

FRONT DRIVE

AUSTRALIA'S & NATIONAL & MAGAZINE &
FOR & CITROËN & OWNERS & AND & ENTHUSIASTS



June/July 2015 & Vol 39 & No 2

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.

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

MEMBERSHIP

Club meetings are held on the fourth Wednesday of every month [except

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

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clubshop@citroenclassic.org.au

ICCCA REPRESENTATIVE ~
Ted Cross [03] 9819 2208 [H]

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, July 10, 2015.

MEETINGS

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

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.

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/
QLD: www.citroenclub.org
SA: <http://clubcitroensa.com>
WA: www.citroenwa.com.au
www.doublechevrans.aunz.com

Yes, I am still around. No longer Editor, but bearing the title of Publication Manager. However, this is a truly temporary post. I am pleased to announce that long-term member Russell Wade is taking up the keyboard and becoming your editor.

The actual timetable for the transfer has still to be finalised ~ the news of his generous offer was only passed on to me this morning by President Max.

I am sure that Russell will, as I did, put his own stamp on the magazine. The magazine cannot help but reflect the editor's interests and areas of knowledge. So, I am sure that Russell's editorship will see an increase in the presence of technical features. Let me also tell you that any new editor needs time to hit their straps in the rôle. So, I am sure you will give him some leeway, and time, to sort out the magazine he wishes to publish on your behalf.

I should also remind you, dear reader, that while Russell's magazine will reflect his style, it is not actually his magazine. As

I never tire of saying... it is your magazine. And Russell can only publish what you provide.

This edition has been almost single-handedly written by Graham Letham. Originally Graham promised a short article about the Traction Anniversary Run. Unfortunately he missed the deadline and I 'persuaded' him to write a longer feature for our Member's Model section. What we have is wonderful article that truly reflects his love affair with the marque. Thanks Graham for a great read and a wonderful insight to the cars you love.

And now an apology: In the last edition of Front Drive we published all the details for CitIn '16. Except that I got the prices wrong. The correct prices are on page but to be sure here is the information.

CITIN '16 BOOKING FEES

Book by 1 Dec 2014: \$225pp
[not \$220 as previously shown]
Between 2 Dec & 31 Jan: \$240pp
Between 1 Feb & 7 Mar: \$255pp
[not \$260 as previously shown]

Leigh F Miles,
Publication Manager



As I write this report, winter has arrived with rain, wind and all that which goes with it. I enjoy the colder months where I can light the open fire and enjoy the warmth... more so the ambiance as the open fire is so inefficient. I hope this wintry weather won't stop all you deed keen Citroën aficionados from hooking into our next get away to Beeac in May.

It really has been a busy time for all of the Citroën Clubs Australia-wide with CitIn which is going from strength to strength each year. The CitIn In for 2015 has come and gone and from the anecdotes I have heard from a few people, it all went well. I have read the minutes and the calendar for all the state's involvement for the future will continue in the established pattern. The 50th anniversary CitIn which was held in NSW was initially thought to return to the original place... Adelong [even though this does not follow the pattern], but may not occur due to the perceived lack of suitable accommodation. The decision one way or the other is in consultation... watch this space!!

It is, may I remind you, cco-CA's turn in 2016 to host the event and as I have been privy to the plans by our inestimable team of Ted and Helen Cross, it should be one of the best. I implore you to mark this now in your diary

for the Easter weekend next year. I regret not attending this year's event but personal matters intervened at the last moment. I must thank Ted Cross for representing ccoCA in my absence.

I have the duty to heed the

clarion call for a replacement Editor. We have enjoyed many years of Leigh Miles at the helm and as you all know Leigh is off on a new life where the work of editor no longer fits in. The job of the editor has been made much easier with Leigh setting up a programme of desk top publishing. All the machinations are there for a seamless takeover and Leigh would be only too willing to assist and tutor the next editor. So on that note I am appealing to anyone in the club who has just the faintest glimmer of interest or a roaring flame of desire to let me or anyone else on the committee know.

I was toying with the idea of retiring from my business sometime in the next 12-24 months. By that time I will reach the heights of three score years and ten and with that nipped over to Tassie to look at a superb house in Devonport. Well the house was spectacular but the neighbour's collection of debris in their back yards was enough to have us scurrying back to the mainland to lick our wounds. It is with some relief

Ed Sed

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PREZ SEZ

folks to say that retirement is off: 1 York Street feels better than ever before and my business will continue albeit with some changes. A recent visit to my local medical clinic for a tetanus jab [I was bitten by a member of our local wild life] and a flu shot was a memorable time because this really nice GP aka Doctor Bill is a fellow dog lover. He is nearing

60 with absolutely no intention of giving it away. 'What would I do with my time... there's only so many cups of coffee that I can drink and so many papers to read before becoming totally bored... so I will continue for as long as I can.' What a great way to look at life. It has given me an injection of a different kind!!

Max Lewis, President.



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

A-TRACTIONS

• JUNE

DAY RUN: BLACKWOOD

The pub at Blackwood ~ destination for our joint run with the Citroën Car Club of Victoria.

WHEN: Sunday, 21 June
TIME: 10:00am
FROM: BP garage, south side of Western H'way, Blackwood
TO: Blackwood Hotel, Martin St., Blackwood
COST: Pub grub

BOOKINGS: Essential, by 17 June
CONTACT: Kirk,
04 2571 7572
03 9363 2464

Here are the final details for this joint run with the Citroën Car Club of Victoria treat this as advance warning of the event. Yes, it almost bound to be a cool day but there are lots of warm ways to spend your time in this fascinating village.

The Blackwood Pub was built in 1868 and is the oldest weather-board pub with a continuous licence. The Pub is surrounded by spectacular forest, full of memories of the gold rush.

In years gone by it was a bustling town; coaches driven by Cobb &



Co would thunder through the town.

The place was full of miners, all were there to make their fortunes in that spot so full of gold.

Today, a century later, those golden days are now rest ~ just a quiet little hamlet that we love best. The Blackwood Pub offers wonderful old fashioned pub grub in front of a roaring open fire.

JUNE CLUB MEETING

WHEN: Wednesday, 24 June
TIME: 7:30pm
WHERE: Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3
COST: Free
BOOKING: Not required

CONTACT: Sue Bryant,
04 1251 8849

treasurer@citroenclassic.org.au

This evening Peter Sandow will be speaking about his yet to be accomplished rowing and riding trip in Japan. This is a feat that few have had the opportunity to attempt and therefore promises to be a very engaging story

• JULY

BASTILLE DAY LUNCH

WHEN: Sunday, 12 July
TIME: 12:00pm
WHERE: A La Bouffe, 268 Toorak Rd., South Yarra
COST: \$35 ~ 2 courses with a glass of wine and coffee

CCOCA BOYS' DAY OUT ~ OCEAN GROVE

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

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

BOOKINGS: Essential
CONTACT: Robert & Kay
Belcourt,
①[03] 9885 4376
clubshop@citroenclassic.org.au
'Wonder where the local French
go for a taste of home? Wonder

their home cooked meal. That is what you will experience at A La Bouffe ~ an informal, friendly and delicious experience. No pretensions, just good friendly service and delicious food. When French visitors are feeling home sick for some Poulet Basquaise or Clafoutis this is where they visit. Jacky Frenot and Gabrielle Dewan, owners of A La Bouffe Bar & Bistro, and cCOCA, invite you to come to a little corner of France in the middle of Prahran and South Yarra shopping precinct and indulge your senses with their extensive range of popular French dishes.

no more'. A La Bouffe is where you will experience true French hospitality. When the French back home get together with friends and family to prepare a meal, when all the chopping, mixing and baking is done, the cook calls out 'à la bouffe' let's eat, and everyone sits down to enjoy

A-TRACTIONS

A La Bouffe
BAR & BISTRO



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Fax: 03 9819 2208
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'123ignition' - electronic ignition systems are carefully designed to replace your existing mechanical system, keeping the looks of your classic car original. The systems are currently available for ID, DS, 2cv (and derivatives), Traction and SM models.

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JULY CLUB MEETING

WHEN: Wednesday, 22 July
 TIME: 7:30pm
 WHERE: Frog Hollow
 Reserve Rooms, Fordham Ave.,
 Camberwell. Melway 60, B3
 COST: Free

TIME: TBC
 WHERE: Confectionery
 Capers, Junortoun nr Bendigo
 COST: \$8pp [adults], \$6 [con-
 cession]

This is a joint event with our friends at cccv and this one is being organised by them as well. Full details will be available shortly. But, do not be misled by the name. Even though Confectionery Capers is not primarily about confectionery, it provides a colourful [and tasty] marketing medium which 'glues' the many diverse displays together with a common theme.

Confectionery Capers' four main elements. These are quite diverse and seemingly unrelated but at Confectionery Capers we have blended them together in a most intriguing and entertaining man-

ner.

Confectionery Capers
 ... challenges people to think laterally and creatively
 ... celebrates the wheel as man's greatest invention
 ... explores the quirky but fascinating nature of the English Language
 ... indulges the taste buds with a range of tasty confectionery

AUGUST CLUB MEETING

WHEN: Wednesday, 26 August
 TIME: 7:30pm
 WHERE: Frog Hollow
 Reserve Rooms, Fordham Ave.,
 Camberwell. Melway 60, B3
 COST: Free
 BOOKING: Not required
 CONTACT: Lee Dennes,

CHIT CHAT TUESDAY

WHEN: 1st Tuesday [not in April or May]
 2 June
 7 July
 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.

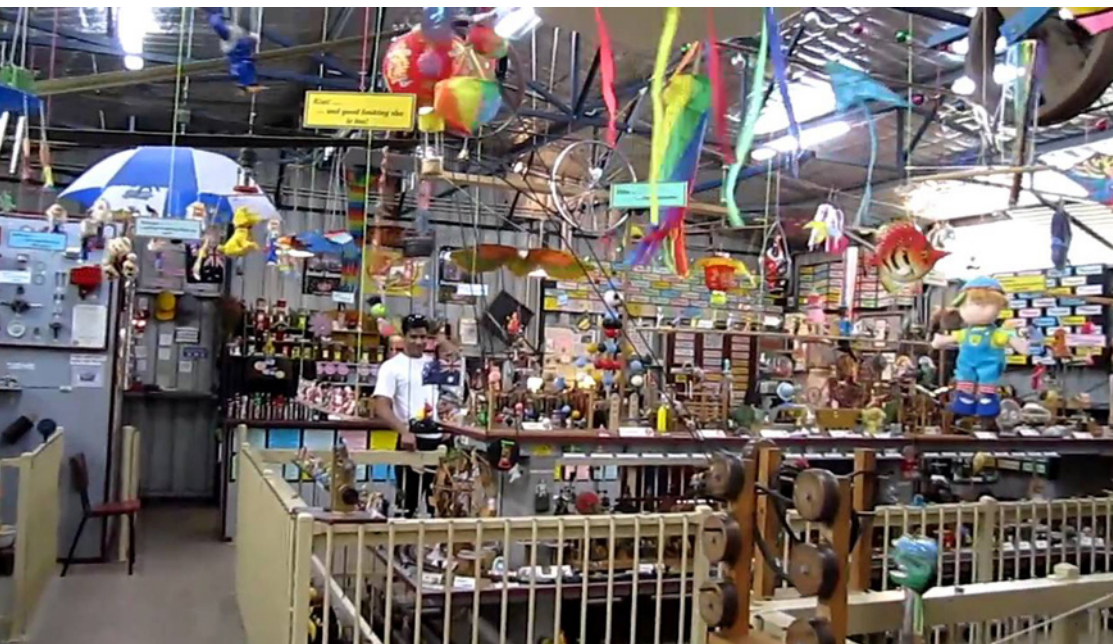
Join ccoca and cccv members for a morning coffee and a chat on the Mornington Peninsula.

BOOKING: Not required
 CONTACT: Lee Dennes,
 04 3828 6181
activities@citroenclassic.org.au

The exact details are still to be confirmed, but it is bound to be a great evening of chit and chat!

• AUGUST DAY RUN: CONFECTIONERY CAPERS

WHEN: Sunday, 23 August



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828 Sydney Road Brunswick Victoria 3056 Phone (03) 9386 5331 www.stuckey.com.au

A-TRACTIONS

☎ 04 3828 6181
✉ activities@citroenclassic.org.au

The exact details are still to be confirmed, but it is bound to be a great evening of chit and chat!

• SEPTEMBER

RUSTY SPRINGS WEEKEND

WHEN: Friday, 11 to Sunday
13 September

TIME: Arrive anytime on
Friday

WHERE: Rusty Springs,
28 Hovell St., Avenel

COST: 2night minimum \$160
[\$25 deposit required]

BOOKINGS: Essential

BRING: Everything for a self-
catered weekend

CONTACT: Sue Bryant,
☎ 04 1251 8849

✉ treasurer@citroenclassic.org.au
WEBSITE: www.rustysprings.
com

This is a weekend for doing as little or as much as you want. Rusty Spring provides uniquely themed accommodation comprising 16 en suite rooms in a converted barn. There is also a cottage, plus room to bring your caravan or tent.

It is situated in the historical Ned Kelly district and has many wineries that we will have the opportunity to visit in the Rusty Springs bus, driven by Kim the owner.

To secure your room, EFT your deposit to Kim at BSB: 083-894, Acc: 74 311 7293, Name: Rusty Springs, Reference: Your Surname Follow this transaction up with an email to Kim at benmore2@bigpond.com



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• OCTOBER 60TH ANNIVERSARY OF THE ID/DS

WHEN: Friday 2
to Sunday 11 October
FROM: Rutherglen, Vic

DIAMOND JUBILEE JOURNEY

TO: Mittagong, NSW
COST: TBC
BOOKINGS: Essential

Bookings have been coming thick and fast and if you wish to join this Jubilee Journey you need to get your skates on a make a booking

To celebrate the Diamond Jubilee of the DS/ID the Citroën Classic Owners Club of Australia is hosting a 10 day event commencing on the 2 October and concluding on 11 October.

This event begins at Rutherglen and ends at Mittagong. All paved roads. Apart from two days, Bright to Lakes Entrance and Lakes Entrance to Eden,

each day is a relatively short run.

This will allow plenty of time to take in the scenery and partake in what the countryside, towns and villages have to offer and enjoy each other's company at lunches, morning and afternoon teas and impromptu stops.

Do not book accommodation over internet. Phone and mention Citroën Car Club. Unless otherwise stated ALL accommodation bookings must be made by August 1.

DAY 1. FRIDAY 2 OCTOBER ~ RUTHERGLEN

☞ Meet & Greet. Tuileries Le Café 3-5pm. If arriving after 5pm at the Victoria Hotel.

☞ Dinner Victoria Hotel 7pm.

☞ Accommodation: Rutherglen Caravan & Tourist Park

Contact: Dennis & Lisa
72 Murray St, Rutherglen
☎ [02] 6032 8577

☞ rutherglencaravanand-touristpark.com.au/

Poachers Paradise Motel

Contact: John & Jane Hourigan
97 Murray St, Rutherglen
☎ [02] 6032 7373
☞ poachersparadise.com.au/accommodation.htm

Walkabout Motel
15 Murray Valley Hwy, Rutherglen
☎ [02] 6032 9572
☞ walkaboutmotel.com.au/

Rutherglen Motor Inn
Murray Valley Hwy, Rutherglen
☎ [02] 6032 9776
☞ rutherglenmotorinn.com.au/index.html

Victoria Hotel: No book by date. Old world charm some rooms have ensuite.

Contact: Sean
90 Main St, Rutherglen
☎ [02] 6032 8610
☞ victoriamotelrutherglen.com.au/

DAY 2 SATURDAY 3 OCTOBER ~ RUTHERGLEN TO BRIGHT.

Travel via Chiltern, Beechworth [104km].

☞ Morning tea provided by local car club at Chiltern

☞ Accommodation: Bright

Bright Accommodation Park.
\$150 for double cabin [includes spit roast dinner, bacon & egg breakfast. Anyone not staying at the Accommodation Park, Dinner is \$20 Breakfast \$10

Contact: Tracey
438 Great Alpine Rd. Bright.
☎ free call 1800 658 056
☞ brightaccommodation-park.com.au

DAY 3 SUNDAY 4 OCTOBER ~ BRIGHT TO LAKES ENTRANCE.

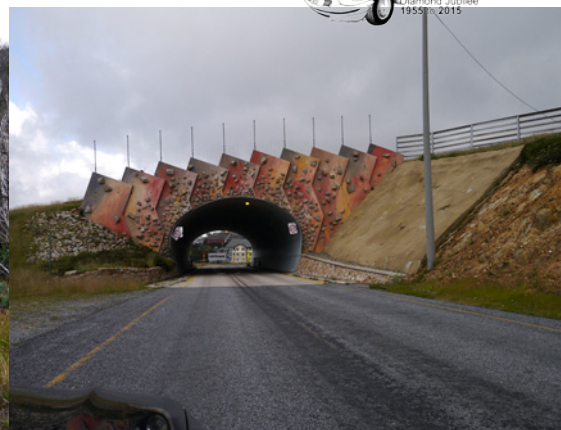
Travel via Great Alpine Road passing through Mt. Hotham, Dinner Plains, Cobunga, Omeo, Swifts Creek, Ensay, Tambo Crossing, Bruthen, Swan Reach [238km].

☞ Accommodation: Lakes Entrance

Echo Beach Tourist Park
Contact: Kevin & Jade Till
31-33 Roadknight St, Lakes Entrance

☎ [03] 5155 2238
☞ echobeachpark.com

DAY 4 MONDAY 5 OCTOBER LAKES ENTRANCE TO EDEN



Travel via Orbost, [optional
detour via Marlo mouth Snowy
River], Cann River [241km]

✂ Accommodation: Eden
[2nights]

Eden Gateway Holiday Park

Contact: Virginia

Travel via Ulladulla, Nowra
and Grand Scenic Drive to
Shoalhaven Heads [141km].

✂ Dinner supplied at Shoalhav-
en Heads Bowling & Recrea-
tion Club

✂ Accommodation: Shoal Ha-
ven Heads
Mountain View
Village
Contact: Anne,

DIAMOND JUBILEE JOURNEY

99 Princes Highway Eden

① [02] 6496 1798 or

1300 737 954

📧 edengateway.com.au

**DAY 5 TUESDAY 6 OCTOBER ~
EDEN**

✂ Morning: Leisure or whale
watch with 'Cat Ballou' 8am
~ 11am [Book by 14 Sept
\$70pp after that full price and
subject to availability]

✂ Afternoon: Merimbula Car
Club. BBQ provided.

**DAY 6 WEDNESDAY 7 OCTOBER
~ EDEN TO BATEMANS BAY**

Scenic Tourist Road up the Sap-
phire Coast via Pambula, Mer-
imbula, Tathra, Tanja, Bunga,
Bermagui, Tilba, Bodalla, Moyu-
ra, Mogo Village, Batemans Bay
[153km]

✂ Meet Eurobodalla car club in
afternoon

✂ Accommodation: Batemans Bay
Clyde View Holiday Park

Contact: Carol

107 Beach Rd Batehaven

① [02] 4472 4224

📧 clydeview.com.au

**DAY 7 THURSDAY 8 OCTOBER ~
BATEMANS BAY TO SHOAL HA-
VEN HEADS**

book by 31 July

14 Shoalhaven Heads Rd,

Shoalhaven Heads

① [02] 4448 7281 or

1300 887 281

📧 mtview.com.au

Tall Timbers Caravan Park

Contact: Kim & Clare, book
by 1 July

47 Shoalhaven Heads Road,
Shoalhaven Heads

① [02] 4448 7270

📧 tall-timbers.com.au

Coastal Palms Holiday Park

Contact: Brendon & Debbie
Hughes. [Would not take a
block booking with cut off
date but worth trying if un-
able to get accommodation
at other two. Opposite Tall
Timbers]

40 Shoalhaven Heads Rd,
Shoalhaven Heads

① [02] 4448 7206

📧 coastalpalms.com.au

**DAY 8 FRIDAY 9 OCTOBER ~
SHOALHAVEN HEADS TO MIT-
TAGONG**

Travel via Kangaroo Valley
Township and Bowral [73km].

✂ Accommodation: Mittagong
[2nights]

Mittagong Caravan Park

Continental breakfast in-
cluded. Free wi-fi

Contact: Phillip

Old Hume H'way Mittagong

① [02] 4871 1574

📧 mittagongcaravanpark.
com.au

Mittagong Motel

Contact: Jodie or Jeremy

7-11 Old Hume H'way Mittagong

① [02] 4871 1277

📧 mittagong-motel.com.au

**DAY 9 SATURDAY 10 OCTOBER
~ MITTAGONG**

✂ Morning: Show & Shine
10am to noon

✂ Afternoon: At leisure

✂ Evening: Dinner at Mittagong
RSL Club 6:30 ~ 7:00 pm

**DAY 10 SUNDAY OCTOBER 11 ~
DEPARTURE**

✂ Mittagong Caravan Park
Camp Kitchen ~ Final Break-
fast Gathering from 7:00am
~ 9:30am. Continental and/
or cooked, supplied with juice,
tea and coffee.

Fond farewells and home. ✂



80th Traction Run Report?
Having missed a few magazine deadlines I have had to rejig my article about the Traction Run somewhat... and please consult any book on classic cars for pictures of models mentioned...

After our experiences on the 75th and 80th Traction Runs I think I can say with some authority that Traction drivers are very nice people. Friendly, helpful, tolerant, relentlessly cheerful in the face of adversity, determined to get there and have a good time [always in

BERLINGO Boy!



a relaxed and easy going way... well usually anyway!] Just like other classic Citroën owners... only more so? I think this may be because these days [although maybe not in the 1930s] Tractions force you to relax and slow

down [unless you have a Big 6 like Ted's... look at that baby go! And that exhaust note... I want one!!] and just go back to the good old days' when life was simpler and less hectic and people were more friendly. I can also report after the 80th that a run is more fun when it's other

cars having problems [hmmm, look at that, isn't it interesting? and amazing how the boys patch their babies up!] and not your own [I beg your pardon Mr Auto Electrician in Mildura, you expect me to take out the generator and then put it back in after you rewire it?... me on the 75th.] Miraculously though, all the Trac-

tions seem to get there eventually, especially if they don't run out of petrol like I foolishly did heading out of Mildura this time. My petrol gauge is hopelessly unreliable but for some reason I'd chosen to ignore Traction run rule number one ~ always fill up when you arrive at the next stop. My excuse is that I thought there was a servo on the west side of town. How wrong I was but with help from more intelligent colleagues we eventually got to Renmark [after a few roadside adventures that included the next petrol station [in the middle of nowhere] not pumping petrol... until I begged them!... and then a rest area concrete picnic chair collapsing under/on Robyn[!]]... so much for a relaxing roadside Traction travellers style cup of tea.]

As everyone knows, the key to success is thorough preparation. This certainly applies to motor-ing in classic cars. Our preparation for the 80th run began well in advance of the departure date [10 October 2014] when I purchased my first Citroën, a white 1976 GS 1220 Club, back in early 1984. This purchase was brokered by a Citroën loving, DS owning mate who convinced me I had to get into Citroëns as they were the best cars made. [He subsequently sold his restored DS and got into a CX 2200. I eventually asked him which car was better? He said he hated to admit it but the CX was better! I have never heard anyone else ever admit this!! I did notice

Berlingo Boy!



Berlingo Boy!



though that the cx boot was always full of tools which were frequently in use.]

So what can I say about that little SM, the GS? Almost perfect as cars go: stylish, sensible size, easy and fun to drive and not too

I suspect?? The Achilles heel was the distributor, positioned under the engine, as I discovered one day when the roads in Sydney flooded and I showed the other car drivers what Citroëns were all about... I raised the suspension and plowed

through the water barely slowing down... for about 40metres

when I stopped completely. Yes, I showed them what Citroëns were all about all right!

At this time I almost bought a complete and totally original if not actually running 1956 2cv. I decided not to because of the 80kph top speed and opted in-

stead for a Renault 4... a great little car and perhaps even better than a 2cv, if not so cute. It was also at this time that I first saw 'the greatest car ever made.' My mate's words not mine. The most knowledgeable readers [if not the editor] will smile to themselves and know that I can only be referring to the mighty SM. I must confess though that at first sighting I was perhaps less than totally convinced.

I did subsequently however purchase a silver 1972 RHD converted 2.7litre carby SM in 1990... and so the preparation continued to progress! With an SM World warmed 3litre motor and sports

exhaust added this car ticked many boxes and became my daily [but not only] driver for the next 24years. This car could run with Lamborghinis effortlessly [and attract more spectator interest at Italian car shows!] and it's spine tingling howl could be heard two kilometres from home. These cars are so easy and effortless to drive they seem almost to drive themselves. Just get in, wedge yourself firmly and then hold on... the SM then takes over. The engine? A gem. Power delivery is seamless and while the V6 is not a high revving unit it feels like one as the tachometer needle spins round to

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Berlingo Boy!

hard to work on... even I could change those inboard brake pads! I just wished I'd bought an orange one because they looked fantastic. And why don't modern Citroëns have those sloping arm rests on the doors? We probably have women in the design department



MAX LEWIS ~ PRESIDENT

I have the pleasure in reporting this time on not just one Citroën but two [with dreams of others!!]. To start off with, Eloise, our Big 15 now has a proper indicator set up. When purchased

rear. Not wanting to upset the graceful lines of the car, I chose to attach the rear blinkers where the reflectors once were [no holes drilled here!!] and the front would be looked after similarly.

Here in both cases I consulted with the guru of gadgets aka the CCOCA Spare Parts man...

Lance Wearne, wherein he said try these rear jobs and the front ones. The rears are a blast as they remind me so much of a certain brassiere shape worn by that chameleon of entertainment... Madonna. They are pointy objects that when fitted are unobtrusive enough not to spoil the look of the rear but bright enough not to be missed by the following traffic [one hopes!!]. The fronts are truly a wondrous thing as the dual light fixture [an orange

globe for the blinking operation and a clear one for parking lights] can all fit in the existing 'torpedo' shaped Lucas fitting. There you are you see... no holes drilled in the mudguards. The Prince of Darkness [aka Lucas ain't seen nothing like this]. These units can still be purchased as I did a second set for another car but that is another story.

Off to the auto sparkie... still

unfortunately with Eloise on a trailer as we hadn't quite sorted an engine running problem... he was given instructions to incorporate the new blinker system with the existing trafficators which I insisted flash at the same time as the fronts and rears. This had a bit of head scratching but I gave the sparkie a well-illustrated document that Michael Molesworth put together for me

Fleet Follies

All the important females in Max's life. Eloise, Roz and Sylvie. Max maintains that the last is a direct lineal descendant of the first.

the car had just trafficators or otherwise known as semaphores. Jeff Pamplin felt that this was sufficient enough to warn other motorists that the Big 15 is about to perform some turning manoeuvre or other. It is a legal system folks but perhaps not one understood or accepted in modern times where younger drivers would not be looking for such an intelligent device. So taking all this into consideration it was decided to add modern day blinkers front and

Our building in the UK ~ wreathed in snow during our January visit. Philip heading to the c4 Picasso after a photo opportunity in the Northants countryside.



some time back and that started their grey matter to get motivated. It took no time for the idea to gel and that with new modern canisters to incorporate all blinkers, we now have as an addition self-cancelling. We tried to

drive the car back to the Boyles residence but after two attempts where Eloise would motor along serenely she stopped.

We then towed it with me in Buster [my Mitsubishi Triton] and Peter Boyle in Eloise. Only a short journey thank goodness. We left the car

there over Easter and as soon as we were able, Elise was again towed to Louie the Iraqi steam cleaner close by and two hours later the underside was stripped of years of dirt and grime and the odd kilogram or two of *rattus norvegicus* calling cards. We suspected there was something amiss in the muck and sure enough we discovered a minor engine and brake leak and lower ball joint dryness. This may be the reason why the steering is so difficult. Eloise is home now and work will proceed on fixing these things again with the assistance of Lance.

The F car will vacate the hoist this coming week and Eloise will have her underside looked at and all things put to right!!

One thing which did strike me as a real problem is the lack of good rear vision. This will be fixed with a set of driving mirrors which Lance tells me will fix onto the A pillar without holes being drilled.

The conking out after a short journey we have put down to the coil breaking down and a new one will be fitted as soon as the local parts people have it in stock.

The master plan is to get Eloise up and running for the Oztraction weekend in June... which reminds me... as at late April there were 6cars / 13people booked and raring to go.

Sylvie the c6 is still going like a train. We keep a close eye on the suspension hydraulic fluid level because as you know there is a

very fine weep at one of the junctions where the hose is crimped onto a metal tube. Apparently an area of unreliability where one owner may have a sound dry junction while others spend a lot of money having the thing replaced. Roz and I have been as far away as Tweed Heads for my mother's 95th and Tassie looking at property over the last 6weeks or so, so the c6 has not been used much. It is a dream to drive and we must get away in it on a more regular basis.

Safe motoring one and all and with winter shoving its way into our lives, rain soaked roads are a source of worry... I listen to the traffic report on 774 and on a wet day, the number of smashes abound.

Max Lewis ~ President

LEIGH F MILES ~ PUBLICATION MANAGER

As you will have seen from my editorial this is the final edition of Front Drive that is being produced on my computer. So, what to write about in my last Fleet Follies? I know that President Max has a strong preference for Front Drive to be totally Citroën-orientated but in my final Folly I shall totally ignore his views and share with you what Philip and I are now doing with our lives. And how we got to where we are right now.

Many of you will be aware that since I returned to Australia from my time working in Poland and the UK [that was 2003] I have

Opposite:
We have joined the UK-based Gay Classic Car Group and at our first local outing the group included this lovely ds from Cambridge and a rare [original colour scheme] chartreuse over black Riley from the 1950s. The sitting room, bathed in sun from the south-facing windows.

Fleet Follies



been going on about my dream of having a property in Europe ~ specifically on Sicily. I had fallen in love with Sicily when I was there for over a month in 2002 and that love affair has not diminished with subsequent visits with Sue

appalling. You get my point?

A month after leaving Sicily we crossed the Channel via the Channel Tunnel and surfaced in Kent ~ truly the Garden of England. It took about a week before we both admitted [perhaps not the right word] to ourselves and each other that what we

wanted... what we really, really wanted was a place in the UK to call home.

We commenced trawling the internet instantly!

Having watched numerous editions of 'Escape to the Country' we know that terms such as 'good sized double' in reference to a bedroom means that the double bed has to be squeezed up to the wall on two sides and a 'generous kitchen' means that cats cannot be swung. And a 'cosy living room' means you can only fit in two chairs but not a sofa. Rising damp tends to be dismissed as condensation, even when it is so bad as to suggest that the place is built in a swamp! 'Cottage' means the ceilings are so low you can knock your head on every exposed beam between the front door and the kitchen.

We set some minimum room dimensions. If the rooms failed to meet the sizes we looked no further. We also realised that a new build would never give us the dimensions we wanted. So, in the end we only looked at three places and decided to buy the third of

them. When I say 'looked' I do not mean actually sighted them ourselves. We are fortunate enough to have friends in the UK who were very happy to go and look at property on our behalf. An onerous task... recommending to a friend that they commit half a million of their money, on your advice!

We are located in Northamptonshire [aka Northants] which is officially in the East Midlands. My nephew was appalled that we have bought in the Midlands ~ he sees the area as all coal pits and industry. There's none of either left in the UK, according to some. And there is no sign of the remains of either anywhere near us.

We had a fortnight here in January. and completed the purchase the day of our arrival and in the fortnight arranged the

water, electricity, internet and phone. We registered with the local council, bought and insured a car [that would be the C4 Picasso I have mentioned in a previous Fleet Folly], interviewed three builders and a project manager for the upgrade to the property, selected all the kitchen and bathroom fittings and paint colours. We bought bedding and had house-guests for both of the weekends we were here and lunch guests on three of the days.

And it snowed!

Our plan for the next few years is to divide our time between Melbourne and Northants, which is why continuing as Editor is not a viable path for the future.

Leigh F Miles ~ Publication Manager

Continued from page 25
the red [actually orange] line. This combined with a gear change that just goes click click click through the gate [the best gearbox ever?] soon has you travelling fast and

in style, safe, relaxed and comfortable [if you aren't in the back seat for too long!] So now you turn on the autopilot... You only have to think about going round a corner and round you go [be careful not to move the steering wheel!][and yes, they do wallow a bit if you're 'travelling'] The brakes we all know about. Those big inboard discs really work... so just think

about stopping and you do [be careful not to move your foot!...] the mushroom [surely every car should have one] so easy for those

BERLINGO BOY! [CONT'D]

heel and toe change down throttle blips to make you feel and sound like a great driver! I thought the car remarkably economical although I have to confess I never actually measured mpg. The looks? All I can say is, they grow on you! My SM became known around our extended family as 'the Thunderbird car' not, I think, because it looks particularly like

Miss Penelope's RR [it's lacking two wheels for a start], but more because it looks and sounds like it belongs in the future. Regardless, it still looks so modern you can expect perfect strangers to approach and ask when it was made

Robyn after a test drive, 'the best car I have ever driven.' It was indeed a great [again dare I say, almost perfect?] car and Robyn put over 300k on the clock in six years of happy and hard motoring. Robyn still loved her Xantia until, in

BERLINGO BOY!

and then say 'seriously, that is a really beautiful car.' The interior? Possibly the wildest ever in a car up to that time [and dare I say since, although the CX was outstanding.]

So in summary, pace, grace, style and safety... what more can you expect in a car Mr. Editor? Reliability I hear you say. My SM proved totally reliable until the day before the first NSW CCC run to Lightning Ridge [yes we were intending to go in the SM] when we discovered the SM's Achilles heel when it stopped suddenly... the battery had fallen out! Corrosion had eaten away the tray the battery rests on and you need an engineering degree to get the battery out... surely the battery should be in the boot? After all you can't get much else in there! With the design of the SM the quest for a 'perfect' shape was a case of form over function I'm afraid.

The next step, as our preparation for the 80th Traction run became more serious, was the purchase of a new green 8valve Xantia in January 1994. To quote

January 2000, we wandered into Peter McCleod's showroom [then in William St Sydney] and just for fun took a blue XM for a test drive.

Well it took about ten seconds of 24valve XM driving for it to become apparent that 'wow, this car is twice as good as the Xantia!' You immediately got that special 'French Presidential' feel so we had to have it. This was one of the last four XMs available in Australia we were told... and Peter even threw in a 'free' Berlingo to sweeten the deal. We chose a red one. We have since added another two Berlingos to the family fleet!

We loved our XM... with it's 'Battlestar Galactica' looks [a quote that I loved], SM standard performance [when asked for], comfort and sublime ride [even better than the Xantia] I feel that, at least in its final form, the XM carried on the Citroën Traction/Ds/CX tradition of building the best car for the sublime touring experience. We didn't love our XM quite as much though after it mysteriously rolled backwards [all by itself!?] and crushed Robyn against a gate post the day before we left for CitIn at Deni.

Nevertheless, last year, with 350k on the clock, as I drove to Sydney to trade her in on a new C3, I was thinking, I should be restoring and not trading this car, it is still fantastic! Yes, I still consider the XM to be the second best car on the road. It was also totally reliable once we got past the myth of the 'sealed for life' gearbox. [That's a story for another day.]

But I digress. The early '90s also saw an orange Dyane ['72 model?] [couldn't resist] [now in Geelong] and a blue GS wagon ['76 model I think] [just right for daughter number two's first car] join our stables.

The Dyane is basically a 2CV limousine. Although they lack a little of the 'cutesy' quality of the deux cheveux they still make people smile and wave which makes every drive fun. They have much more cabin space which makes them much more comfortable and less claustrophobic while still providing most of that special 2CV driving experience. Nothing though can compete with the 2CV for looks! [After we purchased a 2CV in 2001, I always felt that the Dyane was the faster car, however this proved not to be the case as, when I had a drag against the 2CV [with our daughter driving], I was unable to make any impression on it. So much for impressions and the 'feel' of speed!] [You are right up to a point Graham. For many of its years of production the Dyane did produce more horsepower than the equivalent

2CV and had a lower drag coefficient. So all things being equal a Dyane will out-run a 2CV. Ed.]

I think the wagon is the GS model of choice and remains one of the most stylish wagons of all time. If only the Safari had looked as good!! Regardless, floating down the freeway in a GS wagon is just about as good as motoring gets. Unfortunately a disappointed boyfriend [of our daughter] added coke to the petrol tank and it was never quite the same after this.

In the late '90s I started to seriously prepare for our Traction when I bought a D from Tasmania. This happened after a colleague, who knew I had an SM, rang me to say he wanted to sell his D and asked if I was interested?

Of course I was interested, so I asked what type of D it was? The owner didn't seem to know what I was talking about... but how could I resist a 'barn find'? It could be anything! So Robyn, young son James and I soon took a one way flight to Hobart.

We were picked up by our host and taken to his home in the bush somewhere out of Hobart for dinner. Now there's a lot of bush in Tasmania and this was, I think, 1999, a year of bad bush fires around Hobart. So after our meal, as the bushfire situation seemed to be worsening, we thought it prudent to get into our 'new' D and get back to town. So it was out to the garage for the

unveiling of the... white D Special. I must confess I was a tad disappointed! Anyway by now the fires were burning well so in we hopped, turned the key and revved her up and... three on the tree? Crickey! I hadn't seen this

Readers will be beginning to see how this was excellent preparation for Traction motoring! Anyway, undeterred, off we went on our Tasmanian D tour. What a great place Tassie is and what nice people... every time we parked

our car someone would come to tell us we'd left our lights on!

arrangement since 1965 when, luckily for us, I had learnt to drive in a FB Holden. Suddenly I was young again [I think D's do this to you?] so I found first and off we cautiously drove. Unfortunately the road to Hobart by which we had arrived was now closed so we spent the next hour getting used to the D experience as we drove round and round, always in perfect comfort, trying to find a road not closed by fire. Eventually we did but after parking in our motel I noticed that the parking lights were still on! Luckily I was able to borrow a shifting spanner from the front desk to disconnect the battery.

The next morning we were parked in downtown Hobart and while I was checking out a model car shop the ex-owner happened by [what are the chances?] He asked how our car was behaving? Robyn explained the problem with the parking lights that came on by themselves with the ignition but then stayed on until the battery was disconnected. Robyn was assured the car had never before had this problem!

As our holiday continued we saw many signs proclaiming 'big tree 3km...' and always, it seemed, the three kilometres were dirt road. I love big trees... and the D Special was loving the dirt roads... demonstrating with finesse that it is surely the most comfortable car ever to grace a road, bitumen or dirt! In fact the D was so comfortable that the back seat passenger, eleven year old son James, happily read *The Lord of the Rings* throughout the trip. He was probably enjoying *The Return of the King* as we motored back to Jamberoo.

Now a few days after we left Hobart, when we were in the middle of nowhere, sorry, I mean Tasmania, I got a call from the seller [luckily I was with Telstra because Optus cover in Tasmania at that time was about as effective as a wet GS distributor.] He had been thinking about our parking lights problem and the only change he had made to the car before we picked it up was to put the clock into the dashboard but not connect it. So we removed the clock from its cubby hole in

the dash... and the parking lights stopped coming on with the ignition and then staying on all by themselves. Problem solved... just a pity I didn't understand the typically Citroën-esque solution!

Probably the highlight of this trip for me was the sign proclaiming 'Pub with the beer drinking pig 3km.' An interesting change from a big tree... so it was up the dirt road to the pub... we had a James Boag and there was a big pig in a pen but the proprietress informed us that the infamous pig must have a hangover because it wasn't drinking beer today, but of course it had been yesterday! We've since been back to Tassie twice but haven't stumbled across that pub.

Back in Wollongong the D became second daughter's daily driver for some time [GS, Dyane, DS!] Eventually though it ran out of drivers so I sold it to our next door neighbour because he 'had always wanted one.' Maybe he had but the poor D then sat in a paddock for years. It was thankfully rescued from the brink though and restored to glory [if a D Special is permitted glory along side DS 21 and 23s?] by an enthusiast in Sydney I believe.

Regardless, the D remains and will always remain, [thanks to the modern design 'law' that all makes of car must look more or less the same,] the most unique and instantly recognisable car on the road, and, [with the modern obsession with low profile tyres,]

it remains and will always remain the most comfortable car ever... but of course all the readers of F D already know this so these are hardly world first insights!

Next cab off the rank and into the garage in 2001 was a 1982 2cv6 Special, Adventurer model. This car had recently been imported from the mother country [so had had plenty of time to incubate the rust virus] and then purchased by a friend who had determined that he wanted to do the 2000 Raid. So friend imported a new galvanised rolling chassis, pulled the car to bits, stripped out a few of the creature comforts, cut the rear guards to Sahara shape and re painted the car drab green to resemble the prewar 2cv prototype. Although he professed to be mightily impressed by the car, said friend immediately put it up for sale post raid [he'd got from Albany to Mt. Isa before he 'cracked' and headed back to Wollongong without going to the Cape][there's no understanding some people!...] anyway I thought I needed a 2cv... but not a drab green one... so we had it repainted the brightest lime green in the paint chart... that's more like it!

So the little green frog replaced the D with daughter number 2 in Wollongong and became well known around town. Here is a car that is noticed, brightens the world and makes everyone laugh and wave. I firmly believe that if learner drivers and p-plat-

BERLINGO BOY!

ers were made to drive 2cvs the world would be a safer place... they would not have accidents because the cars are inherently safe, other motorists would see them, they couldn't speed or do crazy overtaking manoeuvres, and they

Drive, Jerry Freed, showed us. It was said to be a 1949 [the year I was born] car and this was the omen that clinched the purchase made. Subsequent investigation showed it was, in fact, built in 1951... such is life for the impulse buyer!!

So having never driven, ridden in or even

tested the comfort of a Traction seat, we had now added a Traction to our fleet [at that time an XM, Berlingo, 2cv, Dyane, D Special, GS Wagon and SM if my memory is correct] What to do next? Long time club members and Front Drive readers will remember the exceptionally entertaining series of articles written by Bill Schenk in which he described the rebuild of 'Jerry's' Traction to its subsequent concourse winning splendour [you did it, Big Al!... with a little help from Bill and Co.] [These articles actually kept Robyn and I informed of the progress of our car as well.] In fact, my first Traction experience was driving our car home after it won Best Citroën at the Citroën Car Club of NSW, 2006 Concours d'Elegance... mon Dieu, where are the brakes??... no wonder it's brakes received so much comment when the D was launched.

But soon we came to love our car's originality and simplicity... no seat belts [aren't we naughty?] no indicators [arm out the window is not so good in the rain], no radio [good for thinking and

conversing!] and of course the big skinny steering wheel to help with the lack of power assistance [keeps you fit]... all combined with the comfortable seating and superb road holding makes for an authentic 1950s Traction driving experience... and keeps you young!

So now our preparation for the 80th run is seriously under way...

A trouble free trip to CitIn at Mansfield in 2007 [best Traction and best Citroën... I must say these awards tend to make it all worthwhile although I suspect the judges may just take pity on the latest enthusiast to spend a ridiculous amount of money on their 'pride and joy'] when we enjoyed for the first time the special 'magic' of driving with other Tractions.

A failure to get past the 'Der-rick vc' rest stop, just north of Goulburn, in our attempt to get to CitIn at Deni in 2008 [radiator problem, so we went home, took the XM and Robyn won the Hard Luck award.]

The 75th run... we made it, but... our generator packed it in on the leg to Balranald much to the entertainment of all the boys as David Gries conducted a workshop in the caravan park car park... the auto electrician in Mil-dura made me remove the generator and replace it after he rewired it [are you kidding me? The level of my mechanical skills is changing the brake pads on a GS... and

why, I ask, aren't all brake pads as easy to change as those on the 'little SM'?... anyway, it only took me two attempts to put the generator back in after I omitted a spacer on my first try.]... we were then able to relax for the rest of the 75th [except for trying to keep up with the hot rod 10-engined cars] and enjoy the vanilla slices!

Following the 75th I have to confess that our car didn't see a lot of action [perhaps the biggest problem when you have too many cars?] until January 2014 when Jerry and Yo Freed came 'home' for a visit and I thought I should try to give them a drive in 'their' Traction before they returned to France. So Jerry drove from Jamberoo to Kiama and back again and subsequently they said it was a highlight of their trip... they must be as crazy as we are but it made us feel good too!

Suddenly it's September 2014 and preparation time is running out. We live about 4km out of Jamberoo up the side of the valley escarpment and the road home is quite steep with some quite long ups and downs and plenty of bends so I consider it to be good exercise for cars! If the IIBL can handle a few runs down to town and back what more does it have to prove? So with the test driving completed we could relax... we were ready for the 80th.

Just like the 75th, I consider the whole run to have been a highlight, from the get go to the get home, but particular high-

BERLINGO BOY!

would have fun and learn how to actually drive a car... and it would keep 2cvs where they should be... on the road. Our green frog has now passed to granddaughter number 1 and wow! can she get that umbrella handle in and out of the dash!

Now we get to the heart of our story [at last! I hear patient Front Drive readers proclaim]... We purchased 'Jerry's' Traction [IIBL] in 2003. A well researched and careful hunt to track down a 'good' car, well known to club members, that would satisfy a long cherished desire to experience driving in the most advanced production car of its time? [after all this is... and would have been... the sensible way to buy a Traction]... but I chose the other approach and on impulse chose a completely disassembled, rusting body-shell and a heap of parts and bits and pieces that filled our Berlingo [surely the best of all Citroëns but that's another story!] twice, in the hope they might belong to the nice Traction in the pictures the professor of all things Citroën and author of many an article in Front

lights were :-

☞ meeting old friends from the 75th

☞ meeting new friends, especially Nathan and Wayne. Somehow Robyn and I had never met Nathan before even

a similar meaning] and after some tinkering with his Morris Minor starter motor [sorry Tom I couldn't help it!] off we went again. The road from Junee to Jugiong has many an up hill, down dale and sweeper to negotiate and

negotiate them we did. A great Traction drive. Following after-

noon coffee in Jugiong, Robyn and I bid the Campbell's adieu and finished the 80th with a four and a half hour 'sprint' home. And it was over for another 5 years? Another big thank you to Robin and Susanne Smith and cCOCA. But fear not gentle reader, the ramblings aren't over yet... is that a groan I hear?

While the resurrection of the IIBL was proceeding we attended CitIn in Canberra in 2004 [in the SM.] next to us at the car display was a very nice metallic blue GS and it was for sale! Maybe it's time daughter number one had a Citroën we thought so... driving our new GS back to Jamberoo in the company of the SM, with a smile on my face, I thought, yes, these cars are indeed great. Our daughter loved it too... until she took over the XM.

Now in 2007 son James got his licence and took over the red Berlingo so a couple of years later Robyn and I decided to look at down sizing from the XM. We started with the, at that time, new Fiat 500 because I liked the look of them [and I still do] however it

failed to live up to Robyn's expectations so we moved through the Citroën range... c3, didn't get a look in. c4 with the glass roof, too hot in summer. c5, may as well keep the XM, so we did...

And continued to luxuriate in its comfort until, in December 2009, a colleague mentioned that Mr Rudd's generous incentives to stimulate the new car market post the GFC were about to end. I hadn't previously paid any attention to Kevin's mad schemes but after learning the details of this one, it was off to Continental Cars... where we test drove the new c4, which failed at the first speed hump fifty metres down the road [better stick to hydraulics], the new c5, which somehow just failed to impress, and then a three year old c6. Wow. Chalk and cheese compared with the c5. Fantastic. This car had the adjustable rear seat option and I think I fell asleep going round the block. Finally a car to beat the XM. And we had 'downsized' up to ganache c6!

Our c6 has lived up to all expectations and I predict it will remain the best car on the road for many years. Definitely a 'keeper.' I would kill for the French President's adjustable rear seat though!

So where does that leave us now?

Two more Berlingo have joined the family fleet. Son got a 1.6litre 16valve petrol, with one sliding door and removable rear bench seat. It feels like a sports car

and that's how the son drives it! Daughter number two went long wheel base, turbo diesel with two sliding doors and two 'premium' rear seats. With kiddie seats added this becomes the best family transport available. Safe and easy access for the kids. The kids are up high and can see out. Much cheaper than the alternatives and heaps of room for all the kids stuff. Very smooth to drive but has no low down pull... I think our old 1.4litre 8valve pulls better from low revs and it just keeps going and going! [350k now.] As I said to Robyn the other day, 'how does anyone live without a Berlingo?'

And as I said earlier, daughter number one got a new c3 with a big front screen which she loves. Interestingly, this car always feels like it's going much faster than it actually is... a new Citroën safety feature for Australia, the land where only speed kills?

Are we there yet?? No! Now I want to mention a few Citroëns that I wanted but never got.

☞ CX Prestige. To my eye one of the most perfectly shaped cars of all time. And that rear leg room... nice.

☞ BX 16v. Great to drive... SM performance, D comfort?

☞ Metallic turquoise/green Xsara. I wanted one just for the colour alone!

☞ A... you guessed it?... Pluriel. They just look like fun and I'm not dead yet!!

Graham Letham

☞

BERLINGO BOY!

though he has spent most of his life at Citroën events, thanks to parents, Ester and Brian Wade. Here is a man who's knowledge of all things Traction is simply amazing so luckily he wasn't a judge when our IIBL won its trophies! Wayne, I'm sure, loves all those big trees in Tasmania and he'd even know what type of tree they are.

☞ the run towards home from Corowa to Jugiong with Helen and Tom Campbell in their beautiful and very original French small boot... sorry Nathan I don't know the correct model name!

Tom is such a gentleman he didn't even complain when I missed a turn coming out of Corowa and led him 'up the garden path' to, you guessed it, a dirt road... but we weren't in DS, so back we went! We eventually got to Junee for lunch and a rest in the park but unfortunately following this Tom's baby wouldn't start. Tom didn't panic however [although he may have said 'Oh dear' and 'bother' or words with

We chose Echuca for CITIN '16 for a number of reasons. Climate is always an important consideration and in March the days in the Echuca area should be warm and sunny ~ the nights

Echuca, and Moama, its twin town on the opposite bank of the Murray, is the home of paddle-steaming in Australia.

Echuca's historic port precinct will be a real focus for Citroën in 2016.

CCOCA will welcome you from Friday

however could be chilly. Echuca is also blessed with a range of attractions that should appeal to almost everyone who joins us: not least of which is the Murray River, the lifeblood of so much of south eastern Australia. In fact, one of the most difficult tasks in arranging CITIN '16 was determining what we would not be able to fit in!

Of course, all the essential CITIN components will be there ~ Club shops will display their wares, for the enthusiastic there will be an Observation Run, you will be able to catch up on all the news from other Citroënists around the nation...

WELCOME TO ECHUCA

afternoon. Registration will be at the Mecure Motel from 3pm. Finger food will be served from 6pm. Refreshments [to your account] will be available.

Line up your car at the Port of Echuca on Saturday morning and then you might like to start your river experience with a visit to Echuca's Farmers' Market. Here you can tempt your taste-buds with local high quality produce including pork pies, organic lamb and pork, gourmet sausages, hand reared quality meats, salamis, olives, olive oil, cheese, tomatoes, oranges and mandarins... the list goes on.

Clearly, no visit to Echuca is complete without a ride on a

paddle steamer and we will take a steamer downstream to lunch on Saturday.

But Echuca is more than 'just' paddle steamers. The area is noted for its wine production ~ with over 80 hectares under vines ~ and is home to over a dozen wineries. One of these is on the list for a visit. And Saturday lunch! Morrisons Riverview Estate is justly proud of its location: every seat boasts a river view.

With free time available on Saturday afternoon you might like to join a walking tour of central Echuca. Or what about a visit to Echuca's Holden Museum?

On Sunday we head to the Moora Working Draught Horse Muster. You can see these Gentle Giants ploughing, harrowing, scarifying and pulling wagons. There will be working displays of the hay sweep and grab and you might even like to drive a Clydie [under supervision]. Or join the Tug of War: children, ladies and men against a Clydie. Only the ladies have ever beaten the Clydie!

Grab a bite to eat while you are here. We plan to be back in Echuca late in the afternoon. So, you will have time to sit back and enjoy the ambience of one of Echuca's wine bars. Experience excellent service while in the great company of other Citroënists. Baked goodies from one of the town's bakeries are sure to impress, if you should be suffering hunger pangs.

On Sunday evening we cross the Murray to the Moama Bowling Club for the most formal event of the weekend ~ a full three-course dinner, with dancing afterwards. Dress to impress.

Monday morning we will gather for a full breakfast, with a hot and cold buffet served poolside at the Mercure Motel.

BOOKING FEES

Booking fees are on a sliding scale, which means the sooner you book, the lower the costs.

Book by 1 Dec 2014: \$220pp
Between 2 Dec & 31 Jan: \$240pp
Between 1 Feb & 7 Mar: \$260pp

REFUND POLICY

Any cancellation received prior

No trip to the Murray would be complete without a trip on a paddle-steamer. CITIN attendees will not be disappointed. Echuca is also home to the National Holden Museum ~ there is time to visit during the event.

CCOCA'S CITIN 2016



to March 7 will receive a refund of \$175per person. Unfortunately, cancellations received after March 7 will not receive any refund.

Any refund, over and above these amounts will be at the organiser's discretion.

com/accommodation
 SUGGESTION 1
 Mercure ~ Port of Echuca

465 High St., Echuca

☎ [03] 5482 5666

✉ info@mpoe.com.au

🌐 mercure.com/gb/hotel-

9177-mercure-
 port-of-echuca/
 index.shtml

The Mercure is our 'base' for the weekend and has rooms available for us for \$155per night. Rooms are being held for us, so be sure to mention that you are with the Citroën Club when you book.

SUGGESTION 2

Comfort Inn Settlement

405 High St., Echuca

☎ [03] 5482 4777

✉ mail@settlement
 motorinn.com

🌐 settlementmotorinn.com/

Rooms are being held for us only until February 7, 2016 and prices range from \$145 to \$220per night.

CCOCA'S CitIn 2016

SOME ACCOMMODATION OPTIONS

Easter is a very busy time on the Murray so we strongly recommend that you book your accommodation as soon as you make your mind up to join ccoCA for CitIn '16. The two motels below are our first suggestions, but Echuca/Moama benefits from a wide range of accommodation. at a wide range of prices.

You might want to check out the Echuca Moama website for a wide range of options, from Bed and Breakfast to Houseboats and everything in between.

🌐 <http://www.echucamoama.com>



FOR SALE

1953 BIG 6

Well kept and in excellent condition. Registered until 9 October 2015. QLD Club Plate: S 21465. Odometer reading 53,581 miles. Price \$37,000. Contact: Daphne O'Brien [07] 4939 4754. [39/02]

1949 SMALL BOOT LIGHT 15

Club Reg: 1DAV757. My fully restored Traction is up for sale to create space for a new project. I fully restored this Traction several years ago now and it has only had occasional use since. Fully restored mechanically and with new paint [light green] and full leather interior [dark green] new carpets. All chrome replated and comes with near new Michelin tyres and four Pilote wheels. The number 75 on the side door was a temporary decoration and has been removed. Nothing more to spend on this Traction. For sale for \$22,000 which is below what I spent to restore it. Contact: John Freeman, Perth [08] 9354 3938. [39/02]

1926 CITROËN B12 TORPEDO

Fully restored accept for no side curtains. Restored engine [improved performance] and gearbox/running gear, 4-wheel brakes, new hood, Universal brand tyres, full new leather interior, heavy duty differential, all new nickel plating, new paint. A very reliable Citroën currently on club registration ~ 1CLR826. This car has crossed the Nullabor since its full registration with no problems. It is probably the best example of this model in Australia. It will be 90years old in 2016. The price is \$26,000 which is less than the cost of restoration undertaken. Contact: John Freeman, Perth [08] 9354 3938 [39/02]

CITROËN HY CAMPER

Features:

Mechanical: rebuilt motor [new pistons, rings, BNGS], gearbox [new bearings and synchros], new diaphragm clutch, new throw-out bearing, 123 Ignition, new fuel pump, petrol or LPG, near new tyres, Ezi Steer electric power steering, radio/CD player, UHF, sheepskin seat covers, new brakes front and back, Camper: new curtains and fly screens, LCD TV and outside antenna, LED lights, BBQ, new 3way fridge, gas cook top and oven, new 50l fresh water tank & pump, porta potty, outside shower, 3KVR generator, 2 x portable solar panels, new house battery, new smart charger, wind out awning, 3 x 3kg LPG bottles.

Reg: HY 073. Price: \$34,000. For further details contact Peter Boyd 04 3745 7482 or ptrboyd@ozemail.com.au [39/02]





CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA

Australia's National Citroën Car Club

