



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

# FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE  
FOR CITROËN OWNERS AND ENTHUSIASTS



FEBRUARY 2014 Vol 37 No 8

## Postal Address

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

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

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

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 7:30pm. The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3

## Membership

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

## Life Members

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

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

## Cover Image

The cover image taken from the 2004 calendar of the Traction Avant Club of the Netherlands and depicts the casino and gardens at Evain-les-Bains.

## Committee

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## Deadline

The deadline for the next edition of 'Front Drive' is Friday, March 7, 2014..

## Support

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## AOMC Liaison Officers ~

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Russell Wade [03] 9570 3486 [H]  
Mike Neil 04 1821 1278 [M]

## Club Permit & Safety Officers ~

Russell Wade [03] 9570 3486 [H]  
Peter Boyle [03] 9470 8080 [H]  
Philip Rogers [03] 5944 3091 [H]

**LIBRARIAN ~** Max Lewis  
[03] 9372 0921 [H]  
[librarian@citroenclassic.org.au](mailto:librarian@citroenclassic.org.au)

**CLUB SHOP ~** Kay & Robert Belcourt  
[clubshop@citroenclassic.org.au](mailto:clubshop@citroenclassic.org.au)

## ICCCR Representative ~

Ted Cross [03] 9819 2208 [H]

## 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 or to have been inspected and approved by one of the Clubs Safety Officers. 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 there.

### FOR SPARE PARTS & TOOLS

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

### CLUB SHOP

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

### OTHER CLUBS

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

Welcome to the last edition of Volume 37 of 'Front Drive', and my last edition, as well. Last edition?

Philip and I are heading to Europe for four months: we leave on 14 March and do not return

until after our birthday. I say 'our' birthday as those of you do not know us well will not have realised that we both celebrate our birthday on Bastille Day ~ 14 July.

So, we will celebrate our birthday in Paris [20 years ago I turned 40 in France with my parents and this year I shall turn 60 in Paris with my partner.]

The point is as I shall be away for four months, and will not be here for the AGM, I believe it is only appropriate that I stand down from the Committee.

Until a replacement is found, Sue Bryant has agreed to step into the breach and provide a magazine on a temporary basis.

You will see elsewhere in this edition that Mike Neil is also standing down from the Activities position. His departure is more permanent than mine.

The AGM also sees Peter Sandow completing his three years in the position of President... and then there were three gaps to fill.

The Club is always serious about finding new members to join the Committee. But I know

that it is a brave member who stands against an incumbent. But this year we have three positions to fill. So the Club is even more serious than usual about looking for fresh blood on the Committee.

With this magazine you will have received your membership renewal. The Committee has once again be able to maintain the subscription fee at the current level, despite facing the same cost increases as you do. Insurance, postage, printing... they have all gone up. Further postage price increases have already made the news, and it will be unlikely that we will be able to hold membership fees unchanged in 2015/16.

And now, what is in this edition? There is a rather modern focus to this edition: the new c4 Picasso. When Philip and I are in Europe we are leasing a c4 Picasso for 10 weeks. So with a totally selfish bent, I have decided to bore you all with features on this [yet to be released in Australia] car.

We have some personal experiences from a member of the UK Citroën Club, some design background from Auto&Design and an initial impressions article from 'What Car?' magazine.

But do not forget, there is also full details of OzTraction '14 ~ centred on Inverloch, on Victoria's south-eastern coast.

Enjoy,  
Leigh F Miles



Well lets get back into the groove.

I can't help feeling that this year will be far more interesting than '13 was ever going to be. Frankly it was the cCOCA Activities and a great trip to Europe that were bright lights—in business it was cloudy with continual drizzle.

But this year as reported in the last Front Drive has at least four exciting tours to look forward to:-

- The Strathbogie Safari with Lee and Graeme Dennes, 21 to 24 March.

- The Cit-In by cccv to Rawson and the surrounding Gippsland environs, 18 to 21 April.

- OzTraction being organized by Kay and Robert Belcourt to Inverloch, for the June long week end, 7 to 9 June.

- The 80th Anniversary (Is this the Octagennial Anniversary?) Traction Run being hosted by Robin and Suzanne Smith, over 11 days from Gundagai to Jerilderie, 10 to 21 October. A trip in the Bucket List.

These all are potentially great tours, all with distinctive interests, crossing a variety of terrains and landscapes. For me the historical context of place and location is also given added interest when viewed through the Traction Time Machine windscreen.

Another tour for Wendy and I will be the 2014 Henty Show, 8 February. This event holds special interest for Wendy and her sisters as great grand daughters of Headlie

Shipard Taylor. And what is this all about?

On a spring day in 1914 in the little country town, Henty, Headlie Taylor, a young inventor displayed his new wheat harvesting machine at the local show. All the town was

talking about the machine ~ the culmination of three machines he had patented a year earlier. The short storey is his patents were bought by Hugh McKay the entrepreneurial agricultural industrialist and created the Sunshine Harvester. The full fascinating storey of creating the country's agricultural wealth through ever improving efficient farming and harvesting techniques can be read in Frances Wheelhouse's sharp little book, 'Digging Stick to Rotary Hoe'. The book relates the intriguing industrial evolution of farming machinery from early colonial days to recent times.

So holding this 109th!! Henty Show will be high lighted by the return of agricultural machinery of the past. The main feature being the display of the original Header model that was first shown 100 years ago, along with many working and lovingly restored engines by the Henty and District Antique Farm Machinery Club. This will be a machinehead's heaven. I hope 2014 will be as fascinating as the Henty Show might be.

Peter Sandow ~ President

PREZ SEZ

Ed Sw

Remember:  
Your membership form is with this edition of Front Drive. It is the only one we will post to you. Also, on the back on this month's mailing slip are the booking form for OzTraction and the 80eme Anniversaire de la Traction. Replacement forms can be downloaded from the Club's website.

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## A-TRACTIONS

### • FEBRUARY WEEKDAY COFFEE

WHEN: Tuesday, 18 February  
TIME: 10:30am  
WHERE: Blue Dish French Café  
cnr Highett Rd and  
Station St, Highett  
COST: Cheap Eats  
BOOKING: Essential  
CONTACT: Mike Neil,  
04 1821 1278  
activities@citroenclassic.org.au

blue dish

### FREE CINEMA NIGHT ~ COURTESY OF CITROËN

WHEN: Wednesday, 26 February  
TIME: 6:30 for a 7:00pm film

WHERE: Kino Cinema,  
45 Collins St., Melbourne  
COST: Free  
BRING: Nothing special  
BOOKING: Essential  
CONTACT: Max Lewis,  
[03] 9372 0921  
librarian@citroenclassic.org.au

Join Citroën Australia and Melbourne's newest Citroën dealer



[Alan Mance Citroën] for a night at the cinema. The movie ['On the Other Side of the Tracks'] is being shown as part of the French Cinema Festival. Check out the festival at their website ~ or [www.affrenchfilmfestival.org](http://www.affrenchfilmfestival.org)

Two French cops raised On the Other Side of the Tracks (De l'autre côté du périph) team up for action, mayhem and class-conscious humor in this throwback buddy caper starring Intouchables golden boy Omar Sy.

Citroën's National Sales Manager, Mr Shaun Mackle is hosting the evening and he will be there to give us an insight into what they have got planned for the Citroën marque here in Australia. The movie is a detective story with a car chase or two. Just imagine... a 2cv being hustled around the city [Paris I presume] at door handle scraping speeds. I really don't know what cars are involved but if they write off a beautiful Citroën I won't be pleased!

### • MARCH

## STUDLEY PARK BOATHOUSE & VILLA ALBA

WHEN: Sunday, 1 March  
TIME: 10:30am  
FROM: Villa Alba,  
Walmer St., Kew  
TO: Studley Park Boathouse,  
via Yarra Boulevard  
COST: Lunch and  
Villa Alba entry  
BOOKING: Preferred  
CONTACT: Mike Neil,  
04 1821 1278  
activities@citroenclassic.org.au  
WEBSITE: <http://www.villaalbamuseum.org/index.php>

The idea is to meet outside the Villa Alba Museum, drive down and have lunch at the Boathouse area in whatever form suits you. Then we will drive back up the hill for the open day at Villa Alba Museum. Villa Alba was built between 1882 and 1884 and is notable for its painted decorations. About 1882 the Greenlaw family apparently demolished the existing single-storey house. This resulted in the two-storey Italianate



Far left: Villa Alba in Kew.  
Left: Studley Park Boathouse ~ our luncheon venue on March 1.



mansion we see today. The house was elaborately decorated by Patterson Brothers, who introduced realistic and illusionistic elements into their work which included grand scale murals. It is being restored as a museum

## A-TRACTIONS

and educational facility for the collection, study and display of interior decorations and decorative finishes.

Studley Park Boathouse is situated in Yarra Bend Park and is the oldest operating boathouse in Australia. Enjoy the bushland of this city National Park, hire a row boat or walk one of the trails, or just have a picnic lunch.

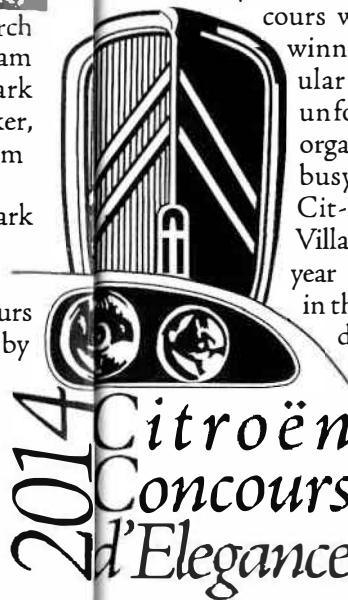
## ALL CITROËN CONCOURS

WHEN: Sunday, 16 March  
TIME: From 10:00am  
WHERE: Como Park  
CONTACT: Peter Dekker,  
petermelbs@yahoo.com

Sunday March 16 at Como Park South Yarra. From 10am.

Como Park provides an ideal venue for the all Citroën Concours with open spaces surrounded by shady trees perfect to picnic under.

Spruce up your car to be in the running for a prize or just come along and enjoy the day, all cars welcome from shining garage princess to everyday driver to restoration projects.



This year will be a low key concours with an overall winner and a popular choice prize, unfortunately the organisers are very busy planning the Cit-In at Rawson Village at Easter this year [see elsewhere in the magazine for details].

So come along, enjoy a relaxed day in the park with some wonderful people and your favourite Citroëns.

## COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 19 March  
TIME: 7:00pm  
WHERE: Check with the Secretary for this month's venue  
COST: Cheap eats  
BRING: Refreshments  
BOOKING: Preferred  
CONTACT: Ted Cross,

[03] 9819 2208

secretary@citroenclassic.org.au

## STRATHBOGIE SAFARI WITH LEE AND GRAEME DENNIS

WHEN: Friday 21 to Monday 24 March  
FROM: Ringwood, Vic  
TO: Seymour, Vic  
COST: See below  
BRING: Everything for a four day excursion

BOOKING: Essential for accommodation by January 31  
CONTACT: Mike Neil,  
04 1821 1278  
activities@citroenclassic.org.au

Whilst bookings have now officially closed, contact Mike to see if there is any way you can still squeeze in.

## ANNUAL GENERAL MEETING & GUEST SPEAKER

WHEN: Wednesday, 26 March  
TIME: From 7:30pm  
WHERE: Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3.  
COST: Cheap eats  
BOOKING: Essential by 26 November

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

We all know that while the Club's AGM is very important, it is about as boring as watching grass grow. So, this year we are trying something new. Club member Mike Killingsworth will be with us to talk about his amazing adventure in the Peking To Paris Rally, AND see the car he and his son prepared for it... a 1964 EH Holden; should be a good night, don't miss it.

Catch up on their story on www.oceangrovetoparis.com

YOUR MEMBERSHIP RENEWAL FORMS, ALONG WITH PROXY AND NOMINATION FORMS ARE INCLUDED WITH THIS FRONT DRIVE.

Yes, it is that time of the year again ~ the Annual General Meeting is

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rolling around again. Every year the Committee exhorts you to come along to this important event, and every year we manage to have sufficient members attend to assure us of a quorum. Remember, if we do not

on the social stuff. The Club can only continue to prosper if the members take up the challenge of making the Club what you want it to be.

**VOTE!**



Voting for the 2014/2015 Committee is a very important right you have as a member of ccoCA. So, come along and make sure you have your input. Or complete the 'Proxy Form' that has been included with this 'Front Drive'. Proxy Forms must be in the hands of the Secretary at least seven [7] days prior to the AGM.

### RACV CLASSIC SHOWCASE

**WHEN:** Sunday, March 30  
**WHERE:** Flemington Racecourse Members' Car Park, enter from Epsom Rd. Mel 28 G12  
**TIME:** Display cars from 9:00am, spectators from 10:00am, awards 2:00pm, show closes 3:00pm.  
**COST:** Display: \$15 per car [incl driver and passengers]  
 Spectators: \$12pp  
**BOOKING:** Mike Neil, 04 1821 1278  
 activities@citroenclassic.org.au  
**WEBSITE:** http://www.aomc.asn.au

## A-TRACTIONS

get a quorum, we simply have to go through the whole thing again. So, please make the effort to come along.



Have you thought of standing for Committee? All Committee positions are 'up for grabs'. We know that there is always some reluctance to stand for a position if the incumbent is standing again. This year we face at least two vacancies. Mike Neil will not be re-standing for the Activities position and I will not be standing for the editorial role. Nomination forms have been included with this magazine and must be returned to the Secretary seven [7] days prior to the AGM. On a personal note from the Editor, being on the Committee is not an onerous job ~ Committee meetings occur once a month and are typically finished within an hour. Then it is out for a bite to eat and a chance to catch up

Join ccoCA for this grand display of European, British and now Japanese Classics both new and old. Bring along your favourite classic Citroën [or future classic] and let's ensure ccoCA has an excellent display!

RACV Classic is the state's biggest display of classic cars. Concours for MG. Awards will include the Car of the Show, the AOMC trophy for the best club display, and the Robert Shannon Award to a young enthusiast who drives a classic car to the show.

### • APRIL COMMITTEE MEETING & CHEAP EATS

**WHEN:** Wednesday, 16 April  
**TIME:** 7:00pm  
**WHERE:** Check with the Secretary for this month's venue  
**COST:** Cheap eats  
**BRING:** Refreshments



**BOOKING:** Preferred  
**CONTACT:** Ted Cross, [03] 9819 2208  
 secretary@citroenclassic.org.au

### CITIN '14 ~ RAWSON

**WHEN:** Friday, 18 to Monday, 21 April  
**WHERE:** Rawson, East Gippsland  
**COST:** \$220pp  
**BOOKING:** Essential by 1 March  
**CONTACT:** John Wyers, [03] 9787 6280

The Cit-in Programme

- Friday, 18th April  
 Registration and light evening meal ~ Rawson Village
- Saturday, 19th April  
 Breakfast ~ Dining Room  
 Show & Shine ~ Rawson Oval  
 Observation run  
 Lunch ~ Dining Room  
 Mine tour  
 Open Garden tour  
 Walhalla Goldfields Railway  
 Dinner & Quiz ~ Dining Room
- Sunday 20th April  
 Breakfast ~ Dining Room  
 Easter Egg hunt ~ Rawson Village  
 Church services ~ on site  
 Lunch ~ Collect packed lunches  
 Motorkhana ~ off site  
 Open Garden Tour  
 Self-guided Thomson Dam Tour  
 Self-guided craft crawl  
 Mine tour ~ Walhalla  
 Goldfields Railway trip  
 Dinner with guest speaker & prize giving
- Monday 21st April

Breakfast ~ Rawson Village Farewell.  
Cost includes all meals, including packed lunches for tours, Entry to other venues such as mine tours and rail trips are extra.  
• Book before 1 Mar, 2014: \$220pp

## A-TRACTIONS

Both registration and accommodation are half price for children 12 years and under and free for children 3 years and under.

### CLUB MEETING ~ CHEAP EATS

WHEN: Wednesday, 23 April  
TIME: 7 for 7:30pm  
WHERE: The Royston Hotel,

12 River St., Richmond.  
Mel 2H G5  
COST: Entree \$8 ~ \$20,  
Main \$20 ~ \$30  
BRING: Your wallet  
BOOKING: Essential  
by Friday, 18 April  
CONTACT: Mike Neil,  
04 1821 1278  
activities@citroenclassic.org.au

About time to return to The Royston, and enjoy their craft beers and generally 'better than most pubs' grub. Sample maybe an entrée of pan fried scallops given a Japanese twist with bonito or soy, then a main of baba-ganoush-smearred Moroccan chicken burger.

### CCOCA BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday  
February 27  
March 27  
April 24  
TIME: 11:00am  
FROM: Ocean Grove  
Industrial Estate,  
1/29 Everist Road  
TO: Victoria Hotel,  
Hesse Street, Queenscliff  
COST: Cheap eats  
pub lunch [drink in moderation,  
if you drink, don't drive]  
BRING: An interesting car  
BOOKING: Not required  
CONTACT: Mike Killingsworth  
04 1755 2446

The 'ccoca Boys Day Out' also known as 'Technical Lunch Day' is a well known get together by boys with their toys, meeting first at Mike's Shed where for a short time: lies, more lies and outrageous anecdotes are swapped, then off for a short tour of the Bellarine Peninsula, stopping off at Portarlington for a chat. Thence onto the Victoria Hotel where, exhausted by all the tales tall and true, lunch may occupy the mind! 2pm is thought to be a time to pull the plug and make your way. It's a great day... 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?

## CCOCA 2013 Christmas dinner party or the year of the Scrooge.

December 11 last year at 1 York Street, Moonee Ponds [otherwise known as the centre of the Cosmos... my opinion only] saw a gathering of 30 people for our annual Christmas get together.

CCOCA had once again hired the services of the Silver Spit Roast Company with a fully serviced spit roast dinner with all the best trimmings. Multiple courses... metal cutlery, china plates etc, etc. The year before our guests praised this fully catered high quality service so once again we decided to do the same thing. One of the comments this year and I am sure it was for the last, the service by the two Chefs was so quiet. The lack clanking of one thing or another as it was either prior to or after serving, the silence of which was deafening. We have all been to restaurants where I am sure prizes were given out at the end of the night for the noisiest plate and pan clanker and cutlery clamourer. I really abhor those places. I observed these two all afternoon from their arrival early mid-afternoon right through to about 11:30pm and they virtually kept on the go all that time. You know I wouldn't swap places with them in a fit [probably because I have an idle bone or two]. It was a slow relentless on the march so to speak.

The two lads, Anton the elder and Mark, made it seem so easy. Prior to this I thought I had better check out with the Council as to the whys and wherefores of blocking the laneway beside 1 York Street, thinking [unjustified

as it turned out] that I would need a permit. The Permit was easily achieved [a definite plus considering we are working with bureaucracy with a capital B] but the caterers said, 'No worries Max, we will set up over here and there under the carport'. So bang went the need for a permit. I wonder if



I can get a refund?

Roz and I have lived here for going on 18 years and the amount of angst associated with moronic neighbours who seemed to think the laneway was an adjunct to the back yard, saw many a chilly

out he came dressed as Scrooge or someone/thing resembling Scrooge. What a blast! Some of the pics will show you what I mean. For those who double booked, presumed another date or couldn't find Moonee Ponds on their GPS ~boy oh boy, did you miss the performance of the year.

discussion. I could write a book about it all but that would ruin a good party.

A few days before Peter Boyle rang to ask if he could bring along some entertainment. 'What have you in mind Pete?' I had attended his 70th in September last and the entertainment there was a massive hoot. Never saw anything like it. 'Will it be something like back at your 70th?' 'Similar', he said, so without hesitation I said bring your alto ego along. I am sure the guests will be delighted.

Well, that was an understatement if ever there was. Peter later in the scheme of things sometime 'tween the main course and desert,

Certain individuals were given Christmas presents or should I better describe them as Scroogettes, and with the assistance of Kay of club shop fame clubbed together [more like ganged up I reckon] to present a variety of gifts that once opened and described had the party in stitches. The ringing of the bell was a portend of 'horrors' to come to the next unfortunate giftee. Scrooge was no replacement for the Three Wise Men bearing gold incense and myrrh but mirth, incandescence and auric laughter was the order of the day. I can't unfortunately remember all the gifts [which is probably just as well as

some probably wouldn't pass the censor anyway], but the one given to Gricey was unforgettable. You should have been there.

A good proportion of our guests travelled from as far away as Geelong, Somers, Sorrento, Safety Beach and Bunyip as well as those closer by: Andrew and Rosey had but a mere 100metre stroll!!

In closing I would like to thank all those that turned up on the day, coming to a party mid-week with the attendant mad Melbourne traffic at that time of the day was quite a feat, but in essence you made this Christmas get together one to remember for a long time. Max Lewis. under the carport. So bang went the need for a permit. I wonder if I can get a refund?

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Far left: [l to r] Lee Dennes, Rob Belcourt, Graeme Dennes, Kay Belcourt, Maria Boyle and Graham Stanton. Centre: Maria Boyle, with Scrooge and Eric Bishop. Below: Andrea Fisher, David Gries and Peter Boyle.

CCOCA CHRISTMAS





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In closing I would like to thank all those that turned up on the day, coming to a party mid-week with the attendant mad Melbourne traffic at that time of the day was quite a feat, but in essence you made this Christmas get together one to remember for a long time. Max Lewis.

## CCOCA CHRISTMAS

Scrooge was no replacement for the Three Wise Men bearing gold incense and myrrh but mirth, incandescence and auric laughter was the order of the day. I can't unfortunately remember all the gifts [which is probably just as well as some probably wouldn't pass the censor anyway], but the one given

## WANTED! Committee Members

Have you considered what you can offer CCOCA?

We need new blood [or even old blood recycled] to ensure that CCOCA continues to offer our members the very best Citroën Club possible.

You will have the complete support of the Committee.

And we would love to have you join us.

This year we have vacancies to fill ~ President, Activities Officer and Editor are not seeking re-election in March.

Contact Peter Sandow to discuss the idea. [03] 9329 6555 [B]



# 123ignition Australia

## *'Ignition systems for classic cars'*

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

**No maintenance EVER again.**

Contact Ted Cross

Phone: 03 9819 2208

Fax: 03 9819 2208

Mobile: 0400 59 2208

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



# 123ignition.com.au

This year as Green Frog Tours are unavailable to organize this annual event, Brobel Tours are bringing you the event. Whilst we appreciate that it may seem like a long 'trek' for some folks we believe that

street of Inverloch ~ namely the Inverloch Central Motor Inn and Motel on A'Beckett ~ both offering good value.

You will need to make your bookings yourself and these rooms are only being held until the end of April. A Big Four Holiday Park [in town] and the RACV

Resort [5-6kms out of town] are also available but nothing has been reserved at these venues.

Visitors for the weekend will be greeted at the Community Hub ~ A'Beckett Street ~ from 2pm onwards. 'Goodie bags' and registration check-in will be carried out here.

WHAT'S ON?

Friday, 6 June

the venue is pleasing enough to compensate.

Brobel Tours have selected this venue as we felt the town suited the numbers we usually cater for ~ a total of 40 people ~ and the surrounding areas offer some very pleasant scenery and roads for our daily activities.

Accommodation has been reserved at two motels on the main

## OZTRACTION '14 ~ INVERLOCH



Activities commence this evening with dinner being booked at The Inverloch Pizza Place ~ just across the road from the Community Hub ~ 6:30pm for 7:00pm start. After partaking of your meal we can sit around and chat before returning to our motels ~ just a short walk ~ and retiring for the evening. An early start the next day is on the agenda so you will need to get your 'beauty sleep'.

Saturday 7th June

We will meet outside Motel on A'Beckett reasonably early and then drive to Korumburra. On the way we will have Part 1 of the non-obligatory Observation Run.

10am ~ 12noon we join the

historic South Gippsland Railway and take the train trip to either Leongatha or Nyora. At this stage the timetable for June is not available ~ but each destination has its merits.

After our train trip we will have lunch in Korumburra [your own choice of eateries at your own cost as this is not included in the Rally fee], then head off on Part 2 of the Observation Run down to the State Coal Mine in Wonthaggi. Here we will have afternoon tea and a tour of the mine [part of your rally fee]. Return to your motels at your leisure.

Saturday evening dinner will be a two course meal at 'The Old Dalyston Deli' ~ a quaint

Left to right: The Old Daylston Deli ~ our Saturday night dinner venue.

A 1928 Chev outside the Post Office at Mirboo North.

Rolling stock of the South Gippsland Railway.

old church building ~ in Dalyston just a short drive from Inverloch. Refreshments are to your account.

Sunday 8th June

☞ Today we will be heading off to Mirboo North, via Loch. Here

## OzTraction '14 ~ Inverloch

we will visit a private motor vehicle collection. In Loch we will stop to have a peek at the Loch Food and Wine Festival and to show off our cars to the locals and tourists visiting the festival.

☞ After viewing the cars in Mirboo North our hosts will provide us with a light lunch. From there we can go back into town for a visit to the local chocolate establishment or

other shops of interest before heading off for another scenic drive back to Inverloch and a 'rest-up' in readiness for the formal dinner which will be held at the Esplanade Hotel.

☞ Be sure to wear your 'finery' for the evening as you just may be awarded a prize! Note once

again, refreshments are to your own account.

☞ Prize giving and chatter of interest will of course be part of the evening activities.

Monday 9th June

☞ Breakfast is being served at Motel on A'Beckett between 7am and 9am and you have a choice of either a continental breakfast or a cooked breakfast of scrambled eggs and bacon.

After this, we will bid our good-

byes and hopefully reflect on another enjoyable and successful OzTraction.

PRICE??

A modest \$200 per person. Check the booking form ~ particularly regarding the cancellation policy.

WHAT'S NEXT?

First, you need to book your accommodation. Contact either motel [or your preferred accommodation in the area]. A holding booking has been made at these two motels. But, rooms will only be held until the end of April. Be sure to mention that you are the Citroën group when you book. Both venues are offering us double rooms from \$140 per night.

☞ Motel on A'Beckett

Inverloch's newest motel is ideally located in the main street and offers a choice of first class, superior comfort, spa-

cious rooms including double, family, spa and disabled rooms all within walking distance of beach, shops and restaurants at a tariff to suit your budget.

Motel on A'Beckett features all facilities you would expect from a leading motel.

☞ 12 rooms ~ 9 double including 2 disabled and 3 spacious family rooms

☞ All rooms have LCD TVs. Some have DVDs

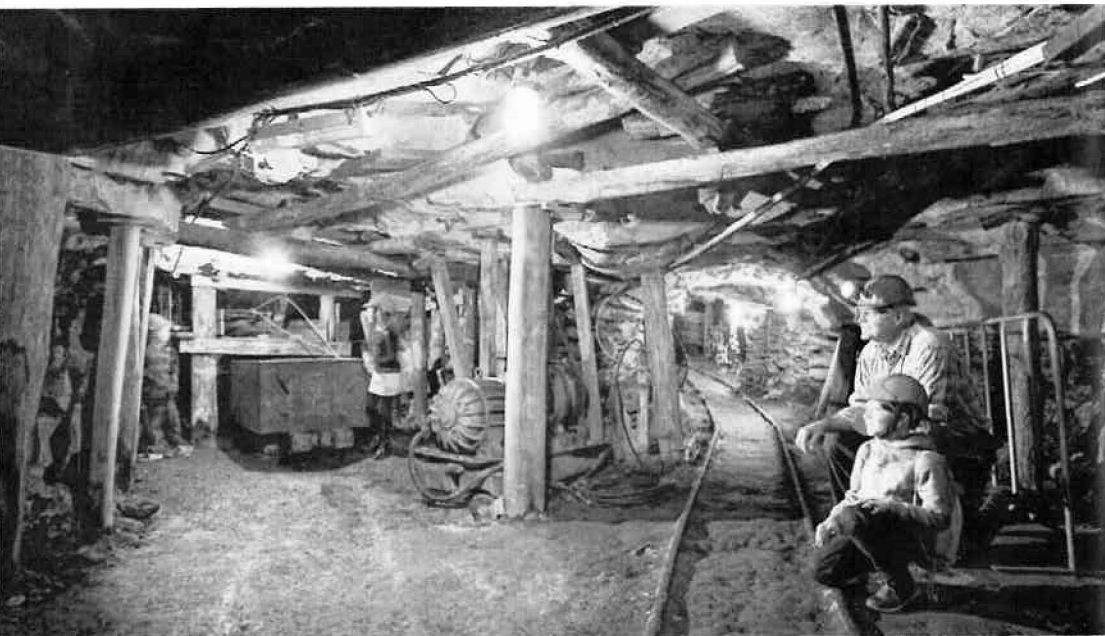
☞ Breakfast Room your choice of continental or cooked breakfast [Mon-Fri only]

☞ BBQ Area with garden setting

☞ Indoor solar heated pool and spa area [pool not heated from June to end of September]

Check the website for

Left: The State Coal Mine at Wonthaggi. Below: One of the many coastal views that makes Inverloch a great destination, whatever the time of year.





more information: <http://www.coastalstays.com/motelonabeckett/#features>

Contact details: Mike and Fran Wainwick, 24-26A A'Beckett St., Inverloch. [03] 5674 1311.

☞ Inverloch Central Motor Inn

Check the website for more information: <http://www.coastalstays.com/inverloch-centralmotorinn/>

Contact details: David and Lois, A'Beckett St., Inverloch. [03] 5674 3500.

Then you need to complete the booking form [you will find it

on the reverse of the mailing slip that came with this edition of 'Front Drive', or download it from the Club's web site. Send the form to Brobel Tours, OzTraction '14 to arrive no later than

Remember as well, bookings are strictly limited to 40 people. Once that limit is reached we will NOT be able to accept any further bookings ~ no ifs, no buts.

Kay and Rob Belcourt



## OZTRACTION '14 ~ INVERLOCH

Below: The Captain's Lounge at the Esplanade Hotel. Looks like a great place for a pre-dinner drink on Sunday evening.

David and Lois and staff welcome you to Inverloch!

Our motel is situated at the top end of the main street - easy walking distance to all of Inverloch's fine restaurants, hotels and town beach.

Our rooms are air conditioned, modern, clean and spacious. Most have private courtyards and gardens.

Breakfast Available.



This is the beginning of a new era for Citroën. There was a period', explains Alexandre Malval, 'when the language of the c series represented an aesthetic esprit, exalted later in the ds family, of very sculptural cars and graphics consisting of elements that were not necessarily justified, which appeared

and disappeared in the magic of the ds style.' But things have changed now. The first portent of this was the Technospace concept presented at Geneva, which was closely followed by the production model inspiring it: the c4 Picasso.

## C4 PICASSO: TECHNOSPAC

'Those', explains Malval who, after





a stint at Peugeot, was put in charge of the style of the c family last June, 'are ideas of the past. Our goal now is a design with more simple volumes and smoother surfaces ~ basically cars where we re move everything that does not

appearing more in a key of simplicity. But this is a wonderful step ahead, and we are very proud of it: it is a huge stride forward in terms of styling simplicity and technology, and in our brand's tradition of innovation.'

## C4 PICASSO: TECHNOSPACE

The design of the interiors was particularly important given the type of vehicle. The objective was a loft effect with lots of windows and light: a cabin of great quality with special attention to materials and finish.

contribute to understanding the volumes, which we pare down to the bare essentials.' In reality, the Technospace [and, therefore, the c4 Picasso, as they are practically identical] are already evidence of a transition towards the next generation of models which, from as early as next year, will fully express Citroën's new language. 'Many of the characteristics of this car', adds Malval; 'will serve for the future,

keeping the essential', adds lead exterior designer Frédéric Soubirou. 'In future, our cars must not only express strength, but also friendliness' says Malval. 'We don't want to bring racing cues into play, as that is not our history. Citroën has always been evocative of comfort, generosity and a dialogue between the passengers and the driver. Our cars are not egotistic.' The key to the c4 Picasso is in fact the cabin. 'In terms of space

and comfort', explains Soubirou; 'life on board is inspired by a loft lifestyle, with lots of windows and lots of light.' Naturally, then, the interior design project was also crucial. Under the guidance of project manager Marc Pinson, who is now in charge of the Citroën design centre in China, the two interior designers Pascal Grappay and Christophe Cayrol [who also works in China now] created, says Malval 'a cabin of extraordinary quality, with great attention to the quality of the materials, finish and details'. The cherry on the cake came from Vincent Lobry, who was tasked with the difficult job of laying the foundations for a completely new palette of colours and materials which avoids those two iconic elements in the premium lexicon leather and metal. 'He proposed ideal solutions in-

spired by furniture and interior design', explains Malval. 'We like to think that the future development of the c family will be along these guide lines'. So the designers have aimed to give the interior more living space, with a floating dash, a centre console joined to the dashboard, two central screens [7 and 12inch], and options such as the lounge pack, which 'adds seats like a first class aircraft cabin' [the cocooning, soft seats of the DS19 come to mind...], and even electrically adjustable footrests for the passenger and rear occupants. Underneath the all-new skin, however, is another important evolution: the extremely versatile EMP2 platform, which can underpin a range of models from mid-sized hatchbacks to luxury saloons. The c4 Picasso is the





## C4 PICASSO: TECHNOSPACE





first car to use this new platform [it will soon be followed by the next 3 series from Peugeot], which plays a pivotal role in this change in course. The new platform saves up to 140kg in total weight, translating to CO<sub>2</sub> emissions for the

previous model ~ a huge difference in terms of design. The body built around this platform expresses, says Malval 'the characteristics which give the vehicle its greatest strength ~ proportion and mass ~ which are aspects that Soubirou believes to be very important'. The new car also

has significantly

shorter overhangs. 'These are essential to us from a styling perspective. Having the wheels at the four corners of the vehicle gives the impression of a design sketch, benefitting purity, simplicity and lightness.' The overall impres-

sion is of a strong and expressive design, with dynamic lines, high tech headlights [connected by two lines kinked into the classic Citroën double-chevron] and 3D effect LED tail lights inspired by the Tubik, Survolt and Revolt concepts. The panoramic windscreen and amply glazed roof flood the interior with natural light. Soubirou is particularly happy with the solutions created for the tail, which he says is very pure in design. 'Lifting the tailgate creates an almost magical

effect, as the aperture is a pure rectangle with no protrusions, offering advantages not only in terms of style but also in terms of practicality.' Bringing the shutlines of the tailgate into the flanks contributes to visually reducing the rear overhang and gives the car a very modern feel' adds Malval. This is the first new step in Citroën design after the clean break between the C and DS ranges.

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Opposite: The idea put across by the C4 Picasso is of a floating dash with just a hint of centre console and two central screens of 7 and 12 inches. 'We would like to think that the future development of the C line will follow this path', Malval says.

## C4 PICASSO: TECHNOSPAC

90bhp diesel of just 98g/km. Most importantly, while actually offering slightly more cabin space, both the height and length of the new car [which measures 4.43metres in length, 1.83 in width and 1.61 in height] are 4cm less than the pre-



C4 Picasso



Shaun Lilley, who is in the Citroën Car Club and works for Citroën UK, offered to show me the new C4 Picasso ~ I could not refuse and, at the time of writing, the UK motoring press has not published a full road test

duction car and its specification might not be available to order in the UK as what is standard and what is an option may have changed. It was a right-hand drive, e-HDi 115 Airdream ETG6 in Exclusive trim and should cost about

£22,055 before extras such as the panoramic sunroof. I have

to say that for an MPV it looked stunning in pale blue metallic paint [Teles Blue] and the interior was attractive but without the wow factor of, for example, the DS5. Where it differed from the DS5 for me was that this new C4 Picasso was good to travel in.

## A PERSONAL PICASSO

The view of the driving environment used in Citroën's publicity.

on the car. The article heading tells you everything: this was a good car and I liked it. Citroën should be able to sell them and even the revised EGS6 gearbox, now called an ETG6, was just about acceptable but more about that later. The car I tried was an early pro-



The car is built on a new platform called EMP2 and it will be the basis of several Citroën and Peugeot cars in the future. If they had got it wrong, it would have been a disaster but it appears that all is well. Citroën is pleased that it is lighter than the previous Picasso by 140kg but, on the other hand, the car is not quite so big externally. You can see one place where weight has been saved and that is the boot floor. It looks like grey plastic ~ it certainly is not metal. Mixing metal and plastic panels is also supposed to help reduce noise problems and seems to be working in this car.

### Size and space

Shaun said that one of the factors considered in the redesign was the need to park it inside a standard UK garage. The main body of the car is slightly narrower than the old C4 Picasso but it is wider than a C6 with mirrors 'out' and you have to have VTR+ level [second from bottom] to get folding door mirrors as standard. Is this sufficient to help deal with the stupidly narrow garages and car park spaces that we suffer from in the UK? The facts are: 1,971mm wide with folded mirrors but 2,117mm with the mirrors 'out'. On the positive side, it is only 4,428mm long but very commodious for both luggage and people because the wheelbase is significantly longer than that on the previous model. Citroën should be praised for making a car that is smaller on the outside than the car it replaces but

larger on the inside.

You can specify a space-saver wheel on any version; however, the car I drove had no spare wheel but, instead, a tyre repair kit. The three rear seats are of equal size and they can be moved backwards and forwards to give more legroom or more boot space. When the boot is extended, with rear seats folded, there is effectively a flat floor.

There is ample space for legs in the front and rear and even with the rear seat set slightly forward there is plenty of room. It ranks as one of the easier cars for the elderly to get into the rear as there is plenty of space for a person's feet to swing in between the rear seat front corner and the 'B'pillar/front seat. One aspect I noted was that my left knee did not hit the centre console when I was in the driver's seat. I get really annoyed when modern cars force you into a long slot with no 'wriggling space'. Storage spaces are hidden everywhere. Of particular note is the large one between the front seats in a centre console that on ETG6 versions can be removed.

There is a large panoramic windscreen with sliding interior sunblinds but, on a hot sunny day, I had to have the blinds and sunvisor down to stop the glare. On dull days the deep windscreen may be beneficial or if you are at an air show looking at planes in the sky. Pretty much the same comment applies to the vast panoramic sunroof with dark tinted glass and electric sliding blind as far as I am



concerned.

Connectivity and Technology  
There is so much 'connectivity' and other computer technology in this car that I could not begin to go through it all here: you need to download the brochure and read

digital speed indicator in the middle of it. Although this was in the central, large, upper display, it was easy to see at all times from the driver's seat.

#### Specifications

The base VTR version offers a huge amount of kit with 27 bullet marked items covering END,

ESC, GEI [this is why you need a brochure!], USB and so on. The VTR+ specification adds, for example, DAB radio, air vents for rear passengers and automatic digital air conditioning. Rear parking sensors are included at this level but I would say that they are essential as the rear window is quite high up. The Exclusive ups the trim and adds the 12" panoramic HD screen' whereas lower trim levels have a black and white LCD screen for the instruments. Exclusive trim level also brings satellite navigation as standard. The Exclusive+ is good for providing front parking sensors but they should be standard as the driver can only guess where the front is. I could only consider Exclusive+ with the e-HDi 115 engine to avoid the 18" wheels but I would have to accept dark tinted rear windows.

The car that I tried had a lot standard equipment and extras on it and I do wonder how I would have felt without the benefits of, for example, a rear camera and HD screen. This is a car where I fear you might feel cheated when it is delivered if you really had not

studied the specification sheet in the greatest detail before ordering. Driving the car  
Performance would be what I describe as adequate for a modern car with a 0-100kph time of 12.3 seconds. I wonder whether it would still be reasonable to drive with a full load? However, as there is so much torque at low revs, it must be far better than the 1.6 litre petrol engine that has much less torque.

The official combined fuel consumption is 4.4l/100km but this car had averaged 5.6l/100km over 910km: I do not think I would be complaining about the real fuel consumption figure considering it was a new car and had not been driven with economy in mind. The CO<sub>2</sub> emissions are shown as 104g/km [105 for the manual 6-speed gearbox] for this version and that

means a first year VED duty of £0. Shaun pointed out to me that the lower weight of the EMP2 platform is an important development as it helps to reduce the CO<sub>2</sub> figure that is so important for the amount of tax paid by company car drivers. Of particular note is a different diesel engine [the e-HDi 90 Air Dream ETG6 with VTR+ trim level] that achieves a CO<sub>2</sub> figure of 98g/km ~ that is the first time this has been achieved for an MPV the size of a C4 Picasso.

The brakes were fine and were not over-sensitive. I did not particularly test the handling but in ordinary driving round Milton Keynes' roundabouts it was perfectly OK. I know that the motor-ing press will test a car to the limit and say if it has handling problems but by 2013 cars are normally safe handlers.

Detail of the dashboard aboard the new C4 Picasso, showing the two screens.

## A PERSONAL PICASSO

about it. Shaun demonstrated much of it to me and it seemed quite simple to operate. However, even in the top Exclusive+ version, you do not get everything shown in the brochure.

The 'Citroën Multicity Connect', as fitted to this car, is always an extra and its information is shown on the lower 7" touch sensitive screen. It is a 3G and GPS enabled 'App hub' that effectively gives you smart-phone type information on, for example, the nearest car park, restaurant, petrol station [with the price of the petrol] or how about the nearest hotel to stay at with vacancies? The really impressive part is that it then navigates you there and you can call the place with the press of one button. Apparently Shaun really likes this facility.

The upper screen has a 12" diagonal according to brochure. It is huge. It provides you with all your instruments. If you are feeling retro, you can even change the speedometer display to a horizontal moving strip, just like it was in my Austin 1800 many years ago. The normal round speedometer dial was clear to read with a big



A Citroën brochure states that the new suspension 'is optimised for use in conjunction with modern styling touches like larger alloy wheels, so great looks don't come at the expense of compromised ride comfort'. Citroën may be

As Shaun loves hydropneumatic Citroëns, I think we can trust his judgement on ride comfort. If you do not go above 17inch wheels, you should be content with the comfort offered. VTR and VTR+ versions come on 16inch alloy wheels and that might make the car seriously smooth to travel

in. Whether the car is 'sporty' enough could be an issue for some drivers because the C4 Picasso does not come with minimal body roll. I suspect it would not be the first choice for a person who wants a traditional BMW 3 type of driving experience. As a family car and touring car, it will be fine. We have to remember that the BBC's Top Gear programme recently tested the new Golf GTI and found it

was quicker round the test circuit in comfort mode for suspension and other parameters rather than sport mode.

From outside the car, the diesel engine does not make an attractive sound. Inside the car, it is acceptable but perhaps it could be a little quieter at times. The handbrake is electronic and releases automatically. The turning circle is good according to the data.

The gear selector lever is behind the steering wheel on the right side and easy to use. The car also had paddle controls for manually changing gear and it seems that you can change a gear yourself and still be in automatic mode ~ useful if you want to be sure that you are in the gear you want to be in. I have criticised the earlier versions of Citroën's single clutch automated manual gearbox [as in

the C4 hatchback] because of the lack smoothness on changes and the added effort needed to try and obtain a smooth change. It did get smoother with familiarity but the change from first to second gear was the hardest to deal with.

The new ETG6 gearbox seems to have sorted out the first two gears and has useful 'creep' ~ these are significant improvements but in no way does it compare with a VW/Audi dual clutch automated manual and that still is not perfect or comparable with a torque converter automatic. Sadly, the latter is not normally as efficient and is therefore less attractive to many buyers.

This new car has an acceptably quiet interior ~ even on my favourite stretch of coarse tarmac that sets up a huge resonating din in my own 2011 VW Golf. Road

While the front of both the C4 Picasso and the Grand Picasso [the 7-seater version] are the same there are design differences from the rear. The taillight shown is from the Grand Picasso. The vehicle shown in the double page spread is a 'regular' Picasso.

## A PERSONAL PICASSO

correct as the car I drove was on 205/55 R17 tyres and I had no ride issues on the test route. It was not Citroën GS/A soft but it was not overly firm. I just did not think about it and that has to be a good sign. Shaun told me that on motorways it had a 'wafting sensation'. The ride comfort was one of the most impressive aspects of the car according to him, especially in comparison with competitors' cars that he drove on the same day.



noise on coarse road surfaces is the bane of too many of today's cars but not this one on Michelin tyres. Whether it would be quite as good on other tyres is an intriguing question.

Conclusions

manual gearbox version solves the first of these points for many drivers and I suppose the width issue depends upon where you actually drive regularly.


If you want an attractive, spacious, comfortable, reasonably refined

and quiet car, the new C4 Picasso is going to take a lot beating. I

I would be far happier if Citroën had developed a dual clutch automated manual gearbox but the latest attempt with the single clutch version is better than its earlier incarnations. I also think the car is too wide for the intended market in the UK with narrow parking bays and difficult ramps in multi-storey car parks: those mirrors stick out too much. A

have tried the new Mercedes B Class and, in my opinion, Citroën's offering is far superior. As I said in the heading, it really is impressive.

Graham H Wilson [G Section Registrar, CCCUK]

This article originally appeared in 'The Citroënian', the magazine of the Citroën Car Club of the UK in November, 2013. 

**WHEN:** Friday 10 to Sunday 19 October  
**FROM:** Gundagai  
**TO:** Mulwala  
**COST:** \$180pp  
**BRING:** Everything for a great 19 days

very similar in nature to the 75th anniversary run organised in 2009 by Brian Wade and ccoCA.

The places visited will be Gundagai, Jerilderie, Barham, Mildura, Berri, Bordertown, Donald, Echuca and Corowa. The total distance is about

1,790kms. There will be a two night stay in Mildura.

Due to limited amounts of accommodation and other factors the run will be limited to 20 cars.

**TRACTIONS ONLY!**

The Itinerary:

Day 1: Friday 10 October Gundagai.

Meet and Greet, in the evening, at the Gundagai services club a

meal will be served and directions given.

Accommodation:

The Gundagai Motel

Ph [02] 6944 1066

Len and Debbie

Gundagai Tourist Park

Ph [02] 6944

4440

Rachel

Jerilderie to Barham. 175km via Deniliquin.

Accommodation

Barham Caravan

and Tourist Park

Ph [03] 5453 2553

Kay and Greg

Day 2: Saturday 11 October Gundagai to Jerilderie. 275km. Breakfast at the 'Dog on the Tucker Box' then to Jerilderie via Junee and Narrandera.

Accommodation:

Jerilderie Motel

and Caravan Park

Ph [03] 5886 1366

Michael and Tracey

Jerilderie Motor Inn

Ph [03] 5886 1360

Fay and David

Day 3: Sunday 12 October

Club Motor Inn Barham

Ph [03] 5453 2822

Kaye

Day 4: Monday 13 October Barham to Mildura 305km via Kerang, Swanhill and Robinvale.

Accommodation [2 nights]

Mildura Deakin Holiday Park:

Ph [03] 5023 0486

Adele

Day 5: Tuesday 14 October Mildura.

A free day to explore the area.

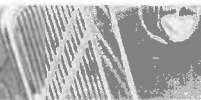
Dinner in the evening at the



A PERSONAL PICASSO



80eme ANNIVERSAIRE



**BOOKING:** Essential by June 1  
**CONTACT:** Robin and Suzanne Smith  
[03] 5984 1280  
info@alaplage.com.au

The run will commence in Gundagai on October 10 and conclude in Corowa 11 days later. It will be



Rendezvous Restaurant.  
Day 6: Wednesday 15 October  
Mildura to Berri 164km via  
Renmark.

Accommodation  
Berri Riverside Caravan Park  
Ph [08] 8582 3723

Accommodation  
Donald Motor Lodge  
Ph [03] 5497 1700  
Kelvin & Kate or Jodie  
Donald Riverside Motel  
Ph [03] 5497 1488  
Jenni

## 80th Anniversary

Lorraine or Kay  
Day 7: Thursday 16 October  
Berri to Bordertown 262km via  
Loxton and Pinnaroo

Accommodation  
Bordertown Sundowner Motel  
Ph [08] 8752 1444  
Bindon and Jackie  
Bordertown Caravan Park  
Ph [08] 8752 1752 [basic cabins]

Day 8: Friday 17 October  
Bordertown to Donald 230km  
via Nhill, Jeparit, and Warrack-  
nabeal

Donald Caravan  
Park  
Ph [03] 5497  
1764

Maurie and Nancy [basic cabins]  
Day 9: Saturday 18 October  
Donald to Echuca 201km via  
Charlton, and Boort

Accommodation  
Yarraby Holiday Park  
Ph 1800 222 052 or  
[03] 5482 1533  
Trish or Michelle

Day 10: Sunday 19 October  
Echuca to Corowa 180km via  
Barmah, Cobram and Mulwala

Accommodation  
Greenacres Motel

Ph [02] 6033 2288  
Haydn and Janene  
Ball Park Caravan Park  
Ph [02] 6033 1426

Farewell dinner tonight at  
D'Amicos Restaurant, Corowa  
All participants MUST book your  
own accommodation directly with  
the provider. Some places are hold-  
ing places for us but some are not,  
still mention the Citroën run. It  
is essential that you book ASAP as  
some can be very busy and booked  
out well in advance. Nothing is be-  
ing held after June 1.

Most of the recommended accom-  
modation have units with multiple  
bedrooms some two or three so  
if you wish to share ask when  
booking.

All of the caravan parks have camp-  
ing available.  
Some have offered discounts so  
mention you are with the Citroën

classic car 80th Anniversary run  
when booking.  
At all the overnight stops there are  
other types of accommodation if  
you wish to source that.

The entry fee is \$180 per person.

WHAT IS INCLUDED?

☞ Friday evening meet and greet  
two course meal

Saturday morning breakfast

☞ Tuesday evening  
Mid rally dinner

☞ Sunday evening farewell dinner.  
Please address all enquiries and  
post registration form, which can  
be found on the reverse of the  
amiling slip with this edition of  
'Front Drive', or downloaded from  
the Club's website to:

Robin Smith, 1 Watson Road,  
Sorrento, Victoria 3943

Ph [03] 5984 1280

Mob 04 2783 9972

Email info@alaplage.com.au ☞

Left: The  
art gallery in  
Mildura.

Below: The  
famous  
Grand Hotel  
in Mildura.





What we're looking for: A clever interior and plenty of space are key to fuss-free family motor-ing. Which of these compact MPVs can deliver that and more?

The original Renault Scé-nic was something of a trailblazer when it ar-rived in 1997, offering flexible seating in a relatively compact package.

Some 16 years later, the re-cently updated third-generation model remains

one of the best-selling five-seat MPVs. However, Renault could be about to lose a lot of those sales to the all-new Citroën C4 Picasso ~ a car that promises class-leading space and comfort in sleek and desirable package.

#### WHAT ARE THEY LIKE INSIDE?

These MPVs might not be able to carry any more people than a

regular hatchback, but they do have some tricks up their sleeves to make them easier to live with.

For starters, both have three individual rear seats that slide back and forth, and recline in-dependently. The Picasso's are cleverer than the Scé-nic's, though, with each folding down in one simple movement, creating a

## FRENCH POLISH



giant load bay with no steps or slopes.

A similar effect can be achieved in the Renault by tumbling its rear seats forward or even removing them from the car completely. However, both

As a bonus, the Picasso has more conveniently positioned Isofix mounts and is the better bet if you have three young children; all three of its rear seats are wide, whereas the Scénic has a narrow central seat that means you're unlikely to safely fit more than two child

seats across the back row.

The Picasso's front cabin is pleasantly airy thanks to a wind-screen that extends back over the driver's head, while the dashboard is made from appealing materials and looks thoroughly modern and clutter-free, thanks to its HD instrument panel.

Sadly, this minimalism comes at the expense of useability. Most of the car's functions are accessed through a centrally mounted touch-screen that makes even relatively simple tasks, such as adjusting the air-con, more complicated than they should be.

Top: Citroën Picasso  
It's complicated: Central touch-screen controls most functions but is hard to use.  
Fingertip friendly: Multi-function steering wheel has buttons for almost everything

Bottom: Renault Scénic  
Conventional layout: Renault has regular controls for the air conditioning and stereo.  
Fiddly nav: Tom Tom sat-nav is integrated into dash, but is controlled by TV-style remote.

## FRENCH POLISH

methods are fiddly and require considerable muscle, plus the Scénic's boot is smaller with the rear seats up or down.

Slide the rear seats fully back and the two cars are closely matched for rear legroom, but the Picasso is better at catering for tall occupants because it has extra headroom.

### CLASSIEST CABIN



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Touch-sensitive buttons around the edge of the screen allow you to take a shortcut to specific systems, but they aren't labelled clearly.

The Scénic has a more conventional and user-friendly dash-

lighter car, so you don't need to work it as hard to get up to speed, and overtaking can generally be tackled with fewer downshifts.

In spite of this, it's the Scénic that's the more enjoyable to drive in most situations. It has

more accurate and consistently weighted steering, and its body

board, with physical dials and buttons for the air-con and stereo. Rather annoyingly, though, you control the sat-nav using a TV-style remote ~ something that's not easy to do when you're driving.

The Scénic's cabin doesn't look or feel as classy as the Picasso's, either, because while the dashboard is soft and dense, some of the buttons are a little flimsy. **WHAT ARE THEY LIKE TO DRIVE?**

The diesel engines in these MPVs have similar power outputs. However, the Picasso is the

doesn't sway around as much on twisting country roads. True, its suspension thumps more over larger obstacles, but you don't have to suffer body bounce over dips and crests, which can be a problem in the Picasso.

The Picasso's lighter steering and tighter turning circle make it easier to manoeuvre, while the Scénic has the slicker gearshift.

Your passengers will thank you more if you choose the Citroën for motorway journeys because it's as comfortable and settled as the Scénic at a steady 110kph, and lets considerably

less noise into the cabin. In fact, the new Picasso is a remarkably quiet cruiser.

**WILL THEY BREAK THE BANK?**

After discounts, the Scénic is a hefty £2,600 cheaper than the C4 Picasso. The Citroën claws back some of this lost ground with its stronger resale values and better real-world fuel economy, but the Scénic is still around £600 cheaper to own over three years. There's nothing to split them for company car drivers, though, 40% taxpayers will pay £115 a month.

Standard equipment for both includes keyless entry and start, climate and cruise controls, rear parking sensors, sat-nav, a USB socket and Bluetooth.

The Picasso adds DAB radio, a reversing camera and a rechargeable torch. It also has a five-star Euro NCAP crash test rating. The Scénic hasn't been tested, but it also comes with six airbags and stability control.

**OUR VERDICT**

The Picasso is the bigger, more practical car and that's the main reason it wins this battle. However, it is also faster, more refined and comes with more standard equipment, so the fact it's slightly more expensive to own over three years is understandable.

Citroën C4 Picasso ●●●●●

For: Classy cabin; clever rear seats; more refined

Against: Poor body control; fiddly touch-screen


Verdict: The best five-seat MPV on the market now

Renault Scénic ●●●●●

For: Good to drive, bigger discounts

Against: Less practical rear seats, weaker engine

Verdict: Cheaper, but not as versatile as Picasso

This article first appeared in 'What Car?' magazine in November, 2013. The photographs were taken by John Bradshaw. 

## FRENCH POLISH

### BIGGEST CABIN



### BEST BOOT



Picasso is more practical for families ~ it has the roomier cabin, more flexible rear seats and a bigger boot. Touch-screen is fiddly, though.

Narrow centre rear seat makes it impossible to safely fit three child seats. Rear seats can be removed. Sat-nav remote is not practical to use.

MAX LEWIS~ LIBRARIAN

**H**i Citronauts far and wide... it is my turn once more to relate the pleasures and pains of owning a modern Citroën. To remind you, it is no longer a metallic black c5

cianado, someone who sees beauty personified rather than talking into their mobile phones. Such is modern life where the prison like confines of a mobile phone excludes you from seeing the world around you. On that subject that if I accidentally run into an errant bogun with phone, the Citroën

engineers have incorporated into the design of the front end, for the bonnet to flick up rapidly, guaranteeing a smooth if not a somewhat frightening somersault over the car rather than crunching into it.

You see even Citroën in their infinite wisdom has designed this feature knowing the world is going to hell in a hand basket armed with a mobile phone. Now I am straying off the subject but you know what I am talking about.

Recently I bemoaned the fact that my favourite Citroën dealership in North Melbourne has sold his soul to an automotive colossus of Germany. I will be seeing the man concerned soon and boy is he going to get an earful. All is not lost this side of the divide, namely a new Citroën dealership has been announced in Footscray... good ol' Franco Cozzo's Footscray... home of the doggies, but I shall keep footy out of this report as much as it is possible. I rang them last month and although Citroën Australia trumpeted their new outlet, in fact Alan Mance was not yet ready as they had yet to employ

of 2007 vintage but a 2006 C6... metallic silver, sunroof, Jacques Chirac rear seat sumptuousness etc, etc. I purchased this car from the original owner back in February last year [ie 2013] after seeing it on a very popular website.

Since writing to you earlier on, we have enjoyed very much a trouble free ownership but I don't think we would be using the C6 in much travelling. Just recently Roz and I visited Musk Farm... a gardener's delight near Daylesford. A nice round trip with nothing to report other than at the speed limit assiduously kept, I felt like getting out and walking faster. This serene bolide is really meant to be whizzing along on open speed limit autobahns and the like rather than plodding about.

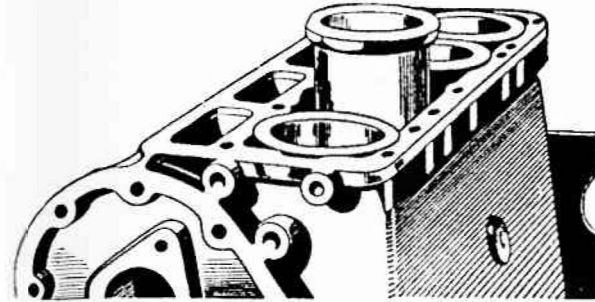
I still have a yearning to rip up the bitumen. Perhaps I will migrate to the Northern Territory where I believe speed rules. Can't see that happening though. Every now and then, but not often and really only once if I am truly honest, does this car illicit a salute or a wave with a smile. It is heartening to acknowledge that of a car affi-

Fleet Follies

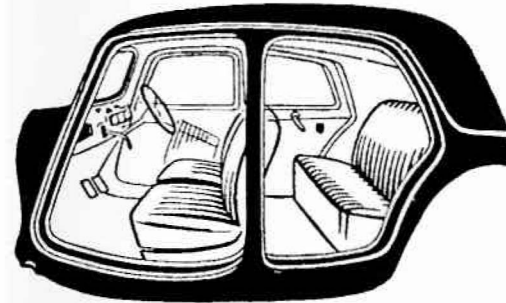
# ★ CITROËN ★

## FRONT-WHEEL DRIVE

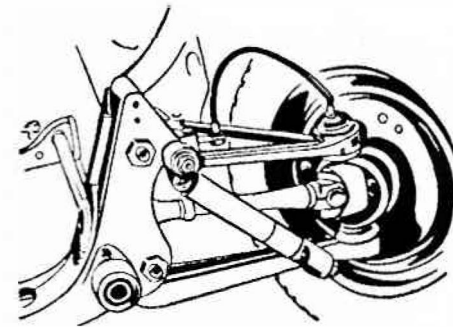
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the appropriate staff. I will report to you later what has transpired... in the meantime what they do say is that they will limit their servicing to the c series. I understand as well that they will be selling new cars. Make's sense does that.

iteration of OUR engine produces a heck of a lot more horses. This is entirely in keeping with the Jaguar marque/myth what have you, so OUR engine could do with and survive with a really health injection of horsepower. After

all the c6 weighs about 1,800kgs which is a HEAVY car. The simple,

relatively inexpensive answer is to add a 'chip' from a chipmaker [no, no, not from my favourite fish and chip shop in Union Road... Costas really makes excellent f & c by the way!!] but from one of many websites. I know of no one who has done this so I can't report on the effectiveness of instant power.

Really there's nothing else that I can whinge about and why should I, as I believe I am driving one of the most if not the most gracious, svelte works of automotive excellence.

Until the next time, please drive carefully and safely and most of all enjoy the pleasure of your favourite Citroën.

May Your New Year be a cracker.

Max Lewis



TED CROSS ~ SECRETARY

My plans for a concerted effort to work on my 1954 2cv Slough van have been dashed and there is nothing to report on this long-standing project. Leading up to Christmas became very busy for me at work and the next job of fitting the new brake lines will have

to wait a bit longer. I purchased these from our club member Peter Fosselius in France. He is one of our overseas members and runs a 2cv repair business and also has a great parts service. I am really hoping to get David Gries involved in this important stage and he has been busy also.

Peter also posted me a new reproduction floor mat for my AK 350, which has also been parked alongside the Slough van, as both need some more cosmetic work and I do this in my mother's garage in Box Hill. This is my Dad's old workshop and brings back many fond memories of me working on cars with him together over most of my life. This van is left hand drive from France and so is not as easy to drive but creates a lot

of interest.

Recently I also purchased yet another van from fellow club member Geoff Scott. This is the well known 'Grey Nurse' raid van from Todd Bracegirdle in wa and is set up for raiding. I could not resist adding this to my options for Raid 2016. It also means that the French van can be kept in it's original condition and I am very happy with this plan. It also means I have two raid cars now and there is the option of renting one of these out to someone who wants to do a raid but does not want to keep a car long term.

I have just signed up to join the 80th Anniversary Traction Run that Robin and Susanne Smith have organized. This sounds like another great event and an op-



## Fleet Follies

The c6 has several foibles and it's not my imagination but trying to set the cruise control is akin to manipulating a remote landing on Mars. It works after a fashion but will give up entirely if you attempt to reset it more than a couple of times. The other major foible cum electronic nightmare is the handbrake or folks the lack of it. On this electronic marvel there is no handbrake as such but a switch right where a bona fide lever should be. It is the most unreliable piece of electronics in the car... never attempt to apply the thing while in traffic stopped at lights whatever because it will jam on. How *embarrassment* I say. So no hand brake usage at any time... it's amazing how you can do without it.

One of my fellow owners is thinking to give his c6 a bit more zip. His model like ours is powered by the early 2.7litre v6... the last models have a 3litre engine and according to Leigh Miles who drove one says that, that extra 30hp or thereabouts makes quite a difference. Added to that I understand that Jaguar with their

portunity to use the Traction like it was designed for ~ cruising the country roads. I find the Traction is hard work around the city these days as the modern cars do not respect braking distances at all and any gaps I create are quickly filled

summer. I do not ride in winter any longer and so they have been neglected and blocked in my factory storage by my son's household furniture. It moved out just after Christmas and so I had a go at getting them both going. My original bike is a 3800 and it started pretty much immediately after a dose

by another angry buzz box. For the alert members reading this report you will note that yes I now have no less than three 2cv vans in my custody at the moment – this is clearly madness and is hopefully a watershed moment in my 2cv fleet numbers. I am hoping to retire this year ( I have said this for a few years ) and then I can rationalize what I keep or sell. This week I have been getting my Velo Solexes back on the road for

of new fuel and the tyres pumped up. But the other bike refused to start. The fuel system on a Solex is pretty fool proof but not idiot proof and I spent a couple of hours before it would run. This bike has a metal fuel tank and there was a messy residue in the tank that had partly blocked the fuel pump.

I now have them working again  
Ted Cross



## Fleet Follies

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