

FRONT DRIVE



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J U L Y / A U G U S T 2 0 1 6 ⌘ V o l 4 0 ⌘ N o 3

POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB
of AUSTRALIA Inc.

The address of the Club and this
magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

www.citroenclassic.org.au

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

The views expressed in this
publication are not necessarily those
of CCOCA or its Committee. Neither
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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.

COVER IMAGE

A seasonal image from the Leigh
Miles archive.

MEETINGS

Club meetings are held on the
fourth Wednesday of every
month [except December] at
7:30pm. The venue is the Frog
Hollow Reserve Rooms, Fordham
Ave., Camberwell. Melway 60, B3

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 Monday September
19th

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clubshop@citroenclassic.org.au

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

CITROËNING

CH PLATES Send your annual CH
renewal form to PO Box 52, Balwyn,
3103. Please do the right thing
and enclose a stamped, addressed
envelope. If you do not have a Club
Permit Handbook include \$5 and
we will return one to you.

ABOUT TO ARRANGE A CLASSIC/HISTORIC PERMIT FOR YOUR
CITROËN?

CH permit applications must be accompanied by a
RWC or to have been inspected and approved by one
of the 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.doublechevrons.aunz.com
Tas www.citroentas.org

Ed Sed.

Last issue had far too many glitches most of which were due to my having a Panic Attack trying to meet a deadline I had set myself. You all know how returned soldiers frequently suffer from Post Traumatic Stress Disorder? Well seven years ago I had a heart attack. Obviously, I was saved, but the fact that the finishing post is getting ever closer (plugging away at my 73rd year on the planet) has made it all too easy to get into a panic about getting things finished. The good news is that the committee has rallied around to help, but I was absolutely gobsmacked to receive offers of help from Adrian Chapman editor of the Citroënian and Bob Street editor of Floating Power (both UK magazines to whom we send reciprocal copies of the our magazine). It is just so heartening to know the Citroën Fraternity on the other side of the world would take an interest and offer to help.

So dear members just remember YOU ARE the Citroën Fraternity and it would be helpful to me to receive your images and stories about French style motor-ing, mopeding or even French style caravanning (there were a dozen French caravans imported to Australia in the late seventies to test the market).

The image on page 31 (courtesy the Citroënian) is for those who like word associations, in this case Citroën DS and Archaeology. Finally Members receive priority in the For Sale and Wanted columns but nothing arrived for this issue so I have repeated some items from the website.

PS. It is important to have a good turn up for the speakers at the Club Meeting on the 28th September. (see page 11). So please come, with guests!

Russell. Editor**CONTENTS**

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Prez Sez July 2016.

I have been very much preoccupied with personal and business matters over the past 3 months or so and will be ongoing. Visits to the Gold Coast to oversee my mother's aged care concerns keeps both Roz and I very much involved.....more so Roz than myself. The upshot of this is that I have not been presiding as Presidents are supposed to preside rather I have been spectating, you might say from the sidelines. Which is not as drastic as it may sound as the club has a very strong committee base where monetary things get accounted for, secretarial matters are handled with ease, the magazine glides along, the website improves by the minute, spare parts are dealt with the usual efficiency [more of this later], activities are active and the club shop continues with dedication.....all without me adding my sixpence worth. So you see, I sometimes think my role as president is a bit over stated. This reminds me when Belgium had no government for quite a while.....everyone predicted the country would implode. But no.....it actually went very well....better than usual. The country enjoyed a brief and unshackled time but an enjoyable time and none the worse for wear.

Robert Belcourt has put together a list of pre requisites for nomination and acceptance to Life Membership. I am much impressed with the time and effort that Robert has put into this oft ignored subject of who gets a the gong and for what reason. I see that this qualification has great merit for at long last we have a platform to vet whether a nominee actually ticks all the boxes. For indeed, all the boxes have to be ticked. We have at hand two nominations going back a while which will in due course be considered.

A loophole in the spare parts arena popped up recently where it was noted that non-members or those whose memberships have elapsed are taking advantage where none is afforded. Between Ted, Sue, Bruce and Lance this loophole has been closed. A reminder that spare parts was one of the main cornerstones of the formation of CCOCA all those years ago.....despite the howls of "you'll be sorry" from our detractors.....it still provides an invaluable source of hard to get parts for our beloved cars.....for paid up CCOCA members only. An important point.

The French Car Festival is basically locked in [a possible disaster was

avoided when the local council reversed a double booking mix-up] and we have been invited to bring along for the centrepiece ten [10] of some of our club's most outstanding vehicles. I have been asked to send out a letter of invitation and as soon as all ten have accepted, we will let you know the result. This day promises to be a great day. I do understand however that some criticism was levelled at the access / parking etc. last time the event was held at Williamstown which would be par for course for this place as I remember it in days gone by.....so my advice is that if you are wishing to come along as an entrant to the general show area or as a spectator.... be early.

It is not too early, as well we all know, to look at the need to bring in a new President [I am obliged to stand down after the 3 year stint] at next year's AGM. I put this to you all that we do need a new face at the presidential tiller to steer the club through the waters of fortune. It is not an arduous task rather one that has considerable standing. You will enjoy it....so I am looking for a volunteer. Please contact me or any of the other committee members should you wish to give a go!!

Max Lewis, President, CCOCA.



To fill a space! Every other Citroën Club magazine has shown an image of the recently departed king of the left hook C.C as he was then known, to balance this the queen of the pout B.B, both enjoying a Citroën day out.

Month	Event		Details
AUGUST	Wed 17	Committee Meeting	Charlie's Auto Museum CCCV Page 8 Riversdale Hotel
	Sun 21	Tyabb Run	
	Wed 24	General Meeting	
SEPTEMBER	Wed 21	Committee Meeting	Page 10 Frog Hollow Reserve Guest Speaker Page 11
	Sun 25	Technical Day	
	Wed 28	General Meeting	
OCTOBER	Wed 5	CCCV AGM	Raid Overview after CCCV AGM CCOCA Invited Avenel Page 12 Williamstown Page 14
	Fri 7 to Sun 30	Rusty Springs	
	Sun 16	French Car Festival	
	Wed 19	Committee Meeting	
	Fri 21 – Sun 22	Motorclassica	
	Wed 26	General Meeting	

ATTRACTION DETAILS

MONTH AUGUST

EVENT: AUTOS, ANTIQUES & AMBIENCE
A COMBINED CCOCA /CCCV RUN

WHEN: Sunday 21 August



WHERE: 11.00 am Charlie's Auto Museum
175 Purves Rd, Arthurs Seat
Cafe on site for morning tea.
Entry fee: \$15

12.30 pm Depart Arthurs Seat for Tyabb.

1.00 pm Lunch at "Hart of Tyabb"
Tyabb Packing House Antique Centre
14 Mornington-Tyabb Rd, Tyabb

After lunch Take time to look over the antique displays then head to Coolart Estate winery and enjoy the ambience of their cellar door for a wine tasting and sales. Visit their plant nursery and enjoy a leisurely afternoon. Coolart Estate is about 10 minutes' drive from Tyabb at 427 Coolart Rd, Sommerville

BOOKINGS: Essential by 15 August 2016
Contact Tom Grucza SMS or phone 0431 396 277 or
badjatom@gmail.com

CHIT CHAT TUESDAY

WHEN: 1st Tuesday
6th September
4th October

TIME: 10:30am

WHERE: Blue Bay Cafe, 667 Pt Nepean Rd McCrae
opposite the steel lighthouse
Melway 158 K10

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.

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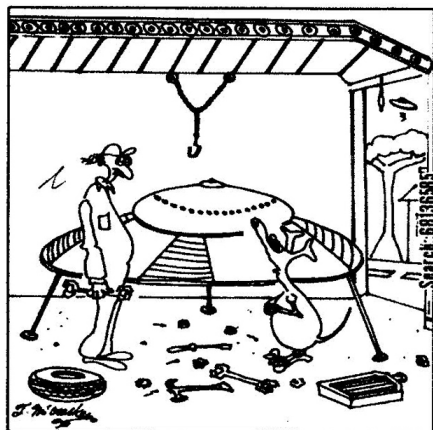
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MONTH: September



"I understand you work on foreign models?"

CCOCA members have been invited to join CCCV at the following:

- EVENT:** CCCV Technical Day
- WHEN:** Sunday 25
- TIME:** 10.00 am
- WHERE:** Garth Campbell, 340 Main Drain Road, Koo Wee Rup
- BRING:** This is essentially a DIY day and the main features will be:
- Use of a four-post hoist.
 - Sphere regassing
 - Demonstration of and free use of electronic diagnosis by *Autologic Diagnostics*.
 - Barbecue facilities (BYO)
 - Some workshop facilities.

View Garth's vehicle collection which includes an AMC Javelin, a Pontiac GTO, a Corvette and a Ferrari 560.

More information to follow.

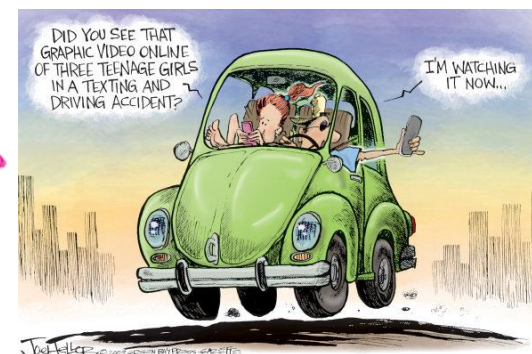
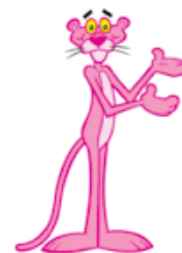
MONTH:

SEPTEMBER

EVENT: Guest Speakers from Victoria Police



- WHEN:** Wednesday 28th
- TIME:** 8.00 pm
- WHERE:** Frog Hollow Reserve
- COST:** A donation to the Blue Ribbon Foundation
- BOOKINGS:** Preferred for Supper arrangements
- RSVP:** Wednesday 21st
- BRING:** Your family, neighbours, friends and especially any new or learner drivers.
- CONTACT:** Rob Belcourt 0439 798 079 truocleb306@gmail.com



OVERVIEW: This meeting is one not to be missed. It is planned be an interactive evening with two Victoria Police Officers who will chat about road safety, new rules on mobile phone use and GPSs, number plate recognition, road safety of older cars and the Club Plate Scheme. Drug and alcohol testing, including effects of prescription drugs on these tests will be discussed. Speed detection devices will also be available to look at on the night.



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Contact Ted Cross

Phone: 03 9819 2208

Fax: 03 9819 2208

Mobile: 0400 59 2208

email ted@123ignition.com.au

123ignition.com.au



MONTH OCTOBER

EVENT: RUSTY SPRINGS WEEKEND



WHEN: Friday 28 to Sunday 30

TIME: Any time after 12.00 pm

WHERE: 28 Hovell Street, Avenel

COST: \$110 per night per couple

BOOKINGS: Kim Aramini benmore2@bigpond.com 0428 980 090

BRING: BYO everything for a self-catered weekend.

Note: Rations for a cooked breakfast are included in your tariff

CONTACT: Robin Smith info@alaplage.com.au 0427839972

WEBSITE: <http://www.rustysprings.com>

Sunday 16th October 2016

French Car Festival

Featuring vintage, veteran and current day models of French car marques. Also dealer displays, music performances, French cooking displays, food and coffee stalls, car detailing demonstrations, merchandise stalls, raffles and on-site Tavern.



Keep up to date via the RCCV webpage
www.renault-car-club-vic.org.au



Bring the whole family and enjoy everything that Williamstown has to offer:

Cafes	Sea Shepherd
Fine Dining	Markets
Ice Cream	Heritage Walks
Shopping	HMAS Castlemaine
Sea Planes	

Seaworks Maritime Precinct
 82 Nelson Place Williamstown

Contact Ken Marriott 0418 178 788
 Email: fcf@renault-car-club-vic.org.au

MONTH - ONGOING

EVENT: BOY'S DAY OUT
WHEN: The fourth Thursday each month and the third Thursday in December.
TIME: 10.30 am for 11.30 departure.
 Leaving from 1/29 Everist Rd, Ocean Grove Industrial Estate
WHERE: Portarlington Golf Club
COST: Lunch is \$10-\$12, plus drinks
BOOKINGS: Not Essential
BRING: An interesting car
CONTACT: Mike Killingsworth 0417 552 446



The "Boy's Day Out" is designed for blokes to get together and talk about cars or anything else to their heart's content. We meet at Mike's shed and embark on a short drive around the Bellarine, stopping on the grass at Portarlington for a chat before proceeding to the Golf Club for lunch. There we have a private room and conduct a raffle (tickets are free) for a magnum of wine and maybe a dinner voucher. After lunch everyone is free to travel home at their leisure.

It's definitely designed for the boys rather than couples and the only other requirement is to bring an interesting car (we're not pedantic about that - just don't want a procession of SUVs!)

We do get some interesting cars of all ages. The definition of interesting may be shape, age (very new or old), rarity, performance etc. Or maybe just an old Holden Statesman with a wardrobe tied to its roof!! Of course ANY Citroen is welcome!

OZ-TRACTION REPORT

OZ-TRACTION 2016 - COONAWARRA, SOUTH AUSTRALIA

This has been a busy year for CCOCA with the Cit-in at Easter and the Oz-Traction event in June. However, I was very pleased to receive an offer of assistance to run the June event for our club from Andrew Begelhole who lives in Naracoorte in South Australia.

The committee quickly accepted this offer and handed over the running of the event to Andrew. We assisted with some procedures and support and also with his approval invited members and friends from the Club Citroen of South Australia (CCSA) to join us on this activity.

We had 37 members from both clubs attend and included enthusiasts from Queensland, NSW, Vic, SA, and ACT. We all joined together for a great weekend of activities between Naracoorte and Penola. New friendships were made and old friendships renewed at this event. I counted 20 Citroens on display; with a good spread of models ranging from Traction, GS, C4, DS, and 2CV's.

Saturday started off cool and sunny but light rain developed and our car line-up and display in the centre of town proceeded without incident. We undertook a walking observation run for the Iain Mackerras perpetual trophy and then started some touring of the local area. We had a full book of activities every day and dinners every night. We also had afternoon teas and wine tastings along the way. Private car collections, private gardens to visit and plenty of pumpkin soup to keep us fortified. The weather was generally fine but cool and it was mainly sunny.

It was one of our best events because of the detailed activities Andrew arranged for us, with the help from his parents Roy and Esther who were pressed in to service. Brian and Esther Wade from Queensland found they were helping also, along with all of the males who bravely washed the dishes on Saturday evening (the males explained - if you want something done properly then do it yourselves).

We had a great weekend and really enjoyed the camaraderie of everyone

Ted Cross



Photos courtesy of Bruce Stringer.



GARE DE JAVEL

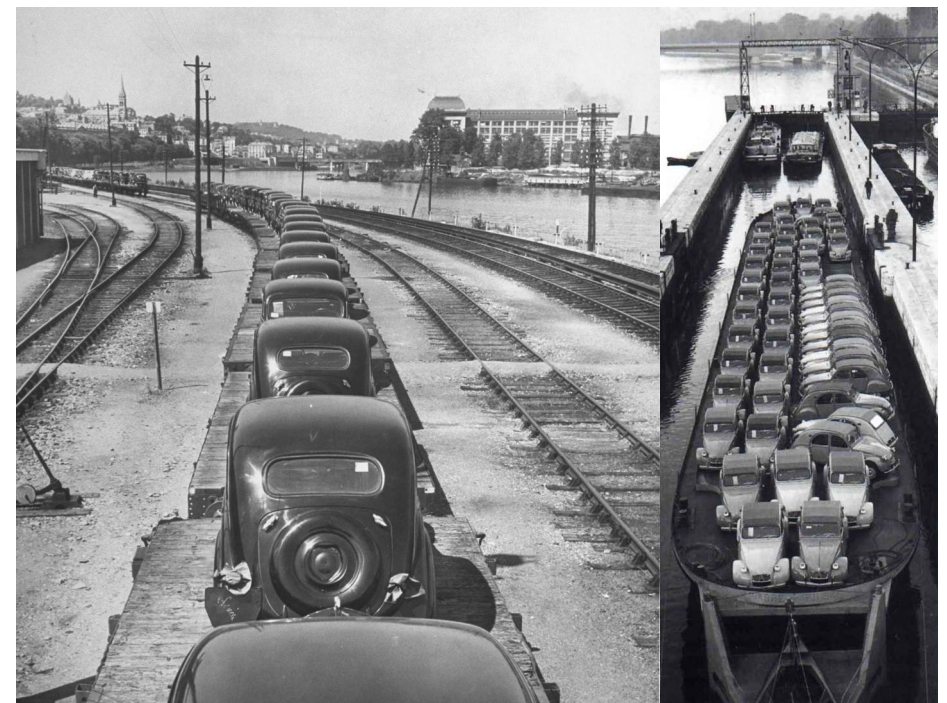
Javel

As we move inexorably towards 2019 and the centenary of our favourite brand of car, perhaps it's time to add something to your bucket list for 2019 or simply satisfy a curiosity as to what is left of the original factory where it all started at Javel. The best remembered address is the Quai Javel which the factory faced. So "if you go down to the Quai today your in for a big surprise" apologies to Henry Hall (Teddy Bears Picnic). Nothing remains, not even the name Quai Javel. If you make the pilgrimage to the sacred site what will you see? The factory on the 24 hectare site closed in 1974, parts were sold off for commercial development while 14 hectares was retained and now form the Parc Andre Citroën opened in 1992. By comparison Central Park in New York is 315 hectares and Hyde Park in London is 142 hectares. So what is in the Parc? There are several very large hothouses with exotic plants, water features such as vertical jets of water for children to frolic through and the most unusual feature is a tethered helium balloon



QUAI JAVEL

New Citroëns leaving the Quai Javel by train and barge.



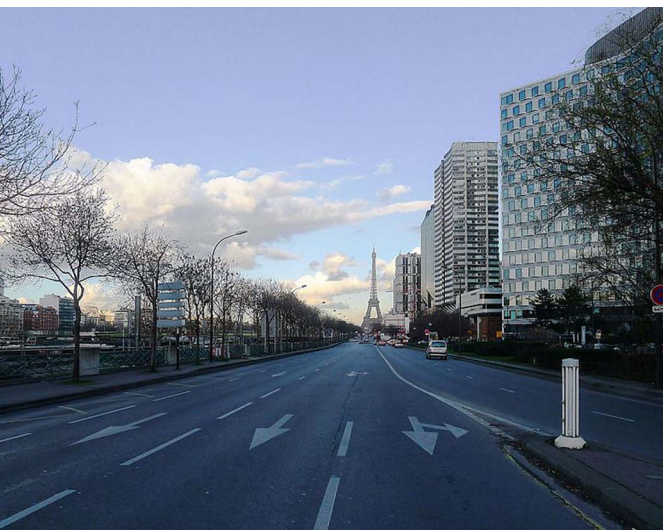
with a 30 person gondola that can rise up 300 metres but which normally only rises to 150 metres to give its patrons a birds eye view of that part of Paris. This is probably a nod to the history of the Montgolfier brothers first public balloon flight at Annonay in 1783.

The Quai Javel where raw materials were unloaded from barges on the Seine and completed cars were taken away by the barge and train is now a four lane road named Quai Andre Citroën. There are two railway stations that at first thought seem near the Parc, they are Gare de Javel which is on the older original line running out to the suburbs (RER) and Javel station on the Metro (line 10) sometimes also known as Javel-Andre Citroën. However the Parc is at the other end of the original factory site and I believe the closest station is Pont Du Garigliano on the (RER) line one stop along from Gare de Javel, the next closest is Bland, Metro line 8 and also the end of tramway line 3.

Note: I have used the French version of Park because we are talking about a Park in France.

Please check any details before going as nothing stays the same.

Russell. Editor



Quai Andre Citroen today on the left and the commemorative plaque on it.



Two views of the Parc Andre Citroën with the tethered balloon shown in the upper photo while the lower photo shows the crowds at the spurting water feature in the centre background and the two large hot houses on the left and right background. There is also access to the banks of the Seine which I believe is under the Quai Andre Citroën and under the rail lines from the front of the lower photo.



POWER STEERING UPDATE

Traction Power Steering Project

I must apologise for the length of time this project has taken, there have been many reasons, least of all the complexities of having the modification pass compliance by an automotive engineer, various illness problems and availability of the car I wanted to use as a pilot. The pilot car was Rob Barton's Big 6, Rob, living in Bairnsdale was close to the compliance engineer who is based in Sale, so it was relatively easy to bring the two of these together for inspections, etc.

I fitted the power steering to Rob's car in the spring of last year and delivered it to Melbourne early last December, thinking a conclusion to the project may take a month or two, and that after inspection and approval by the engineer the compliance plate would be issued reasonably swiftly. How wrong can you be, firstly it takes time for the compliance plate and associated paperwork to be completed, then further time was added by both Rob Barton and myself being away on holidays, but at last I have a photograph of the issued compliance plate.



This plate once fixed to the vehicle assures that the modification is fully compliant and can be registered and insured legally, which is most important, in the unfortunate event of any accident. If a vehicle has been modified and does not have compliance, in the case of an accident you may find yourself uninsured as insurance companies are only too ready to wriggle out of any litigation.

The club initially had 20 conversion kits made up, ten of these were purchased by members who had followed the project from the concept and were sold to alleviate the club's financial investment. These were sold on the proviso that compliance would be attainable in due course. This leaves a further ten kits for sale at this moment, I am still awaiting wiring kits to be delivered before a final price can be established, however the initial ten kits sold for \$440.00 each, I do not expect the new price to vary too much from this figure. As these kits are passed on to members at cost there is no parts member discount available. For interstate members, they will need to contact me and a compliance engineer's details will be forwarded to them, Stephen Churches, our engineer in Sale has agreed to contact his interstate colleagues and supply them with the history and relevant details of the modification so that approval should be granted with the minimum of fuss. For Victorian and Tasmanian members, Stephen is qualified to issue compliance and so long as all of the steps listed in the fitting instructions are carried out, there will be no need for inspection, merely send the information and photos to Stephen and if all is O.K. compliance will be granted. There is a cost of around \$500.00 for this service. Some may see this as a high cost but the compliance engineer bears the cost of insurance once compliance has been issued and compared with the cost of driving a possibly uninsured car it is not a lot of money.

My contact details are, Rob Little, my email is roblit@iinet.net.au this is the best way to contact me. All kits are sold through Lance Wearne, our spare parts officer who sends out the invoice and collects the money, the kits are then dispatched by mail from my home in Victoria or can be picked up by arrangement.

I would like members to register their interest with me so I can gauge whether or not there is a need to have more kits manufactured, as, at the moment I have no plans to make more once the last ten are sold. If the demand is there

POWER STEERING UPDATE

we will have some more made but we do need to have sufficient orders to make the manufacturing feasible.

This modification works on both 4 & 6 cylinder cars but they must be 12 volt and negative earth systems. It comes equipped with a rheostat to vary the amount of boost given to the steering and once installed is almost unnoticeable as the electric power steering unit is situated behind the dashboard.

Rob Little

PS. You do need to source an XC Holden Barina power steering unit with a fixed steering column, you need to purchase a kit from the club, there is machining to be carried out on the pinion shaft. The fitting into the vehicle needs to be carried out by a capable or preferably qualified person, then there is the compliance costs.

The kit does come with comprehensive installation manual which will be emailed to purchasers.

Rob Little

RACK AND PINION LIFE

With the youngest of our Traction's now being sixty years old some of the less obvious parts might be showing more wear than you realise. I am thinking about the steering pinion, less than twenty-five mm in diameter and designed in an era when metalurgy was advancing but still had a long way to go and the case hardening process was an art rather than the procedure it is today. The other probability is the grease drying out and or water and grit finding their way in over six or more decades. Why is this important?

Look at the photo on the right courtesy Martin de Little and Floating Power magazine and note the state of the teeth. When the rack is out of the car you should give it a good check and service. You should also write this extract from most modern car instruction manuals into your Traction instruction manual. "DO NOT TURN THE STEERING WHEEL UNLES THE CAR IS MOVING" This reminded me that we had 2 Hyundai Excels about 25 years ago, one with power steering and one without and both with similar 100k speedo readings. The manual steered car felt tight just like a new car while

the power steered car felt like a used car, ie power steering wears out the front end much faster. The main thing to be aware of after a power steering conversion is to be alert to any play developing at the steering wheel rim as the kilometers mount up and track down the problem straight away.

Note, this not intended as a negative comment about power steering but just a reminder that there are no free lunches, for example, hot up your engine and the trade off is shorter engine life.

Russell. Editor



Repairable Write-Off

Prior to this vehicle being registered, it must be repaired, have a current safety certificate and pass a written-off vehicle inspection.

The vehicle identification number (VIN)/chassis number has been recorded as a repairable write-off on the Written-Off Vehicle Register (WOVR).

22582a 13/07/15 A

Statutory Write-Off

This vehicle cannot be registered. Suitable for parts/dismantling only.

The vehicle identification number (VIN)/chassis number has been recorded as a statutory write-off on the Written-Off Vehicle Register (WOVR).

REPAIRABLE WRITE OFFS

These stickers will only be seen at damaged vehicle auctions, but anyone considering a private purchase of a vehicle under fifteen years old needs to know about them.

When an insured vehicle is subject to an insurance claim (accident, fire, flood or theft) an assessment is made taking into account the value of the vehicle (market or agreed) which produces one of three outcomes.

a) The cost of repairing the damage does not exceed about 75% to 80% of the vehicles insured value (the balance of 20% to 25% is the remaining scrap or salvage value of the vehicle), and so the vehicle is repaired and returned to the owner still registered and hopefully in exactly the same condition as it was before the accident.

b) There are a number of structural components damaged (I do not know the number) or the repair costs exceed the insured value. It then has the registration cancelled and is put on the Written Off Vehicle Register (W.O.V.R) and is then sent to the salvage (damaged car) auctions and sold as Repairable Write Offs.

Note 1) Vehicles over fifteen years old are not put on the W.O.V.R being considered to old (and hence not valuable enough) to feed the illegal rebirthing trade.

Note 2) NSW does not have this category (b) so there are no NSW Repairable Write Offs.

c) If there are more than the specified number of structural components damaged or it is a burnt out shell or it is a water (flood) damaged car where safety equipment such as airbags and their sensors cannot be tested then it is declared a Statuary Write Off. The VIN (17 character Vehicle Identity Number) is flagged as cancelled never to be re-registered.

Note) There is no age limit for this category (Statutory Write Off) and even a Club Permit car can be declared a Statuary Write Off - ie never to be registered or put on a club permit again.

So, are you wondering what use all this can be to the Citroën Fraternity? Well, about two months ago one of the rarest/most valuable of modern Citroëns was auctioned as a Repairable Write Off. Yes, you guessed correctly, a C6. Unfortunately other distractions prevented me from following up, noting the VIN, colour and extent of damage.

Again there three possible outcomes for the future of this C6.

a) It could be dismantled for spare parts, fairly unlikely because Wreckers today want their money back as soon as possible, to the extent that most just strip off the fifty fastest moving parts and scrap the rest.

b) It could be exported to another country with less restrictive rules regarding damaged cars than we have (NZ is much the same as us).

c) The most likely outcome is that the car is legally repaired and put back on the market.

The repair process involves a work diary and photos of each stage of a repair and crucially provenance of parts used in the repair, new parts with receipts and part number tags or second hand parts with receipts showing the donor vehicles VIN. Then a \$500+ V.I.V (Vehicle Identity Validation) inspection is carried out to confirm the parts and receipts match the work diary and the repairs are structurally sound. It can then be registered normally in any State except NSW.

The car is then classed as an Inspected Write Off but remains on the W.O.V.R (Written Off Vehicle Register) forever and as such its history/provenance is forever tainted.

Tainted cars, you're thinking "What's he talking about?"

Tainting means many insurance companies may not reinsure a car on the W.O.V.R particularly if you accidentally try to reinsure with the insurance company that put it on the W.O.V.R in the first place. Licenced Motor Car Traders (LMCT) do not sell cars that are on the W.O.V.R and if they receive a trade in that is on the W.O.V.R (they will check the car just before you sign on the dotted line) they send them straight to the salvage (damaged) car auctions. At Manheims last auction in June 2016, out of a total of 557 cars, 12 were listed as Inspected Write Offs, ie repaired drivable cars.

These cars sold for less than half wholesale price, often just above scrap value. Note, these were not old bombs but included a 2013 Mercedes coupe. Private sellers are legally obliged to inform buyers if the car is an Inspected Write Off, unfortunately it's your word against theirs unless you insisted on a written declaration of the cars W.O.V.R free status.

All this came to a head recently when my youngest adult child wanted to replace her car, finding some prospects on Gumtree we asked if they had been Write Offs and were told NO. We then went through the checking process, and found one was in fact on the W.O.V.R, do not call Vic Roads as they will not tell you anything. To check go to Vic Roads website. (Click Registration, then Check vehicle registration.) This page allows you to key in rego number to obtain rego status and also gain access to the VIN number. Then the second last of the links on the RHS is the link to the Personal Property Security Register (PPSR) where using the VIN number and your credit card (\$25) you can purchase and print a certificate as shown at the end of this article. You might balk at spending \$25 but it might be the best \$25 you will ever spend.

If you interstate members are feeling smug and think this a long and boring article and you don't really care for the antics of those Damm Victorians and their rules, your turn is coming.

All cars put on the W.O.V.R are sold unregistered, some states use slightly different terminology such as Economic Write Off or Economic Repairable Write Off but all states participate in this system. When an unregistered Inspected Write Off is re-registered it then has a non age related number plate (the plate does not match the year the car was first registered), this is a red flag that something is amiss, arousing suspicion as to why the car was re-registered. Service books containing the original rego number and owners name conveniently seem to get lost with Inspected Write Offs, obliterating much of the cars history.

The most likely outcome with an Inspected Write Off is that it will be moved interstate where loss of history and a change of registration will not raise as many red flags as trying to sell it in its home state. The certificate shown on the next page is an example of this trend ie WA to VICTORIA.

This article is not just to caution prospective C6 buyers, but anyone thinking of buying a car less than fifteen years old by private treaty.

Russell. Editor



EDITOR@CITROENCARCLUB.ORG.UK

FINANCE CHECK

✓ No financial interests reported

PPSR has reported that this vehicle has no encumbrances

📄 **CarHistory notes:**

Financial encumbrance information is sourced via the PPSR. Refer to the PPSR Certificate below.

WRITTEN-OFF CHECK

❗ Written-off status reported

PPSR has reported that this vehicle has been written-off.

Written-off	Storm, Flood, Other Written-off
Date recorded	24 Jul 2010
State recorded	WA
Type	Economic Repairable Write-off

Written-off	Storm, Flood, Other Written-off
Date recorded	17 Apr 2010
State recorded	WA
Type	Economic Repairable Write-off

📄 **CarHistory notes:**

Written-off information is sourced via the PPSR. Refer to the PPSR Certificate below.

STOLEN CHECK

✓ No stolen status reported

PPSR has reported that this vehicle is not stolen.

📄 **CarHistory notes:**

Stolen information is sourced via the PPSR. Refer to the PPSR Certificate below.

PPSR CERTIFICATE

The following certificate has been issued by the Australian Government.

To help you better understand the details of your PPSR Certificate, a glossary of terms, and information on how to read the PPSR Certificate is available on the CarHistory website.

[CarHistory.com.au/PPSR-Help](https://secure.carhistory.com.au/PPSR-Help)

<https://secure.carhistory.com.au/Purchase/Renort>

24/06/2016

It's A BEUMB!

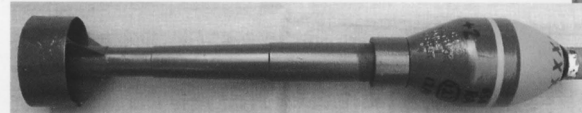
A recent piece in my local paper, the Bury Free Press, provides an important alert for many of us, regarding the unexploded bombs lying about our workshops...

The piece tells us that two WW2 bombs were discovered during an archeological dig, part of a housing development here in Suffolk. The bomb disposal squad were called from Colchester, and a controlled explosion removed any risk.



The longer version of the article on the paper's website identifies them as 29mm Spigot Mortars – but we might know better...

John Gagen



Photos:

Above: Bury Free Press (x2)
Left: 29mm spigot mortar, visualcollector.com

LETTERS MAY HAVE BEEN EDITED, ALTHOUGH CARE HAS BEEN TAKEN TO PRESERVE THE CORE OF THE AUTHOR'S VIEW.

THE VIEWS IN ANY LETTER ARE THOSE OF THE AUTHOR, AND ARE NOT NECESSARILY SHARED BY EITHER THE EDITOR OR THE CLUB.

June 2016

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CITROËN C5 ADIEU

CITROËN ADIEU

Citroën Australia will farewell its flagship C5 with a total of 62 sedans and touring variants marking an end to the model and its trailblazing hydro-pneumatic suspension in Australia. First applied to the Traction Avant in 1954, the final C5 pays homage to the number of years Citroën has offered its innovative and cossetting hydro-pneumatic system.

Over its 62 year lifetime, Citroën's iconic suspension has provided a magic carpet ride for close to 10,000 customers in Australia, across models such as DS, CX, GS, BX, XM, Xantia, C5 and C6.

Ten of the final C5s were specially secured from the factory for long time Citroën customers and are distinguished by dual exhausts and "Blue HDi" badging. The dual exhausts and badges signal the fitment of the PSA Group's highly efficient yet powerful Blue HDi 2.0 litre turbo-diesel engine which develops 133 kW of power and 400 Nm of torque.

All 10 are the only Australian delivered C5s to feature this drivetrain and have been presold guaranteeing their collectability.

The remaining 52 vehicles are also powered by a 2.0 litre turbo-diesel with 120 kW and 340 Nm. Twenty percent have been pre-sold.

All 62 vehicles, 25 sedans and 37 tourings gain enhanced on-board technology with a 7 inch touchscreen as standard, digital radio, 16GB jukebox, Apple CarPlay and Mirror Link.

Along with the new onboard technology, all C5s feature hydro-pneumatic suspension with multiple ride height adjustment for varying road conditions, reversing camera, satellite navigation, sunroof (panoramic roof on touring models), heated front seats, massaging drivers seat, rear seat slide and rear window shades as well as Bluetooth and USB input.

Optional equipment (fitted to selected vehicles) extends to 19 inch Adriatic wheels finished in gloss black with a machined face, metallic paint or premium sound system.

General Manager of Citroën Australia, Kai Bruesewitz, said C5 had built a cult following in Australia and the final examples would not last long.

"Over the past six decades Citroën's hydro-pneumatic suspension had be

come synonymous with comfort and the final C5s are no different" Bruesewitz said.

"While it's sad to see both C5 and the hydro-pneumatic suspension system leave Australian shores, Citroën fans should rest assured that comfort will remain a top priority with a range of new vehicles being developed under Citroën Advanced Comfort program.

From Citroën Australia.



POST CIT-IN RUN 2017



This preliminary information is being provided to assist you with your planning for Cit-In 2017

Grahame Vaughan, on behalf of the Citroen Car Club of Tasmania, is organising a Post Cit-In Run and has indicated that the dates will be 17- 25 April 2017.

The Run will possibly include:

APRIL

17, 18	Strachan	2 nights
19, 20, 21	Hobart	3 nights
22, 23	Bruny Island	2 nights
24	Bicheno	1 night
25	Launceston	1 night

Grahame is hopeful that the route will be finalised and the accommodation schedule be available at the end of September 2016.

CCOCA will advise members when they become available.

WANTED

Citroen DS or Safari

Contact Terry. Member of Citroen Car Club of Qld

e-mail thar@bigpond.com Mb 0430 059 056

Used Mitchelin tyres 165x400 and 185x400. Condition of the tread is unimportant as long as they hold air. Tyres needed to move vehicle around yard and within workshop during restoration.

Contact Bob Shackley.

e-mail kyzyl@bigpond.com Mb 0419 438 774

FOR SALE

This was sent to Lance our spares officer and he has passed it on.

Hi I have a 1969 DS. Save for the aluminium panels (bonnet, etc) much of the body work is pretty rusted. It has been sitting in my drive for the last 15 years. Mechanically it is complete and was only taken off the road when a larger vehicle was required. Is it of any interest to you or your members?

I am open to offers.

John King 02 47841804 West of Sydney.



CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA

Australia's National Citroën Car Club

