



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

**MUSÉE
CITROËN**

FRONT DRIVE

Australia's & National & Magazine &
for & Citroën & Owners & And & Enthusiasts

**MUSÉE
CITROËN**

Autumn 2013 & Vol 37 & No 1

POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

www.citroenclassic.org.au

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

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

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

MEETINGS

Club meetings are held on the fourth Wednesday of every month [except December] at 8pm. The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3

MEMBERSHIP

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

LIFE MEMBERS

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

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

COVER IMAGE

The cover image depicts the Citroën dealership at 10 Place de l'Europe, Paris in 1934. It is from Citroën's image collection.

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DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, April 19, 2013.

CONTRIBUTORS

Contributors to this edition of 'Front Drive' include Alan Brown, Rob Koffijberg, Rob Little and Ken Marriott.

CITROËNING

CH PLATES

Send your annual CH renewal form to PO Box 52, Balwyn, 3103. Please do the right thing and enclose a stamped, addressed envelope. If you do not have a Club Permit Handbook include \$5 and we will return one to you.

ABOUT TO ARRANGE A CLASSIC/HISTORIC PERMIT FOR YOUR CITROËN?

CH permit applications must be accompanied by a RWC. The onus is on owners to demonstrate that their cars are safe. Feel free to consult our Permit Officers for advice regarding getting your car on the road, and keeping it going.

FOR SPARE PARTS & TOOLS

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

CLUB SHOP

For Citroën models, memorabilia and other items contact Kay & Robert Belcourt at clubshop@citroenclassic.org.au

OTHER CLUBS

VIC: www.citcarclubvic.org.au
NSW: www.citroencarclub.org.au/
WA: www.citroenwa.com.au
QLD: www.citroenclub.org
www.doublechevrons.aunz.com

Never in the history of the Club have we been faced with needing to adjourn our Annual General Meeting ~ due to lack of interest. We recognise that for members who are not in Melbourne attending the AGM is not

a simple task. But, if you cannot attend you might at least have completed and returned the Proxy Form that was on the reverse of the mailing slip, last edition. Another one is on the reverse of this month's mailing slip.

The reverse of the mailing slip is a great place to put important information, without needing to use additional paper ~ and we will be using it more and more in the future.

This month I am pleased to welcome Alan Brown back to the writing team. Alan hails from WA but has lived and worked in France for many years. His won-

derful writing used to grace our pages ~ many older members will remember his writing as fondly as I and so it is with a great deal of pleasure that I greet his return. This edition contains the first of a series of articles that notionally focus on his DS ~ which is featured on the centre spread.

We all know that André Citroën was a great self-publicist, and in this edition I have included a feature on the marque's advertising from the earliest days. Indeed, what is believed to be the first Citroën advertisement can be found on page 31.

Our Librarian, Max Lewis, has been quietly enhancing the Club's library. We have a review of one of our new books on page 45, along with details of how you can borrow from the Club's library, even if you do not live locally.

Enjoy,
Leigh F Miles



There was every expectation that by the time this Prez Sez was printed and published the independent wheels of democracy within the monocoque body of ccoCA would have rolled on for another cycle and the ccoCA almanac will have

been reset for another year of activities. But for the first time in the Club's history the Annual General Meeting had to be adjourned due to lack of interest. To an extent I say that with my tongue between my teeth, as for a number of Victorian-based members Teddies Terrific Tour and the subsequent CitIn precluded attendance at the meeting.

As a result of the lack of a quorum at the meeting March 27, we will re-run the AGM at the Club Meeting on April 24.

But to all members, everywhere, if you cannot attend the AGM the next best thing is to complete the Proxy Form and return it to the Secretary. A proxy was included with the last edition of 'Front Drive', and another has been included with this edition.

As you may have heard there has been movement at the station and the word is getting around that this year's Combined Concours is going to be more combined than ever. ccoCA is working to hold our Concours in conjunction with the Renault and

Peugeot Car Clubs in a French Car Festival. Renault is hosting the event this year and ccoCA is right behind them. In simple terms there are too many car events in our calendar and it was

straight forward to see combining all our efforts into one event will develop a centre of gravity that will generate its own mass appeal and strengthen the public attraction.

Full details of the current state of planning can be found elsewhere in this edition of 'Front Drive'. As you will see the event is being given great energy by the Renault Committee. Your ccoCA Committee will support this event with your enthusiasm and zest for our marque.

Have you renewed your membership? For all sorts of reasons this year we are only sending you a single copy of your membership renewal. If you have mislaid the form that was with the last 'Front Drive', you can download a replacement from the Club's website. Remember, it is not just a matter of paying the Club the membership fee, by law we must have a signed membership form as well. Membership can only be renewed once you have paid and submitted your form.

Peter Sandow ~ President

PREZ SEZ

Ed Sed

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

A-TRACTIONS

• APRIL COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 17 April
TIME: 7:00pm
WHERE: Check with the Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Sue Bryant,
04 1251 8849
secretary@citroenclassic.org.au

CLUB ANNUAL GENERAL MEETING ~ REVISITED!

WHEN: Wednesday, 24 April
TIME: TBC
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3
COST: Free
BOOKING: Essential by April 21
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

Given the disaster that was the first run of the agm, we have been forced to re-run it in April. As an incentive to attend the event is be-


ing catered. This means we must have your RSVP for this event by April 21. Further info will be sent by email, once final details are settled.

RACV CLASSIC SHOWCASE

WHEN: Sunday, 21 April
TIME: Display cars ~ 8:30 to 11:00am.
Spectators ~ from 10:00am
WHERE: Flemington Racecourse, Members' Carpark
COST: See below
BRING: Refreshments, lunch, chair, sunscreen
BOOKING: Essential
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

It's a wonderful day, with a high standard of English and European cars you'll marvel at; we haven't had much presence at this prestigious event lately, AND, the new club flag/banners will be flying, hopefully over the best array of Classic Citroëns seen for a while. Your dog's welcome, just clean your car, it does not have to be Concours condition. This year the RACV Classic Show-


case will celebrate the 100th anniversary of Morris and the 50th anniversary of Lamborghini, the

How to
get your wife
to fasten her
Rover 2000 
safety harness:



Tell her it drives men mad.

Hillman Imp and the Rover P6. As always the event plays host to the MG Concours, the Aus-

How to
get your husband
to fasten his
Rover 2000 
safety harness:



Tell him it's a Sam Browne belt and he looks like a World War I aviator

ROOTES
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HILLMAN IMP
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tin Healey Concours and the Mercedes Benz Concours. Who needs more reasons to bring your classic to the premier outdoor motoring display in Victoria. Admission: Display cars [driver and one passenger] \$13 pre-

A-TRACTIONS

booked or \$15 on the day. Spectators \$13 [under 16, free].

• MAY

WARWICK & PETRA'S BRUNCH

WHEN: Sunday, 5 May

TIME: 11:00am

WHERE: Warwick and Petra Spinaze's, 57 Bona St., Tootgarook

COST: Free

BRING: Picnic/brunch, chairs, tables, food and drinks

BOOKING: Essential by May 1

CONTACT: Mike Neil, 04 1821 1278

activities@citroenclassic.org.au

Warwaick and Petra Spinaze have invited the Club to join them at their home on the Mornington Peninsula for brunch. Come along and relax, eat and explore the region.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 15 May

TIME: 7:00pm

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

COST: Cheap eats

BRING: Refreshments
BOOKING: Preferred
CONTACT: Sue Bryant, 04 1251 8849
secretary@citroenclassic.org.au

CLUB MEETING ~ SHOULD YOU BE DRIVING HOME?

WHEN: Wednesday, 22 May

TIME: 8:00pm

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

COST: Free

BOOKING: Not required

CONTACT: Mike Neil, 04 1821 1278

activities@citroenclassic.org.au

Hoping to have an insightful demonstration by the Police of how alcohol effects driving.

• JUNE

OZTRACTION '13 CURSKA MOMENTS

WHEN: Friday, June 7 to Monday, June 10

WHERE: Ballarat, Vic

COST: OzTraction fee plus accommodation and expenses

BOOKING: Accommodation by 30 April

OzTraction by 1 May

CONTACT: Leigh Miles [03] 9888 7506

editor@citroenclassic.org.au

or Sue Bryant,

[03] 9885 3179

secretary@citroenclassic.org.au

Some might suggest that Ballarat

is way too close to last year's destination ~ Castlemaine. And indeed geographically they are close. But the feeling of the two cities is so different, they could be on different planets. While Castlemaine is a bijoux gem, Ballarat is, as befits it, a golden nugget that deserves our attention once again.

Again? Have we been here before? Those members with long memories will recall that in Easter 1984 ccoCA was the host Club for CitIn and Ballarat was the destination. 1984, of course, was the year which saw the fiftieth anniversary of the Traction Avant. Full details of this fantastic Citroën celebration can be found on page 12. Green Frog Tours realises that we are late getting the full details of this year's event to you, but we promise to deliver yet another fantastic weekend of food, history and fellowship.

DAY RUN ~ RAAF PT COOK MUSEUM

WHEN: Sunday, 23 June

TIME: 9:30am

FROM: Servo on westbound, city side, of Westgate Bridge

TO: RAAF Aviation Museum,



CCOCA BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday

ANZAC Day, April 25

May 23

June 27

TIME: 11:00am

FROM: Ocean Grove

Industrial Estate,

1/29 Everist Road

TO: Victoria Hotel,

Hesse Street, Queenscliff

COST: Cheap eats

pub lunch [drink in moderation, if you drink, don't drive]

BRING: An interesting car

BOOKING: Not required

CONTACT:

Mike Killingsworth

04 1755 2446

The 'ccoca Boys Day Out' also known as 'Technical Lunch Day' is a well known get together by boys with their toys, meeting first at Mike's Shed where for a short time: lies, more lies and outrageous anecdotes are swapped, then off for a short tour of the Bellarine Peninsula, stopping off at Portarlington for a chat. Thence onto the Victoria Hotel where, exhausted by all the tales tall and true, lunch may occupy the mind! 2pm is thought to be a time to pull the plug and make your way. It's a great day... we say blokes only and bring an interesting car, but we are not too strict re the car... we just do not want a procession of Nissan entrails... or should that read x-trails?

Pt Cook Rd, Point Cook
COST: Free
BRING: Refreshments,
warm clothes
BOOKING: Essential, by
Wednesday, 19 June
CONTACT: Mike Neil,

A-TRACTIONS



04 1821 1278
activities@citroenclassic.org.au

See one of the best collections of heritage RAAF airforce stuff, and at 1300hrs [that's one o'clock], watch at least one heritage aircraft flying display. Should be a great day!

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 19 June
TIME: 7:00pm
WHERE: Check with the
Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Sue Bryant,
04 1251 8849
secretary@citroenclassic.org.au

CLUB MEETING: ~ CHEAP EATS

WHEN: Wednesday, 26 June
TIME: 7:00pm
WHERE: O'Sullivan's Sibeen,
914 Mount Alexander Road,
Essendon, Melways 28 G4
COST: From \$16pp
BOOKING: Preferred by
Friday, 20 July
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

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



tein is your preference, then you will be well looked after. The wine list is very reasonable and of course who could refuse a Guinness? So, bring yourself and your wife/partner/friend/cellmate whom-ever and any goss/anecdotes/lies/hyperbole whatever that is about the place at this time.

There's plenty of room, good bar, and we can accommodate many so book soon and enjoy the atmosphere and chatting before and after dinner

ELFIN HERITAGE CENTRE ~ JOINT EVENT

WHEN: Sunday, 30 June
TIME: 3:00pm
WHERE: Elfin Heritage Centre,
29 Capella Crescent,
Moorabbin, Melway 78 B7
COST: \$5pp
BOOKING: Essential
by 26 June
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

This is a joint event with Motafranz Car Club. We last joined Motafranz to visit the Elfin Centre almost two years ago, and those who went had a great time. If you missed it then, here is the opportunity to visit this great Australian automotive centre.

Today we will visit a shrine to Australian racing car design and manufacture. After afternoon tea [included] and a chat, we will enjoy a presentation about Elfin by one of their knowledgeable enthusiasts. Then we will tour the exhibits and have a yarn with Elfin racing drivers and engineers. The exhibit includes many race-winning-cars and plenty of Elfin memorabilia. Why not view the cars on sale and make an offer ~ see the website for details. [http://www.elfinheritage.com.au/index.html] After our visit

we will adjourn to one of the bay-front hotels for a few bevs and an early dinner.

Who is Elfin? This is what they tell us; 'The Elfin name towers over Australian motor sport like few others, which is surprising given the quiet nature of its founder, Garrie Cooper. Never one for words, Cooper spoke through his deeds on the race track. The mighty successes of his racing cars, driven by himself and a legion of other talented drivers, spoke volumes for the man who built racing cars in a small Adelaide factory for more than 20 years. That his company grew to become the second largest manufacturer of racing cars in the world in the late 1960s was testament to his engineering ability. From the early 1960s to the late 1970s Elfin's dominated local open wheeler and sports car racing and won numerous national titles.'

\$5 includes entry, tea, coffee, cheese and biscuits, \$2 per can for beer and soft drinks. These charges go the Elfin Heritage Centre, a not-for-profit organization



ELFIN HERITAGE CENTRE



Once again it gives Green Frog Tours great pleasure to bring you OzTraction in 2013. Every year we agonise over the destination for this event ~ trying to bring you something new and endeavouring not to

served reputation for being cold in the winter, so be sure to rug-up for this weekend of culinary and historic delights. Green Frog Tours has heard that Leigh will be bringing his fur coat.

This year Green Frog Tours has selected the Bell Tower Motel, on the western side of

return to the same places too frequently.

Naturally, we do return to places we have been before, but this year it is almost 30 years since we have been to our destination ~ Ballarat. We last went here in 1984 when ccoca was the host Club for CitIn in the year that saw the celebration of the Traction Avant's 50th Anniversary.

In common with last year's destination ~ Castlemaine ~ Ballarat has its roots in gold. But there the similarities end. While Castlemaine went on to become a rather sleepy country town Ballarat has transformed into a large, vibrant, regional city.

Ballarat also has a rather de-

Ballarat as the preferred accommodation venue. There are just two types of room and both offer excellent value for money. Ballarat is of course awash with accommodation, and as always the final choice is yours.

The events for the weekend kick-off with dinner on Friday evening at the eye-catching Lakeside Hotel. Join Green Frog Tours for a pre-dinner beverage before dinner in our private room. Here we will enjoy a barbeque. While the cooking will be done outside, the eating will be done inside. Full bar facilities will be available in our room, and naturally refreshments are to your account. Please remember with this, as with all

meals where alcoholic beverages are available, to drink responsibly or car pool. The motel is about 7km from the centre of town, and none of us want to attract the attention of the police.

After breakfast on Saturday, either at the motel or one of the many cafes that serve breakfast we will head into

with a fine tramway museum, which is near the shores of the lake and we will head there for a tour before our tram ride.

After lunch [to your account] join up with friends and compete in the Observation Run ~ remember, the Iain MacKerras Memorial Trophy is the ultimate prize of the

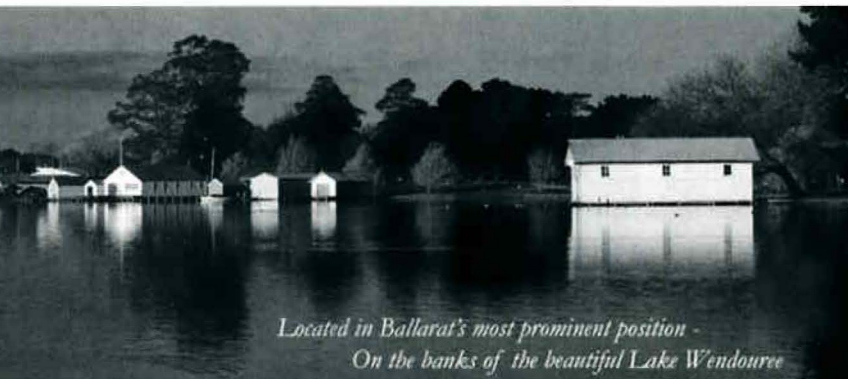
town. On the shores of Lake Wendouree we will find one of the finest Farmer's Markets in Victoria. Produce, jam, chutney, cheese, baked goods... all this and more can be found at the Ballarat Lakeside Market. Remember, lunch today is not included in your Rally fee ~ so you may care to shop with that in mind.

All of the world's great cities have trams ~ Melbourne, Prague, Warsaw, Lisbon, Ballarat. Those trying to catch-up have recently re-installed trams ~ Manchester, Sydney. Leigh has a fascination with trams, so no visit to a tram-city would be complete without a tram ride. Ballarat is also blessed

weekend. As always, if you do not have the competitive spirit, the well described route will provide the opportunity to see some of the region's highlights.

Dinner tonight is at the Boatshed Restaurant, on the shores of Lake Wendouree. Will you start with the sautéed scallops, on a rolled pork belly with an Asian salad and black bean sauce or will the warm rare Thai beef salad with rice noodles, Asian vegetables, marinated seaweed, crispy shallots and coriander dressing tempt you. Main course will be just as inspired, and the truly hungry can add a dessert as

OZTRACTION '13: EUREKA



*Located in Ballarat's most prominent position -
On the banks of the beautiful Lake Wendouree*



well [to your account]! As always, refreshments are to your account.

After a relatively quiet day yesterday, Sunday is abuzz with activity. After breakfast our first destination is Narrapumelap. Narrapumelap was built in 1873

OZTRACTION '13: EUREKA

and is an impressive French Gothic Mansion. Its original owner, John Dixon Wyselaskie [1818-1883] was a successful pastoralist and a philanthropist with his own intriguing life story. Visit and discover more about his life and enjoy the dynam-ic revival of his

house that can only be described as a national treasure.

Lunch today is included in your rally fee and will be a light, but hearty, affair at Sicilian's Restaurant in Ararat.

In Ararat we will visit the Gum San Chinese Heritage

Centre.

In May, 1857, 700miners from Southern China, travelling overland from the Port of Robe in South Australia, to the Central Goldfields in the Colony of Victoria, rested at a place in

the foothills of the Great Dividing Range, some 400kilometres

due east of Robe. Replenishing their water supplies from a spring, they discovered, by chance, the Canton Lead, one of the world's richest shallow alluvial goldfields that stretched eight kilometres in length.

This find marked the beginning of the Ararat Goldfield, which grew to a population of more than 30,000 in a mere few weeks.

The unique Heritage Centre is a tourist attraction offering history, culture and education. It brings to life the story of the immigrant miners on the Victorian Goldfields in the mid-1800s and recreates the social, environmental and political situation of the

time. Gum San is an important base for the understanding of the influence of Chinese culture on the economic, cultural and social development of Australia. Take your own journey and relive the experience of these Chinese gold prospectors on their great trek from Robe to the Victorian Goldfields

Then it is on to Aradale. Aradale Asylum was a psychiatric hospital, not to be confused with the nearby prison ~ J Ward.

Now a ghost 'town', Aradale was once known as the Ararat Lunatic Asylum. Aradale and its two sister asylums at Kew and Beechworth were commissioned to accommodate the growing number of 'lunatics' in the colony of Victoria. Construction began in 1860 and it was opened for patients in 1865. It was closed as an asylum in 1998. At its height, Aradale had up to 900patients yearly and is a large complex with up to 70 interesting historic abandoned buildings.

Before heading back to Ballarat, you care to drive to the

lookout. If the day is fine, the views are splendid. Alternatively you may decide to pay a fast visit to one of the many wineries in the area. Remember, Great Western is less than 15minutes up the road.

After a long day it will be good to get back to the Bell Tower Motel for a relaxing drink, a shower and it will be time to get into your 'glad rags' for the weekend's most formal dinner.

Prize giving and story telling will rank high on the agenda, alongwith some of Ballarat's best food at Table 48. In 2012 Table 48 won the Golden Plate Award for excellence in hospitality ~ and Sue and Leigh can assure you that on the night we dined here, the food was certainly worthy of the award. Tonight is a three-course affair, so be sure to bring an appetite! And remember, Leigh will be wearing fur, so dress to impress.

Monday breakfast will come around all too quickly. While all our other food has been back in town, we have made breakfast nice and easy. It will be served in



Planning continues for the 2013 Victorian French Car Festival to be run on Sunday October 20, 2013.

The 2013 Festival is being held at the Seaworks Maritime Precinct in Williamstown.

ALL FRENCH CAR DAY

Some of the highlights we have now planned include:

- ♦ National exposure through filming of the Festival by Fletch from Channel 31. This will be shown on a segment on Classic Restos.
- ♦ A full program of activities to complement the cars including cooking displays, detailing workshops, a range of music and an 'expert advice' tent
- ♦ On the music front, we have some interesting not-too-loud music lined up, including a duo who ran 'hot' at Tamworth and are off to Nashville in August

- ♦ The local Council, Hobsons Bay City Council, has come on board with the Mayor coming to open the festivities and the Council providing sponsorship. And as announced earlier, the French Consul General will be awarding the major prizes. What we are

planning is internal marque judging finished by say mid-day with awards at 12:30ish so we can then have an expert panel doing the best in show and other overall categories... plus an inspection by the Consul General prior to her making awards around 2 ~ 2:30pm.

- ♦ We already have one new car dealership on board and are chasing Citroën and Peugeot for support
- ♦ We plan to go ahead with the evening-before get together at the Seaworks Tavern on Saturday October 19th and we will be back

to you at a later date for projected numbers of attendees. This will be important for the success of this part of the Festival.

We have established a web site for the event and will keep you posted with information there. We would love photos for this if you are able to send any along. www.frenchcarfestival2013.net Please promote this to your members and friends.

We will be reserving undercover display parking for rare and important cars so again, we will need an indication from you around August regarding the numbers we will need to plan for. The late Saturday delivery of cars for those who need to shuttle or trailer their cars in will also go ahead but again, we will need numbers closer to the date.


Don't forget to invite interstate visitors, and especially those with rare cars they can display. A number of local and Melbourne-wide billets may be possible while the Williamstown area has a good

supply of B&B accommodation and Quest-style apartments and units.

Remember that for families, the date booked is on the same day as the monthly Williamstown craft market in Commonwealth Reserve ~ which is only 100metres. from Seaworks.

Williamstown also offers:

- ♦ Tours of the historic museum warship, Castlemaine, at Gem Pier, adjacent to the market
- ♦ Short ferry trips on Hobsons Bay
- ♦ Ferry access to and from Southbank and St Kilda
- ♦ Tours of historic Williamstown
- ♦ Seaplane flights, and
- ♦ Dozens of restaurants and cafes in the historic town precinct.

As you can see the event is being given great energy by the Renault Committee. Your cCOCA Committee will support this event with your enthusiasm and zest for our marque. 



From our French correspondent: Association of Citroën Enthusiasts [ACE] member Alan Brown has lived and worked as a translator/interpreter in France since 1987. Since 1992 he has been an occasional

MA DÉESSE MADELEINE

contributor to our magazine, and has also had Citroën-related articles published in France, the UK and USA.

Alan owns a number of classic Citroën vehicles, and uses them on a daily basis for business and for pleasure.

For 2013, he has kindly offered to write a series of short stories to help celebrate ACE's twenty-first year, called: *Ma Déesse, Madeleine*.

EPISODE 1: CRUISING AWAY FROM THE ATLANTIC

A French summer day in 2012, three days after the Fête Nationale.

A gleaming white Citroën DS named *Madeleine* slices eastward through the dawn air of the tree-lined Route Nationale between the Atlantic coast and Poitiers. Regiments of sunflowers stretch uphill to the horizon on the left, all facing the sunrise; a carpet of maize spreads to the foot of the wind-turbines and the distant hazy ash-tees of the Marais Poitevin, to the right.

Long-wave radio fills the interior with a non-digital France

Inter news programme: the new président and the month-old government are settling in, and haven't left for holidays, yet. The radio news suggests that, at this very moment, in the Elysée Palace, the recently-arrived incumbent and his lady friend may be exchanging harsh words

about journalism and Twitter accounts...

In contrast, all is well with *Madeleine* and her conducteur.

Travelling alone in the DS on this idyllic morning is rather like sitting in a plush cinema, watching a favourite 1950's Cinemascope film unfold. The hydropneumatic suspension, conceived a lifetime ago for roads such as this, quietly goes about its work of making the car feel like a cruising Caravelle airliner. The retro-gallic experience is completed by the heater fan's wafting of air which is perfumed with remnant Chanel Number 5, Dunlopillo foam and Gauloise Disque-Bleu.

The soft, ballooning smugness of the moment begins to deflate only when a rumbling sound, which has been emanating on occasion from under the bonnet for the last twenty years, gives way to a series of screeches.

The driver identifies this as Morse code:

'Le roulement de l'alternateur est Foutu'

[Author's Morse/French/Strine

Translation]:

T-H-E... A-L-T-E-R-N-A-T-O-R...
B-E-A-R-I-N-G... J-U-S-T...
C-A-R-K-E-D-I-T... M-A-T-E

On occasions such as these, when he lived in Australia, the driver always used to follow his mate Ralph Hibble's advice: 'Stop and get the billy boiling.'

This being France, he adopts the French solution: 'Pull in to the nearest village, buy a croissant and a café au lait, and see what adventure unfolds once you start talking to the locals...'

Tune in next month, readers, if you would like to meet:

- ♦ A dodgy sixtysomething migrant Cockney garage-owner called Wilf...
- ♦ Patricia, the secretive, séductrice, secrétaire de Mairie, and her penchant for pantalon en cuir [Author's note: not

as 'cuir' as they sound, those leather jeans...]

- ♦ ...and to find out how the Maire of this Poitou village, despite early-morning demands and distractions from Patricia, settled a feud between two factions of English-speaking incomers.

In episode 2 of *Ma Déesse Madeleine*: 'The Battles of Poitiers'

Alan Brown

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André Citroën, the Marqués founder, was as brilliant a communicator as a manufacturer. He used all the media available, including posters, to promote the company and its products. For the 10hp, the

first volume-manufactured Citroën, Mich designed a humorous poster with cars hatching out of eggs... laid by a rooster smoking a pipe in the shape of a chimney stack. In 1920, Pierre Louÿs, who was originally hired to design car bodies, was promoted to artistic director in

charge of Citroën's photography and advertising. He designed numerous posters for Citroën, and was assigned to take all the launch images for the Traction Avant in 1934.

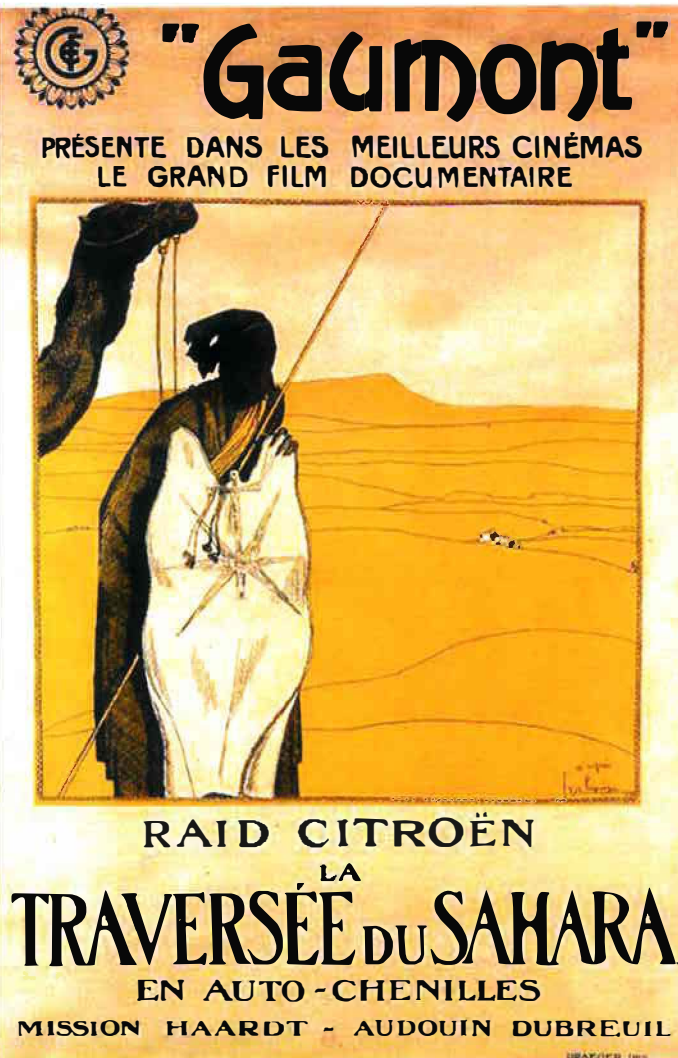
While there are few illustrations of the early 2cv, André François designed a poster in 1971 that was a nod to the fa-

mous car with his drawing of a two-headed horse [2cv stands for 'deux chevaux', or 'two horses']. In the early 1980s, Jacques Séguéla gave fresh impetus to Citroën's advertising campaigns, by hiring Savignac, who used the trademark chevrons in all his illustrations. Citroën also employed renowned

Advertising posters for the publicity films of Citroën's Raids in Africa and Asia.

Continued on page 26

CITROËN IN POSTERS





ALAN BROWN'S DÉESSE

Continued from page 23

photographers like Doisneau, Cartier-Bresson, William Klein and Marc Riboud, particularly to glorify the DS. The Marque also revealed young talent like André Martin and René de Seynes and

CITROËN IN POSTERS

even the advertising iconoclast Jean-Paul Goude.

AN AMERICAN IN PARIS

Painter, photographer and

film-maker William Klein was born in New York in 1928. After discovering Paris at the age of 20, he made his career in France. After beginning as an abstract geometrical painter, Klein turned early to photography. Determined

to debunk photography as an art form, he took to the streets to

photograph the chaos of society. He confronted passers-by shooting them at close range. Klein's contrasting prints, blurred shots

and overexposed images earned him celebrity. After making a name for himself in fashion photography, Klein took an interest in automobiles in the 1960s. He took magnificent shots of the Citroën DS in which New York, symbol of modernity, is reflected in the car's bodywork. In 1964, Klein turned to film-making, producing documentaries, satirical comedies and commercials.

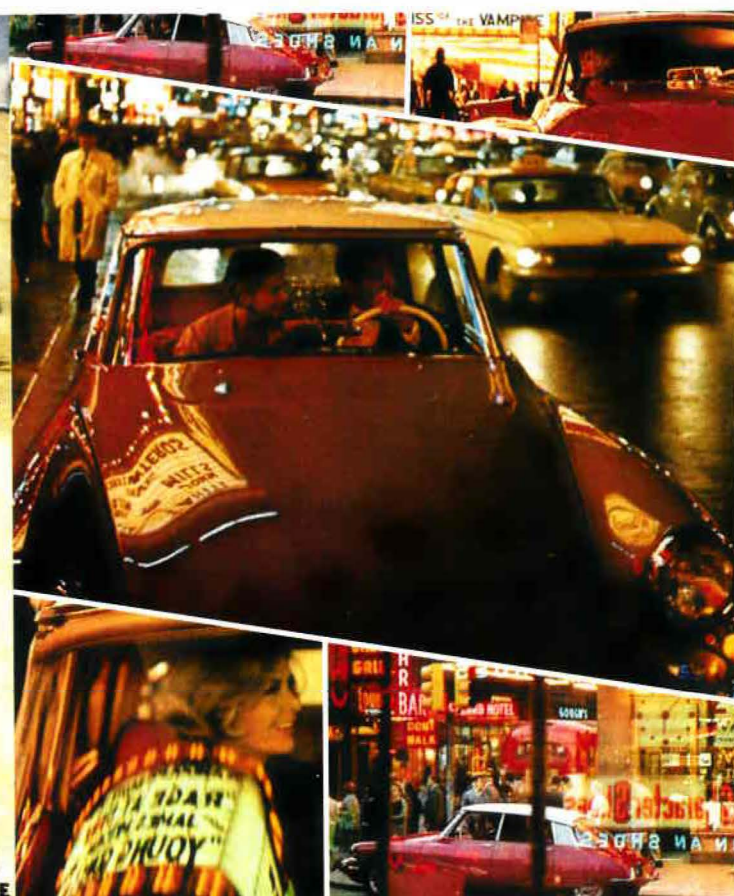
Citroën and advertising are inseparable. From the outset the Marque has used marketing in

Left to right:

The poster designed by Mich for Citroën's first mass-produced car, the 10hp.

Pierre Louÿs, was hired to design car bodies but became Citroën's artistic director in charge of photography and advertising. This is an example of his work.

William Klein took the DS to America: his images reflect the modernity of New York in car's bodywork.



all its forms. In 2000, reflecting these close links, the Musée de la Publicité held a retrospective on the advertising history of Citroën. AUTOS ON THE WALL

'Automobile advertising offers fantastic opportunities for

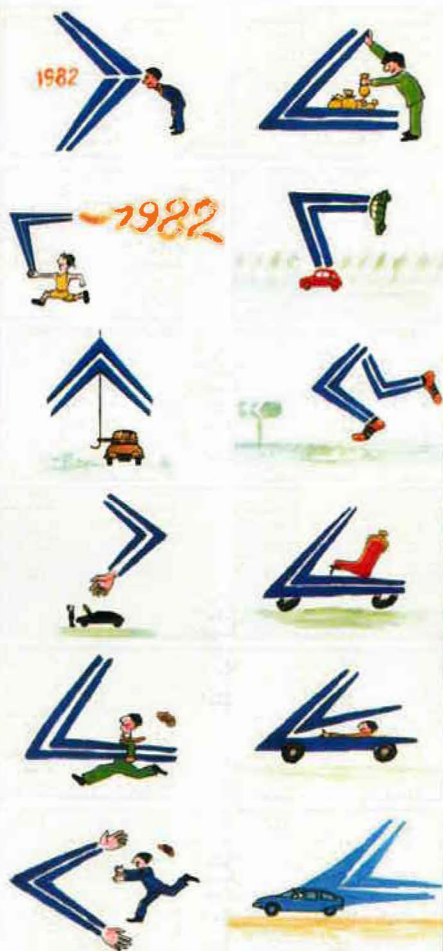
curator of the Musée de la Publicité in Paris

France is the only country in the world to have a museum of advertising, renovated by Jean Nouvel in 1999. Located in Paris, the Musée de la Publicité

amalgamated the collections of the former Musée de l'Affiche [poster museum], commercial film archives and the collections from

experimentation'

Interview with Réjane Bargiel,



France's advertising union, the Régie Française de Publicité. We interviewed the museum's curator, Réjane Bargiel.

When did advertising posters first appear?

RB Posters date back to before the French Revolution. In the 18th century, posters were woodblock engravings mainly announcing theatre productions. Between 1830 and 1850, posters were used in bookshops to publicise new works by authors such as Balzac, Dumas, Sand, Gautier and Nerval, and were designed by renowned illustrators like Doré, Raffet and Bertall.

Why bookshops?

RB Because outdoor advertising was prohibited, whereas booksellers were permitted to print and produce posters for their own purposes. Posters began to enjoy wide circulation from about 1880 onwards.

Why did posters take off in the 1880s?

RB By perfecting the technique of lithography, Jules Chéret made large-format colour

Far left: Géo Hamm illustrated the victory of the ID 19 in Monaco.

Left: Savignac used the famous chevrons for Citroën's new advertising campaign. The famous visuals were used for four years.

Below: André François' 1971 poster depicting a two-headed horse, representing the 2cv.

printing affordable. This was the essential ingredient for the mass circulation of modern posters. Manufacturers of products such as bicycles and sewing machines had begun to master industrial-scale production and were keen to advertise their goods to the general public, their customers. The fences that were erected during the redevelopment of Paris under Baron Haussmann offered huge areas for displaying posters. The conditions were ripe for the development of modern posters.

What were the first automobile posters like?

RB The first automobile posters date from the 1890s. The style was Art Nouveau, and advertisements were illustrated by masters of the art, such as Grasset, followed by artists like Loupot and Cappiello. One interesting and recurring feature of automobile

CITROËN 2CV



advertising across all eras has been women. In the 19th century, women were used as a decorative motif. In the 1930s, they were featured behind the wheel, because they had become potential

budgets are among the highest in industry. Automobiles therefore feature permanently in the Museum's collections. In 1984, we held a major exhibition on 100 years of automobile advertising. In 2000,

on the initiative of Jacques Séguela, we organised an exhibition on

the advertising history of Citroën, which I think is a symbol of French advertising, driven by the marketing genius of the Marque's founder, André Citroën.

SAHARA, ADVERTISING AND THE SILVER SCREEN

Citroën pitted its 'caterpillar tracks' against the desert. The first Sahara crossing by car [3,200km] took 21 days. A film was produced, distributed and widely advertised by Gaumont. This is the poster from 1923. © Citroën THE CHEVRONS SYMBOLISE CITROËN

In 1920 Citroën applied its industrial production methods to advertising, by setting up a dedicated advertising department under Pierre Loüys, a graduate of the Paris art academy. This poster by Loüys is for the Petite Rosalie [1933]. © Citroën

CITROËN TAKES MONTE CARLO

Géo Hamm illustrated the victory of the 1019 in Monaco. Fascinated by motor sports, Hamm was a historiographer of automotive and aeronautical competitions, a reporter, a war

correspondent, an illustrator and a master of poster art. © Citroën FROM THE DUCK TO THE TWO-HEADED HORSE

André François designed this poster for the 2CV in 1971. His animal illustration shows a two-headed horse, representing the 2CV [which stands for 'deux chevaux' or 'two horses' in French]. © Citroën

CHEVRONS GO WILD

Contacted by Jacques Séguela, who wanted to revive the use of poster advertising for the Marque,

Savignac used the famous chevrons for Citroën's new advertising campaign. The famous visuals were used for four years. © Citroën

These great examples of Citroën advertising can be found in Jacques Séguela's book '80 ans de Publicité Citroën et Toujours 20 ans', which is available for loan from the Club's library. To find out more about borrowing books from our library, contact Max Lewis ~ librarian@citroenclassic.org.au ☞

CITROËN IN POSTERS

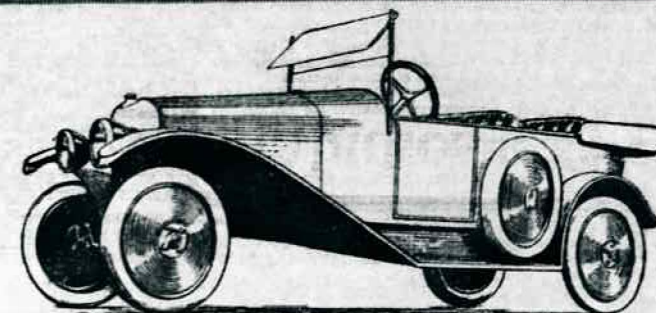
customers. Another 20 years later came pin-ups and sex symbols. More recent posters have sought to amuse and entertain. Automobile advertising has always been in tune with the times and changing mores.

Could you name five poster artists who have been influential in automobile advertising?

RB It isn't easy to name so few, because there has been so much talent. I would mention Loupot, Cappiello, Savignac, André Martin and, more recently, Jean-Paul Goude. The talent of poster artists has shaped automobile advertising and really served the product and its image. I think automobile advertising continues to offer graphic designers, photographers and film-makers fantastic opportunities for experimentation.

Does the museum take a special interest in automobiles?

RB Of course. The automobile is a major consumer product in terms of profits generated. Automotive advertising



LA PREMIÈRE VOITURE FRANÇAISE CONSTRUITE EN GRANDE SÉRIE

TORPÉDO 10 HP 4 PLACES

AVEC CINQ ROUES AMOVIBLES MICHELIN
(dont une de réserve)
TOUTES MUNIES DE LEURS PNEUMATIQUES

PRIX : 7.950 FRANCS

AVEC ÉCLAIRAGE ET DÉMARRAGE ÉLECTRIQUES

ANDRÉ CITROËN

INGÉNIEUR CONSTRUCTEUR, 115-143, QUAI DE JAVEL, PARIS

TORPÉDO 5 PLACES (dont un strapontin)	7.250	CUPÉ DE VILLE	9.000
TORPÉDO 4 PLACES	7.950	CAMIONNETTE (charge utile 100 kilos)	7.500
CONDUITE INTÉRIEURE 3 PLACES (dont un strapontin)	6.000	VOITURE DE LIVRAISON (charge utile 100 kilos)	7.500
CONDUITE INTÉRIEURE 4 PLACES	9.000	VOITURE DE VOYAGEUR DE COMMERCE	7.370

LA NOTICE DESCRIPTIVE EST ENVOYÉE FRANCO SUR DEMANDE

By the time this magazine is in your hands, Citro Motors will have closed its doors for the last time. As I wrote in a previous edition I cannot undervalue the contribution that Mel [and Colleen] Carey have

expensive. He proffers a solution. By joining Citro Motors Clientele, for a fee of just \$10 per year, you were guaranteed a 10% reduction on the prices of all spare parts ~ whether new, reconditioned or second hand.

Additionally, if Citro undertook work for you that would

also benefit from a 10% discount.

Citro also offered members access to a free 'emergency kit'. The kit contained almost every part that might go wrong on a car on a long journey. Fan belt, fuel pump, distributor and points, light bulbs...

This kit was free to members of Citro Motors Clientele and if you needed to use anything from the kit, you would pay for it at the end of the journey, when you returned the balance of the kit. Parts used in the kit were charged at the normal price ~ less your membership discount of 10%.

I am grateful to Rob Little for passing this information to the Club.

Leigh F Miles

made over the years. A contribution not just to Citroën, but to ccoca as well.

Many of you will not realise that before Rob Little ran spare parts for us it was run by Mel Carey for many years.

But of course Citro Motors also predates Mel and Colleen's ownership by many years.

Rob Little has passed to me a scan of a letter written by Citro Motors to their clients. The exact date is unknown, but as reference is made to 1970, we presume it dates from not much later than that.

In his letter Bruno [the then proprietor] suggests Citroën owners were finding the prices of spare parts and repairs too

"CITRO MOTORS CLIENTELE" MEMBERSHIP APPLICATION FORM

Mr. _____ Phone No. _____
 Mrs. _____ Private _____
 Miss _____ (BLOCK LETTERS PLEASE) Business _____
 Address _____ Postcode _____
 Citroen Model _____ Year _____ Reg. No. _____
 Enclosed Annual Membership Fee of \$10.00.

Signature _____



citroën

SERVICE — REPAIRS — GENUINE SPARE PARTS
 INSURANCE REPAIRS — WELDING — WHEEL BALANCING

15-17 SMITH STREET, FITZROY 3065 PHONE 41-1537

DEAR CITROEN OWNER,

If you find that the prices of Citroen Spare Parts and Repairs are too expensive, and you have to wait too long for replacement parts, then this will interest you!

To assist Citroen owners we, CITRO MOTORS, formed a special club in 1970, called "CITRO MOTORS CLIENTELE"; this has proved to be a great success and a large number of Citroen owners have saved a great deal of money and time by joining.

By becoming a member you will become our very special customer, and we will look after you in every way possible. You will get a 10 per cent. price discount on all spare parts and accessories, new, used or reconditioned, regardless of whether we do the repairs or you do them yourself, also a 10 per cent. discount on all repairs and services. There will be "SPECIALS" from time to time at very low prices, exclusively for members, and you will be notified of these.

We are importers of genuine Citroen Spare Parts and have always a wide range of spare parts on hand. We also have change-over reconditioned parts in stock, and a good range of used parts, including body panels. Price lists are available.

All work done on our premises is guaranteed. We handle all kinds of insurance work and quotations are gladly given. We charge standard minimum prices set by V.A.C.C. rates, and assure you of prompt service at all times.

Also for members only, there is, without any cost, a long journey "EMERGENCY KIT" available!

If you ever had trouble with your Citroen way out bush, miles from nowhere, you will more than appreciate our Emergency Kit. It contains more or less every part that could go wrong on your car, e.g., fan belt, fuel pump, distributor cap and points, light globes, clutch cable, accelerator cable, ignition coil, spark plugs, water hoses, and many more parts to make the kit complete.

If you have to use anything out of the kit, all you pay is the normal price of the item, less 10 per cent discount, upon the return from your journey.

To join the "CITRO MOTORS CLIENTELE," all you have to do is return the membership application form enclosed, with the annual fee of \$10.00. There are no other obligations. (The annual fee is from the 1st of January to the 31st of December.)

Oil leakage is, in Holland, one of the most common problems with Tractions.

A Traction can leak in more places than you could imagine. I only want to tell you about two of the possibilities.

TALKING TECHNICAL

In Holland, most leaks come from the seals on the output shaft [508012/508344]. There are often grooves in the surface of the flanges. There have been available, for a couple of years now, special 'steel speedi sleeves' to mount on these output shafts. First you have to clean the flanges, mount the sleeves and take new seals 408453, and voila, no more oil comes out. If, after reading this, you realise you require these parts, then ring Lance Warne at cCOCA Spares.

However, let me give you some advice on mounting these. If you can catch your finger nail in a seal track or shaft groove, it is necessary for you to install a speedi sleeve to prevent oil leakage from the output shaft.

- 1] Clean the surface where the oil seal contacts the output shaft. File down and polish any burrs, or rough spots.
- 2] Measure the diameter where the sleeve will be positioned on an unworn portion of the shaft. Take three measurements and average the results, just in case the shaft is out of round. If the average diameter is within the

range of 35.85mm, there is sufficient press-fit built into the sleeve to keep it from sliding or spinning.

No cement is necessary.

- 3] If the groove does not require filling, apply a light layer of non-hardening sealant, like Loc-tite 601, to the inner surface of

the sleeve.

- 4] If the shaft is deeply scored, fill the groove with powdered metal epoxy-type filler. Install the sleeve before the filler hardens.
- 5] Determine how far back the sleeve must be positioned to cover the old seal wear tracks. Measure to the exact point, or mark directly on the surface. The sleeve must be placed over the worn area, not just bottomed or left flush with the end of the shaft.
- 6] Place installation tool over the sleeve. The flange end of the sleeve goes on the shaft first. [Do not forget the sealer!]
- 7] Gently pound the centre of the tool until the sleeve covers the seal worn surface.
- 8] Leave the flange intact unless clearance is required. Use side cutters to pry the flange away from the seal surface and twist it into a coil. The flange will break loose along the pre-cut line.
- 9] After the sleeve is installed, check again for burrs, which could damage the seal.

- 10] Lubricate the end of the sleeve when installing the seal.

Another spot is oil leakage from the hub for the thrust housing and bearing [part number 452327]. The mainshaft goes through this hub to the bell-housing.

In this hub is an opposite groove that must bring the oil back to the gearbox.

It may have been OK in 1935, but not anymore. When the hub is damaged there is always the possibility that there is oil coming into the bell housing and onto the clutch plate. There are no new hubs available, anymore, so you have to do something else. Use a seal inside the hub! But how? Well, the end of the mainshaft is beautifully smooth. So, you can use a seal when you take a part of the inside of the hub out and make the inside smooth.

The mainshaft is 25mm. When you make the inside of the hub 36mm wide and 37mm deep you can use a seal with the measurements 36 x 25 x 7. To keep this seal inside the hub you also have to make a bush for the inside of 36-25, 5-25.

Lastly, to keep the bush inside the hub you make a groove, just at the end where the bush is mounted and put a circlip inside the hub.

Yours Citroënthusiastically,
Rob Koffijberg.

This article has previously appeared in 'Front Drive'.

THE CITRÖEN 2CV

*for Reliability
and Economy*



Jane Turtle has 30 ways to avoid being taken for a tourist in Paris. Paris is like any other city: go incognito and experience the best of it. However, in a city such as Paris, this is not easy. There is basi-

TOURIST? Moi?

cally a whole city set up to ensnare we naive, wide-eyed, traveller's-
cheque-bearing bumbag wearers. So here are a few tips that might stop you from falling into the Paris Minefield for Tourists, or PMT, and the crabbiness that can ensue; a few things nobody ever told me before I landed my sorry backpack in the city of light all those years ago. Essentially, how to act like a Parisian and not get caught.

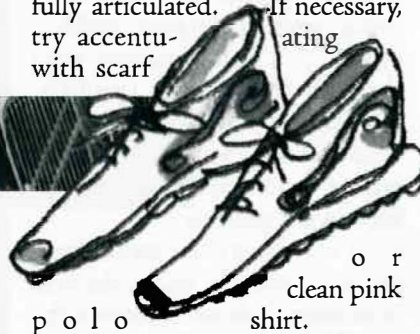
1] Do not wear a bumbag. Unless



well hidden or teamed with entire designer multipocket-chic look, this is a certain tourist giveaway. You might as well wear your camera around your neck.

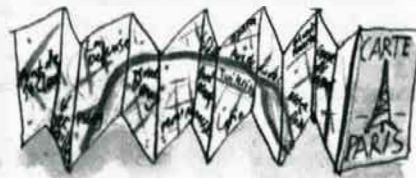
2] Dress nice. Do not be afraid to look pretty, ladies, and men too. Shine your shoes, iron your jeans. Blokes, feel comfortable wearing pink ~ perfectly acceptable hetero attire. Classic. Crisp, clean polo shirt and neat pants make you look much more French than grunge, which only a serious French professional can pull off. Wear scarves, accessorise.

3] Do not do sport. Someone jogging along the Seine? Nine times out of 10, tourist. Beware of sportswear; also must be tastefully articulated. If necessary, try accentuating with scarf



4] Always look as if you know where you're going. Look straight ahead. Maps are a big no-no. If you must look at a map, try standing in a well-lit area, leave map in bag, fossick around until you find the right page, strain eyes, find street. You may feel stupid but people will think you're just a Parisian looking for your cigarettes.

5] Never marvel at beautiful buildings. You live here. You have seen it



all before. If you must gawk, wait until nobody's looking. But then there is always somebody in the street, the place is so overpopulated, so just learn not to marvel. You could walk slowly but deliberately past, darting your eyes periodically at the stunning architecture as if you've forgotten something or just

had a brainwave about how to marinate tonight's coq au vin. Or stop to tie up your shoelace and stare seemingly into space while getting a good captain cook

6] Look serious. Don't smile at people unwillingly. Parisians are exceedingly friendly and warm but don't see the point in false kindness and gushiness.



Look serious

Just order your baguette politely and say 'merci, madame'. They don't care that you come from Alabama and it's your first time ordering a brioche and that you just lurrve Paris.

7] Speak quietly. It's interesting to notice the only voices you hear on the metro or in restaurants are those of Anglophones, generally loud Americans. French is a soft, murmury language, English carries. Shhhh!

8] Smoke as if it's good for you. Not that I suggest you kill yourself to fit in with the naughty French, but why jog along the Seine when you can have a healthy ciggy or two to keep the heart rate going? Oh la lalalala.

9] Never pay €5 for a coffee. This is a common tourist trap. Around the Champs Elysees, the Louvre area, Place du Tertre in Montmartre or the Place des Vosges near the Marais, you're going to pay through the nose. Just duck off one of the main streets and try a standard-looking brasserie. They are all

good for coffee, usually better than the posh places. But beware: a standard coffee, summed while standing the bar, costs normally €1.10. Sitting at a table, it costs €2.40. And for sitting a la terrasse in summer, it can cost €3.50, €4 euros, or more, whatever the mood they're in. Watch out for sitting. It costs.

10] Don't drink cafe creme or cafe au lait, especially after lunchtime. Paris doesn't really do milky coffees, the latte, the cappuccino. French people, if they ever drink cafe au lait, will gulp it down in the morning in a huge bowl at home in their jimjams. Try cafe allonge [long black] or une noisetette [like a short macchiato] after



lunchtime. The milk tastes funny anyway. 11] Try not to stuff your face or talk with your mouth open. Parisians eat several delicate courses in moderate-sized portions with their mouths tightly drawn as they masticate, nodding interestedly. No pea fights. And opening your mouth to display your chewed mouthfuls: not funny. Believe me. Experience.



12] Enjoy serious meats and never be offended by the way foie gras is made. Learn to eat disgusting things such as bone marrow, liver, lamb shoulders, snails, crumbed pig's trotters. If you're vegetarian, put your values in

wine per capita than, I think, any other nation, but they do it sensibly, it's always about the taste, not the quantity. Drunkenness equals social death and 'how smashed were you last night?' is not a game likely to draw pants-wetting laughter and punching. Example: standing last night outside

the poubelle.

13] Never eat cheese before meals. The French think it insane that anyone would do that ~ it fills you up! Cheese comes after the main course, with lettuce. Always be generous with crust distribution or you look like a

serious cheese-unprofessional, and therefore, a tourist.

14] Do not eat moules frites with a fork. Suck out the first slimy mussel with your lips, then use the shell to eat the rest ~ tres authentic.

15] Never ask for a side-plate for your bread. Put your bread directly on the table next to your meal. Bread plates are unheard of, for some reason; it's as if no filthy Chux ever crossed that linoleum. Also, don't ask for butter for your bread, it's for dunking in the remaining sauce after the meal. Buttered bread equals English equals frown. [Exception to rule: morning tartine with coffee – buttered baguette.]

16] Try not to get drunk. Parisians are boring when it comes to binge drinking. They drink more

expensive nightclub with French friend, trying to get her to skoll vodka, she, extremely confused, finally conceded and, taking a tiny sip said, 'Oui. C'est bon.' She had tasted it! She couldn't understand why we would be trying to down it. Completely missed the point. Not in the nature.

17] Beware the fruiterer. In some places it is ok to self-serve. But in the epicene or the fruit shop where there is a man standing looking at you, you are expected to ask for what you desire and he will find the best one for you. And he does. Say 'Pour manger aujourd'hui' and they will pick the ripest, yummiest to eat today. If you don't speak French, say, 'bonjour, monsieur', and point. Better than causing a scene when you wipe your greasy mitts all over their precious produce.

18] Feel comfortable being alone in restaurants and bars. Perfectly acceptable French behaviour.

19] Enjoy wandering and pondering. Reading on steps and in gardens, visiting galleries and museums and cinemas and theatres on your own, you look far less like a tourist than in your group of 60

wearing your neon T-shirts.

20] Try to speak as much French as possible, even if it's 'bonjour monsieur/madame', 'merci', 'au revoir'. Even though they know you're a tourist, they are less likely to give you the tourist treatment when you make at least an effort.

21] Say 'oh la la' a lot and add as many las as you see fit. The more las, the more serious/funny the situation. Sev-e-n works well.

22] Never step in dog poo. Parisians are masters at dog-poo scotch. Las de

the Paris streetscape. Don't be offended; think musical theatre.

23] Learn to accept romantic behaviour. The giving of red roses, chocolates and champagne are not an act of piss-taking, they are actually genuine romantic offerings from the typical Frenchman.

24] Give up looking for low-fat products; no Parisian has ever heard of them, or if so, thinks they are degeulasse. Just eat all the buttery treats you like, then, if worried about blowing up to the size of a house, head to your friendly local parapharmacie, where you can join other Parisians in indulging in diet

pills to blow the imagination.

25] Always be demanding in restaurants. Never be afraid to ask for any sauce you like, and tell them if the food is not good. Politeness is required, not subservience.

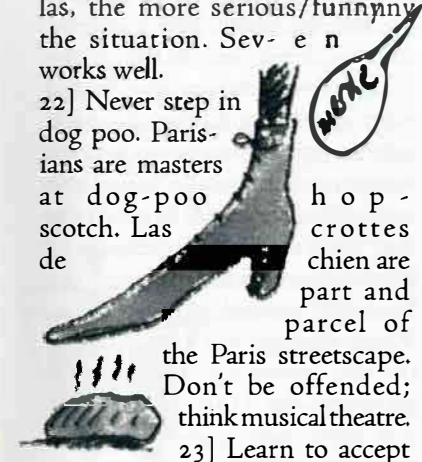
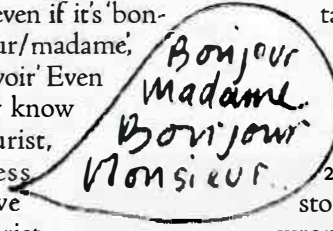
26] Be rude in department stores. The customer is always wrong is the policy in Paris, so be prepared for a bunfight in any department store where you need help. Just be aggressive, Parisians are used to bullying to get what they want.

27] Learn to cry on tap in order to achieve administrative success. Banking, posting letters, anything involving administrative personnel is hell, so be prepared to put on the waterworks to get anywhere.

28] Never wear a bike helmet. Paris traffic may be the most insane you've ever seen, but it messes up the hair and looks affreux.

29] Do not be fazed by rudeness or abrupt behaviour. Enjoy it. It's a game to them. This is how you earn your stripes: Take it in your stride and bark back. When standing in hot train stations waiting for a telephone and a rude Parisian steps in front of you as if you were waiting behind the wrong phone, say 'I don't think so, Madame' and stand your ground until she gives up and storms off. The bird is very powerful in French society it is under-used and holds a lot of clout. Flip it where necessary to achieve success and earn respect.

TOURIST? Moi?



30] Walk as much as possible. Ride bikes. Take the Metro to mystery destinations. Enjoy the taste of food and don't care if it's fattening. Sleep in and don't feel guilty. Leave crumbs in the bed. Be romantic. Eat chocolate. Buy real cham-

Amelie. Get yourself lost regularly. Don't organise anything. Buy last-minute tickets to operas and ballets, even though it's raining and you don't know if you'll get in. Kiss in the snow. Drive like a crazy person. Write stuff down.

Sing as you're walking down the street. Watch the busker on the

train and smile at him even though you're scared. Go to Versailles and hire bikes and have picnics. Do cartwheels on grass. Scratch the name of your sweetheart in the iron fence on the top of the Eiffel Tower when the guard isn't watching. Jump the park gate at night when the guard isn't watching. Run madly across the roundabout at Etoile to get to the Arc de Triomphe when there are cars driving lanelessly around.

Wear thongs in the city. Ignore the guidebooks. Go out sans map. Go into the restaurant even though they don't speak English. Kiss on both cheeks, right then left, and make contact rather than take air. Pash in public. Order stuff you would never eat at home. Do things you'd never do at home.

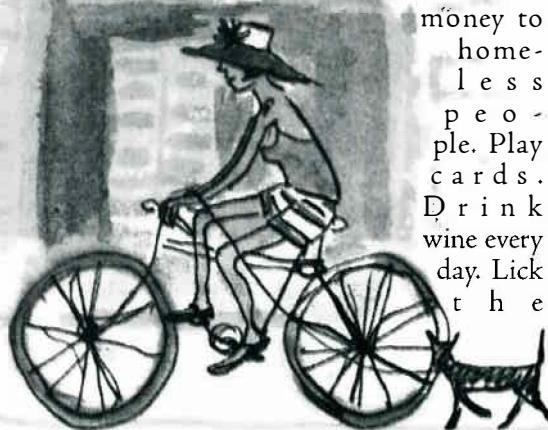
Then you'll really get to enjoy Paris.

This article by Jayne Tuttle first appeared in 'The Age'. The illustrations are by Robin Cowcher.

TOURIST? No!

pagne. Play dress ups. Sit and do nothing on park benches. Sit and play chess for long hours on park benches. Give

money to homeless people. Play cards. Drink wine every day. Lick the



cream out of macaroons. Waste time. Don't stress about seeing everything in the Louvre. Don't stress about seeing every museum in Paris. Watch movies you don't understand. Sit in theatres with amazing roofs and big velvet curtains and watch plays you don't understand. Listen to music you've never heard before. Pretend you're



LEIGH MILES ~ EDITOR

Depending on your view of hot weather you are likely to be either enjoying the experience of Australia's hottest summer on record, or looking desperately forward to the arrival of winter. I fall into the second category. Anything to avoid the heat!

This leads to an interesting dichotomy: if hotter summers are the result of climate change, and if climate change is driven by greenhouse gases then my use of the air conditioner is helping to make summers hotter, so I use the air conditioner more, so summer gets hotter. I'll stop now.

But, my dislike of the heat was brought into sharp focus, and if anything enhanced, by events of the Labour Day long weekend, here in Victoria.

Every year I head, with the Motafrenz Car Club, to Daylesford for the annual Chill-Out gay and lesbian festival. The Club takes a share house, with usually about 10 members attending.

Sunday is the big day of the weekend, with a parade made up of various community groups. Taking the lead is Dykes on Bikes followed by Melbourne Motorcycle Tourers and then Motafrenz. Other participants include the Daylesford Highland Band, Trentham Fire Brigade... I am sure you get the idea.

The parade heads down Daylesford's main street ~ Vincent St ~ does a u-turn and return up the Vincent St hill. Twice.

As the forecast for the weekend was good we decided to give the Visa Cabriolet a run. We

FLEET FOLLIES

headed to Daylesford late morning on Friday. Roof down, covered in sun screen, wind in the hair. Truly a magnificent day.

On Saturday morning Philip and I wanted to head into Ballarat [about 40 minutes away]. First issue: the Visa will not start and is flooded in the process. As we had time pressures we borrowed a Ford Focus from another member and headed off.

We spent the day out and about and it was not until the end of the day that I had the opportunity to try and start the Visa again. It started like a dream, so the morning's failure was, apparently, just one of those things.

Sunday's forecast was for a really hot one! I headed to the car early to make sure it would start, which it did without issue.

Off to the marshalling area for the parade and all is good. The parade is scheduled to start at 10am and at 10am we start.

Half way down Vincent St, on the first round of the parade the Visa decided to die and for the life of me I could get it started.

With a little help from the

audience we rolled the car into the central parking reservation to be out of the way of the balance of the parade.

Despite a number of efforts, the car would not start.

So we decided to sit back

and watch the parade go by. As Motaafrenz was heading down the hill for the second round, I managed to get the car started and we re-joined to parade, in situ, heading in the up-hill direction. 200metres later the little car died again. With more help from on-lookers the car was pushed into the central parking reserve, again.

By this time I was wondering whether the problem was fuel vaporisation due to the heat and long periods idling and moving very slowly in the parade.

We sat and waited until the parade was over and most of the crowd had dispersed. The car started and we decided to head to the Daylesford Show Grounds where the carnival is held and where Motaafrenz was displaying its cars.

Unfortunately, while the crowd had left the parade area they had simply adjourned to their cars and a traffic jam ensued. The Visa once again died. We left it on the side of the road, got a lift to the Carnival and did not think about the car again.

In the cool of the late after-

noon we went back to the Visa started it and headed for our share house. Unfortunately in my distraction of the morning, I had not fully secured the roof of the car, which as speed increased caught the wind and rolled off

the body. While no damage was done to the car, the leading edge of the roof did drag on the road and the vinyl has been shredded there.

But we got home, after a roadside fix. The roof of the cabriolet is quite clever. The back window is on a zip... you unzip the window so it lies flat when you take the roof down. The classic weakness of plastic windows is they crack where they are folded when the roof is down. Trouble is, in doing up the window this time, the zip decides not to. Zip that is. The rear window cannot be closed, and there is a risk of rain tonight.

We decided that with another hot day forecast for Monday we would head back to Melbourne early and hope that speed and the lack of heat would ensure the fuel vaporisation would not occur again.

We had a great trip home: it was just like the trip to Daylesford, with no sign of fuel issues. Although, frankly it was so hot we would have preferred to have had the roof up, but the combination of the shredded leading edge that could let wind under and poten-

tially further rip the roof and the inability to close the rear window meant we travelled in blazing sunshine. But we made the most of it and experienced no problems.

That was until we got caught in hideous traffic coming off the Westgate Freeway, onto Kingsway. And stopped. We got it going again, only to stop about 100m further on.

As we were nearly at the off ramp Philip offered to push the car to Kingsway, from whence we could ring the RACV. It was about 34degrees! And it was a long push before we got the point at which we could roll. Philip was exhausted, but neither of us was flustered.

We rang the RACV who promised a flat-bed in an hour. After an hour I rang again... they promised a flat bed soon. Remember, I was parked in the left hand lane of one of Melbourne's busiest roads, so were listed as a 'priority' job.

The police arrived as we were rather obstructing the traffic flow. They sat with the flashing lights flashing helping to ensure no one ran into us. While they were with us they resolved a dispute between two drivers ~ one of whom has run into the back of the other, while trying to get around the police car and us!

We saw the RACV truck heading in the wrong direction on Kingsway and then head onto the Westgate Freeway. He had to go all the way to Williamstown Rd to exit and make a u-turn and

then got caught in the same traffic jam [now worse than before] we had been. Another hour.

It later transpired that not only had we rung to determine what was happening about getting us off the road, so had the police. With similar results.

Anyway, the car was loaded onto the tray and we headed to Philip's house at Elwood. The Visa was to be dropped into Philip's garage... as leaving it on the road overnight with the roof open was not an option.

In backing into the garage the driver hit the front fence. It is rendered brick; although now it more partly rendered brick. We are in discussions with Nationwide Towing.

So, it was interesting weekend, full of fleet follies.

Oh, and in case you are wondering I am still waiting to hear from Brighton Citroën and Ateco about the c5 ~ there has been no progress. That is on my agenda for after Easter.

Leigh Miles



Fleet Follies



Annual General Meeting ~ Lapsed Due to Lack of Interest?

The Annual General Meeting of the Citroën Classic Owners' Club was scheduled to occur on Wednesday, March 27. But due to lack of interest the meeting lapsed as we failed to achieve the legally required quorum.

The Club's constitution requires 25% of the Club's membership to either be in attendance at the meeting, or to have submitted a Proxy Form to the Secretary, prior to the meeting.

On March 27 we had 10 attendees and even less Proxy Forms.

As a result the meeting lapsed and will be re-staged on Wednesday, April 24. If you cannot attend, please complete the Proxy Form that can be found on the reverse of the mailing slip

The Secretary,
Citroën Classic Owners' Club,
PO Box 52, Balwyn
Vic 3103.

Thanks, Sue Bryant on behalf of the Committee of CCOCA.

Very occasionally a book appears that causes the heart to throb with nostalgia. And when that book is graced with mouth-watering writing composed by one of the most competent of motoring journalists, and is decorated with the work of probably the foremost motoring photographer, its quality is thus assured.

Any enthusiast of real motorcars and who enjoys the best in automotive writing will know of the late Phil Llewellyn. His book, *The Road to Muckle Flugga* is a classic in its own right, and if you are familiar with this work you'll know of the author's high regard for a certain Citroëniste whose engineering ability is coupled with a passion for France, its cuisine and fine wines. That Citroën enthusiast who was the ideal travelling companion for Llewellyn and photographer Martyn Goddard is Andrew Brodie whose knowledge of Tractions, DSS and SMS, not to mention GSS, is expansive to say the very least.

An Omelette and three glasses of wine ~ under the heading *En route with Citroëns* ~ is a vast tome dedicated to the many trips the trio took in a variety of Citroëns over a number of years in the course of compiling a series of enticing motoring articles for the major motoring journals. What we get is a plethora of features penned by Phil Llewellyn accompanied by Martyn Goddard's

photography and linked together with an entertaining commentary by Andrew Brodie.

It was Brodie's idea and enthusiasm which has brought this delightful book to fruition. The layout is imaginative, the pho-

tographic selection a delicious concoction that says all about France, its way of life and its cars, and then there's a matter of the nation's and its people's ethos.

If, like me, you remember those halcyon days when travelling to France in now ancient Citroëns meant seeing Traction Avants riding the Routes Nationales in dassic style, experiencing the excitement of watching DSS at speed gobbling the kilometres, and never tiring of 2CVs and H vans going about their daily chores, never mind the extraordinary yet brief sighting of an SM, this is the book that will enthrall and captivate your senses.

Reading Llewellyn's flowing text cannot help but bring a smile to one's face as he tells of the 15-Six's rack and pinion steering being superb on the open road, but at low speeds demanding the mindless muscles of a sumo wrestler on steroid and happy pills.

The DS has its share of glory as Llewellyn describes Brodie driving the Peripherique around Paris shifting rapidly from Calais to Orleans to average 64mph. The tale is that the DS, lacking exterior



the motel dining room.

ACCOMMODATION

The recommended accommodation for OzTraction is the Comfort Inn Bell Tower Motel which has comfortably appointed rooms and is about 7km west of

OZTRACTION '13: EUREKA

the centre of Ballarat.

Prices start from just \$135 per night for a double room. Spa rooms are also available at \$143 per night. Rooms are being held for CCOCA until Saturday, May 4. After that date, Green Frog Tours cannot guarantee the availability of rooms.

NEXT STEPS?

So what do you need to do to book? First: mark it in your diary and make sure you don't double book the weekend.

Second: complete and return the form that is included with this issue of Front Drive. Bookings must close Friday May 10.

Third: book your accommodation with the Comfort Inn Bell Tower Motel [03] 5334 1600 ~ remember when you talk to Kim to say you are with the Citroën Classic Owners Club to obtain our special discounted rate and book before May 4.

We do hope you will join us in Ballarat for OzTraction this June.

Yellowy Bear,
on behalf of GFT
WHAT'S DOING?

NOTE: Items shown in italics are additional to the Rally Fee, but are options recommended by Green Frog Tours.

☞ Friday, June 7

♦ Dinner is a 10minute drive from the motel at the Lakewood Hotel, where a gourmet BBQ will be served in our private room. *[Dessert is available and as always, refreshments are to your account.]*

☞ Saturday, June 8

♦ Visit one of Victoria's best Farmer's Markets, on the shores of Lake Wendouree.

Think about stocking up both for lunch today and with goodies to take home.

♦ Take a guided tour of the Ballarat Tramway Museum, followed by a ride on one of Ballarat's historic trams.

♦ After lunch Sue, Leigh and GFT Team will flag you off for the 'traditional' Observation Run. For those who may prefer a less competitive afternoon, the route is clearly marked as a scenic drive through the region

♦ Tonight we dine at the Boatshed Restaurant, with a three course meal. *[Refreshments are to your account.]*

☞ Sunday, June 9

♦ An early start for a big day out! Narrapumelap is about 120km west of Ballarat and we will receive a tour of this Neo-French Gothic home with it owner.

♦ On to Ararat for a light lunch at Sicilian's Cafe. *[Refreshments to your account.]*

♦ Tour the Gum San Chinese Heritage Centre.

♦ Visit Aradale, Ararat's historic psychiatric hospital.

♦ Dinner tonight is at Table 48. This restaurant, winner of The Golden Plate Award in 2012 for excellence in hospitality, will open specially for our group and we will enjoy another full three-course meal. The room contains a dedicated bar for our use. *[Refreshments to your account.]*

☞ Monday, June 10

♦ Breakfast this morning will be served in the motel's dining room, before once again it is time to farewell friends, both new and old. A full cooked breakfast, cereal, yoghurt, toast and toppings... everything you need to set you up for the drive home.

THE PRICE?

All this does come at a price. Green Frog Tours continue to believe OzTraction represents great value ~ check the booking form for the final price. Sue Bryant, Leigh Miles, Yellowy, Bluey, Toby and of course, The Green Frog himself! ☞

