

FORTY YEARS OF FRONT DRIVE

FRONT WHEEL
DRIVE

•

INDEPENDENT FRONT
SUSPENSION

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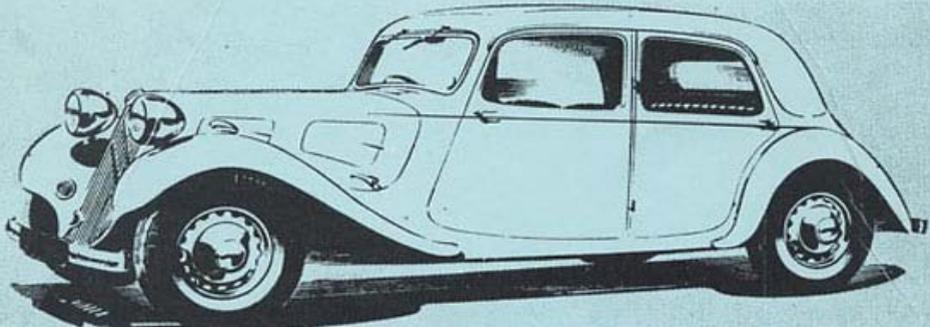
TORSION BAR
SPRINGING

•

DETACHABLE
CYLINDER BARRELS



The logo features the word 'CITROËN' in a semi-circle at the top, a stylized winged hand in the center, and 'FRONT WHEEL DRIVE' in a semi-circle at the bottom.



CITROËN

AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS
JANUARY/FEBRUARY 2017 Vol 40 No 6

POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is, PO Box 52, Balwyn, Victoria, 3103.

The Club's website is,

www.citroenclassic.org.au

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

The views expressed in this publication are not necessarily those of CCOCA or its Committee. Neither CCOCA nor its Committee can accept 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.

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

DEADLINE

The deadline for the next edition of 'Front Drive' is Tuesday March 14th

COVER IMAGES

FRONT COVER: The first ever Front Drive Volume 1 Number 1.

REAR COVER The last pre CCOCA magazine calling for the split from the CCCV.

Thanks to Kay and Rob Belcourt for digging in the CCOCA archives.

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CONTRIBUTERS TO THIS ISSUE

LEE DENNES
TED CROSS
ROB LITTLE
PETER STRINGER
BRUCE STRINGER

COMMITTEE

PRESIDENT	Max Lewis (03) 9372 0921 [H] 04 5899 3771 [M] president@citroenclassic.org.au
SECRETARY	Ted Cross (03) 9819 2208 [H] secretary@citroenclassic.org.au
TREASURER	Sue Bryant 04 1251 8849 [M] treasurer@citroenclassic.org.au
ACTIVITY CORDINATOR	Lee Dennes 04 3828 6181 [M] activities@citroenclassic.org.au
SPARE PARTS OFFICER	Lance Wearne (07) 3351 8327 [H] spareparts@citroenclassic.org.au
PUBLICATION EDITOR	Russell Wade (03) 9570 3486 [H] editor@citroenclassic.org.au
COMMITTEE PERSONS	Kay Belcourt Robert Belcourt (03) 9885 4376[H]
WEB WALLAH	Bruce Stringer (03) 5250 2727(H) webwallah@citroenclassic.org.au
MEMBERSHIP SECRETARY	Sue Bryant 04 1251 8849 [M] treasurer@citroenclassic.org.au
ICCR Representative	Ted Cross (03) 9819 2208 [H]

CLUB PERMITS

Club Permit applications to Vicroads must be accompanied by a RWC (pre 1949 cars can be inspected by a club safety officer), ownership validation and Vicroads forms endorsed by the club including financial validation.

New Permit holders must supply the club with approved photos, club permit number and expiry date.

Club permit renewals can be sent to PO Box 52 Balwyn, Victoria. 3103 with a stamped return envelope or signed at club meetings/events if the appropriate officers are present.

SUPPORT

AOMC	LIASON OFFICER
Ted Cross	(03) 9819 2208 [H]
Russell Wade	(03) 9570 3486 [H]

CLUB PERMIT & SAFETY OFFICERS

Russell Wade	(03) 9570 3486 [H]
Peter Boyle	(03) 9470 8080 [H]
Philip Rogers	(03) 5944 3091 [H]

LIBRARIAN

Kay Belcourt
librarian@citroenclassic.org.au

FOR SPARE PARTS & TOOLS

Contact Lance Wearne
(07) 3351 8327(H)
spareparts@citroenclassic.org.au
(If you phone, please do so at a reasonable hour).

CLUB SHOP

Kay & Robert Belcourt.
clubshop@citroenclassic.org.au
For Citroën models, memorabilia and other items.

OTHER CLUBS.

Vic.	www.citroenclubvic.org.au
NSW	www.citroencarclub.org.au
QLD.	www.citroenclubqld.org
SA.	http://clubcitroensa.com
WA.	www.citroenwa.com
Tas.	www.citroentas.org

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



ED SED



As this issue marks the end of volume 40 and hence 40 years in which Front Drive has been produced I have decided to make a special effort with it.

Finding that the Magazine existed in the year before the Club came into being, I was amazed to realise that I have been a member since the second year of the Club's existence. I have served as Treasurer, Spare Parts Officer and a couple of decades as an AOMC representative and Club Safety Officer. I believe I have a few years left in me yet, but I do not expect to be doing this job for the 50th anniversary of the Magazine. I hope to be still standing, but wonder if my head will be still working well enough to cope with Windows 25.

This emphasizes the problem all clubs seem to have nowadays. Many people are so time poor that it is becoming harder and harder to find volunteers to stand for committee positions, etc. Many on our committee have done more than their fair share, so if you can find time to give something back to the club it would be greatly appreciated.

With Max retiring from the committee we must thank him, for the legacy he and Lee Dennes, have left to us - the finding of common ground with the CCCV and the organising of many joint events over recent years. For you newbies in the club there was never a war but people simply forgot the phone numbers of their compatriots in the other club or put it in the too hard basket.

I am trying to make the Magazine feel more inclusive for the ladies (less of a nuts and bolts magazine), starting with the Tour de Lizzie in the last issue. So ladies, any stories about travels in France, courting in a 2CV or French nick... naks are welcome but I do draw the line at recipes. I couldn't resist putting a repeat of the French knitting pattern (with chevrons) featured in the July/Aug 1981 edition of Front Drive, and if you are keen enough I can email a better? A4 copy.

Finally, Tom and Helen Campbell coming to the Christmas BBQ less than a month before his passing says a lot about Tom's devotion to the Citroën fraternity but it also says much about the club in that it offered him something in his darkest hour.

Russell. Editor.

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



PREZ SEZ



Prez Sez January 2017

The details for this year's events and activities have been set in concrete. The French Car Festival as organised by the Peugeot People will be held early in the year rather than at the end of the year. Back to the future perhaps. CCOCA has a lot to thank Lee and Bruce for their efforts in getting 2017 tucked away. CCOCA will be co-ordinating a number of events with CCCV so we once again will have enjoyable and harmonious times.

The Life Membership criteria package will soon be set in concrete. I have made a number of suggestions with Robert Belcourt to ensure that the parameters set are those that will ensure a worthy choice. Life memberships are not to be given away willy nilly. As of now, I have looked at the suggestions with Robert and with Ted's contributions we will definitely have a firm proposal to look at shortly. There are a number of minor issues that I would like to see ironed out!!

I was fortunate to catch up with Grahame and Anne Vaughan earlier this month at their Riverside address. It is a spectacular place complete with the odd tiger snake!! Grahame is assisting in the Post CIT-IN Rally.

I have been asked to say a few words about our 40th celebration of the Clubs Magazine....our esteemed FRONT DRIVE. For it was back somewhere in the mists of time [about 40 years ago I'm persuaded] that the first issue Volume 1, number 1 went to print. I was not around in those halcyon days when CCOCA took itself off from the bosom of its parent and decided to go it alone. You could say it was a leap into the unknown and to a certain extent it was and it could easily have foundered had it not been for the glue that bound the Club. Yes there was lots of camaraderie and tipping of hats and slapping of backs all congratulating each other that now we can get on with Classic Citroens....namely the Traction. But folks the real glue was the Magazine. This was the best and in those days pre-websites times, the message of kindred fellowship with all things Citroen was broadcast. I have had the privilege of being the Club's Librarian as one of my loves of life is books and during this tenure, I sorted all the early issues into a collection of the best copies from the copies held by the Club since Volume 1 Number 1 and those which kind and generous benefactors donated. I had great fun in putting together for the Club the best that there were. Along the way, I saw how the Magazine evolved. From a basic black and white format to now a

cont P6

PREZ SEZ continued

full colour publication. There was a lot of artistic merit in the early days with images of Andre Citroen splashed on the front pages along with the models of Citroens that came through the ages from the humble beginnings in 1919 to now. Caricatures and humour abounded.....the early Editors must have had a lot of fun. Magazine size started off as an A4 format and for quite a number of years has been A5. Personally I was never comfortable with this but the then Editor covered himself with glory by having each and every issue in his care graced on the front and back cover with agonisingly beautiful black and white scenes of Continental Motoring.....Citroen Style. There was one or maybe two colour covers to whet our appetite.

Indeed we are in the 21st Century....I'm told the century of dynamic IT evolvement as we have embraced a website that to some extent allies itself to Front Drive but I don't think there will ever be a replacement as such for the printed, analogous, black and white steam powered paper wonder. I speak of course from the viewpoint of my reactionary soul mates of the impossibly decadent harbingers of status quo. No change for me but to coin a phrase which I think is pertinent...plus ca change, plus c'est la meme chose.

May the current Editor continue on his merry way.....already the changes wrought are ensuring FRONT DRIVE continues into the future ad infinitum.

This will be my last Prez Sez for a while [oh yes, I could be back and this will depend to some extent as to where I will find myself in the years to come] and in the meantime Russell has sneakily coined a "Behind the Scenes" column for retired pen pushers.

Max Lewis.

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SUMMARY OF ACTIVITIES - 2017

JANUARY

Thursday 26 Australia Day BBQ 12.00pm

FEBRUARY

Tuesday 7 Chit Chat Tuesday 10.30am

Wednesday 15 Committee Meeting 7.00pm

Sunday 19 Classic Showcase - Flemington 9.00am

Wednesday 22 General Meeting 7.30pm

Guest Speaker: Leon Sims 'Travels in France'



Thursday 23 Boy's Day Out 10.30am

MARCH

Tuesday 7 Chit Chat Tuesday 10.30am

Wednesday 15 Committee Meeting 7.00pm

Wednesday 22 AGM 7.30pm

Thursday 23 Boy's Day Out 10.30am

Saturday 25 Peter Boyle's Garage Crawl & BBQ 10.00am

APRIL

Sunday 2 Visit to Rayner's Orchard



Tuesday 4 Chit Chat Tuesday 10.30am
 Sunday 9 French Car Festival
 Fri - Mon 14-17 CIT-IN TASMANIA



Monday 17-26 Post Cit-in Run
 Wednesday 19 Committee Meeting 7.00pm
 Wednesday 26 General Meeting 7.30pm
 Thursday 27 Boy's Day Out 10.30am

MAY

Tuesday 2 Chit Chat Tuesday 10.30am

Wednesday 17 Committee Meeting 7.00pm

Wednesday 24 General Meeting 7.30pm

Thursday 27 Boy's Day Out 10.30am

Sunday 28 Lunch on the Peninsular



JUNE

Tuesday 6 Chit Chat Tuesday 10.30am
 Fri – Mon 9 -11 Oz Traction ACT



Wednesday 21 Committee Meeting 7.00pm
 Wednesday 22 General Meeting Movie Night –Yarraville
 Thursday 23 Boy's Day Out 10.30am

JULY

Tuesday 4 Chit Chat Tuesday 10.30am
 Sunday 16 Bastille Day www.beaufortmanor.com.au YEA



Wednesday 19 Committee Meeting 7.00pm
 Wednesday 26 General Meeting Penrite Oils 7.30pm
 Thursday 27 Boy's Day out 10.30am

AUGUST

Tuesday 1 Chit Chat Tuesday 10.30am
 Wednesday 16 Committee Meeting 7.00am
 Sunday 20 Visit to Geelong

Wednesday 23 General Meeting 7.30pm
 Thursday 24 Boy's Day Out 10.30am

SEPTEMBER

Tuesday 5 Chit Chat Tuesday 10.30am
 Wednesday 20 Committee Meeting 7.00pm
 Sunday 24 CCOCA/CCCV Concours
 Wednesday 27 General Meeting 7.30pm
 Guest Speaker: Geoff Webber
 The History of the DS in Australia



Thursday 28 Boy's Day Out 10.30am

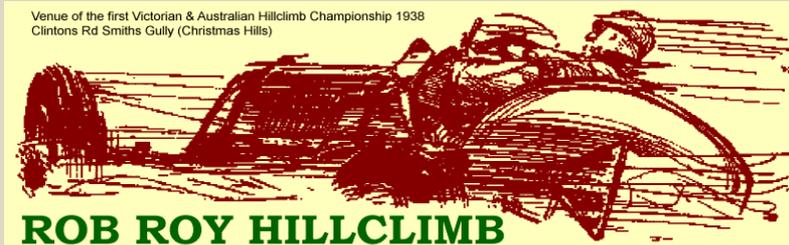
OCTOBER

Tuesday 3 Chit Chat Tuesday 10.30am
 Wednesday 18 Committee Meeting 7.00pm
 Wednesday 25 General Meeting 7.30pm
 Thursday 26 Boy's Day Out 11.00am
 Sunday 29 BBQ@ Rini & Barb Zysvelt's -Eaglehawk

NOVEMBER

Tuesday 7 Chit Chat Tuesday 10.30am
 Wednesday 15 Committee Meeting 7.00pm
 Wednesday 22 General Meeting 7.30pm
 Thursday 23 Boy's Day Out 10.30am
 Sunday 26 Rob Roy Historical

Venue of the first Victorian & Australian Hillclimb Championship 1938
 Clintons Rd Smiths Gully (Christmas Hills)



DECEMBER

Tuesday 5 Chit Chat Tuesday 10.30am
 Sunday 10 Christmas BBQ
 Thursday 21 Boy's Day Out 10.30am

RACV CLASSIC SHOWCASE 2017

CCOCA and CCCV have joined together to create a wonderful 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>

MONTH - APRIL

VISIT TO RAYNER'S ORCHARD



- WHEN:** Sunday 2nd April
- MEET:** 10.00am Maroondah Highway at small strip-shopping Centre opposite Ringwood Lake. Melway J8 49
- TIME:** 11.30am - 12.30pm
Tractor trailer ride which stops frequently for everyone to pick fruit. This is included in your Entrance Fee.
- WHERE:** 60 Schoolhouse Rd, Woori Yallock. VIC
- COST:** Entrance Fee: \$10 per head.
Picnic Lunch: \$5 per head.
- LUNCH:** Helen has offered to organise a picnic lunch in the pavilion. You will need to bring your thermos along.
Alternately
You can lunch at the onsite Peach Cafe
<http://www.raynersorchard.com.au/peach-cafe/>
- BOOKINGS:** Helen Cross 0419 356 963
crossfam@ozemail.com.au
- RSVP:** Sunday 26th March
- WEBSITE:** <http://www.raynersorchard.com.au/>

CHIT CHAT TUESDAY

Chit-chat Tuesday continues the first Tuesday of every month at the Blue Bay Café, McCrae opposite the lighthouse from 10.30 am onwards. This is a low-key "DIY" event for like-minded Citroen owners to meet and chat.

Contact: Warwick Spinaze 0407 016 719

MONTH - MARCH

EVENT: Peter Boyle's Garage Crawl & BBQ
WHEN: Saturday 25
TIME: 10.00am
WHERE: 4 Tucker Street, Bundoora, 3083 Melways 10, A11
RSVP: Wednesday 22 March
BRING: Meat will be supplied by CCOCA. Bring everything else needed for a BBQ
CONTACT: Max Lewis 9372 09210458 993 771
maxlewis@netspace.net.au

POST CIT-IN TASSIE TOUR 2017

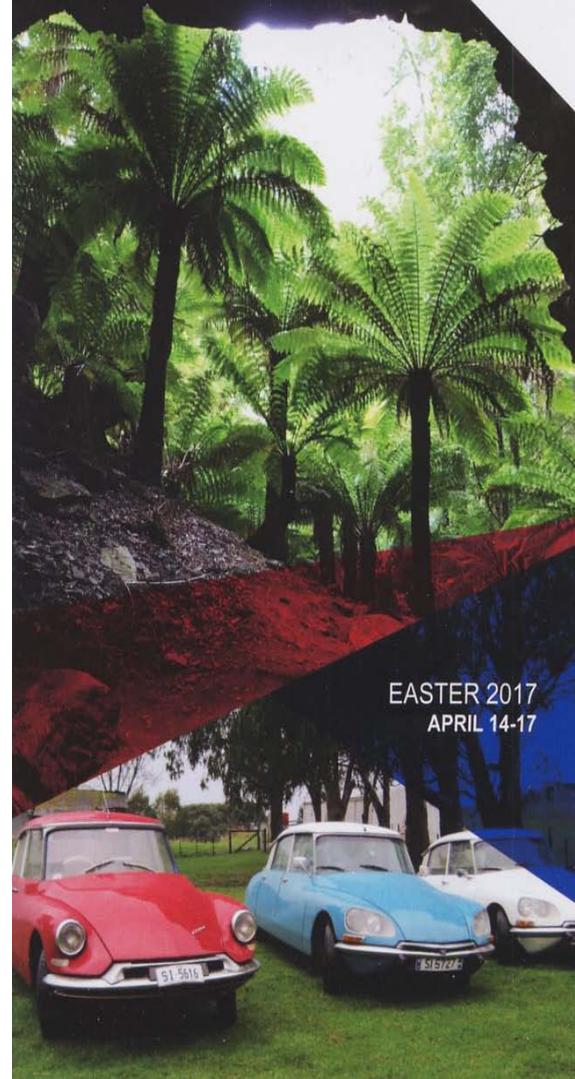


Grahame Vaughan, on behalf of the Citroen Car Club of Tasmania, is organising a Post Cit-In Tassie Tour and has indicated that the dates will be 17- 26 April 2017. Details of dates and accommodation are now available. See below.

Contact: Grahame Vaughan
vaughan.grahame@gmail.com



INVITES YOU TO
Cit-in 2017
NORTH WEST TASMANIA



EASTER 2017
APRIL 14-17



CONTACTS & FURTHER INFORMATION

Citroën Car Club of Tasmania
www.citroentas.org
president@citroentas.org
PO Box 439, Glenorchy Tas. 7010.

Peter Riggall - 0427 358 289
peteriggall@hotmail.com

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

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CHRISTMAS BBQ



RAIDER'S REUNION

TOM

HELEN



TOM CAMPBELL – 10/01/1944 – 06/01/2017

Sadly, our club member Tom Campbell from Glebe in Sydney passed away on 06/01/2017 after short illness. Tom was a good friend of ours, and a valued and enthusiastic CCOCA club member over many years.

I became friends with Tom and Helen through our mutual ownership of old Citroens. Tom enjoyed and owned many of the same model Citroens as I do, and we became firm friends. He had more cars than me, so it was good to hang around with him at events as he made my fleet of old Citroens appear perfectly normal.

His wife Helen has told me that Tom's Citroen quest began in Noumea in 1968 when they enjoyed their first ever ride in a DS Citroen taxi on a holiday, and they resolved to own one in the future. He bought his first DS Citroen 6 years later, and then never stopped buying old Citroens. He bought a black Citroen Traction Avant Normale in 1978, and began a stunning restoration with help from his friend Gabrielle de Figurero. His beautiful black DS Pallas arrived in 1983. The family still owns these two cars today and several others. He owned many other beautifully restored Citroens over the years, including a number of Citroen 2CV's.

This led Tom and Helen to begin RAIDING with other 2CV owners from Australia and around the world. Tom and Helen made many friends during these events. We shared three Raids with Tom and Helen, and we lived in bush camps and carried minimum provisions. Many of Tom's Raid friends have expressed their condolences from around the world.

Tom and Helen enjoyed an active social life in the Citroen clubs around Australia and with the Citroen Car Club of NSW, and later with CCOCA. There are annual national meetings, and Tom and Helen enjoyed these in different states each year. Additionally, they were active with some special events that were held to commemorate the 75th and 80th anniversaries of the Traction – and the 50th and 60th anniversary tours for their DS Pallas. These events were most memorable and were replicated around the world at the same time. Tom's cars were always admired by everyone.

Tom was an active and highly respected member of this friendship group, and his loss is our loss too. As Tom and Helen were joint members, and we sincerely hope that Helen will remain a member of CCOCA in the future. We will personally stay in contact with her as well.

We passed on our condolences from CCOCA members and ourselves to Helen and her family at the funeral and we will all miss him.

Ted Cross **Secretary**

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!

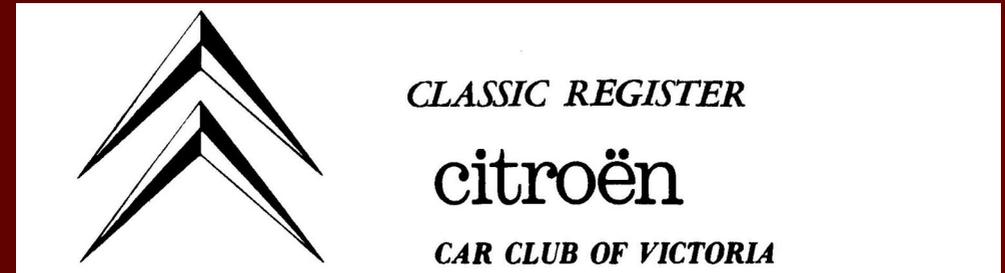


FORTY YEARS of FRONT DRIVE



So what's all the fuss about? This is the final issue of volume 40 of Front Drive marking the end of the 40th year in which the magazine has been published.

I have reproduced the cover of the very first Front Drive, Vol 1 Number 1 (these numbers and the name Front Drive feature inside on page 1 reproduced on the next page). Reproduced on the back of this magazine is the front of Vol 1 Number 3. These were the magazines produced by a group known as THE CLASSIC REGISTER of the CCCV (catering for Citroëns more than 20 years old) and Vol 3 conveyed notice of their intention to form a breakaway group/club at a meeting to be held on March 1st 1978, their letterhead shown below.



If you are a little confused, basically this magazine existed in the year before the Club was formed and Volume 2 of Front drive started after the formation of this Club CCOCA.

The Club will be celebrating 40 years in existence on the 3rd of March 2018 so I will be able to make a big issue of it in a year's time. The reason for the above starting date was to coincide with the release date of the Traction Avant on March 3rd 1934.

The next page (26) Vol 1 No 1 page 1 shows those in charge of the classic register but omits the title/name of the editor, whose title is also missing from the remaining issues of Vol 1, but I believe Kym Harding might have been the first editor although all letters published were addressed to Mark Navin (then secretary).

Page 27 shows the classifieds page of Vol 1 No 1, the Commonwealth Motors ad shows a 13 hp 4 cylinder Citroën for £325. Maybe a very early pre war Traction.

This list names past editors (in order) of this magazine, to whom we owe thanks for keeping the show on the road.

Kym Harding, Mark Navin, Peter Simmenaur, Bill Graham, Dylan Webb, Peter Fitzgerald, Bill Graham, Leigh Miles, Leon Sims, Ian & Andrea Fisher, Leigh Miles.

Russell. Current Editor.

FRONT DRIVE

CHAIRMAN:

Andrew Rankine
130 Arthurton Rd.,
Northcote 3070
Ph (03) 489-7635

SECRETARY:

Mark Navin
1 Alexander St.,
BOX HILL 3128
Ph (03) 89-8576

TREASURER:

Kenn Gilbert
4 Timberglades
Montrose 3765
Ph (03) 728-1066

TECHNICAL OFFICER:

Roger Brundle
12 Barkly Ave.,
Armadale 3143
Ph (03) 509-0441

SPARE PARTS OFFICER:

Kym Harding
26 Tyrrell Ave,
Blackburn 3130
Ph (03) 877-4853



« Citroën pressé »

Volume 1 number 1 October 1977

The Classic Register committee has for some time been concerned by its inability to reach Register members and the lack of a suitable forum for members to express their views. It is for this reason that the committee has decided to publish a Classic Register magazine.

It is intended that "Front Drive" will appear bi-monthly and is aimed at presenting information of a technical and historical nature in a quality format. For the benefit of new members, it is appropriate to restate some of the reasons for the Classic Registers foundation.

The 'Traction Avant' series had been out of production for twenty years and parts, information and know-how was becoming increasingly more expensive. The feeling was that a group could do and achieve more - hence the Classic Register. In nineteen months membership has passed fifty which is ample vindication of the original idea.

'Front Drive' is intended to inform, instruct, amuse and help owners of pre-1956 production Citroëns. It can only be a success if you the members read and contribute to its pages. Articles, letters, jokes, classified section problems and solutions are welcome from all members (including country members). Vive

La Traction! (and La 2CV)
Classic Register Committee

Dates to keep:

- | | | |
|---------------|---|--|
| 1977 | | |
| 12th October | General Meeting (Technical Night) | |
| 9th November | General Meeting (T-Shirt Screening
Bring your own T-Shirt) | |
| 11th December | M.G. Concours | |
| 14th December | General Meeting (Xmas breakup) | |
| 1978 | | |
| 8th February | General Meeting | |
| 26th February | Motorkhana | |
| 8th March | Annual General Meeting | |
| 24-27th March | Easter Rally - Beechworth | |
| 12th April | General Meeting | |

CLASSIFIEDS

CITROEN, CITROEN.
6-cylinder SALOON, clean, attractive car, leather trim, well shod.
PRICE, £1395, TERMS.

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15 h.p. 4-cylinder SALOON, real snap at £525.

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ANDREW RANKINE 489-7635

VINTAGE CITROEN parts from B12. too numerous to list. For further information see Mark Navin 89-8576

SPARE PARTS CATALOGUES: Reprint of Catalogue covering all four cylinder models 1934-1957, French text Price \$15.00 See Kym Harding Ph. 877 4853

T-Shirts, Dark blue with White Chevrons emblem

SALES BROCHURES - 1938, Quality reprint Available from Secretary Ph 89-8576.

WANTED:

URGENTLY - The Classic Register needs storage space for its Spares: If you can help contact Kym Harding Ph. 877-4853

Members to assist in production of Front Drive. Those interested contact the Secretary Ph. 89-8576

PLAIN & PEARL

Thanks to the astonishing response of Lee Dennes as proof reader I was able to replace the original mediocre B&W 1981 copy with this much better coloured version at the last minute. Note. The N.M. below is Mark Navin.

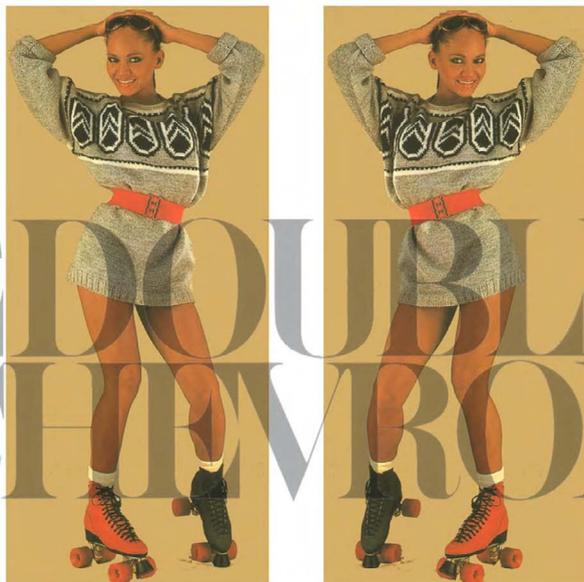
For the enthusiast who has almost everything, the following should fill the gap. The design is courtesy of Double Chevrons the Citroen Public Relations Magazine. If memory serves me correctly, the original jumper was shown in D.C. some years ago originating from a Swedish enthusiast.

For Australian consumption there needs to be a couple of changes (no, the Chevrons are not reversed!). "Pingouin comfortable double knitting" is equal to 8 PLY and if the intended recipient is male the size should be increased, especially the arms.

And, last but not least, the bottom line of the Chevrons should be two lines of white. Happy knitting!!

M.N.

PULL RETRO , PULL CADEAU 2 mailles à l'envers... 2 chevrons à l'endroit



Neither disco nor punk, neither baba-cool nor clean-jogging, here is the super sweater : the retro sweater! A Fair-isle type knitting job not calling for a great deal of know-how: the Citroën trade mark of the thirties. In grey, white and blue. Or other colours, as you fancy. Times are hard. Times are cold. It is proper that the (almost) naked should be clothed. Auntie Pia will tell you how. Follow her directions – a gift from Double Chevron to its readers. Get out your wools, grab your knitting needles!

Materials:

Adult size
Pingouin comfortable double knitting
10 balls of GREY ***
4 balls of BLUE ooo
4 balls of WHITE vvv

Stitches used:

1 plain, 1 purl rib / 2 plain 2 purl rib.
Stocking stitch. Fair-isle stocking stitch.
Needles: 3 1/2 - 4 (mm diameter)

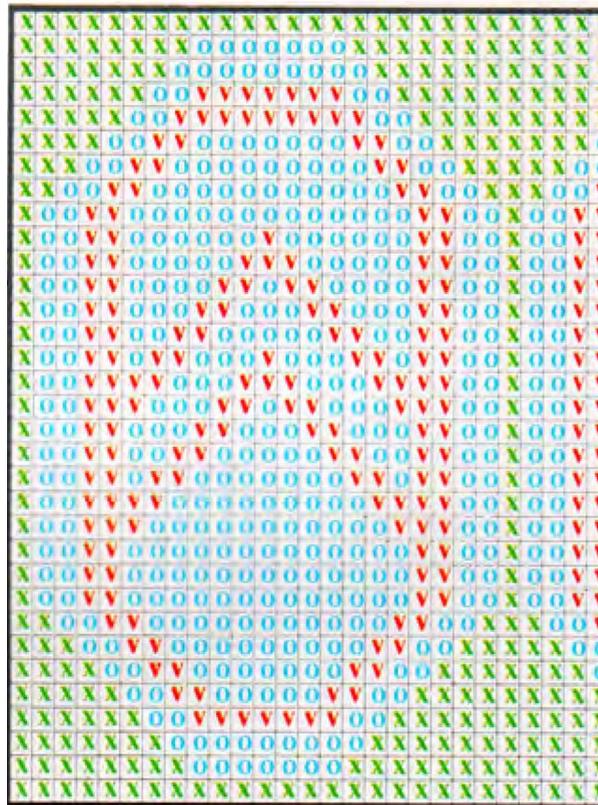
Procedure:

Front
Cast on 104 stitches. Work 2" K2 P2 rib. Continue in stocking stitch (one row plain, one row purl); increase one stitch at each end of the needle every 3 cm (1 1/5") until there are 134 stitches. Continue without further shaping until work measures 38 cm (15").

Then:

- 4 rows: WHITE • 1 row: 2 stitches BLUE, 1 stitch WHITE, to end of row
- 1 row: BLUE • 5 rows: GREY

Then continue: following the Fair-isle diagram given, finishing with: • 1 row: BLUE • 1 row: 1 stitch WHITE, 2 stitches BLUE to end of row • 5 rows: WHITE • 4 rows: GREY



Back

As for front, but finishing with:
• 9 rows: GREY

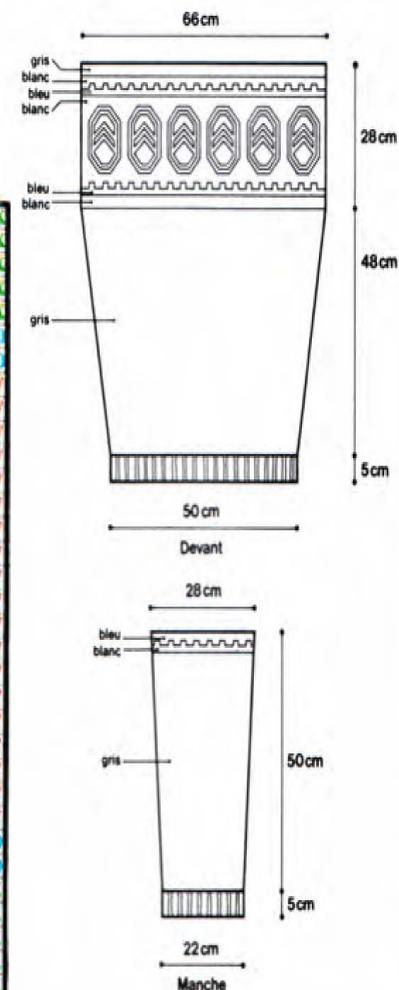
Sleeves

Cast on 25 stitches. Rib in K1 P1 for 2". Continue in stocking stitch, increasing one stitch at each end of needle every 4th row until there are 136 stitches. Continue without further shaping until work measures 18".

Then:

- 5 rows: WHITE • 1 row: 1 stitch WHITE, 3 stitches BLUE to end of row
- Finish with: • 1 row: BLUE

Join front and back at side seams. Fold sleeves and sew seam before joining on to the body. Press the garment, and slip it lovingly onto its delighted intended owner.



TOUR DE MAINSTREET

Last year my adult daughter and her half French boyfriend travelled through Europe and the Middle East and brought back some interesting photos. Being a Peugeot 307 driver she took a photo of a Peugeot car showroom in Paris, and she also photographed the Citroën showroom further down the street; not because her old man has more than a passing interest in Citroëns but because the front of the showroom contained a spiral slide 27 metres high. My first thought bubble was, "Crikey Citroën must be doing it tough out in the suburbs of Paris if they need a spiral slide 27 metres high to attract punters!" (The slide is 63 metres long and 800mm diameter)

Later when I asked to copy the photos from her camera (not a phone) I queried just where in Paris they had seen this weird/novelty car showroom. The answer "Down on main street." Me: "Er, do you mean the Champs-Elysées?" "Of course." was the answer.

It seems Citroën has had a presence here at number 42 since the 1920s and the showroom has had many iterations, two of them shown below.

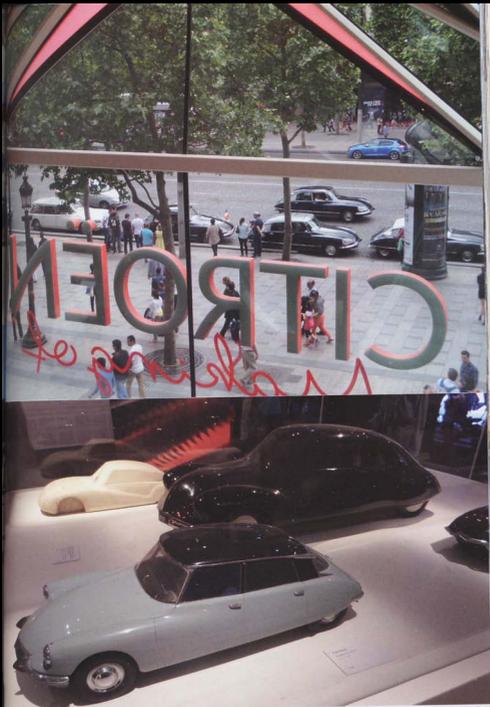
CITROËN



The current design by architect Manuelle Gautrand was completed in 2007. Her brief was to produce a standout modern design featuring angles, mirrors and light as well as a totem pole like structure to display the cars. The front features glass and angles forming chevrons.

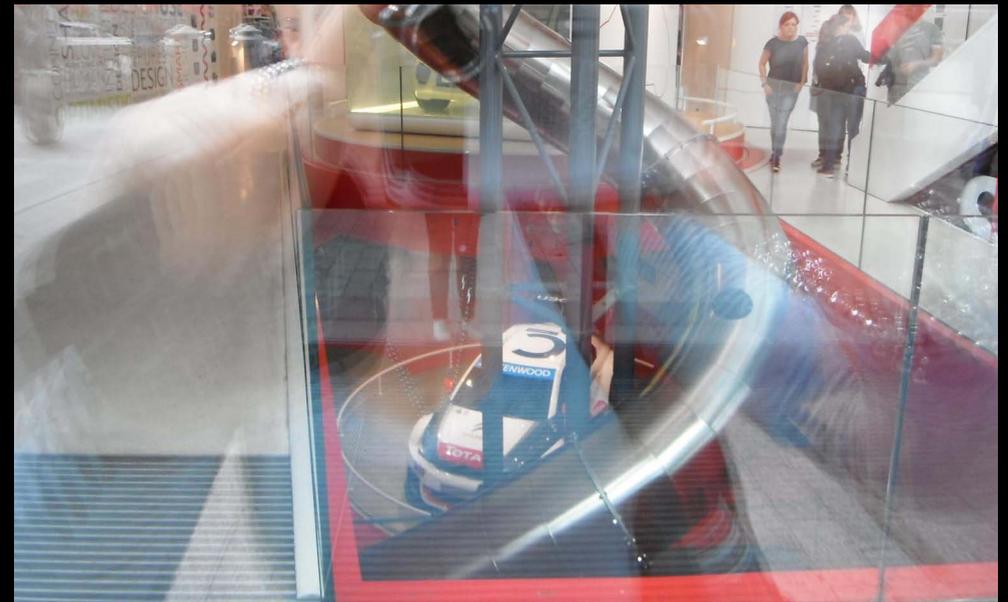
See next page.





The view from the inside looking out (courtesy the Citroënian in the UK) taken during the 60th anniversary of the DS shows the old style pointy chevrons as it was built before the current style chevron logo came into use. The chevron logo above the door (previous page) and above right- are the "sad clown lips" style detested by some and only superseded late last year (2016) by the revamped style at the bottom right.

You can simply Google "Citroën Champs-Elyseés Showroom" to see many more images of the inside and outside of the showroom which has been given the name "C42" at 42 Champs-Elyseés. This night shot shows the number/name predominately displayed, you can see the cars displayed on a multi tiered circular display stand, and note the photo was taken before the spiral slide was added in 2014.



This view taken from the footpath outside C42 shows the spiral slide and the car display stand extending down into the basement with the people on the right at floor/street level, also the glass baricade allowing you to walk in front of the slide. Below, putting the building into context with the street vista.



Notice the sign on the right. It seems like there are many restrictions; and a trip down the slide apparently costs 2 euro.



There is a youtube video of a trip down the slide, and when you Google "Citroën Champs-Elysées Showroom" there is the Tripadvisor site, which last time I looked had 98 photos in and around C42. What might surprise you in these images is the increased enthusiasm of Citroën for its heritage showing classics in its modern showroom.



As you move away from C42, on the same side of the Champs-Elysées (supposedly the high rent side of the avenue because it has sun on it in winter) you will come to 118 the Mercedes Showroom, the antithesis of the Citroën Showroom all smooth rounded organic shapes harking back to Bauhaus design themes inside.

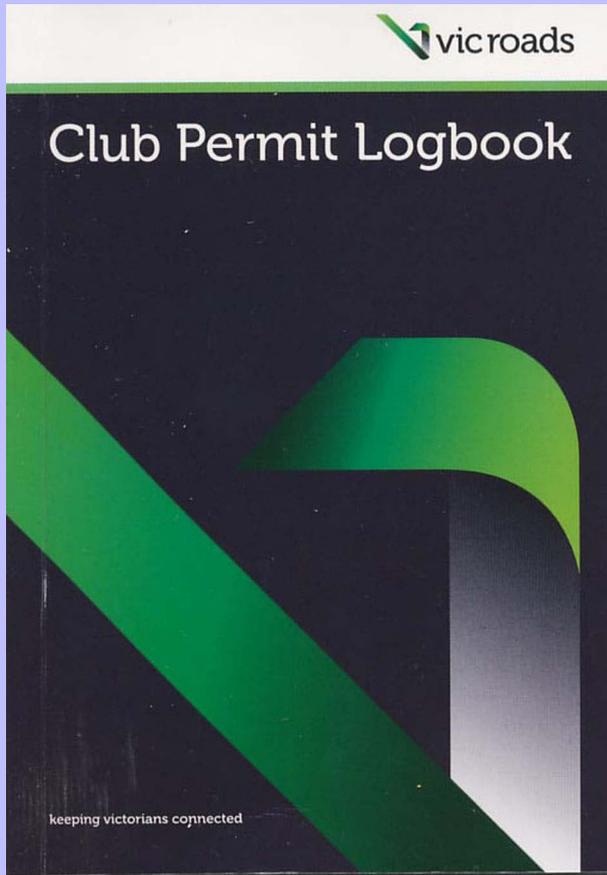


Continuing along the main street you come to 136, the sombre looking Peugeot Showroom that has been given the moniker Peugeot Avenue (the showroom name) note the black Peugeot lion's head above the door (above image).



By Russell. Wade.

CLUB PERMITS



A story brought up at a recent AOMC meeting was that a driver of a Club Permitted vehicle was pulled over for a Logbook check at 11.40 pm. He had pre-filled out the log book for the next day (in 20 mins time) but was fined for filling out his Logbook in the day prior to his requirements. I am not passing judgement on this case but the moral here is if you do not follow the rules you could find yourself in trouble.

This leads on to the next issue. It is essential that Club Permit holders pay their subscriptions before 3-3-2017. Annual subscription forms may be found in this magazine, or have previously been posted. If you have not received your renewal form please contact our Treasurer. Unfinancial members who drive on a Club Permit put the whole

club at risk if they have an accident or are pulled over for a Logbook check. The risk to the club? Several clubs have had their rights to the Club Permit scheme cancelled by allowing unfinancial members to use the scheme, and clubs have a legal obligation to inform Vicroads if members with Club Permits cease to be financial members. The issuing of receipts by CCOCA was discontinued some time ago, because of the work involved, but the committee is trying to find a system whereby Club Permit holders have evidence of their financial status to keep in their Logbooks.

The other revelation at the last AOMC meeting was that some Clubs insist that Club Permit holding members must attend a prescribed number of Club events to qualify

CLUB PERMITS

for the right to renew their Club Permits. This is unlikely to happen with CCOCA because members are spread all over the state and interstate members must use the Permit system relevant to their state. The other point that came up, was that more than a few Clubs are so financially stressed that they raise funds by charging an administrative or service fee (of \$30 to \$50) to endorse a Club members Club Permit renewal form.

CCOCA for a car club "Brownlow"?

Russell Wade AOMC Liason Officer.

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TRACTION L 15 DOOR OPEN WARNING LIGHT

by Peter Stringer

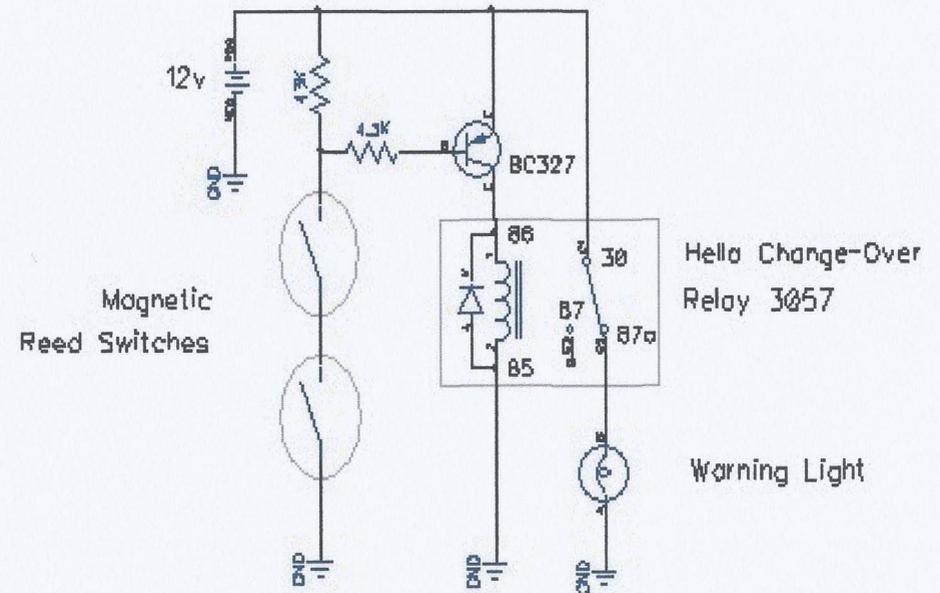
About a year ago I had what you might call an alarming moment when due to my inattention I failed to close the front passenger door properly on my traction. I had just got my speed up to about 70-80 kph when a large truck passed me in the opposite lane, the air vortex when it hit me caused the passenger to fling open. I got the fright of my life and for a moment had visions of a mangled door hanging off the body of the car. I hit the brakes which then had the fortunate consequence of swinging the door closed so at least I knew I still had a functioning door albeit with a slightly damaged door stopper and a small crease on the door skin caused by the door stopper arm as it was over extended. Not wanting to have this episode repeated in the future I decided I had to design some sort of warning system to let me know that all the doors were closed properly.

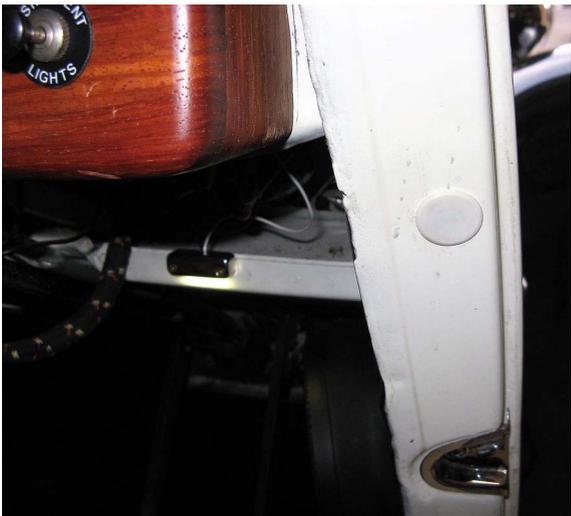


So this is what I decided to do. I would fit a switch to each door and connect them all in series to a Change over relay which would power a warning light such that the light is on while the relay is not activated. To activate the relay all the door switches must be closed which is when the light goes out. Simple enough I thought so off to find the parts to do the job. For the warning light I chose Red, and the relay was a Hella change over relay 3057. For the door switches I decided to use magnetic Reed switches which could be mounted on the latch side of the door frames rather than a mechanical push switch. This was because I wanted something that was not too noticeable and in a position where I could get the most sensitive response between a door closed partially on the first latch tooth and a door closed fully on the second latch tooth. The reed switches I sourced from Jaycar, see photo .

The circuit was so basic I thought not much could go wrong so I installed the relay and switches, applied the power (red light on) closed all the doors, red light off, good, opened a door, red light still off, not good. Hmm, a close look at the reed switches showed hot melt glue oozing out, not supposed to happen. It turned out I had fused all the reed switches as the current drain to work the relay was too high for them. What to do! I needed a lower current draining switch to power the relay. A Google search produced a simple transistorised circuit that consisted of two resistors and one transistor for a cost of about 70cents. See circuit diagram. After a few wrong connections I finally got circuit working and installed, I even got one boot handle in the switch line. Success at last the red light goes out when all the doors are closed and on when any one is opened just one latch. The system was road tested over a distance of approximately 3000 Klms during Oztraction this year and has worked well.

Door open Warning Light Circuit





Peter Stringer

Wanted

Warwick Spinaze is seeking information re the location of a lost love, a light grey 1951 English Light 15, bought from a lady owner via Shield Motors in late 1950s. Rego number RX 987. This car had slotted wheels.

Any info would be appreciated.

Warwick Spinaze 0407 016 719(M)

Free

DS/ID Workshop manual, fair condition and a BX Owners manual (which also covers the BX 19 GT).

Russell Wade (03) 95703486



FRONT DRIVE
CENTENARY
BIRTH OF
ANDRÉ
CITROËN



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