

FRONT DRIVE

Australia's National Magazine
For Citroën Owners And Enthusiasts



MARCH/APRIL 2017 Vol 41 No 1

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 Monday May 15th.

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PRETTY IN PINK (Salmon Pink)

Classic Showcase.

Flemington 2017.

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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 Ted Cross Russell Wade	LIASON OFFICER [03] 9819 2208 [H] [03] 9570 3486 [H]
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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).
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CLUB SHOP	Kay & Robert Belcourt. clubshop@citroenclassic.org.au For Citroën models, memorabilia and other items.
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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
Brian Wade	2017
Sue Bryant	2017



ED SED



Last issue celebrated 40 years of Front Drive Magazine, and the AGM in March marked the start of the Club's 40th year (40th Birthday at the 2018 AGM) so that is a good excuse to get out and enjoy some Club events.

You may think that I have an obsession with black backgrounds in the magazine but I have had no negative feedback, and in fact had positive feedback from several members including one who is partially colourblind, who found the white on black very easy to read.

I must thank Leon Sims for his contribution about venturing forth in France. I welcome any similar tales of joy or despair, ie tell us what to avoid as well as what not to miss out on.

One dilemma I have now we have changed to full colour by using a larger more efficient and so more cost effective printer is that while the cost has gone down the print quality has gone up. The dilemma being, "should I use phone photos?". The answer is, any photo is better than no photo.

Don't be put off sending phone photos with your contributions, but it is better to have the photos as separate files at full resolution, rather than try to incorporate them in a word document.

Enough gripes, get out and enjoy the 40th year of CCOCA.

Russell Wade. Editor

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

PPS: I have heard or read somewhere that the GST concession on private imports below \$1000 value, will end on June 30th 2017. If you are thinking of getting something from overseas then check it out for yourself as I could be just old and confused about this or, just waiting for the Senate to pass it. To find out more, Google: "Low Value Imports GST".



PREZ SEZ



Presidents Report For The AGM

Again another year has disappeared as if it was never there!!

This time folks I must farewell you as President as my three year term has under the constitution come to an end.

For the last three years I have had the privilege and honour of being your President. During this time I oversaw a lot of activity within the committee as we introduced a number of new and / or improved things about the place. I think this tonight is an opportune time for me to thank all the committee.

It is difficult to start with the first name and it will be done this way without fear or favour but the Secretary Ted Cross by and large was the glue that kept the minutes and record keeping together; Treasurer and Membership Secretary Sue Bryant was exceedingly adept at keeping the books [the club has never been as financially sound as it is today]; Web Wallah Bruce Stringer simply has elevated the club's digital presence from an earthbound to a cosmic level; Spare Parts Lance Wearne at the parts counter [so to speak] has kept all of us in well priced and sourced bits to keep our Citroëns running.....no mean effort this from his residence interstate whilst keeping a day job.....like us all!!; Club Shop and Librarian Kay and committee member at large, Robert Belcourt have always had a selection of Citroën collectables at hand at good prices; Activities Coordinator Lee Dennes has put the events calendars over the years into a well re-searched and full length top attraction [we have never had a full 12 months look ahead before and that takes a lot of effort]; Editor Russell Wade stepped up as the magazine man part way into my tenure [taking over from Leigh Miles who had done a great job for many years] and folks we are now seeing Front Drive as we have never seen it before.....a full colour publication.

That's really it by and large but not the sum total....no way....as we must recognise Ted Cross for being our ICCR Representative and AOMC Liaison Officer along with Russell Wade and last but certainly not least are the efforts by the Club Permit & Safety Officers....Russell Wade, Peter Boyle and Philip Rogers.

cont P6

PREZ SEZ SEZ

For myself [when in most times I would swan about allowing the flock to get on with the real tasks ahead], I feel most proud of the efforts I made to bring the two foremost Citroën clubs closer together helped enormously by our fellow CCOCA member John Parsons....to name just the one!! We have reaped the fruits of our efforts. This was the only definite point on my agenda when starting this role. May it prosper.

Without the efforts of all the aforementioned we would not have CCOCA so I ask you all to collectively thank them for their efforts this past year and the three of my Presidential.

To the assembled members and others [and to those who have departed to the great Citroën Garage in that parallel universe] I wish to thank you for keeping up your membership as this is a great club with an unsurpassed Marque history and yes folks.....Citroën is still making great cars.

As you have read about what I want to do afterwards and yes I want to step back from the front line and take a breather, I have intimated that I would want to continue with the running of CCOCA and have expressed an interest in doing so. Saying this of course in no way should this inhibit anyone else out there in CCOCA land to step up and take over whatever reins that that attracts. All positions in CCOCA from a to zee are open to all.

I do have a final presentation to make which will greatly round off my 3 years and that is the committee in this last week decided that it is a good time to announce tonight the award of two life memberships. I am very happy to say that Sue Bryant and Brian Wade are our new life members. Both are unaware of this happening but it will be my pleasure to inform them as soon as possible.

All the very best for the future, I remain

Max Lewis,

President, CCOCA.

SUMMARY OF ACTIVITIES – 2017

MAY

Tuesday	2	Chit Chat Tuesday	10.30am
Wednesday	17	Committee Meeting	7.00pm
Wednesday	24	General Meeting	7.30pm
Guest Speaker: Mike Killingsworth			

"Confessions of an aircraft carrier pilot - reflections on a fabulous career"



Lockheed Viking S3A

Thursday	27	Boy's Day Out	10.30am
Sunday	28	Lunch on the Peninsular	12.00pm
Hosts: Susanne and Robin Smith			



Charlie's Motor Museum

JUNE

Tuesday	6	Chit Chat Tuesday	10.30am
Fri – Mon	9 -11	Oz Traction Canberra ACT	
Organisers: Judith and Bob Shackley			



Wednesday	21	Committee Meeting	7.00pm
Wednesday	22	General Meeting Movie Night – Yarraville Organiser: Max Lewis	
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 Organiser: Rob Little	



Wednesday	19	Committee Meeting	7.00pm
Wednesday	26	General Meeting Penrite Oils Organiser: Robert Belcourt	7.30pm
Thursday	27	Boy's Day out	10.30 am
AUGUST			
Tuesday	1	Chit Chat Tuesday	10.30am
Wednesday	16	Committee Meeting	7.00am
Sunday	20	Visit to Geelong Organisers: Beverley & Bruce Stringer	
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 Guest Speaker: Geoff Webber "The History of the DS in Australia"	7.30pm



Thursday	28	Boy's Day Out	10.30am
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OCTOBER

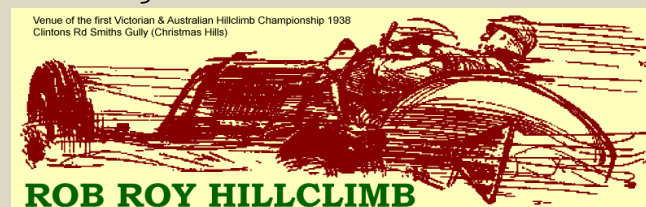
French Car Festival

TBA

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
Tuesday	23	Boy's Day Out	10.30am
Sunday	26	Rob Roy Historical Hill Climb Organiser: Ted Cross	



DECEMBER

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

MONTH – MAY

EVENT: General Meeting 24 May **Guest Speaker:** Mike Killingsworth

“Confessions of an aircraft carrier pilot - reflections on a fabulous career”

Royal Australian Navy
Cathay Pacific Airways
Qantas Airways Limited

22 January 1968 – 26 July 1986
2 August 1986 – 6 April 2006
2 June 2008 – February 2013



Macchi Mb326H



3000 HP Grumman Tracker

During the evening, Mike, will talk about the highlights of his career as an aircraft carrier pilot both with the RAN and the US Navy and his career as an airline pilot with Cathay Pacific and subsequently Qantas. He will give a detailed presentation on how to land a 3000 HP Grumman Tracker on a “postage stamp” sized aircraft carrier and will happily answer questions, especially relating to current aviation events.

EVENT: Lunch on the Peninsular with Susanne & Robin Smith

DATE: Sunday 28 May

WHERE: 1 Watson Road, Sorrento

TIME: 12.00pm

BRING: Everything for a BBQ or picnic lunch. Robin and Susanne have BBQ facilities that can be used if the weather is a little unkind on the day.

CONTACT: Robin & Susanne info@alaplage.com.au 03 5984 1280 0427839972

RSVP: Monday 22 May

There are several attractions that you may wish to visit on the way to Sorrento including Heronswood Gardens, The Eagle Chairlift and Charlie's Motor Museum.



OzTraction 2017



WHEN:

WHERE:

COST:

BOOKINGS:

CONTACT:

RSVP:

REGISTRATION:

Friday 9 June to Monday 12 June 2017

Canberra ACT

\$210.00 per person. For this registration fee, you will receive Welcome Drinks upon Registration at the Shackley Home, 3 Evening Meals, Lunch on Saturday, Afternoon Tea on Sunday and Breakfast on Monday.

Essential, as numbers are strictly limited.

Bob & Judith Shackley

31 Jaeger Circuit, Bruce, ACT

02 6251 6134 0419 438 774

kzyyl@bigpond.com

Sunday 7 May

Please complete the loose-leaf Registration Form found in Front Drive.

Our Hosts for this weekend are Judith & Bob Shackley.

CCOCA has extended an invitation to members of CCSA following last year's successful joint OzTraction event.

The Bywong Classic Car Club, Bob's local Club, will also be joining us.

Recommended Accommodation

Please advise venues that you are with the Citroën Group. Do **NOT** book online.

PREFERRED:

Dickson Tradies Quality Hotel

2 Badham Street, Dickson (02) 6247 4744

Double Room: \$160 per night

Secure undercover parking in the heart of Canberra's China Town

Alivio Tourist Park

20 Kunzea St, O'Connor ACT (02) 6247 5466

Double Room: \$170 per night

Ibis Styles Eaglehawk Resort

1222 Federal Hwy Service Rd, Sutton NSW (02) 6241 6033

Cabin: \$195.00 per night

Motel: \$150 per night

MONTH – JULY

EVENT: CCOCA/CCCV BASTILLE DAY LUNCHEON 2017

Organised by Rob Little



A very Napoleonic Bob King – 2004

WHEN: Sunday July 16
WHERE: Beaufort Manor 111 High St., Yea. Victoria
TIME: 12.00pm – 4.00pm
COST: \$35.00 per head for 2 courses. Drinks at bar prices
RSVP: Friday 7 July
CONTACT: Rob Little roblit@iinet.net.au 03 58231397
DRESS CODE: French dress de rigueur
WEBSITE: www.beaufortmanor.com.au

Come prepared for an exceptionally great time.
Volunteers for acts and entertainment gratefully accepted.

MENU

Mains

Crusty French style bread board with butter
Coq Au Vin (chicken cooked in lots of wine)
Slow roast leg of lamb with red wine jus
Rosemary roasted baby potatoes with selection of roasted
pumpkin, baby beets, Dutch carrots, sweet potato, parsnip &
steamed greens

Dessert

Trio of mini desserts for all - Lemon meringue tarts, coffee eclairs
filled with cream patisserie and chocolate mousse shots

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www.123ignition.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

LATE ARRIVALS FOR THE ACTIVITIES LIST

We have received an invitation from CCCV to join them at the following two events.

Nº 1.

When: Saturday May 20th @ 10.00 am.
Where: Historic and Vintage Restorations
. 17 Cottage St, Blackbourne.
RSVP: Friday May 12th John Parsons 5977 6115

Nº 2.

When: Wednesday June 7th @ 7.30 pm.
Where: Peter Tomasini-Classic Car Restorations
. Factory 9 No 21 Burgess Rd, Bayswater.
RSVP: Monday May 29th John Parsons 5977 6115
. or Ian Downie 0452 411 104

Also.

When: Sunday October 1st arrive 12.00 to 1.00
French Car Festival
Where: MacLeah Park. Belmore Rd, Balwyn North.
More details to follow.

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!

CLASSIC SHOWCASE 2017



Sunday the 19th Feb loomed grey and ominous, and being a regular attendee at this event I was astonished at the Citroën turnout with CCOCA and the CCCV covering most of the range except rear wheel drives and commercials.

The dull light and wet cars made for interesting photos, including the cover photo complete with raindrops..

The photos from.

Bottom left, show the ever reliable Kay with the club shop and Heather Greeves, long time stalwart of the CCCV and AOMC.

Top right, the fabulous Pass Traction and trailer with period picnic accoutrements, and interesting how the size of the C3 compares with the 2CV.

Upper middle, mega rare and so very British "Leaf" (Lea Francis), and right a rare sextet of fibreglass Daimler Darts.

Lower middle, "field of dreams", so many late Aston Martins in one place.

Bottom, the other extreme, from the Heinkel heavy bombers of WW2 are these two cute Heinkels, in the right photo you can just make out the grey top of the rear seat, yes family cars, with seating for four.

Russell Wade. Editor



PETER BOYLE'S GARAGE CRAWL

The perfect Goldilocks event, not to many or not to few but just the right number of attendees with Peter in fine form.

He demonstrated he has not lost his touch with the passing of years, when with a few tickles and some soft words the old girl (the 95 year old Citroën B2) burst into life at the first touch of the button.

Below, are you all paying attention? as Peter shows the best (most time and labour efficient) way to improve a Traction front end.

Upper right, street scene of guests cars with just about every model represented.

Lower right, a lesson on how not to waste the roof space on your pergola, hang your many and varied collection from it.

Thanks to Peter and Maria opening their home and making members so welcome.

Two thought bubbles, marital harmony and has Pete anything left to collect?

Russell Wade. Editor



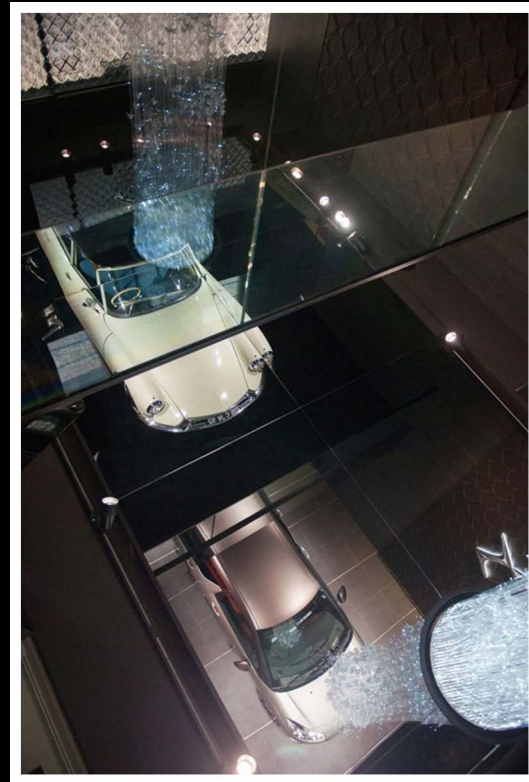
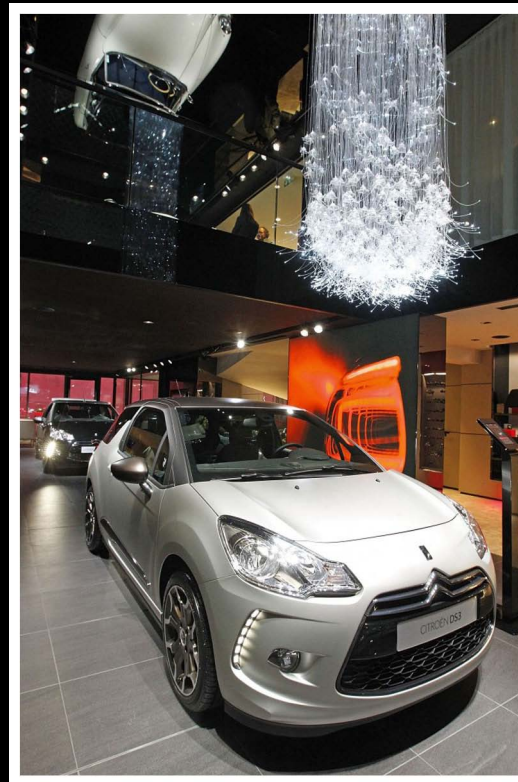
ROUND THE BEND, DS WORLD

Following on from the last magazine article about the main Citroën Showroom, C42 in Paris, if you are still wanting more Citroën, then you only need to walk ROUND THE BEND. From C42 carefully cross the Champs-Élysées and head towards the Arch de Triumph, turn left down Rue Marbeuf and again turn left when you reach Rue François and you will find DS World at number 33, the total distance is supposedly about 400 metres.



Before you go to DS World I suggest going online to look at some DS (current DS) brochures and then Google DS World. Be aware that the first site under DS World with a very modern looking steel and glass building is DS World China, scroll down to bring you to DS World Paris, a fairly austere Hausman era sandstone like building. On the website you can explore aspects of the inside.

Being a retired Maths and Science teacher my first thoughts on seeing a DS (new DS) brochure was “where are the facts and figures” this seems more style than substance, this was confirmed by the views within DS World. Why should this matter? Well it just makes me feel very old when they try and obviously succeed in selling cars with such stylised imagery.



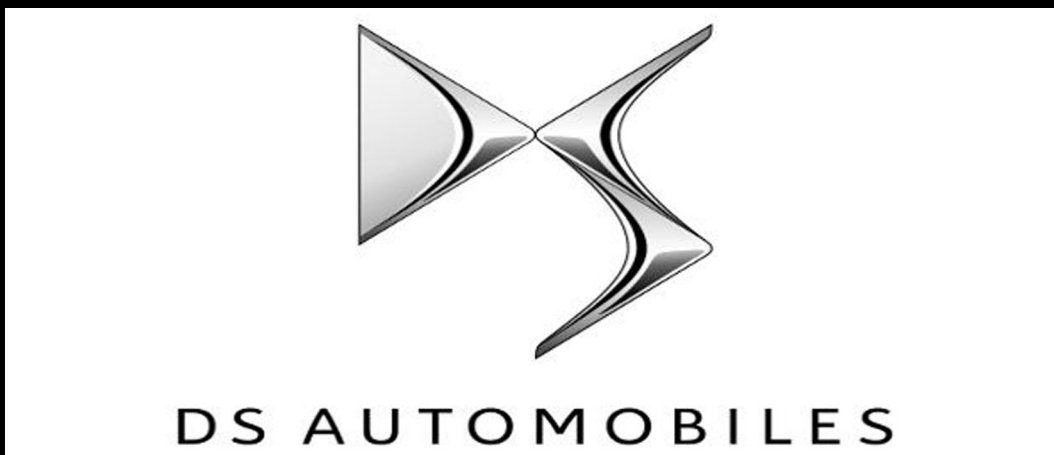
Left image shows the showroom with a DS looking very Photoshopish. Automobiles DS have made it clear that the original style DS's they have available for hire are not totally original, ie modern paint, seatbelts, electronic ignition etc to make them safer and more reliable.

The upper left image shows the optic fibre chandelier and what appears to be an old style DS hanging upside down from the ceiling of the second level but it is actually a reflection in a ceiling mirror of the white DS on level two as shown in the upper right image which has been taken looking down from level three.

On the page 22 the view is from on the second level behind the white DS except it has been replaced by a black DS.

Also shown on the next pages are some images including the Easter chocolates and the actual DS logo, it almost seems to me as an oldtimer that the logo is more important than the cars, as well as a 60th anniversary poster with the theme CHANGING LANES, old DS to new DS on the centre pages.

Note. DS WORLD is not open on the weekends.



CXPERIENCE

So after all this New DS/Old DS nonsense one or two of you may be wondering where all this is heading, along the lines of sacrificing heritage?

I believe the new DS logo was an abbreviation of DStyle so you can see what the CXperience on this 2016 concept car could lead to. But to really boggle your mind think what could follow.

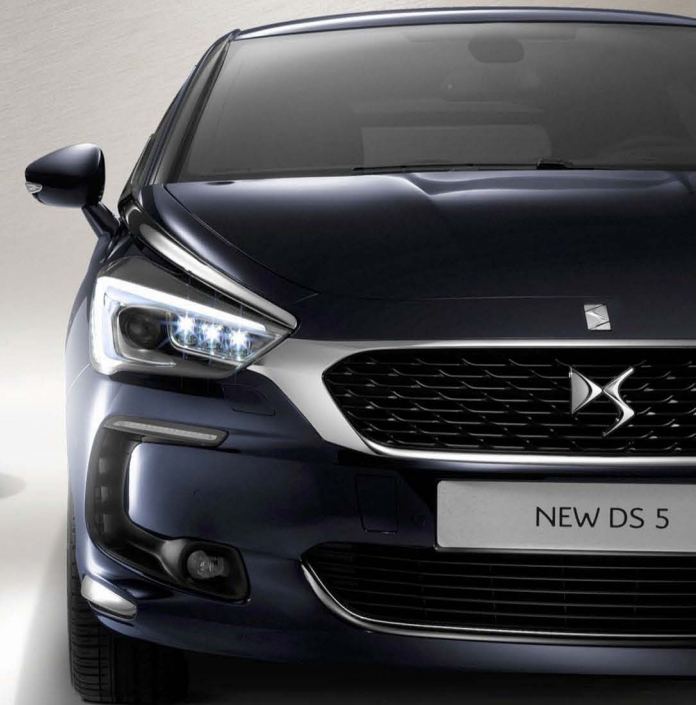
DStyle	Styled differently
CXperience	Feels different
2CVersatile	Packaged differently
HVantastic	Hauls loads differently

Note. On the CXperience the lack of outside mirrors just cameras in their place, very twenty first century, and the brown on the interior as a nod to the original CX.

See more CXperience on page 26.



60
DS 1955



NEW DS 5



LIVE / RELIVE THE DREAM

So you have taken in some of the Citroën landmarks around Paris it is now time to brave Left Hand Drive and travel in a Citroën in France, "there are chauffeured rides around Paris in a 2CV" but what is there for the more adventurous?

You will have noted the dark DS outside the image of DS World, this car is available for you to hire (with a driver) for trips of a day or just hours in and around Paris. There is also a white D special that you can hire and drive yourself for more than one day.

The hire rate seems high (check online) but if you fill the car (4 passengers in the blue car or 5 including the driver in the white one) then the cost spread over 4 or 5 people is not so hard to justify or compare with the costs on your first visit. See below.

On the next page is an evocative travel poster to whet your travel appetite.

I had never seen this advertisement for holidays in France with the DS and Eiffel Tower in period, ie late sixties early seventies and can only assume it came from some high end publication.

In that period all three French makes offered buy back schemes where you could buy a new car tax free as a tourist and sell it back to a dealer at an agreed price subject to certain conditions. The point of all the above is that these buy back French cars used by Aussie tourists were mostly at the cheapest end of the market ie Renault 4 or 2CV/Dyane and so even if you hired a car short term it is very unlikely that you travelled in a DS when you first visited France 30 or 40 years ago.

Amazingly in this computerised era when people want an instant deal at the best price there is at least one organisation offering these old style tax free/buy back schemes as shown by this 2016 advertisement, not intended as a magazine advertisement but more a fleeting image that although everything changes some things hardly change at all.

Following this article, right on cue came an article by Leon Sims about how he and wife Sue went about Living/Reliving their dream, titled French Fantasies.

Thanks Leon.

Russell Wade. Editor



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Je ne sais quoi

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With the Aussie \$ currently so strong against the Euro, there has never been a better time to take a European self drive holiday.

If there is one thing you **MUST** do before you die, that is to take a

European tax-free driving holiday in Europe in a brand new Peugeot, Renault or Citroën on short term lease, through Eurodrive.

P.S. Don't forget to tell your family, friends and workmates about this amazing opportunity and if you are a member of the French and Fantastic Automobile Club to ask Michelle for your 'mates rate' discount.

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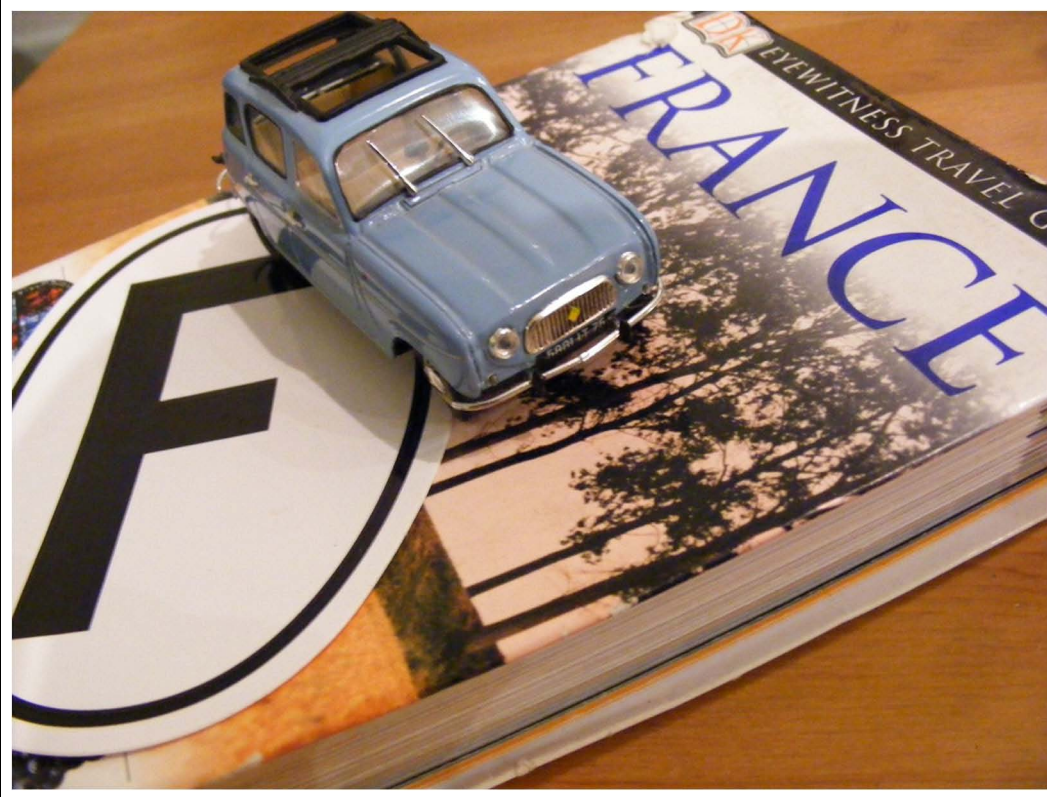
Come on down there's a large range of cars in stock!

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Rod Slater's **eurocars**

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FRENCH FANTASIES



Where did this fantasy of France come from? It's interesting where life leads you. In my very early teenage years I took up competitive cycling and all the overseas magazines told us of the French Classics and of course the Tour de France. As I entered my mid teenage years, it was the names of Jacques Anquetil and Raymond Poulidor that were the French legends and later there was Bernard Hinault and Laurent Fignon.

In my pre adolescent days, my father purchased a 1937 Slough built Traction Avant with wire wheels. It was where my love for Citroëns started. When I turned 18, my first L15 found its way into our driveway. A few other Tractions came along in that time as well as a red ID19 and a B6.

Moving on to 2006: It took this long before we decided it was a time to travel. Our boys had grown up and we thought we could trust them to take care of the house and pets. Yes, brave we were!!!

We thought that this would be our "Once in a Lifetime" trip overseas. Little did we know it was the start of our romance with France.

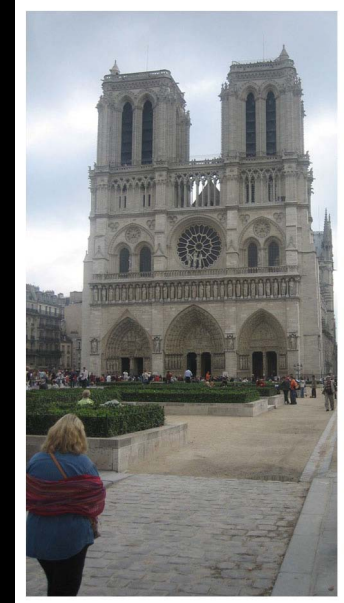
That first trip took us with Emirates, via Dubai to Paris. Landing in Charles de Gaulle airport, the Taxi took us to our hotel in Rue de Gay Lussac. Our first night we ate at a local restaurant and tasted for the first time a kir royale and confit canard. They have been a standard back home ever since.

Its not far from the Jardin Luxemboug. I remember the first morning donning my sneakers and taking a run towards the Seine and seeing my first view of Notre Dame.



RIGHT. Notre Dame.

Above and Below,
Paris street scenes,
bikes and a 2CV.





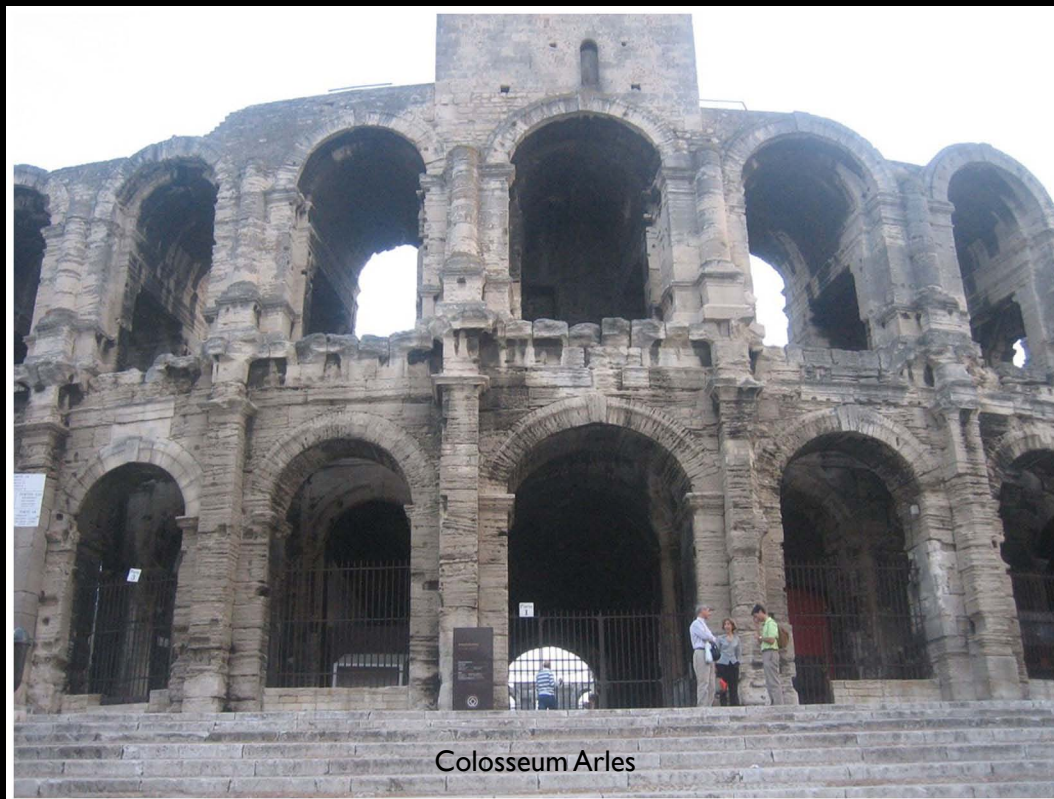
We spent a few days in Paris prior to leaving from Gare de Lyon on the TGV to Avignon to pick up our lease car, a Citroen C3.

We had a Peugeot 307, pretty much the same car really except the driver's cockpit was on the LH side. So!!! Yes but they drive on the opposite side as well. I think I initially crawled into the corner and started sucking my thumb. Eventually I took control of my emotions and we drove off to Arles via Nimes as I took a wrong turn but that's OK – we eventually arrived at our hotel. Strange that while writing this, I now have a familiarity with the area due to many trips back – but that's a later story.

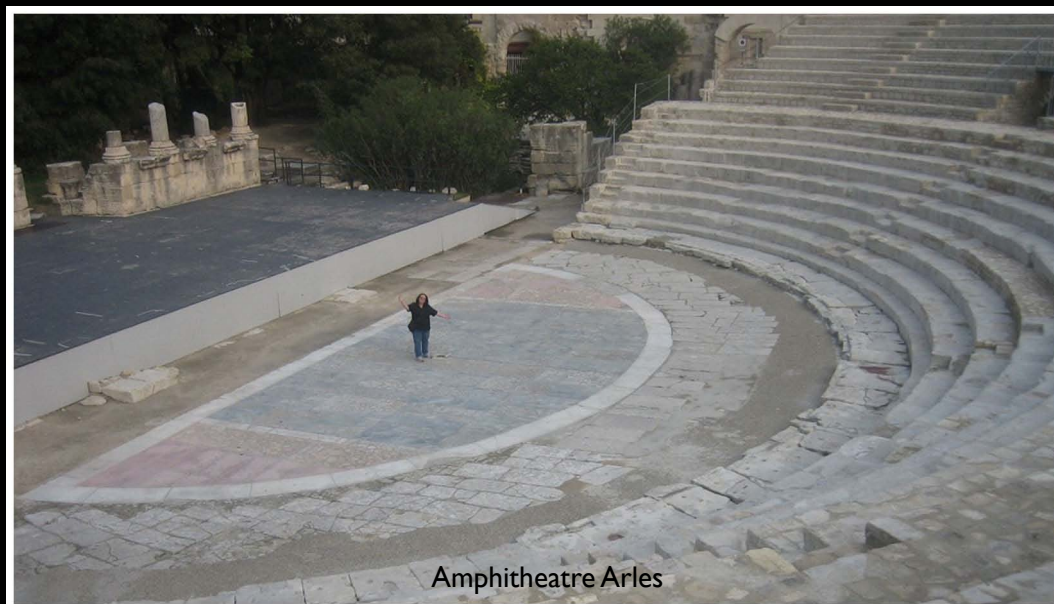
Arles has many reasons to visit. Firstly, its early Roman history with the remains of the Colosseum and the Roman Theatre. It is also famous for the many paintings by Vincent Van Gogh. It was for eight weeks that Vincent's friend Paul Gaughin painted together in and around Arles. After Paul left to paint in the south Pacific Islands, Vincent took refuge at Saint Remy de Provence where his life would end –More about this later.

We left Arles after a few days for a week in the rural village of Saint Chinian. The village is situated in the region of the Languedoc and known as a great wine growing region. Our accommodation was a three story self sufficient 300 year old villa. It was owned by a middle aged gay couple that had decorated it superbly.

It even had a Juliet balcony where we would sip on the local Rose and watch the locals walk by, sometimes arm in arm or a single person walking their dog. They would occasionally look over their shoulder and offer a wave and smile.



Colosseum Arles



Amphitheatre Arles



Above. Saint Chinian.

Left. Traction in Saint Chinian.

Right. Menton



After our week in Saint Chinian, we moved on to Provence and the Cote d'Azur. We had it in mind to spend a night at Menton on the border of France and Italy. We lived in Mentone by the bay in Melbourne and wanted to see where our suburb received its name. Mentone has many visual similarities of the French Mentone.

After Menton, we travelled into Italy, Rome, Tuscany, Venice, Milan and then back to Paris but as this is about our French Fantasies, we'll move on to our second trip to France next issue. There have been six such visits so far but we hope to return again in 2018.

Postscript:

Car leasing – We've done this mostly by Drive Europe under Citroën Australia. We find that if you are there for more than 4 weeks, it works well with a new car, in your name and full comprehensive insurance & road side assist. Its always worked well for us.

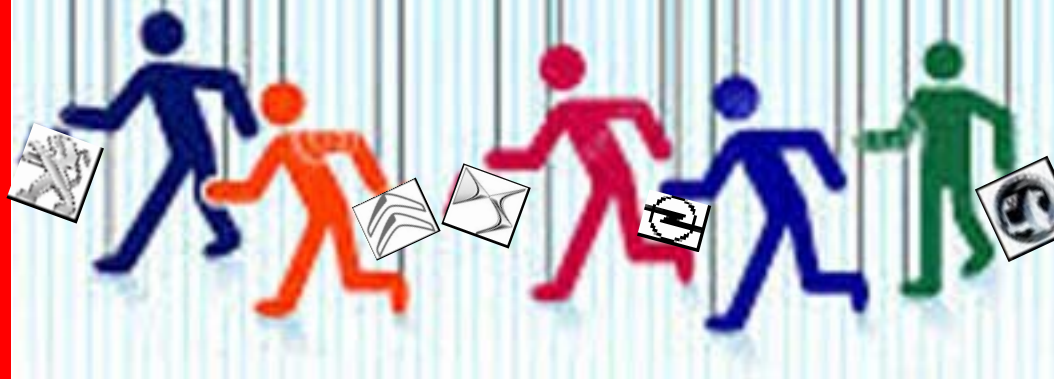
Great to enjoy new Citroëns before they arrive in Australia.

For train travel, the TGV is excellent – Why can't we do this in Australia between our main cities. Not to mention a train from Melbourne Airport to our CBD. We book our TGV tickets in advance which saves quite a lot.

If I can offer any advice or you wish to share your own French Fantasies, I can be contacted by email – leon.sims.1950@gmail.com

We spent a week in Saint Chinian and took day trips to the larger towns of Carcassonne, Beziers and Narbonne, there were the smaller villages that also intrigued us. Minerve was a fortified village that was inhabited by the devotees of the Cathar religion which was in defiance of the Catholic teachings. It was situated on a narrow ravine with two rivers either side. Their invaders found it difficult to penetrate but they eventually gained access and the inhabitants were burnt alive – only for having a different faith. This also happened throughout the region including Beziers and Carcassonne.

WHO IS PULLING THE STRINGS?



Please note that you are not reading the Wall Street Journal or the Financial Times but just a humble Car Club Newsletter so the facts and figures in this story cannot be guaranteed, but I think the basic gist of the story is of interest/concern to Citroën enthusiasts.

If 2016 was a tumultuous year politically, then 2017 is shaping up to be a tumultuous year for some car makers as many of them seek economies of scale to reduce costs by the simple expedient of taking over other car makers.

This involves PSA, the parent company of Peugeot, Citroën and Automobiles DS originating from the 1974 takeover of Citroën by Peugeot. I will just use the term PSA when talking about all three companies. The first news was the take over of Mitsubishi by Nissan and as you know Nissan has a stake in Renault, while many think Mitsubishi has a stake in PSA there is no financial connection although they share a joint venture making vehicles in Russia. About 10 years ago PSA tried to take over Mitsubishi but did not succeed instead opting for some model and platform sharing instead.

In February this year PSA took a controlling interest in Hindustan Motors in India as a platform to sell PSA products in India.

Later in February PSA took over GM Europe comprising Opel and Vauxhall that had been losing money for GM for decades, but apparently not as much as Saab who were cast aside by GM Europe about 10 years ago. PSA are also in negotiations to take over Proton in Malaysia, the sticking point being that others want to buy Lotus which is owned by Proton.

The logic being used for this expansion/takeovers, is that it will elevate PSA to 9th place in the car producing hierarchy, just behind Honda in 8th place. (Since PSA produce motorcycles and Honda produce lots and lots of motorcycles it makes an old sceptic like me wonder how these production figures have been massaged).

There is a perception that PSA is big in China, and in fact China consumes about a third of PSA production, but these figures from China car sales from a couple of years ago tell another story, PSA sales 704,818.

For the same year in China VW/Audi sales 3,670,000.

So the question remains, WHO IS PULLING THE STRINGS? In 2014 PSA was in serious financial trouble so Dong Feng who build the PSA cars in China took a 14% stake, the French Government also took a 14% stake, both equal to the Peugeot Family stake of 14% while the balance was on the stockmarket. Due to the unequal value of bits of paper the Peugeot Family control 22% of the voting rights being the original owners.

Why should all this matter? When Holden cease car production in Australia they are going to source the next Holdens from Opel, and the latest information says this will continue. So you can imagine the Pub debate/discourse in a year or two as



Citroënists like yourself tell a new Holden owner he/she is really driving a Citroën, to which he/she will reply, no it's a Peugeot with the Silver Lion swapped for a Red Lion. Why not an Opel? because it is intended that Opel will become the "EV" (Electric Vehicle Division) division of PSA.



PS. As I write this at 12 noon 7/04/2017 I hear that half an hour ago Mr T has just sent 59 Cruise Missiles into Syria, so we can only hope that PSA have not overstretched themselves financially and/or that they have a plan B, because if the turmoil increases, European car buyers may well elect to keep their Euros in their pockets. So the thought that springs to mind about PSA is, "the bigger they are the harder they fall".

PPS. With the above, these deals may not go through because they will need to meet regulations in other domains (countries) as well as needing majority approval from all the stakeholders.

Russell Wade. Editor

AGM REPORTS 2016-2017

Citroen Classic Owners Club of Australia Profit & Loss Statement 1 March 2016 to 28 February 2017

Income		
Membership Fees		
Membership Subs	\$11,422.00	
Activities		
General Activities	\$170.00	
Oz Traction	\$5,550.00	
CIT-IN 2016	\$40,984.00	
Sponsorship of Activities	\$1,650.00	
Club Shop Sales	\$1,253.00	
Spare Parts Sales	\$21,870.83	
Spare Parts Freight	\$1,115.54	
Spare Parts Fund Contribution	\$600.00	
Interest Income		
Interest Income	\$807.88	
Total Income	\$85,423.25	
Expenses		
General Activities	\$2,319.29	
OzTraction	\$5,530.35	
CIT-IN 2016	\$43,547.89	
Sponsorship & Gifts	\$2,099.20	
Front Drive		
Front Drive Printing	\$4,918.49	
Front Drive Postage	\$1,494.65	
Front Drive Stationery	\$130.60	
Administration		
Postage	\$41.00	
Mail Box	\$121.00	
Computer & Internet	\$826.02	
Insurance	\$1,391.00	
Corporate Affairs Fees	\$54.40	
AOMC Fees	\$235.00	
Bank & Merchant Fees	\$688.87	
Club Shop		
Club Shop Purchases	\$2,141.41	
Spart Parts		
Spare Parts Purchased	\$15,809.22	
Spare Parts Postage & Freight	\$2,043.41	
Total Expenses	\$83,391.80	
Net Profit/(Loss)	\$2,031.45	

Balance Sheet

As of 28 February 2017.

Assets		
General Cheque Account	\$1,471.76	
Spare Parts Cheque Account	\$11,919.24	
ING Investment Account	\$42,101.35	
Unpaid Spare Parts Invoiced to Members	\$348.46	
Stock - Spare Parts	\$42,910.31	
Stock - Club Shop	\$2,467.58	
Furniture and Fittings	\$180.00	
Total Assets	\$101,398.70	
Liabilities		
Prepaid membership Fees for 2017/18	\$58.00	
Total Liabilities	\$58.00	
Net Assets	\$101,340.70	
Equity		
Retained Member Funds	\$99,309.25	
Current Earnings	\$2,031.45	
Total Equity	\$101,340.70	

Sue Bryant. Treasurer

AGM REPORT

Our AGM for 2017 was held on 22/03/2017

Our normal election was conducted and chaired by Peter Simmenauer and all positions were filled except we do not currently have the position of President decided at this stage. Congratulations to all members who were re-elected and thank you to Max Lewis and Kay Belcourt who have stepped down from committee service for CCOCA.

So please think about how you can become more involved and put up your hand for the President's position. All enquiries can go to Ted Cross in the first instance. There is no reason why this position cannot be filled by an interstate or country member and we are looking at ways to modify our committee meetings format to accommodate all non- Melbourne centric members in future. So you can expect a call from me soon.

The AGM also was a special occasion for two long-term members of CCOCA who were awarded life membership on the night. I am sure you will support the awards which were issued to Sue Bryant (Victoria and current Treasurer/membership secretary) and Brian Wade (Qld member) who have joined a short list of life members of CCOCA. Both of these members have a long history of contributing to the organization and support of CCOCA and I am personally very pleased that their efforts have been acknowledged in this way.

Ted Cross. Secretary

AGM ACTIVITIES REPORT 2016-2017

CCOCA's highlight event for the year was Cit-In which was held at Echuca. It was an outstanding event with over 180 Citroën owners attending from across Australia.

At this event, more than \$700.00 was raised to donate to a local charity the "Opening Doors Project. This Project provides for a mix of accommodation, catering for people who require assistance 24 hours a day or those who can use assistive technology to live a more independent life.

Rob Little, presented the cheque on behalf of CCOCA.

Activities & events were held on Club Meeting nights and generally the 3rd Sunday of each month.

Chit Chat Tuesday continues once a month as does Boys Day Out in Geelong.

Club nights saw guest speakers speaking about holidays in France, technical issues, exposés on Cit-In, the Post Cit-In Run, All French Night and a RAID Ready Meeting.

A joint Concours with CCCV was held at Bundoora in April.

A mid-week visit to The Desalination Plant proved to be a very informative morning which was followed by an enjoyable lunch.

CCOCA invited Club Citroën of South Australia to join them at Oz Traction which was held in the Penola, Naracoorte area. Both CCOCA and CCSA are keen to replicate the collaboration of this event in the future.

Bastille Day lunch was held at the Mornington Golf Club.

The pre-Raid Tag a Long Tour attracted several Raiders on their way to Alice Springs.

Rusty Springs in the Strathbogie's was a return destination for a weekend.

A Questionnaire to members revealed an interest in having more regional activities.

This response was followed up with a scenic drive to Lockwood to Ken & Chris Johnson's in November for a BBQ. The large numbers attending indicated the success of the outing.

The combined Christmas BBQ with CCCV was again an outstanding success with 70 plus members in attendance.

The traditional Australia Day BBQ Lunch which was held on Australia Day was a shared event with CCCV and was well attended by both clubs.

AGM ACTIVITIES REPORT 2016-2017 CONT

The Citroën marque was very well represented at the recent RACV Classic Showcase.

In December 2016, I attended a combined Planning Meeting with CCCV. The outcome was the formulation of a Yearly Planner with both Clubs having input into shared events and activities for 2017.

The next 12 months will see a cross section of events/activities with something for everyone. Your Committee looks forward to your continued support and involvement in these.

Lee Dennes

CCOCA Activities Co-ordinator

EDITORS END OF CLUB YEAR REPORT

I seem to be getting the hang of editing more and more with each Mag and I am gradually working out how much pressure to put on people to encourage them to write articles for the mag, and I am very grateful for the response. Paradoxically the better the magazine the more people are complacent and think "he is doing well so we do not have to contribute"

The current Mag is coming along well and I have roughed out a theme for all the Mags up to my retirement? You may recall that I offered to keep the editors seat warm until I could claim oldness as an excuse when I reached my 75th birthday in 2019 a mere 2 years away now. I have been trying to find out the exact date of the production of the first Citroen in 1919 with the intention of stretching editorship out until then, however I am very willing to hand over the editorship to someone else so they can claim the glory of producing the Magazine celebrating the centenary of Citroen car production.

As an incredible accident of fate the order for the last Mag was 240 but someone on the production line must have pressed the wrong button and we received 250 mags so if we had wanted a few extra copies, the anniversary issue was the best issue to accidentally get some spares. We were only charged for 240 copies.

Finally, I have had another request from overseas to republish an article, from the Citroënian for Peter Stringer's article about door warning lights.

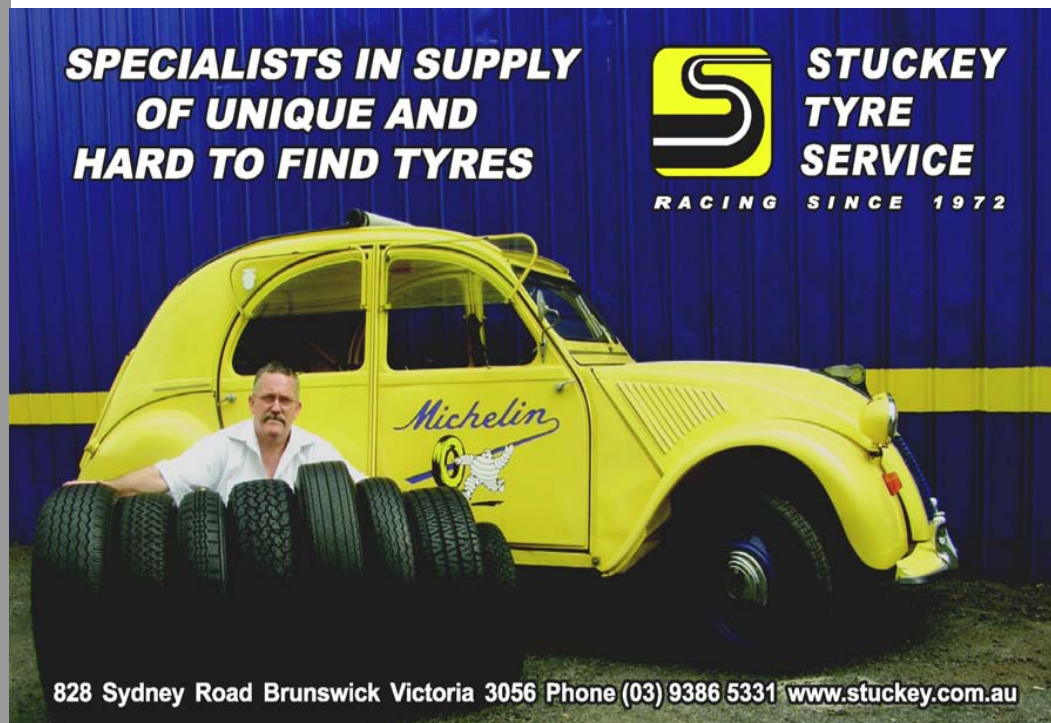
Russell Wade. Editor

WEB WALLAH REPORT FOR AGM MARCH 22ND 2017

I continue to strive to make the website as interactive and as helpful for the members as possible.

During the year Mark McKibbin the web host provider DCSI sold his business which resulted in some issues. We have now engaged the services of Razztechnology for hosting the site and also the services of Easyaz to help in instituting the changes I have been wishing to make. To that end we are now in the process of getting a PayPal account so this will allow for online payments of memberships, renewals, various club events and club shop. Over the year the spare parts section has been tidied up and a spare parts catalogue added to help in ordering parts. Work is presently being done so and order form can be filled out and submitted on line. There is now a forms section on the menu for quick access to forms. It is anticipated that these will be able to be completed and submitted on line with payments where necessary. A list of service providers for all states and their links is now available in the Service Provider menu. Parts catalogue, service and body repair manuals for tractions are now in the library in the manuals section. There are more changes and additions in the pipe line but it will take time so I ask for your continued patience.

Bruce Stringer. Web Wallah



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CLUB SHOP REPORT – FEBRUARY 2017

Club Shop this financial year has been a “mixed bag”. Sales at Cit-in Echuca and The French Car Festival were good, but at the general meetings they have been very “average”.

As mentioned last year in my report, the introduction of specific Club apparel I feel has been very worthwhile, and I hope members will continue to support the wearing of these items as it projects a good image to the general public. The new umbrellas with the club logo on them need to be promoted more, as so far there has only been one (1) sold - and that was to the President! Club caps also need to be encouraged.

If any members have an idea for something suitable for Club Shop please DO let me know and I will investigate – and purchase if suitable!

Once again I would like to thank my husband Robert for his help (in packing and unpacking the car etc with the Club shop bags) and keeping an eye and ear open for any avenues of sourcing new stock.

Cheers Kay Belcourt.

LIBRARIAN’S REPORT – FEBRUARY 2017

As members who attend meetings will know, I have been taking along a selection of at least 10 books per meeting for members to peruse and borrow if they so desire. Unfortunately, I cannot bring them all as there are too many and they are too heavy. I am pleased to say that each time I have brought the books along though, at least one book has been borrowed each time.

A full list of the books/manuals in the Club’s collection is listed on the website, so if anyone is wanting a specific book then I am most happy to bring it along to the meeting or post it to you.

As the Club has an extensive stock of books I am still not purchasing any more unless I find or am told about one that “just should be in the Club collection” – namely “the Goddess”.

Please do utilise the library as we do have some wonderful books and even if the text is in French the pictures are worth looking at.

Regards Kay Belcourt.

ANNUAL (2017) SPARE PARTS REPORT

This report, which is based on the stock take of two years ago, is as accurate as my records but not audited as of 4 March 2017.

Presently the value of spare part stock is \$43,248.27 that represents an increase of \$577 from the previous report last year. The increase can be attributed to a few extra parts which are now in stock as well as increased stock holdings

Invoices presented for the period 18 February 2016 to 4 March 2017 amounted to \$24191.57.

\$4950.00 is attributed to sales of the power steering wiring kits.

Postage spent amounted to \$1950.46

Parts purchased for this period amounted to \$13690.33

Outstanding invoices total \$40.15.

Sales to R Koffijberg amounted to \$650.00 plus postage, which was offset against parts delivered.

Balance in the parts account as of 4 March 2017 is \$12078.

The year appeared to see a decline in parts interest, which was offset by the power steering sales. It was however encouraging to also see a few new members embark on restorations.

A number of specials were also ordered for members and sold on a first come first serve basis. Among the special items sold were:

Custom made radiator top hoses to fit ID engines fitted to the Traction

A set of drive shaft output flanges to fit the 4-speed gearbox to the Traction shafts.

Pre order on main bearings due to the limited availability and associated high costs.

A one off new carburettor, the quality of which I was quite surprised at and which was a bolt and go replacement.

Diaphragm clutch kits that are also a direct fit part.

A number of the now renowned "Jack Weaver" gearbox plates.

A big thank you to Sue Bryant who has made my job a lot easier by keeping an extra eye on invoicing and financial details and to the Committee who tolerate my lack of monthly input which I would otherwise find restricting on top of my day

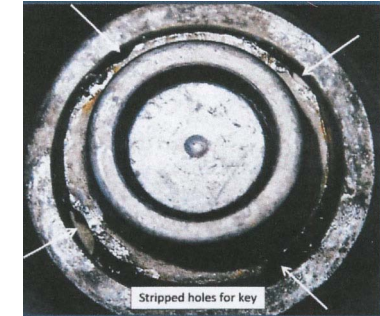
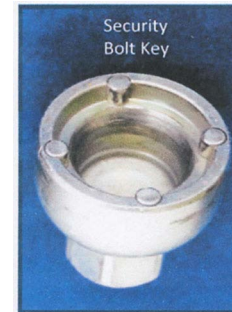
Kind Regards

Lance Wearne.

Spare Parts Officer

CITROËN C 5 SECURITY BOLT/NUT

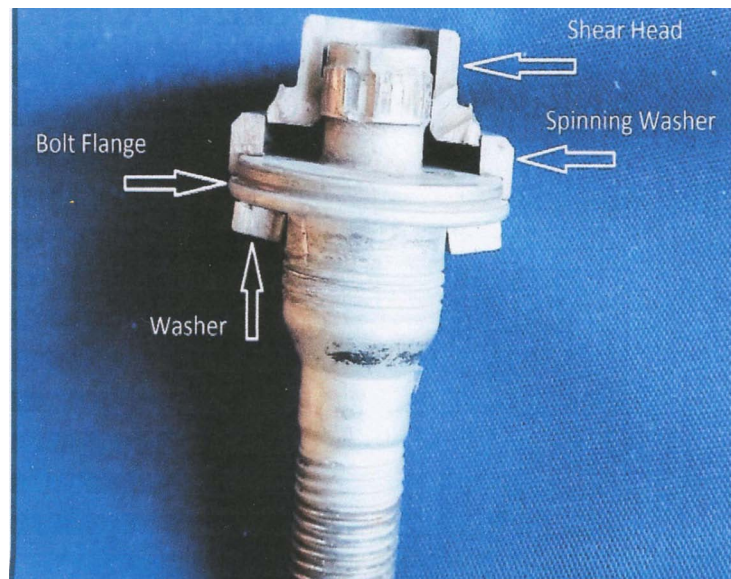
In 2016 on a trip to Queensland we managed to have a front tyre blow out in the mountains between Bathurst & Mudgee due to my lack of attention to tyre maintenance despite the continual urging of my wife to get them checked before leaving. All tyres were subsequently replaced at Mudgee. When we arrived home the car was booked in for the 100,000 Km service. I was a bit perturbed to be told on picking up the car that they could not get the left rear wheel off because the security bolt had been over torqued and had been stripped by the security key. It would be a difficult job to get it out and could take hours. See photos:



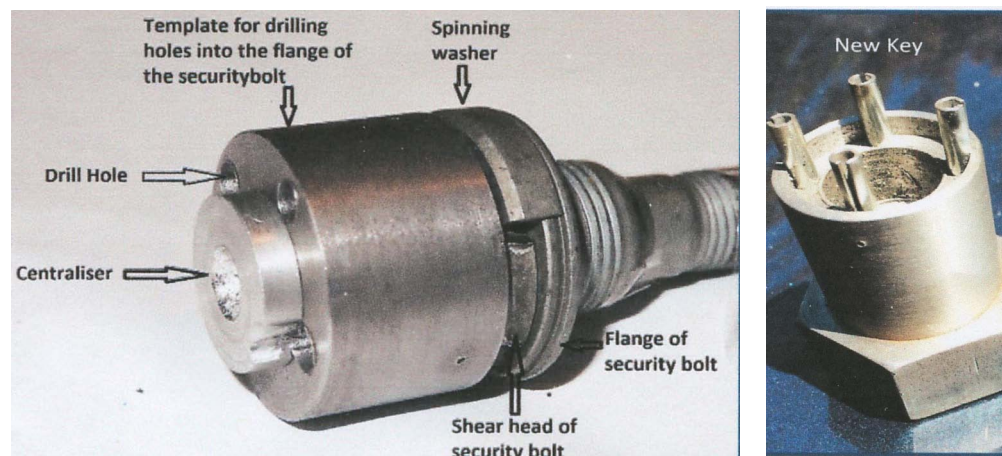
Just two weeks earlier while at Bruce and Shiona McMaster's residence at Coolah, Bruce had informed me that every time he got a new Citroën he removed the security wheel bolts and replaced them with normal ones. Little did I know that I was soon to become a victim. I hit Google to find out all about this disaster. I found that security bolts have spawned an industry in Great Britain for their removal. People lose their keys, buy a used car only to find at the crucial time the key is missing, the bolt is over torqued, the key can go missing or be forgotten to be replaced after servicing and many car owners are not aware of them. There are apparently three types of security bolts and various ways of removing them, and yes you guessed it Citroën and Peugeot are the most difficult to remove. In my subsequent chats to tyre people and auto mechanics it apparently occurs relatively frequently. Here is a link if one wishes to read some detailed information on security bolts and their removal. http://www.jamesandtracy.co.uk/howto/locking_wheel_nut_removal.htm There is also a tool developed by Dynomec used by garages, the RAC & the AA in Great Britain <http://www.dynomec.co.uk/locking-wheelnut-remover.html> See Photo:



I could not find anyone who specifically advertised removing these bolts here in Australia. If you want to replace a lost key, one has to prove car ownership, identification and have a deep pocket as each key is individual to each car. The question also is who would want to steal a Citroën car wheel anyway? One doesn't hear of car wheels being stolen these days, they just take the car. Luckily, I managed to get three of the bolts out, replacing them with normal bolts and all showed signs of stripping. I got the angle grinder to one to see what I was up against. The Citroën security bolt has a shear head and spinning washer. See Photo:

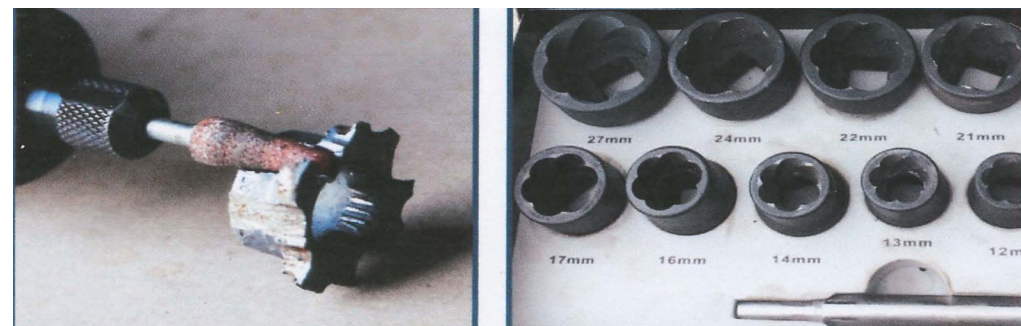


David Gries offered to help by making a template to drill holes into the flange of the security bolt to fit a key he would make similar in principal to the original. Photos:

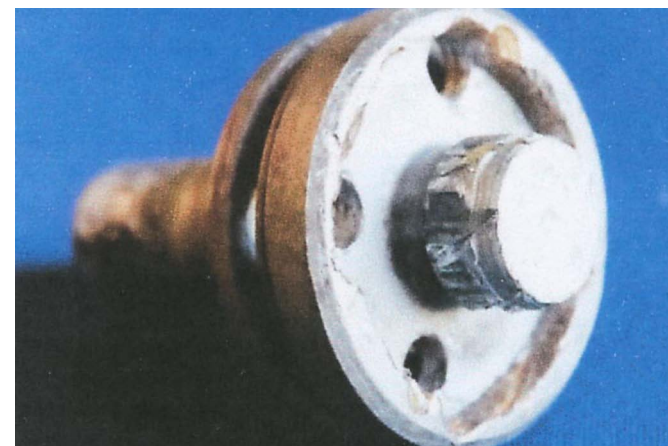


Drilling the holes proved more difficult than it looked as it was difficult to keep the template from moving due to the drill tip hitting the edge of the rotating washer and wandering. Eventually, the new key was held in place firmly by a jack and then turned by a large spanner.

Unfortunately, there was too much lateral give in the tyre wall, allowing the key to slip out and bending the pins. Alas, no success. The last resort was going to be to weld a nut on the bolt, but I thought if I could get the shear head off that would make life much easier. I had a Dremel and by using a long thin grinding wheel I figured I could grind the shear head through on one side and remove it.



This proved surprisingly easy and only took about 15 to 20 minutes. I then went to my local garage where the boys in their spare time restore all types of military vehicles. Out came the easy out bolt extractor kit and the bolt was out in a few minutes! Photos: The offending bolt showing the holes from the first unsuccessful removal attempt.



The moral of this story. Check you have your security bolt key especially if you are planning a trip to the middle of nowhere or better still replace the security bolts with normal ones.

Bruce Stringer.



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