

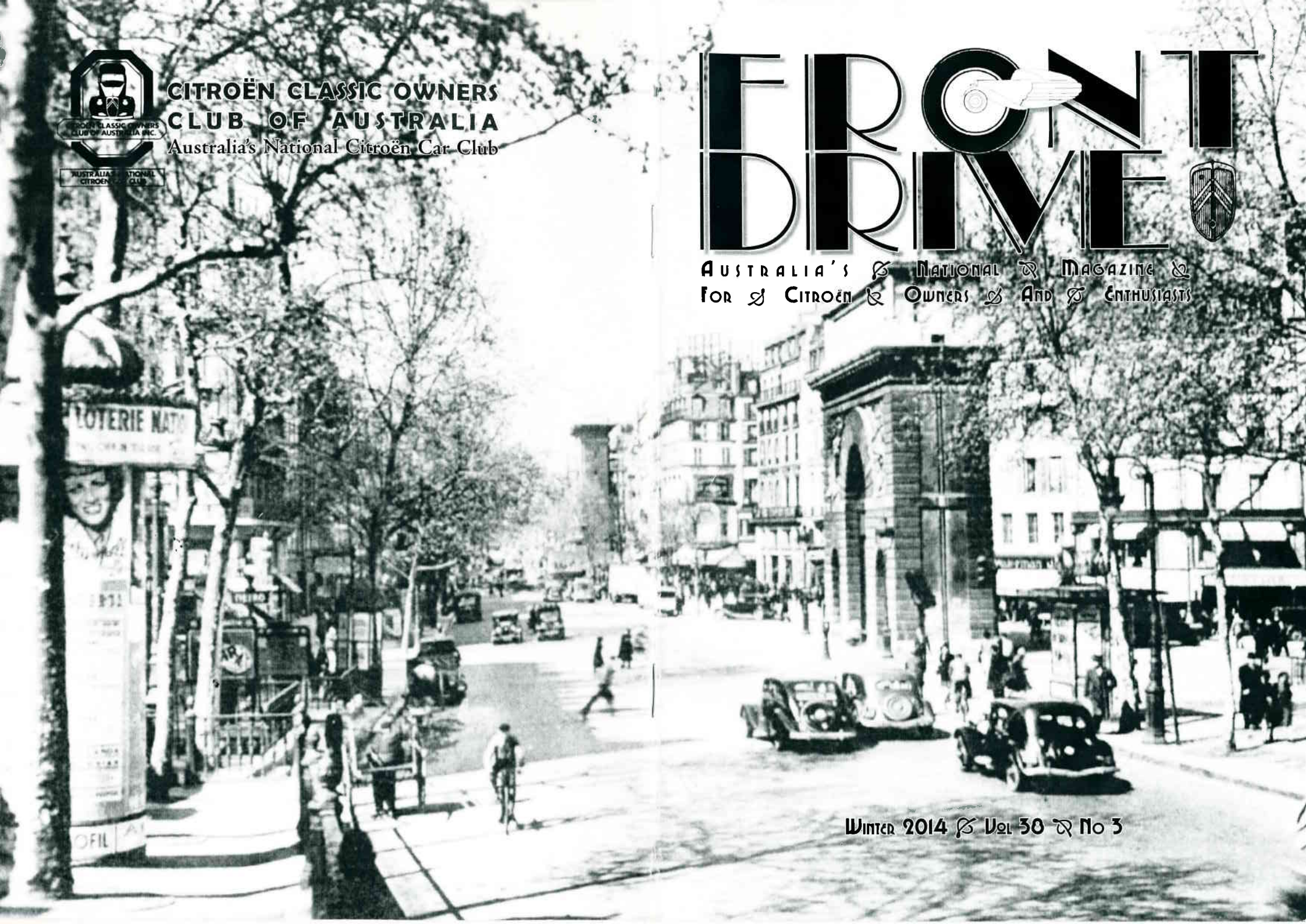


**CITROËN CLASSIC OWNERS
CLUB OF AUSTRALIA**
Australia's National Citroën Car Club

FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



WINTER 2014 Vol 30 No 3

Postal Address

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

www.citroenclassic.org.au

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

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

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

Meetings

Club meetings are held on the fourth Wednesday of every month [except December] at 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 magazine of Traction Avant Club of the Netherlands and depicts the Boulevard Saint Martin with on the left the Port Saint-Martin. We see a light coloured metallic Traction Familiale and in its wake a black one. Below is a picture of the same view today.



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 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.

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Deadline

The deadline for the next edition of 'Front Drive' is Friday, September 5, 2014.

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

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Ted Cross [03] 9819 2208 [H]

Can you imagine how difficult it has been to sit down at the computer and type this Ed Sed? After four months of touring in Europe, I think this is one of the most difficult things I have ever done.

However, before I get side-tracked into our doings I must say a big thank you to Sue Bryant who very kindly stepped into the gap created by my absence. I think I can report that there is no chance she will do this again for me and so I can hereby promise that I will be at the editorial desk for the balance of the Club year. I can also promise that the Club will publish its full quota of eight editions of 'Front Drive' this year.

I am not making promises for 2015/16 as Philip and I [and indeed Sue as well] are leaving the country in June 2015. Philip and

I will be away again for three to four months.

While we were in Paris the new c4 Cactus was launched along with the latest version of the c1. While I am sure the c1 will not make it to Australia, the c4 Cactus would make an interesting addition to the Citroën range locally. So, what I have for you this month is a story on the background and design of the Cactus [if it comes here Citroën Australia will need to re-badge it... no one here will want to own a car that is labelled cactus before you even drive it down the dealer's ramp] and the first review from the UK.

There is also an article about the fuel economy [and financial implications] of running a car on E10 fuel rather than 100% petrol.

Reports on OzTraction, along with pictures are also featured. Enjoy,
Leigh F Miles

This past month or so has seen a variety of events.

A very good turn up for the Red Plate discussion and a wine and cheese club night at Frog Hollow. Russell Wade really has a handle on this contentious issue...

his explanation left little doubt that we have yet to see this Red Plate business settled.

A wet and miserable Sunday June 29 attracted the hardy for the Winter Warmer Run to Maroondah Dam. The gourmet BBQ lunch put on by Helen and Ted Cross was a winner. The wild-life in the form of King Parrots, Kookaburras and others kept us amused. I was even amused when one beady eyed kooka nicked a piece of my gourmet steak off my fork. I felt the brush of its wings as it pirated my steak. Nature is beautiful.

Our treasurer Sue Bryant cum pretend editor and editor Leigh Miles are back with us after their trips away... it is fair to say Sue and Leigh, that we all missed you and now that you are settled in, we look forward to your invaluable contribution to the successful running of ccoCA.

The website is blossoming into a grand affair and the web master still has his nose to the grindstone. More books are being borrowed for photographing.

The first of the Tuesday Chit-chats is on the go for this coming August 5... cccv has embraced

this fixture whole heartedly so it will be a success.

I have been invited to the opening of a new Citroën showroom in Canberra this coming August 2. I have planned to go and will look at catching up with

as many of our ccoCA members that will take up the invitation.

Citroën Australia have put their hand up to support our CitIn efforts by sponsoring the name plates... more of this in the future. Citroën Australia are putting in a huge effort to promote the marque in Australia... the new team is really giving this business a serious push. I would like to think that ccoCA members would help support these efforts in as much as when a new car is on the agenda, a new Citroën model will take your fancy.

Once again I would like to thank all those on the committee and those that are assisting us with running ccoCA... we are really going through a metamorphosis when you think about it and the website and webmaster are the main contributing factors. So a special thanks to Bruce Stringer.

We still lack a dedicated activity person but Lee Deenes has volunteered [really!] to coordinate this role and we hope to see her handiwork in the near future.

Max Lewis ~ President

Ed Sed

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PREZ SEZ

PLEASE NOTE: IF NO BOOKINGS HAVE BEEN RECEIVED FOR AN EVENT BY THE BOOKING DEADLINE, THE EVENT WILL BE AUTOMATICALLY CANCELLED.

A-TRACTIONS

• AUGUST 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

CLUB MEETING

WHEN: Wednesday, 27 August
TIME: From 8:00pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3.
COST: Cheap eats
BOOKING: Not required
CONTACT: Lee Dennes,
activities@citroenclassic.org.au

• SEPTEMBER CHIT CHAT TUESDAY

WHEN: Tuesday, 2 September

TIME: 10:30am
WHERE: Jetty Café,
cnr Jetty and Point Nepean Rds,
Rosebud. Melway 158 F12
COST: Cheap Eats
BOOKING: Not required
CONTACT: Warwick Spinaze
04 0701 6719.

For members of both ccoCA and cccv [especially those living on the Mornington Peninsular], the second running of a new monthly event will occur at the Jetty Café, Rosebud on September 2. This spot is easy to find, plenty of parking nearby, public toilets, café, picnic tables for BYO food and drink, a jetty and bayside walking tracks and good disabled access. The café is big and will also come in handy if the weather turns nasty

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 17 September
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

CLUB MEETING

WHEN: Wednesday, 24 September
TIME: From 8:00pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3.
COST: Cheap eats
BOOKING: Essential by
26 November
CONTACT: Lee Dennes,
activities@citroenclassic.org.au

• OCTOBER

CCOCA BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday
August 28
September 25
October 23
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

CHIT CHAT TUESDAY

WHEN: Tuesday, 7 October
TIME: 10:30am
WHERE: Jetty Café,
cnr Jetty and Point Nepean Rds,
Rosebud. Melway 158 F12
COST: Cheap Eats
BOOKING: Not required
CONTACT: Warwick Spinaze
04 0701 6719.

TRACTION BOONE ANNIVERSAIRE

WHEN: Friday 10 to
Sunday 19 October
FROM: Gundagai
TO: Mulwala
COST: \$180pp
BRING: Everything for
a great 10 days
BOOKING: Essential by June 1

The 'ccoca Boys Day Out' also known as 'Technical Lunch Day' is a well known get together by boys and girls 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?

CONTACT: Robin
and Suzanne Smith
[03] 59841280
info@alaplage.com.au

While bookings have 'officially'
closed if you are still keen to join

A-TRACTIONS

the True Believers and participate
in this brilliant event why not give
Robin and Suzanne a call? Full
details can be found on page 11 of
this edition of 'Front Drive'.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 15 October
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

CLUB MEETING

WHEN: Wednesday, 22 October
TIME: From 8:00pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3.
COST: Cheap eats
BOOKING: Essential by
26 November
CONTACT: Lee Dennes,
activities@citroenclassic.org.au

• NOVEMBER CHIT CHAT TUESDAY

WHEN: Tuesday, 4 November
TIME: 10:30am
WHERE: Jetty Café,
cnr Jetty and Point Nepean Rds,
Rosebud. Melway 158 F12
COST: Cheap Eats
BOOKING: Not required
CONTACT: Warwick Spinaze
04 0701 6719.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 19 November
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

CLUB MEETING

WHEN: Wednesday, 24 November
TIME: From 8:00pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3.
COST: Cheap eats
BOOKING: Essential by
26 November
CONTACT: Lee Dennes,
activities@citroenclassic.org.au

123ignition.com.au



Contact Ted Cross
Phone: 03 9819 2208
Fax: 03 9819 2208
Mobile: 0400 59 2208
email: ted@123ignition.com.au



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your existing mechanical system, keeping the looks of your classic
car original. The systems are currently available for 1D, DS,
2CV (and derivatives), Traction and SM models.

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

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.

80eme ANNIVERSAIRE

BOOKING: Essential by June 1
 CONTACT:

Robin and Suzanne Smith
 [03] 59841280
 info@alaplage.com.au

The run will commence in Gundagai on October 10 and conclude in Corowa 10 days later. It will be very similar in nature to the 75th anniversary run organised in 2009 by Brian Wade and CCOCA.

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

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

Jerilderie to Barham. 175km via Deniliquin.

Accommodation

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 and Robinvale.

Accommodation [2nights]

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 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
Loxton and Pinnaroo
Accommodation
Bordertown Sundowner Motel
Ph [08] 8752 1444
Bindon and Jackie

Jenni
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

Accommoda-
tion
Yarraby Holiday
Park

Bordertown Caravan Park
Ph [08] 8752 1752 [basic cabins]
Day 8: Friday 17 October
Bordertown to Donald 230km
via Nhill, Jeparit, and Warrack-
nabeal
Accommodation
Donald Motor Lodge
Ph [03] 5497 1700
Kelvin & Kate or Jodie
Donald Riverside Motel
Ph [03] 5497 1488

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 even-
ing mid rally dinner

☞ Sunday evening farewell dinner.

Please address all enquiries and
post registration form, which can
be found on the reverse of the
mailing 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
sweeping
plains of
north-west-
ern Victoria.
Below: The
famous
Grand Hotel
in Mildura.



It is an unusual experience for me ~ publishing articles on an OzTraction that I did not attend. But from the reports we have to hand [and there are three of them in this edition of 'Front Drive'] it was a great event.

a terrible fatal accident so we did an unplanned tour of the backblocks of Cranbourne [we would have been better off following the other cars into Bunnings]. After getting back on the highway it was on to San Remo for a walk along the jetty and to see the pelicans feeding. The pelicans had

Thanks to Kay and Rob Belcourt for arranging such a fantastic long weekend away for the Club.

So, here they are, in no particular order from Lyn Stanton, Rob and Margie Barton and Robin and Suzanne Smith.

LYN STANTON

♦ FRIDAY 6 JUNE

The weekend started early for Graeme, my friend Glenice and me as we set off in the trusty c5 to head for Inverloch. The highway at Cranbourne was closed due to

not been told about daylight saving and as we were an hour early for the feeding, we went and had a coffee [in Graeme's case a pie]. Then on to Wonthaggi, where we headed to the coast road. Along the way we called into the RACV Resort just out of Inverloch. Spectacular views but I would recommend that you need to be keen on walking to stay there. Finally we arrived at Inverloch and booked into our accommodation at the Motel on ABeckett.

It was then off to the Meet and Greet at the Inverloch Community Hub. The hard luck tale of the weekend was revealed. Rob Belcourt had fallen over in his garage on the day before, broken his wrist and had spent Friday night until am in Monash Hospital. After dropping him off at the hospital, Kay had returned home to finish the goody' bags and mark the maps. Rob was determined all weekend not to let his arm in plaster stop him.

All the participants for the weekend [22 of us] met up for dinner at the Cottage Restaurant, a short walk from the motel [we drove as Graeme is not keen on walking in the dark]. After we finished our meal, Rob and Kay had a quiz for us to sharpen up our senses for the observation run the following day.

♦ SATURDAY 7 JUNE

An early start and we were off to Korumburra railway station for a trip to Leongatha on the historic South Gippsland Railway. This was also the start of the Observation Run. The weather was not ideal [I was glad for the heating and demisting capabilities of the c5] and we mostly travelled in convoy. Roadworks were in progress around Korumburra station resulting in a few cars getting lost [although we did have instructions] so Rob and Kay had to round them up. In order to get to the station platform we had to walk across the tracks and up the steps to the platform. There was no need to keep a lookout for trains ~ I think that we were the only trip for the day. After viewing the museum and partaking in tea/coffee/biscuits we boarded the train. We were free to move about in the carriage as we were the only

Left: Rob Little, Bob Shackley and Rex Gibb solving the world's Traction problems.

Below: Margie Barton and Kay Belcourt bemoan the fact that their luggage will not fit in the Barton's Big 6

OzTraction '14 ~ Inverloch

OzTraction



OzTraction

people on the train. We had great views of the surrounding countryside. Lunch packs were provided on the train ~ it felt like I was back at school. Several members of the group had a great time pulling the train's whistle.

John Fleming Sr gave a fascinating account of conditions in the mine. Some of the tunnels are not as high as they used to be, not due to the roof getting lower but due to the floor coming up. Just as well we all had helmets on ~

I hit my head at least three times ~ it is difficult to watch out for

your head and your feet at the same time. We were shown where the miners had their lunch and the toilet for those calls of nature ~ there are photos of certain members of our group sitting on the toilet. We were told that the pit ponies were brought out of the mine before the men and the ponies were then washed down, often leaving no hot water for the men.

After returning to our motel we handed in our Observation

Run answers, including our items for the bonus points. If only we had bought something from the club shop on the previous day and if we had some chocolate other than the biscuit in our goody bags we would have gained a couple of points.

We assembled in convoy to go to dinner at the Cape Tavern, Cape Paterson. Although it was cold and a little wet outside, the place was warm and busy. I took the long way home as I missed the turn off but we still arrived back at the motel at the same time as everyone else.

SUNDAY 8 JUNE

John and Tricia Fleming led us from the motel in convoy to Loch Village to participate in the Loch Village Food and Wine Festival. On arrival at Loch, Tricia took some of us for a walk through the village and to visit a couple of

the gardens. We were then free to wander through the Festival. Although the ground was a little muddy under-foot, the sun was shining and there was a great variety of stalls. I made a few purchases but as anyone who has seen the inside of Graeme's car knows there isn't room to go overboard with shopping.

After lunch we left on a drive to Colin and Maxine Kiel's private car collection/museum. The Kiel's are friends of the Flemings and it was the first time the collection was shown to a group. The collection included many stunning cars including a fully restored Panhard, a very rare ss one of six in Australia, a Vauxhall convertible, a Bathurst race Jaguar, a convertible Corvette belonging to the Tupperware family just to name a few. I was fascinated by the ss which was in a 'bubble' to control

Below: Helen Cross adjusts husband Ted's hairnet and checks that his hearing aids are on before departing for the mine.

OZtraction '14 ~ INVERLOCH

After returning to Korumburra we headed off for the second part of the Observation Run and the Wonthaggi State Coal Mine. But first there was Devonshire tea at the mine [we were never going to be hungry on this trip] we met John Fleming senior [John Fleming's uncle] who is a volunteer at the mine. John Fleming senior took us on the mine tour. Rather than walking into the mine we took a covered rail truck down about one kilometre into the mine.

Tractionists en masse: Standing left to right: Margaret & Rex Gibb, Bob Shackley, Suzanne & Robin Smith, Libby Little, Graeme Stanton, Rob Barton, Rob Belcourt, Lyn Stanton, John Fleming, Rob Little and Ted Cross. Sitting/Kneeling: Kay Belcourt, Helen Cross, Glenice Bateman, Max and Roz Lewis and Margie Barton.

oztraction

oztraction

humidity and keep the dust out. Our inspection was followed by afternoon tea on the deck overlooking their property. The Kiel's family and friends had brought along an unbelievable range of food. I thought I would never eat

We gathered together for breakfast at the motel to say our goodbyes. We also posed for individual photographs with our cars. What a weekend we had. Thanks to the Belcourts and the Flemings for a great weekend. Looking

forward to next year wherever that may be.

Lyn Stanton

While it is clear that Rob and Margie Barton were at the same OzTraction event, they have certainly put a different complexion on some of activities.

It was a good start to the weekend to find Rob Belcourt already plastered when we arrived. Later, it transpired that he had been plastered AFTER his fall, not BEFORE.

Even after this last minute hiccup, Kay and Rob's phenomenal

preparation was evident in the Welcome, the show-bags, and the military precision of departures and fascinating events over the whole long weekend.

After a pleasant dinner on Friday night, and a thinly disguised IQ test [which of course our team won], we set off Saturday morning on our Observation Run to Korumburra. What started out as a light drizzle turned into persistent rain, which made the beautiful scenery and the observation points hard to observe... especially in a Traction with no demister, ineffectual wipers, and that water torture drip effect. Thank God for the earlier purchase of rolls of paper towel!

We warmed up on the historic South Gippsland Rail Trip; our group travelling exclusively to Leongatha through the beautiful rolling, rural countryside, com-

plete with wallabies and Collingwood cows, and a delightful picnic lunch on board. [My personal highlight was hooting the horn]. President Max's girls enjoyed this trip enormously.

Easing rain made the drive to Wonthaggi more pleasant, and we were led on a fascinating tour of the State Coal Mine by an 84year old entertainer, a volunteer whose day job is still working as a plumber. Named John Fleming, he is an uncle to previous cCOCA MEMBER OF THE SAME NAME. [Max's girls preferred to remain on the leather seats of the c6 for this tour]

After a brief rest back in Inverloch, we set off [on time again] for a winding drive to Cape Paterson, and another delicious meal in good company. We all took various routes home, due to navigators' professional differences.

Left: There was way too much mirth going down the mine. Here Bruce Stringer, Rob Little and Rob Belcourt see the funny side. Below: John and Tricia Fleming's Panhard in its Carcoon.

OzTraction '14 ~ Inverloch

again but the Presentation Dinner was beckoning.

The dinner was held at the Esplanade Hotel in an upstairs room. The most popular car and the hard luck story were won by the Belcourts. The quiz on the Friday night was won by the Bartons and us and the Observation Run by Ted and Helen Cross. Helen was most excited as it was the first time they had won the Iain Mackerras Memorial Trophy.

MONDAY 9 JUNE

OzTraction



OzTraction

Sunday morning dawned fortuitously sunny, as we drove a stunning scenic route to the charming town of Loch. Trish Fleming made sure we got our aerobic exercise as she led us on an informative tour of the town

the Grand Opening of a private Motor Museum owned by Colin and Maxine Kiel. Inside was a small, classy display of interesting cars, including one and a half Panhard et Levassor, a Jaguar ss and a Mark IV, a Vauxhall, and a few other vehicles. This is well worth a visit if you're in the

area. and gardens. There was no chance of getting lost, as she held a large branch above her head for the duration.

We then strolled to the Loch Food and Wine Festival for purchases and lunch. Meanwhile, back in town, President Max, aided by his girls [Jack Russells, btw], was in charge of the spruiking and security of our cars ~ which were much admired by all.

Next, again in tight formation, we travelled to Mirboo North for

Our special dinner that night, was a short walk away in a private dining room of the Esplanade Hotel, where Kay performed the duties of an MC wonderfully, presenting prizes to all and sundry. It was a delightful, fun evening.

After breakfasting together on Monday, hosted by Basil Fawlt, a small group headed back to Wonthaggi, where they were privileged to be invited to view the collection of Neil Rankin and

family. They have sheds full of Citroëns, vintage, rare diesel utes, Tractions and D models as well as a vintage Peugeot and a cyclecar. It was encouraging to see Neil's sons actively involved in restoration work.

The others headed to the Fleming's magnificent house and gardens near Loch for morning tea. Again, Trish led us on a tour of their superbly landscaped estate, whilst the boys drooled in the nine car garage, containing a couple of Ds, a Jaguar XK150, and a Panhard et Levassor in a Carcoon [Google that!]. Thanks to you both for your hospitality and for your involvement in the weekend's outings.

To Kay and Rob, so many thanks for all your research, for finding the excellent venues, for planning our great program of activities, and then making it all

happen so seamlessly. Never have cats been herded so well.

The lucky Oz Tractionists were;

Rob and Margie Barton	Big 6
Rob and Kay Belcourt	DS 21
Ted and Helen Cross	2 CV
John and Trish Fleming	DS 23
Rex and Margaret Gibb	Big 6
Max and Roz Lewis	C 6
Rob and Libby Little	

D Special Graeme and Lyn Stanton with friend Glenice Bateman

C5 estate

Bob and Judith Shackley 2CV [how does he fit?]

Robin and Sue Smith [in their new black Light 15]

Bruce Stringer and camera 2CV.

The prize winners for the weekend were as follows:

Friday night quiz [IQ test]

Rob and Margie, Graeme, Lyn and Glenice

OzTrACTION '14 ~ INVERLOCH

OzTrACTION



OzTrACTION

Observation Run Helen and Ted
 Furthest distance travelled in a
 Citroën Judith and Bob
 Most Popular Car Vote
 Robert and Kay
 Hard Luck Award [not actually
 awarded] Robert Belcourt

We went to our first
 OzTraction in it in 1985.

During our sea change to
 Sorrento about 15 years ago we
 sold it. At the beginning of 2013
 we bought the car back. It was
 in a pretty ordi-
 nary state and
 we have spent
 the last year re-
 furbishing and

painting it again. This was to be
 its first major outing since.

We set off from Sorrento
 Friday morning in indifferent
 weather. Travelling on the new
 Peninsula Link before heading to
 Tooradin for a coffee break and
 then on to Inverloch.

We registered with Robert and
 Kay at the Civic Hub and then
 went for a stroll around the town.

Rob and Margie Barton
 And finally we have a con-
 tribution from Robin and
 Suzanne Smith.

OzTraction 2014 at Inverloch.
 We decided to attend
 OzTraction in our black 1948
 Light 15.

We first bought this very
 original car over 30 years ago and
 restored it.

OzTraction '14 ~ Inverloch

oztraction



It has changed somewhat in the
 30 plus years from the sleepless
 New Year's Eve we spent in the
 pub here!!!

We enjoyed a very pleasant
 evening catching up with old
 friends and an excellent meal at
 the Inlet Hotel.

Kay's 'Puzzle pages' were a real
 brain teaser making us think later-
 ally and literally!

Saturday dawned very dull
 and overcast so this had the po-
 tential to test the Traction's water
 tightness. Something they are not
 noted for, so how many towels
 would we need today?

We headed off to Korumburra
 on the Observation Run/sight-
 seeing trip, following John Flem-
 ing's beautiful green ds.

After a slight detour through

Kongwak we arrived at Korum-
 burra following another ds. Hello
 Rob! Eventually we parked under
 a large roof in the railway siding.
 We then mounted the rail motor
 for the sedate trip to Leongatha
 and our provided lunch. A quick
 walking exploration of Leongatha
 and then a return trip on the rail-
 car. Just starting to spit rain.

Departing Korumburra in
 heavy rain, windscreen fogging,
 wipers almost failing and one
 small leak. We did need that
 towel! We had the tour leaders
 chasing us to inform us that we
 were going in the wrong direction;
 nothing new there. We decided
 to head to the State Coal Mine
 at Wonthaggi for afternoon tea,
 followed by a very interesting tour
 down the mine. Very pleased that

the closest we came to coal mines was using coal tar solution in making ointments.

In the evening we were kindly chauffeured by the Cross 'équipe' to the Cape Paterson Tavern where we had another excellent

the Esplanade hotel [somewhat different from 30 years ago].

Monday ~ cold but fine

Again, no towel needed today, but one early departer left some of his fuel behind on the ground which perfumed the atmosphere.

After breakfast we decided to head back home arriving early afternoon.

Bruce Stringer called in on his way home, before his overseas journey to Queenscliff.

Our car went very well, leaving us very pleased.

In all, once again a thoroughly enjoyable weekend.

Many thanks must go to Kay and Robert of 'Brobel Tours' and the Flemings for all their efforts, which were very much appreciated.

Robin and Suzanne Smith

OZTRACTION '14 ~ INVERLOCH

meal.

Sunday dawned ~ cold but fine.

We headed off in convoy to Loch and visited the local food and wine festival. It was then onto the Kiel's at Mirboo North for a look at the excellent car collection of Colin, especially the Panhard et Levassor and another magnificent afternoon tea ~ this time from Maxine Kiel. We enjoyed a lovely drive back through rolling green hills.

Had another great dinner at



Citroën is hoping that this radical new C4 Cactus will appeal to those who want a family hatchback with more flair than a VW Golf or Ford Focus.

The C4 Cactus is halfway between a regular hatch and a small SUV such as a Nissan Qashqai, although it's only available in front-

wheel drive. It features a distinctive design, with ultra-slim headlights, a raised driving position and relatively thin side glass.

However, the most interesting external feature is 'Airbumps', a textured, coloured rubber finish in key areas of the doors and bumpers. It's designed to be more resistant to the sort of minor bumps and scrapes that occur in car parks. Airbumps are standard

and available in four colours: Black, Grey, Dune and Chocolate. The car itself is available in 10 colours, and there are three interior colour themes.

The C4 Cactus is 416cm long and 173cm wide, so shorter and

narrower than a VW Golf. It's around 3cm taller than the conventional hatch, though, at 148cm ~ but has a lower stance than, say, a Nissan Qashqai.

The car sits on the same chassis parts as the Citroën DS3, Peugeot 208 and 2008. This lighter set of parts and a string of other weight-saving measures, including an aluminium bonnet, pop-out rear windows instead of electri-

C4 CACTUS ~ FIRST REVIEW



cally operated ones and a single-piece rear seat, help the c4 Cactus to weigh not much more than a tonne.

Engine details are scarce, but there will be at least two petrol engines available. One of these

C4 CACTUS ~ FIRST REVIEW

[probably a 1.2litre three-cylinder unit] will emit less than 100g/km of CO₂. Again, there will be at least two diesels, one of which will emit just



82g/km. The standard transmission will be a five-speed manual, although Citroën's jerky BTG automated manual gearbox will also be offered.

Higher trim levels of the Cactus will get the panoramic glass roof seen here as standard [Citroën says the glass has enough heat-resisting properties to render a blind unnecessary], making the cabin feel airy. It's worth noting that this cuts into rear headroom, although anyone up to six feet tall



will be fine.

The single bench front seat of the concept has gone, but the front seats are still wider and more 'sofa-like' than normal. The pop-out rear windows also avoid the need for winding mechanisms, and the resultant extra space on each side is big enough for two 1.5litre bottles. The standard boot capacity is 358litres, or slightly less than a Golf's, and the rear bench seat folds down to extend this space.

The fascia is clean and uncluttered, with a simple display ahead of the steering wheel instead of a traditional wraparound instrument cowl.

There's also a central 7" touch-screen that operates key functions, such as infotainment, sat-nav, telephone and a line-up of apps, such as petrol station or restaurant

finders.

Citroën's inspiration for the c4 Cactus's design was Apple, whose products deliver 'sophisticated simplicity' without feeling cheap. That ethos is likely to transfer to the car's pricing, which is likely to start at around £14,000. [Pricing in the UK has been announced and they start at £12,900. Ed]

Citroën says it will offer the c4 Cactus on a range of payment plans modelled on the mobile phone industry. Customers will be able to pay a fixed monthly rate, including finance, insurance and servicing, or a mileage-based fee. However, it's not yet clear if all of these options will be offered in the UK.

Written by John McIlroy and first published in 'What Car?' in March 2014.



ANTIDOTE TO COMPLEXITY



Eliminating the superfluous to add value, avoiding standardisation to offer more simplicity, comfort and efficiency. But above all, having the courage to be innovative. The c4 Cactus project is brim full of con-

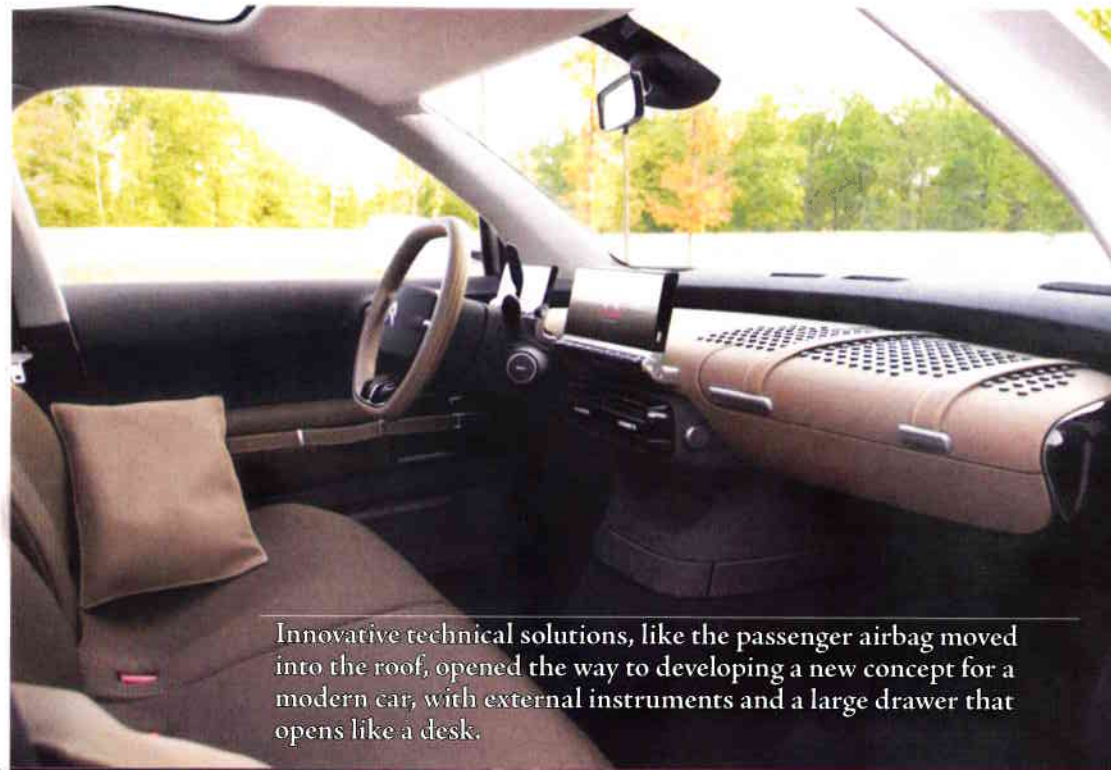
seemed more typical of a show car, like the Airbump [the soft insert that protects and decorates the sides], the passenger airbag in the roof and the two front seats joined to make a single sofa-style bench.

'Since the Nineties, cars have become larger and heavier because equipment has been

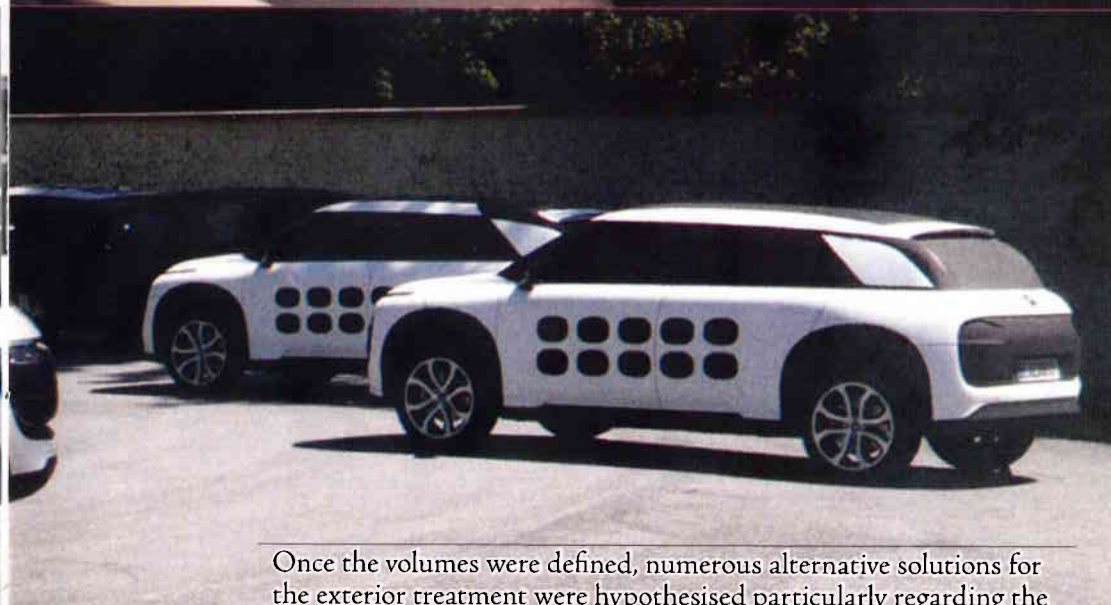
added constantly, even when it is not used,' observed Malval as he explained the origins of the c4 Cactus project. 'A few years ago we carried out a study of life styles, of how society is evolving, and the new demands of users that needed answers.' It was like the time of the 2cv, when a group of interviewers was sent into the French countryside to survey people's requirements door to door and

cept and content, and to understand it in greater detail we went to the PSA Centre de Création in Vélizy to meet Alexandre Malval, head of design at Citroën, and Mark Lloyd, design manager. The car has only just been officially unveiled, maintaining the promises made by the concept version seen last September in Frankfurt: there are very few changes, but they include the very elements that

ANTIDOTE TO COMPLEXITY



Innovative technical solutions, like the passenger airbag moved into the roof, opened the way to developing a new concept for a modern car, with external instruments and a large drawer that opens like a desk.



Once the volumes were defined, numerous alternative solutions for the exterior treatment were hypothesised particularly regarding the side protection.

to prepare a very clear brief, 'the photograph of an era, the first case of marketing in motoring history,' Malval smiled.

After unveiling an early c-Cactus Concept in 2007, which was very radical in the way it sup-

It was a request that we wanted to develop, incorporating all that is positive and appreciated in today's world,' explained Mark Lloyd, who mentioned cell phones among other things: 'Simple, efficient systems win, those included

in the services offered so that you do not have to think about

them once they have been activated.'

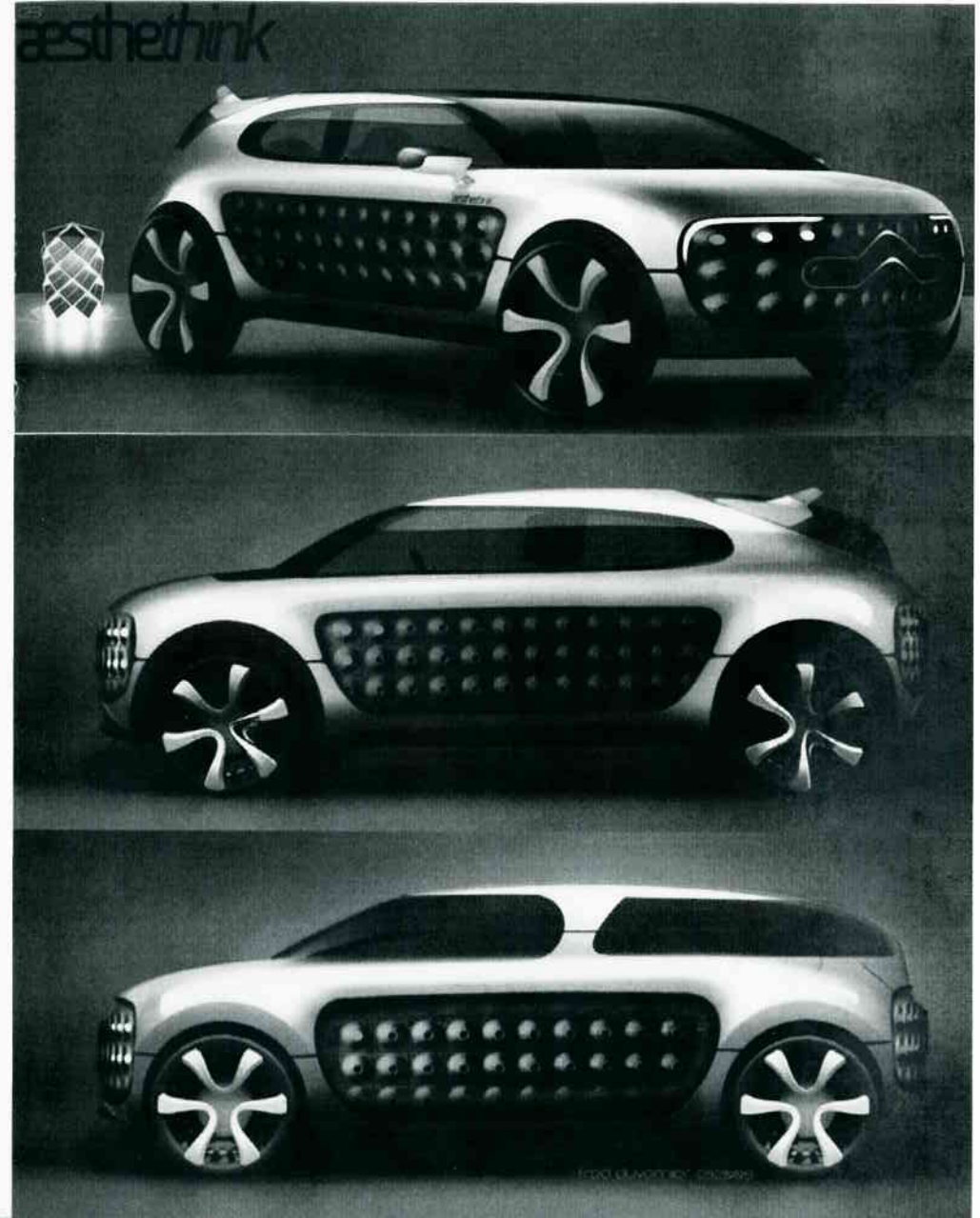
The second point: the domestic dimension, the search for new emotions borrowed from the aesthetic codes of other styling universes, from furnishings to architecture and product design. And not only in the choice of materials, which are warm and welcoming: the entire interior project

ANTIDOTE TO COMPLEXITY

A panel showing early sketches of the E3 project ~ the code name of the c4 Cactus.

pressed any element that was not indispensable, Citroën worked on the E3 project, which was based on Platform 1, for a Segment c car that was less extreme ~ designers explained that the public would not have been ready to abandon the facia altogether ~ but unconventional nonetheless. 'Many people think back to the past when life was less complex.

In the three research sketches below [top to bottom] we see the rear lights on top of the roof ~ a theme that was to be abandoned. The side projections were developed from technical footwear



[conducted by the team of interior design director Andreas Stumpf] combines to forge the very character of the C4 Cactus. Malval told us about the atypical approach adopted, starting from the fascia: 'We took everything out and

view. The power ratio changes, the fascia no longer dominates the driver and the passenger; they have taken back control of the car and the space it contains. 'It is true driving pleasure, well-being on board,' Lloyd commented, as he

told us how the experience of being in a new dimension was

verified directly by the designers who took the first test drive. 'The process also triggered a virtuous spiral, if you reduce the number of components and their weight, this reduces consumption, so a smaller engine is sufficient and it will also be lighter, without losing sight of safety aspects,' continued Lloyd who

underlined, with Malval, that the E3 project had noth-

redesigned it with a lower, leaner profile, on which we positioned the indispensable components like a piece of furniture, with a large drawer like a desk that opens in front of the passenger.'

The instrumentation, screen, and gear selector: it has all been deconstructed and left in

lec-



ing to do with the concept of low cost. On the contrary, it actually increased the value of some components thanks to the excellent interaction with the Citroën engineers ~ project manager Eric Behr, assisted by project leaders Anne Ruthmann and Henri Gardes, exponents of the Créative Technologie that is the brand's hallmark: 'They are also creative talents, inventors, in the best Citroën spirit.'

The exterior is no less innovative [it was defined by designer Frédéric Duvernier], with its perpendicular surfaces, the new Citroën front with light clusters arranged on two levels and the Airbumps on the sides, inspired by bubblewrap protective packaging. 'The first thing we all do when we buy a new telephone is to protect it with a customised case,' Lloyd commented, with regard to this soft contrasting insert.

Malval defined the Airbumps as 'the fourth element, the extra ingredient' that emerges from the usual mix of sheet metal, glass and 'jewellery' or decorations. 'Today styling is being standardised on the international scene, you find sportiness and sculpted volumes everywhere. Airbumps can only be applied to smooth sides without muscular shoulders,' he explained. 'By opting for a pure, non-aggressive line, we leave the habitual behind and progress towards a hyper-modern, friendly car, which always embodies the brand's principles.' ...

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Below: The original version of the C-Cactus as shown in 2007.



This article is based on a feature that appeared in a recent edition of the UK motoring magazine 'What Car?'. It reflects the fact that petrol with 10% ethanol [E10] is not yet available in the UK and that

Did you know that whenever you fill your car with petrol, you're giving it a shot of ethanol? Ethanol is used to cut greenhouse gas emissions, but its downside is that it supplies around 30% less energy than petrol.

At the moment, ethanol could be anything up to 5% of the fuel you buy. This blend of fuel is called E5 and at this ratio you're unaware of the ethanol's presence. This, however, is set to change because the ethanol content in petrol is about to be doubled to 10% ~ in a blend known as E10. At that level, our tests suggest you and your wallet will know about it.

Since March 2013, a revised British Standard for petrol

[EN228] has allowed oil companies to supply petrol containing up to 10% ethanol, and although no company has yet made the move, it's only a matter of time.

The US Environmental Protection Agency estimates the impact of E10 compared with E0 [pure petrol with no ethanol] is a 3-4% reduction in economy, but with no corroborative UK-focused research, What Car? decided to investigate. **HOW DID WE DO OUR TESTS?**

Our tests compared E10 with E0 'pure' petrol so that they would provide clear evidence that adding ethanol to petrol can reduce fuel economy. It's important to stress that drivers using the current E5 grade are unlikely to see overheads increase by quite as much as the sums quoted here. However, it's clear that increasing ethanol

content in petrol can drastically increase fuel consumption.

We put E10 to the test in four cars, each with different engine characteristics. Our line-up included a three-cylinder turbo 0.9litre Dacia Sandero, a 1.4litre four-cylinder naturally aspirated Hyundai i30, a 1.6litre four-cylinder turbo Mini Paceman, and a 1.8litre Toyota Prius Plus hybrid.

We then put them through rigorous emissions tests using the E0 and E10 petrol to gain a clear picture of the effects of ethanol [read how on page 39].

E10 proved less efficient than E0 in all our tests. The average fall was 8.4%, equating to more than two extra tanks of petrol every year. Assuming both fuels were priced the same, it would represent an extra cost of £170.

ETHANOL: WHAT'S THE FUSS?

when it does become available it will be sold for the same price as regular fuel and that will have the same octane rating as regular fuel. Neither of these apply in the Australian market. At the end of the article I have included some comments and calculations that are more in line with the Australian situation

THREE-CYLINDER TURBO Dacia Sandero

0.9litre 66kw Tce Laureate
Engine three-cylinder turbo-charged petrol
Claimed mpg 56.5 [5.0l/100km]
Claimed CO₂ 116g/km

NATURALLY ASPIRATED Hyundai i30

1.4litre 73kw Active
Engine four-cylinder, naturally aspirated petrol
Claimed mpg 47.1 [6.0l/100km]
Claimed CO₂ 139g/km

HYBRID

Toyota Prius+
1.8litre 100kw VVT-i T Sprint CVT
Engine four-cylinder petrol electric hybrid
Claimed mpg 64.0 [4.4l/100km]
Claimed CO₂ 101g/km

FOUR-CYLINDER TURBO Mini Paceman

1.6litre 135kw Cooper S
Engine four-cylinder turbo-charged petrol
Claimed mpg 46.3 [6.1l/100km]
Claimed CO₂ 143g/km

The fuel test



Apply this to all compatible cars and you're looking at a national annual fuel bill hike of £34 billion. The effect would be smaller, but still significant, when compared with E5.

In our tests, the 66kw Dacia

must be investigated before E10-grade petrol is rolled out to the market, because even if you halve the shortfall in economy produced in our tests to reflect the leap from the E5 we use today to E10, it's still significant.

ETHANOL: WHAT'S THE FUSS?

Sandero struggled most, returning an 11.5% drop in mpg. That's an extra cost of around £202 every 12,000 miles.

The 73kw Hyundai i30 was nearly as bad, managing 9.8% fewer miles on E10 than E0, an extra £16 a month.

The 100kw Toyota Prius+ with its bigger hybrid engine fared better, using 6.4% more E10 than E0, while the 135kw Mini Paceman was least affected by the ethanol; its fuel consumption increased by 5.9%.

This would seem to suggest that more powerful cars cope better with a higher ethanol content, leaving small-engine models ~ often bought by drivers on tighter budgets ~ worst affected. It could explain why our results differ from the US Environmental Protection Agency's estimate; many US cars still use big V6 and V8 engines.

There are other hypotheses, such as sensors reacting to the ethanol's higher oxygen content, the ECU misdiagnosing lean engine running and injecting more fuel to compensate.

We believe every such theory

It isn't only fuel economy that's affected. Ethanol might

produce less CO₂ compared with petrol in a lab, but due to the much higher consumption rate of E10 in our tests, tailpipe emissions were higher in every case. The Dacia pumped out an extra 11g/km of CO₂ when running on E10, while even the less sensitive Mini's emissions increased by 2g/km.

That said, E10 does have advantages in that bioethanol is renewable and the crops used to produce it absorb CO₂ while growing, which should help offset some of those higher tailpipe emissions. That's the view of the Low Carbon Vehicle Partnership [Low CVP].

MD Andy Eastlake said: 'The point of biofuels is not necessarily to reduce emitted CO₂ but the fact that carbon is absorbed in growing the fuel means the net impact to the atmosphere is reduced versus extracting oil from the ground.'

According to Eastlake, the effect of the carbon absorbed by biofuel crops is a 3-4% reduction in the 'well to wheel' impact of the vehicle. This estimate does not, of course, take into account the increased level of CO₂ the cars in our tests emitted on E10.

WHO WILL BE AFFECTED?

Not all cars will run on E10, although that number shrinks each year as older models are scrapped. Most drivers ~ around 92.2%, according to manufacturer representative the SMMT ~ have nothing to fear because their cars are built to cope with ethanol in this quantity. That leaves 7.8% of the UK's petrol motors ~ about 1.5 million ~ potentially at risk.

Ethanol acts as a solvent and can loosen existing deposits in the fuel system, causing fuel pump, hose, filter and fuel injector blockages. It's also corrosive to some seals, plastics and metals, and can lead to fuel leaks and even engine failure.

As a general rule, cars built after 2002 will be fine, although there are some exceptions as recent as 2009. All first-generation direct-injection petrol cars, for example, are incompatible with E10 due to the pump's aluminium content.

The European Automobiles Manufacturer Association has published a list of incompatible cars [see whatcar.com]. This hasn't been verified by the SMMT, however, which cautions there may be variations between cars built for different markets. It's developing a UK-specific list.

The good news is E10 will not replace all sales of E5. In November 2013, the Motor Fuel Regulations were amended to protect E5 for a further three years. Retailers selling three million litres or more

must offer E10 unleaded and E5 super-unleaded until January 2017. Smaller independents with limited pump capacity, however, will have to choose.

You'll also be able to spot E10 thanks to legislation requiring pumps dispensing petrol with more than 5% ethanol to be labelled: 'UNLEADED PETROL 95 E10 Not suitable for all vehicles: consult vehicle manufacturer before use. BS EN 228'.

WHAT'S THE POINT OF IT ALL?

If you're wondering why we're bothering with E10 at all, back in 2009 all EU member states signed up to the Renewable Energy Directive, which requires 10% of road transport energy to be from renewable sources by 2020. The current UK minimum required by the Renewable Transport Fuels Obligation is 4.75%. There are no current plans to mandate the 10% level.

With electric cars in their infancy, the job has fallen to biofuels, specifically bioethanol produced by fermenting crops such as corn and sugar cane. It seems a simple solution, but critics warn of deforestation, which has its own CO₂ implications, and land being grabbed from food crops. This, they argue, will exacerbate food poverty as prices are forced up.

To mitigate this, the UK Government wants the EC to agree to a 5% cap on biofuels derived from food crops, which, Baroness Kramer, the Minister of State for Transport, told What Car?, would

have a meaningful impact on Indirect Land Use Change emissions and also reduce pressure on food prices.

However, she added European Energy Ministers have been unable to find a compromise between

than 90% in Britain now.

The Low CVP is coordinating an awareness campaign ready for launch when the first fuel supplier takes the plunge. 'We want to get the right messages across in the right way,' he said. 'The key mes-

sage to consumers is don't worry we are focused on making a smooth

transition.'

WHAT'S THE INDUSTRY VIEW?

Retailers and suppliers are understandably cautious about bringing E10 to the UK. Independent retailers, in particular, which will have to upgrade pumps and tanks, are wary, said the Petrol Retailers Association's Philip Monger.

'I'd prefer to see it delayed,' he said, 'and I can't see E10 coming right now unless there's a cost advantage to suppliers, and I'm not aware of one. Suppliers are currently meeting their RTFO obligations through sales of biodiesel so they have no immediate need of E10.'

'The eventual introduction of E10 will again bring associated costs for retailers, who will want to see a justification in those costs in terms of environmental benefits.'

Fuel suppliers were reluctant to comment on our fuel test results, with the UK Petrol Industry Association declining to respond. However, while there doesn't appear to be an appetite for E10 now, it will be introduced. Sainsbury's told us it doesn't have immedi-

ate plans to introduce E10, while Shell said: 'We will only offer E10 when we are confident motorists are ready, understanding what it is, why it's coming and that their cars are compatible.'

Tesco's Jerry Burton, senior technical manager of fuels, said: 'Ultimately E10 will be the standard regular unleaded petrol grade. The transition to this is to some extent dependent on the success of any public awareness campaign, and the targets set out in the RTFO.'

The Government, meanwhile, said it will support an industry-led campaign, but won't provide public funding.

Responding to our call for a Government assurance that E10 will not increase motorists' fuel spend, Baroness Kramer said: 'Any decision to supply E10 is a commercial one. However, Ministers have met with fuel suppliers to encourage them to delay E10 until the market is ready.'

She ruled out a Government investigation into fuel consumption at present, stating: 'The RTFO level of 4.75% does not necessitate the introduction of E10. Any change which might necessitate the introduction of E10 would be the subject of a public consultation and impact assessment.'

THE WHAT CAR? E10 ECONOMY TEST

We conducted our E10 fuel economy tests using the same equipment and principles we use for our True MPG tests, replicating as closely as possible real-world driving conditions. In this case,

however, our four cars ~ chosen for their different engine characteristics and the fact that they sell in bulk with petrol engines [larger cars are mainly diesel-powered] ~ was put through its paces on a test track, rather than on the road.

We tested the effects of E10 petrol against pure E0 petrol rather than E5. In order to benchmark against fuel economy shortfall figures quoted by the US Environmental Protection Agency, and to provide the best possible chance of seeing what we expected would be very small changes in fuel consumption, which might indicate the need for further research.

Currently petrol pumps can dispense anything from 0% to 5% ethanol in the fuel mix. The DfT reports that the UK average is 4.5%, although because there's no requirement for pumps to be labelled with the exact ethanol content up to 5% there's no way of knowing for sure what you're getting.

We used E0 and E10 petrol supplied by Greenergy certified to British Standard EN228 95 RON. The fuel blends used were representative of what is supplied to motorists at the pump in EU countries currently selling E10.

Before testing could start, each car was run dry before being filled up with E0 and driven for 250 miles to allow the onboard computer to become acclimatised to the new fuel. The same procedure was then carried out for the E10 tests.

Engines are less efficient when

ETHANOL: WHAT'S THE FUSS?

'those who want high ambition on ILUC [including the UK] and those who want to protect the interests of their biofuels industry'. There is limited 'hard' data about the real-world effects of E10, despite the US and Brazil having used it for many years.

In Europe the transition has been slower, with France converting in 2009, followed by Germany and Finland in 2011. There, E10 fuel take-up has been hampered by some inconsistent marketing plus consumer nervousness.

According to Finnish recovery operator Autlitto, the introduction of E10 in Finland caused 'huge turmoil' because of rumours it could cause engine failure and high fuel consumption. In fact, it reports the number of engine problems caused by E10 is negligible. However, our tests show there may be some justification for those economy fears.

The Low CVP's Andy Eastlake insists the UK is better prepared than Germany, for example, where, at the time of E10 introduction only 80% of cars were compatible with the fuel, compared to more

cold, so each car was warmed up to operating condition before testing. Tyres were inflated to each manufacturer's standard recommended pressure, while default manufacturer settings [such as 'stop-start on' or 'Eco mode off']

braking over test cycles, which included circuits peaking at 50mph and 70mph. At the end of the test the average fuel consumption on the test route was calculated from the CO₂ emissions collected from the car's exhaust gases.

ETHANOL: WHAT'S THE FUSS?

were also applied.

Then the cars were fitted with a Portable Emissions Measurement System to sample tailpipe emissions. Sensors attached to the onboard computer recorded road speed, exhaust manifold pressure and throttle position, while altitude, humidity and air pressure at each given moment were also measured.

Testers drove at a steady pace, avoiding heavy acceleration and

WHAT THE LOW CARBON VEHICLE PARTNERSHIP SAYS:

'These results don't reflect expert expectations... and the carbon saving potential of biofuels is a result, in any case, of the carbon absorbed by the crop when grown.'

This benefit is not measured in these tests and highlights the need for a more holistic approach to vehicle emissions, including carbon emissions from fuel production as well as from the vehicle.

It also points to the need for more comprehensive measure-

ment of low carbon fuels in everyday operation.'

Andy Eastlake,
Managing Director,
Low CVP

WHAT GREENPEACE UK SAYS:

'Biofuels have been controversial for their environmental and social impacts during production, but this study suggests that they actually mean E10 would raise consumption of fossil fuels when in use.'

'At the very least, we need to know definitively that they aren't putting up end-of-pipe CO₂ emissions, as well as providing tougher standards of reassurance about the full lifecycle impacts.'

Doug Parr,
Chief Scientist at Greenpeace UK

WHAT THE GOVERNMENT SAYS:

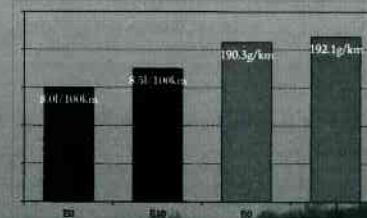
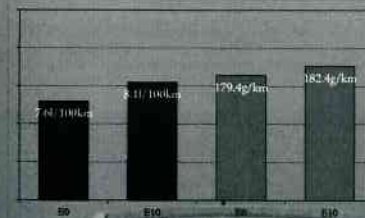
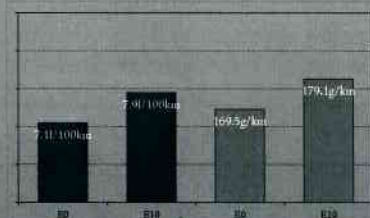
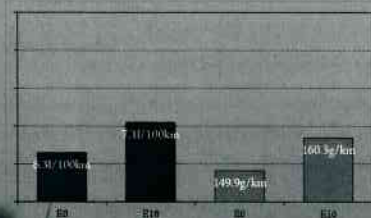
'We would of course consider

the implications of any such proposal in respect of environmental impacts and costs to consumers.'

Baroness Kramer,
Transport Minister

WHAT CAR? SAYS...

We're not surprised our findings aren't what those with a vested interest in E10 want to hear, such is the political and commercial momentum behind biofuels in UK road transport. Our small sample study suggests that contrary to what we're being told, this fuel can have a significant impact on fuel economy, particularly on drivers least able to absorb the extra costs. Research on a much wider scale is now vital. For Government, the fuel industry and green lobby to lead consumers into E10 without fully understanding the financial impact would be irresponsible.



The results



ETHANOL: A LOCAL VIEW

The data from the UK testing undertaken by What Car? magazine shows that, compared with E0 petrol fuel consumption in the cars tested increased by between 5.1mpg and 1.1mpg. That represents up

to an additional 800ml of fuel for every 100km travelled. At the very best the added consumption was 500ml per 100kilometres. Over 20,000km that adds between 100 and 160litres per year to the fuel usage.

But here there is a saving in buying E10... at least there is per litre.

To fund that 160litres however the price of E10 needs to just over 11% cheaper than E0. At \$1.55 for E0 the E10 would have to just \$1.37 for the economy to make sense.

In the best situation of only needing an additional 100litres per year the saving per litre would still have to almost 6%. At \$1.55 the reduction for E10 would have to be almost 10cents per litre.

Given that the typical saving per litre is currently about 4cents per litre no matter how you look at it your fuel bill is heading up rather than down.

Overall in the testing done

by What Car? the average increase in fuel use [calculated over 20,000km] was 135litres per car. Across the Australian passenger car fleet of 13,2397,260 [according to the Australian Bureau of Statistics 2014] that represents an additional 1,789million litres of fuel. That has to be paid for

by you and me. The plus side is that the numbers would indicate that the use of fossil fuels, if we all swapped from E0 to E10, would fall. The country's passenger car fleet would need about 300million litres less pure petrol.

And CO₂ emissions will increase according to the What Car? numbers. Based on their data the amount of CO₂ released into the Australian atmosphere would increase from 45.8billion kg to 47.5billion kg. An increase of almost 1.7billion kg per year!

So a shift from E0 to E10 is likely to bad for your pocket. Good for the country's balance of payments with less petrol imports and bad for the environment as we pump out even more green house gasses.

Some might suggest the big winners of the country moving to E10 will be the petrol companies. No wonder they think it is a good move.

Leigh F Miles



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BRUCE STRINGER ~ WEB WAL-
LAH

Learning the Hard Way:
Although I have a liking
for cars I do not have an in-
depth knowledge of all their work-
ings and I must admit I do envy

those who do. I am very grateful to
club members who take the time
to answer some of my questions
which must, at times, display a dis-
mal knowledge of car mechanics.

I can't remember the reason
now but sometime in March

2012 I was driv-
ing my DS Spe-
cial purchased
from Rob and

Kay Belcourt, from Geelong to
David Gries' in Box Hill. It was a
lovely morning and I was marvel-
ling at how great it was to be glid-
ing along the motorway without
a care in the world while all the
impatient traffic rushed by as if
the end of the world was nigh.
Then suddenly the engine lost
power and I thought maybe the
end of the world was nigh, or at
least my dream world had come
to a sudden abrupt end.

Fortunately, I was able to glide
to the side of the motorway near
an incoming side ramp which
provided some room away from
the traffic. I tried to start the car
but could smell petrol, which
even I knew was not good. I got
out and lifted up the bonnet.
The road noise from the passing
traffic was deafening, and the
continual buffeting of the car was
accentuated by the raised bonnet
~ which to say the least was a bit
disconcerting.

I was pleased and relieved that
I spotted the problem straight
away. The inlet fuel line had come
out of the fuel pump. The metal
'tail' that is press fitted had come

loose. See photo.

The same thing happened to
me with the Solex carburettor of
my Light 15 on the Gold Coast, so
I knew how to fix it. Fortunately,
while up there a conversation I
had with Brian Wade about an
experience he had with a DS and
its Solex carburettor alerted me
to the problem of the press fit in
these carburettors. It had appar-
ently been responsible for some
fires. [Those of you with longer
memories will recall the story of
exactly this happening to Sue
Bryant in the middle of rounda-
bout, in peak hour in Limoges in
my Visa GT Cabriolet. Ed] So here
was the same thing happening
with a fuel pump.

Aha, an easy temporary fix I
thought, just reach down and push
it back. What I didn't know was
that the terminal on the alterna-
tor is always live. As I pulled my
arm back, my metal watch band
touched the terminal. See photo.

Sparks flew, and the band got
very hot. I got it off very quickly
but it was pretty hot to handle.
Inspection of the wrist showed I
had sustained some burns in a ring
bark like fashion around the wrist,
luckily mostly first degree. I wasn't
very happy about the combina-
tion of sparks and petrol either!

Bruce's pictures tell the story

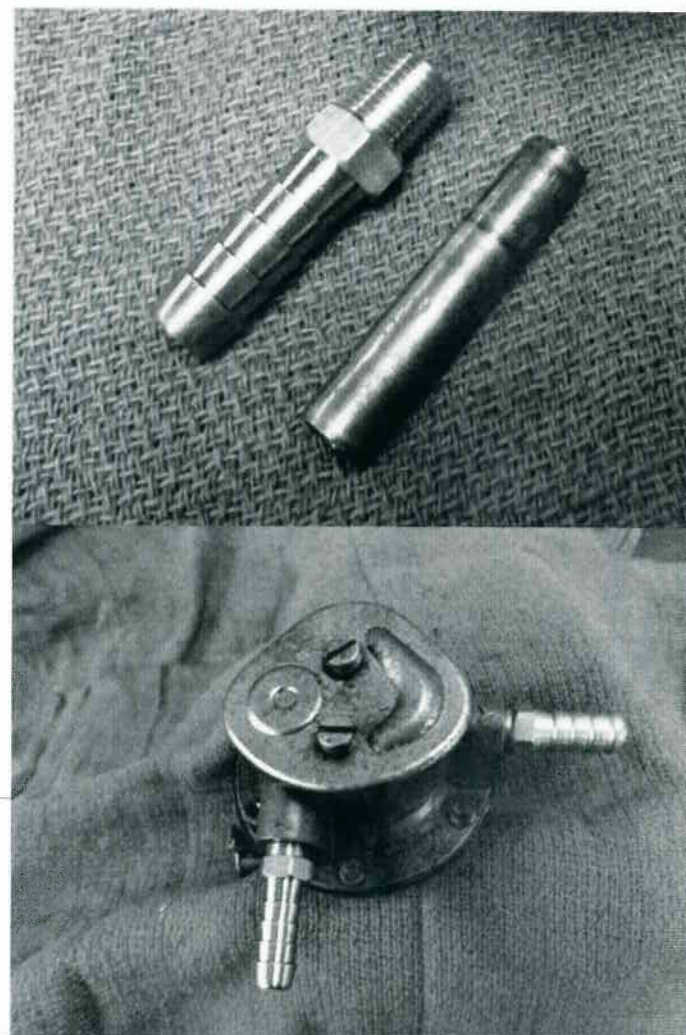
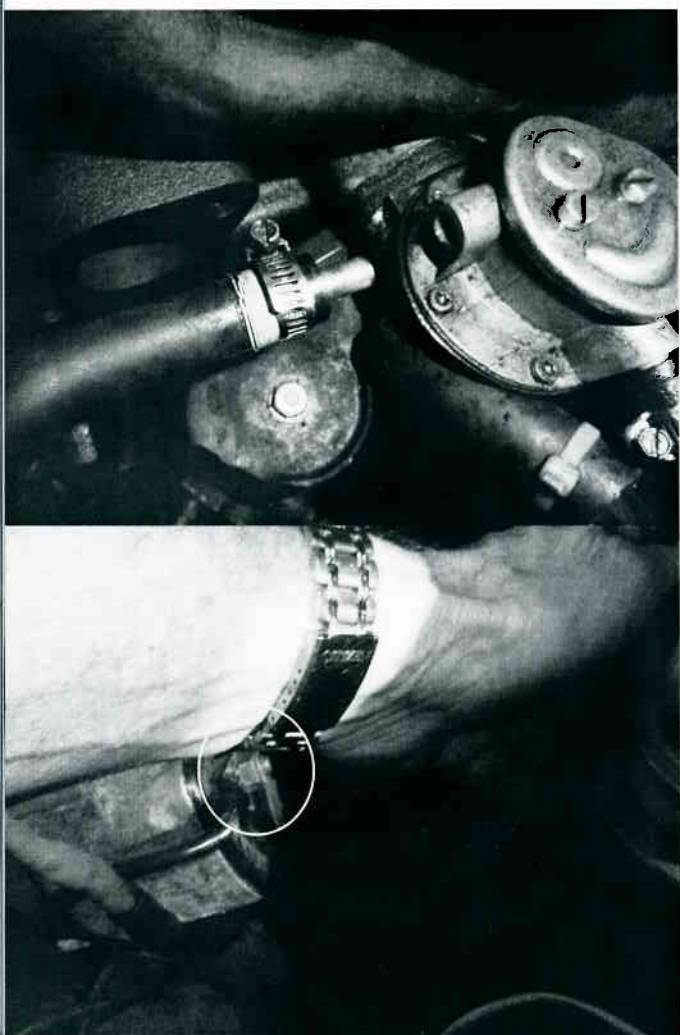
Top left: The metal tail has
disengaged from the fuel pump.

Bottom left: Bruce's metal
watchband came in contact with
the life terminal.

Right: The metal tails, is situ.

I was also annoyed that I had an
isolating switch on the battery that
could have been used had I known
about the alternator terminal. It
is used every time I play around
under the bonnet now! The watch
still worked.

I still had to get over the
Westgate Bridge and through the
Burnley tunnel so needless to say
I was on tenter hooks. I knew if



I could get over the Bridge there was a service station on the other side. There was no way I was going through the tunnel without the fuel line secured. The car got over the bridge and I passed the cardiac stress test. The service station had

the inlet and outlet ports and screwed in two metal tails. Part no. BMT51618 male tail $\frac{5}{16}$ hose x $\frac{1}{8}$ BSP. See photos.

I don't know if this is a recognised fuel pump problem or has happened to anyone else, but

owners might like to check the integrity of their fuel line connections to the fuel pump or just do what I have done for peace of mind.

Bruce Stringer

Unfortunately, not all the Fleet Folly articles that were due for publication in this edition of 'Front Drive' arrived, so on page 49 you are being treated to a picture of our new Renault Clio. Enjoy!

Fleet Follies

nothing I could use to secure the fuel line but fortunately some guy was servicing the pumps and he gave me a roll of wire and a pair of pliers.

When I got to David Gries he immediately secured the lines to the carburettor!

When I got home I removed the top of the pump and tapped

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Obituary ~ Fred Annells. It is with great sadness that I record the passing of Fred Annells, aged 89 on May 31 this year at Grimsby in Yorkshire.

I have known Fred for 30 years, maybe more. Though quite possi-

'Eenie' [ENE 442], the navy-blue 1938 hard-top Light 15 coupe ~ now appropriately in the hands of his son, Barry ~ and the brilliant maroon 1940 Big 15 roadster ex-JPC 490 ~ now owned on the Continent. The Annells

family support for Citroëns locally and abroad continues with

Barry at Bourne Citroën/2cvs4u in Lincolnshire. Now grand-son Peter has joined in to continue the family tradition.

I hope to bring an expanded account of Fred's Citroën lifetime and cars in a later Front Drive.

In the meantime, sympathy to Fred's family. Travel well, Fred ~ in a Citroën, of course. Bill Graham

Naturally the death of a man who has been so important in

the development of interest in Citroën's Traction Avant models does not pass unnoticed within the Traction World. The following account of Fred's life is taken from the Citronet website and was written by Julian Marsh and Bernard Shaw. The pictures that accompany this article are from the same source.

Fred Annells: January 6, 1925 ~ May 31, 2014.

It is with great sadness that

we have learned of the death of Fred Annells ~ Traction Owners Club member No 1.

A personal note ~ I first met Fred some fifty years ago at a Citroën Car Club event that I attended with my father and last met him in 2009 at the Citroën 90th Anniversary celebration.

He was always very friendly and happy to talk Traction and is sorely missed.

Julian Marsh

Vale Mr TRACTION UK

bly not known to 'younger' CCOC members, Fred would have well and truly warranted the title of 'Mr. Traction Avant [UK]'. A staunch supporter of the marque and disdaining home-grown British breeds, Fred will be remembered as an enthusiastic mentor of fellow Citroënists in the UK, and more broadly overseas, including many Aussies.

Among Fred's once-extensive collection, best-known would be



As it is for most owners, the Traction was only ever a hobby for Fred who had earlier honed his engineering skills in the Fleet Air Arm as an aircraft mechanic, maintaining fighters. Although his career then found

was immediately hooked by the advanced design.

Incredibly Fred's association with, and love of, the Traction did not happen in the days when they were current. In fact his interest was only established in the

late '50s by which time Traction were decidedly 'old technology'

[at least by Citroën standards!] and had effectively lost their position as status symbols.

Within ten years of buying his first Light 15 saloon Fred had accumulated quite a collection,

including his famous Light 15 Coupé, a limousine and several Cabriolets, one of which was the only RHD Big 15 Cabriolet ever built. Fred continued buying up almost any Slough Traction that became available in order to save it ~ or at least the precious parts ~ from being lost forever. As a result he quickly earned the reputation of being the only person one needed to talk to for help and, much more importantly, spare parts. The downside of that was his own projects often took a back seat whilst he worked on other people's vehicles.

When the Traction Owners Club was formed in 1976, initially as a section of the Citroën Car Club, Fred's allegiance still lay heavily with the CCC. He therefore agreed to sit on both committees as one of two 'liaison' members and made available his personal register of Traction owners. Fred's home, in the Guildford area, was also the venue for some of the earliest meetings as the fledgling club established itself.

At that time all TOC members were also CCC members and had a CCC membership number with a 'T' suffix to denote Traction Owner. However, by the time the TOC became independent of the CCC [in April 1980] the Club had no hesitation in allocating

Fred membership Number 1 in acknowledgement of his expertise and the work he had done for the Club, the cars and their owners. Thereafter he remained happy to be an ordinary member until, in recognition of his services, he was made an Honorary Life Member in 1985.

On retiring Fred relocated the family to rural Lincolnshire where he and Edna set up a home with vehicle storage and workshop space to exercise his passion to the full. Having finally completed his numerous projects, in 2003 he decided to slow down and hang up his spanners. With the exception of the Coupé [which was passed to his son Barry], all his vehicles were sold off. However, the TOC also benefited because Fred generously made his vast collection of parts available to the Club ~ for which we shall always be grateful.

Sadly his last years were spent in poor health and he was unable to attend many meetings. Nevertheless he continued to show a keen interest in the cars and their owners. The 2009 75th Anniversary celebration in Arras was the last big event he was able to attend and on page 51 is a picture of him discussing Phil Allison's Cabriolet restoration at the 2006 Annual TOC Rally in York.

© 2014 Bernard Shaw

Vale Mr Traction UK

him engineering special items in a Central Electricity Generating Board research workshop he also worked for a while as a car mechanic ~ and that is where he got his first taste of the Traction and



This is just a short update from the spare parts to inform members as to what we have available.

Presently ccoCA probably has the biggest/widest range of spare parts for Tractions outside

hoses everyone gets very jittery and one can understand the legal complications should it be proved that a company sold you 'suspect or dodgy' brake components.

This proved to be the case when I was looking for a hose

manufacturer. Australia has minimum standards and a com-

pany like Pirtek will not manufacture if all parts are not Australian certified brake parts!

I have now sourced a number of brake hoses guaranteed by Pirtek. The only difference from the original English hose is the outside thread pitch where the hose passes through the bracket in the vicinity of the upper wishbone. Consequently the hoses are supplied with new locknuts... problem solved!

So in closing. To all you lucky people joining Robin and friends on the 80th celebrations and anyone else, consider changing your brake hoses especially if the brakes are not what they used to be. It is well known that age and brake fluid eventually causes the rubber internally to become soft and then breaks down effectively restricting fluid pressure from reaching the pistons. [See the picture opposite]

Remember this next time your muscles in the right leg are quivering under the strain of attempting to pull up short of that intersection!

Lance Wearne

of Europe and we are constantly striving to stock parts that members request from time to time. Because it is your Club we are able to allow parts to hibernate on the shelf for a while, as it does not cost the club 'money'.

Recently one of our fellow tragics from beyond the ditch contacted me looking for engine bearings, as he could not source the size he required. Needless to say we have another happy Kiwi member. He also told me that the local parts fund had recently folded.

I think you would be surprised at the range of parts on hand. Having now put that out there I bet the next enquiry will be met with a 'sorry I don't...' Never the less we have a good contact in a past member who is always willing to source parts for us. Thank you Rob Koffjieberg!

To another Rob, thank you for being a guinea pig for the brake hoses. Having gone to a number of manufacturers I eventually landed at the reputable local 'Pirtek'. When it comes to brakes and

SPARE NEWS

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2002 VW Golf Convertible

2litre petrol 5-speed manual. 2 careful owners, always garaged, spotless condition, service records from vw specialist. 12months reg [RRB 756], good tyres, usual vw quality and features, electric roof, tow bar, 150,000kms, seats 4 in comfort and spring is almost here so on a sunny day, why not go driving topless in this snazzy silver convertible? \$8,900. Contact Warwick Spinaze, Tootgarook, Vic 04 0701 6719. [38/03]



1962 ID19

Good original Heidleberg car, genuine 2owner, known history. Everyday drive until 2002. Always garaged. Lido Blue/Off White ['90s 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. sold with personal plates '1D1962'. Includes all Citroën memorabilia, ie, videos, books, few spares, etc. Regretful sale ~ moving ~ no space. \$9,700. John. Mortlake, Vic:jgrattonwilson@yahoo.com.au or [03] 5599 2499. [37/08]

WORKSHOP MANUAL

Light 15 workshop manual in excellent condition [not even one greasy fingerprint]. October '56 print \$70. Warwick Spinaze [04] 0701 6719[38/03]

CITROËN ID19 PARTS

All body panels, some mechanical, genuine Citroën driving lights, Marchal Mick [03] 9558 3735 [37/08]

