



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

FRONT DRIVE



A U S T R A L I A ' S & N A T I O N A L & M A G A Z I N E &
F O R & C I T R O Ë N & O W N E R S & A N D & E N T H U S I A S T S

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CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.
The address of the Club and this magazine is:
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www.citroenclassic.org.au

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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.

Cover Image

La rue Royale et l'Eglise de la Madeleine. Paris. From Traction Avant Nederland 1986 calendar. As it is today {right}

Memberships

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

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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Deadline

The deadline for the next edition of 'Front Drive' is Friday, September 25 2015.

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

Yes, the new editor has the helm but Leigh is never far away helping me through the very steep learning curve with the editing software. You might think Leigh deserves a day off after being editor for 11 years with-

You all must thank the wise old fox Peter Boyle for convincing me to offer myself for the editorship after I innocently asked if he had heard on the grapevine who was taking the job of editor.

I must thank those members who have contributed articles to this and future magazines., be they technical tips, tales of past events and Fleet Follies (we need more of these particularly from those with a variety of makes, no need to disclose the really valuable cars for the Taxman to see. Finally use the magazine to buy or sell Citroen stuff, don't hoard it, keep it in circulation .

Also deserving thanks are Mark McKibbin who set up the web site and Bruce Stringer who has moved it to the next level and which has become more integrated with the magazine, things may appear in both but this is just using two different media. Page 15 is a paid ad by member Peter James.

Russell Wade
Editor

out a break, but wait there's more, an earlier 3 years as editor, 6 years as president, 7 years with shop and at least 1 year as activities officer so I think we all owe Leigh a Platinum medal for his services to the club. In looking through past issues of the magazine there are other names in the front of the magazine that keep cropping up over decades

I was also reminded when going to committee meetings again (I had been treasurer and spare parts person in the past) at the effort the committee put in to keep the club running and running efficiently and particularly through Max's efforts reconnecting the club with the CCCV, a much bigger club to combine events, everyone gains.

It is still wintry folks as most of you are experiencing. Our open fire has been working overtime.

The events to date have been well attended despite the wind and rain which says a lot for the stoicism of our club members.

The run to Beeac was attended by about 40 members of both CCOCA & CCCV and we were piloted to what was the highest point in the region for a glorious 360 degree view of the area followed by a view of the host's collection of very interesting cars, then lunch. This was a drawn out affair as those who were there can testify and the reason for this was another car club barged in a week too early. The host Ean McDowell apologises for the delay but at least it allowed us to recant more stories tall and true to our friends

I took a prospective C6 owner for a run up and back along that glorious straight road out of Beeac. I know he was impressed with the smoothness and comfort of the car and I will have to follow up to see if he has taken up C6 ownership. Talking of C6 ownershi[.....John Parsons..... CCCV President and CCOCA member rang me to say that he is now a C6 owner and "what year do you think Max".....er 2005/2006/2007.....I ran out of guesses when I was informed that it was about 80 years old.

Yep, I was way out. Indeed John is the proud owner of an original C6 open topped tourer. The restoration begins.....good luck John!! The CCCV club meet at the Healy Factory, for those of CCOCA that attended and there

were about 50+ all up, it was a revelation. What a place.

Oztraction followed two weeks later with a really good turn up. The weather was really kind but the events and visits were the best part.....more of this in the magazine.

Our new editor is beaver away getting the workings of the magazine under his care so you will see that here. Russell has even volunteered to write a few articles which you will enjoy.

We all enjoyed hearing of Peter Sandow's rowing trip to Japan.....the people are so courteous, the cities and country sides are as clean as a new sheet of paper and NO graffiti. Thanks Pete.

The 60th D event put together by Brian Wade and Bruce Stringer for October this year has been fully subscribed... there is no room for latecomers{???}. I understand on the QT that a few D's were purchased specifically for this gala anniversary...I am very envious but my moth eaten wallet and lack of garaging space prevents me from becoming D owner.

Ed Said

Prez Sez

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Citin 2016 is progressing well with entry forms sent out. The event promises to be bigger and better than Ben Hur so folks, reserve this time and get your entries in as soon as you can. The later you do so, the more expensive it becomes as well as the risk of a full house.

The website under the expert care of Bruce Stringer is progressing into areas we had not imagined a little while ago. Stay tuned and head into our website for the bounty provided.

The library is now in the very capable hands of Kay and Robert Belcourt and fits in well with Kay's club shop activities {Robert is there to do the lifting!!}. Kay has a great understanding of the library computer system that along with assistance from Sue and Bruce, this facility will be

on the website before too long. New books are on the agenda but if there's one you would like to see in the library please don't hesitate to make mention. A survey to find out where we as a club should be heading is in the wings ready to ask you folks to give the committee people ideas as to what we can do to keep us going into the future. I see this as a very important aspect of our existence....we are an aging club as I am often reminded. I would be grateful if you would give this survey a good hard look as it is our future. Any ideas, notions, thoughts will be well received.

Lastly this Prez Sez says goodbye two of our most revered members....Bernie Hadaway and Lois Smart. There tributes to each of them in this edition. Max Lewis, President.

SPARES NEWS

Not much to report this issue, mainly that Lance would like to make members aware that he will not be available from early September to around October 10.

*SEPTEMBER SEPTEMBER CLUB MEETING

WHEN: Wednesday Sept 23
TIME: 7:30pm
WHERE: Frog Hollow
Reserve Rooms, Fordham Ave,
Camberwell. Melway 60,b3
COST: Free
BOOKINGS: Not required.
BRING:
CONTACT: Lee Dennes,
04 3828 6181 activities@
citroenclassic.org.com

*OCTOBER MOTOCCLASSICA

WHEN Oct 23 to 25
ROYAL EXHIBITION CER-
TRE

A number of members are showing their cars on Sunday the 25 together with members of the CCCV. I believe the Citroens will be in the outside display area with the other less exotic makes. Your chance to see a varied range of Citroens, the best the two clubs can offer before you see and dream of cars at the high end of the market.

OCTOBER CLUB MEETING

WHEN Wednesday Oct 28

*NOVEMBER

ALL FRENCH DAY

WHEN Sun NOV 1
COMO PARK SOUTH
YARRA

CRUDEN FARM

WHEN Sun Nov 22

Not an official club event, see next page. I had always intended to visit then Dame Elisabeth Murdoch left us so I

A-TRACTIONS

thought I had lost a chance to visit there but the AOMC sent out the flyer on the next page and it seems to be for a good cause. Note the admission prices \$20 per special interest vehicle with all occupants compared with the general admission price of \$20 per person.

GOODWOOD REVIVAL

When Nov 29

Since it's renewal in 2012 they have been trying to move the event format closer to the English events such as the Goodwood Revival..

It is free but well worth spending the \$5 to allow pit access. Here you see the time money and devotion that some people spend on lost causes as well as the effort to make valuable older cars go faster. I was always aware of the safety aspect of the sprints and was reminded of this when leafing through some old Front Drive magazines describing Jack Weavers crash there.


This is not an official club event.

TAKE YOUR TOPS OFF

Sunday Oct 18 , it's free and if it's a fine day then just the place to take your 2CV to add a bit of variety to a worthy cause. This is

not an official Club event but was one of several sent out as an email by the AOMC which included the Cruden Farm event on the 22 November.

A-TRACTIONS



SHARE THE PASSION

PLAID STEEL SHAKEDOWN

Sunday 18th October 2015

Stamford Hotel
Cnr: Stud & Wellington Rds, Rowville

10am - 2.30pm

FREE ENTRY TO ALL

Convertible motor vehicles from veteran to modern day

• Car clubs & non car club enthusiasts most welcome

• Great people's choice prizes


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Michelin Classic & Vintage Tyres Reborn

For immediate release

Stuckey Tyre Service has just been appointed Distributor for the highly popular Michelin Vintage car tyre range in Australia.

Michelin Australia Managing Director, Cedric Binoit said the move was prompted by increasing demand for the product in Australia. "Michelin is pleased to be able to offer this highly popular range again to our Australian customers," said Mr Binoit.

"Through Stuckey Tyre Service we are providing easier access and improved service to vintage car owners looking to fit Michelin tyres to their prized vehicles. Not only will they be able to keep the original look and feel of their vehicle, they will also benefit from improved safety and performance."

Michelin offers a range of tyres for classic cars which will fit a number of vehicles made between the 30s and the end of the 70s. Iconic patterns such as X-Stop, XAS, XWX and TRX form the basis for the updated range. In addition, Stuckey Tyre Service will also be supplying Michelin's Competition Classic range which includes XAS FF, TB15 and TB5 patterns.

Jeff Hastie, Sales Manager for Stuckey Tyre Service, said "This is an exciting project for us. Our first shipment is due early May, and we should be able to satisfy most customers immediately with fresh stock, at more competitive price."

"No longer will car enthusiasts be forced to purchase tyres overseas; our aim is to supply and expertly fit the latest production tyres at internationally competitive prices".

For more information about the Michelin Vintage tyre range, please contact Jeff Hastie at Stuckey Tyre Service on 03 93865331

www.michelinclassic.com
www.stuckey.com.au



CCOCA BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday
27 AUGUST
24 October

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?

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CHIT CHAT TUESDAY

WHEN: 1st Tuesday [not in April or May]
4 AUGUST
11 SEPTEMBER

TIME: 10:30am

Join ccoCA and cccv members for a morning coffee and a chat on the Mornington Peniinsula. Now Spring has sprung what could be more pleasant than a mid morning drive to Rosebud. Photo's show well known and not so well known coffee drinkers and a varied range of cars enjoying a day by the seaside at Rosebud, showing the spirited hijinks they get up to on Chit Chat Tuesday answering any curiosity you might have had about making the trip down to Rosebud. Clearly any interesting car is welcome, the more unusual the better. on the Mornington Peninsula.

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.

A-TRACTIONS



MENTAL HEALTH
FOUNDATION OF AUSTRALIA

FESTIVAL OF CARS

PROUDLY SUPPORTED BY RACV



Come along to the 8th annual running of this wonderful family day out with an exciting display of cars from yesterday, today and tomorrow, including a range of electric cars, the future of the motor car.

Relax and enjoy the magnificent grounds of Cruden Farm (home of the late Dame Elisabeth Murdoch AC DBE)

Activities include entertainment for the whole family with great food and coffee available.

**22 NOV 2015
11AM-3PM**

CRUDEN FARM

CRANBOURNE-FRANKSTON RD, LANGWARRIN

DISPLAY YOUR HISTORIC OR SPECIAL INTEREST
VEHICLE FOR A SPECIAL ENTRY PRICE OF
\$20 PER CAR INCLUDING OCCUPANTS.

DISPLAY CARS ENTRY FROM MCCLELLAND DR,
PUBLIC ENTRY FROM CRANHAVEN RD.

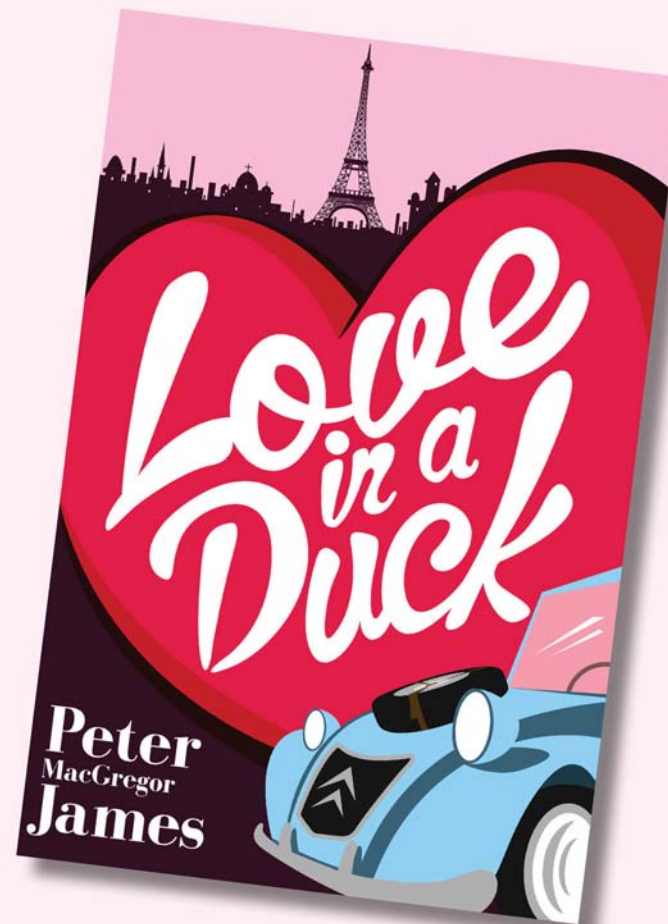
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or redmangraeme@gmail.com

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a French moustache.



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Thermostat For Your Traction
Keeping your Traction happy with a thermostat.

Having become fully acquainted with the workings of the mighty "Perfo Power Train" in my Lt 15 during the course of its res-

a Renault 5 designed to fit in the top radiator hose itself.. On the traction this is where the top hose connects to the water pump. If the insertion and fitting of the thermostat pushes up the hose and it touches the bonnet then remove 3 to 4 mm from the top of the outlet pipe on the water pump, also fit a hose clamp to hold the thermostat in position where it sits inside the hose above where it is clamped to the pump outlet.

The tricky part in all this is getting hold of a thermostat. The one out of the Renault 5 that Roger suggested is a QTH 205. Now while I was able to get the correct Renault part number off the WWW it turns out Renault in Australia do not stock it. There is one available locally that fits into the hose but doesn't sit very well on top of the pump outlet because of its design. (In hindsight this may not be the problem I thought it would be as if it is held in place by a separate hose clamp it could be put anywhere along the outlet hose). My solution was "relatively" simple, my French son in law has a friend in France who recognised

the little beast straight away and "viola" I now have four of them (why stop at one), they cost about 14 euro each. If anybody needs more info drop me a line.

Happy Tractioning,
Peter Stringer
Contact Web Wallah for Peter's contact details.

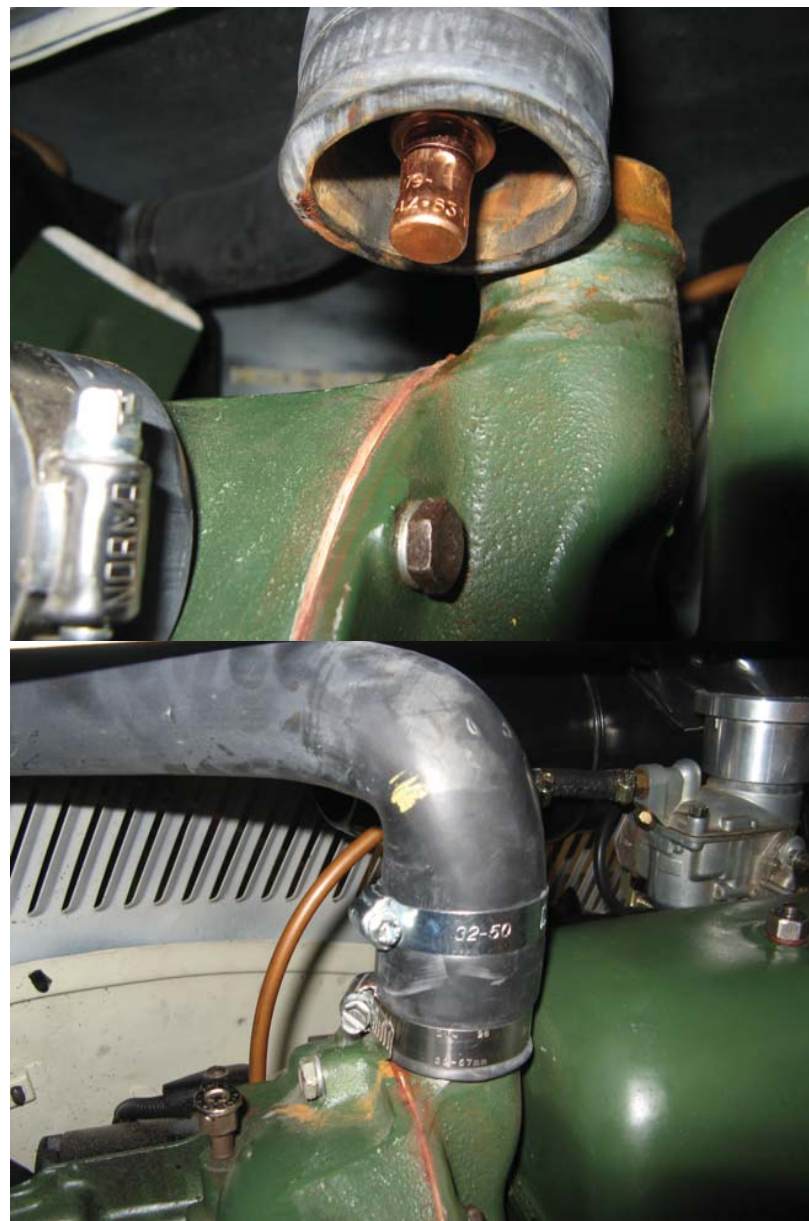
Tec TORQUE

BELOW The thermostat out the box and upside down on the bench, the brown part needs to face the engine/ waterpump outlet to sense the water temperature.

BELOW RIGHT The spring end that is pushed up the top hose.

toration, I noticed as probably everybody else has that no thermostat is fitted as an original part.

Without going into too much detail these devices help engine performance by regulating a more even engine temperature especially in colder climates. During my research for improvements which could be implemented during a Traction engine/car restoration I found a small article in the TOC magazine by Roger Williams which is worth checking out if you can. In that article he makes a couple of points, if you fit a thermostat, fit an expansion bottle and check that the return valve on the top tank is working. The thermostat he suggests to use is one out of



LEFT: In the hose with the wax capsule (sensor) pointing downwards ready to lift the hose slightly and push the hose onto the waterpump outlet

BELOW LEFT: Hose pushed on, the top hose clamp holds the thermostat in place, while the bottom clamp does the obvious.

The HEALYFactory

Combining with the CCCV . saw a very large group in excess of fifty keen to see how a professional restoration shop works. We were divided into small

cours repaint for an eye watering \$30,000, no mechanical or trim work done.

Another aspect that one normally never thinks of in a large car restoration operation is the housekeeping ie twenty to thirty cars partly dismantled and being constantly moved from one section to another many the same make, the need to not get parts mixed up needs a large and well organised store room Another surprise was a dedicated service section for those not keen to tinker, this section also does mechanical improvements and also has the experience to recommission cars that have been in storage for years or conversly they can prepare cars for long term storage.

The front showroom contained an incredible variety of cars for sale a large number of which had the red Club Permit plates, these were not freshly restored cors simply cars the were once an enthusiasts pride and joy. So what stood out, firstly the effort they put in the unseen areas with epoxy primer and rustproofing to ensure the cars last longer second time around and finally the car about two thirds finished that had been a work in progres for 12 years so the owner could find the money to pay.

groups each with a staff member as a leader. The Panel section showing how extensive hidden rust can be but more importantly were the rusty offcuts showing bodes and generally rough and ready repairs many of the cars had endured over their lifetimes of perhaps thirty to forty years, the other notable panel problem was poorly repaired accident damage which all needs to be corrected to make hanging panels fit correctly. For me the eye opener was the painting section particularly the effort needed produce a concours finish compared with a normal repaint.

The upper left photo (blue paint with paper over the windows) was a faded French Starlet having her makeup renewed. It was in fact a late fifties Facel Vega having some rust removed from the bottom of the doors and the rear quarters and a con-

Past Events



TOP LEFT ,French Facel Vega receives a new coat of French blue. As an aside the guy said a new windscreen was not a problem as the body had been made around a Chevy windscreen.

TOP RIGHT the main showroom with anything from a mini upwards



BOTTOM LEFT a locally cast alloy version of the Austin Healy six engine block a mere \$16000.

BOTTOM RIGHT racks of tired sportys from America wait their turn, it was dark so I am sure there were more hidden away out of site. All in all very impressive
Russell



BEEAC

An excellent day out with the CCCV, perfect weather and as I acted as tail end charlie in almost the slowest car there, and the only non Citroen (my 300D

PAST EVENTS

Beirut Taxi). The image of about sixteen Citroen's in a variety of colours snaking ahead of me nose to tail around the many curves was an impressive site.

The view from the lookout was very impressive for as well as the sweep of cars in the car park it overlooked the empty Red Rock dam which is the crater of an extinct volcano probably the largest in the area. A board in the car-park indicated that the area had been surveyed for extinct volcano craters and over eighty

saucer shaped remnants of extinct volcanoes in varying sizes are spread throughout the immediate area.

The host (publician) Ean McDowell has an interesting eight or nine cars in his shed including a twenty first century Pursang ie a modern copy of a Bugatti type 35 made in Argentina. The major theme of the collection seemed to be Italian with a few British in-



terlopers.

With the pub being car themed and car clubs coming most weekends the locals comment about what they see as they stroll up to the pub for their Sunday lunch, and several locals were heard to say "look there's another one" refering to the brightly coloured 2cv's.



ABOVE an interesting sweep of cars at the lookout, on the right the hosts Ferrari followed by Gerry and Pat Propsting's black traction and a variety of other Citroens including BX and a Berlingo. Max the presidents C6 is out of frame in front of the Ferrari

LEFT for the local car spotters (LOOK THERE'S ANOTHER ONE) the brightly coloured 2CV.



Bastille Day Lunch July 12 2015

If ever there was a wild wet and windy day to celebrate Bastille Day there was this day. Once safely in the restaurant.... this time it was A La Bouffe in South Yarra and having run the gauntlet of rain and wind we were led upstairs by the dynamic duo Kay and Robert Belcourt who in their inimitable way organised this luncheon date. Wet umbrellas were culminating just inside the front door and it was on departure a bit of a pain in the tail as there were so many identical ones....I hope everyone got their own!! Seated as I was in the middle of the back row I was well and truly fixed in position and once the area was full.... and we had a few more than the 35 planned.....there I was to stay. Not withstanding that I had Ferdi and Karin Saliba opposite me, which in itself was worth the luncheon date right there and then for Ferdi to regale me of his years with ADI in Maribynong making all sorts of military material. As well I discovered that Ferdi had worked with two people of one of my favourite customer/suppliers.

What a small world we live in!! Ferdi also took many photos which will accompany this

report.

There was a lot of chat with a lot of people renewing friendships and for me making new ones.

The complimentary glass of red was a treat.... never did find



out what the label was but it was good....I must say that I am very wary of imbibing during the day { I normally nod off } and of course the driving thing, so I just had the one glass but it was so good. The menu selection and the menu itself was a treat.... I think everyone enjoyed their meal. The one aspect of the luncheon was the service of the two French lads. I very rarely see an order taken and that order placed in front of you without question. I don't believe there was one instance where they got it wrong. Very professional.

There were so many there that were regulars, those that journeyed from far and wide and some Renault people it was great to see a good turn up. On behalf of all those who attended, I would like to sincerely thank Kay and Robert Belcourt for their organising a great Bastille Day Lunch.

Max Lewis.



FLEET FOLLIES TED CROSS

Since my last report we have been busy. We prepared the Raid 2CV for the Easter Cit-in in the Barossa Valley which was a fantastic event. This was preceded by a short Teddy's tour and a post Cit-in event organised by John Henderson and Liz Pike when we went off to the Flinders Ranges. Our Citroëns were well received in these out of the way places. For most people this would be enough but Helen signed us up for a trip with David and Susie Gilbert's China safari for a further three weeks. As I am still working the timing was unfortunate but the company and our stay in China was great mainly.

However this did not stop me from massaging my car fleet. The Porsche has been sold finally and the H-van project has arrived from Europe. This is a SWB 1979 diesel model and has great potential as a camper or even another coffee van. It arrived with no brake fluid and flat batteries so I am still to get it running. But it is very photogenic in my shed.

I had been resisting the opportunity to go on the D run in October and thought my procrastination had finally paid off as the D event was nearing full numbers and a cut off loomed. However fate played a new hand

and I had the extreme luck to be able to buy back a DS I owned many years ago and sold because its restoration was too much for me to handle. You know when you have been playing with Citroëns too long when you start



buying back your own cars! So I have dropped my other projects to get the DS 21 1967 Pallas ready for the run. It is mainly cosmetic work required on the interior of the car and a few adjustments to the mechanicals (according to the master David Gries) and of course a RWC now in Victoria to allow a club permit. This is the most desirable model for me and I am very grateful to its previous owner to let it go to me. I suppose a 68 or 69 DS 21 (with the twin headlights like

Teds yellow and green 2CV outside the shed



Robert Belcourt's beauty would be my next favourite and a Safari was definitely my final option. I much prefer a manual car although I know that BV-H transmission is highly sought after at the moment.

Now my shed is full I will definitely have a stocktake of my current treasures.

There will be some sales pending- A VW beetle, a 1986 2CV

special and even a H-van may be available. That should sort the space problems. The bigger the space you have the more toys you collect. Ask my friend Bernd Huber (also a CCOCA member with Gabriela) about this.

Anyway I am happy with the new purchases and will report my progress again.

Ted Cross.

and chemistry teacher) is people at Fairs and Markets often in the country who are selling bottles of Truck Wash that has been decanted from a large drum to say 1 litre bottles with truck wash written on the bottles with a texta, no indication of the chemicals or dangers that lurk within.

This Truck Wash is even more fantastic at removing grease and grime than dishwashing liquid., It is meant to be used by an operator in a waterproof suit with gloves, gumboots and face mask etc and using an EPA approved washing bay, definitely not on the front lawn wearing shorts and thongs.

Finally Polishes, old school polish might damage the paint on a modern car or a modern repaint on a classic or put more correctly old polish might damage the clear coat of a modern paint finish and as modern car makers battle with pollution rules so the paint on your car is getting thinner and thinner, ie too thin to polish so you simply must look after it rather than try to buff up a shine. If you feel you must polish it do a trial run say under the sills. Bird poo and tree sap stains are two of the worst dangers to modern paint. I can't give advice on polish brands because there are tons and tons of polishes coming out of Asia with unknown polishing abilities. Another irritation is the people who try and acost you in shopping centre car parks

who try to demonstrate some super car polish that they are all to eager to demonstrate on a small patch on your car. This is not a recognisable brand of polish, that is overpriced and I think best avoided.

Russell

Rust Buster

This is one from David Gries and was sourced from an engineering newsletter comparing popular penetrating oils such as WD40 and 4 others. This home brew penetrating oil is made up using equal parts of acetone and auto transmission oil. These two substances will not mix so it needs to be shaken up before use. David has had great success with it on such things as manifold nuts giving them a long soak then using a little heat from an oxy torch. Remember that like all penetrating oils it is a flammable mixture so do not slop it over the whole engine. In this hint no guarantee is given regarding it's saftey or effectiveness.

David Gries



MORE TECH TORQUE

Washing Your Classic.

Last week you polished your classic or new car to within a micron of it's undercoat and it looked magnificent, but this week after a run it needs a wash. I am not going to tell you how to wash your car but rather how not to wash it.

There is always a temptation to use the dishwashing liquid to wash the car because it is always there and it is very cheap. If that's all you have, put off washing the car for another day. The problem with dishwashing liquid is that it is TOO GOOD at removing grease and grime to the extent that it will wash off all the wax or polish you used last week, however that is the least of your problems. The real problem is that one or two people equate more

suds or foam with cleanliness . After you hose off the suds some of the suds or foam remains in unseen places such as inside the doors, in the plenum chamber (between the rear of the bonnet and the windscreen) and inside the mudguards etc. The problem is most of the hidden cavities are coated with wax, older cars might have used a tar type coating or most likely nothing at all. Over time the suds left in these cavities remove the layer of wax just as they remove the grease from dishes, then any remaining suds keep the panels wet for much longer than plain water. The solution, rather than encourage the rust, buy some car wash which has rust inhibitor and often a degree of self waxing. Use the correct quantity rather than say a bit extra can only do a better job.

The other thing that really horrifies me (as a retired science

The Revised Club Permit Systemn implemented on February 1 requiring a roadworthy certfate for vehicles built after 1948 seems to be working quite smoothly although it involves an extra sheet of paperwork. We

ficersare also considering offering a pre RWC check for those who have not been dabbling in old cars providing you can bring the car to us. The other problem with this 1948 cut off date is that most older cars have no build plate to denote year of manufacture. Why is this a problem? because in the past many people when reregistering a car moved the cars birthday foward a few years, why? because many owners and dealers did it to enhance the value of the car when it came to be sold ie they filled out say 1951 on the form for a 1948 model, Why wasn't this picked up by VicRoads? because before computers all records were kept on index cards in Lygon street, and today Vicroads rely on past registration history to confirm the cars year. As a point of interest during January 2015 Vicroads put more cars on Club Permits than it put on normal registration. Finally not wishing to appear morbid , a Club Permit ceases to be valid when a holder dies. At the moment a spouse needs to start again with a new RWC, the AOMC are pressing Vicroads to bring the system into line with normal rego. This may not work because Permits are not subject to GST like rego and so a 90 day permit is quite a bit less than a quarter of your rego.

have seen imported Citroens (no previous registration history) accepted onto the system without any engineering assesment needed.

The RWC requirement has thrown up a number of problems. mainly concerning the difficulty of inspecting the brakes on tractions or more importantly simply getting at the front and rear brake linings without the correct hub pullers. Without the correct pullers it is very easy to damage the irreplaceabe brake drums, as a partial solution the club has considered having a loan set of pullers. Early 2cvs also pose some problems with their inboard front drum brakes One club The Vintage Drivers Club has compiled a list of people who do roadworthies and are sympathetic to the fiobles of older/ classic cars. If you hve a good experienc obtaining a RWC let me know so it can be passed on to other members. We the saftey of-

Bernie Hadaway

A few words about our most admired and respected Bernie Hadaway. As you know Bernie departed this mortal coil a short time ago. A number of CCOCA members were at the funeral where we had the privilege of listening to tributes paid to Bernie by his four children. They were indeed great and beautiful sentiments to a man who can only be described as being larger than life. I knew a little of Bernie's past as an employee of Repco (I was once employed by that august company) but reading through copies of eulogies that Clair kindly gave me I feel that I have known Bernir for ages.

Most of us know Bernie for his love of his Light 15...owned since the mid fifties and his crystal clear technical knowledge of anything to do with mucking about with metals and other materials. Clearly this struck a chord with me, as I have been in the metals arena for over 50 years, and I dare say with other members. Often I would see Bernie in deep conversation with the likes of Gricey for one and it was a pleasure to sit and listen to the waterfall of wisdom. Bernie certainly knew his subject no matter what that may have been.

Bernie was a very focused man when it came to looking at a new challenge whether that be work, play or domestic, often forging ahead at such great volition that

it was quite breathtaking. I saw in Bernie an impish look which gested to me that..."I am living and moving at such a speed as to see whether you can keep up"... all the time keenly aware that his family was his greatest joy.

July 2015
Max Lewis,
President CCOCA



CLUB PERMITS

DEPARTURES

Lois Margaret Smart

1-12-1946- to 9-06-2015.

On Monday 6 July 2015 we attended the celebration of the life and love of Lois Smart who was a longstanding CCOCA member.

DEPARTURES

Lois passed away on 29-06-2015 after a serious illness and we will all miss her.

Lois and her late husband John joined CCOCA in the late 1980's and were active members ever since. They joined us when they purchased their rare Traction Normale, which John fastidiously restored over many years; and until recently Lois enjoyed driving to events.

We understand her daughter Virginia will assume ownership of Lois' treasured Traction (named Suzy) and we hope to see it again at a future CCOCA event.

Lois had enjoyed good health up until her recent illness and led an active life in Warrnambool with her family and many friends. She was deeply involved with her local church and community and will be deeply missed by them and her CCOCA friends. Her death came as a shock to us all.

We pass on our sincere condolences to her three daughters, Fiona, Virginia and Deborah and their families.

Ted and Helen Cross,
On behalf of the CCOCA committee and members

Lois on the left and Sue Smith on the right.



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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 dinner 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 Our Saturday night dinner at Morrisons Riverview Estate, 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.

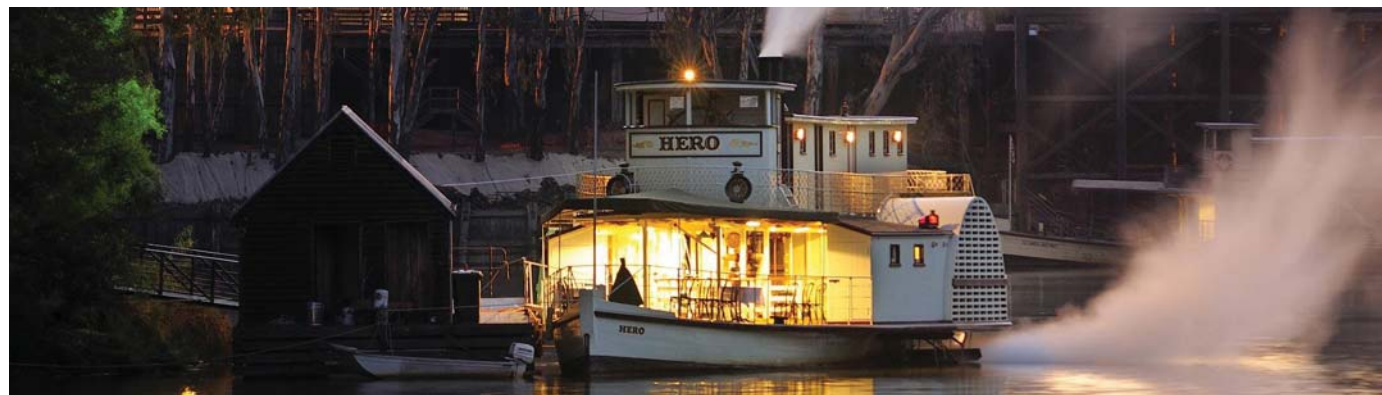
BOOKING FEES

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

Book by 1 Dec 2014: \$225pp
Between 2 Dec & 31 Jan: \$240pp
Between 1 Feb & 7 Mar: \$255pp
Children 5-12 yrs \$65 (no discount) Under 5 yrs free

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



REFUND POLICY
to February 19 will receive a refund of \$175 per person. Unfortunately, cancellations received after February 19 will not receive any refund.

Any refund, over and above these amounts

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

will be at the organiser's discretion.

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>

The Mercure is our 'base' for the weekend and has rooms available for us for \$155 per 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@settlementmotorinn.com

settlementmotorinn.com/

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

CCOCA's CITIN 2016



WANTED

Double helical crown wheel and pinion to suit 1923 B2 Citroën rear axle. Good used or new old stock preferred. Ratio of pinion 10 crown wheel 44.10 to 44. Phone or email Craig Little 0433816934 or cnlittle13@hotmail.com.

Michelin X tyre in good condition as a spare for a 1955 Light 15. Details negotiable. Warwick Spinaze . Tootgarook.

0407016719

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. [39/03]

1949 Small Boot Light 15

Club Reg: IDAV757. 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 \$18500 which is below what I spent to restore it. Contact: John Freeman, Perth [08] 9354 3938. [39/03]

CITROËN XANTIA 1998.

Dark green 75th Anniversary Wagon Reg PGM 903, expires 1-9-15, odometer 222807k This car has been garaged since it was purchased 4 years ago from Citroën in Richmond. Purchased by a retiree as a restoration project, sadly due to relocation overseas we need to sell to someone who will finish the project. 3 owner, airbags, towbar cruise, reco auto, sunroof, ABS and alloy wheels. Receipts available for \$8740.

Priced to sell quickly \$2999. ONO

contact Jane Turney mob 0409391773

[39/03]

CITROËN 2CV

Reg O2CV Price \$20000. See link on website for details. Jeni Boyd.

[39/03]

