



**CITROËN CLASSIC OWNER'S
CLUB OF AUSTRALIA**
Australia's National Citroën Club

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



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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

Wednesday of every month [except December] at 8:00pm.

The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melways 60, B3

MEMBERSHIP

Annual Membership is \$55. For overseas membership add \$17.50. Have you paid your CCOCA Membership Fee for 2014-15? Renewals were due on 2nd March. If your renewal had not reached the Membership Secretary by 14th May you will see a RED DOT on your mailing label. If you do not renew, this is the last edition of Front Drive you will receive.

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

COVER IMAGE

The cover image is taken from the 2004 calendar of the Traction Avant Club of the Netherlands and depicts the town of Epinal; Quai des Bons Enfants.

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DEADLINE

The deadline for the next edition of "Front Drive" is Friday 18th July, 2014

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Ted Cross [03] 9819 2208 [H]

CITROËNING

CLUB PERMIT PLATES

Send your annual CLUB PERMIT 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 Club's 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
[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

The first edition of Front Drive that I edited was a steep learning curve. Not only did I have to learn the functionality [or lack of it] with my publishing software and piece together content but then I discovered that what I thought was ready for print and what our printer needed were not exactly the same!

Had caused the delays. The second issue has been less difficult and I am hoping that the printing and postage will also be less fraught. This edition follows close on the heels of the last but it will unfortunately be August before the next one reaches you, as I like Leigh am off on holidays for a month. The committee will do our best to keep you up to

date on events via e-mail. If we don't have your e-mail address send it to

A big thank you to Michelle and John at Minutemen in Box Hill South for their patience and professionalism. Having finally stuffed [thank you Andrea] and posted the magazines it then took Australia Post two whole weeks to deliver them. I was beginning to think that my efforts were in vain and the magazines were lost. Australia Post said that Easter and Anzac Day

us. The main article in this edition comes to us from Bill Schenk who has written a wonderful article about his adventures with his Normale and Big 6 and also some bicycles. Leigh has sent a Fleet Follies for us on his rented C4 Picasso and Max has more C6 tales.

Enjoy,
Sue.

I have yet to settle into this exalted position yet write a report I must.

The topic with which I would like to break the ice, so to speak, is one that has been with me for a long time.....so long in fact that I have forgotten when this first arose, but I reckon it was that fateful day way back in the early to mid 1950's

when, with my mother, I was walking along Quay Street in Auckland [I must have been really young!!] a glistening and gleaming BLACK car pulled up alongside the pavement. I was too much of a kapok kid in those days to know what this car was but what had me transfixed was this black knob on a shiny stick emanating out of a gorgeous wooden dashboard. That stuck in my mind...an A HA moment. A Traction no less. Transporting myself to more modern times, I have a greater affiliation with all things Citroen; it was then as it is now the \$64k question. What makes a Citroen owner a Citroen owner? I have done a lot of thinking on this topic and I have yet to form a view other than from what little I know of our CCOCA members and those from other clubs, that the cosmic collection of Citroen cognoscenti encompasses the widest possible gamut of professions, trades, thinkers,

writers, artists, bohemians, politicians [scraping the bottom of the barrel here but what the heck.....it doesn't matter as love of a Citroen transgresses all sins]. But what rings their bell, pulls their chain, rattles their cage.....I don't quite rightly

know but am intensely curious to find out. Right at this point in time I cannot say but rest assured I will be updating my "inkwell of information" in the coming months. Seriously if you wish to confide in me, your father confessor, your secret will remain inviolate my son, my daughter.....Stay tuned. The club meeting at the Royston hotel was a bit of an eye opener for me. The best thing was the attendance of two interstate visitors.....Ian Gamble from N.S.W. and Geoff Webber from Q. Welcome and we hope you had an enjoyable time in the world's most liveable city.....Moonee ponds especially!! And thanks to those other stalwarts that came along, I hope you to as well enjoyed the night.

Max Lewis.
President

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PREZ SEZ

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CONTRIBUTORS

Thank you to Bill Schenk, Max Lewis and Leigh Miles for their contributions to this edition of Front Drive.

• **MAY
COMMITTEE MEETING
& CHEAP EATS**

WHEN: Wednesday 21 May
TIME: 7:00pm
WHERE: Check with the
Secretary for this month's venue.
COST: Cheap Eats

**30TH HISTORIC WINTON,
WINTON MOTOR RACEWAY**

WHEN: Sunday 25 May
TIME: 9:30am
WHERE: Winton Raceway, Benalla
DETAILS: The event is from Fri-
day 23rd to Sunday 25th May 2014.
We will have a display of Traction
to celebrate the 80th anniversary of
our Traction.
You need to be
there by 9.30am if

we want to display our cars as a
group.
Tickets are available from Ted Cross
for the display day on 25th May
2014. (limited - 8 cars)

The clubs original
complimentary
allocation of tick-
ets is almost
gone. However,
more have been
promised.

There are two
display areas and
our club members
have been asked
to use Gate A in
Fox street which
leads directly to
the Shannon's
Classic Car Park
which is being
used for the 2014
featured vehicles.
Ring Ted Cross
0400592208 for
further details.

30th HISTORIC WINTON
24th & 25th MAY 2014

Presented by The Austin 7 Club and HMRV

HISTORIC CARS, MOTORBIKES AND SIDECARS
Featuring over 400 Historic Racing Cars
and Motorbikes from 1920's to 1980's

Saturday \$25.00 Sunday \$35.00 Weekend Pass \$50.00
Practice 9.00am Racing all day from 9.00am
Racing 1.00pm Pitdocks \$5.00

Winton Motor Raceway, Benalla, Victoria
www.historicwinton.org.au enquiries: 03 51282689

Logos: Shell, Castrol, VACC, Texaco

A-TRACTIONS

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

**ALAN MANCE GRAND
OPENING & CLUB MEET-
ING**

WHEN: Saturday May 24th.
TIME: 9am to early afternoon
WHERE: Alan Mance Motors,
435 Barkly Street, Footscray, 3011
COST: Free
BRING: Bring your dearly beloved
Citroen in all its splendour.
BOOKING: Essential by May 18.
CONTACT: Max Lewis on 0418
993 771 or 9372 0921 or max-
lewis@netspace.net.
Alan Mance are having their grand
opening for their Citroen dealership.
We have been invited to attend and
display our cars, so there will be
plenty of parking spaces in their com-
pound for your Citroen. It is you
might say a shine and show rather
than a concours. There will be food
and refreshments for those attending.

CLUB MEETING

There is no Wednesday meeting this
month, the Alan Mance Grand
Opening event is being held in its
place.

• **JUNE**

OZTRACTION '14

~ **INVERLOCH**

WHEN: Fri 6th to Mon 9th June
See details on page 10.

BOOK NOW for this
great event. Bookings are
closing soon.

**COMMITTEE MEETING
& CHEAP EATS**

WHEN: Wednesday 18 June
TIME: 7:00pm
WHERE: Check with the Sec-
retary for this month's venue.
COST: Cheap Eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Ted Cross,
[03] 9819 2208
secretary@citroenclassic.org.au

CLUB MEETING

WHEN: Wednesday, 25 June
TIME: 8:00pm
WHERE: Frog Hollows Re-
serve Rooms, Fordham Ave,
Camberwell, Mel 60 B3
COST: Free
BOOKING: Not Required
CONTACT: Max Lewis
president@citroenclassic.org.au

**WINTER WARMER DAY
RUN ~ MAROONDAH
DAM**

WHEN: Sunday 29th June
TIME: 10am
WHERE: We will be meeting
opposite Ringwood Lake in
Maroondah Highway.
COST: Free BBQ
BRING: Drinks, Tables and
Chairs
BOOK: ESSENTIAL by 22nd
June.,
CONTACT: Helen Cross e-
mail crossfam@ozemail.com.au
or Mobile 0419356963
Helen Cross is organizing a run
to Maroondah Dam. This is a
great run for your Traction or
other Citroen.

WINTER WARMER DAY RUN ~ MAROONDAH DAM [CONT]

There will be a free barbeque hosted by CCOCA so you only need to bring your own drinks. Contact Helen by 22 June if you

CLUB MEETING

WHEN: Wednesday, 23 July
TIME: 8:00pm
WHERE: Frog Hollows Reserve Rooms, Fordham Ave, Camberwell, Mel 60 B3
BOOKING: Not Required
CONTACT: Max Lewis
president@citroenclassic.org.au

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday 20 August
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

COST: Free
BOOKING: Not Required
CONTACT: Max Lewis
president@citroenclassic.org.au

• OCTOBER 80th ANNIVERSARY RALLY

WHEN: WHEN: Fri 10 to
Sun 19 October
See Details on Page 15

• BOY'S DAY OUT

4th Thursday of Every Month

For Details see page 38.

A-TRACTIONS

are attending so we can cater for the crowd.

• JULY BASTILLE DAY CELEBRATION

WHEN: Sunday, 13th July
This event is still being planned so please check at www.citroenclassic.org.au for the latest information.

• AUGUST ROB ROY HILL CLIMB

WHEN: Sunday 17th August
TIME: 9:00am
We will meet for a pre-run coffee and morning tea at Sasa Café at 173 Riversdale Road Hawthorn at 9.00am and then run in convoy out through Warrandyte to Rob Roy (some great roads to drive your Citroen on to this event). Join fellow club members and visit the Rob Roy Hill climb (as spectators). This is a classic hill climb event so why not bring along your classic Citroen and enjoy the day. At this event you can wander through the pits, talk to the drivers, and view the racing. Bring a chair and a warm coat.

There may be some limited parking available in the special enclosure for our Traction (to be confirmed on the day) but all Citroens are welcome. Be part of the 80th anniversary activities in 2014. Entry gate fee applies (\$10 PP or \$15 for car). Catering available on site.
All enquiries – Ted Cross
0400592208 or crossfam@ozemail.com.au

CLUB MEETING

WHEN: Wednesday, 27 August
TIME: 8:00pm
WHERE: Frog Hollows Reserve Rooms, Fordham Ave, Camberwell, Mel 60 B3
COST: Free
secretary@citroenclassic.org.au

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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 the venue is pleasing enough to compensate. Brobel Tours have selected this

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 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
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.

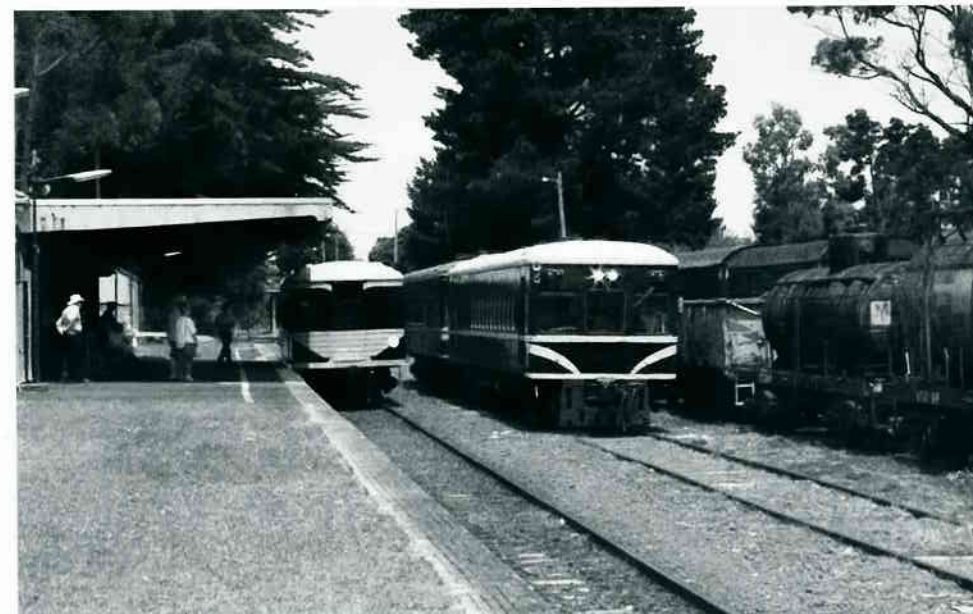
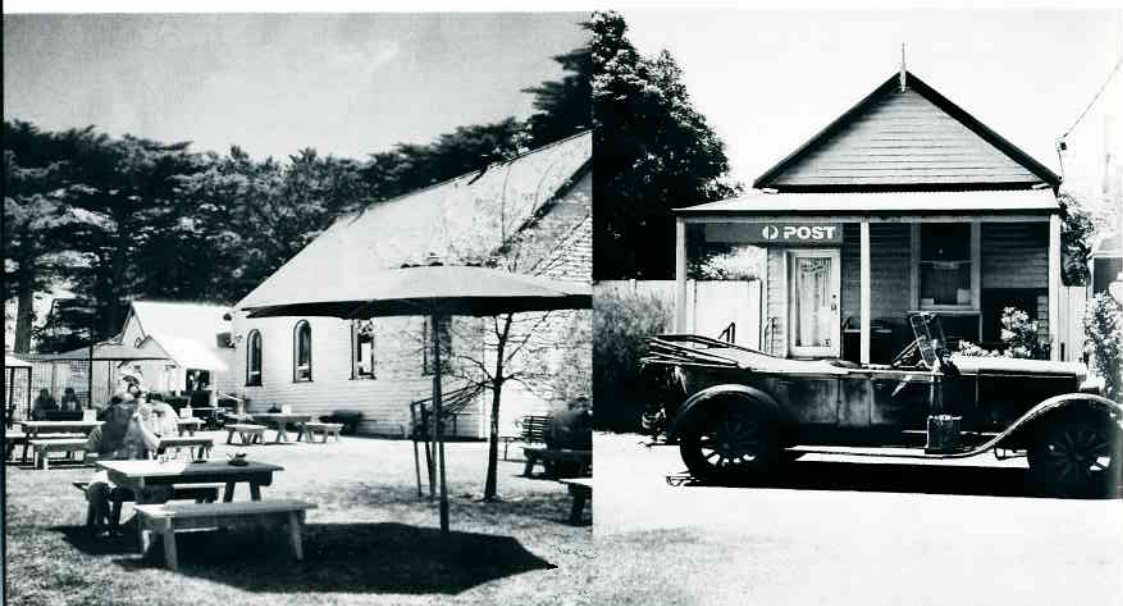
10am ~ 12noon we join the historic South Gippsland Railway and take the train trip to either

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

Left to right:
The Old Dalyston Deli ~ our Saturday night dinner venue. A 1928 Chev outside the Post Office at Mirboo North. Rolling stock of the South Gippsland Railway.



☞ Sunday 8th June
Today we will be heading off to Mirboo North, via Loch. Here 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.

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 goodbyes 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, spacious 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.

- 12rooms ~ 9double 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 more information: <http://www.coastalstays.com/motelonabeckert/#features>

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.

OZTRACTION '14 ~ INVERLOCH

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



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☞ CITROËN OWNERS ☞ AND ☞ ENTHUSIASTS ☞ 15

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

☞ Inverloch Central Motor Inn
David and Lois and staff welcome you to Inverloch!
Our motel is situated at the top end of the main street ~ easy

<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 Friday 9th May. 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.

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.
Check the website for more information:

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



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I have a dream and my dream is this: I dream that I go for a long drive in my Traction, say to Victoria or South Australia and nothing happens. Then I write an article about the trip which simply says "I went for a long drive in my Traction and there is nothing to report. The End". Sure it'd be a short article and slightly boring but it is my dream after all.

Fortunately for you the reader this absolutely never ever happens and this tale is no exception. This being the case it is extremely stressful for me but hopefully mildly entertaining for you.
The first incident happened a year ago when my son almost lost his life on my watch.
I've been told that talking about traumatic experiences that happen to you actually helps in the healing process. I think that this is total malarkey but I'll have a go to see what happens.

My son Bryan is a keen cyclist and he decided that he wanted to do what is called "The Seven Peaks In seven Days". Basically, you ride up 7 bloody high mountain tops in Victoria in seven days. Easy!

Bryan is your quintessential novice rider and has never really ridden in earnest although he is quite fast. So let me set the scene. There was my son Bryan, his mate Iain, his dad who is also my best man John and me.

All in Lycra and intending to do our first ride, which was up Mount Buffalo just outside Bright.

John and I set off early crawling our

way up. Bryan and Iain zoom past us when we were about 2 kms up and by 4 kms John was buggered. I was too but I didn't let on.

Being the empathetic man I am I said to "John you look buggered let's head back down and get the Ute".

John was so grateful, I could tell

by the look of sheer relief on his face.

Our plan was to get the Ute with our bikes in the back drive to the top and ride down then Iain could drive us back up to collect the Ute. Great plan for two middle aged men, with absolutely no fitness and no ticker. I have to make it clear here that I am a great descender. I put my excessive weight forward and let gravity do its work and before you know it I'm absolutely hurtling towards the bottom reaching speeds almost as fast as the speed of light. We passed the boys and stopped to take some movies and photos of them as they ascended the mountain.

Mount Buffalo is about 24kms all uphill. Well unless you're going down then it's 24kms going down. About 4 kms before the top Bryan had dropped Iain and was cycling solo and doing it at a pretty good click. John and I stopped at the top to watch him cycle over.



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After a couple of minutes we set off after Bryan. We drove down the other side and he just wasn't there. It was as if he had vanished into thin air. At first I thought that he must be absolutely flying but soon enough I realised we must have passed him.

We turned around to be con-

Fortunately there is a medical centre in Bright that even though it doesn't have wards, beds or nurses. It does have doctors that can sew.

After we got him stitched up John and I went back up the mountain and found his bike which was about 25 meters down.

John and I had to decide which one of us had to go down with a rope to get the bike out and since I was the most morbidly obese and had the

least sense of balance and the least dextrous that I was the obvious choice for the job.

Down I went with all the control of a rock wallaby on crack cocaine. I secured the bike with the rope and John pulled it up. I found it extremely hard getting back out. Took me about 15 minutes but I did it with grace and deportment for a fatty! The phone call to his mother was interesting. "ring, ring... ring, ring... Hi Liz, look he's OK but" you get the picture.

I have mentioned before that I am a very empathetic chap but also I don't want to let any opportunity go by so at every opportunity I'd say "come on Bryan, I'll race you to the car". He never obliged. Spoil sport. I also started singing "Free Falling" Then John and I decided to give him a nickname. We tried all sorts of names like "Limpy and Crutchy, Bandage Bear and Scabby". Eventually John came up with "CLIFFY". It didn't stick though which I think is a great pity.

Years before this particular episode I displayed my Normale in Bright for a cycle event called Audax.

It is held annually over the Australia Day Weekend but with a French theme. Audax attracts between 1 to 2 thousand cyclists to Bright and its surrounds.

There are 3 different length events held during the weekend. A 250 km cycle, a 200 km cycle and a 160 km cycle.

My son Bryan did the 200 km cycle which started at Bright and went to Falls Creek, back to Bright then onto the top of Mount Buffalo and back to Bright. A bloody long way with bloody steep hills.

The last time I was there the organiser paid for petrol and arranged free accommodation so there was an incentive there to make the trip and Bryan and Iain were keen to come.

I contacted the organiser to ask him if he wanted a couple of Traction's and if so were the arrangements still the same. Luckily for us they were and they wanted more cars than I could get so if you want to attend next year I'm sure they would love to hear from you.

I had been organising this trip for 6 months. The plan was to get the cars ready and to do a bit of sight seeing on the way home as well.

I have an old school mate Shane who lives in a little place called Candelo near Bega with his wife Donna and daughter Marny. We haven't seen each other for years.

Next Page: The Big 6, while we wait for the Normale to cool after the second Hose blow out. Below: John gives Ian some instructions before starting the ride

TWO TRACTION'S ON HOLIDAY

fronted by a Winnebago that contained my son in the front seat with blood pouring out of his head.

On Mount Buffalo there is a mountain on one side of the road and there is a cliff on the other. Fortunately he didn't hit the side of the mountain.

He went off the cliff into thin air. He failed to take a right hand bend hit a rock which catapulted him off his bike and over the edge where a tree stopped his free fall. He was a mess. Stitches above his eye, stitches in his shin and ankle, as well as huge grazes down his torso. How he didn't kill himself is a miracle. How he got up and out and back onto the road was no mean feat too.

The first thing he said to me was "Dad, I can't find my bike!" Gotta love a boy who has his priorities well and truly in the right place. It shows that he has had the correct upbringing. We took him to the Bright hospital. Unfortunately the Bright hospital has no doctors.



TWO TRAXIONS ON HOLIDAY



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TWO TRAXIONS ON HOLIDAY



When we were young he had thick curly red hair which when left to grow, grew sideways so when you looked at him front on there was this hair extending parallel and then the top of his head was just above in the middle. His nickname is "Towbar". Weren't we inventive with nicknames in the old days?

The plan was to take 2 days to Bright with a stop at Gundagai, do the two days in Bright then via The Great Alpine Way over Mount Hotham then onto the coast to Candelo. Simple!

Why is it that even though you have a massive lead time there is always something that you haven't done, like prepare your car even though you

know you should have. You simply run out of time.

Little jobs like

flush the crap out of your radiator.

The Normale's radiator is full of rusty looking crap and I had this job in my mind to do but didn't.

Even so I was supremely confident in both cars because the two of them were running really well.

We set off with me driving the Big 6 with Bryan to keep me company and Elizabeth driving the Normale with Stephanie our daughter as company. Stephanie is a green P plater and I actually gave her a lesson in the Normale just in case Liz needed a break. She didn't and poor Steph didn't get to drive at all. She was heartbroken and I'm unsure if she'll ever forgive her mother.

The day itself was hot, 35 degrees so we had the air-con on. Windows down, scuttle vent up and windscreen out.

The only trouble with travelling at about 90 kmh with the windscreen out is sometimes you get hit by a bug even though you're inside the cab. Here's a little hint for the novice or wannabe Traction driver. When you're doing 90 kmh with the windscreen out, NEVER, ever drive with

your mouth open.

I always like to pass on the knowledge.

We made Yass where we topped the tanks up. Then we hit the road and I got a call from Steph that the radiator had blown up. A statement like that can cause a little stress to say the least.

What had happened was that it had blown the top radiator hose off resulting in having rusty water blowing all over my nicely polished black car. Those of us who have black cars know how hard it is to keep them clean.

I had fitted a filter in the middle of the top hose so I just thought it had clogged up. I put it back together and we drove to our digs at Gundagai with no further problem.

I thought Problem solved.

TWO TRACTIONS ON HOLIDAY

Previous Page:
The Big 6 on
top of Mt.
Hotham
Below:
Bryan riding up
the mountain.

Mine was Schenky. Good eh.

Took a lot of thought too.

The nickname I like the best was for a footballer who played in the late seventies early eighties who's name was Phill Sigsworth. His nickname is "Whatsapacket". But I digress.



Have you ever thought that? The next day it was cool and raining much to our relief. I checked the fluids in both cars and we set off for Bright. A lovely drive once you leave the Hume. The Hume is a good road but it is as boring as Bat excrement. Once in Bright we stopped for

Once the bonnet was open the problem was not apparent. It looked fine. I pressed the fan belt and it was loose and the geni moved. The lug that the mounting bolt goes through had broken. For a few minutes I was thinking how am I going to fix this? I thought my old man would fix it with fencing wire. But how? Then it came to me.

To repair this permanently what I needed was a replacement for

fencing wire. Zip ties! Yeah zip ties! The modern mans fencing wire. I bought a packet from the local servo and tied it back onto the valance just to give it enough tension on the belt

to give me charging and cooling. Once the repair had been affected I stood back, looked at my handiwork and thought "yeah that is a repair that any qualified mechanic would be proud of. One that he could give his customer and say there you go 200 bucks no need to thank me". I also thought that'll get us back to Sydney. I am nothing if not optimistic. Our accommodation was at Harrierville, 20 km further up the mountain. The house they had arranged for us was great. Five bedrooms, two bathrooms and a big living area. It had a great big yard which had a fast running river at the back that you could swim in.

Saturday was sign up day. Basically the cyclist tells the organisation that he or she is there. The organiser gives him or her an envelope with some goodies and they have to sign something which basically says that if he or her is maimed or killed they won't sue.

The event is much bigger than when I was here before. Many more people selling cycling stuff and food stalls and bloody cyclists everywhere. Gee they can be pests.

Needless to say the cars looked great when we parked them up for display and created a lot of interest. Much more interest than the fellow with the segways for hire right next to us. I don't think he had one paying customer all weekend.

What I can say about him was that safety was a priority for him because he wore a cycling helmet for the entire weekend. Just who's responsibility is safety? Anyone who has attended an OH&S course will have that asked of them.

The answer is "everyone" that is all you need to know and you'll pass.

On Sunday because Bryan was in the 200km event we had to be in Bright at sparrow fart. It was dark and cold and the coat I had bought looked great and did everything a coat is suppose to do except keep the cold out. I froze my thingamajigs off. The things you do for your kids. We waved Bryan off and then an hour later we waved Iain off. Bright is a lovely town but it doesn't take long to see all the sites and go into all the shops. About an hour.

Stephanie found it a particularly exciting place to be. She entertained herself by photographing her parent in the most unflattering way like when they were sleeping. Next year I hope she can drive the DS down providing I have time to give it a re-spray before then.

Both Iain and Bryan finished their respective events with no injuries. All three parents were greatly relieved when they finished.

One really cool thing that happened on the day was that the organiser asked if I could escort the Lantern Rouge in. I was really confused, what the bloody hell is the Lantern Rouge? I just acted as if I knew and said "yeah, sure, no problems".

I figured out with my very limited school boy French that it basically translated to Red Light. Was I escorting a lady of the night?

TWO TRAXIONS ON HOLIDAY

supplies. In the car park at Woolies I heard a noise coming from the Normale. Clang, clang, ding, ding. The sound was like something hitting the fan.



Luckily for me there was a shop that sold Tee Shirts that had Lantern Rouge printed on them. They told me it is cycle speak for The Last Rider.

If I were to participate in this event I would definitely be the Lantern Rouge and I don't know if I'd be all that proud of it.

Definitely not that proud that

well until we came to a sign that said "select low gear".

As Liz ascended the hill at about 2 kms an hour the first doubts entered me mind and as the Normale came to a halt I thought "Perhaps this wasn't one of my finest ideas".

Fear not dear reader it was Billy to the rescue.

I sat in the drivers seat next to Steph.

I turned the car around so we were pointing down the hill, selected re-

verse and backed it up the rest of the way.

Steph, confused at first got into photographing the front big 6 through the windscreen of the Normale.

I've had to do this a couple of times during my driving career and I simply don't know which side of the road I should be driving on. You with me? Like, your pointing the wrong way so you think that you should be on the left but your going up the hill so you should be on the right.

I still don't know.

Once at the top I turned it the right way round and told Steph that I would teach her how to drive a Traction up a Mountain. You do it with as much momentum that you can get. We took off at pace down then up foot on the gas. Then into second then a beautiful double shuffle and into Mount Hotham. She was impressed and a little scared.

Liz and I both needed a coffee after that. We were stressed to the max. After our nerves were settled we set off down the other side in our Tractions the 6 in front with the Normale close behind.

What a road! Beautiful sweeping corners with some sharper ones as well. It's what I call Traction country. They just love roads like this and once you're in the groove they are delightful machines to drive.

Down and round we both went, at pace.

Once at the bottom we stopped for gas and I asked Liz if she enjoyed that. She loved it! She said at first she was braking into the corners but noticed that I wasn't. So after that she kept off the brakes and found that the car just took her round and she loved it.

I thought. Now she gets it. She sees what I've been telling her all these years about the feeling you get when you drive these things on the right road. They are so sure footed. Now she realises that all the work and time I put into these things for me is worth it.

This small piece of unadulterated driving pleasure you get makes the pain worth it.

Our two Tractions hit the highway after giving them a well earned drink and the Normale immediately blew the lower radiator hose off.

I just thought. Bloody hell we've just climbed the bloody huge hill why didn't it blow up there for goodness sake!

I changed my thinking about why this was happening and came to the conclusion that the radiator was loosing water through the overflow pipe. Then we stop and the header tank is more steam than water and poof. So the lesson was to check the water at every stop. This worked and we had no further problems with the

radiator.

I visited my mate Towbar the next day. I think we may have to give him another nickname like Baldy.

It was great to catch up.

We spent the morning boasting about our kids and talking things we did when we were younger. They seem so silly and crazy now but we still get a chuckle or two.

Mid morning we said our good-byes and headed north to Gerroa where we had a dinner engagement with Craig and Deb Keller.

When we showed up Peter and Jenny Boyd were there to so there was terrific conversation. The best bit was that Bryan and Steph were bored out of their scones. It was great to see. The zip ties broke in Gerroa which was really annoying for me because I had intended to leave it like it was.

I replaced the zip ties with an ocky strap.

Won't have to touch that for at least a year.

We had a great time driving our Tractions and hope to do it again next year but it was nice to get home safe and sound.

Embellished by
Bill Schenk

Who doesn't let the facts impair a good story.

TWO TRACTIONS ON HOLIDAY

I'd want a bloody escort to the finish line. You know what I mean? You with me? Every body would be there. The escorts would be blowing their horns making it obvious that you are the worst and slowest rider. People are cruel you know. Some may point and laugh. Then there maybe a case of mob mentality and everyone may point and laugh. It could be so embarrassing for the poor, slow and worst rider of the day. But hey, I only did as I was told. So I escorted the Lantern in along with two motorcycles. We all had our headlights on and we all blew our horns and the Lantern was cheered in like he had won the whole shebang. I was so disappointed. Dawn broke on the Monday morning. Well of course it did. It's not as if dawn was going to break in the afternoon. Time to climb the mountain Traction style. Or in style in the Tractions. Up we went and we were doing

CITROËN C4 PICASSO

Well, what did you expect? It had to be a Citroën that we leased in Europe. Actually, that is not true. As my friend Sue will assure you, in all our car-leasing holidays we have never leased a Citroën. The last time I leased a Citroën was back in the

Citroën Picasso, Toyota Tarago as Breeder Wagons. Which, in Australia, they typically are. I mean, when was the last time you saw two fabulous chaps driving a Toyota Tarago? But, as I discovered some years ago when Sue and I leased a Renault Scenic, in Europe cars of this type are rather less simple to classify than they are in Australia. They are quite class-

less ~ especially the five seater versions of the Scenic and C4

Picasso and the C3 Picasso [neither of which does Citroën import]. Here they are simply highly versatile cars that use their space very wisely. With the passenger seat pushed back, there is a huge amount of space available, and there is still room for passengers in the rear.

late '80s when I leased a ZX when I travelled with my parents. To be honest, on a price comparison basis a Renault was always less expensive than the Citroën equivalent. I have always branded vehicles such as the Renault Scenic,

Some years ago Renault attempted to make vehicles of this two-box type trendy when they developed the Avantime. A sort of two door people-mover that was really designed to seat just four people. Despite it being a commercial failure, it was a groundbreaking idea. And sitting in the front of the Picasso, with all the space I could not help but think of the C4 Picasso as a sort of four-door Avantime. It really is a shame that cars of this type are put into the category they are at home, rather than being seen for what they are... the European equivalent of un-clever, under-powered trash such as the Toyota Rukus, Nissan Cube [or is it Hyundai that collared that creative naming option for their box on wheels?].

I can say underpowered in reference to the Rukus with authority ~ Philip and I rented one of them in Tasmania a year, or so ago. Despite it being powered [I use that word loosely] by a 2.4litre petrol motor, the C4 with its 1.6litre diesel is a more satisfactory combination.

Back to the beginning. We collected the Picasso at Nice airport and after a quick lesson on driving the new car we were off into the traffic of Nice [with road works, deviations, new roundabouts that were not on the sat nav maps] and off to the mountains of the Alpes Maritime and the village of Tende. I had been hoping against hope that our car would not be white. A white Picasso would look even more akin to a chest freezer, or some other domestic appliance, than it would in blue, red... Ours is black. This is unfortunate only in that it means that the photos we have tend

not to show it in the best light. The gearbox is a semi-automatic six-speed affair. You can put it into Auto and it will change gears like an automatic, or put it into Manual and change gears using the paddles behind the steering wheel. Manual is not quite totally manual, as the gearbox's brain will change gear if you are revving so hard that your ears hurt or are simply going way too slowly for the engine to cope in the gear you have selected. You might consider the manual mode as being akin to a C-matic, but with an override. It is similar to the old convertisseur gearbox that pre-dated the C-matic in that there is no Park on the quadrant. When you stop, you put the lever into Neutral, turn off and the electric parking brake is automatically applied. In Auto mode this gearbox has come in for a good deal of criticism, both locally and in Europe. As I recall it appeared in Australia on some models of the C3 in place of a full automatic 'box. I can understand why it was not well received by motoring writers, generally, and by Australian drivers in particular. It is not a box designed for smooth, fast get-aways in the traffic light Grand Prix that seems to be endlessly fascinating to both the aforementioned groups. But, in normal driving, both in heavy traffic and on the open road, it is a very pleasant 'box to use. With practice you get to know when a gear change is imminent ~ so, take

Opposite Page:
Leigh and
Philip's
C4 Picasso.

FLAT FOLKS



your foot slightly off the throttle and the change is even smoother. It is found wanting however if [as happens in Italy] you need to come to a full stop on the very short slip lane as you enter the motorway. You want the car to lift its skirts and get up to motorway speed quickly. This is where the change is jerky

steepish upward incline. It just makes one a little more cautious. Now, you do not buy a Picasso expecting it to handle like a regular saloon. For a start, the centre of gravity is higher than a normal car. Citroën have proudly proclaimed that the latest version of the C4 Picasso is about 100kg lighter than the previous model

and that handling has been improved ~ both as a result of the

and you can find yourself in what seems to be the wrong gear. When you know this is going to happen... well you just get used to it. I presume Citroën [and other European manufacturers] persist with this type of 'box because it is cheaper, smaller, easier to service than a conventional automatic. As an aside, when we were looking at new cars for Philip before we came away we drove both a Fiat 500 and a Fiat Punto with that maker's semi-automatic gearbox. Thankfully, the Citroën version is streets ahead of the Italian offering which took forever to actually make any and every upward change.

On two occasions I have been disappointed with the grip offered by the Michelin tyres that are fitted as standard. Both times I have been moving off from stationary on a wet road. Once was entering a motorway ~ and I may have been giving the car some stick to get up to motorway speeds. But, today was a gentler take-off, but on a

weight loss and improved suspension control. I have not driven the previous version, so I cannot make a direct comparison, but with one exception we have not been disappointed. At 100kph [or more] the joins between the concrete sections of bridges can upset the Picasso if the join is not taken straight on. This only becomes an issue if the bridge describes quite a sharp curve.

After our time in Tende we had a long drive to get ourselves to Tuscany in a day. Set the sat nav for San Gimignano and drive. Well, as it turned out it was not quite as simple as we had hoped. Suddenly, Stuart [we have christened our sat nav Stuart ~ well, he sounds like a Stuart] was telling us 'in 100metres, at the end of the street, turn right'. We were on the autostrada, in a tunnel, doing 120kph. Unfortunately, Stuart had thought we were on the roads in the town above, rather than buried 200m below the surface. This has happened a couple of times ~ both when we have been in tunnels and when suspended 200m in the air on

a viaduct. Disconcerting, to say the least. It being a long drive we had decided to connect the iPod to the sound system. Do you know how truly bad Italian radio can be? All of a sudden Stuart is telling us he does not have a map for our current location. As it was just after the tunnel affair we did not think much more about it. Some little time later, well after we had exhausted our daily quota of tunnels Stuart was still telling that he did not have a suitable map. Indeed, when I checked, instead of showing us circling inland of Genoa, he thought we were some 5km offshore, in the middle of the Mediterranean! We decided this was some strange interaction between the iPod and Stuart. We unplugged the iPod and Stuart returned to normal after lunch. A day or so later we tried the iPod again and once more Stuart had us in the middle of a ploughed field with no map available. A few days later we tried the iPod again and it and Stuart have been happily playing together ever since. I have no idea what was going on, but it was very disconcerting.

Like so many cars these days the Picasso is blessed with a 'start' button. Very modern. Oh, just like on my 1954 Citroën Light 15. The car came with an owner's manual in French and so we have not fully grasped all the nuances of the vehicle's operation. In a traditional car ~ even in a Light 15 ~ you turn the key to 'Accessory' and you can listen to the radio without having the engine running. This seems to be impossible in a very modern car. Until you start the engine, there is no power to the radio or indeed anything else. Very modern. Apart from these little quirks, we are thoroughly enjoying our time with the Citroën C4 Picasso and would thoroughly recommend one as a practical, comfortable, spacious means of travel. It is just a shame that everyone will think you are a breeder with a poultice of children, rather than having made an intelligent, stylish motoring decision.

Leigh F Miles



C6 TALK

Hi Citronauts far and wide, once more I would like to relate the pleasures and pains of owning a modern Citroen. As you may already know [that is if I have not bored you unto death with my automobile love affair] my [our, sorry] 2006 C6 con-

nonsense and off to Stuckey Tyres to examine a deflated M. Bibendum ~in this case an Italian Pirelli known as S. Gomma A Terra. Within moments of arrival I see Russell, sleeves up, disappearing with said tyre to the bowels of his workshop returning with the biggest blasted nail you have ever seen. Russell

said I was lucky the tyre didn't commit self de-

struction. One up for me, the tyre and Russell. A few dollars changed hands, the tyre repaired and off for another day.

It saddens me in a way but the C6 as a second hand luxury auto has dropped value in the used car stakes to an unbelievable low level ~ I can only equate this information from but one website. The good news is that if you want to chance your arm at owning this gorgeous model this is the time to go get one. They have never been cheaper and waiting longer may mean you could get one cheaper still.

Our good friends nearby with their metallic black C6 with four people onboard and a moderate amount of luggage took off for a raid on the SA vineyards. The car performed without a hitch, purred along at our strangulating maximum highway speeds with all on board having a safe and relaxing journey there and back. The C6 is truly a long distance limo that can travel at good speed in complete comfort and safety.

The temptation to let 'er rip is always there but our laws prevent us from doing so. It might mean that one day we have a C6/C5/C anything raid rip up the bitumen in the N.T. just for the sheer hell of it knowing that we could easily travel still at great safety at exhilarating speeds. I but dream. Today as like some other days I see in my travels if not one cheeky type but several of my perhaps next Citroen acquisition. From a limo of exquisite mature female personage as the C6 appears to me, to a cheeky [repeated sorry] strumpet of youthful eternity.....ok so I carry on like a demented nutter BUT I love that little C3 Pluriel. It's got that look about it that reminds me of BB. Pert, ultra good looking, changeable as that whim that drives all young women but sensible at the same time. I reckon it's the next collectable Citroen for those with a youthful demeanour or one that is looking for it. A sort of a spring of eternal life. I know that that is going a bit far but the Pluriel in my view has the classic lines, original if not unique in a world of mind boggling sameness!

The queue starts here behind me.

My dealings with Alan Mance Citroen from the first blush continues apace. AJ as I know him is the consummate salesman. He needs to sell cars but does not to me anyway seem to have the classic white shoe, Brylcreem, full Colgate grimace which normally marks a car dealer. I use to be in that trade albeit all to briefly, thank goodness, so I have a little experience in that line, but Alan Mance seems to have gotten their sums right. I am not touting them as the be all and end all of a car dealership, but they are very serious in representing Citroen here in Melbourne. We have an event [See page 6] at Alan Mance Citroen.

I hope you have all had a safe and enjoyable Easter and ANZAC break. I look forward to catching up with some time somewhere.

Max Lewis.



Max & Ros
Lewis's C6 at
"The Vines"

FLAT FOLLYS

tinues to entrance and amaze us. We have yet to read the manual [which is a tomb of majestic proportions and makes War and Peace look like a primer script] so I look forward to discovering more of the intimate details. Without appearing untowards and in this rather precious and fragile society in which we live, the C6 is nothing less than a woman of unimaginable beauty cloaked in an aura of mystery and intrigue that no mere man like me would ever have the temerity to know. Back to reality, recently I was getting on the screen a notice, sometimes warning that I had a flat tyre. I think I have said this before, but that was in the C5. As there didn't appear to be anything wrong, I continued to drive. The screen continued to say "hang on mon ami, you still have a problem". My car after all is French and it speaks to me in French or so I imagine. I know all that. The screen even goes to say, which it colourfully denotes, which wheel. Enough of this



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WHEN: Fri 10 to Sun 19 October
FROM: Gundagai
TO: Mulwala
COST: \$180pp
BRING: Everything for a great 10 days
BOOKING: Essential by June 1
CONTACT: Robin & Suzanne Smith on [03] 59841280 OR info@alaplage.com.au

It will be very similar in nature to the 75th anniversary run organised in 2009 by Brian Wade and COCA. The run will commence in Gundagai on October 10 and conclude in Corowa 11 days later. 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. The Itinerary:
Day 1: Friday 10 October Gundagai.

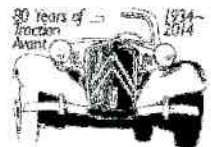
Meet and Greet, in the evening, at the Gundagai services club a meal will be served and directions given.

Accommodation:

The Gundagai Motel Ph [02] 6944 1066 Len and Debbie

Gundagai Tourist Park Ph [02] 6944 4440 Rachel

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 Davi
Day 3: Sunday 12 October
Jerilderie to Barham. 175km via
Deniliquin.
Accommodation

A free day to explore the area. Din-
ner in the evening at the Rendezvous
Restaurant.

Day 6: Wednesday 15 October
Mildura to Berri 164km via Renmark.
Accommodation
Berri Riverside Caravan Park Ph
[08] 8582 3723 Lorraine or Kay
Day 7: Thursday 16 October
Berri to Bordertown 262km via Lox-

ton and Pinnaroo
Accommodation
Bordertown Sun-

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

Ph [03] 5497 1488 Jenni
Donald Caravan Park, Ph [03] 5497
1764 Maurie and Nancy [basic cab-
ins]

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
being 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 book-
ing

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 to:

Robin Smith, 1 Watson Road,
Sorrento, Victoria 3943

Ph [03] 5984 1280

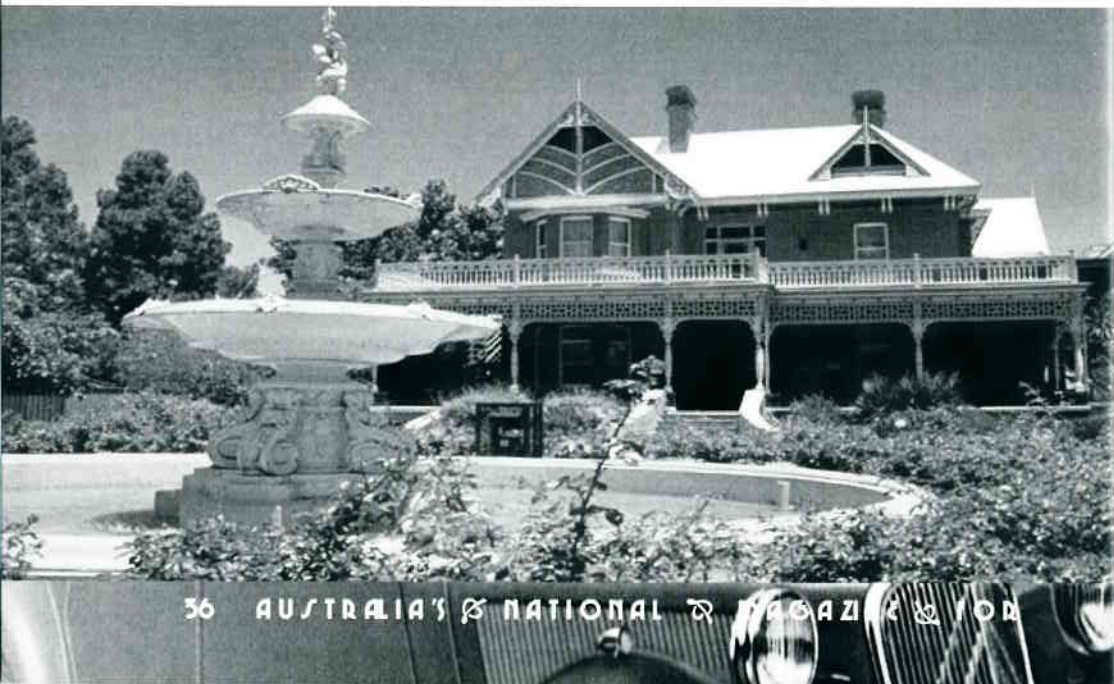
Mob 04 2783 9972

Left: The art
gallery in
Mildura.

Below: The fa-
mous Grand
Hotel in
Mildura.

80%K ANNUAL

Barham Caravan and Tourist
Park Ph [03] 5453 2553
Kay and Greg
Club Motor Inn Barham
Ph [03] 5453 2822 Kaye
Day 4: Monday 13 October
Barham to Mildura 305km via
Kerang, Swanhill & Robinvale.
Accommodation [2nights]
Mildura Deakin Holiday Park:
Ph [03] 5023 0486 Adele
Day 5: Tuesday 14 October
Mildura.



CCOCA BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday
May 22
June 26
July 24
August 28

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 Kill-
ingsworth 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 outra-
geous 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
entraills... or should that read X-
traills?

MEMBERSHIP RENEWALS ??

Have you paid your CCOCA Mem-
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were due on 2nd March. If your
renewal had not reached the Mem-
bership Secretary by 14th May you
will see a RED DOT on your mail-
ing label and this will be the last edi-
tion of Front Drive you will receive.
So if you haven't paid please do so.
If you have lost your form please
download another from the website.

PARS WANTED

Wanted urgent, gearbox for my
1962 ID19, Contact Les
0409112987 or email wend-
les@iinet.net.au [02/38]

FOR SALE

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Three Citroen BX19s.— 2 are 16
valves, one red and one white and the
car is a standard in silver. Pictures
can be viewed at [http://
s1329.photobucket.com/user/
Jadman2/library/Citreons%20BX19](http://s1329.photobucket.com/user/Jadman2/library/Citreons%20BX19).
The cars are located in Port Lincoln
South Australia. Contact: Jarrad at
jadman1982@gmail.com
[38/01]



1962 ID19

Good original Heidelberg car, genu-
ine 2 owners, known history. Every-
day drive until 2002. Always garaged.
Lido Blue/Off White [90's respray].
Reliable runs well. Suspension good.
Reg. to Nov '14. No RWC. Little to
do. Needs headlining. On
15" Michelin XZX. Includes 165 x
400 rims & Michelin x tyres.
Stainless steel exhaust system. For
sale with personal plates ID1962.
Includes all Citroen memorabilia, ie,
videos, books few spares etc. Regret-
ful sale ~moving ~ no space.
\$9,700.00. John. Mortlake, Vic.
jgrattonwilson@yahoo.com.au

1983 2CV6 RUMI RAI- SIN

Burgundy and Black Charleston.
Very good condition with no
rust. Full history from new. Full
ADR regs when imported. Re-
conditioned motor, 123 ignition,
new clutch, battery, tyres, roof,
custom seat covers. Very regret-
ful sale. Absolute joy to drive.
\$19,000.00. Bob Lachal
0417 110 143 [37/07]

XANTIA & BX

I have a few old Citroens for sale
(Xantia x 2 2000 model auto?
and 96 model manual and a BX
1990? model)
Both Xantias are running and
one is just out of reg (96 model)
Would you know anyone inter-
ested in buying them as I prefer
to sell as a going concern rather
than scrap metal.

They are part of a deceased es-
tate and it seems there is a ga-
rage full of spare parts too.
I am contactable on
0414575579—Jeremy [02/38]

CITROEN ID19 PARTS

All body panels, some mechani-
cal, genuine Citroen driving
lights, Marchal.
Mick [03] 9558 3735
[37/08]