporary advertising or cultural references have been used for inspiration in composing the photographs. This approach gives the images an additional historical resonance.

This project is set within the context of National Govern-



A Time • A Place



1969: Preston Bus Station and the Peugeot 504.

ment and Local Authority responses to the climate emergency. These are applying pressure on the timescale to phase out the internal combustion engine, as well as encouraging the re-use of buildings rather than demolition and rebuild. The private motor car has become so inextricably linked with the modern movement in architecture, both in its pre and post war periods, that it is difficult to separate the two. However, now that private motor-

ing is no longer as significant a consideration in the design of the built environment, what will these buildings become when they were primarily designed around this notion?

Though both architecture and vehicle design occupy similar spaces, they originate from vastly different requirements. A work of architecture is typically a bespoke object, with a singular vision and defined programme, usually highly responsive to context and with a lifes-



1971: The National Motor Museum, Beaulieu and that year's winner, the Citroën GS.

pan anticipated to be several decades, which is frequently exceeded. A car, by contrast, is intended to be produced in multiples and, as a moving object, it has no context to respond to. The design process tends to be by committee, with competing demands from styling, engineering, accounting, and marketing departments. A car has a typical lifecycle of around five years on the market, by which point a mid-life update or new model will be planned and is, by na-

ture, a disposable object. However, through the lens of time, both objects have become highly symbolic of their eras and hindsight will allow us to trace the roots of each design to determine how it is viewed from a 21st century perspective.

The process of undertaking this first volume of the book has led to an understanding of how aligned the ideals and aspirations of architectural and vehicle design were at the start of the mid-1960s and how they

A Time • A Place

had diverged twenty years later. By the early 1980s, architectural design was in full retreat from the overreaching ambition and failure of some high-profile projects and sustained criticism of modernism from both the pub-

The winner of the ECOTY in 1976 was the Chrysler Alpine/Simca 1307. The car has here been teamed with the Herman Miller factory in Bath. In 2019 the original architects were recalled to re-imagine the building as the Bath Spa University School of Art and Design.

lic and press. Car design, by contrast, was becoming more sophisticated, and models from the same period would be unrecognisable from their 1960s counterparts. It could be argued that the innovation pioneered by the earlier models had given way to a broader alignment in terms of mechanical templates between manufacturers, whilst technological advancements in passive safety, aerodynamics and user interface would continue to develop



A Time • A Place



The winner in 1982 was yet another design by Robert Opron ~ the Renault 9. It has been placed in conjunction with the Potteries Museum and Art Gallery in Stoke-on-Trent. Unfortunately the Renault 9 displays little of the flair Opron was able to exhibit during his time with Citroën.

apace. The passage of time has also assisted with the legacy of the built environment from this era as a new generation that has grown up with the idealism of post war urban planning and building now seeks to preserve it.

As a practising architect, it has been a humbling experience, to visit some of these buildings, many for the first time, and witness the sense of optimism and excitement for the future that can still be felt today. This book was partly inspired by the challenge that a new generation of

architects and designers have to face in their future. As a profession, we need to revisit what we have already and make it exciting again while using the minimum number of resources. There must also be lessons for the automobile industry because vehicles are now larger and heavier than ever before, and these designers face a similar range of regulatory reforms that will fundamentally impact on the products that will need to be developed in the coming years.

These are opportunities to completely revisit how we live, work, and move around as a population and to innovate like our predecessors.

We hope that people will respond as positively to this book as all the owners, building managers, security staff and members of the public who took part so enthusiastically in its making. It is an observation of time and place that once existed but will not exist again. We need to seek lessons and inspiration from this era to learn how to remake our society and built environment for future generations.

John Holroyd

The book is available from Manchester Modernists

[https://the-modernist.org/products/a-time-a-place-](https://the-modernist.org/products/a-time-a-place)

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Member's Model II: A CX Affair

My love of cars and motor bikes started from a very early age. As a young teenager my father organised a job for me with a local mechanic, to keep me busy during the school holidays.

Working on old Fords and Holdens, I soon moved from being the parts washer to taking out gearboxes and motors and repairing brakes. One of my favourite tasks was to do the valve grinding to make sure the valves sealed against the valve seats.

Cars were very simple back



No, this is not Bruno's exact first car, but his first car was an example of the infamous front-finned HD Holden.

then and, once a skill is learnt, it can easily be applied to other makes and models.

After getting my driver's licence, I purchased a 1965 HD Holden and soon fitted a sporty exhaust system and 13-inch steering wheel. [It was the done thing in those days...]

My love of convertibles soon followed with the purchase of a 1961 Triumph Herald convertible, then sporty cars like the Fiat 124 AC Sports coup, a Fiat 125 then a Fiat X 1/9.

What does all this have to do with the Citroën CX? Well, with many Italian cars slowly rusting away, I couldn't work out which car to buy next. My father-in-law, Garth Campbell, invited me to come along to some Citroën Car Club events in his CX. He was very taken with the engineering and how well the sus-



The Fiat X 1/9 was also on Bruno's ownership list. The Fiat was designed by Marcello Gandini, who went on to pen several Lamborghinis but was also the man behind the Citroën BX and the GS Camargue. Image: Classic and Sportscar.

pension worked and that soon rubbed off on me.

In 1999, I purchased my 1985 Citroën CX Pallas Auto from New Deal Motors in Dandenong and soon started learning about how the car works.

Unfortunately, my knowledge of Ford, Holdens, Triumphs and Fiats wasn't able to be applied to the CX. I soon bought books about the Bosch LE Jetronic fuel injection system and learnt about All Electronic Ignition systems. It didn't take long to get to grips with the CX's mechanicals.

I was very lucky in that my CX was a relatively reliable car that only let me down once when the starter motor failed. The

removal and repair of the starter motor was one of my biggest challenges.

First, I had to work out how to lift the car so that I could get underneath it to remove the starter. To cut a long story short, some friends came around and helped me push it backwards into the garage. I then placed my car ramps in front of the front wheels, parked my son's Ford Ute in the drive way and hooked up a block and tackle from the Ford's tow bar to the front of the CX. It wasn't long before the CX was up on the ramps allowing the starter to be removed.

One of the more notable

Member's Model II: A CX Affair



challenges the CX presented me with was to try to work out why the heater came on under hard acceleration. I soon found out that the heater tap [a Ford part] needed vacuum to stay shut. Unfortunately, under hard acceleration, the plenum chamber vacuum would drop to a level low enough to turn on the heater tap. This was solved with a trip to the local tropical fish shop where I purchased an air non-return valve. Once fitted, the valve prevented the vacuum from leaking out of the heater switch.

The CX was my daily driver, and I drove it for 10 years, covering around 80,000km. I enjoyed driving it to CCCV

events and also some trips to country Victoria. Staying under the speed limit was a challenge, because the car loved to get up and go. The suspension was fantastic, smoothing out all the bumps and potholes with ease. It still turned heads, and people would often come up to me to ask about the car. Garth enjoyed travelling to and from Club general meetings and events in the CX, appreciating the comfort and how well the car drove. Unfortunately, my wife was not a fan of the floating ride, so I said goodbye to my CX and passed it on to a fellow club member to enjoy this fantastic car.

Bruno Tonizzo ~ CCCV

In the Limelight



HOW TO STEAL a MILLION



'Nicole!' ~ 'Papa!'
'Papa!' ~ 'Nicole!'
Many will remember these exchanges between the characters in the Renault Clio ads televised in the UK in the '90s. Surveys by Channel 4 and ITV revealed the series as the most popular car advertisements

ever aired in Britain. [Shame it was Renault and not Citroën.]

Nicole: I can't drive a stolen car.
Simon: Same principle, four gears forward, one reverse.



In the Limelight



These exchanges ~ and indeed the very characters ~ were adapted from 'How to Steal a Million' [1966], where Nicole Bonnet was played by Audrey Hepburn and Papa was played by Hugh Griffith.

Audrey Hepburn and Peter O'Toole adds to the film's overall charm. What makes it even more fun to watch are featured Citroëns: an unmarked police DS and Type H police van among them, not to mention plenty of 'civilian' Citroëns on Paris streets.

The article first appeared in 'The Citroënian', the magazine of the CCCUK, and is reproduced with their permission. It may not be reproduced elsewhere without their specific approval.



This graceful and fleet-footed caper was directed by legendary William Wilder. The catchy score belongs to John Williams ['Jaws', 'Star Wars' and 'Harry Potter'].

With its clever dialogue, snappy plot, beautiful sets and light, mocking tone it is oh-so-delicious and a delight to watch, The on-screen chemistry between

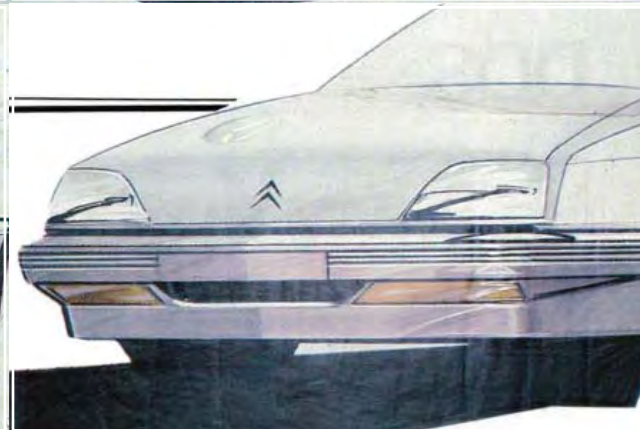
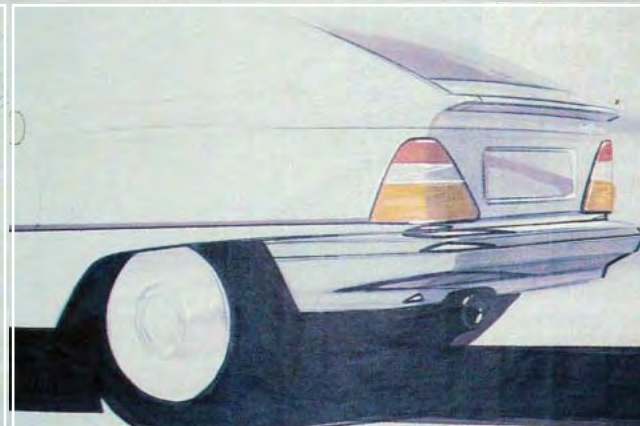
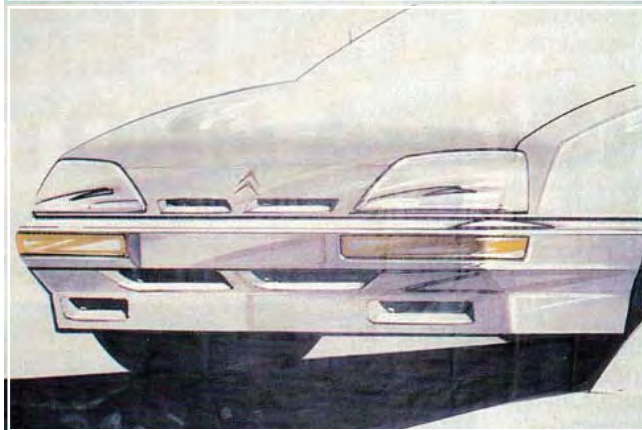
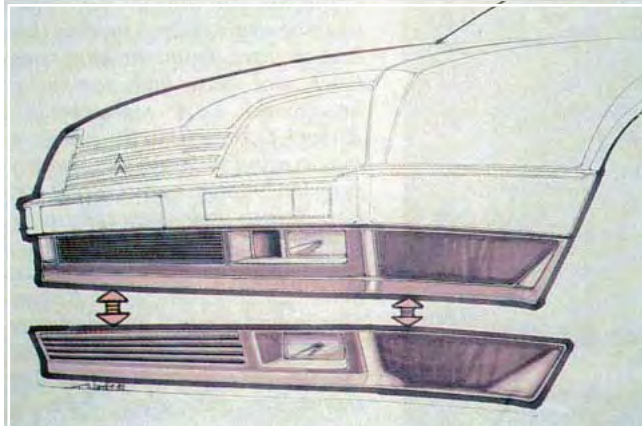
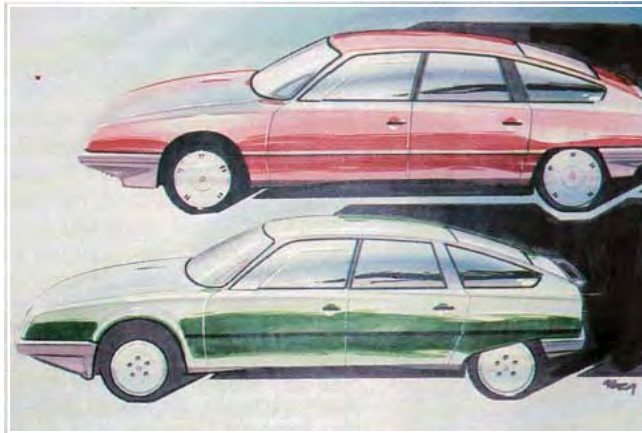


CX: The Heir Still Leads the Way

The CX officially saw the light of day in September of 1974, the year of the first European fuel crisis. It was a difficult birth at a time when the people at Citroën were feeling disoriented. They had just moved under PSA's umbrella. They had received the weighty inheritance of the legendary DS, whose innovative concepts were to be synthesized into the CX.

They say that Peugeot management accepted it reluctantly, that they would have preferred a sedan with a classical, conventional shape. Actually, the line of the CX was imposed upon them in a genuine, sudden attack. Surrounded by several research models that had resulted from the suggested brief and that had somewhat bewildered PSA management, Robert Opron literally waved a magic wand and pulled a secretly prepared model out of a real top hat. Before their eyes: the future CX.

Flaminio Bertoni's successor as Style Centre director, Robert Opron had already presided over the SM, with Maserati engine, and GS designs, so in his mind the theme was quite clear. Now he recalls: 'My coworkers and I studied those vehicles at a time when the only thing people were talking about was agreements and mergers. General management



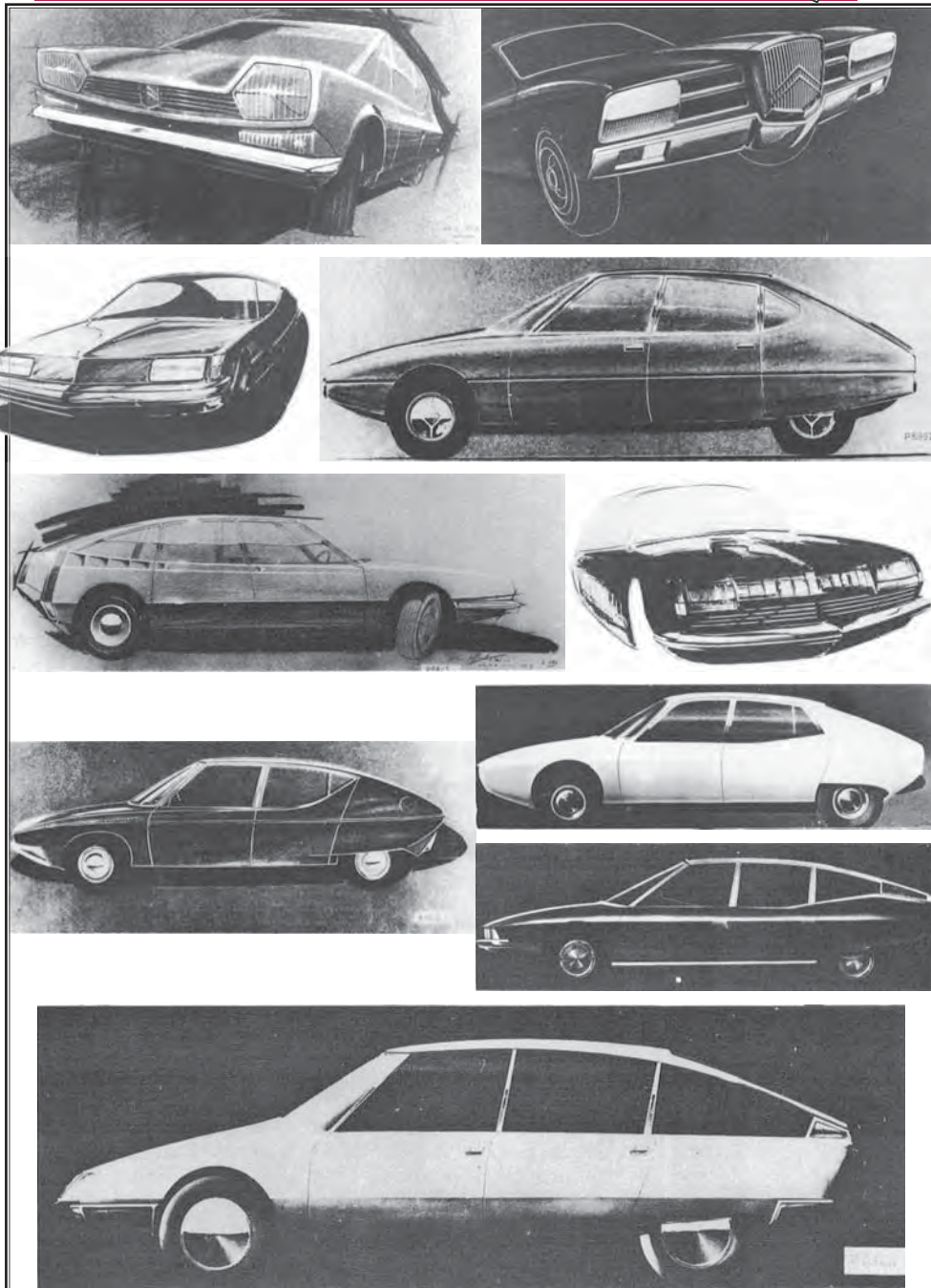
had practically stopped dealing with those projects, and we at the Style Centre had been left to our own devices. Actually, it was probably this very fact that enabled us to work freely and make these cars.'

Thus, the CX was not born in a particularly favourable moment, but in an atmosphere of worry, justified by the four-fold increase in the price of petrol and the risks of a fuel shortage; in other words, by factors that might have caused customers to turn their backs on the new Citroën model that, following the Traction Avant, DS and SM, was joining the ranks of the great tradition of the company's prestige cars. In reality, exactly the opposite happened. The CX's good looks, aerodynamics, extreme comfort and excellent road qualities, combined with Citroën's engineering abilities [hydropneumatic suspension, power steering], spelled out its success. It even won the European Car of the Year award.

The CX was to continue playing a leading role on the automotive scene for a good ten years.

With a highly distinguished aerodynamic profile, only a few design interventions were necessary to renew the body's image. In the sequence of drawings, the research on shape done by the Citroën Style Centre designers under Carl Olsen. Elements taken into consideration were the bumpers, outside rear view mirrors and body-coloured bumpers.

CX: The Heir Still Leads the Way



Since 1974, over 1,500,000 units were built and, besides in France where the various versions totalled a half-million, its ever-stronger presence was felt in Germany with 90,000 units and Italy with 65,000.

Practically unchanged on the exterior and with slight modifications on the interior that improved comfort and gradually took the driver and passenger living conditions to extremely high levels, the CX never lost its charm. New power plants and refined technical adjustments contributed. But at the beginning of the '80s, Citroën management felt the need to update and thus enhance the exterior look and to change the design of the dashboard and interior fittings.

The exterior design study got under way in 1981. Contributions were made by Heuliez, Bertone and the Citroën Style Centre team, directed at that time by Trevor Fiore. After reviewing the various proposals, management selected the in-

house study in March, 1982.

All of the studies were strictly limited budget-wise, and it was the in-house Style Centre that proposed a modification to the existing front wing that thus avoided a completely new wing for the new front bumpers. New rear wings and different rear lamp clusters were studied during the design process, but excluded for reasons of cost and investment. A great deal of time and energy was consumed to obtain an improvement in the Cd figures. Only three elements of exterior design were worked on, the front and rear bumpers and outside rear view mirrors, and the result was satisfactory. The Cd was reduced by two points while still respecting the needs of engine and brake cooling, a particularly delicate problem on the CX range with approximately 60% of the weight on the front wheels.

Design points which were discussed at length [in the meantime Carl Olsen replaced Trevor and was joined by Geoff Matthews] included the body coloured grille; quite an important element in improving the appearance of the bonnet and front view of the car, and in maintaining a purity of form even with the required air intake. The other major discussion centred around the colour and manufacturing process of the bumpers. Here the de-

Facing page: Through these drawings we can trace the history of the CX and the origins of the car's line. At the time, Robert Opron and his coworkers, wanted the CX to be the offspring of the DS and the aerodynamic SM with the Maserati motor. The drawings and model of the cx were done 'behind locked doors', as psa management had instead requested a car with classical styling.

CX: The Heir Still Leads the Way

sign department insisted on body colour or at least colour-matched bumpers in order to best blend into the overall shape of the car. In the end, colour-matched bumpers were selected, using the same technique as pioneered in Europe on the BX.

The studies for new interior fittings trace back to the beginning of 1982. Michel Harmand, author of the first CX interior, and his coworkers tackled the subject. The basic, guiding thread of the project aimed at creating continuity among the various constructional elements: seats, console, dashboard and doors. From the standpoint of shape, this idea is supported by three cornerstones, in particular, by the re-

Facing page: The GTi Turbo was introduced when the Series I cars were in production. The centre image shows what is sometimes referred to a Series 1.5 car. The bumpers are still metal, but they are painted the colour of the body. This version was available between October 1984 and July 1985, when the Series II cars arrived. The final Series II cars are fitted with the 'new' external rear view mirrors and the 'plastic' body-coloured bumpers. Images: Citroën

covery of front passenger space and by the slant of the dashboard, meant to free and revitalize the 'lunule'.

For the Citroën design team, the 'lunule', the most basic feature of the CX cabin,



ity from, again, the standpoint of shape. Finally, the ventilators on the doors blend in with the handles, creating a harmonious link with the dashboard and giving the impression of roominess.

These premises supplied the foundation for the development, completed in just one year, of new interior fittings of the second series CX. While once we may have wondered when the CX's heir would be showing up, the question no longer

stands for the instrumentation and control display.

Next, the seats. With a symmetrical structure but different padding, their inner sides are attached to the outside of the console to give the feeling of the kind of comfort you find in your livingroom couch, and to achieve design continu-

seems pertinent.

This article, written by Fulvio Cinti, first appeared in 'Auto&Design' magazine in December, 1985. It is published here with the permission of the publisher and may not be reproduced elsewhere without their approval.

Papybus Omnibus V: Hay and HY

*Juin et juillet:
Summer '24...*

Bonjour chers amis Citroënnistes australiens.

Papybus transported us far and wide during the early summer. The venerable C8 broke through the 400,000kilometre barrier at the end of May without the 2-litre Hdi diesel motor missing a beat on long autoroute stretches or on [mostly quiet] French or [mostly busy] English backroads.

Papybus' mechanicals are fine. Other bits continue to fall apart. The gear knob disintegrated at 402,000kms. Fixed with Sikaflex and duct tape. Any suggestions for a more æsthetic solution?

The two-yearly Contrôle Technique resulted in a pass after Ludovic Le Contrôleur, whose grandfather lives on Réunion island, persuaded the computer-controlled exhaust analyser to re-consider its initial reading.

Far and wide indeed : south to cross the Spanish border and catch up with some West Australian friends who were visiting the Basque country ; north a week later to a family wedding in Loughborough, Leicestershire.

Then home on the ferry 'Bretagne', to assist with the hay-making in our village. We



Alan believes his repairs to Papybus' gear knob, accomplished with Sikaflex and duct tape are insufficiently æsthetically pleasing.



Next to the contrôle technique test centre, Chantonnay. This always sounds painful until you realise that « Ball-Trap » is a clay pigeon shooting contest.

The paddock, prior to scything. The 1963 2CV is in transit to its new storage.



had fun inviting Vendéen neighbours to attempt the pronunciation of Loughborough using only two syllables.

Regular readers may recall that the seasons are running late this year ; wheat is generally harvested around La Fête Nationale, after the hay. Sunflowers start to bloom at the same time, with hectare after hectare of Van Gogh yellow lining the autoroutes and Routes Départementales of Le Grand Ouest.

It was only last Saturday, almost a full week after the quatorze juillet military parades marched from

Papybus Omnibus V: Hay and HY

the Arc de Triomphe, that Marcel turned up to power-scythe the paddock.

Marcel is our hay-man, and he has a 2003 model Xsara Picasso. Its jelymould curves are the same gris métallique as its fellow « monospace », Papybus.

Although the Picasso is smaller than the C8, its carrying capacity is impressive. Marcel is a fifty-something « célibataire » ; a bachelor farmer who has no need for the Picasso's rear seats. Instead he carries chainsaws or hay-bales, depending on the season.

It takes us an hour and a half to cut the grass, with me riding shotgun on the wheel arch of his 1976 David Brown selectamatic. The two-metre wide « barre de coupe » is of a similar vintage to « le tracteur anglais ». For such a compact implement it produces a surprising level of din.

Marcel is equipped with his usual items of safety gear : black moccasin shoes, initially worn at a nephew's

wedding, when Chirac was still president ; a battered green John Deere baseball cap, which garnishes the toolbox rather than the perennially sunburnt top of his scalp, and some orange ear-defenders, bought on a whim in Lidl, and which remain clipped around the steering column.

I find a pair of foam ear-plugs in the pocket of my shorts, then cling to the left-hand mudguard for the duration of the exercise. I admire Marcel's mastery of his offwhite-and-rust machine, his ability to negotiate the tricky bits between the oak trees we have planted since 2012 at the birth of each grandchild, and his eagle-eyed caution when he

After 30 years in our neighbour's disaffected chook shed, the 1963 car has gathered some dust and spiders.



surprises a crouching hare.

« Une petite bière, Marcel ? »

I offer as we cut out and climb down. We walk behind the trailer and the 1963 2CV. Marcel admires the cobwebs on the rear bumper.

« Avec plaisir »

Two minutes later, we are at the table in the cool of the kitchen. I have cans of Heineken in the fridge, but instead I extract two bottles of 1664, knowing that Marcel would find it strange drinking from a can. [See Intercultural Note I].

In between mouthfuls of « seize-cent-soixante-quatre » [Intercultural Note II], and prompted by my questioning, Marcel extols the virtues of his Picasso. He converses in short-hand.

« Excellent véhicule. Acheté neuf en 2003. Capacité cinq personnes. Ou dix bottes de foin. Moteur diesel Hdi un litre six infatigable. Cinq litres au cent. Très confortable. »

I concur that a ten hay bale capacity is indeed quite something. We laugh when I tell him that five litres per hundred kilometres must be sixty miles per gallon. He informs me that the fuel gauge on his David Brown is marked in gallons and adds :

« Le gallon, c'est américain, non ? »

Our discussion then explores the difference between US and Imperial gallons, drifting into

comments about Americans, guns, and wannabe born-again presidents.

Before we reach the bottom of our 1664s, Marcel has delighted me with his short-hand play-back of the whirlwind French political and other events of June and July 2024 :

« Les élections européennes le 9 juin ? Victoire immense pour les Nationalistes ! Les Français flirtent avec les extrémistes ! Macron déclare des élections législatives pour fin juin et début juillet... Victoire pour le Nouveau Front Populaire ! Et les J.O... les Jeux Olympiques à Paris... »

We finish our beers, agreeing that these are interesting times.

Our hay wizard shuffles his moccasins back onto the kitchen floor. He tells me he'll be back on Monday with the grass-whisk. All being well, he should have it baled by Wednesday.

If the weather stays dry.

Next to the kitchen door, a rare longhorn beetle, perhaps disturbed by our grass-cutting endeavours, has landed on a garden chair.

« Regarde, Alan, une Rosalie. Comme la Citroën ! C'est très inhabituel ici ».

I watch as the David Brown goes down the lane to cross the river.

The engine noise fades, and Papybus sits in the quiet on the driveway. I need to clip out

Papybus Omnibus V: Hay and HY

the rear seats to prepare for our camping trip. This takes less than three minutes. Instead of haybales, I fit our summer camping mattress. Early in August, we will drive up to Brittany to renew another Australian connection near to the ancient standing-stones of Concarneau.

Our host will be Nicolas, who came to us when we were teachers in Bunbury, WA almost 40 years ago, as an exchange student from Vendée. When he, and we, returned to France in 1987, he borrowed our red 2CV.

We still have it.

A woodpecker calls from the top of an ash tree, and crosses the shimmering paddock in three sweeps of undulating flight. A kestrel hovers; any fieldmouse rustling the drying hay will be doomed.

It feels like summer.

A CAUTIONARY TALE ?

Is Mogette the only 2CV to suffer « durit »/fuel pipe failure this summer? This is the



Rosalia Alpina. Its striking powder blue and black camouflage is not usually seen this far north.

one from the fuel pump to the carby, so a particularly undesirable fault. Do any readers have experience of short service-life fuel lines? Might there be some problem linked to the lead substitute additive we use these days?

INTERCULTURAL NOTE I.

Drinking beer from cans is apparently considered poor etiquette in Vendée. I asked our daughters and sons-in-law about this, and they laughed saying it reminded them of people with ill-advised consumption habits drinking extra-strength morning lager outside discount supermarkets.

INTERCULTURAL NOTE II

« 1664 » must surely be the least-snappy name for a beer ever invented. Seize-Cent-Soix-



During the 30-odd years since Nicolas borrowed CoCo La Belle Rouge, her paintwork has developed a patina.



A cautionary tale? Is Mogette the only 2CV to suffer « durit »/fuel pipe failure this summer?

ante-Quatre. Seriously? To order one whilst appearing hip, never use the full title. Even if you are attempting to show off your French. « Une Seize » is the accepted manner. FOOTNOTE TO FOOTNOTE

Our monolingual, and now-departed, Vendéen friend, Jacques, when travelling through Cloncurry, Qld, some years ago stopped at the hotel and ordered « Une EExEExEExEEx ». He got served. Laconically. Stay tuned amis des antipodes. Next month there should be enough space to show that colourful camping document from 1958. Perhaps we will finally find out the Nantes link with Papybus Omnibus... by following a mysterious thousand-year-old pilgrim trail 60kms north, starting in our village. Alan Brown. July 2024 © This article, by Alan Brown, has been written exclusively for CCOCA. It may not be reproduced elsewhere without the express permission of the author.

RAID 2016, Part II: Days 13 to 31

In the last edition, we published the first half of Loui Burke's reminiscences about Raid 2016. This month, we bring his story to its conclusion.

Day 13

Everyone leaves Katherine in a sombre mood. Soon we are on another dirt road, via Mainoru, to a bush camp in an old quarry. My French is improving enormously, because Brigitte wants to learn English, and I am happy to chat with her in both French and English. I can even use the CB radio in French and be understood.

Day 14

Another 360km of dirt road to Nhulunbuy. Various adventures including more flat tyres and water crossings. A French van chose the deep way through, and stopped. After a tow out, and an ignition strip down with a new condenser, we were underway again. This road access is by Permit only

and has very little traffic, but it is heavily corrugated, most of the way. We are overtaken by a 'local' at very high speed, who is soon stopped by police a short way ahead. All the group was also stopped and given an Random Breath Test. Hendo is approached by the police officer, who asks 'Is your name John Henderson?' 'Yes, but how did you know?' replies John. After a pause, and a smile, the officer says 'Your name is written on the side of your car!'

All is well, and we continue. Another water crossing is successfully navigated by everyone, then round a corner to find the smouldering remains of a controlled roadside burn off. It looked very dramatic, with the afternoon sunlight filtering through the smoke. The road starts to climb up through some very pretty scenery, and finally

we come over a crest to see the ocean ahead. Almost there, and we can see Nhulunbuy ahead. We have been driving all day on heavy corrugations, rocks, water crossings, smoke dust and afternoon sun strobing through the side windows.

We get into the pub at the campsite to enjoy the first of several ice cold beers. Everyone feels very elated to have survived the 700km drive to reach the 'turn around' point in the journey. A long, long hot shower, more beers and a great dinner buffet round the evening off perfectly

Days 15 & 16

Camp days at Nhulunbuy. Briefing from the owner of the camp at Nhulunbuy Lodge to explain about alcohol permits, which are straightforward but are essential in order to buy anything from the bottle shop. Most people are working on their cars, and trying to remove the heaps of red dust that is everywhere; inside and outside of the car.

I have no major issues but swap the front and rear tyres around to even the wear. My tracking needs adjusting, so that is done with an ingenious gauge rod, borrowed from David. The day is very warm and sunny, but despite this, I am in my orange [Guantanamo] overalls, to try to minimise the ingress of dust when working under the car. I

decide to stop for lunch [a hard-boiled egg and crackers], when I discover the French have triumphed again, and are all sitting in the shade, enjoying freshly shucked oysters!

Dinner is at the Nhulunbuy Boat Club and, as we all travel there by coach, the alcohol flows freely once again. The food was good too!

A tour around Nhulunbuy proves really interesting. We are only 200km from Papua New Guinea but 700km from Darwin ~ the nearest sizeable town. During World War II, the airport had 1,200 planes through per DAY, and 12,000 people were stationed there. Now there are only 3,000. The ocean is spectacular, but sadly the crocs make swimming too risky. Luckily, there is a great pool at the camp site. Dinner is served for everyone around the pool. Started at 6pm and finished by 7pm. Time for another beer then!

Day 17

An early start to head back down the same 700km that we had just travelled. The camp planning was quite arbitrary, so it ended up with just Team Baudin in a very nice camp, with plenty of firewood. A fantastic starry night, with everyone around the fire just absorbing all that remote, outback Australia has to offer. A beautiful warm evening. No sleeping bag nec-



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essary however, we were rudely awakened by wild donkeys at 02:30, but I guess we were intruding into their space

Day 18

More heavy duty dirt road, with three flat tyres in the first 20km. Not all on the same car though. Lunch stop at Flying Fox Creek. As this was flowing, we went in for a most refreshing splash in the warm water and felt much better for it. Three more flat tyres after lunch, but

finally back onto bitumen at Beswick. Doesn't the car sound quiet! We then proceed to Mataranka, with a Variety Bash group coming the other way in large, loud American cars [It looks fun ~ must find out more]. Eventually we find the campsite, which is seven kilometres out of Mataranka itself. The camp is huge, and surpris-



Day 19: Bitter Springs were even better than those at the camp and, at night, with a full moon it was quite magical.

ingly full. I discover why when I try the hot springs in the camp. Bliss!

Day 19

Camp day at Mataranka. We head for Bitter Springs, on Greg's recommendation, and are not disappointed. These hot

springs are even better than those at the camp. The water flows slowly downstream for about 300metres, and you can simply float along, enjoying the sights and sounds, whilst being surrounded by 35° water. So good that I got out and did it again. Back at camp later, I was sitting down and relaxing when a whistling kite swooped down and picked up a gecko right next to my car. Then a peacock, with his entourage of peahens, wandered over to see what was happening. After dinner, several of us headed back to the camp springs. It was good in the day, but at night, with a full moon filtering through the trees, it was quite magical. We stayed until almost midnight in the darkness, and it was very hard to get out to return to camp because the water was so comfortable.

Day 20

An easy 135km drive to Roper Bar allowed a leisurely 10:00 departure, with time to stop and enjoy the countryside. We found a morning tea stop where there were some completely spherical stones ~ just the right size for petanque!

After a long lunch, the French were feeling quite replete after their normal shaded affair, so a French vs Australian game was organised. After a fierce contest, under the blazing noonday sun, a 1-1 draw was declared, and everyone packed up to

continue.

More corrugations, and more flat tyres, but we still arrived at camp around 16:00. The advance plan was for the local roadhouse to prepare, and deliver, burgers for everyone. We had all chosen exactly what we wanted, in advance, so waited for 18:00 as the fire was started. Catering for 100+ people is something that this roadhouse had clearly not done before. At 18:00 the first delivery arrived, and about half of us got our named burgers. Mine was not amongst these, but was clearly due 'shortly'. Sadly not, and it was not until 20:00 that the second delivery arrived. Tasty, but cool, is probably the best description. These were washed down with soft drinks, because the need for an alcohol permit had not been mentioned to everyone. Steve held his first 'In no particular order...' summary of the day's events, around the camp fire. Everyone felt that this was a great idea to communicate what was happening, and that it should occur much more frequently. Brigitte bravely spoke to everyone in English, and got a well-deserved round of applause

Day 21

This was planned as a rest day. When I awoke, I vaguely thought that I could smell petrol. It was soon apparent that the tank on Stephane's van was

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leaking fuel, so the French team quickly sprang into action. The tank was drained and removed and the fault quickly identified as a stop weld that had rusted through. A repair was made with a metal patch, bonded on with soap [which is resistant to petrol], and Araldite liquid metal. After testing and refitting with new vibration resistant packers, made from beer cartons, the tank was refitted and all was well, once again.

I was worried that my new shock absorbers were leaking oil, so off one came for inspection. The oil was actually coming from a small engine leak, which was then dripping onto the shock absorbers. Another mystery



Day 21: The crossing at Roper Bar was only a few inches deep. Stephane's leaking fuel tank was quickly repaired with a metal patch, bonded with soap and Araldite.

solved, but I now need to find where the engine is leaking! After lunch, we all headed to Roper Bar river crossing.

This is very picturesque spot, with a concrete base in the river that made the crossing safe, and fun, because the water was only a few inches deep. The camp did have a 'visitors' book for croc sightings, and several entries reported a four metre croc languishing in the water near this crossing. He was not there today though! The camp had a music night from 'Boko and Honey' singing, amongst other completely unknown songs, 'A Natural High' which were the only words in the entire song. Very strange!

Day 22

203km to Butterfly Springs. All dirt with corrugations once again, on a very hot day. The French took all the honours for breakdowns today. Stephane had fuel problems, which turned out to be a loose pipe. Gerard too had fuel vaporization issues, due to the heat. The same grey van stopped in another creek crossing, and again had to be towed out and another new condenser fitted. We arrived at the idyllically named Butterfly Springs, to find that this really only applies in the wet season. There was a pool with knee-high brackish water, which was still better than no wash at all. I did manage to see one butter-

fly though, to redeem its name.

Day 23

This was supposed to be another rest day at the camp. After a long meeting, some groups decided to stay but Team Baudin, and others, wanted to head onto Lorella Springs [which had beer]. This was only 80km further, but easily the worst road we had encountered so far. The bone-jarring corrugations were incredible, and I am simply astonished at how well a 2CV can withstand these conditions without disintegrating completely. Another creek crossing saw a certain grey van stopped in the deepest part of the water. Another tow and another condenser. Sacré Bleu!

The decision to go to Lorella Springs was correct. We arrived around 13:00, and the beer was cold and abundant [if extremely expensive]. Their springs were even warmer than Mataranka, and complete with nibbling fish to remove dead skin. Disconcerting, and there is no accounting for taste! I went in fully clothed and stayed in for an hour, just relaxing and gradually becoming dust free.

Dinner was a steak buffet, which was excellent, and we were all served at the same time, too. The French naturally wanted mustard rather than BBQ sauce, and, to my surprise and the camp's credit, produced a choice of three types. An-

RAID 2016, Part II: Days 13 to 31

other balmy evening and a great camp fire prepared by the French using the huge palm leaves that were freely available around the camp.

Naturally a discussion about the wonderful stars started. I was chatting with Hendo and Florent, whose English is very good. Hendo described the Milky Way to Florent, who heard it as 'Monkey Way', but after some puzzlement understood. However, I cannot look into the sky now without seeing the Monkey Way.

Days 24 & 25

Camp days at Lorella Springs. I woke at 07:00 and, because the camp showers were wood heated, I decided a soak in the hot springs would be a good start to the day. Magnificent!



Even better because the air temperature was cooler than the water, and I suddenly realised I had been there for an hour on my own.

After checking, and greasing the car, Team Baudin decided to go exploring. Lorella is 1,000,000 acres, including 70km



of private coastline. This is bigger than 29 different countries!! The station tracks were all available to be explored, but with warnings about conditions in some areas. I had never driven on sand before, so quickly got bogged, even with lower tyre

pressures. The rest of the team were on hand to push me out, so all was well. I did have to buy the beers that evening, though.

Next day was exploring a different set of tracks, with more sand and creek crossings. Most of us got bogged in the sand again, but I had learnt

from the previous day and got through without incident. Some of the tracks were so bad that the only option was to turn off into the bush and drive through the trees until the track improved again.

Because it was incredibly hot and dusty, another dip in the hot springs was in order back at camp. Again fully clothed was easier than trying to wash the clothes separately! Another very enjoyable day even though we had only done 80km in six hours

Day 26

Prior to heading out to Cape Crawford, I could hear my exhaust blowing. A check revealed the bolt holding the ex-

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haust clamp has stripped its thread, and with Greg's help we replaced it. Then the throttle jammed fully open [dust from the previous day]. A quick squirt of WD40 and all was well again.

Fraid had left the previous day to get some photos nearby and we had

reports of his broken down car about 30km away on the 'main' road. The track from Lorella to the road is private, so not well maintained. The corrugations were as bad as we had encountered so far, so progress was slow and it took an hour to reach the broken car. During this, a front shock absorber mount on Gerard's van snapped. Two of the four rear axle mounting bolts on Fraid's car had broken, and this required removal of the rear axle. So an impromptu workshop was established to fix both cars in the dust at the roadside.

This took most of the morning to get both cars going again. The remaining 110km took five hours of simply awful roads be-



Day 27: The Daly Waters pub served a very good 'Barra and Steak'.

fore we arrived at Heart Break Hotel, just as we re-joined the bitumen. There was a single bar of Telstra signal at the top of a nearby hill. Better than we had for the previous week though. Helen thought I had disappeared completely!

Day 27

This should have been an easy run on bitumen to Daly Waters. However, Greg's car veered onto the verge with a collapsed kingpin. Fortunately, the Tech Team were not too far behind, and we carried a spare kingpin. All was repaired within an hour, or so, and the rest of the run was uneventful. The pub served very good 'Barra and Steak',



Day 29: The Devil's Marbles made a spectacular backdrop for yet more photos.

and Hendo practised his spelling after several Cooper's Pales.

Day 28

After looking around the abandoned Daly Waters World War II airfield, we set off for Tennant Creek. Gerard's van was suffering with intermittent power. Several stops were required to inspect, fuel lines and filter, carbie, tappets, and finally a new set of points, after which it ran sweetly. Tennant Creek showground camp site was locked up, so we all booked into a nearby caravan park.

Day 29

Departed for Aileron with 400km of bitumen to come.

We stopped at Devil's Marbles which was a spectacular backdrop for yet more photos.

I started to feel that the end of the journey was approaching because driving on bitumen was far less interesting than the dirt. The weather was cooling down as we

arrived at Aileron, which then turned humid, and it rained overnight for the first time in four weeks.

Day 30

Heavy rain as we departed, which continued all morning on our way to Alice Springs, which was only 135km. I discovered that the scuttle seal leaked quite badly, so another job on the list. We arrived at the original camp site, which was now just a quagmire. I set my tent up with Greg, John and Liz, but many of the others had booked into motels. Wimps! That night was the farewell dinner, which gave a chance for everyone to say their goodbyes.

Day 31

RAID 2016, Part I: Days 1 to 12

Most people left early because they had a long day's driving ahead. Helen was arriving from Adelaide early afternoon, so I had a chance to clean the car to try to remove the red dust [that had turned to liquid mud inside], and re-pack to liberate the front seat for her to enjoy a few days in Alice Springs, prior to us flying to Uluru to celebrate our 40th Wedding Anniversary. The 2CV was left at the airport awaiting my return two weeks later.

Return from Alice Springs to Adelaide

I flew back, arriving early afternoon, and set off for Eridunda. It was rather strange travelling solo, after five weeks of driving in a group. Because I had allowed three nights for the trip,



I had time to explore, so a detour to the picturesque Rainbow Valley, which was 50km of [4WD recommended] dirt roads. I suddenly felt invigorated again! The previous rains had brought a spectacular display of desert flowers as a welcome.

Motel this evening!!

The next day was to Coober Pedy, via the impressive Breakaways, but into a serious headwind which dropped the speed down to 75kph, at times. After a visit to an opal mine, dinner in an underground restaurant and a night in an underground hotel, I was really enjoying Coober Pedy.

Next day I visited Woomera, because we had passed close by on the way up, but had no time to stop. Because I still had enough daylight, I pressed on to Port Augusta. I noticed that the battery appeared not to be charging properly, but because

I was not driving with lights, I wasn't too concerned. After I parked at the motel, a quick check revealed that a wire had shaken off the alternator. Fixed!

Final run back to Aldgate. I could really feel that it was the end of an amazing experience. I felt relieved, but rather sad, to finally pull into my shed in Aldgate. 9,507km in total, without any major breakdowns, or even a flat tyre. I am so pleased that I decided to have this amazing adventure and grateful for everyone else on RAID who helped and supported me on a simply incredible journey.

Loui Burke.

Looking Forward

The next 'démarrateur' will be published on September 2 and will celebrate the 35th Anniversary of the launch of the XM.



Do you own an XM? If so, why not consider making a contribution to this golden anniversary edition? Send it to Leigh Miles at editor@citroenclassic.org.au by Friday, 18 August.



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Windscreens

The following article was written by John Waterhouse, who is the National Coordinator for the Renault 4CV Register of Australia and who lives in Perth. It therefore will come as no surprise that the article is Renault-focused, and getting the windscreens from Brisbane to Perth is an essential component of the story.

Background

Late last year, I was thinking about a spare windscreen for the Renault R8, in case the laminated screen in place was cracked accidentally when having a new seal installed. Laminated screens are more easily broken than toughened glass ones. I did not take long to discover that none were available in Australia.

These screens have almost always been available here, but it seems that Ralph Moore Auto-glass, the importer of such rare screens in Sydney, closed during the COVID crisis.

At a similar time, Phil Harrison suffered a broken screen on his Renault Dauphine on a country road in Queensland, availability being zero for his screen too.

Options

These screens are available in Europe, but most [maybe not all] parts suppliers will not post them, understandably.

My newish laminated screen

was made in England by Pilkingtons [thank you Ralph Moore, back then]. I checked with Pilkingtons, who have shifted their operations to Finland following the folly of Brexit, and it seems that they do not have an agent for these less common screens in Australia. Private importation is the only option. A single screen, including packaging and freight, would have cost about \$4,300, reducing to \$2,500 each were I to purchase two screens. Much discussion later, we could get the price down to about \$1,000 each if I were to import a batch of ten screens, hardly a practical proposition considering the screens would be in Perth, and most demand is not!

Importing a screen did not seem realistic!

Two companies in Australia seem to make windscreens for classic cars, Moran Auto Glass in Brisbane and Glass 4 Classics. Other suppliers/fitters can be found by Googling but none seemed promising.

Glass 4 Classics could not help with a Renault windscreen. Good if you have a Ford or a Chevrolet!

It turned out that Moran Auto Glass [136 Ingleston Rd, Wakerley Qld 4154 and [07] 3390 8855] will make screens to order and also will make the necessary moulds if a correct glass can be supplied. There is

no website. As far as I know, this is our only option. Ian Turner, President of the Renault Car Club of Queensland, had a new screen made for his lovely 16TS last year and has an R10. So 'we knew' Moran Auto Glass could do a satisfactory job. Moran also has an operation in Vietnam! See HOME [EN] [moransafetyglass.com].

[Having investigated this website, your Editor does not believe there is any link between Moran Safety Glass in Vietnam and the small business with a similar name located in Queensland. Ed.]

Moran Auto Glass makes expensive individual screens for the hotrod brigade and rare

one-off screens, recently for a Gullwing Mercedes-Benz, for example. There is no doubt that it is a competent operation.

As you can read below, Moran now has moulds for R8/10 and Dauphine and also made an R16 screen recently.

Our Ordering Process

The Moran folk are super-helpful and pleasant and know what they are doing. 'They' are the elderly owner and the actual operator and no more. So the operation is effective, but it wouldn't take much to stop.

Ian Turner and Phil Harrison supplied toughened glass windscreens for the R10 [same as R8 of course] and the Dau-



Windscreens

phine, and moulds were made by Moran. This did not happen overnight, and Ian visited several times, wisely, so that our request had a face! Moran quoted a price which was only a fraction of the overseas price for a batch of Dauphine screens and later, charged us the same for the R8/R10 screens.

Unfortunately, the autoclave, in which batches of screens are laminated by heating up the sandwiches to bond the plastic layer, failed catastrophically with our two batches inside, and everything melted. We hoped that this wouldn't be the end of Moran's Brisbane activities: they were true to their word and repaired it. So in May, batches of windscreens were made and dispatched in one way or another. Ian Turner took some to Sydney, and our five screens for Western Australia came in a batch with a huge screen for a Lincoln Continental.

For Perth, each screen cost an extra \$60 for the freight. They were inexpensive, especially remembering the costs of importing from Pilkingtons in Finland!

The Future

Peter Moran is not a young man and it is to be hoped that someone will take over the business and keep it going. In the meantime, thanks to planning and persistence and because Ian and Phil personally funded each batch of screens

themselves, Moran Auto Glass can now make our windscreens to order. If you want a screen, contact them and make your own arrangements.

My gratuitous advice is to get on with it, just in case...

John Waterhouse

National Coordinator ~ Renault 4CV Register of Australia

This article first appeared in the July 2024 edition of 'The French Connection', the magazine of Club Automobile Français, South Australia. It is reprinted here with their permission and that of the author. It may not be reproduced elsewhere without their approval.

Subsequently to reading this article your editor consulted AussieFrogs, and it would appear that Moran Auto Glass already holds moulds for both GS/GSA and CX models of Citroën.

With me being overseas, I have not been in a position to ring Moran myself; however the Club's Spare Parts Officer, Max Lewis, has made a number of attempts to make contact via the phone number included with the article. Thus far without success.

If one of our members in Queensland, local to the Wakerley address, could make direct contact with Peter Moran, a relationship with Moran could prove of benefit to many of our members who do not own 'flat glassed' Traction and A-Series vehicles.

Leigh Miles ~ Editor

Member's Model III: A CX Experience

In July 1982, I went to Dutton's in Richmond to get some spare parts for a 356 Porsche and saw two almost identical CXs in the showroom; one had a \$12,000 price tag and the other a \$7,000 price tag. I spoke to one of the Dutton boys about the difference, which showed one car was low mileage and the other was a high mileage freeway car showing signs of clutch wear which would need to be fixed in about 15,000km at a cost of \$800.

I bought the cheaper car with 170,000km on the clock. In 1984, we drove the car all the way to Perth and back without any problems. We were travelling in convoy with my wife's sister and family who drove a nearly new Mitsubishi microbus. My brother-in-law kept on having digs at me, saying the old heap will break down because

it had done nearly 200,000km.

Instead, his car broke down having only done 50,000km, so we towed the van back to Madura WA to stay another night and await the arrival of a new water pump which we had to fit ourselves because there was no mechanic in the town.

In 1986, I replaced the clutch after it had done 303,000km.

In 1988, my daughter was rear ended with only minor apparent damage to the car. When I tried to straighten the damage, I couldn't. So, I chopped off the complete back end behind the C-pillars and replaced it.

I started at 7am and by 10am we were on our way to Queensland.

As my daughter was driving through the mountains near Esk, we were hit by a very heavy rain storm and, as is bound to happen, the wiper failed and the headlight switch melted. After

we found suitable parts, the car was fixed and served us well with only normal wear and tear items needing replacing. After buying two more CX 2200s and a CX 2400 C-matic, I re-



Member's Model III: A CX Experience

tired the first one with 498,632km on the clock. There are many more fun occurrences with this car that would make this article way too long. Wolfgang Siem Proud owner of four Citroën CX 2200 & 2400



Totally Traction

Now that my car is back together and running nicely, what else is there to talk about?

I've started clearing out rubbish from my garage, which has accumulated during recent pro-



jects. My intention is to move my workbench to a better location, so that I can work on my driveshafts. These are the original driveshafts ~ at least they were on the car when I got it. These are certainly the original type, ie with universal joints at both the inner and outer ends.

My plan is to rebuild these, and refit them to the car, replacing the current fitments which have CV joints at each end. This is, of course, a technically retrograde step but the inner CV joints are damaged, and replacements will be expensive.

To be honest, I haven't found any great benefit from fitting CV joints over universal joints.

Totally Traction

I could have taken advantage of the better turning circle by adjusting the end stops on the steering rack, but I haven't.

If I am going to rebuild these driveshafts and fit them in time for the 90th Anniversary celebrations in May, I will need to get a wriggle on.

[Remember, dear readers this was written prior to the 90th Anniversary celebrations. Ed.]

I have rebuilt universal joints before. I have a small scar on my thumb from my first attempt, about 40 years ago. I have not attempted the double UJ type that Tractions have at the outer ends. I will need to read the instructions, study the diagrams and observe where the bits go as I disassemble the first one. I have heard of springs flying out... this could be a foolhardy mission. I will of course keep you appraised.

We took the car to the Surrey ~ Hants ~ Sussex area TOC Sunday lunch meeting, which has moved from its previous location in Surrey to a new one just over the Hampshire border. It's a nice [but longer] drive if it's not raining, and on Sunday it wasn't. In fact it was very sunny but we did have to drive through the floods left from the previous day. Ours was the only Traction at the lunch because it is a little early in the season for the shinier cars.

When we left, I was dismayed

to find a small oil drip under the front of the gearbox but, as Peter Simper said, 'it wouldn't be a Traction without a drop of oil on the ground.'

We discussed running-in and concluded that this really means fairly normal driving ~ no faster than 60mph. It will be time to change the engine oil soon ~ well it probably already is. I'll do that, and then refit the front bumper. If I fit the bumper first I'll probably forget it's there and take my eye out on the over-rider.

At some point, I will take a look at the throttle linkage. The car seems to suffer a little more than previously from a certain amount of jerkiness on a part throttle. It is my impression that this is a little more noticeable than it was before I changed the engine. Why would this be? Is it related to my observation that the engine might be a bit lighter than the old one? Maybe it's not compressing the volute springs as much as before, making the spring rate less than before, which means the engine may be a little more softly sprung. One could draw the conclusion that the engine might wobble more when under load and that wobble could result in the throttle plate moving as the engine rocks, relative to the throttle linkage.

This is just a theory. How to prove or disprove it? Well, a camera springs to mind, but

Totally Traction

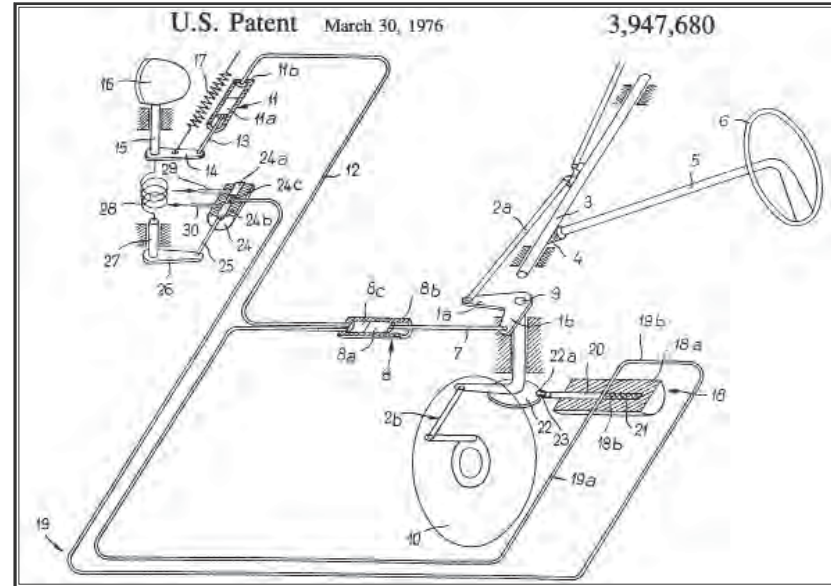
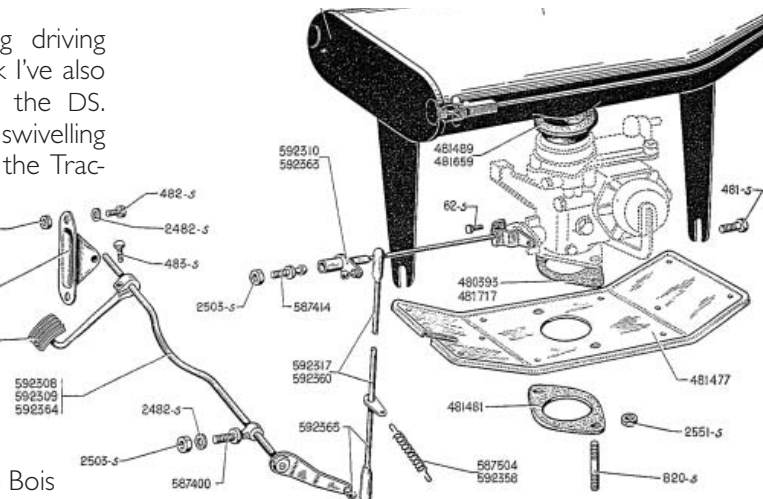
that needs setting up properly to make real sense of it, supplemented with a potentiometer on the throttle shaft to measure throttle angle and an accelerometer to measure the jerkiness. None of this is going to happen, and I think my best bet is to ensure the linkage is well aligned and lubricated. The simplest thing is to ask if anyone else who has fitted an ID engine has noticed anything similar?

Preparations are underway for the big trip to Le Circuit de Charade for the 90th anniversary bash. Serious considerations are being contemplated as to which crossing to take ~ maximise the road miles by crossing to Calais, or take a longer ferry across to Caen or St Malo. And then we are thinking about convoys, and sharing spares and tools, which starts to require organisation and discipline both on the way there and the return.

As well as enjoying driving the Traction, this week I've also been enjoying driving the DS. A particular joy is the swivelling headlights ~ a feature the Traction Avant does not have. I am reminded that, eight years ago, I wrote about a patent for swivelling headlights and a trial that Citroën conducted on a Traction in the Bois

de Bologne which ended badly, resulting in the abandonment of the idea. This, of course never happened, because it was my attempt at an April Fool spoof. That's the only time I have attempted such deception. Nobody questioned it though. I hope nobody took it seriously. Notice how the picture in the patent uses a single spoke steering wheel.

My fictional trial in the Bois de Bologne was of a car fitted with a single central swivelling headlamp, leaving the regular headlamps alone. If I had enough time on my hands, I would love to make my Traction's headlamps turn. Rather than make them turn within the bowl as the DS does, I would make the whole pod swivel. Like the DS, I would only make the left lamp turn when turning left and the right lamp turn when turning right.



Unlike the DS, there would be only single headlamps, so the swivelling would be effective even on dipped beam. Would

this even be legal? When I last read the legislation about headlights [I can't remember why I did this ~ but I really did, and that's no April Fool joke] I do not recall there being anything saying the lamp should not swivel.

Next month, I should have changed the oil, refitted my front bumper and rebuilt my drive shafts. What are the chances?

Chris Bailey

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