

FRONT DRIVE

A yellow Citroën 2CV is driving on a dirt road that winds through a deep, grassy mountain valley. The car is positioned in the lower center of the frame, moving towards the right. The valley walls are steep and covered in green and brown grass. In the background, rugged mountains with patches of snow are visible under a blue sky with white clouds. The overall scene conveys a sense of adventure and exploration in a natural setting.

**Australia's National Magazine
For Citroën Owners And Enthusiasts
MAY/JUNE 2018 Vol 42 No 2**

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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

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.

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COVER IMAGE

Dave Rogers on Skippers Canyon Road, Coronet Peak during Raid New Zealand.

Photo courtesy Marg Towt.

LIFE MEMBERS

The committee awards life membership to Club members in recognition 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 July 9th

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ED SED



Hi Members,

This issue is a little late due to health issues taking priority, (hopefully now resolved) and also because the last issue was early, to be available before the 40th anniversary celebrations.

Being a less than well person, I can attend local/day events but was not able to attend the plethora of extended events earlier this year.

Therefore I am most grateful for those members who have responded to my requests for text and photos of events, alas I have not yet had anything on Cit-In in Dalby.

If there is a willing correspondent out there, I will include a story and photos in the next issue.

I must thank Kay on behalf of all members for giving the Acting President/President her best, but it is less than ideal to expect someone to wear too many hats on the committee. So to any member out there an opportunity exists to metaphorically take charge.

On members behalf I must welcome Tim Cottrell to the Committee, it is great to see new thoughts and ideas.

Finally, with CCOCAs 40th celebration over our attention turns to late 2019 when we will mark 100 year of Citroën cars. Any thoughts from members would be welcome, both for a celebration and the magazine to go with it.

A happy and healthy Club year to you all.

Russell.



PREZ SEZ

Hello Members,

By the time you read this magazine you will be reading my last President's report. Due to personal circumstances I have had to stand down from the position. I will however continue to do Club Shop and Librarian unless someone else would like to put their hand up for either or both positions.

The Easter Cit-in Dalby and the pre Cit-in and post Cit-in events were not greatly attended by our members this year but those that went I believe generally enjoyed them.

The visit to the Stokes Collection at Mt Macedon by both CCOCA and CCCV members was also a successful event. Unfortunately, Robert and I were unable to attend as we had a family commitment.

At the May general meeting we are having Dave Rogers (CCCV member) coming along to tell us all about the recent RAID in New Zealand, so please do come along and support the evening and as per usual a "yummy" supper will be provided. Please advise Helen Cross if you are attending (for catering purposes) on 0419 356 963 or email crossfam@ozemail.com.au

More activities are being planned for the next few months so don't forget to check your magazines and the website.

That's all from me.

Happy times with your Citroens.

Kay



ACTIVITIES		
JUNE		
Monday	18	Committee Meeting.
Wednesday	27	Film Night Hawthorn. Note time 5.30 pm (in place of G-Meeting).
Thursday	28	Boy's Day Out. (Details in last issue).
JULY		
Tuesday	3	Chit Chat Tuesday. (Details in last issue).
Sunday	15	Bastille Day. (Bookings closed).
Monday	16	Committee Meeting.
Wenesday	25	Restaurant Meal Camberwell. 7.30 (in place of G-Meeting). Page 8
Thursday	26	Boy's Day Out. (Details in last issue).
AUGUST		
Tuesday	7	Chit Chat Tuesday. (Details in last issue).
Wednesday	15	Healy Factory with CCCV. Page 9
Sunday	19	Fire Engine Restoration Workshop. Page 10
Monday	20	Committee Meeting.
Thursday	23	Boy's Day Out. (Details in last issue).
Wednesday	29	General Meeting. Games Night.

MONTH

JUNE

FILM NIGHT AT THE LIDO, HAWTHORN

WHEN:

Wednesday 27th June 2018

TIME:

Meet from 5.30 pm: at The Dumpling King, 656 Glenferrie Road, Hawthorn Vic 3122

FROM:

We will have a light meal here, and then cross the road to the Lido Cinema.

TO:

The Lido Cinema

WHERE:

675 Glenferrie Road, Hawthorn Vic 3122

There is parking behind Coles Supermarket on the City side of Glenferrie Road and a short walk through the arcade to Glenferrie Road. The Lido's entrance is also in this arcade. The Dumpling King is on the other side of the road just south of the railway overpass.

COST:

The films cost between \$13 and \$21 depending on your choice. There are several concessions available. The Dumpling King also has a wide range of prices for your consideration.

BOOKING:

You need to book for this event with Helen Cross on 0419 356 963 no later than Sunday the 24th June. Helen has offered to pre-purchase the tickets in a block just prior to the event.

BRING:

Yourself and a partner or friend

This night will be a great opportunity to meet with club members for a light meal and then a movie. The films change frequently, and we will let you know what has been chosen closer to the night. Also, the starting time may vary, but as a guide expect the film to start at 7.00 pm approximately.

CONTACT:

Helen 0419 356 963 or Ted 0400 592 208

WEBSITES:

<http://dumplingking.com.au/>
<http://www.lidocinemas.com.au/Page/Home>

MONTH – JULY 2018

EVENT NAME – GENERAL MEETING

WHEN: Wednesday 25th July 2018

TIME: 7:30pm

WHERE: Juventino
533 Camberwell Road
Camberwell, VIC 3124
(03) 9889 3055

COST: Approximately \$20.00 per head.

BOOKING: Essential, by Monday 23rd July.

BRING: Your wallet and some conversation!

CONTACT: Sue Bryant treasurer@citroenclassic.org.au or 0412 518 849.

WEBSITE: www.juventino.com.au

This month instead of meeting at Frog Hollows we will have an opportunity to get together for a meal and a chat at the nearby Juventino restaurant. I have eaten here a few times and the food has always been really good and reasonably priced.

Juventino restaurant is a family owned and operated business with over 45 years experience in pizza, pasta, steak and seafood dishes passed down for generations. Father and son have been working side by side to create the best quality meals with the freshest produce....

MONTH AUGUST

EVENT: Invitation from CCCV to join them at the Healey Factory



WHEN: Wednesday 15 August

TIME: 7.00pm

WHERE: 646 Whitehorse Service Road, Mitcham

COST: Nil

RSVP: Sunday 5 August

BOOKINGS: Wolfgang Siem
woljen@gmail.co,
0425 872 082

WEBSITE: <https://healeyfactory.com.au/>



Month August Fire Engine Restoration Workshop

When: Sunday 19th August, 2018

Time: 10.00am

Where: Fire Vehicle and Restoration Workshops Old Railway Sheds, Newport. Enter via gates at Water Tower opposite Williamstown Cemetery on Champion Rd. Plenty of parking at the site which is large. At its heyday 5000 people worked here.

Cost: \$8.00 per head.

Booking: Need to know by Tuesday 14th August.

Contact: Bruce Stringer
bwstring@smartchat.net.au Mb: 0412 342 706



We will meet for coffee at Platform 177 at 10.00am then visit the workshops where there are approximately 60 vehicles. We will be met by fellow club member Michael Moore who will be our guide. Michael is a real enthusiast and lover of these vehicles. He and his wife Susan were asked to represent the Museum in Sydney in March this year where Scania was showcasing 40 years in Australia with all its global leaders. Michael supplied a white Scania truck with gold livery built in 1991 with 275000 km on the clock and still driving like new.

MFB fire trucks are always red.

Platform 177 is located at 177 Ferguson St. Williamstown on the roundabout at the Williamstown railway station and just a short distance from our venue. Coffee is hot and food very tasty.

Afterwards there are plenty of places to go for lunch, stroll around the Williamstown foreshore, HMAS Castlemaine Museum and Science Works Museum. If enough members register a visit will be organised to the Steam Railway Museum next door which is normally not opened on Sundays but will do so for groups.

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.

CHIT CHAT TUESDAY

Yesterday morning 1st May at the Blue Ray Café in McCrea, a fantastic record crowd of 10 turned up to talk about cars, Citroëns, life experiences and many other topics. Two hours goes past easily with coffees and nibbles, then off we go.

Partakers were—Robin Smith, Ted Cross, Garth Campbell, John Wyers, John Parsons, David Rogers, Bruno Tonizzo, Graham Barton, Heather Greaves and Warwick Spinaze. Regulars like Len Jenkins and Mike Neil were away.

As always all Citroënians are welcome.

Warwick Spinaze.

May Chit Chat Tuesday at the Blue Ray cafe was very well supported by members of CCCV, CCOCA and friends. This month there was a lot of conversations and information sharing about many aspects of car restoration, holidays past and future, many motoring experiences as well as the odd ball story to provide us with a good laugh.

Chit Chat Tuesday also provides a great excuse to get the classic car out of the garage, fill in our logbook and take a run to McCrea on the Mornington Peninsular and enjoy a hot coffee with friends.

Thanks to Warwick Spinaze, Robin Smith, Ted Cross, Garth Campbell, John Wyers, John Parsons, Dave Rogers, Graham Barton and Heather Greeves for a fun day out.

Bruno Tonizzo.

A RECORD CROWD



Thanks to John Parsons for providing these two larger photos and the story by Bruno, and Warwick Spinaze for the text and smaller photo on the left.



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WHAT COULD POSSIBLY GO WRONG ?

THE TALE OF THE DUCK THAT ALMOST COOKED ITS GOOSE BY GRAEME DENNES

The following sequence of events occurred with our 1974 orange 2CV (*Duck a l'Orange*) after it had undergone a brake system "transplant" to convert it from a drum-brake (DOT) system to a disc-brake (LHM) system. The physical changeover of the front drums to discs had its own set of issues which were eventually resolved, thanks to Elliot Beniada.

I'd been preparing the car over several weeks in preparation for its shipment to New Zealand to participate in Raid New Zealand 2018 over February/March 2018 as organised by Dave Rogers and Peter Dekker. Herein lies the tale of the events surrounding the fitment of the LHM components.



1. Fitted new LHM dual-circuit master brake cylinder, new LHM rubber reservoir seals, and new fluid reservoir.
2. Fitted pre-loved disc brake calipers after installing new pistons, new LHM rubber piston seals and dust seals, new LHM rubber O-rings between the two caliper halves, new LHM brake line rubber seals on all brake line fittings under the bonnet, and a new bleed nipple on the left caliper, just to be sure.
3. At the rear, I fitted new LHM rear wheel cylinders, new bleed nipples and new LHM brake line rubber seals.
4. Fitted new LHM brake line rubber seals in the rear wheel brake line union. (This is the brake line splitter which feeds the fluid from the master cylinder to the two rear wheel cylinders. Located high up at the front edge of the fuel tank.)
5. Added LHM fluid and bled the brakes, after which the pedal went down to around mid-travel and seemed quite firm at that point, and all seemed ok. However, fluid moved very slowly through all three bleed nipples during bleeding. Varying the pedal pressure didn't seem to change the rate of fluid exiting the nipples. The fluid flow from all three nipples seemed heavily restricted. Why would this be?

6. Also, when the brake pedal was pressed and released, the front wheels remained fully locked while the rear wheels immediately turned freely. Why would this be?
7. Opened the front bleed nipple momentarily and the front wheels immediately turned freely. Mmmm.
8. As a check, I reversed the front/rear brake lines at the master cylinder and bled the system.
9. Once again, little fluid exited the three bleed nipples. On some pedal presses, no fluid was expelled. Why?
10. Pressed and released the brake pedal, and now both rear wheels remained locked, while the front wheels were immediately free to turn. Ok. Getting warmer!
11. Opened a rear bleed nipple momentarily and both rear wheels turned freely.
12. Just to be sure, the rear brake drums were removed and the wheel cylinders and shoes checked for proper operation and proper return (with their bleed nipples open). These were operating correctly. The brake shoes were operating correctly and contacting the drum correctly, and the "horseshoe" springs were doing their job, so no concerns with the rear brakes.
13. Logically, the symptoms point to a faulty brake master cylinder, although it was brand new from a European 2CV parts supplier.
14. Ok. Ordered and received another new LHM dual-circuit master brake cylinder from a different European supplier and fitted it to car.
15. Bled the brake system.
16. No wheels remained locked after pedal operation this time. Whew! Now we're starting to get somewhere. Fluid moving slightly better from the bleed nipples, but still well short of the normal response to pedal pressure and nipple opening. Well, after having fitted two new master cylinders and neither having fixed the problems, the fault must lie elsewhere.
17. However, a new problem has appeared. When the brake pedal is released, the piston in the master cylinder was taking about 10 seconds to return to the fully off (out) position, whereas it should return instantly.
18. There were no visible fluid leaks in the brake system, the fluid level in the reservoir remained constant, the pedal would not go down past a certain point, and the brakes were actuating and stopping the car, so it was taken out for a road test. It didn't appear to have safety concerns.
19. Another new symptom then appeared. During road testing, the brakes slowly but surely became fully activated over say 8-10 Km of driving, causing the vehicle to be slowed and eventually drawn to a halt. Stopped on the side of the road. Couldn't move off. Brakes fully on. No free travel in the brake pedal and the brake pedal pressure was at maximum pressure.
20. Adjusted the brake pedal actuating rod to provide 1-2mm of free-play. All good.
21. Car was able to be driven off.
22. Full brake lockup returned again about 15 minutes later. Very little brake operation had been taking place. Adjusted the brake pedal actuating rod again. All seemed fine. Drove off and reached home without further problems.

23. At this point, the car could not be reliably driven because of risk of the brake lockup problem occurring. This is getting very weird and I'm getting very short of time.

24. Now I'm clutching at straws, ie it has now turned totally into a guessing game. Perhaps the old brake line rubber seals in the rear brake line union had broken up a little and was partially blocking the return fluid flow to the master cylinder, resulting in the 10-second retraction time of the master cylinder piston. The union had previously been subjected to three hours of high heat to enable the three brake line fittings to be removed without damage. Perhaps they had been untouched since the car was new - 43 years prior. Still, this symptom was not there previously.

25. Thus, decided to again remove and thoroughly check/clean the rear brake line union for partial blockage, just to be sure. Nothing was found to constrict the fluid flow inside the metal union. All clear. Three new LHM brake line rubber seals were fitted and all three fittings done up securely. No problems there. However, the weak fluid flow during bleeding operations remained, as did the 10-second delay in retraction of the master cylinder piston, so I presumed the roadside brake lock-up problem was also still a possibility.

26. Alright, I'm now getting desperate. Once again, the symptoms point to a faulty master cylinder, but this has already been replaced *twice*, so just keep looking...

27. Could it be caused by (unstable) corrosion build-up in the fluid path inside the pre-loved brake calipers, causing poor fluid flow from the calipers? Still, there is very little fluid flow to/from the calipers as the pistons are "in contact" with the brake pads at all times. However, the calipers were previously heavily corroded around the piston surfaces and it took a considerable effort (some hours) of much heat, pressure and gratuitous verbal advice to remove the old pistons. But then, this shouldn't cause poor fluid flow from the rear bleed nipples as there is no connection between the two circuits.

28. To this time, I'd fitted two new master cylinders, pre-loved calipers with new pistons and seals, new rear wheel cylinders, confirmed proper adjustment and operation of the rear brakes twice, thoroughly cleaned the rear brake line union twice, and changed every brake line rubber seal in the brake system several times! The weird bleeding issue and delayed brake pedal return issue remained, and so did the risk of brake lockup on the road.

29. I finally accepted we would need to organise a hire car in New Zealand for the Raid in view of the imminent "death" of the Duck, being that it's now 11.00pm on the Sunday night before the car had to be driven to the freight company in Melbourne the following morning for the car's shipment to New Zealand. Ouch!

30. As a desperate man now, and in complete disbandment of all logical diagnostic reasoning for doing so, I decided to remove the known good brake calipers from our green car and fit them to the Duck. What else could it be? There are only so many items in the brake system, and I'd already attended to them ALL, and some more than once!!!

31. After the "new" calipers were fitted, the system was bled again and there wasn't much change to the bleeding behaviour, and the pedal still took several seconds to fully return. No change. Ok. So it's not the calipers. (The temperature's risin' and the juke box is about to blow a fuse...).

32. Now I'm in complete and utter desperation mode. Free-fall mode. In the hands of the gods. The only spares I have are those in the shed with me, as there's no time to order new

parts now. In a true and final act of crash-and-burn defiance and desperation, the known good master cylinder in the green car was removed and fitted to the orange car.

33. The brakes were bled. Eureka! Eureka! Eureka! The bleeding operation was instantly successful and totally normal, the pedal feel was absolutely normal, and the pedal returned instantly to its fully-out position when the foot was lifted. No wheels remained locked. Everything felt and acted very normal. Still, only a test drive would prove if the problem(s) had really been resolved. A little late for that at this stage of the evening, er, morning!!

34. I put the last spanner down at 4.00am and went for a little shuteye. I slept soundly, but I reckon I still had a smile on my face when I drifted off to sleep!

35. Drove the car to the shipping company later that morning (as the test drive!!) and all was good, albeit with borrowed master cylinder and calipers. Pedal operation was normal, brakes felt normal, no brake lockups. All good.

36. The car travelled over 7000Km during the Raid, and the brakes performed all as expected. All it took was the third master cylinder!!!

37. After returning home from New Zealand Raid and after picking up the car from the shipping company, the master cylinder and calipers were removed, and returned to the green car from whence they came. A new (now third!) master cylinder as well as new calipers were ordered for the orange car. These were subsequently received and fitted, and all was finally perfect. What a saga.

Summary

There's nothing more thrilling or better able to focus the mind than taking a car for a test drive in city peak hour traffic to test the brakes after a complete brake system rebuild, and especially in view of the range of crazy symptoms and problems experienced beforehand. What a hoot!

Yes, two brand new master cylinders of different brands and different part numbers from different major European spare parts suppliers were faulty, and with not totally dissimilar symptoms. They were visually different products and with completely different packaging - brand, colours, part numbers, labels, barcodes, etc.

Perhaps they were from the same OEM batch from somewhere on the globe. That seems highly probable, but I don't know and perhaps I'll never know.

Is there a lesson here? Unfortunately for us 2CV owners, the answer is perhaps yes, and it is this: just because a new part is purchased from a reputable supplier doesn't automatically mean that the part was manufactured *and* tested in accordance with Citroën's specifications and standards. But then, when looking ahead and hoping for good spare parts outcomes going into the future, I prefer to think I was just unlucky this time. I really hope so...



RAID NEW ZEALAND



SKIPPERS CANYON

Dave Rogers and Peter Dekker planned a spectacular adventure across both islands of New Zealand this last summer.

Siting accommodation destinations across 37 days of pure fun and driving exploration.

There were 17 cars (14 2CVs) for most of the trip, 34 people plus some very enthusiastic local 2CV owners who not only showed us the cream of their Citroën collections, but tagged along for different parts of the journey and shared the fun.

The Kiwis are wonderful people, full of hospitality and general knowledge. We were welcomed to a traditional Marai in Dunedin, where Maori culture, history song and food was generously shared. What a wonderful landscape, so dramatic and beautiful, around every turn there was another wow factor.

We drove over 7,000 km on the Raid, the highlights for me were the narrow gravel roads like crossing the Molesworth Station to Hammer Springs, Skippers Canyon, Dansey Pass and Thompson George. A creek crossing captured all our imaginations especially those of us who had not been on a Raid before.



SWISS BOYS
CROSSING CREEK AT MATAKANUI



LINDIS PASS



CONQUERERS OF MT TREBLECONE

We all learned more about our 2CVs. How tough but comfortable to travel on secondary or dirt roads only. How strong and determined the cars are, they just climb and hug the road! Bitumen or dirt they are very sure footed and I was impressed.

All the Raiders were lovely people, and all contributed to the collective joy of the holiday. Would do it again in a heartbeat.

Thank you to everyone who made this experience so special.

Marg Towt.

Below, Marg & Barb Towt with "Butson"



CCOCA 40TH LUNCH

Saturday 24th of March at the Box Hill Golf Club started out as a gloomy day but with the size of the venue suiting the number of members attending, the AGM went off quickly and smoothly with no challengers standing up giving their reasons to be elected over the incumbents. Then there was a presentation of flowers to three of our ladies who have worked behind the scenes organising the meeting hall and the suppers at meetings etc. Thanks to Kays choice we all enjoyed a very nice meal, very well presented. The venue lent itself to people moving amongst the tables to meet old friends and make new acquaintances. We all look forward to being able to come to the celebration of CCOCA's Golden Jubilee in 10 years time

Right. Mike Neil conducts the AGM.

Below. The CCOCA Committee advises Kay how to cut the cake.



Right. Presentations to 3 of the people who have kept things going behind the scenes.

Below. 3 tables of members enjoying themselves.



TEDDIES TERRIFIC TOUR

We arrived back in Melbourne after 6 weeks in New Zealand, just in time to attend the AGM and had one day to service the 2CV and begin the pre-Cit-In tour to Dalby.

We left home from Hawthorn on time and met two other cars at Donnybrook Coles servo. We started with Dylan Webb in his recently purchased 2CV Charleston and Hank and Pauline ten Teije from Tasmania in their C5. Our first stop tonight was Deniliquin where we also met up with Jan and Don Willing, also in a C5, and, also from Tasmania. We had an enjoyable meal together at the RSL and planned an early start the next morning.

For us, this meant going via the Cobb Highway to Hay, where we met other Citroënists from South Australia and Western Australia. We had a convoy. We made Forbes our stop for the night with another great meal at the Forbes Golf Club.

Everything was going smoothly, but our next stop at Pilliga Pottery was a bit of a disaster as the Pilliga Pottery location is actually not very far from Coonabarabran, and nowhere near the little town of Pilliga. We also found that the previously well-maintained dirt road into the Pottery was a rough track, better suited to Raid 2CV's. This dissuaded a few cars from reaching the Pottery but the group who did make it enjoyed a raucous and fun night without them.

Undaunted, we all re-grouped and took the scenic drive to the lovely little town of Texas just over the border into Queensland, and we enjoyed the excellent meal at the Stockman Hotel in town. By this stage we had several more cars from New South Wales and Western Australia who had pre-arranged to join us, and I think we counted



Ted and Helens car.



Road to Pilliga Pottery



Entering QLD



Above. Stopped for a picnic.



Below. Ready for the morning start.

30 people for dinner in the pre-booked dining room. This was a great highlight for me, and we even found a Traction Big15 "project" for sale in the adjoining garage.

We were able to have a slow start on Good Friday morning, and a leisurely drive into Dalby and the start of the 50th Anniversary Cit-In, which was also a great event. We personally followed this up with Steele's run for another ten days and ended up completing 5,000 k's by the time we arrived home.

We would like to thank everyone who joined us on this trip, and some people are already threatening to join us on a similar run to Katanning WA for the next for Cit-In - which will also be the 100 years of Citroën celebrations – it should not be missed.

Helen is already plotting to buy local oysters on the way at Smokey Bay on the Eyre Peninsula, if all goes according to plan – there will be another pre-Cit-In Teddie's Terrific Tour next year. Keep an eye out for details closer to the event.

Ted and Helen Cross





STEELE'S POST Cit-in B TOUR

by Geoff Webber

Many of us look forward each year to planning ahead and to make that pilgrimage to the next Cit-In somewhere in Australia. Meeting up with Citroën enthusiasts from other states are always enjoyable times, but as we meet with so many old and some new friends, time goes so quickly over Easter. Extended time with Citroën colleagues on road trips in convoys are such a good idea. The camaraderie is great and you get time to know each other and share common interests along the road. So it was Easter Monday at 9.30 am that 7 cars and 14 people travelled with Ian Steele on his well planned B Trip to Canarvon Gorge in central Queensland. The return trip over 8 days covered some 2500 kms for some of us locals and much more for those returning home to other states.

Briefly, the route took us to Roma for two nights, then up to Springsure, via Injune and Arcadia Valley and Rolleston for two nights. then the highlight stay at Takarakka holiday Resort. After two nights there, off to Mitchell via Injune, west to Womblebank station and a night each in Mitchell and Condamine. Participating were 3 only 2CVs driven by Ted and Helen Cross, John Henderson and Liz pike and Greg and Rosemary Moorhouse. Rob and Kay Belcourt travelled with Jeff Goodchild in his C6, Michael Pass alone in his Safari and myself and Narelle in our DS. The old faithful Safari at home this time, Ian and Helen led us in their Isuzu 4 WD fitted out with camping gear. He was surprised nobody commented on the non-French contingent. And we had virtually no mechanical hiccups.

First day was warm but a leisurely 300 kms to Roma via Tara and Surut. Some of us booked cabins at the local Resort park and others did their camping routine. Prickles and noisy trucks were a bit of a problem for the first night. A magnificent chicken and beef kebab BBQ feast prepared by Robert and Jeff on the second night made up for that. Michael, travelling by himself in the Safari agreed, better than his usual baked beans. So we did eat well most nights and I think we only had three pub meals. Day 3, we headed northwards on the bitumen and then deviated onto some interesting dirt roads, roads one would probably not bother driving by oneself. The convoy drove carefully, the surfaces were quite good and we kept our distances with stops occasionally in the shade of a tree for some to catch up, or watch Steeley have a cool swim in the Turkeys Nest, a waterhole (he knew about) in the middle of nowhere. Rejoining the bitumen to Injune for lunch

in the park, we then headed north again to Lonesome National Park, in the Expedition Range, found an impressive lookout over the Arcadia Valley just in time to see the sunlight settling on distant mountains. The country was so healthy, it was green grass everywhere, the landscape dotted with eucalyptus as far as the eye could see. Time was getting on, light was fading, so quickly we headed on following Steeley, forging ahead to Nuga Nuga Lake via a grassy side track hardly visible. I think he forgot we were in cars, not 4 wheel drives, but never mind, the two Ds and the little 2CVs followed so easily, and we got there in time to pour in some more fuel and turn around. Eventually we got back on the bitumen, but not before a couple of frisky Brahman's dangled their presence. Arrived at 7 pm, was quite fun and quite a day. We were tired.

Two restful nights there enabled some downtime and rest before we headed south about three hours to the gorge, the Carnarvon Gorge in the Great Dividing range, the paradise we had heard about for so long and never quite got there. Accommodation amongst the trees was pleasant tent like cabins with plywood floors, and self contained shower and toilets in custom built water tanks. Camping grounds and amenities were excellent too. On the second night after many of us did the various walking tracks (some from 3km, 10kms to 25 km return) the Takaraki Resort laid on an excellent two course dinner for us and 60 other visitors. It was school holiday time, families and campers everywhere enjoying the warmer than usual weather. The presence of our old Citroën Ds and 2CVs certainly provided memories and fascinations for many of the 4WD contingent.

So thanks to Ian and Helen's efforts in planning and arranging the journey to the Gorge, we happily cruised homeward via Injune, (some may never get the opportunity, but we must go again). Then deviating slightly west on narrow bitumen, we stopped briefly at Womblebank, a fascinating 100 year old cattle station. Nobody home, so took photos and on our way again to a roadside lunch nearby. Thermos tea, sandwiches and fruitcake was good and then arriving in good time for a clean up and a pub night in Mitchell. Some missed out and had rissoles due to demand, but the steak was so large, one had to move it to see the vegies underneath. Next stop Condamine and farewells at Condamine Resort Park. At the nearby Hotel that night we dined with the locals, and relived the time spent together over the 8 days. Thanks to Steeley and Helen, another great post Cit-In trip. We will do it again if we get the chance.

At Turkeys Nest



Swimming at Turkeys Nest

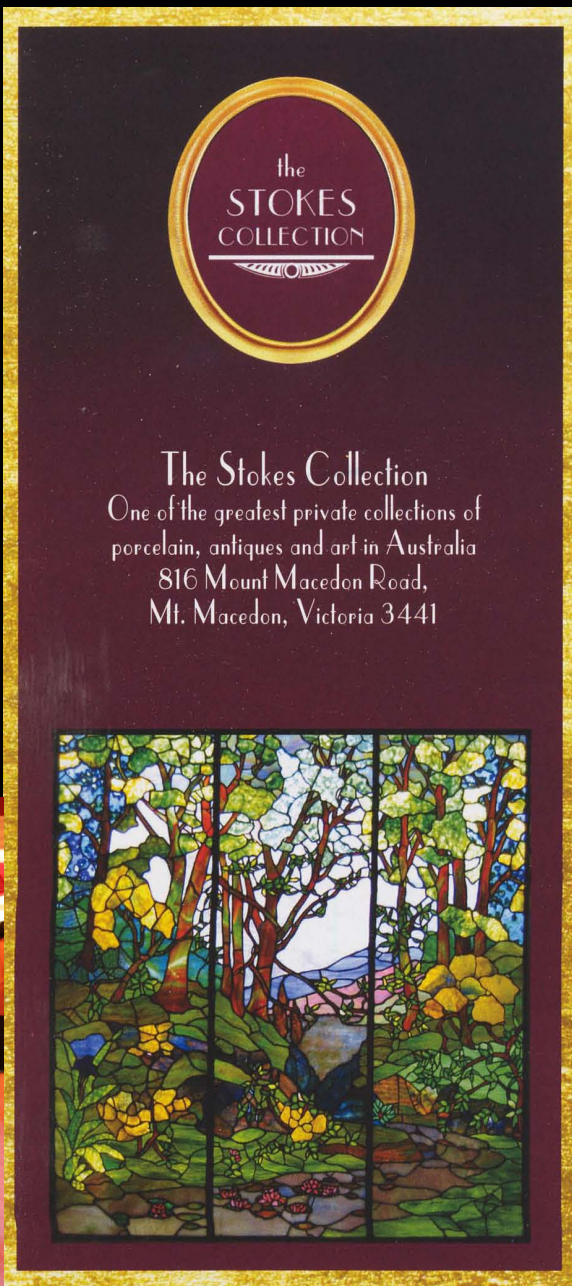


STOKES COLLECTION

Of Meissen Men*-- a visit to the Stokes Collection. By Ian Macdermott.

A bright Sunday morning found about 30 members of CCOCA and CCCV at Forest Glade Gardens in Mt Macedon. The gardens and the original house on the property were destroyed in the 1983 bushfires. Cyril Stokes and his partner replanted the gardens and built a new house to house Cyril's antiques. Today the Stokes Collection is regarded as one of the greatest collections of art, porcelain and furniture in Australia, and the lush grounds attract many visitors just to enjoy the gardens.

About 60 years ago Cyril bought a small landscape painting. In a pattern of events familiar to many Citroen aficionados, one item became two, then three, and an interest turned into an obsession. As he acquired more artworks, he added another room to the house, and another, and another ... Today there must be thousands of rare and exotic artworks in the house. Fortunately Cyril's partner was more interested in gardening, which might have slowed the rate of building expansion somewhat. It is hard to believe that the sprawling European style gardens, a tourist attraction in their own right, are only 35 years old.



While the collection includes porcelain, paintings, tapestries, furniture, stained glass windows and massive chandeliers sourced from all around the world, it is clear that Cyril's main interest is antique European porcelain, with Meissen and Sevres being two of his favourites. One can only wonder at the skill and patience of the people who worked in these factories. Some of the Meissen pieces took 18 months to make. Can you imagine going home from work at the Meissen factory and saying "I had a great day. I painted one flower?"

Being a private house, with many valuable pieces sitting in the open and not labelled, it is necessary to be part of a guided tour if one wants to see the collection. The guides explained the background to a few items in each room, and it was much more interesting than reading endless tags on pieces in glass cabinets in a museum. One would have to say, though, that very few of the pieces in the collection would fit well into the décor of a modern home. The two-hour tour passed quickly, and most of us can now feel confident in identifying a huge blue vase as being made by Sevres, rather than by Meissen.

At the conclusion of the tour of the collection, it was time to wander through the gardens. As per the original plan, some members stayed for a picnic lunch, while others headed off to the Railway Hotel in Macedon for a huge country pub meal.

* Apologies to John Steinbeck

Thanks to Ian for the text, Sue Bryant for the photos and Robyn Barlow for the brochures.



FOREST GLADE GARDENS

816 Mount Macedon Rd. Mount Macedon, VIC 3441
03 5426 1323 www.thestokescollection.com.au
Open Daily 10am-4pm. Gates close 5.30 pm



OUT AND ABOUT

OUT AND ABOUT is an occasional ramble about Citroën items that one or two of you may not have noticed, locally or overseas.

The first is about the 2CV sold by Osénat Auctions in France on January 24th 2018.

The 2CV was introduced to the public at the Paris Motor Show on October 7th 1948 as a pre-production prototype (ie cars built to test and refine the actual production process), but due to steel shortages after the second World War series production did not start until 1949 with only 876 cars built in that first year of production, with waiting lists of 5 years for a new 2CV.

The car offered for auction was a 1949 built car, #000458 in average to poor condition from a private collection. Since the rules of Supply and Demand apply on the auction floor, the estimate was €13,000 to €15,000, and the car sold to a Dutch Museum for €75,600, or about \$118,676, that's Aussie dollars, about 5 times the original estimated sale price.

Two images of the car are shown, the new seat covers just to distract your gaze from the rest.



Now turning to the local auction scene, Shannons auctioned on Monday evening April 30th 2018, a 1954 Citroën 2CV, this car had a fantastic glossy metallic grey paint job that really showed up the rough (by today's standards) spot welds that indicated it had never been very rusty. The interior like the Osénat car, had the "LOOK AT ME" treatment but could have easily been reversed. One commendable point of originality was the two rubber grommets on the front quarter panels just below the bonnet hinge where the English semaphore type trafficators had been fitted, most restorers would have filled these in.

The price estimate was \$20-25,000, but the auctioneer struggled to start at \$16,000 and finally sold the car for \$18,500.



OUT AND ABOUT CONTINUED

ULTIMATE PENSIONER DREAM



Should you be a true Citrophile and or a Fiat hater but still keen on doing THE BIG LAP around Australia, you will be aware that the large Citroën vans were never offered for sale in Australia, only the medium sized Citroën Dispatch, together with it's siblings the Fiat Scudo and the Peugeot Expert all built by Sevel Nord in Valenciennes, northern France.

The Fiat Ducato (ABOVE) and it's cousins from Citroën and Peugeot were built by Sevel Sud in Atesso Val Di Sangro in Italy. Why are the large vans cousins and not siblings like the medium vans? The medium vans built in Valenciennes are identical apart from the badges and grilles, while the large vans built in Italy have different mechanicals as well as different grilles and badges. Why does all this matter? If you are the only Citroën enthusiast in Australia who would like to join the Grey Nomads in a van like the one above, you might be in luck.

I recently spotted this used Citroën Relay, advertised under Fiat Ducato on the Car Sales Website in Western Australia for \$14,990, almost certainly the only one in Australia.

See next page.

Should you be interested in this van it is at a Dealers and is slightly misdescribed, such as having a 2.3 litre engine (with a timing chain) as in a Fiat when in fact it will have a 2.2 litre PSA (timing belt) engine as used in Ford Transits and Freelander's etc. One of the most profitable divisions of PSA is PSA Power trains, making engines and transmissions in Lille for many European manufactures such as BMW, Ford, Land Rover etc.

Other features of this Citroën van are that it is to "Price Stripper" specification (ie it has things stripped or not added) to minimise the price, compared to the Fiats offered in Australia.

It lacks , air conditioning, passenger airbag, bluetooth and even glass in the rear doors among other things. It is a 2008 model imported second hand in 2014 and although the advertisement indicates 85,609 km it may well actually be miles.

ULTIMATE CITROËNIST PENSIONER DREAM



ULTIMATE (say *ulti-mit*) adjective

1. final or fundamental:

2. the maximum or greatest possible:

So you might think, this is a bit over the top calling this THE ULTIMATE CITROËN, it is the longest, widest, highest and heaviest Citroën outside the truck range, so, (meaning number2) applies.



DOES A C6 RIDE BETTER THAN a D?

Being a D owner since 1975 I have always believed in the enduring legend of the supremacy of the D ride. I heard that the C6 rode very well, have been impressed by some upmarket cars with conventional suspension systems and have been also impressed by some short trips in C5s.

So when I took the plunge and bought a C6 I immediately said that I would write an article on a comparison of the ride of a D versus a C6.

The issue of ride comparison is not as simple as I first thought. The first thing that struck me was that I was comparing a 45 year old car with a modern car some 10 years old. It also reminded me of how good and ahead of its time the D was in the 1960s and 70s and still is in many ways. Despite the passing of time the D is still a very driveable car. The precision in steering, brakes, comfort and internal space make for a very rewarding drive.

Some upmarket European sports cars certainly have excellent engineering and driving dynamics which deliver that engaged and unique driving experience. Many American cars have the floaty feel with little or no dynamics. For me a Citroen experience combines the precision and engagement with the softness in a unique manner.

The second thing is isolating the ride quality from other components of a rewarding and pleasant driving experience. Clearly the C6 has resolved the noise, heat, power, headlight and gearchange issues often associated with a D.

The third thing is that the cars were designed with different criteria in mind. Today we do not tolerate waiting time for the car to rise up or manually operating a choke or body rolling around corners or diving and squatting under brakes. The designers had to address all these issues while providing that unique ride quality.

Car suspension systems, engines and engine management systems, automatic gearboxes and tyres are vastly superior to those commonly used 40 years ago and, despite speed limits cars are driven faster.

The fourth thing is that roads today are much better. Not only do we have more freeways but the average condition of roads is superior. Nevertheless there are still plenty of uneven and broken surfaces where good suspension can be appreciated. Now the issue for many suburban drivers is speed bumps rather than broken surfaces. The need for long travel suspension has, to an extent been addressed by better roads and modern suspension with many cars/drivers rarely encountering rough road.



The fifth thing is that the C6 has better steering and has better aerodynamics which makes it more stable on the open road.

The sixth thing or question I had is why we drive Citroëns. For me it is all about a driving experience. Over the years Citroën has manufactured a great variety of cars; many with significant innovation which provides us owners with many options to enjoy the marque. Each of us, with the our own Cit or Cits would achieve this in different ways but I believe the common theme is a driving experience. I would also agree that the looks and engineering technology are things to be admired but it is really how those looks and that technology translate to a driving experience.

Once one has been treated to the Citroën driving experience many other cars appear "ordinaire" and while functional and reliable do not provide any reason to get in the car other than to get from A to B. For me I want to get in and drive a Cit and feel the reward (yes and put up with some of the idiosyncrasies). The further A is from B the better the experience; except for the ever increasing traffic issue. Like most Cit drivers I really just want all other cars to get out of the way so I can enjoy the driving experience.

To state the obvious; the driving experience of a 2CV is different from both a D and a C6 but, for me all are rewarding in very different ways.

The seventh thing is which D. I can only compare the C6 with my DS23 hydraulic which tends to have a slightly harder ride with less body roll than IDs and pre 1970 Ds. So I will leave it to others to consider the softer riding older Ds.

Before starting to consider the ride of a D one needs to make sure that the car is

both fully warmed up and all parts of the suspension system are in good order. My DS 23 hydraulic generally takes 5 – 8 km to warm up the engine and get all the hydraulic system working smoothly. This also means going through some calisthenics to get the stiffness out of the suspension system and move the gunk that tends to accumulate in the various orifices though short trips with little suspension movement.

The other consideration with a D is that the suspension seems to work better at speeds over around 75 km/hr. At lower speeds one sometimes wonders why one bothers as there is not much difference from a standard car, then one reaches the critical speed, the magic happens and faith is restored.

After driving the C6 and D over different surfaces there is no clear answer.

On the open road the C6 is considerably better. The ride is silky smooth and when combined with the quietness, air conditioning and overall stability makes for a very capable tourer. While the D is very good and is stable and comfortable up to around 120 km there is some road feedback. Some may say this is good and I also like to feel the car on the road but the C6 is better.

Over speed bumps the C6 is marginally better. While speed bumps vary in length, height and angle of the ramps both cars can take most 25 km/hr bumps at 40 km/hr comfortably. However at greater speeds the D suspension tends to get caught out and does not react in time to absorb the impact. Braking immediately before or approaching at an angle can get the suspension predisposed to a bump. However neither does as well as a 2CV if one accepts a level of body movement in various directions (sometimes all directions at once if that is possible).



On undulating surfaces the result is about equal and of a very high standard. I will always appreciate a D traversing a dip at speed and the rear just slightly dipping before gracefully regaining full composure, totally unruffled by these minor road irregularities. All in its stride.

I always like following a D on these surfaces and watching the independent movement of the rear wheels with the body remaining totally stable. I have not followed a C6 but imagine the experience is similar.

On broken surfaces the D is better. That ability to absorb those irregularities is superb. The C6 is still very competent but cannot reach those qualities of the D.

On corrugated surfaces the D suspension tends to not be well synchronised with the corrugations which makes for an unpleasant experience. The theory is to drive, usually faster to a speed that allows the suspension reaction timing to match the corrugations but I rarely found this to be successful. The C6, while not perfect does a better job. Maybe they don't have corrugations in France.

The other related questions are; is a C6 a "real Citroën" and is it a classic Citroën.

The answer to the first is definitely YES. The last of the hydraulics with the ride, style and panache of all big Citroëns.

The answer to the second is a qualified YES. While not in the same class and without the classic engineering innovation as the Traction, D and 2CV it has a niche following and has that real driving pleasure that makes us follow and drive the marque.

C6s are not set and forget cars which is what we now expect of many modern cars but they like to be loved especially as they get older.

We must remember cars are expensive whichever way we go; newer cars have high depreciation costs and older cars have maintenance costs.

In conclusion I cannot fully and fairly answer the question I posed in the title of this article. Both cars are classics of their time and worthy of inclusion in any list of desirable Citroëns.

And the winner is.....in the eye of the beholder.

Jeff Goodchild

ANNUAL REPORTS FOR AGM

CCOCA AGM ACTIVITIES REPORT 2017-2018

This year the Club has placed an emphasis on engaging more members from rural areas.

This was successfully achieved through various activities and events.

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

Guest speaker Leon Sims travelled from Kyneton to speak about his Travels in France. Mike Killingsworth from Geelong came to tell us all about his years as a Navy Pilot and Geoff Webber travelled from Queensland to give us a preview of his research into the History of the DS in Australia.

Oz Traction attracted many interstate members when it was held in Canberra and most ably organised by Judith and Bob Shackley.

Babara and Rhini Zysvelt from Eaglehawk provided members with an opportunity to visit the Bendigo Veteran Vintage and Classic Club Rooms and Workshop. This was followed by a BBQ lunch and a fascinating look at the unique motoring collection at their home.

A movie evening held in the west of the city provided an opportunity for those who live in the area to have an activity closer to home.

Cit-In was well attended in Tasmania followed by a 10 day Run around Tasmania organised by Anne and Grahame Vauhan.

A BBQ was held at the home of Susanne and Robin Smith on the Peninsular and Beverly and Bruce Stringer ran an information day out of Geelong.

Peter Boyle opened his Garage for a Saturday morning garage crawl and the Rob Roy Hill Climb was supervised by Ted Cross.

Combined CCOCA and CCCV Events were the Bastille Day lunch held at Yea with Rob and Libby Little as organisers. There was a pre-Australia Day BBQ held at Frog Hollow Reserve, the French Car Festival, the RACV Classic Showcase, Motorclassica, and the Concours. The combined Christmas BBQ was an outstanding success with 80 members in attendance.

Chit Chat Tuesday continues once a month as does Boy's Day Out in Geelong.

Suppers at Club Meetings were mostly catered for by Helen Cross assisted by Sue Bryant and Gaye Herbert.

In December 2017, Kay Becourt and 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 in 1018.

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.

EDITOR REPORT MARCH 2018-03-18

When Leigh Miles decided to hand the Editor's baton on, I found that I still had some articles/information that I had intended to forward to Leigh.

Mentioning this, and the lack of Editor to Peter Boyle at the time, he suggested, Editing shouldn't be that hard as long as I could recognise the North end of a South bound computer, I should give it a crack. Pete wouldn't say that, would he?

After a few glitches and wobbles it seems to be running reasonably smoothly, however since Old Father Time never rests, it's approaching time for a younger (easy) and more computer literate person (easy again), to come forward before October 2019 (the 100th anniversary of Citroën) when I aim to step down.

Any contributions from members, no matter how mundane are welcome, although they may wait in the inbox until a space needs to be filled or they become relevant to a specific issue.

Finally, I am completely open to corrections, where historical or technical errors or misinterpretations occur. Suggestions regarding the layout and content of the magazine are also welcome; some such as A4 size need more contributions (content) and much higher quality photos.

More magazines, (8 or 12) per year would also need a quantum leap in contributions to be viable.

Thank you for accepting some less than optimum magazines to get where we are today.

Russell Wade. Editor.

We certify that this is a true and accurate report of the AGM held.

.....Kay Belcourt President

.....Edward Cross Secretary

The meeting opened at 12.30 pm

Kay Belcourt chaired the meeting. We confirmed we had a quorum of members to run this meeting and we received apologies from Peter Boyle, Rob Little, Lance Wearne and Tim Waters.

Kay read the reports from the previous club committee to all members. She reported an active year of events and activities for CCOCA members. The club shop is being scaled down. The website is continuing to get incremental improvements by Bruce Stringer. Lee Dennes has been busy co-ordinating activities, and a wide-range of events have been successfully conducted. The finances of the club are healthy. Assets - \$107,034, an operating surplus of \$5,000 for this last club year, and 196 members.

We tried to include more country events in 2017 and we felt this had been successful. The magazine is a vital conduit for our country and interstate members. The 40th birthday magazine was issued in time for the AGM and it reflected on the history of CCOCA .

The years events were accepted by Warwick Spinaze and seconded by John Parsons

Kay then read out the previous AGM minutes to the members. We agreed this was an accurate report of last years AGM and she moved that the minutes be accepted. Ted Cross proposed acceptance and Mike Molesworth seconded him and the minutes were passed by all present.

The committee retired and Kay handed over the meeting to Mike Neil who undertook the re-election of all positions and the appointment of other club positions.

Firstly the club positions were re-filled. We thanked these members for their extra efforts for the club

Membership Secretary Sue Bryant re-appointed

AOMC representatives Philip Rogers and Russell Wade

Safety officers Phillip Rogers and Russell Wade and Ted Cross was appointed
Peter Boyle retired after 34 years service

Assets custodians Ted Cross and Kay Belcourt re-appointed

Web Wallah Bruce Stringer re-appointed

We then elected a new committee

Activities co-ordinator Lee Dennes re-elected

Editor Russell Wade re-elected

Treasurer Sue Bryant re-elected

Secretary Ted (Edward) Cross re-elected

President Kay Belcourt elected

Proposed Ted Cross, seconded Sue Bryant

Our new President, Kay Belcourt, was warmly welcomed by all members and we look forward to her leadership of the club for the next club year and beyond.

Support committee positions Robert Belcourt re-elected

Robyn Barlow re- elected

Bruce Stringer re- elected

Tim Cottrell elected

proposed Ted Cross, seconded Russell Wade

Russell Wade made special mention of the extra work undertaken for the club by Kay Belcourt, Sue Bryant, and Helen Cross who make sure our monthly meetings are well catered for and organised. Small gifts were given and accepted.

The meeting closed at 1.05pm

Ted Cross

Secretary

Looking back over the last 12 months has confirmed to me that your CCOCA committee continues to strive to meet the expectations of you the members. We have tried to promote our Citroën marque and help members to improve their classic Citroëns and provide on-going social contact with members and other car clubs. This was not an accident because if you look at our club rules of association these are the rules enacted, that have driven CCOCA over the last forty years. And hopefully they will continue long into the future.

2. PURPOSES The purposes of the Association are:

a. to foster, promote and encourage the restoration, preservation and maintenance of classic Citroëns;

b. to create opportunities for, and to encourage the development of, social intercourse between the members and between other persons or bodies interested in fostering an appreciation of classic Citroëns and otherwise promote the objects set out in paragraph [a];

c. generally to organise and direct such activities as shall be appropriate for giving expression to the interest of members or for carrying out any of the above objects..

I have really enjoyed working with the other committee members who are all dedicated to improving the club for the members benefit. Last year we failed to elect a new President but thankfully Kay Belcourt took over as Acting President and has done a great job leading the club. Sue Bryant has continued to keep the club in a good financial position and has been a very important help to me by sharing some of the Secretary duties. I thank all committee persons for making my job as easy as possible. We also enjoyed having Robyn Barlow and Robert Belcourt on committee to provide some fresh ideas and resources towards running the club. We all benefited from their input and the next years activities will reflect some of their ideas There were no major events impacting on the club and we had a good range of activities. Others will report on their portfolios separately.

I have enjoyed my role as Secretary and can confirm that you have had a strong and conscientious committee working for you in 2017. We all now stand down for the AGM and for the election of your new committee.

Finally, 2018 has seen me retire from active work and I am keen for more personal time with Helen. As this will include more travel and absences from home - if I am re-elected this will be my last year on committee. It is time for a break for me.

Ted Cross. Secretary.

Profit & Loss

1 March 2017 to 28 February 2018

	This Year	Last Year
Income		
Membership Subs	\$ 11,077.00	\$ 11,422.00
General Activities	\$ 3,045.00	\$ 170.00
Oz Traction	\$ 7,460.00	\$ 5,550.00
Cit-In 2016	\$ -	\$ 40,984.00
Sponsorship Received	\$ -	\$ 1,650.00
Front Drive Advertising	\$ 350.00	\$ -
Club Shop Sales	\$ 1,584.05	\$ 1,253.00
Spare Parts Sales	\$ 15,376.06	\$ 21,870.83
Spare Parts Freight	\$ 1,013.24	\$ 1,115.54
Spare Parts Fund Contribution	\$ 400.00	\$ 600.00
Interest Income	\$ 616.43	\$ 807.88
Total Income	\$ 40,921.78	\$ 85,423.25
Expenses		
General Activities	\$ 4,711.79	\$ 2,319.29
OzTraction	\$ 6,936.07	\$ 5,530.35
Cit-In 2016	\$ -	\$ 43,547.89
Sponsorship & Gifts	\$ 80.00	\$ 2,099.20
Front Drive Printing	\$ 5,417.50	\$ 4,918.49
Front Drive Postage	\$ 879.92	\$ 1,494.65
Front Drive Other Expenses	\$ 82.49	\$ 130.60
Postage & Mail Box	\$ 40.00	\$ 162.00
Stationery	\$ 38.90	\$ -
Computer & Internet	\$ 879.18	\$ 826.02
Insurance	\$ 1,426.50	\$ 1,391.00
Corporate Affairs Fees	\$ 56.90	\$ 54.40
Bank & Merchant Fees	\$ 717.24	\$ 923.87
Club Shop Purchases	\$ 1,047.79	\$ 2,141.41
Spare Parts Purchased	\$ 11,620.04	\$ 15,809.22
Spare Parts Postage & Freight	\$ 1,294.16	\$ 2,043.41
Total Expenses	\$ 35,228.48	\$ 83,391.80
Net Profit	\$ 5,693.30	\$ 2,031.45

Balance Sheet

As of 28th February 2018

	This Year	Last Year
Assets		
General Cheque Account	\$6,575.05	\$ 1,471.76
Spare Parts Cheque Account	\$14,420.36	\$ 11,919.24
ING Investment Account	\$37,717.78	\$ 42,101.35
Prepaid Deposit for 40th Birthday Lunch	\$500.00	
Unpaid Spare Parts Sales Invoices	\$1,485.22	\$ 348.46
Stock - Spare Parts	\$42,723.91	\$ 42,910.31
Stock & Cash on Hand - Club Shop	\$2,870.53	\$ 2,467.58
Furniture and Fittings	\$1,263.15	\$ 180.00
Total Assets	\$107,556.00	\$101,398.70
Liabilities		
Prepaid Membership Fees	\$522.00	\$ 58.00
Total Liabilities	\$522.00	\$58.00
Net Assets	\$107,034.00	\$101,340.70
Equity		
Retained Member Funds	\$101,340.70	\$ 99,309.25
Current Earnings	\$5,693.30	\$ 2,031.45
Total Equity	\$107,034.00	\$101,340.70

The website continues to be busy as more members continue to make use of it. The Calendar is a quick and easy reference for members to see the Club's activities when planning their holidays and other activities over the coming year. Photos of events are always popular but unfortunately I have struck a software glitch which is proving difficult to solve, hence the paucity of photos so far this year. Hopefully, it will eventually be sorted.

The online ordering Form for Spare Parts is proving very useful but my attention has been drawn to the fact that photos cannot be added. I will see what I can do to rectify this, as one photo says a thousand words as we all know.

I hope that by next year one will be able to Renew Membership & Join online. It has also been a very busy year for buying, selling and wanting and I must say meets with a reasonable degree of success. My next project is to put up all the past Front Drive issues and Technical Articles which I have now scanned. If anyone at any time runs into problems using the website please contact me (Web Master in Contacts on the website) and if necessary I will give you a call.

I quite like chatting to members as you are so full of interesting info.

Membership Secretary's Report

We have a total of 196 paid memberships and 6 Life members giving us a total of 202 memberships at February 2018. This number included 14 new members a couple of whom have re-joined us after an absence.

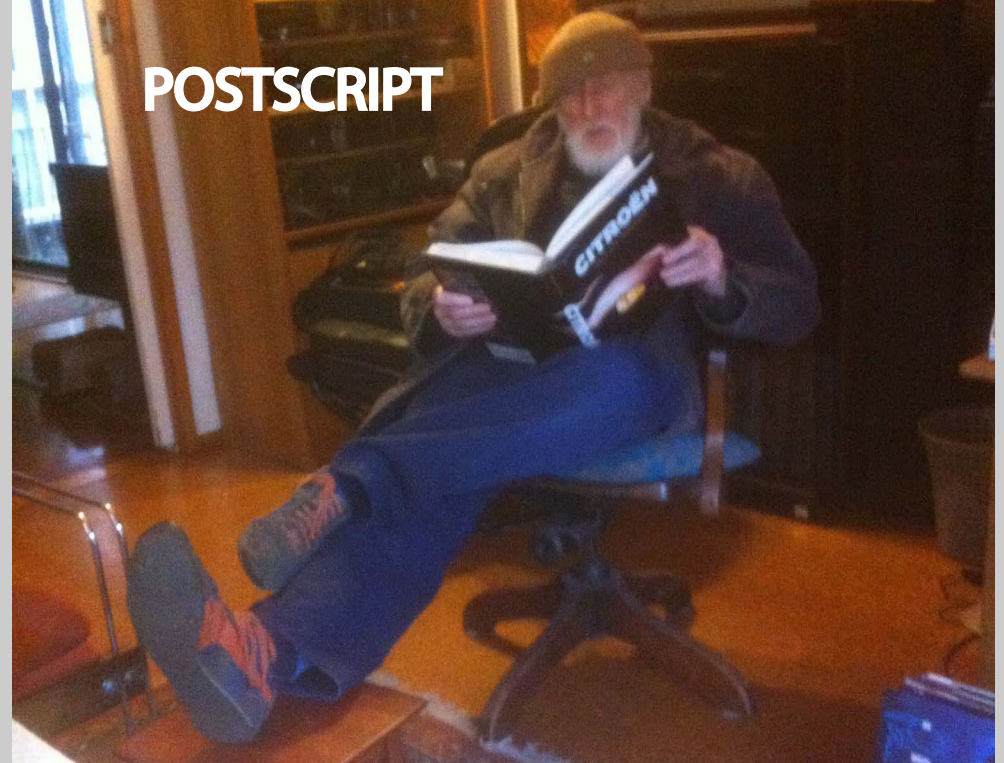
We did loose a few memberships in most cases due to either the passing of the member or sale of their car.

We are still actively looking at an online membership system but everything we have looked at to date either provides good database, email and reporting functions or good website facilities but not both at the same time. There have been promises that some improvements are in progress, so we can hope.

At present the membership records are kept on an excel spreadsheet which works but can't be independently accessed by all those who need information, such as email addresses.

Sue Bryant

POSTSCRIPT



The retired Pete is shown above, putting up his feet and enjoying a good book.

In the AGM report you noticed, Peter Boyle has retired as Safety Officer.

The "Keepers of The Flame" listing in the last issue, naming those who had served the Club and members over the years was compiled from listings in past magazines. The Safety Officer was not a listed position in the early years hence a correction follows. Peter was the first Safety Officer of the first Club (CCOCA) to take up the Club Permit (Red Plate) scheme, so he has been there right from the start (1984 the first year of the scheme), and was assisted in the early days by Alan Thomas.

Pete recently handed over 34 years of Safety Officer bookwork to Ted Cross, this indicated that he had inspected 91 cars for members, Pete did not just **kick the tyres** and **tick the boxes on the inspection sheet**, but more than once had the dilemma of "a friendship" or "fail to pass the test". Mostly he would point out the problems and ensure they were corrected.

So on behalf of past and present members we must thank Pete for 91 inspections and 34 years of unstinting service to the Club and members, a record that is unlikely to be surpassed.

Thanks a million Pete and enjoy your retirement. Russell Wade. Editor.

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