

# FRONT DRIVE

Australia's National Magazine  
For Citroën Owners And Enthusiasts



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CLUB SHOP	Kay Belcourt. <a href="mailto:clubshop@citroenclassic.org.au">clubshop@citroenclassic.org.au</a> 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](http://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, and \$5 for additional members (ie partners). For overseas membership add \$30.

## 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.

### CLUB PERMIT & SAFETY OFFICERS

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## COVER IMAGE

Halfway through Citroën History, where were you fifty years ago? when the AMI 8 was released in March 1969.

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## LIFE MEMBERS

The committee awards life membership to Club members in recognition of their contribution to, and support of, the Club. Life members are:

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

## OTHER CLUBS

Vic	<a href="http://www.citcarclub.org.au">www.citcarclub.org.au</a>
NSW	<a href="http://www.citroencarclub.org.au">www.citroencarclub.org.au</a>
QLD	<a href="http://www.citroenclubqld.org">www.citroenclubqld.org</a>
SA	<a href="http://clubcitroensa.com">http://clubcitroensa.com</a>
WA	<a href="http://www.citroenwa.com">www.citroenwa.com</a>
Tas	<a href="http://www.citroentas.org">www.citroentas.org</a>

CONTRIBUTORS TO THIS ISSUE

Ian Macdermott

## DEADLINE

The deadline for the next edition of Front Drive is Monday Mat 27.

## ED SED



Hi Members,

This looks like being a busy year for the Club and many of our members, due to the Centenary Celebrations with many going overseas.

We must thank those members who have stepped down from the Committee as well as welcoming those who have stepped up to keep the Club rolling along.

I try to avoid making excuses (ie you get what you get when you get it) but a number of things have delayed this issue. Firstly, each new edition is an updated version of the last issue, ie used as a template. With this issue, the issue (ie the end product), when about 90% complete suffered catastrophic corruption, freezing the system. Not being able to use/copy the work already done, the only option was to start again, no point cursing, swearing or claiming digital madness, just get on with it. The other curse is the election, we use a very large printing company (offering good quality at a very reasonable price) where my son previously worked, and a few elections ago he had a 13 million item print/package job, so the election and Easter slows things down. The last minor glitch is the address labels, as our Club accounting system is in transition, with some members on the new Club Hub database and some on the old system while some are on both systems.

Each year the Austin Seven Club sends other clubs complimentary tickets for the Historic Winton, not for the ordinary cars to enter, but for Car Clubs to display classic club cars on either day. For those who came along to the AGM/wine and cheese night, I distributed some tickets to those who felt they could take along a classic display car, I did not note who received the tickets, but have since found out the tickets are invalid (last years date on them) and need the recipients to contact me for replacements.

Looking forward to busy year.

Russell Wade.

CCOCA Editor.



## PREZ SEZ

### PREZ SEZ

Welcome to a new club year.

Sadly, this year we are losing Sue Bryant from committee after her long and exemplary service for CCOCA. So, from all of us Sue – a special thanks for your many years of faithful service. Really my reliance on Sue's knowledge and sage advice is well known, and I will miss working with her in the future.

However, you will all be pleased to know that Sue will have an interim role for a few months to ensure a smooth transition to Ian Macdermott who is our new Treasurer and Membership Secretary. This is because we are also upgrading our club membership system and we want a smooth handover. Welcome Ian, and we look forward to your input for CCOCA.

Welcome to Ian and Tim Cottrell for bigger roles within CCOCA in 2019.

Tim has taken over from me as Secretary. I was very honoured to be appointed to the role of President for this year. And I also wish to thank Kay Belcourt who was unable to continue as President in 2018.

And finally, many thanks to all other committee persons and appointed office holders of the entire CCOCA management committee. CCOCA only continues to exist because of the efforts that all these members make every day for you.

This year Helen and I will be away at Easter in Western Australia, and later in France and Croatia where we will join other Citroen enthusiasts. So please keep a watch on what is happening on our website and in this magazine and enjoy 2019 as we celebrate 100 years of Citroen together.

With these changes, you may experience some delays with the smooth handling of club permits, and some events planned late last year may need some fine tuning. Tim Cottrell will also be the new authorised Permits Officer so for this year make sure you send in your permits as soon as you receive them and don't wait until the last minute to avoid disappointment.



## PREZ SEZ CONTINUED



It is also timely to mention that if you have a car on club permit you must remain a financial member of the club to retain the permit privilege.

I am looking forward to meeting you at a future CCOCA event this year.



Ted Cross.

President.

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## ACTIVITIES

### APRIL

Thursday 25 Boy's Day Out/Anzac Day.

### MAY

Tuesday 7 Chit Chat Tuesday.

Sat-Sun 18&19 Historic Winton. See page 8.

Sat-Sun 18&19 A Day or Weekend in Trentham. See page 9.

See website for details, registration and payment.

RSVP Tim Cottrell (0416 009 297) by Friday 10<sup>th</sup> May.

Wednesday 22 General Meeting. Photo presentation by Graeme Dennes.

Thursday 23 Boy's Day Out.

### JUNE

Tuesday 4 Chit Chat Tuesday.

Fri-Mon 7 to 10 Oz Traction Horsham. See Website.

Wednesday 26 General Meeting.

Thursday 27 Boy's Day Out.

Wednesday 27 General Meeting. (details to follow)

# 43rd HISTORIC WINTON

**17th - 19th May 2019**

**Historic Cars, Motorbikes and Sidecars**



[www.historicwinton.org](http://www.historicwinton.org)

Winton Motor Raceway, Benalla , Victoria



Austin Seven Club Inc.A0003290N | Photo: Neil Hammond



MONTH

May

EVENT:

**A Day or Weekend in Trentham**

WHEN:

Saturday 18<sup>th</sup> May and optional Sunday 19<sup>th</sup> May

WHERE:

Morning Tea provided by Geoff Scott and Leon Sims at 28 Comos Rd Trentham at 10am

LUNCH:

Radio Springs Hotel, Lyonville 1pm  
Suggested bring cash to pay on the day. Peruse the detailed menu on their website: <https://www.radiospingshotel.com.au>



RSVP:

Tim Cottrell, Mb. 0416 009 297 by Friday 10<sup>th</sup> May for the morning tea and lunch on Saturday.  
Also, confirm if staying over, or just up for the Saturday 18<sup>th</sup>.

#### Further information:

There is a very pleasant rail trail adjacent the hotel which offers a nice gentle 'digestive walk' for whatever length is desired, alternatively, take in the gorgeous early years town with its lovely little shops.

For those, like my party, who would like to stay in the area for Saturday night, I will reserve a table at Pig and Whistle for dinner at 6pm. This has a wide variety on the menu, and good prices. For Sunday morning, it is a very pleasant run to



Malmsbury's famous Moto Bean Cafe, for breakfast. I will reserve some tables for 9.30am. This motoring themed cafe is not to be missed: view their website: <https://www.motobean.com.au>



There are 4 suites available at fair prices at Radio Springs Hotel....but we can leave this up to people to decide for themselves. Other accommodation can be sourced through the visitor centre website: <https://visithepburnshire.com.au/listing/trentham-visitor-information-centre/>

I have confirmed these bookings for the main events.

## MONTH      MAY

**EVENT:**

Recollections of the Eyre Peninsular, The Nullarbor & South West Western Australia

Presented by Graeme Dennes



**WHEN:** Wednesday 22 May

**WHERE:** Frog Hollow Reserve Rooms

**TIME:** 7.30pm

**RSVP:** Preferred



**CONTACT:** Lee Dennes 0438 286 181

## GENERAL MEETING-WINE AND CHEESE



The two images above, are of the ever reliable Kay, with samples from the Club Shop on the left, and on the right, with an armfull of books from the Club Library (it is far too much weight for any librarian to bring along many books to each meeting).

With the rise and rise of eBay, the Club has concluded the days of Club Shop are numbered, so options are being considered of winding down, changing the format or just having a big Club Shop sale.



The stayers at the end of the event, with Ian demonstrating his enthusiasm for his new role as librarian. On the right, no dregs here, Helen our ever reliable quartermaster, simply asked the lady in the bottle shop for a selection for a wine and cheese evening, and she came up with this interesting collection of green bottles, including the double sized bottle in the centre.

## FRENCH FILM FESTIVAL GALA EVENING



The team, happy about the film and the company they are keeping. Thanks Helen for the photo.

## CHIT CHAT TUESDAY



The Blue Bay Cafe is a monthly meeting place for Citroënists on the Peninsula,

At the recent meeting they gathered indoors (less traffic noise for mature ears to cope with).

The attendees were, left to right:- Warwick Spinaze, Robin Smith, John Parsons, Mike Neil, Bruno Tonizzo, Garth Campbell, Len Jenkins, John Wyers and Dave Rogers.

Thanks for the photo and info Warwick.



# RACV CLASSIC SHOWCASE



Carry On Cabbies (Austin FX4) and the Range wearing Club Permit red plates.



When did you last see a Lotus sharing the road with you? Seven, left and Elise, above.

Plenty of French beauties, (above}, with five Citroëns and three Alpines, including one of the reincarnated 2019 models, the blue one on the left.



Left, how low can you go? Ford GT 40 (40 inches high), and below, the De Tomaso Pantera, almost but not quite as low.

Above, quality street, RR Phantom, and right, clutching the trophy for the best veteran the Belgian FN. Below, two of the new kids on the Car Club Block, Aston Martin, left, and Bentley, right.

Below left, incredibly rare and exotic, Cord 812 convertible, while below right is the equally rare but not quite as exotic, Holden FJ homebrewed convertible.





## VINTAGE DRIVERS SWAP MEET YARRA GLEN



The images here are for those who have never been to a swap meet, and have no idea what goes on. The Citroën above was not for sale. A swappers sophisticated trolley is shown above, with a really sophisticated collection of rusty saws. The old diehard swappers never give up, as shown on the right, with a makeshift 3 wheel trailer. Swap till you drop, (or fall off your mobility scooter), fantastic!



Typical of swap meet fare are these enamel signs, although you seldom see this many, with some in appalling condition.

Below, a very tidy looking 1949 Wolseley 18/85, for \$8000, the interior looked like the original leather had not had any attention in the cars 70 years. The spares car on the trailer was priced at \$2500, trailer not included. The scene is typical with punters wandering down the rows of rusty parts. Seeing the amount of rubbish? people pull out of their shed or garage makes me feel smug about the modest amount of stuff in my garage.





## STEAMFEST SCORESBY



These images are for those who missed the RSVP deadline for the Steamfest, at the National Steam Centre, run each year by MSTECC, (Melbourne Steam Traction Engine Club).

Top image, is a small Citroën in the company of two powerful Austins.

The two images on the left, show the big boys having fun with their toys, or more correctly, the boys having fun with their big toys.

Amongst the variety of Classic vehicles on display was this superb 1976 Holden Sandman van below, still with its original purchaser, never damaged, rusted or repainted.



The star attraction of the Club, is this huge 108 ton Ransomes Rapier walking Dragline (yes walking rather than rolling on caterpillar tracks), known as Bigfoot.

The top view shows the off centre bearing on the side that raises and lowers the foot (the rusty red strip below the bearing, about two thirds the length of the cab). It also shows the circular base upon which the unit rotates to empty the bucket.

The upper right view shows the two feet protruding from each side, in the raised position.

The lower right shot shows the feet lowered to the walking position. It needs to be noted that this machine cannot walk backwards or around corners, but only forward in the direction of the jib, so must stop and rotate to the newly intended direction.

The Dragline dates from the early fifties and was originally owned by the State Electricity Commission. Its main use was clearing overburden to give access to the coal, as well as odd jobs such as preparing foundations for power stations.

The Dragline had been left unused for years at the bottom of the open cut mine, before it was acquired by MSTECC for a token amount. They then had to get it running and walking, to enable it to be walked out of the mine, where it was dismantled as far as possible for transport to Scoresby.





Above, one of a pair of Fowler Z.7 ploughing engines on site, these were among the largest Traction Engines, (note the cable winding drum under the boiler). It was waiting for it's turn in the Grand Parade, the fireman having a quick snack before attending to his duties.

Below, in a pre war scene, a portable oil engine is driving a Mitchell hay press, converting a modern round hay bale into old school small square bales.



Above, since there is a limited supply of steam engines and traction engines to restore, many enthusiasts build their own scale model. Just the thing to assemble in the lounge room on those long winter nights.

Upper right, shows a seven cylinder Jacobson Aero engine from a Ceres cropduster, set up to deafen bystanders. The owner has equipped it with a V8 Holden Commodore fuel injection system, because he could, and it started and idled so much better than it ever did in it's previous life.

Below that, is a straddle truck, used to carry loads of timber from the wharf to your local timber merchant, up until the seventies.

Right, in the Smithy, the steam hammer is forging a round bar into a square bar.

Below, four of the seven Neddies up in the top paddock, doing what they once did, as well as giving the townies the feel and smell of farming, (dust and horse sweat).





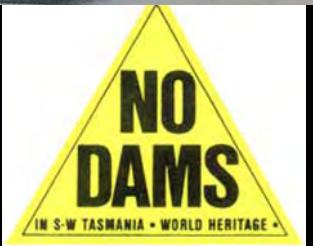
## MONASH GALLERY OF ART



Another event, of which you may have missed the RSVP deadline was, the exhibition featuring the photography of Peter Dombrovskis, (open until 12 May) at the Monash Gallery of Art, featuring the unspoilt wilderness of Tasmania. He was attracted to the area after the Lake Peddar protests in the sixties, morphed into the NO DAMS movement in the seventies with the proposed damming of the Gordon below Franklin river.

Much of the impetus of this protest movement was attributed to Peter's iconic image shown upper right, titled Rock Island Bend, below it is the well remembered NO DAMS sticker and two views of Cradle mountain, summer and winter. If you thought an ink-jet printer was just for the kids homework, then to see these high end inkjet prints will amaze you.

The camera Peter used was a Linhof Master Technica 4x5, bellows camera, shown open, closed and in its case with accessories. The film he used was Fuji-chrome Velvia, a fine grained (slow) high contrast film not suited to bright sunny Aussie scenes, the complete antithesis of Kodachrome with its gaudy colours and lack of contrast (depth), although it seemed good at the time, was relatively fast and reasonably priced.



# FIFTY YEARS of THE AMI 8



The AMI 6 (above) was introduced in 1961 by Citroën to plug the gap between the 2CV and the ID/DS range, and being a Citroën, it featured some challenging styling cues. Although based

on 2CV running gear, without the external mudguards of the 2CV or Dyane, the interior width moved away from the intimate shoulder contact in the former pair. The increased windscreen/body width is obvious in the top image. The wheelbase was also longer by, wait for it, 1.3 cm. With those front, backside and side profile views (above), who could love it? The answer, an awfull lot of French people, as, by 1966 it was the best selling car in France.

The AMI 8 (below) introduced in March 1969, was thoughtfully smoothed over, and even the side profile was not dissimilar to the Renault 16. Looking at the above AMI 6 rear view, you can see why they featured the improved rear of the car in the initial AMI 8 advertising (see front cover).



# LOAD LUGGERS

In rural France, the small scale farmers needed to take their produce to the weekly market in the local village, and Ducks in a Duck had it's limits. Compared to the 2CV whose shape evolved, the Renault R4 was actually styled, but having once owned one, the styling made them very cramped inside compared with a 2CV. The van versions of the R4 and 2CV give more space for onions, geese or whatever, but they were a poor family vehicle for the other six days of the week. The AMI 6 or 8 in it's Break or Stationwagon versions, having a longer and wider body solved this problem, helping it to become a best seller. The advertising placed great emphasis on the increased space inside, as the advertisement below with all the luggage shows. The other massive sales feature of the AMI was it's fiscal rating of 3CV, the Renault was 4CV, and the Frugal French were reluctant to pay the higher registration fees that come with a higher CV (Chevaux Vapeur/Steam Horses or French horse power rating).



# LOAD LUGGERS CONTINUED



Because it was much larger internally, the AMI Break was adapted as a basic ambulance, where speed was not the highest priority, for use in rural areas, although only able to fit one stretcher.

The van versions were much neater than 2CV or R4 vans, and were available as a blind van (below left) or the window van (right), many of which had a rustic folding rear seat for family duties when not working at the weekend. Having uprated 2CV mechanicals and a bigger body, more attention was paid to using thinner metal to reduce weight.



With the high demand (being the best seller) they were churned out with little or no rustproofing, and with thinner metal they rust much more than a 2CV, and so the survival rate is very poor, particularly the vans that were often driven to death.

An upside of being the best seller was plenty of spare AMI's looking for a use. Those thrifty French who could not bear to see an AMI go to waste, took the hacksaw or the axe to a few to create these beauties. The convertible is a cut down van and the green van (centre), is a 2CV or Dyane rear van shell grafted onto the front half of an AMI. The American inspired (lead sled) left, has simply had the roof lowered giving the appearance that it has been stretched in length.

# FRENCH SALES FIGURES

These figures for car sales in France are very patchy, but give you an idea where some popular models fit into the sales hierarchy.

1966

Citroën AMI 6 162,000

Renault R4 160,000

Citroën 2CV 107,000

Peugeot 404 106,000

Although the AMI won in France, the Renault R4 streaked ahead in production numbers with a high percentage exported. As I said earlier, the AMI 6 appearance was an acquired taste and only the French acquired it. As an aside the ID/DS Citroën came in at eighth place with 69,000 sold in France.



Moving on to 1969, the year of the AMI 8, things have changed, the Peugeot 204 is now the top seller, with no more 2 cylinder put-put, a controllable heater and wind up windows etc, (the early AMI 8 had sliding windows). The AMI 8 was relegated to second spot, (the numbers include some left over AMI 6 cars. The third and fourth spots were taken by the Renault R4 and it's slightly larger sibling the Renault R6.

The rise of the Peugeot 204 and the Renault R6 together with the drop off of Peugeot 404 sales seems to indicate that the French buying public wanted a sophisticated small to medium car, the other car in the mix at the time was the Simca 1000/1100 range, the first rear engined, while the 1100 range was front wheel drive. Since they are not around any more we tend to forget how common the Simca was, in fact the Simca 1308 was the European Car Of The Year in 1975. It was also sold as the Chrysler Alpine in England, and shown in the lower image is the Alpine/1308 owned by your old editor while living in England.



Hard to resist images of the French pushing their little two cylinder Citroëns to the limit, such as the one towing the sophisticated pop-top caravan, above.

Lower centre, are two AMI Supers, a slightly tweaked AMI 8 with the four cylinder GS engine, a relative failure in AMI terms, as the higher fiscal rating of the larger engine made them much more costly to register compared with their similar looking siblings.

The final throw of the AMI dice was the M35 shown below. It was a coupe version of the AMI fitted with a single rotor Wankel rotary engine, developed by Felix Wankel, only 267 were made. A twin rotor variant of this engine was used in a version of the GS called the Birotor, with 847 produced.

## ELECTRIC DREAMS? AMI ONE



The tradition of the mainstream car makers producing concept cars, to attract dreamers to their stands at major European Motor Shows continues, with this Citroën AMI ONE electric concept car, seen at the Geneva Motor Show. Many of these concept cars are little more than very well painted wooden mock ups, often not even able to roll on their wheels. Not sure how the rectangular steering control works, but the door configuration (below) wins the prize for Citroën weirdness.



# WHEN IS A CITROËN NOT A CITROËN? WHEN IT'S AN OLTCIT



The Oltcit was a joint venture between the Romanian Government (64%) and Citroën (36%) to produce what was touted as "the low cost Romanian car". Of course the Romanians have different expectations to the French, they want more go, but don't have the French fetish for 4 doors on a car. So they ended up with a long nose 2 door Visa fitted with a 4 cylinder GS engine. One of these (the lilac one on the left) was auctioned on March 7, at the closing sale of the Gosford Classic Car Museum. Left hand drive and apparently drivable, it sold for \$6700. Only one model was produced, the 2 door sedan, but it was an easy hacksaw job to produce the pickup and the convertible shown. These cars were also sold in the rest of Europe as the Citroën Axel at a low price. The bonnet badge (insert on the left) consists of one Chevron and an O, reflecting the part ownership of Citroën. The company parted with Citroën in 1991 and after briefly being courted by Daewoo, is now part of Ford Europe, used for low (labour) cost assembly.



The car on the right is a Romanian built version of the Renault 12, closer to the original concept than the Oltcit. It is a Dacia 1310, and the example pictured was also sold at the Gosford auction, making \$3400. Of course Dacia could not resist making a pickup as Oltcit did, only they needed a welder as well as a hacksaw, to weld up the rear doors.

Dacia are still in business, owned by Renault in much the same way as VW own Skoda, ie they use Renault oily bits in their own low cost body, and they are apparently still making pickups.



## Book review

### An Omelette and Three Glasses of Wine

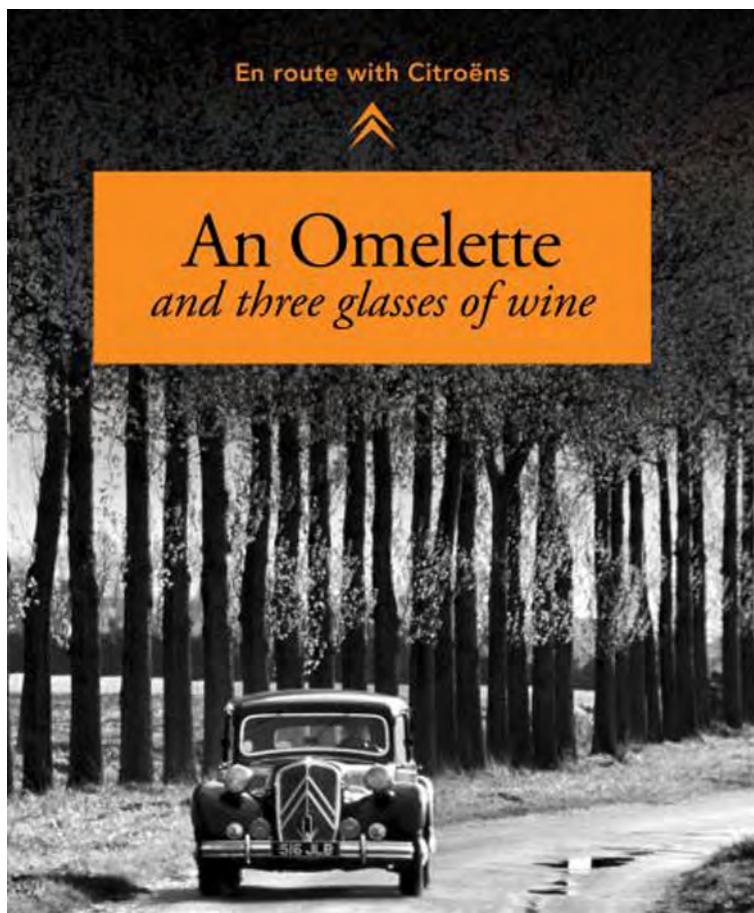
For many of us, an idea of heaven would be listening to the burble of a Maserati engine as we cruise down a highway towards the Cote d'Azur behind the wheel of an SM. It could be wafting down a French country road in a DS23 on our way to *déjeuner* in a small town, or perhaps piloting a Big 6 over a pass in the Alps. Alas, for most of us that will never happen, but we can savour the delights of such an experience by reading "An Omelette and Three Glasses of Wine," a book held in CCOCA's library.

Andrew Brodie, a well-known figure in English Citroen circles, has assembled a number of magazine articles about driving Citroens in France into a beautifully presented book. Being, in effect, a collection of short stories, it can be read in short bursts, giving time after each chapter to dream a little about the pleasures of travelling with friends, meals in small country restaurants and interesting experiences along the way, before moving on to the next journey.

While the main subject of the book is journeys in 60s and 70s Citroens, it includes enough of the writers' joie de vivre to make it appealing to both car enthusiasts and armchair travellers. The photographs are superb, and the black-and-white ones, in particular, convey the essence of the French countryside and the character of some classic Citroen models.

Ian Macdermott.

CCOCA Librarian.



### CITROEN CLASSIC OWNERS CLUB OF AUSTRALIA INC

#### ANNUAL GENERAL MEETING MINUTES HELD ON 27 MARCH 2019

Ted Cross chaired the meeting in the presence of most of the committee. We confirmed we had a quorum of members. We read out apologies from, Chris and Ken Johnson, Robin and Susanne Smith, David Gries, Robert and Gaye Herbert, Kathy Friday, Dylan Webb, Chris Weeks, Simon and Coralee Marshall. Also Bruce Stringer and Lance Wearne.

Ted read out the minutes from the previous AGM. He proposed these minutes were accepted as a true and correct record.

Proposed by Michael Molesworth      Seconded by John Wyers.

We received reports from the attending committee persons and copies of these reports were retained.

In summary, we had many and varied events throughout the year. Our club shop and spare parts were active. We had six editions of the magazine and an active and evolving website. We remain an AOMC accredited club and have an active club permit membership. Our club funds are healthy with net assets of \$104,980 and declared a small loss of \$2053 for the year.

At the conclusion of the reports they were considered and accepted by the members.

Proposed by Max Lewis      Seconded by Ian Macdermott.

The committee retired and the election of the new committee was undertaken. Max Lewis, who is a retired President, chaired the re-election, assisted by Ted Cross taking minutes.

Firstly, the club positions were filled. Followed by the elected positions and the support committee positions.

These appointments follow and they will also be published in the next magazine and on the website in due course.

#### ELECTED POSITIONS APPOINTED AT AGM 2019

	NOMINATION	PROPOSED BY	SECONDED BY
ACTIVITIES	Lee Dennes	Helen Cross	Susan Bryant
EDITOR	Russell Wade	Helen Cross	Michael Molesworth
PRESIDENT	Ted Cross	Eric Bishop	Kay Belcourt
TREASURER	Ian Macdermott	Ted Cross	Susan Bryant
SECRETARY	Tim Cottrell	Helen Cross	John Wyers
SPARE PARTS	Lance Wearne	Ian Macdermott	Lee Dennes

## GENERAL COMMITTEE (SUPPORT or WITHOUT PORTFOLIO) MEMBER(S)

NOMINATION	PROPOSED BY	SECONDED BY
Bruce Stringer	Ted Cross	Eric Bishop
Max Lewis	Ted Cross	Lee Dennes
Robert Belcourt	Susan Bryant	Ted Cross

Elected positions were therefore filled.

## UNELECTED POSITIONS APPOINTED

	NOMINATED	APPOINTED
CLUB LIBRARY	Kay Belcourt	Kay Belcourt
CLUB SHOP	Kay Belcourt	Kay Belcourt
WEB WALLAH	Bruce Stringer	Bruce Stringer
MEMBERSHIP SECRETARY	Ian MacDermott	Ian Macdermott
Assistant Membership Secretary/Interim	Sue Bryant	Sue Bryant
SAFETY OFFICER 1	Russell Wade	Russell Wade
SAFETY OFFICER 2	Phillip Rogers	Phillip Rogers
SAFETY OFFICER 3	Ted Cross	Ted Cross
AOMC REPRESENTATIVE 1	Russell Wade	Russell Wade
AOMC REPRESENTATIVE 2	Max Lewis	Max Lewis

We thanked Helen Cross, Sue Bryant and Kay Belcourt for their extra help and assistance over the year and Ian MacDermott, Robert Belcourt, and Tim Cottrell for their support and work on committee. Kay Belcourt decided to retire as President during the year for personal reasons and we thanked her for her efforts and her ongoing work whilst still on committee.

The new committee was formed and there were some new faces. Ted thanked these people personally including those members holding unelected positions. Their role is very important for the smooth running of the club.

Sue Bryant and Kay Belcourt retired from committee. Sue will remain as an interim assistant to Ian MacDermott to bed down our new club hub membership system. We welcomed Ian MacDermott, and Tim Cottrell and Max Lewis on to the 2019 committee.

The re-election was completed around 9.30pm.

Sue Bryant gave us a training session on the new Club Hub system.

Supper was provided by the club.

## SECRETARY REPORT

### 2019 AGM

I have enjoyed looking after the Secretary role this year thanks to the great help from the current group of committee persons. I also took responsibility for Acting President during the year after Kat Belcourt needed to step aside for personal reasons. Tim Cottrell and Ian Macdermott have become involved. This year Sue Bryant has decided not to re-contest her position and I wish to personally thank Sue for many years of duty on club committee roles.

We had a lot of activities over the year and the magazine and Website has kept us all up to date. Attendances at general meetings and events have often been disappointing. We are not sure why this is the case and please contact me personally for any ideas for improvement.

Thanks for supporting CCOCA during 2018 and 2019.

Ted Cross. CCOCA Secretary.

## EDITORS REPORT for 2019 AGM

Hi Members, looking back, it is coming up to 4 years since I took on this task as Editor, because there were no other takers. While it does not take a lot of time, I am finding with ongoing family health problems, it is becoming harder to find the time. And with old age, technical mistakes (rather than grammatical errors) slip through, even with two proof readers.

So although I previously said I would continue until the Citroën Centenary, I would appreciate some interest by a prospective new editor before the next AGM.

Russell Wade. CCOCA Editor.

## 2019 SPARE PARTS REPORT

Hi All,

I know this is highly unusual, but have little feedback on spare parts. Generally the parts have been very slow, however the electric power steering kits are being assembled by Rob Little and will progress soon..

All parts have been manufactured and supplied. Once the kits have been made up, Rob will post them out. I will then know the final costs and invoice participants for the outstanding amounts.

Of the 27 kits ordered, 26 have been spoken for, and I'm sure the last one will soon also be sold.

Kind Regards,

Lance Wearne. Spare parts Officer.

## CCOCA AGM 2018-2019 ACTIVITIES REPORT

There have been many and varied Events and Activities throughout the year. Listed in no particular order some of them were Chit Chat Tuesday, Boy's Day Out, Wine & Cheese Nights, Teddies Terrific Tour, Steeleys Post Citln Tour, Motorclassica, French Car Festival, Concours, Historic Winton, RACV Classic Showcase, Great Australian Rally to Cruden Farm, Geelong Revival, French Film Festivals, Bastille Day Luncheon, Le Tour de Trentham, visits to The Healy Factory, Fire Engine Restoration Workshop, Garage Crawl to Philip Rogers's, Vintage Wiring Harness, BBQs celebrating Australia Day, Christmas, 2CV 70 Birthday & the Rye Beachside. There was the 2CV High Country Huts Adventure, Guest speakers, photographic evenings and Morning Coffee at Lilydale.

Lee Dennes. Activities Officer.

### Web Wallah AGM Report 27.03.2019

This year has seen a lot of activity on the website both front of house and behind the scenes.

The site is continually being updated and more information added for the benefit and use of members.

Thanks to the efforts of our Activities Co-ordinator Lee Dennes I am able to keep the Website Calendar current making it a very useful go to for members when planning their year's activities.

The manuals and parts catalogues are easily accessed and seem to be attracting some use. I have yet to put up the technical articles from all the Front Drives and also all past issues of Front Drive which have been scanned and catalogued.

Looking forward to the Integration of Club Hub to the website which will be of great benefit to members and ease the administrative burden for the Club Committee.

Bruce Stringer. Web Wallah.

### Membership Secretary's Report 2019

We have a total of 198 paid memberships and 5 Life members giving us a total of 198 memberships at February 2019. This number included 18 new members a couple of whom have re-joined us after an absence. Last year we had 202 so we have an overall decrease of 4 memberships.

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

Our new Membership system Club Hub is in the final stages of preparation and will be ready for use by the end of March 2019.

Sue Bryant. Membership Secretary.

## CCOCA AGM - 27<sup>th</sup> March 2019 Treasurer's Report

This year we have recorded a Loss of \$2,053.33. This is inline with our plan as a committee to use some of our accumulated funds to the membership by way of benefits such as full colour printing of Front Drive.

We have a total of \$61, 931.46 in the bank, which is an increase on last years balances, although it is partly inflated by the \$ 6,128.20 we have as deposits for Power Steering Units.

In conjunction with the new Club Hub system we are moving to use Xero a Cloud based accounting system in 2019/20. This links in with Club Hub and will greatly reduce the work for the Treasurer.

Sue Bryant. Treasurer.

### Balance Sheet

As of 28th February, 2019

	2018-19	2019
<b>Assets</b>		
General Cheque Account	\$3,747.54	\$6,571.20
Spare Parts Cheque Account	\$19,904.00	\$14,420.00
ING Investment Account	\$38,279.92	\$37,711.00
Prepayments & Sundry Debtors	\$3,803.44	\$0.00
Prepaid Deposit for 40th Birthday Lunch	\$153.65	\$500.00
Unpaid Spare Parts Sales	\$0.00	\$1,489.00
<b>Invoices</b>		
Stock - Spare Parts	\$40,934.64	\$42,721.00
Stock & Cash on Hand - Club Shop	\$3,022.53	\$2,871.00
Furniture and Fittings	\$1,263.15	\$1,263.15
<b>Total Assets</b>	<b>\$111,108.87</b>	<b>\$107,555.38</b>
<b>Liabilities</b>		
Power Steering Unit Deposits	\$6,128.20	\$0.00
Prepaid Membership Fees	\$0.00	\$52.00
<b>Total Liabilities</b>	<b>\$6,128.20</b>	<b>\$52.00</b>
<b>Net Assets</b>	<b>\$104,980.67</b>	<b>\$107,033.38</b>
<b>Equity</b>		
Retained Member Funds	\$107,034.00	\$101,340.00
Current Earnings / (Loss)	<b>\$2,053.33</b>	\$5,693.38
<b>Total Equity</b>	<b>\$104,980.67</b>	<b>\$107,033.38</b>

Citroen Classic Owners Club of Australia

# Profit & Loss

1 March 2018 to 28 February 2019

	2018-19	2017-18
<b>Income</b>		
Membership Subs	\$11,191.00	\$11,077.00
General Activities	\$1,050.00	\$3,045.00
Oz Traction		\$7,460.00
Cit-In 2016		\$0.00
Sponsorship Received		\$0.00
Front Drive Advertising	\$20.00	\$350.00
Club Shop Sales	\$252.00	\$1,584.05
Spare Parts Sales	\$12,030.98	\$15,376.06
Spare Parts Freight	\$774.95	\$1,013.24
Spare Parts Fund Contribution	\$700.00	\$400.00
Interest Income	\$562.14	\$616.43
Total Income	<u>\$26,581.07</u>	<u>\$40,921.78</u>
<b>Expenses</b>		
General Activities	\$5,282.47	\$4,711.79
OzTraction		\$6,936.07
Cit-In 2016		
Sponsorship & Gifts	\$100.00	\$80.00
Front Drive Printing	\$4,407.70	\$5,417.50
Front Drive Postage	\$2,066.52	\$879.92
Front Drive Other Expenses	\$278.76	\$82.49
Postage & Mail Box	\$162.30	\$40.00
Stationery		\$38.90
Computer & Internet	\$945.56	\$879.18
Insurance	\$1,487.00	\$1,426.50
AOMC Fees	\$245.00	
Corporate Affairs Fees	\$57.80	\$56.90
Bank & Merchant Fees	\$706.14	\$717.24
Furniture & Equipment	\$267.04	
Club Shop Purchases	\$0.00	\$1,047.79
Spare Parts Purchased	\$11,515.35	\$11,620.04
Spare Parts Postage & Freight	<u>\$1,112.76</u>	<u>\$1,294.16</u>
Total Expenses	<u>\$28,634.40</u>	<u>\$35,228.48</u>
<b>Net Profit</b>	<b><span style="color: red;">\$2,053.33</span></b>	<b><span style="color: red;">\$5,693.30</span></b>

Citroen Classic Owners Club of Australia Inc  
Cashflow 1 March 2018 to 28 February 2019.

Bank Account Balances as at 28th February 2018	
General Cheque Account	\$ 6,575.05
Spare Parts Cheque Account	\$14,420.36
ING Investment Account	<u>\$37,717.78</u>
	\$ 58,713.19
Add Receipts	
Activities - Christmas BBQ	\$ 30.00
Activities - Stokes Collection	\$ 960.00
Interest Income	\$ 562.14
Membership Subs	\$10,669.00
Club Shop Sales	\$ 100.00
Spare Parts Fund Contribution	\$ 700.00
Spare Parts Sold	<u>\$18,979.92</u>
	\$ 32,001.06
Less Expenditure	
Activities - Supper & Committee Meetings	-\$ 1,595.47
Activities - Barb Zysvelt BBQ	-\$ 137.00
Activities - 40th Anniversary Lunch	-\$ 1,210.00
Activities - The Stokes Collection	-\$ 960.00
Gifts - 40th Anniversary Lunch	-\$ 100.00
Adobe Software	-\$ 263.88
Razz Technology Support	-\$ 626.30
Jot Forms	-\$ 55.73
Bank & Merchant Fees	-\$ 582.01
City of Boroondara - 6 months Hall Hire	-\$ 698.00
AMOC Annual Fees	-\$ 245.00
Consumer Affairs Fees	-\$ 57.80
RAID Video	-\$ 122.00
Centenary Banner	-\$ 267.04
Insurance - Annual Premium	-\$ 1,487.00
Post Office Box - Annual Fee	-\$ 127.00
Postage	-\$ 35.30
Rooster IMC - Front Drive Printing	-\$ 4,407.70
Front Drive Postage	-\$ 2,121.52
Front Drive - Stationery	-\$ 223.76
Spare Parts Postage	-\$ 3,130.21
Spare Parts Purchased	<u>-\$10,330.07</u>
	-\$ 28,782.79
	<u>\$ 61,931.46</u>
Bank Account Balances as at 28th February 2019	
General Cheque Account	\$ 3,747.54
Spare Parts Cheque Account	\$ 19,904.00
ING Investment Account	<u>\$ 38,279.92</u>
	\$ 61,931.46

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