

FRONT DRIVE

**Australia's National Magazine
For Citroën Owners And Enthusiasts**



AUSTRALIA'S NATIONAL CITROËN CAR CLUB
CELEBRATES FORTY YEARS EXISTENCE
1978 - 2018

MARCH/APRIL 2018 Vol 42 No 1

FOREWORD

Russell Wade sent me an email inviting me to write the foreword to our 40th Anniversary of CCOCA. I must say that I was very impressed to be asked. My involvement with the Club has waned back and forth since those early foundation years but the passion for Citroëns and the history of CCOCA always remained. I've now owned, from memory, eight Citroëns and my passion was sparked by my father's pre-war 7CV Traction. I was 19 or 20 when I joined CCCV with my first Traction purchased from Dan Jones in the northern suburbs of Melbourne.

I enjoyed a period as Editor of Front Drive and was instrumental in the organisation with Kenn Gilbert of an event in Swan Hill with the South Australian Traction Avant Club that morphed into what we know today as Austraction

We were all 20 some-things back in the early 70s with probably more vision than expertise. However, we did realise that if Tractions and 2CV owners were to have a voice, then we had to create our own destiny.

In my garage, I still have a loose leaf folder with the beginning of the CCCV Classic Register section. This was the embryo of CCOCA. The forward reads;

"During the latter part of 1975, a group of people concerned with providing for a need that existed in the CCCV met at private houses. (one of these was mine at the time in Preston)

Out of these meetings of enthusiasts was born the idea of establishing a facility within the CCCV that would enable Traction owners to restore and maintain their cars.

After a number of meetings between our group and committee, Constitutional amendments were drafted and subsequently at the February meeting in 1976, amendments were accepted by the members."

October 77 was our first Front Drive Vol 1: No 1: published to enable the Classic Register to reach the Pre-1956 members. Another issue was published in 1977. However my collection of Front Drive issues from the era confirms we moved into 1978 as a Club in our own right.

It was in the Feb/Mar issue 1978 where the editorial announced;

"This is the final edition produced by the Classic Register. However, Front Drive will continue as a magazine of the new Citroën Classic Owners Club of Australia. This will be a Club in its own right, free from the restriction experienced by the Register within the CCCV".

The Club was a young bold group of people with a passion for old Citroëns. Those on the committee at the time were Andrew Rankine, Mark Navin, Kenn Gilbert, Roger Brundle (RIP), and Kym Harding. We owe our gratitude to their brave and possibly impetuous move to break away from the umbrella of CCCV to form CCOCA now with 40 years behind us.

I'm pleased to say that I have, like many of you, many happy memories and friendships from those 40 years of CCOCA. Many of the faces are still there over this time, somewhat grey and wrinkled but their passion for the marque still brings a glint to their eye.

Leon Sims.

COMMITTEE

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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.

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 re-
sponsibility 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 mem-
bership 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

CLUB PERMITS

Club Permit applications to Vicroads must be ac-
companied by a RWC (pre 1949 cars can be in-
spected by a club safety officer), ownership val-
idation 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 en-
velope or signed at club meetings/events if the
appropriate officers are present.

CLUB PERMIT & SAFETY OFFICERS

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Peter Boyle	(03) 9470 8080 (H)

AOMC	LIASON OFFICERS
Ted Cross	(03) 9819 2208 (H)
Russell Wade	(03) 9570 3486 (H)

COVER IMAGE

Marking forty years of CCOCA,
(coincidentally very similar to the
twenty first issue cover).

LIFE MEMBERS

The committee awards life mem-
bership to Club members in recog-
nition of their contribution to, and
support of, the Club. Life members
are:

Jack Weaver	1991
Peter Boyle	2003
Rob Little	2012
Ted Cross	2012
Brian Wade	2017
Sue Bryant	2017

OTHER CLUBS

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

DEADLINE

The deadline for the next edition
of Front Drive is Monday May 7th

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CONTRIBUTORS TO THIS ISSUE

Leon Sims
Mark Navin



ED SED

Welcome to this "40th Anniversary of CCOCA" issue of the magazine. Some of the historical information in this issue was taken from the 21st Anniversary issue put together by Leon Sims, so thank you Leon.

Normally this March/April (No 1) issue comes out after the AGM, but it has been brought forward to coincide with the AGM. As such it does not include Committee members reports (see next issue).

Speaking of Committee positions, remember they are all up for grabs and, some of our Committee members might well be considered to have done "more than their fair share". Ideally we would like to see some new faces for the 50th Anniversary issue, I know mine will not be there (at 84 years of age then). I have almost got my old head around the mechanics (electronics) of producing the magazine, and so I just do it to amuse myself.

If you are not amused, or feel it has become too eccentric, next year will be your chance to have a go, as I intend to pass the job to a new editor around October.

Finally, since this issue may be seen as an historical (hard copy) document by the last man/woman standing, I welcome any corrections or different views on my interpretations of the Club's history.

Now an actual correction, that was provided by Geoff Chennells regarding my interpretation of the Sizair et Naudin transmission in Front Drive Vol 41 No 5, in the Winton feature..

If you want to better understand the way the Sizair et Naudin transmission functions you can go to:

http://carcrank.org/wordpress/?page_id=22

Russell Wade. Editor.

PS. If you are a Victorian member with a car or cars on Club Permits then you should not drive your car/s unless you have paid your annual subscription (due on March 3rd), the permit is only valid if you are a current financial member.



PREZ SEZ

Hello again everyone,

How is the year treating you all thus far?

We certainly have had our share of hot days in Melbourne and I personally cannot wait for some cooler weather.

As you all know some of our members are enjoying the sights of New Zealand whilst on a RAID and if you are a Facebook follower/user you can see some of the great photos of the countryside they are travelling through.

Robert and I went to the North Island in January and we had a great time. New Zealand is a country well worth visiting if you have never been there before.

At the general meeting on February 28 we had the guest speaker Atillio Kermac from METEC (Metropolitan Traffic Education Centre Inc.) who gave us an excellent presentation and answered many a question that was put to him. Regrettably we had a very poor CCOCA member attendance and had it not been for a good turn-out of invited Renault Car Club members it would have been somewhat embarrassing for Robert and I who had invited Atillio to speak.

This month we have the AGM and the Club's 40th Birthday Luncheon on the 24th March so please don't forget to reply to your invitations (by 9th March). We would love to see as many members as possible turn up for this special occasion and not experience the apathy shown for the February meeting.

The RACV Classic Showcase and Citroën Concours (held out at the Yarra Glen Racecourse) was very successful. Robert (with Jerry Abbenbroek) found himself judging 2 x SM's, 8-10 ID/DS and 2 x GS cars. Peter Maloney (from CCCV) judged the 2CV's and Colin Bates Ami 8. John Parsons won best 2CV, Rob Little won best ID/DS, Andrew Smith won best GS class, Jerry won best post 2001 class with his Xantia and Glenn Drake won Popular Choice.

There are more activities to come in the next few months so please check your magazines, the website calendar and diaries and we hope to see you along at these events.

That's all from me for now.

Happy times with your Citroëns.

Kay



WANTED

From Ian Steele. Wanted, DS rear factory tinted door glass. If I have a choice I'll take the left side if it's got the bottom metal strip on it.

Thanks, Steeley 0427608186

justcits@gmail.com

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ACTIVITIES

MARCH

March	26	Teddies Terrific Tour. Contact Helen Cross. crossfam@ozemail.com.au
Friday	30	Cit-in Dalby QLD

APRIL

Monday	2	Steeley's B Tour. Contact Steely justcits@gmail.com
Tuesday	3	Chit Chat Tuesday
Monday	16	Committee meeting
Sunday	22	Stokes Collection
Wenesday	25	Anzac Day. General meeting
Thursday	26	Boy's day out

MAY

Tuesday	1	Chit Chat Tuesday
Sunday	20	Beachside barbeque. Peter Sandow's BBQ 12.30 to 5.00pm
See website for more details.		
Monday	21	Committee meeting
Wednesday	23	General meeting
Thursday	24	Boy's day out

The Post Cit-in Tour - the B Tour - is being arranged by Ian Steele as per message below.

G'day to all who are coming to the 2018 Cit-in at Dalby Qld. I have been asked to organise the 'Après Cit-in tour'. It has been noted that several people want info. on the tour, I hope this will suffice for the time being.

After organising the last one in 2011 from Stanthorpe there was a problem deciding where to run this tour. The problem wasn't finding somewhere to go, rather it was trying to get somewhere within a practical distance as Qld. is such a vast state.

Helen & I just did a trip to Cape York, we travelled 12k. km, didn't leave the state, & only covered a fraction of it. Probably 1,500km. of the 12km. was, admittedly extra we did while setting the 'Après Cit-in Tour'. On the way home while were in the chosen area & not wanting to run the tour on main roads there was lots of back tracking. For example we went to the small town of Injune 3 times, normally a blink is enough to miss it.

So, I hear you ask where is it going? Carnarvon Gorge, & up to through the gem fields of Rubyvale, Sapphire & Anakie, which are near Emerald, Who's gonna be shouted the biggest mounted gem stone by a loving spouse? That's where, then back to our place near Maleny. You will cover quite a vast variety of terrain en route & nights could be starting to get cool, days still warm though.

I have chosen a name for the run, "B Tour", here's Bloody why. There is. Beer, Bulls, Beef, Brigalow trees, Brolgas, Big Bulls, Big Bulls with Big Balls, Bad language, Bloodwood trees, Bulldozers, Big Bulldozers, Brumby's, Big Boots, Bottle trees, Bustards, they're Birds, Box trees, Brumby's, Bad roads, Burgers, Big Burgers with Big chunks of Burnt Beef on 'em, Big B doubles called road trains, Bunya trees, araucaria Bidwilli, Bad Breath, Both types of Bullshit, Bottle Brush trees and Bouncing on Big Bumps, Toyotas, lots of Toyota Land-cruisers & some Bastard running the show.

The B Tour will be, I think at this stage, about 10 days covering approx. 2200km. We will traverse over quite a few good dirt roads, though there are alternative sealed roads in all cases. Of course, once we get to the stage where we aren't tied to a timetable it could be extended. Also, if somebody is running out of time they can do a runner & leave anytime.

I have been to Carnarvon Gorge a few times & done quite a few of the day walks, an overnigher once. One of the most spectacular walks is only a couple of hours return. There isn't any camping in the National Park, unless of course you are out o'night. We will be staying a few k's from the park where there are cabins & camping with plenty of space.

A lot of collating is yet to be done on my notes so of course there will be more of these emails with places we're staying & ph.#'s so you can make ya bookings.

That's it till next time, hope to see ya's in Dalby. Any questions please email me.

justcits@gmail.com

keep 'em up n pumping, Steeley

MONTH ONGOING

CHIT-CHAT TUESDAY

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

Contact: Warwick Spinaze 0407 016 719

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: Portarlin about \$15, plus drinks
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 Citroën is welcome!

2 CV High Country Huts Adventure

12th- 16th November 2018

As part of the 70th Celebration of the 2CV Ken & Chris Johnson have organized a 5-day get-together for 2CVs in the High Country around the Licola area in Victoria.

This will possibly include a day either side of these dates depending on where you live.

You will need to be able to **self-cater everything** once up the mountains.

Remembering it can be very cold and wet as well as hot and dry!

There is a **limit of 15 vehicles** due to the size of the campsite.

The trip is within the Alpine National Park and is subject to their regulations re the size of the party.

Therefore, the first 15 cars – that also means a limit of 4 persons per car- that fully commit can be part of the trip.

It is very important and fair if **only those truly committed** give their names and vehicle registration information to Ken and Chris by the **1st Nov 2018**.

Contact Ken & Chris for more information to help you decide if a High Country Huts Adventure is your thing!

Contact: **Chris and Ken Johnson 0488 992 714**

More details are available on the CCOCA website and will appear in Front Drive at a later date.



COMBINED CCOCA/CCCV BBQ 24-1-2018



CCOCA AND CCCV CONCOURS YARRA GLEN 25-2-2018



Approximately 20 cars from both clubs attended, it was almost a "them" and "us" with mostly DSs and 2CVs with 2 SMs boosting their percentage. The results of the judging are shown on the next page.

As always a large show such as this brings out some "never before seen oddity" and this year it was the Volvo Hearse shown below.

Also, thrilled to be noticed or acknowledged for their effort were these three ladies from the Singer Car Club in period outfits, left.



CONCOURS RESULTS

Modern. Gerry Abbenbroek. Above.

DS. Rob Little. Below.

GS. Andrew Smith. Upper right.

2CV. John Parsons. Middle right.

Presidents Glen Drake. DS award.



GENERAL MEETING 28-2-2018

ATTILIO KERMAC



Attilio giving some secrets.



The CCOCA crew.



Full house.



Thanks Attilio.

CCOCA @ 40

Keeping up to the 21st century while remembering the Club history is a theme of this magazine. The Ruby Red colour scheme coincides with the notion that a Ruby Wedding Celebration marks 40 years of marriage, in CCOCA's case it denotes 40 years since the divorce from the Citroën Car Club of Victoria, or more correctly 40 years from it's date of birth on 1-3-1978.

Reaching this milestone has been largely due to the diversity of members, the mechanics, electricians, welders, panel beaters and spray painters etc willing to share their skills and knowledge to keep the cars on the road. This has been balanced by the teachers, accountants, lawyers, doctors and artists who have crossed the t^ls and dotted the i^s etc, and who kept the finances on the level and ensured the Club and magazine stayed in the public eye.

Another good aspect of the Club is the open mindedness rather than pedantacism over originality, the main theme has been keeping the cars on the road.

Also, members have not looked down their nose at fellow members who also appreciate other classic marque's beside Citroën.

Despite the average age of members increasing with the inevitable attrition, the membership has remained fairly constant over the years, as Citroën's can still be found lurking in sheds, sometimes in multiples, even in 2018. With less than a handfull of young members, the 50th anniversary celebrations look secure, but in 100 or 200 years they will look back at this time in history as the "petrol, sugar and connectivity era".

Finally, I and some others believe CCOCA was the first Club to take up the privilege of the Club Permit (Red plate scheme) in the early eighties, due mostly to the efforts of member Robbie Couche helping the AOMC cement the Club Permit deal with VicRoads.

So to all you lucky members, to twist an old saying, you have a Club that is:-

FAIR, FINANCIAL AND FORTY.

RECOLLECTIONS FROM THE PAST

I have reproduced these letters from the 21st anniversary issue of Front Drive edited by Leon Sims, because I believe they are relevant to the history of the club or give an insight into people and events that led the Club to be where it is today.

ONE YEAR ON

President's Report April 1979 by CCOCA's first President Andrew Rakine.

The last Club year has seen a build up of membership to over 100 dedicated enthusiastic Citroënians from all over Australia and further - will there be no end to these cars that keep coming out of the woodwork?

It is gratifying to see members now using the Club facilities and information, advice and especially spare parts. The spare parts have proved a great success. The new Club year will get an excellent start with funds carried forward. As you can see we are in a very healthy position. Activities this year have, in most cases, proven to be successful. This is an area that is very hard to organise, or predict what you, the members want. Our Club magazine has gained a lot of respect, both in Australia and overseas, as I found out last year from the Traction Owners Club members (in the UK). Finally I would like to thank the committee and members for their support and hard work throughout the Club year. Let's look forward to an even better Club year this year.

Secretary's Report, April 1979 by CCOCA's First Secretary Mark Navin, (excerpts).

After the stormy beginnings of the Club in early 1978, it is pleasing to look back on the year. As early members are aware, the decision to form a club solely for early model Citroëns did not go without resistance, nor did the decision to make it an Australia wide club. The decision however has been well vindicated with membership reaching 120 in these first 12 months. For a one marque club drawing on a limited membership this an extraordinary growth.

The spare parts side continued to grow under the guidance of John Couch. Kym Harding as editor of Front Drive produced six excellent editions of Front Drive. Treasurer, Pat Propsting, continued to perform miracles in balancing the books legally. Activities Officer, Roger Brundle, in spite of overwhelming apathy, continued to organise an interesting and varied calendar.

My thanks to those committee members, and a special thanks to President Andrew Rankine, who will not be standing for re-election. Much of the success of this first year has been due to his able leadership and the time and energy he has devoted to promoting the club in Australia and overseas. 1978 was a good start for the club, but let's make 1979 a better year and one of consolidation and participation.

TWENTY ONE YEARS ON

President for CCOCA's 21st year (1999), Ted Cross's report in 1999.

When Leon asked me to write a story on my previous terms as President, I had trouble remembering just what it was like back then.

I believe I joined CCOCA in 1983, and stupidly won the club person of the year award. In those years I found that this was a certain way to fast track yourself into a committee position. I blame Robbie Stockfield (Couche) for this still, but recently I got my own back when she, Graeme and Jacquie came to the Eildon weekend. Robbie is now expected to pay her membership fees this year as joint winner of the observation run. It seems fair to me. (And me, we need her energy. Leon, Editor). My recollection of the early nineties, is that overall our cars were generally not in as good condition as today. The good ones were still good, but there were not too many attending events regularly. At this year's Eildon long weekend for example, we had 14 Traction on display, plus other Cits, and all vehicles were in good, to excellent, shape.

Many of the members actively involved then, are still contributing today, which is a tribute to their ongoing devotion and interest in all things Citroën. Some of the bodies have aged over the decades (some of the cars have too) but the interest in our cars seems to endure. Back then, Ron and Hayden Chapman shocked us all by having the courage and daring to take a rather tired Traction on a 10,000k journey to the centre of Australia and back. Who of us would be prepared to do the same thing today?

The exceptional Ian Mackerras was involved in our club then, and his personal expertise in planning and running events helped the club set today's high standards.

I believe the strength of our club remains with the personal relationships which have been forged over time, our widespread membership, and genuine interest in keeping old and new Citroëns on the road and being used to within an inch of their lives.

Let's do it all again for another 21 years.

WHAT'S IN A NAME?

CCOCA – 40 years young! Who would have thought?

As one of the originals, I thought an explanation on the name might be interesting as a piece of club trivia.

First, context is important. This was the mid/late '70s – no email, no mobile telephone, no PC/Notebook/tablet, no Internet. In short, the dark ages. The beloved D series had just stopped production, the 2CV production was winding down, new kids GS and CX were to be seen, and Tractions were now at least 20 years old but could still be seen regularly enough as daily transport. There was a new Traction Owners Club in the UK and in Europe the Dutch and Swedish Club were incredibly strong and well organised.

In Australia there were state clubs which tended to be mostly D's with a smattering of other models. Traction owners by and large were not catered for and many owners were not even members of a club. In Victoria we had the new CCCV Classic Register but it was ineffectual being tied to the CCCV. Enter the Young Turks.

The approximate year of transition from Classic Register to CCOCA and the characters involved is probably worth an article in itself.

But to the name:

Citroen – not a done deal, there was talk of a 'French' substitute to broaden the membership base. Luckily sanity prevailed.

Classic Owners – This proved thorny as Tractions were seen as the immediate core membership with the greatest need so 'Traction Owners' was a serious contender for some part of the discussions. However we took a longer view that eventually the DS, 2CVs, GS, CX, and SM would be in the same straits in the future and unlike the UK and Europe, numbers would always be limited so we opted for a 'Classic' with a rolling age inclusion clause.

Australia – This gave us the most grief from other clubs. We really were upsetting the status quo with this one. In this case, stubbornness prevailed.

As a side note, the final thorny issue was spares. It was a huge leap of faith to undertake a spares system on a club basis. Very few clubs were doing it and the logistics were daunting. That it became a success is due solely to the incredible efforts and contribution of members over the years.

To finish, some wags at the time said that the final 'A' should be substituted with 'up'. Say it out loud, you'll get it.

The wags were wrong. As I said at the beginning;

CCOCA – 40 years young! Who would have thought? Congratulations to all!

Mark Navin.

Below. Mark looking fit and well at the start of his 27th year in Japan, with his current wheels, the complete antithesis of a 2CV, a BMW M5 with a V10 engine and all the other trinkets.

Thanks for your contribution Mark.





This wonderfully atmospheric image of 20 Citroëns gathered under the gum trees over 90 years ago, in South Australia, shows the Citroën Fraternity has been around longer than CCOCA's 40 years

40 YEARS OF CCOCA

The Club (CCOCA) is celebrating 40 years in existence on the 3rd of March 2018, and the history of how it came into being needs to be read in conjunction with the "Foreword" written by Leon Sims (page 3), and the "What's In A Name" article by Mark Navin on page 20.

Front Drive magazines Volume 1 were produced by a group in the CCCV (Citroën Car Club of Victoria) in 1977/78. A group who felt that the CCCV was not catering for the interests of owners of Traction, that were basically perceived as out of date Citroën's by many in the Club. They felt the need to form a sub-group catering for Citroën's over 20 years old, and they called themselves the "Classic Register" of the Citroën Car Club of Victoria

Their letterhead is shown below.



In the last issue of Front Drive Volume 1, (Number 3) dated January/February 1978, this group conveyed notice of their intention to form a breakaway group/club at a meeting to be held on March 1st 1978. The letter is shown on the opposite page. The original group numbered 47, and an historical list of their names and cars are shown on page 26. By the time of the letter their numbers had swollen to 55. A recently discovered list of the additional 8 members (without car details), is shown below.

They were - Peter Day, William Darvall, Peter Macdonald, Walter Burkhardt, Robert Belbin, Ken Coldicott, Rex Gercovich and Tony Scrivener. These and the 47 shown on page 26, including one lady, were the founding members of your Club, CCOCA.

Over the past year the "Classic Register" has achieved a great deal, the membership which now stands at fifty-five, and with a good number of prospective new members interested in joining the new club things look to be on a good footing. However, it is important to say that the success of a club depends on the involvement of members.

The new club to be known as "Citroën Classic Owners Club of Australia" shall come into being from the 1st of March. The A.G.M. for the C.C.C.V. Classic Register and the inaugural meeting of the C.C.O.C.A. will be held jointly on the same night on the 1st of March. It is important you attend.

The National meeting this year to be held at Beechworth, will be one of the ways in which you can support your club as well as having a good time. Events such as these are part of what a car club is about and good attendance is a contributing factor to a successful event.

Last year the Classic Register initiated the highly successful Rally, to Swan Hill, an event which will be continued over the future years. This year the South Australian club are organising the rally, at the Barossa Valley, another event which will need your support.

Finally thanks must go to Mark Navin, Roger Brundle, Kym Harding and Kenn Gilbert for their enthusiastic work whilst on the Classic Register committee of 1977-78.

Safe Tractioning for '78

Andrew Rankine

You will remember that this Club's year ends on the 2nd of March each year. I harped on about this date last year in an effort to encourage Club Permit holders to make sure they are financial members of the Club, rather than risk a \$700+ fine if caught using your Club Permit car without being a paid up member of the club.

The reason for this date is that the Club year starts on March 3rd to coincide with the release date of the Traction Avant in 1934. You will notice looking at the historical list of members on the next page, (who met to make the decision to split with the CCCV) that they almost all owned Traction Avants, many English.

Thanks to Leon Sims cleaning out a drawer about 15 years after this formation meeting, and realising it's significance, we have this list of early members.

The list of the original breakaway group of 47 from the CCCV, from June 1977

Russell Allen 2 X Light 15	Ken Gilbert 51 French L15 (11BL) 54 Big 15	Mark Navin 55 English 2CV 49 English Big 6	Peter Fitzgerald 50 Normale
John Avar 4 X Light 15	51 English Big 6 49 English L15	33 Rosalie 51 Normale	Leon Sims 53 English L15 51 English L15
John Bell 51 English L15 50 English L15	Bryan Grant 51 French L15 (11BL)	Jeff Pamplin 54 Big 15	John Sloan 26 B12
Robert Bonner 47 English L15	David Gries 55 English 2CV	Wal Parker 53 Big 15	Warwick Spinaze 53 English L15
Rodger Brundle 47 English L15	Kym Harding 53 English L15 2x49 English L15	Brian Paulusz 52 English L15	Norman Sterling 55 English L15
John Buckley 49 French L15	Steve Hyne 55 English Family 9	Alex Protos 54 English L15	Patrick Stewart 51 French L15
Authur Clark 49 English L15	Ray Hobbs 49 English L15 54 English Family 9	Gerald Propsting 51 English L15 55 English Big 6H 53 English L15 51 French L15 (11BL) 53 Big 15	Jim Szymanski 54 Big 15
John Cleverly 55 Big 15	55 English 2CV	51 French L15 (11BL) 53 Big 15	Alan Thomas 51 French L15
Sam Crisi 51 French L15	Domenic Kelly 49 English L15	Andrew Rankine 53 English L15	Geoff Thomas 54 Big 15 53 Big 15
Michael Desmarchelier 53 English L15	John Kirk 51 English L15	Peter Roberts 38 English L15 Coupe	Mike Veevers 54 English 2CV
Mike Edsall 48 English L15	Mitch Maciupa 50 English L15	John Rollston 49 English L15 55 English L15	Guy Navaud 48 English L15
Peter Fry No car listed	Oliver Moles 50 French L15 (11BL)	Steve Sarda 26 English B12	Leigh O'Shannassy 53 Big 15
	Mike Neil 49 English Big 15		Janet Mathews 54 English 2CV Van

There is no date on this first page of Front Drive Volume 2 Number 1 (shown on the opposite page), but it is obviously post March 1st 1978, when CCOCA came into existence.

Note the names of the Steering Committee formed to guide the Club until the first AGM on the 29th of March 1978, only 5 days different to our 41st AGM to be held with the dinner on Saturday 24th of March.

You can see who was actually elected at that first AGM by looking at the historical list of Committee Members shown on the next two pages.

This is the last issue of Front Drive for you if you have not yet paid CCOCA subs. A complete membership list will be published next issue (which will show that we have members as far apart as Western Australia and Queensland), so if you haven't paid yet, please do so now, so your name will be included.

In 'Coming Events' you may be confused to see an AGM listed for March 29th — the Wednesday after Easter—the reasons for this are the subject of a letter to be sent to you with this issue — your presence at this meeting, especially to ratify the constitution, is important. Once these teething problems are out of the way we can look forward to a progressive year free of the bickering and sniping imposed on us last year.

The Parts Fund which so boosted the club last year is at present the subject of much thought and discussion regarding increased effectiveness and more formal establishment. Given that its prime function is financial, you may care to give this matter some thought, and air your views in Front Drive.

Next issue will, with your help, see the start of a regular question and answer column for all types of queries about Citroëns — historical, technical, where to get work done, etc., or to publish any such information you may have. This is one way of exposing the vast amounts of information which exist in the club. If you have questions to ask, let the whole club benefit. — K.H.



FRONT DRIVE

The Magazine of the
Citroën Classic Owners
Club of Australia
Vol.2 Number 1.

Cover illustration by
Peter Fitzgerald.
Address all correspondence
to the Editor,
26 Tyrrell Avenue,
Blackburn 3130.

Back issues of Front Drive
cost \$1.00 each.

Membership subs for
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\$5 joining fee
\$15 annual subscription.
Joint membership for
spouse, no extra cost.

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509 0441

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Blackburn 3130
877 4853

Coming Events:

24th–27th March
29th March

National Rally at Beechworth
CCOCA Annual General Meeting
at Baptist Church 19 Holland Rd Blackburn 8pm.
Technical Day —preparation for Queens Birthday weekend.
Queens Birthday Weekend Rally — Barossa Valley, South
Australia.

7th May
3rd–5th June

KEEPERS OF THE FLAME

CCOCA	PRESIDENT	SECRETARY	TREASURER	SPARE PARTS	EDITOR	ACTIVITIES
1978	Andrew Rankine	Mark Navin	Pat Propsting	Kenn Gilbert	Kym Harding	Roger Brundle
1979	Roger Brundle	Mark Navin	Pat Propsting	John Couche	Kym Harding	Bryan Grant
1980	Mark Navin	Tim Farmilo	Gerald Propsting	John Couche	Kym Harding	Bryan Grant
1981	John Couche	Mark McKibbin	Pat Propsting	Roger Brundle	Mark Navin	Peter Fitzgerald
1982	John Couche	Mark McKibbin	Pat Propsting	Gerald Propsting	Peter Simmenauer	Peter Fitzgerald
1983	John Couche	Mark McKibbin	Russell Wade	David Gries	Peter Simmenauer	Robin Couche
1984	John Couche	Ted Cross	Russell Wade	David Gries	Bill Graham	Robin Couche
1985	John Couche	Peter Simmenauer	Ted Cross	Russell Wade	Bill Graham	Vacant
1986	Bryan Grant	Peter Simmenauer	Ted Cross	Peter Boyle	Bill Graham	Mark McKibbin
1987	Bryan Grant	Robbie Couche	Ted Cross	Peter Boyle	Bill Graham	Mark McKibbin
1988	John Couche	Bryan Grant	Hayden Chapman	Peter Boyle	Bill Graham	Ron Lawrence
1989	David Giddings	Mark Vickery	Hayden Chapman	Peter Boyle	Bill Graham	Ron Lawrence
1990	David Giddings	Mark Vickery	Ted Cross	Peter Boyle	Dylan Webb	Steve Bartlet
1991	Ted Cross	Peter Hore	Robbie Stockfeld	Peter Boyle	Dylan Webb	Peter Fitzgerald
1992	Ted Cross	Peter Hore	Robbie Stockfeld	Peter Boyle	Peter Fitzgerald	Ian Mackerras
1993	Robbie Stockfeld	Peter Hore	Ian Forster	Peter Boyle	Peter Fitzgerald	Leigh Miles
1994	Leigh Miles	Peter Hore	Ian Forster	Peter Boyle	Bill Graham	John Couche
1995	Leigh Miles	Peter Hore	Ian Forster	Peter Boyle	Bill Graham	Ted Cross
1996	Leigh Miles	Sue Bryant	Ted Cross	Mel Carey	Bill Graham	Ted Cross
1997	Peter Fitzgerald	Sue Bryant	Ted Cross	Mel Carey	Leigh Miles	Vacant
1998	Peter Fitzgerald	Sue Bryant	Ted Cross	Mel Carey	Leigh Miles	Jay Liebowitz
1999	Ted Cross	Robin Smith	Graham Barton	Mel Carey	Leon Sims	Jay Liebowitz
2000	Ted Cross	Mark McKibbin	Graham Barton	Mel Cary	Andre Fisher & Ian Spurling	Jay Liebowitz
2001	Mark McKibbin	Jeff Pamplin	Graham Barton	Mel Cary	Andre Fisher & Ian Spurling	Jay Liebowitz
2002	Mark McKibbin	Jeff Pamplin	Graham Barton	Rob Little	Andre Fisher & Ian Spurling	Vacant

CCOCA	PRESIDENT	SECRETARY	TREASURER	SPARE PARTS	EDITOR	ACTIVITIES
2003	Mark McKibbin	Jeff Pamplin	Graham Barton	Rob Little	Ian Sperling & Andrea Fisher	Les Vidler
2004	Mark McKibbin	Max Lewis	Graham Barton	Rob Little	Leigh Miles	Les Vidler
2005	Andrea Fisher	Mark McKibbin	Clare Hadaway	Rob Little	Leigh Miles	Leigh Miles
2006	Andrea Fisher	Ian Sperling	Clare Hadaway	Rob Little	Leigh Miles	Leigh Miles
2007	Vacant	Ted Cross	Clare Hadaway	Rob Little	Leigh Miles	Mark McKibbin
2008	Ted Cross	Michael Molesworth	Clare Hadaway	Rob Little	Leigh Miles	Vacant
2009	Ted Cross	Clare Hadaway	Ruth Pilens	Rob Little	Leigh Miles	Annette Molesworth
2010	Ted Cross	Sue Bryant	Ruth Pilens	Rob Little	Leigh Miles	Max Lewis
2011	Peter Sandow	Sue Bryant	Rob Barton	Lance Wearne	Leigh Miles	Max Lewis
2012	Peter Sandow	Sue Bryant	Rob Barton	Lance Wearne	Leigh Miles	Mike Neil
2013	Peter Sandow	Ted Cross	Sue Bryant	Lance Wearne	Leigh Miles	Mike Neil
2014	Max Lewis	Ted Cross	Sue Bryant	Lance Wearne	Leigh Miles	Lee Dennes
2015	Max Lewis	Ted Cross	Sue Bryant	Lance Wearne	Russell Wade	Lee Dennes
2016	Max Lewis	Ted Cross	Sue Bryant	Lance Wearne	Russell Wade	Lee Dennes
2017	Kay Belcort (Acting)	Ted Cross	Sue Bryant	Lance Wearne	Russell Wade	Lee Dennes

Of course as time went by, other positions were created to help keep the Club running smoothly, (some just short term for special events) others shown below.

Librarian. Peter Simmenaur 1980- 1988, David Giddings 89, Robin Smith 90-03, Leigh Miles 04-06, David Gries 07-08, Michael Molesworth 09-10, Max Lewis 11-15, Kay Belcort 16 to date.

Club shop. Robin Smith, 1986-1988, Leigh Miles, 89-99, Andrew & Frances McDougal, 00-04, Graham Barton, 05-07, Vacant 08, Peter James, 09-11, Kay & Robert Belcort, 12 to date.

Club Permit officers. Peter Boyle & Russell Wade, 2002 to date, Mel Cary, 02-10, Philip Rogers, 11-16.

AOMC Liaison officers, Ted Cross & Russell Wade, 1999 to date.

Web Wallah. Jeff Pamplin, 2006-2010, Mark McKibbin, 11-13, Bruce Stringer, 14 to date.

To all the above and others who helped out, as well as fellow members who took part in events, and those who just paid their subscriptions, thank you for your participation in keeping the Club alive and well for 40 years.

Russell Wade. Editor.

CCOCA CLUB LEGENDS

PETER BOYLE



This is the first of a series featuring people who have put more than their fair share into keeping the Citroën /CCOCA Club spirit alive and well.

They will be presented in no particular order, we had to start somewhere, and Peter Boyle, shown here in this early eighties shot with his cool (hip) "007" number plate that became very popular after the first James Bond film "Dr No" of 1962, starts the ball rolling.

CCOCA CLUB LEGENDS

Peter Boyle Man Of Action

In 1943 as the Second World War ground on with no end in sight, the Doctor told Mrs Boyle in the no nonsense manner of the time, that her new baby was sickly and unlikely to live to reach 40 years. So began Peter's life, and with hindsight, and his own experience of parenting, Pete recalls that, with this thought hanging over his head, he was a less than perfect child.

As life proceeded Peter started an Engineering Degree, but due to ongoing health issues was not able to achieve the attendance percentage to be eligible to sit the exams. He then did an adult apprenticeship as a fitter and turner, and also did a course to obtain a "pressure vessel welding certificate," which is near the top of the welding proficiency scale.

At that stage he was working as a maintenance fitter and welder, and acquired his first Citroën, the B2 in 1966. To help restore the body he enrolled in sheet metal and panel beating courses, enabling him to make replacement panels from scratch for the B2. To put all this into context Pete has owned the B2 known as The Old Girl for 52 years.



Little squirts. Pete with the Blacking gun. Rolling, Rolling, Rolling. 2CV waiting it's turn.



Pete the carpenter. Mystery car at back.



Pete lets The Old Girl kick up her heels.



About to take off, Pete searches for reverse gear, the map or whatever while the evil Inter (International AB 160) right has the last laugh.

At my wife Anne's 21st birthday a mere 46 years ago (celebrated at home), the best way to avoid annoying the neighbours was to invite them in, so they might make another contribution to the regulation "punch bowl" at such gatherings. And of course the next door neighbours were none other than Peter and Maria Boyle with two young children. As was the custom at the time Peter left his Business Card in case my in-laws needed any help, we still have it, 46 years later. See right.

USED CARS - LAND - WHISKY - MANURE - NAILS
FLY SWATTERS - RACING FORMS - BONGOS
DRY HOLES - SPORTS CARS
WIND MACHINES, BOUGHT OR SOLD

PETER BOYLE
— MAN OF ACTION —

WARS FOUGHT
REVOLUTIONS STARTED
ASSASSINATIONS PLOTTED
GOVERNMENTS RUN
UPRISINGS QUELLED
CHICKENS PLUCKED
CHANNELS SWUM

WOMEN SEDUCED
TIGERS TAMED
BARS EMPTIED
COMPUTERS VERIFIED
ORGIES ORGANIZED
AIRPLANES DRIVER
WINE TASTED

In 1972 Pete was able to transfer his job to Cairns to see if the warmer climate would benefit his health. Incredibly the trip to Cairns with Maria and two children in a fully loaded car with a caravan coincided with the severe 1972 QLD floods, and so involved many flooded river crossings taking a month to travel from Melbourne to Cairns. By the time they reached the factory the promised onsite housing had been taken by someone else. So they lived in the caravan at Trinity Beach for a couple of years, a secondary advantage of living there was (no mobile phones then) no late night call outs to fix breakdowns at the factory.

As his parents aged and had health issues they moved back to Melbourne, Pete worked in the consumables section of CIG (in Gower Street Preston), for about ten years.

In the mid 80s he brought multiple gas welding sets (from CIG) to a club night, then held welding lessons for members at his home. Upper right, shows him helping a young Traction owning member Krista stitch metal together. Note their protective welding uniforms. Lower right, shows Pete "still at it" still helping others in 2017, with his knowledge and skills.



When CIG downsized Pete was offered, and took, a redundancy package. He then took a 6 week holiday in Europe and acquainted himself with the legendary Depanoto French car parts emporium for older French vehicles, (Pete was the Club's spare parts officer at the time).

Their 2018 advertisement shown on the right.

The incredible stock of parts for older French car parts is housed in a former army barracks, shown in the two images below.



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1900 - 1960

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He then had a job making moulded car carpets for 2 years, during which time he obtained heavy vehicle endorsements on his licence enabling him to drive trucks. Having observed how hard it was to get reliable people to come at agreed times, or in fact to actually turn up, to clean up factories or demolition sites, Peter decided to set up RUFF N READY as a site clearing and landscaping service. Pete changed the focus of the business after a few years of this work had taken its toll on his back, and after a heart-stopping moment in Power Road Hawthorn in his AB 160 International, when, just a smidge overloaded, brake failure caused him to career through 2 sets of red lights (fortunately not hitting anything). (See a photo of the evil Inter on page 32.)

Below, both sides of his business card, and bottom with his little helper, as shown on the card.

LIGHT DEMOLITION:
INDUSTRIAL
SHOPS
DOMESTIC

RUFF 'N' READY
RUBBISH REMOVALS
480 3560 — ALL HOURS

PENSIONER DISCOUNT
★ OBLIGATION FREE QUOTES ★

NO JOB TOO SMALL

● LIMITED ACCESS BOB CAT ●

● TIPPER ●

● ROTARY HOEING ●



PETER JOHN BOYLE
35 NEWMAN ST.
THORNBURY, 3071.

TEL: 480 3560
ALL HOURS

*Let me talk
rubbish to you!*



Pete decided to ease back a bit by doing small factory maintenance jobs, but mainly small home maintenance jobs for women from 18 to 80 years old who could not get their blokes to clean up. Think of Pete as the original "Hubby for Hire" turning up when he said he would (people get very annoyed when they take a day off to be home for a tradesman who fails to turn up). Of course Pete was too modest to change his business name to RUFF N READY N RELIABLE.



For quite a long time (decades) Pete and Maria have headed North in the caravan for winter, (like many other Grey Nomads) but in this case to reduce the chance of Peter getting the Flu or Pneumonia.

As the years have rolled on Pete has drawn a few nasties out of the Lucky Dip Of Old Age, fortunately none fatal.

To use a motoring metaphor, Pete is running on one cylinder out of four, and he has his off days but he is still running (his physical state is chronic respiratory problems).

So thank goodness the Doctor was wrong in 1943 and Pete hooked up with someone as reliable and devoted as Maria and, as our true and reliable friend may Pete continue ticking along for many more years.



To keep his mind off his health problems what else has Pete been up to? The 2CV is coming along well, as seen on the left and he is recreating a B2 Baker's van. (For the inspiration photo and the end result, see right.) Of course Pete still has a Traction in the carport, see below.



He has also taken to Radio controlled model aircraft with stunning results. Two of his efforts are shown in the lounge room, a DC3 and a Tiger Moth at the office end of the lounge. As I have said before, my first thought, "marital harmony".



The other Peter you may not have encountered is not the cross dresser, but the reviver of the masquerade. Pete has a few male and female outfits to cheer things up when the event gets a little slow.

Over his years in the Club Pete has had nicknames such as Boyleasaurus and Luigi.

PS. Pete would like to be remembered as a Restorer, not a Storer.



The late Leigh Mason checks the merchandise

I certify this is a true and correct story.

Peter Boyle

AFTER THE WAR

After seeing the list of pre CCOCA, register members on page 26 I was struck by how English Tractions predominated on the list. Of course this was brought about by France being in a worse state than England after the war, and the English mantra "Export or Die" meant that we received a fantastic variety of cars (Lea Francis etc) including a fair amount of hastily made rubbish.

A glance at the November 1946 price list (courtesy Motor Manual) shows where Citroën fits into the price hierarchy in those pre Holden days, (before late 1948).

Looking at the bottom part of Ramblings on the next page you can see why a Citroën was a much more common sight on the roads in the fifties than today - they were available for immediate delivery, unlike most other vehicles, including the more exotic-looking American cars. 1948 English L15 shown below.

40 THE AUSTRALIAN MONTHLY MOTOR MANUAL. November 1946.

CURRENT NEW CAR PRICES

All prices quoted are subject to fluctuation and do not include 12½ per cent. Sales Tax.
*Subject to Price Control approval.

MAKE.	Price.	MAKE.	Price.
ARMSTRONG-SIDDELEY—16 Coupe	£1465	LEA-FRANCIS—14 h.p. Saloon	£1375
16 Saloon	£1650	MERCURY—De Luxe Sedan	£695
AUSTIN—8 Roadster	£388/10/-	MORRIS—8 Roadster	£383/10/-
8 Tourer	£395	8 Tourer	£391/10/-
10 Sedan	£560	10 Sedan (English body)	£660
10 Utility or Van	£530	M.G.—T.C. Roadster	£586/10/-
CITROEN—15 Sedan	£750	NASH—600 Sedan	£720
CHEVROLET—Fleetmaster	£630	Ambassador	£795
Stylemaster	£610	PACKARD—Clipper	Not yet available.
DAIMLER—2½ Litre	£1550	PLYMOUTH—Sedan	Not yet available.
*DODGE—Sedan	£684	PONTIAC	Not yet available.
*Fluid Drive Sedan	£885	STANDARD—8 Roadster	£368
De Luxe Sedan	£614	8 Tourer	£375
FORD—V-8 Super De Luxe Sedan	£630	14 Sedan	£575
*V-8 Utility	£568	JAGUAR—1½ Litre	£1075
10 Sedan	£428	SINGER—10 Sedan	£595
10 Utility	£396	10 Tourer	£520
8 Sedan	£410	STUDEBAKER—	
8 Tourer	£360	Skyway Champion (Imported)	£795
HILLMAN—Minx Sedan	£535	VAUXHALL—10 Tourer	£408
HUMBER—Super Snipe	Not yet available.	10 Sedan	£460
Sedan	Not yet available.	14 Sedan	£520
*HUDSON—Sedan	£795	WOLSELEY—18 Sedan	£895



I HAVE seen a treat that we have not seen for the past five years—the new models of practically all the revered names in motor-dom—all at their shiney best at the Melbourne Royal Show.

The first full-sized exhibition of the cars was naturally a major opus of the show. I'm afraid that the Show's four-footed attractions held much less interest than these streamlined chariots. One queued up to get a mere glimpse at the new Buick. Its ravishing new lines—its guards flow along the whole of the body—and extra long streamlined rear trunk had a lot of unusual touches about it. The Buick is to be General Motors classiest model for a while. And no wonder, even though the price may roll into four figures. I had a dream ride in it before this imported master-model will be vivisected for research purposes.

The Dodges and Plymouths put in a welcome appearance. There were two models of the Dodge, the larger one having the Fluid Drive. It was another new beauty, as gay inside as out. The Dodge has always been a particularly popular car in the country so I regret I couldn't see all the car for onlookers.

As one could expect the Chev. showrooms were crowded out too. Once a Chev. owner, always one, seems to be the practice these days and as they often appear in the majority it is natural; the proverbial flies around the honey-pot had an affinity in the Chev. exhibit. As might have been expected there were no fewer than seven Chevs. on view—and you had the choice of Fleetmasters or Stylemasters, both with the same 29 h.p. Master Chev. engine but different only in the finish and extras.

Everything was looking more like normal again—excepting promises of delivery. Even these showed signs of sanity from the British houses. Immediate delivery was flaunted for the imported saloons of the Armstrong Siddeley, Lea Francis, Citroen, while if you put your name down for a new Hillman Minx you could drive it away in three weeks. Standards promise to

HAPPY BIRTHDAY DOLLY

Seeing we are in a birthday mood, if you have some Bubbly left over after the silly season and have no idea what to do with it, and you have a Citroën (or Peugeot) built after November the 8th 1976 you are in luck. You can work out when to celebrate it's birthday. On the 9th of November 1976 (was that the day Citroën and Peugeot exchanged vows?) all PSA vehicles were given a 4 digit number (called the ORGA number) starting at 0001 on that day and increasing by one each day. Later cars use 5 digit numbers because they ran out of numbers. For example, on the 30th of November 1976 the number would have been 0022. Early cars have the number stencilled (with ink) on the firewall or suspension strut towers, later cars have it as a sticker on the lower part of the A pillar often with the tyre pressure sticker. These later cars also have extra information as to the exact variant such as Confort or Exclusive as well as the colour and the location of the factory in which the car was built.

For the mathematically challenged, and everyone else you do not have to sit down counting days and worrying which years were leap years, simply "Google" orga number and several sites offer online calculators to do the job for you.

Needless to say if your car (say a late 2CV) has had the firewall repainted or pressure washed to death you might be out of luck. In the UK where firewall/pillar replacement is common there are even hints for the size and font to use when reinstating the Orga number.

To find out the extra details such as colour and factory you will have to persevere with Google as some sites only cover a limited range of the models produced since 1976.

Russell Wade. Editor.

Two examples are shown. In the top one, on a 2CV, the large black letters indicate the variant, the number 3868 denotes a build date of June 12 1987, while the AM ??? in a circle is the colour code.



The lower example, from a later car, has a 7 digit number. The first 5 digits are the Orga number, 10451, indicating a build date of June 20 2005. The 2 numbers after the Orga number (88) indicate the car was built at Mulhouse.

The letters KPU indicate the colour, Bleu Oriental.

Note, some cars have an additional sticker giving build year and month (but no day) with a mixture of other irrelevant numbers.



WARNING WARNING WARNING

THREE WARNINGS FOR THE CITROËN FRATERNITY

Warning 1.

Earlier this year another CITROËN C6 that was a damaged but Repairable Write Off popped up in the public domain. You will remember that in Vol 40 No3 issue of Front Drive I explained the concept of a Repairable Write Off, together with a warning that an earlier damaged C6 might be repaired and moved interstate to be sold cheaply without any provenance (past history).

Because the potential demand exceeds the supply this car shown on the right, running, without books, sold in Perth for an eye wateringly low price and could well be repaired and then offered cheaply to some unsuspecting East Coaster. Note the VIN number and steer clear of it, or take a chance.

Warning 2.

Having warned the East Coasters about the Westies, I am now offering a warning to the Westies (and Northerners) to be wary of cheap new cars from the East with minimal HAIL damage, that resulted from a severe storm in Melbourne on December 20 2017. A huge number of new cars suffered minimal hail damage, they included over 100 new Mercedes, over 20 Porsches etc etc.

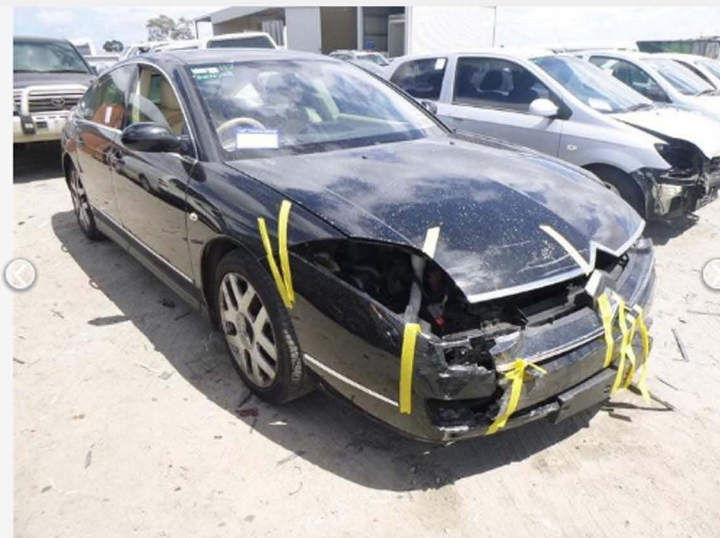
The other day my crusty old eyes spotted a huge paddock containing over a thousand hail damaged cars. What stood out was a handful with airbumps, meaning new Cacti and C3 Aircross. After I spotted a Berlingo about 8 other roof profiles matched, and they were sharing the paddock with some easily recognisable French friends such as Renault Capturs. These cars are being slowly released (auctioned) on to the market to avoid flooding it with cheap? new cars. Assuming you could get insurance, it might turn into a nightmare if you make a claim with pre-existing damage. Who will want the car when you have finished with it, if there are plenty out there without hail damage? You should also consider the warranty implication, or the lack of warranty.

Warning 3.

The new distributors of Peugeot and Citroën have moved to match the warranties, meaning Peugeot warranty has gone up from 3 year to 5 years and the Citroën warranty has dropped from 6 years to 5 years..

2007 Citroen C6 V6 Sedan 4D Sedan

Item location: Perth Int'l Airport, Western Australia



Odometer
119,595 KM Showing

Colour
Black

Transmission
6spd Tiptronic

Engine
3.0 L Injection

Body
4D Sedan 4D Sedan

WOVR
Repairable Write-off

[Brochure](#)



Details

Build Year: 2007
Compliance: 09/2007
Make: Citroen
Body Type: 4DSedan 4D Sedan
Model: C6
Body Colour: Black
Variant: V6
Doors: 4
Seats: 5
Odometer: 119,595 KM Showing
Transmission: 6spd Tiptronic
Engine: 3.0 L
Drive Type: Front Wheel Drive
Fuel Type: Petrol

Info

Registration: WAA948A
VIN: VF7TDUHZJ78016732
WOVR: Repairable Write-off

Damage Description

Engine Runs Front Damage

Comments

1 Key 0 Book

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