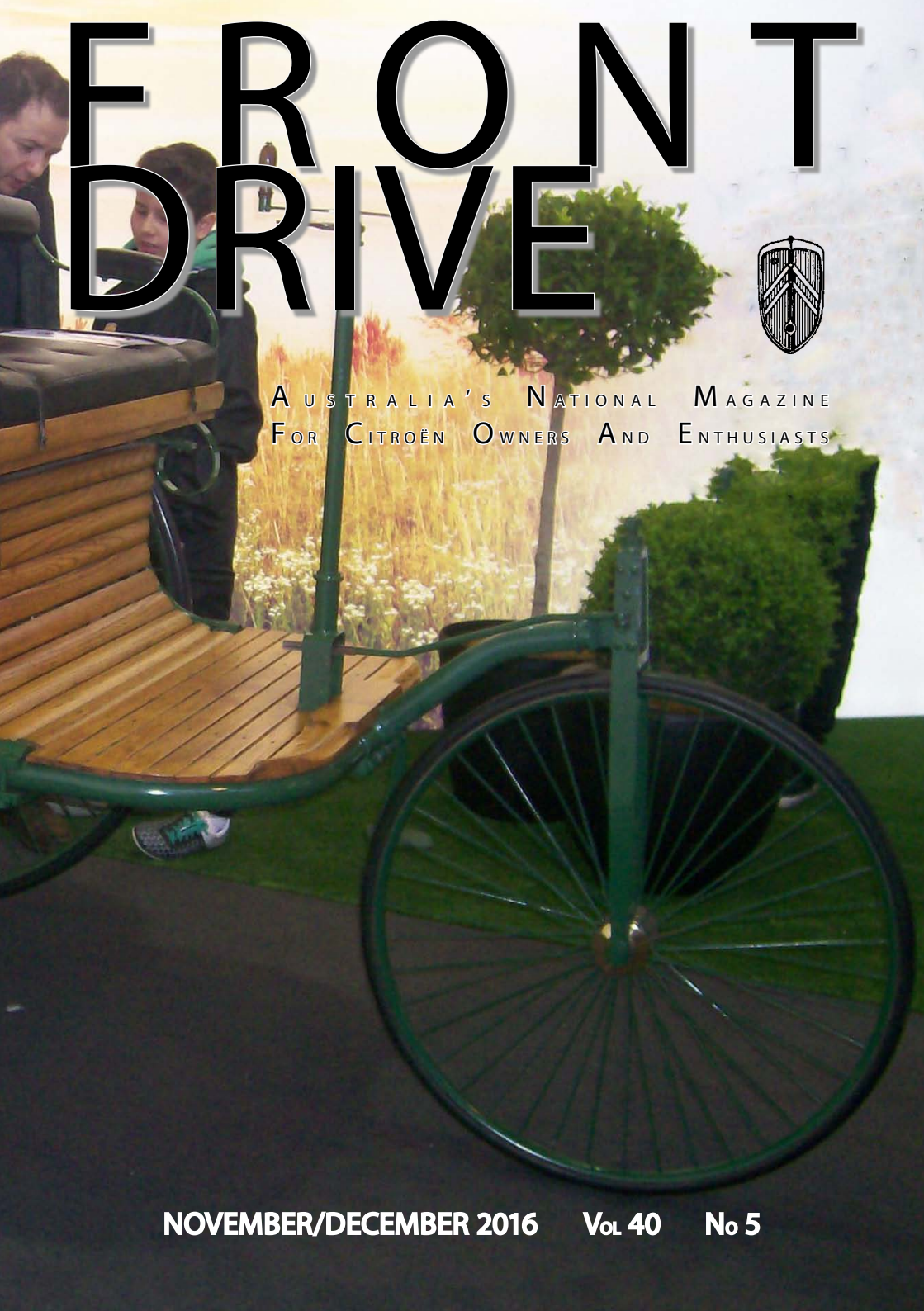


FRONT DRIVE



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



NOVEMBER/DECEMBER 2016 Vol 40 No 5

POSTAL

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 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

1886 Benz, the first car and the first
to make a useful journey. See Tour de
Lizzie page 14. Note this car is one of
about 100 replicas built by Mercedes
apprentices in the sixties.

CITROËNING

CLUB PERMIT PLATES Send your annual
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 CLUB PERMIT FOR YOUR
CLASSIC CITROËN.**

CLUB 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.

MEETINGS

Club meetings are held on the
fourth Wednesday of every month
[except December] at 7.30 pm.
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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Ted Cross [03] 9819 2208 [H]

DEADLINE

The deadline for the next edition of
'Front Drive' is Monday January 16

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
NZ www.doublechevrons.aunz.com

ED SED

Moving to a full colour format for the magazine throws up the minor problem of how to show black and white images and pages of text, so you will have to endure some experimentation (retired science teacher again). If you feel somewhat overwhelmed by snippets of past events just send in your French themed tales of mystery/thrills etc as word doco's with the photos as JPEG's (about 10 mp needed for a good cover image or center spread). The notion has been mooted of returning the magazine to 8 issues per year (now 6) but this can't happen unless we get more stories from members. As I said in the previous issue, it is a pleasure to edit the magazine when there are plenty of contributions. (Thanks again, Lee and Leigh.)

You need to be aware that your club membership should be renewed by 2-3-2017. Remember, the Club Permit rules stipulate that "members must be financial members in order to validate their club permit" ie use their club permit cars on the road. Last year this caused some angst and pressure on the committee in terms of how much pressure to put on the one or two members who had let membership renewal slip too far down their "to do list". You will get another reminder in the next issue.

Finally, I wish to thank Chris and Ken Johnson for what was the club's best day out of the year, with metal cutlery, china plates and tablecloths etc. I noted their comment "you should have seen the place a week ago" which prompts the invitation to any members (city or country) who need the catalyst for a makeover at home, to put on a club event.

Russell.

PS: Please note that next year club meetings will start at 7.30 instead of 8.00.

PPS: Not a CCOCA or car event but it might fill a void in the silly season, "So Frenchy So Chic," Jan 15 Werribee Park Mansion. See, sofrenchysochic.com.au

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PREZ SEZ

Prez Sez November 2016.

Well, I have a few sleeps left so to speak to the March AGM and then like a puff of smoke, I will be gone.

My private thoughts for quite a while was that I am out of it, no more committee, no more this, that or everything else and hoping for a quiet retirement to the workshop..... but you know from what I have seen from the rest of the committee and how so much is being put into the club by these wonderful people [all volunteers. Yes folks.....it is nothing more or less than that] it beckons me back. I would like to take time out for a while to get things back on track then I may look at getting back into things. It's that moth and flame thing.

I have purchased another Traction since I talked to you last and this one is a basket case unlike Eloise which is basically a runner, Noelle as I call her is going to take a considerable amount of time , effort, money etc. to get her back up and running. Noelle is a conjunction or noir [black but in fact a deep blue colour] and elle [yes.... she in French] and has nothing to do with Christmas but in saying that Noelle has come close to the yule tide so the name can take on a double meaning.

Already with Noelle.....she is a rare right hand drive 11B Normale, much discussion last night [the 23rd November Club meeting] with Philip Rogers in particular, planning is underway to get stuck into the restoration. A warm fuzzy feeling folks but a cold shower of second thoughts has me wondering what the heck have I taken on.

The Club night with a French twist had just a few of the stalwarts gathered and a few new faces was a resounding success. Graham and Lee Dennes entertained us with a montage of film including destruction of a 2CV, Roger Moore as 007 evading the enemy also in a 2CV, Inspector Clouseau at his hilarious best, but best of all the very first 'allo 'allo serial. Indeed this was a crazy funny night and truly brought tears to my eyes. Thanks to the Denne's and to Sue Bryant for preparing a French supper.

2017 will see an amazing choice of events to go along and enjoy. Those of you that may sit and navel gaze and wonder where all the time and fun has gone out of life will be given such mouth-watering choices to be / get entertained, that I can see a flood of members just getting out there and having fun. Keep in mind, the people on the committee involved in putting together a 12 month events calendar would best be thanked for all their efforts by coming along and breaking attendance records.

PREZ SEZ CONTINUED

The web site and magazine are moving along with great speed. Bruce is and has been putting in a lot of time to get our website to a level that will give a lot of assistance to those who love web browsing or those looking to expand their horizons with all things Citroën. Russell our ever eager editor has been given the nod to move onto a new printer and this will knock your socks off as the expression goes. Just look at this magazine.....it's the first all colour, all dancing, ocular feast!! Now any of you folks that have stood back wondering whether you would send in an article about whatever takes your fancy.....Citroën-esque or other, here is your opportunity to send in your best to Russell. We are always looking for good copy!! In fact bad copy will be alright as well!!

Time to sign off as this epistle for want of a better word is late.

Drive safe and a very happy and enjoyable seasons break over the summer.

Max Lewis.

WANTED

Citroen GS/GSA bonnet, a rust free one is sought by Leigh Miles to replace a very rusty one.

Contact Leigh at

business.direct@bigpond.com or 03 9888 7506 40/4

Craig Little is looking for some wheels for his Citroen B2 40/4
 Craigs details are in the wanted section of the classifieds on the website.

FOR SALE

No "For Sales" this month, but I am planning a future edition devoted to the 2CV, probably the March /April edition. So if you have a 2CV you would like to recycle, use to sponsor an overseas trip, or just feel the grandkids will not appreciate inheriting, then you have a bit of time to decide if you want to feature it in the "For Sale"column.

THREE MONTHS CALENDAR

DECEMBER	Sun 11	CCOCA/CCCV Christmas BBQ	Frog Hollow Reserve 12.00- 4.00pm
JANUARY	Thur 26	CCOCA/CCCV Australia Day BBQ	Yarra Park Reserve Cnr Denham & Creswick St 12 noon
FEBRUARY	Wed 15	Committee Meeting	
	Sun 19	Classic Showcase	Flemington See page 11
	Wed 22	General Meeting	Frog Hollow Reserve 7.30 pm (note time) Leon Sims speaking on Car museums in France
MARCH	Wed 22	AGM	Frog Hollow Reserve 7.30 pm (note time)



MONTH

DECEMBER



EVENT NAME: CCOCA/CCCV CHRISTMAS SPIT ROAST



WHEN: Sunday 11 December 2016
 TIME: 12.00pm – 4.00pm
 WHERE: Frog Hollow Reserve Rooms
 Fordham Ave, Camberwell
 Melway 60, B3
 COST: The Spit Roast (gyros) will be cooked & supplied by the clubs.
 Salads/breads/sauces are NOT included.
 BRING: Everything for a picnic including table & chairs.
 BOOKINGS: Essential
 RSVP: Friday 2 December
 CONTACT: Lee Dennes 0438 286 181
activities@citroenclassic.org.au

CHIT CHAT TUESDAY

WHEN: 1st Tuesday in the Month
 Tuesday 3rd January?
 Tuesday 7th February
 TIME: 10.30 am
 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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MONTH: JANUARY 2017

CCOCA /CCCV AUSTRALIA DAY BBQ



WHEN: 26 January

TIME: 12.00pm

WHERE: Yarra Bank Reserve

Located at the corner of Denham and Creswick Streets, Hawthorn.
Enter from Denham Street.

https://www.google.com.au/?gws_rd=ssl#q=yarra+bank+reserve+hawthorn

BRING: Everything for a picnic/BBQ including tables and chairs.

CONTACT: Lee Dennes 0438 286 181

Please note. This BBQ takes the place of this month's General Meeting.

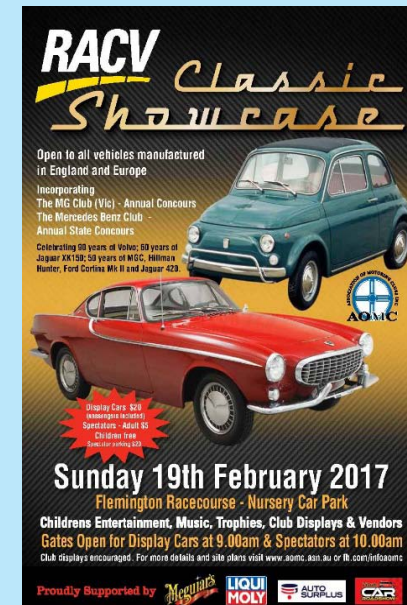
RACV CLASSIC SHOWCASE 2017

CCOCA AND CCCV HAVE JOINED TOGETHER TO CREATE A
WONDERFULL DISPLAY OF CITROENS AT THIS EVENT

Whether you are thinking of attending or wish to display your vehicle, could you please register your interest by contacting

Lee Dennes 0438 286 181

activities@citroenclassic.org.au



<http://www.aomc.asn.au/B&Eshow16.htm>

CCOCA/CCCV PRE EVENT BREAKFAST

GARAZI CAFE & BAR

107 Gamon St, Yarraville. Open 7.30am

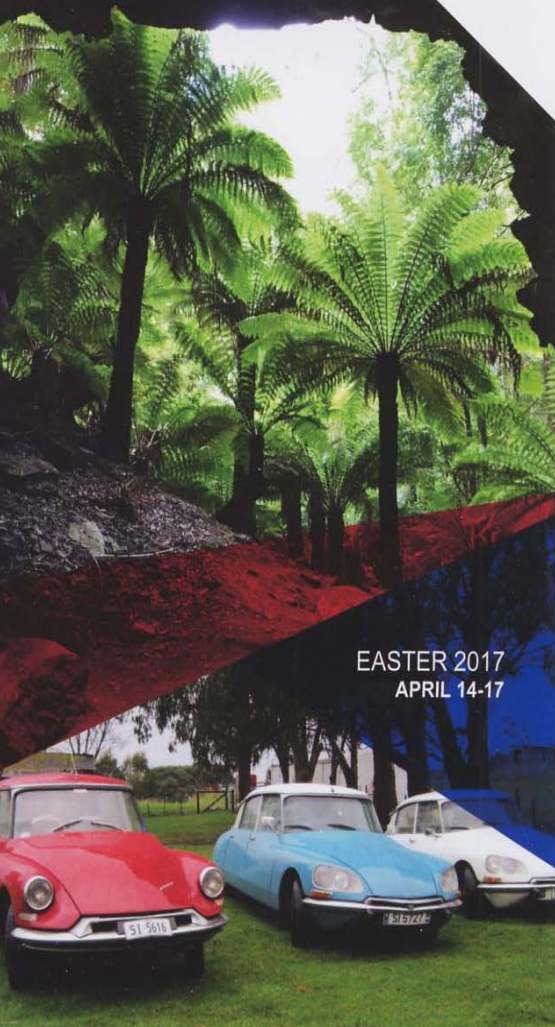
Come and join us at this unique cafe for an automotive inspired breakfast before heading off to the Classic Showcase.

Eat amongst a collection of classic cars where menus are clipped to numberplates and the food is excellent.

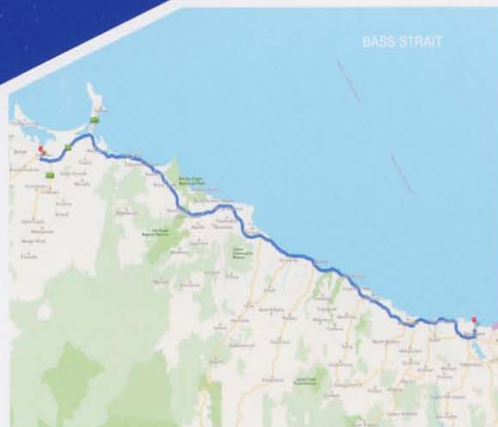
Contact Kay Belcourt. clubshop@citroenclassic.org.au



INVITES YOU TO
Cit-in 2017
NORTH WEST TASMANIA



EASTER 2017
APRIL 14-17



CONTACTS & FURTHER INFORMATION

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Peter Riggall - 0427 358 289
peterriggall@hotmail.com

Alana Jones - 0407 544 308
bruce.jones4@bigpond.com

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POST CIT-IN TASSIE TOUR 2017



Grahame Vaughan, on behalf of the Citroen Car Club of Tasmania, is organising a Post Cit-In Tassie Tour and has indicated that the dates will be 17- 26 April 2017.

Details of dates and accommodation are now available.

See below:

<http://cit-in.org/program/post-cit-tassie-tour-april-2017/>

Contact: Grahame Vaughan vaughan.grahame@gmail.com

CLASSIC TOURS

TOUR DE LIZZIE

TOUR de LIZZIE! (Tour of Lizzie) sounds like a childrens story of a talking Ford Model T but it is the first of an occasional series (Classic Tours) that, if you are desperate, you might add to your European Bucket List. The theme of these tours will be French/European, this first tour is very well known and used by many car clubs in Europe and was literally the first use of the first car sold to the public. I had known of this tour for years but it was documented on the Mercedes stand at Motorclassica, written in a very American style, it is reproduced here courtesy Mercedes Benz.



It was early one August morning in 1888 when a very determined lady set out on an adventure that would change the course of history.

Bertha Benz, the wife of motor car inventor Carl Benz, embarked on the first ever long distance drive in automotive history in the Benz Patent-Motorwagen type 111 (patent motor car type 3) accompanied by her two sons.

The route led from Mannheim to Pforzheim, the birthplace of Bertha Benz. It was a 106-Kilometre journey fraught with uncertainties and challenges that called for great courage on the part of the pioneering trio. The venture paid off though, as the Patent –Motorwagen proved itself to be a perfectly suitable and flexible means of transport for long journeys, too.



The drive provided impressive proof of the Patent-Motorwagen's capabilities. Yet Bertha Benz also hoped to encourage husband Carl to publicise his ingenious invention more confidently.

Carl Benz, a brilliant engineer, had filed a patent application in January 1886 for the Motorwagen he had invented in 1885 and that had since evolved into the type 111. However he had yet to demonstrate that his motorcar worked reliably and could also cover long distances. Bertha Benz quickly resolved to provide the necessary evidence with her long distance journey.

The mother of four told her husband nothing of her intentions to drive to her birthplace of Pforzheim to visit relatives with her sons Eugen and Richard. Very early one morning the mother and her sons sneaked the latest version of the Patent-Motorwagen out of the workshop without Carl Benz suspecting a thing.

(I could not find an image of Bertha standing beside the car so you'll have to make do with your baldy old editor standing beside a replica at Motorclassica.)



They pushed the three-wheeled motor car for the first few metres as they didn't want to start the 2.5 hp (1.8 kW) single-cylinder four stroke engine until they were out of earshot of the house in order not to wake the inventor from his slumber. When Carl Benz later entered the kitchen, he would find a message telling him about the journey they had set out on to Pforzheim.

CLASSIC TOURS

TOUR DE LIZZIE

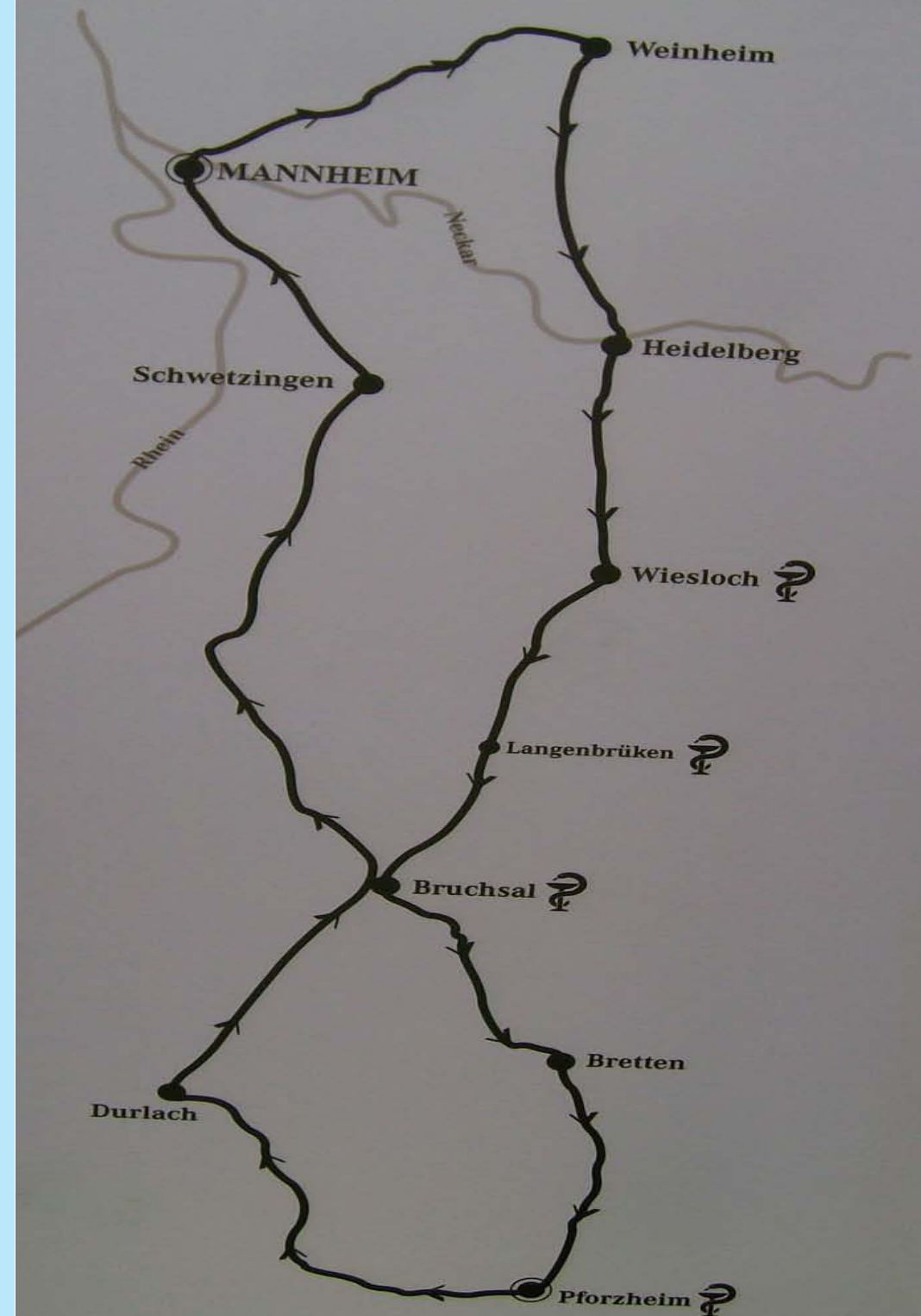
At the same time, Bertha Benz also did some pioneering work when it came to defining the necessary constituent elements of an infrastructure system for motor vehicles. For example, in future all road vehicles would need filling stations- the stain remover "ligroin", a benzene provided by chemists, was used by Bertha Benz on the first long distance journey and her first purchase was at Wiesloch, Germany. Therefore Wiesloch municipal chemist's became the first filling station in the world. Highways would also have to be signposted-Bertha Benz had to make her way from one place she knew to the next.

The automotive pioneer and her sons skillfully remedied minor glitches, using her hat pin for example to clean a clogged fuel line. No major repair work was necessary, although the enterprising trio did decide to make the wooden brake blocks more durable by having a cobbler nail leather patches to them to act as brake pads.



Carl Benz's family kept him informed of the journey's progress by sending a series of telegrams en route. The drive from Mannheim to Pforzheim and back wasn't just a watershed moment for his Patent-Motorwagen, but for the future of the motor car full stop. Around 25 models of the Benz Patent-Motorwagen with various engines were built between 1886 and 1894, making it the first motor car in the world to be manufactured and sold in series. Furthermore Bertha was able to pass on some important findings and pointers to her husband for future development work. For instance, she suggested including an additional short gear for driving up hills instead of just the two speed transmission used previously, as well as demanding better brakes.

Note, the symbols on the right hand side of the route map are the chemists where Ligroin was purchased. If you choose to drive this tour check on the internet because many of the roads are now Autobahns.



MIXED FORTUNES



No these are not before and after photos. The top two are of a Citroën GS that reached the end of the line or more likely was removed from some backyard by the parts recyclers, in this case Imlachs of Centre Road Clayton. I missed seeing the car when it first went in and only became aware of it by looking at Imlachs site on the net when checking if they had wrecked another make I needed a part for. The reasons for its demise was probably the dreaded Citroën rust rather than the equally dreaded GS oil leaks. As usual with cars in the wreckers good front panels and lights are usually the first parts to go, followed by various oily bits.

At the other end of the scale was the almost restored GS of CCCV member the late Daniel Flinn who unfortunately lost his life in a light plane crash in January. CCCV members Michael Sparke and Andrew Smith pitched in to finish the restoration and the car was auctioned by Shannons at their 11th July Winter auction. The GS was offered with no reserve at a pre auction estimate of \$8000 to \$12000. It was sold for \$7000 although I have heard a comment that someone was about to bid higher but the hammer fell before they could get a bid in. Photo courtesy Shannons.



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Fax: 03 9819 2208

Mobile: 0400 59 2208

email ted@123ignition.com.au

123ignition.com.au

PAST EVENTS

As the year draws to a close I have included some details of club activities from the past year that have missed out on being reported at the time because they did not warrant a full article, no one wrote a report on them, or there was insufficient space in the next magazine. I also hope they inspire more members to come to the club events that Lee Dennes and others put so much time and effort into organizing.

DESALINATION PLANT WONTHAGGI.

As a Mechanical Engineer in a past life I was able to see past all the pipes and pumps and things at the Desalination Plant and appreciate what a massive and complex (if not repetitive) project it was. As visitors there is no access to the actual plant, just an Audio Visual preamble then viewing the main plant/pump room through the window of the visitors area. Continuous maintenance work is being carried out but nothing is actually running.



A couple of weeks previously I attended a Restoration Seminar run by the AOMC and as a couple of speakers were unable to come so some substitutes were hastily arranged, one from "NITTO". As the guy said the biggest company you have never heard of. Years ago before the Chinese invasion of cheap products, if you needed some plastic insulation tape you went to your hardware or car parts store and bought some rolls of Nitto branded insulation tape. The Nitto guy gave his talk on bonded foil sound insulation for cars (too expensive for OEM use) and indicated his company was still into plastic film/tape and even produced membranes for desalination plants. The images show one membrane cartridge beside a person for size comparison (it is partly cut away at the top), the second cartridge has been split open to show the layers of plastic membrane that the water is forced through in the reverse osmosis process. The next photo shows the Nitto brand on the cartridge. Now to boggle your mind, the plant contains 55,400 of these cartridges at a cost of just over \$500 each which need a very high level of water filtration to avoid being prematurely clogged up.



Most of you will have replaced a 3 pin plug on a 3 core flex/cable to your vacuum cleaner or whatever, well the Desal plant has a dedicated 3 core cable from the Latrobe Valley to Wonthaggi (3 phase). I had no tape measure or ciggy packet so I hung my keys on the sample cable for size comparison, and to paraphrase Paul Hogan as Crocodile Dundee "now that's a power cable". The reality is that when operational the plant uses one tenth (10%) of Victoria's electricity a truly astonishing amount. The plant has had a full load test run of three months before being signed off.



PAST EVENTS CONT. CHARLIE'S AUTO MUSEUM

Charlie's Arthurs Seat Museum was interesting and might well have been called Charlie's Ark because of the number of pairs of cars (2 Bricklens, 2 Bond Bugs, 2XJSs etc) as well as a ménage-a-trois of Studebaker Avantis.



The collection does not major in French items, only the two shown and a Gitane folding ladies bike.



So what was there that I had never seen before? Obviously the 2 Bricklens but the stand out was the Sinclair C5. Clive Sinclair was the Richard Branson of the electronics world in the sixties and seventies and with his spare profits sought to emulate Henry Ford in providing cheap transport for the masses, but in the UK. Now, as back then the biggest disincentive to having a car in the UK was where to keep it? So Clive came up with an electrically assisted recumbent tricycle looking like a small 3 wheeled bathtub. The good news was you could ride/drive to work in your suit protected from muddy road splashes, the bad news was that if it rained as it often does in the UK you arrived for work with a very wet bottom after sitting in a bathtub without a drain hole. The final killer was the modest battery technology compared with today, but it was a very brave if mad effort.

Finally, the 1975 Enfield Electric car, another brave effort built before its time. 120 were built on the Isle of Wight, the red car is Charlie's and the orange one was owned by your editor about 30 years ago (bought from the Lead Development Corporation, promoting lead acid batteries), it was a nightmare of mechanical relays and only ever went up and down the driveway a few times.



PAST EVENTS CONT. MOTORCLASSICA

Always good to see the odd things you have never seen before. When going to the tram museum (more about that later) by tram naturally, and along Swan Street I was staggered how run down it appeared (I lived in Prahran for 6 years and so know that area reasonably well) but looming out of the drabness was a sparkling glass and steel showroom filled with 4 McLaren cars and another outside in the driveway. I was totally unaware of their presence in Australia so imagine my surprise to see 2 more at Motorclassica (they were not 2 out of the showroom) because I went to both events on the same day. The guy on the McLaren stand claimed about 120 had been sold in the last year in Australia so the question has to be "how is your peripheral vision?", how many McLarens have you spotted on the roads?



At the other end of the scale the thing I admire the most, is those who resurrect the hum drum vehicles spending more than they can ever hope to recoup. The example shown is the 3 Morris J vans, most driven into the ground by bakers emulating Fangio and unlike most old vans they were totally unusable by poverty stricken families because of the radically offset (to the left) engine there was zero passenger legroom. Final image a group of varied Citroën derrières.



PAST EVENTS CONT. FRENCH CAR FESTIVAL

Where would the Club be without the Club stalwarts such as Kay and Rob raising funds and keeping the club in the public spotlight and to cap it all off they were multitasking, also managing the Renault stall to the right of the CCOCA stall.



Another highlight was the Peugeot Bebe of club member Mark McKibbin, I had only seen photos of these Bugatti designed cars and was amazed at how small it was in reality and with Mark being so tall it had me wondering.



Also, impressive was the time and money lavished on the two French working class heroes, both very serious competitors in their day, the early ripple bonnet 2CV and the Renault 4 and of course, David Gries well used 2CV, a wonderful



Father and son? While some may decry the use of the term DS on the newer car I take the pragmatic view that the business must do what is needed to be viable in the future and the DS brand has been successful enough to warrant spinning off the brand as a separate entity.



PAST EVENTS CONT.



Much has been said about the "let's be different" styling of Citroën's newest kid on the block the Cactus, but seeing this example from the rear with the tailgate open I was taken by how normal it looks and again as in the DS comment, if it sells and keeps the company viable it can only be a good thing.

Finally, letting someone bring their Renault camper van in was a masterstroke in diversity.



TECH DAY

The revelation of the Tech Day at Koo Wee Rup visiting Garth Campbell for me was the demonstration of diagnostics of the electrickery on a modern Citroën (a C5 in this case). Having a relatively simple diagnostic scanner/fault code reader/clearer that I have used successfully on our modern cars, it was a revelation to find it was only skimming the electronic surface of modern technology and that a high end/tech scanner can probe much deeper and find intermittent faults or faults that seem unrelated to the fault code displayed, but with all the electronics being interconnected the daisy chain effect can cause misdiagnosis and consequent replacement of sound parts.

By far the most important thing to come out of the day was the confirmation of two problems that I had heard and read about that might be termed, "The Unfinished Business" of some manufactures.

These are two battery related issues:

- If the battery voltage drops below a certain point some of the electronic modules automatically shut down to conserve power and protect themselves. Because of design problems/omissions after this happens a number of times some of these modules may not restart when the voltage is restored. The apparent solution is new batteries on a regular cycle (timing dependent on use and quality of the existing battery).
- Battery reconnection will produce a massive spark as there is a momentary surge to power up all these modules. The suggestion is that after a number of these power ups (5,10,20 who knows) some modules may die due to lack of surge protection. The solution, always use a slave battery and suitable leads to keep power on while the old battery is removed and replaced (it of course keeps all memory in seats, mirrors and radio etc intact). Some modern battery chargers have a setting that allows them to act as a slave battery.

Below, a line of attention seeking DS's, mouths agape.



PAST EVENTS CONT.

RAID ARNHEM



Three images from the Raid Arnhem from the Dave Rogers presentation at the CCCV AGM night to which CCOCA members were invited. We have all seen the travel brochure quality shots people have taken of the outback particularly the sunsets. These shots show it as it was, particularly the contrasting shots of collecting firewood in Africa and Australia with the horns on the front of the 2CV, and the mildly bent rim showing the importance of not over inflating the tyre lest the tube pop out. Finally the image of a returned raiders car parked not 100 metres from my home, amazing!



TRAM MUSEUM

Much more interesting than expected. I was last to arrive having travelled by tram. A surprising amount on display from the cable tram and it's dummy (the carriage pulled along by the master tram with the cable grip) to the amazing variety of the classic green W class trams we all remember, some variants built in handful (2,3 or 5) numbers just to test their viability. The revelation of the day was the debunking of all those myths as to why we still have trams when our arch rival Sydney phased theirs out quite quickly. The true story is that Sydney had trams (horse and steam) before Melbourne and electrified them between 1898 and 1909 while Melbourne kept it's cable trams, the last running in 1940. The new electric trams in Melbourne needed new wider tracks and so after WW2 Sydney had an old (run down during the war) worn out tram system while Melbourne had a relatively new system only one to two decades old so Sydney scrapped theirs in favour of buses while Melbourne enhanced their system. After the war the Tramways Board was given a deal on a batch of Leyland buses which were built as double deckers (I remember riding in one as a child). Unfortunately, the Tramways Board did not get such a good deal as the Leylands were duds and were quickly phased out in favour of the rumbling old single deck half cab AEC's that lasted until a couple of decades ago.

And if you have some nice Sri Lankan neighbours take a look at this tram before you give them the go ahead to give your car a makeover. (I have nothing against Sri Lankans). The tram is fully functional but Health and Safety have decreed that some of the decorations constitute protrusions that might hurt some passengers.



PAST EVENTS CONT.

LAST LAUGHS FOR 2016

Finally to add a lighter note (in this year of illogicality) to a full year of activities here are some images from the last two events before the Christmas break up BBQ, beginning with the French themed club meeting on Wed 23 Nov.



DRIVE TO LOCKWOOD SUN 27 November.

First stop was at the farm of Peter and Judy Brown to "inspect an interesting collection" (not my words) which included a French built Massey Ferguson 30 tractor in a distressed state and a new experience for the editor, a ride in a Ford T equipped with a two speed diff, rare! Then on to Ken and Chris Johnson's for lunch and the donkeys. We must thank our country members and friends for making us so welcome.



French Fergy



2 speed eh!



Still working long after retirement age.



Hosts, Ken & Chris

USE KIND WORDS
Don't Whine
DO YOUR BEST
No Running in the House
Be Proud Of Yourself
Remember You Are Loved



Brave Helen on Wilbur

Above and above left, catching up on all the gossip.
Lower, a beaucolic Australian summer scene.



Chris, Archimedes, Graeme and Russell (ed)





CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA

Australia's National Citroën Car Club

