

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



NOVEMBER / DECEMBER '07 Vol 31 No 5

IRIS

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 any 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.

COVER IMAGE

The cover image is taken from the 'La Bombe Citroën', the magazine of the ID/DS Club Nederland and depicts Morterolles-sur-Semme, in the Haute Vienne, France.

MEMBERSHIP

Annual Membership is \$45. For overseas membership add \$12.

MEETINGS

Club meetings are held on the fourth Wednesday of every month [except December] at 8pm. The venue is the Canterbury Sports Ground Pavilion, cnr Chatham and Guildford Rds, Canterbury, Victoria. Melway Ref 46, F10.

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
Jack Weaver	1991
Nance Clark	1984

CONTRIBUTORS

Contributors to this edition of 'Front Drive' include:
Bernard Hadaway, Clare Hadaway, Rob Little, Mark McKibbin and Michael Molesworth.

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, October 12

COMMITTEE

PRESIDENT — Vacant

SECRETARY — Edward Cross
[03] 9819 2208 [H]
secretary@citroenclassic.org.au

TREASURER — Clare Hadaway
[03] 9598 6888 [H]
treasurer@citroenclassic.org.au

ACTIVITIES COORDINATOR — Mark McKibbin
[03] 5625 4020
activities@citroenclassic.org.au

MEETING COORDINATOR — Bernie Hadaway
[03] 9598 6888
meeting@citroenclassic.org.au

SPARE PARTS OFFICER — Rob Little
[03] 5823 1397 [H]
spareparts@citroenclassic.org.au

PUBLICATION EDITOR — Leigh Miles
[03] 9888 7506 [H]
editor@citroenclassic.org.au

COMMITTEE PERSON — Michael Molesworth
spectron@dcsl.net.au

SUPPORT

WEB WALLAH — Jeff Pamplin
[03] 9523 0210 [H]
webwallah@citroenclassic.org.au

MEMBERSHIP SECRETARY — Mark McKibbin
[03] 5625 4020 [H]
members@citroenclassic.org.au

AOMC LIAISON OFFICERS —
Ted Cross [03] 9819 2208 [H]
Russell Wade [03] 9570 3486 [H]

CLUB PERMIT & SAFETY OFFICERS —
Russell Wade [03] 9570 3486 [H]
Peter Boyle [03] 9470 8080 [H]
Mel Carey [03] 9419 4537 [H&B]

LIBRARIAN — David Gries
librarian@citroenclassic.org.au

CLUB SHOP — Graham Barton
[03] 5987 0767 [H] 04 1810 0992 [M]
clubshop@citroenclassic.org.au

ICCCR REPRESENTATIVE — Ted Cross [03] 9819 2208 [H]

STATE ACTIVITY CO-ORDINATORS —
ACT Mike Neil
[02] 6254 1040 [H] 04 1821 1278 [M]
NSW Bert Houtepen
[02] 9746 9920

PUBLIC OFFICER — Peter Boyle
[03] 9470 8080
ruffb@tadaust.org.au

CITROËNING

CH PLATES

Send your annual CH renewal form to PO Box 52, Balwyn, 3103. Please do the right thing and enclose a stamped, addressed envelope.

ABOUT TO ARRANGE A CLASSIC/HISTORIC PERMIT FOR YOUR CITROËN?

CH permit applications must be accompanied by a RWC. The onus is on owners to demonstrate that their cars are safe. Feel free to consult our Permit Officers for advice regarding getting your car on the road, and keeping it going.

FOR SPARE PARTS & TOOLS

Contact Rob Little. Phone: [03] 5823 1397 spareparts@citroenclassic.org.au [Please do it at a reasonable hour.]

CLUB SHOP

For Citroën models, memorabilia and other items contact Graham Barton on [03] 5987 0767 or clubshop@citroenclassic.org.au

OTHER CLUBS?

VIC: www.citcarclubvic.org.au
NSW: www.citroencarclub.org.au/
WA: www.citroen.aceonline.com.au
QLD: www.citroenclub.org
www.doublechevrons.aunz.com

November already! Christmas is around the corner and CitIn'08 is just after that. No, I'm not wishing the year away – simply making you aware of how quickly a number of events are looming.

ED SED

First is a reminder that we have a speaker at our November meeting. 'The Collector-man' will be with us; so bring along a collectable [motoring or otherwise] and see what he has to say. You'll be astounded at what is 'collectable' these days! Wednesday, November 28 in Canterbury.

Second is the Shannon's Christmas with the Clubs. The Club has booked a table and we would love to see you at this gala event. Friends of mine went last year and assure me it was fantastic and we have been promised an even better experience in 2007.

Our Christmas gathering at

the Crosses on December 19 will be a fun affair.

The latest CitIn'08 news is on page 10. News? Yes, Monster Raffle, local publicity and the dedicated web site are all covered. Remember as well, the charge for CitIn increases by \$10 per person at the end of November. If you love a bargain, you need to be booking soon.

What else have we got? The launch of Citroën's new flagship dealership at 42 Avenue des Champs-Élysées, Mike and Jennie Killingsworth at the Beaulieu Autojumble, PSA's programme to ensure the long term viability of the group, pictures of the new Series II C5, Mike Neil shares his Sydney 'All French Day' and Canberra 'Battle of Waterloo' experiences and new member Peter James tells of his search for his AK van.

Enjoy,

Leigh F Miles – Editor



CONTENTS

ED SED	PAGE 4	BATTLE OF WATERLOO	PAGE 27
PREZ SEZ	PAGE 5	STRATEGY & AMBITION	PAGE 30
A-TRACTIONS	PAGE 6	FREE MEMBERSHIP	PAGE 34
CITIN'08 DENILQUIN	PAGE 10	MEMBER'S MODEL	PAGE 35
A VISIT TO BEAULIEU	PAGE 14	CLASSIFIED ADS	PAGE 42
CITROËN ON THE CHAMPS	PAGE 18		

Well it has been a busy few weeks for me. The planning and co-ordination of this year's Concours, which was the responsibility of CCOCA, took up a lot of valuable time. The total number of cars being displayed was a little below my expectations and we may review how we show off the club to others in future years. Perhaps it is time for a change. Any ideas will be welcomed and can be sent direct to me.

Congratulations to the various winners from CCOCA – our club won most of the Awards and I think indicates our great interest in promoting Old Citroëns to the public.

I was very happy to see Phillip Rogers win two major prizes with his Traction Light 15 and the Big 6. Also on the winner's list, was Peter James in his stunning 2CV AK 350 van. What a gem. Also congratulations to Emily Rogers, Ian Mather, John Fleming and Adelino daSilva. Thank you to all the helpers on the day and to you, if you came along.

During the last couple of weeks, we have had interstate CCOCA members, Peter and Jenny Boyd, and Mike Neil, in Melbourne and they all helped out at

the Concours too. This is one of the great things about CCOCA – the friendships we forge around Australia and overseas which, will surely last forever.

The CitIn bookings are start-

PREZ SEZ

ing to roll in and once again it is very important for you to at least book your accommodation now to avoid disappointment next Easter. The town of Deniliquin will be full so you need to plan early for this event.

Of course, we would like you to commit with your booking form also as soon as you can to assist us with planning.

With good weather starting there will be some great CCOCA events to attend, so dust off your cars and try and join us when you can.

With this edition of 'Front Drive' you have received three advertising postcards that promote membership of the Club. This is a marketing idea from Leigh Miles and he has generously paid for the printing of the cards. What to do with them? It is all explained on page 34, where you can also learn how you can get FREE MEMBERSHIP for the 2007/2008 Club year. What an offer!

Ted Cross



Please note: if no bookings have been received for an Event, by the booking deadline the Event will be automatically cancelled.

A-TRACTIONS

● NOVEMBER BENDIGO NATIONAL SWAP MEET



WHEN: Sat, 17 & Sun, 18 Nov
TIME: Saturday from 6:00am,
Sunday from 7:00am
WHERE: Prince of Wales
Showgrounds,
Holmes Rd., Bendigo
COST: Saturday: \$8.00,
Sunday: \$5.00,
Weekend Pass: \$12.00
BRING: Chair, picnic lunch,
sunscreen, sunglasses,
& refreshments
BOOKING: Not required
DETAILS: [http://www.
bendigowap.com.au/](http://www.bendigowap.com.au/)
CONTACT: Ted Cross
[03] 9918 2208
secretary@citreoenclassic.org.au

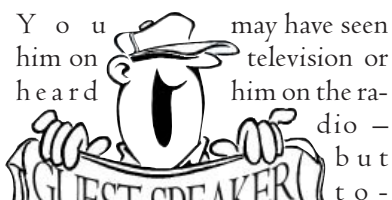
The 2007 Swap will feature an extensive display of Fire Engines and associated equipment in the Bendigo Exhibition Centre, sites B-33 & B-42, plus an open air display.

Highlights:

- Over 1500 reserved sites – indoor and outdoor.
- Show and Shine Display Cars – Saturday only – limited numbers. Eligible Club and Special Vehicles will be on show. If you would like to enter your car in the 2007 Show and Shine, entries will be taken on the day. Visit the site to determine eligibility.
- Large number of Trade and Club Stands.
- Steam and Oil Engines from the Bendigo Steam and Oil Engine Preservation Group inc.
- Motor Bike Display by the Ulysses Motor Cycle Club.
- Full 'On Site' Catering by non profit volunteer groups.
- Extensive Toy and Model Car show – many new Table Holders and Products.

MONTHLY MEETING – MEET IAN ARMSTRONG: 'THE COLLECTORMAN'

WHEN: Wednesday, 28 Nov
TIME: 8:00pm
WHERE: Canterbury Sports
Ground Pavilion, cnr Chatham
& Guildford Rds., Canterbury
COST: Free
BOOKING: Not required
CONTACT: Bernie Hadaway,
meeting@citreoenclassic.org.au



You may have seen him on television or heard him on the radio – but tonight you can meet 'The Collectorman' in person.

Ian Armstrong, who was Victo-



rian of the Year in 1988 and is the patron of the Victorian Antique Dealers Guild Inc., started collecting 'Weeties' packet gifts, 'Dinky' toys and stamp albums as a you boy. Ian's passion for collecting continues today and now 'The Armstrong Collection' includes penny-farthing bikes, dolls, rocking horses, models and money boxes.

Tonight, Ian will talk about the joys of collecting, with a motoring bent. Why not bring a friend and something from your collection [it does not need to be motoring related] and we can have our own 'CCOCA Antiques Roadshow'? Supper? You bet, and hot too boot!

● DECEMBER SHANNON'S CHRISTMAS WITH THE CLUBS

WHEN: Saturday, 8 Dec
TIME: 7:00pm
WHERE: Powerhouse,
Lakeside Dve., Melbourne
COST: \$65pp
BOOKING: Essential by 28 Nov
PAYMENT: With booking
CONTACT: Ted Cross
[03] 9819 2208
secretary@citreoenclassic.org.au

CCOCA has booked a table for 10 at this year's Christmas with the Clubs. Your \$65 includes canapes, entree, mains course, dessert, , beer, wine, tea and coffee.

Our guest speaker in November is the famed 'Collectorman'. Here is seen chatting with Princess Diana at the opening of the Great Victorian Ephemera Exhibition in 1985.

Entertainment includes music and dancing with a mini-auction to be conducted by famed CCOCA member, Billy Wellwood. With only 10 places available you will have to be quick to secure your

secretary@citroenclassic.org.au

An end of year Christmas Drinks and BBQ. Bring food to share at Ted and Helen Cross's home in Hawthorn. Join all of your CCOCA friends for our last meeting of the year.

● JANUARY

THE RACV GREAT AUSTRALIAN RALLY



WHEN: Sunday, 20 Jan
TIME: 9:00am
FROM: Start points listed below
TO: Mornington Racecourse
COST: \$30 per vehicle
BRING: Sunscreen, chair, lunch
BOOKING: Essential by 16 Jan

seat at the table.

MONTHLY MEETING – CHRISTMAS BBQ

WHEN: Wednesday, 19 Dec
TIME: From 6:30pm
WHERE: Ted & Helen Cross's
173 Power St., Hawthorn
COST: Free
BRING: Food to share and refreshments
BOOKING: Essential by 14 Dec
CONTACT: Ted and Helen Cross [03] 9819 2208

CONTACT: Colin Brown
[03] 9739 4829 or
colin.brown@hotmail.net.au



This event has grown to become Victoria's largest veteran, vintage and classic car rally with travel from Melbourne to the Mornington Peninsula by the RACV, the rally is designed to promote the pleasures of classical motoring providing much needed funds to the Peter

McCallum Cancer Centre. The 2008 RACV Great Australian Rally is organised and conducted by the All British Classics Car Club Inc. All vehicles entered must be 25 years and older. There are four start locations this year:

- Melbourne
- Brandon Park Shopping Centre, Mulgrave
- Civic Centre, City of Casey
- Western Port Marina, Hastings

All entrants will enjoy a sausage sizzle at their nominated starting point.

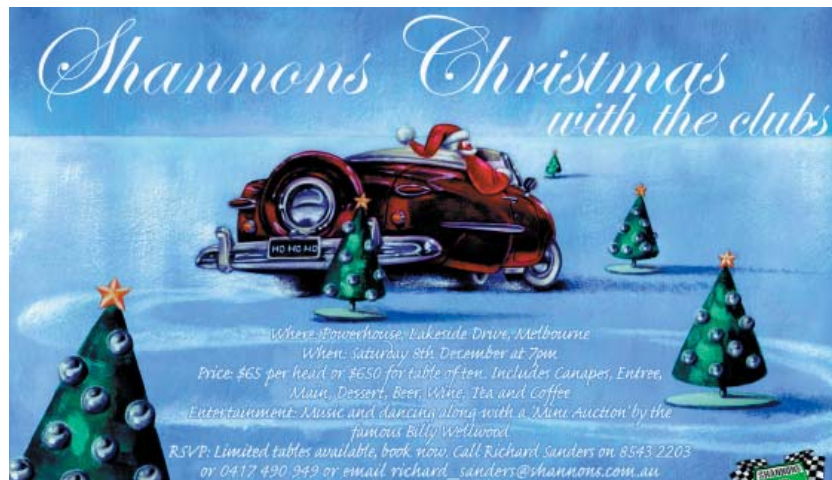
Download your entry form at www.abcc.com.au

MONTHLY MEETING – YARRA BANK BBQ

WHEN: Wednesday, 23 January
TIME: From 6:30pm
WHERE: Kevin Bartlett Reserve, Burnley. Melway 59, BI

COST: Free
BRING: The doing for a BBQ and insect repellent
BOOKING: Not required
CONTACT: Ted and Helen Cross, [03] 9819 2208
secretary@citroenclassic.org.au

Start the Club year with a BBQ near the banks of the Yarra. There are BBQ facilities on site, but you will need to bring everything else. There is plenty of parking, but we suggest you bring extra chairs and a picnic table with you.



Insurance for Motoring Enthusiasts. Call 13 46 46 for a quote.

shannons.com.au

This insurance product is provided by Shannons Insurance Company Limited ABN 11 000 471 100. AFS Licence No. 200811. This cover is not a Product Shannons Insurance Company Limited. You should consider the Product Shannons Insurance Company Limited is providing to you. Shannons Insurance Company Limited is a member of the Shannons Group.





Monster Raffle! Yes, that's the latest news from the CitIn'08 Team.

They have been hard at work finding great prizes. The result is CCOCA will be holding probably the biggest CitIn Raffle ever. The prize pool already has a retail value of over \$1,300 and 20 prizes.

The way the Team are going, I am guessing there is no stopping them and by March 2008 the prize could well be even bigger!

Tickets will be \$2.00 each

for 3 for \$5. That sounds like a bargain to me.

We will keep you posted on prize pool updates.

WEB UPDATE

Have you visited the dedicated site for CitIn'08? This is where you will find all the latest news on CitIn'08 – what's doing, what's happening. Find it at:

www.cit-in.org

LOCAL PUBLICITY

Publicity for the event has already appeared in the 'Denilquin Pastoral Times' – the local paper, so the people in Denilquin and



the surrounding area already know we are coming to town. The Denilquin Pastoral Times is published each Tuesday and Friday, and keeps the 8,500 residents of Denilquin and the surrounding townships well informed about the many events in the district. The Denilquin Pastoral Times is the unchallenged print medium in this major agricultural centre with an emphasis on community issues and ensuring all sections of the community are catered for. Readership is strong with a high household penetration rate.

CLASSIC CITROËNS ROLLING INTO TOWN. AUGUST 17, 2007

The Citroën Classic Owners Club of Australia will host the National Citroën event in Denilquin next year.

The club approached Denilquin Council last year, expressing an interest in holding the meeting in Denilquin over the Easter period. The event is expected to attract 180 Citroën Classic Car Club

members to Denilquin, as well as at least 100 classic and modern Citroëns.

Club members are expected to begin rolling into Denilquin on Good Friday and remain until Easter Monday.

Denilquin Council Economic Development Officer Michael Conallin said as part of their program, the club will display their vehicles in Civic Place to complement other activities held in town during the holiday period.

Mr Conallin said other than the immediate flow-on effects to the economy, winning the opportunity to host the club will have a positive impact on Denilquin.

'Having the Citroën Classic Owners Club members in Denilquin during Easter 2008 will provide an additional boost to tourism and the local economy.

'At the same time it will provide an excellent opportunity for the visitors to enjoy what Denilquin has to offer.

'The club has given an undertaking to promote Denilquin nationally, at every opportunity, through state clubs and their



DENILQUIN COUNCIL



DENILQUIN COUNCIL





members,' he said.

Cr Kathy Simpson said the club had approached Deniliquin Chamber of Commerce with a idea to spread the Deniliquin message.

She said the club had asked to use the 'Do It In Deni' slogan to promote the local event.

Deniliquin Council will also support the club, providing sponsorship and costs associated with closing Civic Place.

With this support, we are assured of a big country welcome next Easter. The City Council sees our visit as a major contribution to the local economy and they are right behind CitIn'08.

So, the town is already well

aware of our arrival and we are certain of a huge local welcome.

The Citroën Classic Owners' Club of Australia is proud to be hosting CitIn'08 in Deniliquin.

We believe that the location for CitIn is vital, and Deniliquin has everything you need for an enjoyable break in the company of fellow Citroën enthusiasts. In addition to good food and the opportunity to show-off and admire our cars, there is a wide variety of attractions for even the least Citroën-minded of us!

Deniliquin is situated at the edge of the Riverine plain, which stretches northward into the driest Continent on earth – welcome to the edge of

the outback! It is also on the fringe of the world's largest redgum forest; bird and wildlife abound, and the well-developed network of forest trails offer you the chance to free your adventurous spirit. Located beside the Edward River, and with the warm March weather, the attractive sandy beaches will be popular with young and not-so-young.

The town itself is a delight to walk through; enjoy the beautifully restored old buildings, the formal Waring Gardens and the bushland Island Sanctuary, as well as the craft shops, cafes and the annual Easter Saturday Farmers' Market and Art Show, all within easy walking distance. Attractions further afield include the famous Conargo Pub, the vintage cars and number-plate display at the Clancys of Conargo winery, the Steam & Pumping Museum, and the Country Patch Cottage Garden highlighting the achievement of an attractive garden in an extremely low-water environment. There is so much to do and see, we are sure you will find plenty to enjoy during this stay, and when you come back again!

CCOCA every year hosts a national

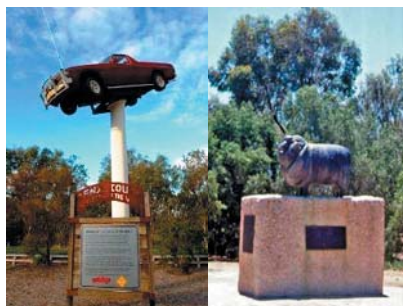
Citroën rally over the Queen's Birthday weekend in June, so we bring to CitIn an extensive history of hosting events such as this. We are confident that we are offering excellent value for money; see below for a full list of all the inclusions!

Register soon, to make sure you don't miss out, as places are limited – and to get the lowest price! We look forward to seeing you all there in March!

REGISTRATION AND FEES

Registrations have now been open for four months and are going well. Remember however that the discounted rate of \$165 per adult and \$135 per child finishes at the end of November. After that, it will cost you an additional \$10 per person. So, get your registration to us ASAP! Remember too, spaces are limited: we cannot accept more than 180 participants.

Applications received prior to 30 November 2007: \$165pp
1st December 2006 - 31 December 2007, inclusive: \$175pp
1st January 2008 - 31 January 2008 [Deadline]: \$185pp
Bookings close on January 31 2008.



The Brits have a special word for it – Autojumble. And, like so many English words, it is totally appropriate. If you are ever going to one car boot sale, swap meet or

past 40 years and it appears to be getting bigger and bigger. I first visited about 15 years ago and it seemed nowhere near as big as the event was this year. With over 200 stalls and car exhibits

[display and sale] spread over about 15 acres the sale lasts 2 full days

and you definitely need two full days to take it all in.

'Beaulieu' is held at the National Motor Museum situated

on the estate of Lord Montagu of Beaulieu in the New Forest southwest of Southampton. We stayed in Eastleigh in a large 'chain' hotel which, when booked online, cost £60 per night, and it was only 20 minutes drive away. We visited on the Saturday afternoon and then spent most of the Sunday before driving back to London in the evening.

You can purchase tickets in advance online or at the event. If arriving early in the day the

advance purchase may make entry speedier.

The event is very well organized but here are a few hints to make your visit more enjoyable:

- Take a rucksack, then all your stuff is safe whilst you forage for bits [and you do not leave your camera/wallet/sunglasses on someone's table!].
- Get there early. We arrived on Saturday afternoon and had to park almost a mile from the entry. In contrast we arrived at

A VISIT TO BEAULIEU

junk sale this is it. It is the garage sale to end all garage sales!

The Beaulieu Autojumble has been an annual event for the



8:15 on the Sunday and were able to park in the shade less than 100m from the gate.

- Catering is appalling, all fat, sugar and salt. Take a 'cool bag' and buy sandwiches and water

at one of the many motorway 'services' stops on the way.

- Many of the stall holders are very small businesses who do not accept credit cards. When they do, they want to add a 6%

premium! There is an ATM situated right in the middle of the

site.

If you intend purchasing small, expensive parts consider taking all the details and ordering when you get home. The cost of postage may be less than the 17.5% VAT!

Whilst Beaulieu may seem to be a glorified garage sale, it really is more than that. It is an opportunity to meet many suppliers who do not advertise in car magazines or have an internet presence. We came across a number of Citroën specialists – some well known, others not. All were extremely helpful in providing contacts with other suppliers.

All in all, it is a great event. If you are in the UK in early September go – just take a patient partner and plenty of money for the bargains!

Mike and Jennie Killingsworth



A VISIT TO BEAULIEU



Why buy your Internet from someone who drives a Mercedes Benz?

Connect to the Internet with a wholly Australian owned and operated Internet Service Provider – with an owner who's just as nuts about cars as you!

DCSI provide local call dial-up Internet and fast ADSL broadband across Australia.

» great service
» great prices

Pioneer Dial-Up

\$9.⁹⁰
per month

includes:
200MB downloads
10cents per MB excess

256/64 Lite ADSL

\$32.⁹⁵
per month

includes:
500MB downloads
no excess charges

Discovery Dial-Up

\$19.⁹⁵
per month

includes:
1000MB downloads
5cents per MB excess

256/64 C10 ADSL

\$39.⁹⁵
per month

includes:
10GB downloads
no excess charges

Voyager Dial-Up

\$24.⁹⁵
per month

includes:
no download limits
no excess charges

256/128 Lite ADSL

\$49.⁹⁵
per month

includes:
10GB downloads
no excess charges

www.dcsi.net.au
1300 665 575

64 Queen Street, Warragul, Victoria 3820

dcslTM
We do **Internet**

ADSL Line Activation Fee is \$125. Broadband ADSL Modem/Router \$60. Must remain connected for a period of 6 months, early termination incurs \$66. Dial-up plans capped at \$29.95 per month.

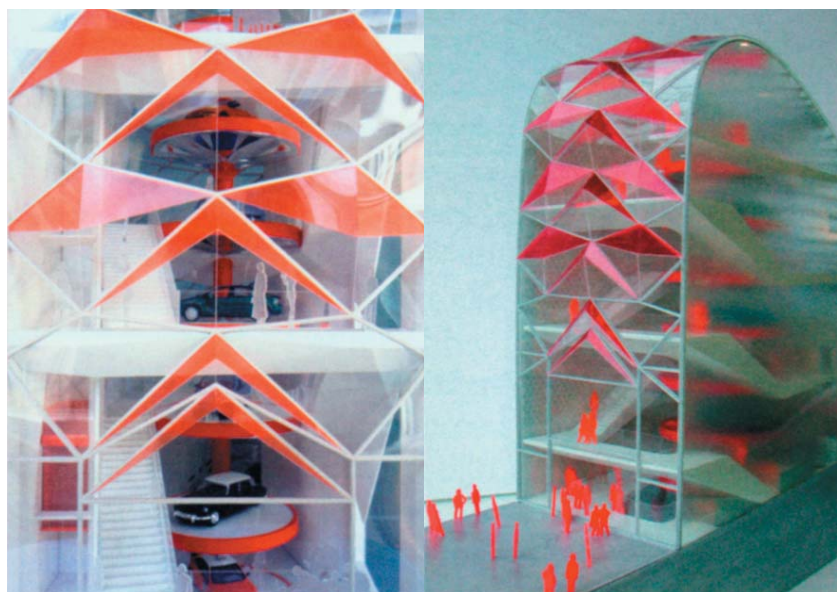
31/06

In her latest projects, Manuelle Gautrand seems to be developing a remarkable predilection for crumpled façades. Not only does the Paris showroom of car-maker Citroën look like it has just

While the showroom at 42 Avenue des Champs-Élysées thus marks the unintentional start of a signature formal idiom for Gautrand, the edifice is also part of a long tradition: not just for Citroën, but also for the Champs-Élysées as a location for carmakers' flagship stores. The

been through a crash test, but the hotel for Oskar Jensen in Copenhagen and the Black Crystal office building in Amsterdam [both in development] bear the appearance of a crumpled wad of paper. 'Actually, I hate producing the same idea twice,' says Manuelle Gautrand. But in the case of the Black Crystal, for instance, the client absolutely loved my design for Citroën and wanted something similar. So I grudgingly consented.'

property has been owned by Citroën since 1927 and has housed their main showroom for decades, designed on a monumental scale in the International Style. When parent company PSA ran into financial difficulties in the 1980s, it decided to rent out the expensive location for 20 years to a restaurant chain, which irreparably damaged the existing building. Soon after the millennium, many other carmakers began radical



CITROËN ON THE CHAMPS

renovations of their showrooms on the avenue. Toyota hired Ora Ito, Franck Hammoutene took charge of the Renault location. Citroën felt it could not remain behind. In 2002, two years before the rental contract with the res-

de Portzamparc, Jacques Ferrier and Christian Biecher. Daniel Libeskind also made it through to the second round, but he did not complete a design.

The brief took up no more than two A4 sheets. 'Unlike the showrooms of other brands on the avenue,

Citroën did not want weird extras whose only purpose is to draw people in,' says Gautrand. 'At Toyota and Renault, for instance, a major portion of the space is taken up by cafés or restaurants, but that's boring. After all, if you want to go to a café or a restaurant in Paris, you're not going to go

taurant chain was due to expire, it launched a design competition for a new building. About 40 agencies took part in the first round, which was an ideas competition. The second round, which required a complete design, came down to five architects. Aside from Gautrand, these were Zaha Hadid, Christian

CITROËN ON THE CHAMPS





CITROËN ON THE CHAMPS

to Renault. Citroën wanted the opposite: a space that was solely dedicated to cars and that would lure people into spending time there solely through its design.'

Gautrand's winning design is

CITROËN ON THE CHAMPS

based on two central ideas: that of a giant shelving structure with eight platforms for cars and that of a glass envelope incorporating the chevron, Citroën's logo. 'You would think that they would find that a good idea, their logo as an element of the

façade design, but it took me quite a bit of persuasion to get them to agree,' Gautrand recalls. 'First of all, other than the logo, I did not want the word Citroën anywhere on the façade. That was hard for them to swallow, especially as the word used to be featured in giant letters in their

famous 1927 showroom. In the second place, the chevrons do not have exactly the same proportions as the official emblem, and furthermore I play a game with them: only the bottom one is double, as it is supposed to be, and as they go up they turn into single chevrons and are even somewhat deformed. I also play with deformation in the mirrors on the underside of the platforms on the shelving structure. They feature diamond-like facets, casting fragmented reflections of the cars below. The Citroën people were initially wor-

ried that
this

frag-
mented
reflec-
tion would not
do justice to the
studied perfec-



123ignition Australia *'Ignition systems for classic cars'*

'123ignition' - electronic ignition systems are carefully designed to replace your existing mechanical system, keeping the looks of your classic car original. The systems are currently available for ID, DS, 2cv (and derivatives), Traction and SM models.



No maintenance EVER again.

Contact Ted Cross

Phone: 03 9819 2208

Fax: 03 9819 2208

Mobile: 0400 59 2208

email ted@123ignition.com.au



123ignition.com.au

31/05

tion of the automobile designs, but it's a credit to them that they let me have my way on these points.'

Gautrand wanted the company's signature colour, the bright red used in the logo, prominently

car probably owes some of its cult status. In his book *Mythologies* [1957] he writes, 'The Déesse is obviously an exaltation of glass, and pressed metal is only a support for it. Here, the glass surfaces

arc not windows, openings pierced in a dark shell; they arc vast walls of air and space,

with the curvature, the spread and the brilliance of soap bubbles...' This statement is also partly applicable to Gautrand's showroom. Yet although the building is indeed not an object with a clearly identifiable front, roof, and rear, the façade nevertheless does not immediately evoke a car that has just left the factory. The façade looks more like the aftermath of an aesthetic crash test, carried out by a silversmith with a finishing mallet. Does Gautrand have much of a personal connection with the automobile industry 'I don't drive a Citroën myself,' she answers. 'I think Citroën is a fantastic company and their car concepts especially, are amazing. But in my own life cars play only a marginal role. I live and work in the centre of Paris, and a car isn't of much use there.' Perhaps she has more affinity with the luxury fashion shops on the Champs-Élysées: the crumpled refinement of No. 42 has turned it into a boutique for cars.

<http://fpcrso.ora.ngefr/rn-anuelle.gautrand>

In Canberra these days during winter, we hold a combined British and French Car day, called The Battle of Waterloo. It's held in June to commemorate the first one in June 1851, when the Duke of Wellington routed Napoleon. Why do French car enthusiasts attend

then? Well, French Car Day formerly held near July 14th, as most other states do, was dwindling in attendance, and somebody from one of the Brit car clubs suggested they join us and so it went. There's no reason to hope the weather in June's going to be any better than July, but who are we to complain about the northern hemisphere choosing to have battles and national days in summer?

The big advantage is, we can go to other states French Car Day, and so a few of us drive to Sydney for theirs. This year, I acquired another Renault 16TS, fully restored about ten years ago,

with 5speed transmission and TX spec motor. So I had to take it on the highway, to attend Sydney's event, held at Silverwater Park in the west, next to the Parramatta River; and what a blast it was; never thought a 16TS could have so much grunt.

Heavy winter rains prevented use of the parklands next to the bridge, so the bitumen car park on the other side had to suffice, and it

Mike Neil's
TX spec
Renault 16
at the Sydney
French Car
Festival, with
a selection of
Dauphine as a
backdrop.

CITROËN ON THE CHAMPS

featured in the façade. She found that the conservative Paris building preservation authorities, however, were not on her side. The bright colour, achieved through a red foil laminated between two layers of glass, is therefore tempered by adding a white, translucent layer of insulation between the foil and the outer glass plate. This makes the surprise all the greater once you enter building and the red of the façade strikes you from behind. The interior is otherwise entirely white, except the shelving structure, which is also bright red. In the cellar, it's the other way round: there, red dominates. The multimedia space is located there, with its numerous television monitors, requires a darker environment than the bright light of the floors above.

The building's primary function is to display cars and Gautrand says that the fluid shapes of an automobile inspire the round shapes of building itself. This imagery brings to mind the famous essay about the Citroën DS by Roland Barthes, to which the

BATTLE OF WATERLOO



was packed with quality from all makes, including a small bunch of Matras. A black DS won the best Citroën, with Jim Colbourne from Canberra getting best Renault with his R8 Gordini. Best French

hope to have ready for Easter, after a front end refresh.

Getting back to French Car shows, Canberra produces its own Napoleon, he's a bit height challenged at about six feet tall, but

it's the sentiment that counts. A gum boot is usually produced and thrown by repre-

sentatives of both sides. The day happened to be a cracker, with frost after a minus 4 overnight, then clear and calm for the rest. A good selection of Citroëns turned up, offsetting our event means Sydney cars come to Canberra, it's a three hour drive, all freeway, as is the trip to Silverwater Park for us, two and a half hours to west Sydney.

The "Battle" was an agreed draw, with about the same number of French and Brit cars, but with a decent bunch of Brit motorcycles as well, maybe they did win.

Mike Neil

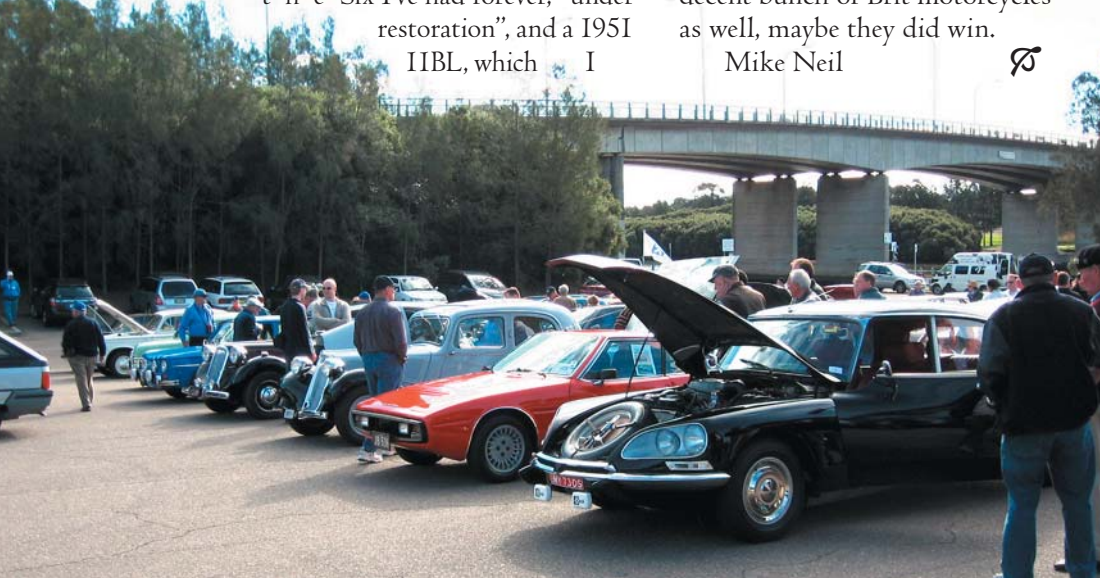


BATTLE OF WATERLOO

car went to a rare Peugeot 304 Cabriolet.

Now, digressing a moment, those who've known me for a while, know I used to arrive at June Long weekends, with a white one, loaded up with family during the late seventies and early eighties. Well, I still have that; I've restored it mostly, with paint and interior, and drive it regularly on Historic rego. It awaits a 5speed, and new engine. I balance them with two TA's, the Six I've had forever, "under restoration", and a 1951 IIBL, which I

This page:
An interesting line up at the French Car Festival and [opposite] the Battle of Waterloo celebrations in Canberra.



On September 4, Christian Streiff, Chairman of PSA Peugeot Citroën, unveiled the Group's strategy and ambition for 2010-2015.
2010: 4 million vehicles

In 2015, PSA Peugeot Citroën intends to be solidly positioned in Europe, steadily growing and profitable, with extensive operations in other global markets and ranking among the leaders in each of its businesses. Faurecia aims to be among the worldwide lead-

ers in each of its activities, Gefco expects to become the European leader in automotive logistics and Banque PSA Finance is determined to remain the benchmark in profitability.

Faurecia is a world leader in the supply of automotive equipment. In addition to supplying components to the PSA group, they supply equipment to a wide range of other manufacturers. New cars on show at the Frankfurt Motor Show whose success relies on products sourced from Faurecia include Audi [A4], BMW [Mini], Chrysler [Jeep Cherokee], Ford [Kuga],

Renault [Laguna] and Volkswagen [Tiguan].

Christian Streiff defined the CAP 2010 and Ambition 2015 objectives for the Automobile Division:-

- A strong improvement in product and service quality. The challenge is to reduce the number of quality incidents by half and to shorten incident resolution times by two-thirds. In terms of service quality, the goal is for Peugeot and Citroën to rank among the European Top 5.
- A European product offensive signalling Peugeot's powerful comeback and Citroën's acceleration. This challenge involves enhancing both brands' line-ups by strengthening their positions in growth segments, boosting the Group's leadership in light commercial vehi-

cles and developing a 'competitive premium' model in each segment. In all, 29 product launches are planned in Europe between 2007-2010 with differentiated models for each brand in order to improve market coverage significantly. A further objective is to maintain the average age of the line-up at 3 years, compared with 4.5 years in 2006.

- A European marketing offensive. This will enable the Group to sell 300,000 additional units in 2010, thanks to a specific strategy for the fleet market, specific actions in the dealerships to support the product offensive, a greater return on media spend and proprietary dealerships turned into real profit centres.
- A cost-cutting program in order to reduce warranty costs by half,

The pictures with this article show the new C5 Citroën which is due to appear in Australia late in 2008.

STRATEGY & AMBITION

Operating margin of 5.5 to 6%
No 1 in environmentally friendly cars

Beyond 2010: The most competitive carmaker in Europe
Operating margin of 6 to 7%

For 2010, PSA Peugeot Citroën has set goals of restoring growth and profitability, selling more than four million vehicles and consolidating its leadership in environmentally friendly cars. For 2015, the Group is committed to being the most competitive carmaker in Europe. Its goal is to have an operating margin of 5.5 to 6% in 2010 and 6 to 7% by 2015.



increase purchasing productivity from 4 to 6% a year, reduce overheads and fixed costs by 30%, shorten development cycles by 30%, reduce supply chain costs by 10%, fully roll out the in-

tional 400,000 vehicles outside Europe in 2010.

o In Mercosur, the Group plans to gradually double its sales to 400,000 vehicles. In Brazil, the objective is to join the 'Big 4' auto industry leaders. To achieve this goal, PSA Peugeot Citroën will launch 12

new models, become a player in the entry-level segment, strengthen and extend the two brands' dealer networks, swiftly free up additional production capacity, increase local content and strengthen R&D in the region.

o In China, the Group's ambition for 2015 is to become an established, profitable industry player with sales increasing to one million units. To do so, it plans to start up new manufacturing facilities with its partner

Dongfeng Motor by 2010, while renewing the Peugeot and Citroën line-ups and launching 12 new models. A feasibility study has also been launched for a joint venture with Chinese carmaker Ha-wei, which would provide the Group with a third plant in the South. At the same time, the China Business Unit intends to develop R&D and styling centres and strengthen purchasing.

o In Russia, PSA Peugeot Citroën has set an objective of 100,000 vehicles in 2010, and to increase sales rapidly to 300,000 units.

• Overall, the product strategy will enable both brands—in all markets—to strengthen their presence in growth segments [especially in non-sedan line-ups], to offer 'competitive premium' models in each segment and to provide a competitive response when necessary in the entry-level segment. In total, worldwide, 53 new models will be

launched in 4 years, from 2007 to 2010.

• Lastly, the Group wants to strengthen its leadership in environmentally friendly cars. The objective is to reduce its average CO₂ emissions in Europe by at least 10g/km. This will involve gearing up R&D on engines and extensively rolling out hybrid technologies, with the launch of HDi hybrids in 2010 and sales of one million Stop & Start units from 2011. Engines that run on 30% biodiesel will be widely available across the line-ups and a bioethanol offer will be introduced, matching the demand of each country.

After a four-year decline in margins, the higher volumes and lower costs generated by CAP 2010 will drive a sustainable recovery in the Group operating margin, which is expected to reach 5.5 to 6% in 2010 then improve to achieve 6 to 7% over the 2010 – 2015 period.

This strategic plan will make PSA Peugeot Citroën the most competitive carmaker in Europe, steadily growing and profitable, with significant international development, open to opportunities of strengthening and of creating shareholder value. ✎

STRATEGY & AMBITION

dustrial efficiency 'Convergence' program by the end of 2007 and increase capacity utilisation by 20 points.

- Highly competitive manufacturing facilities, with the implementation of the PSA Production System, the development of flexible and modular platforms, an extension of the manufacturing and sourcing base in emerging markets and an increase in post-production vehicle customisation.
- An international offensive intended to sell an addi-



Free Membership! I knew that would get your attention. Included with this edition of 'Front Drive' are some postcards for you.

The front of the cards features

toring focus, or not], our membership rate is healthy, we can all play a part in keeping our Club strong and vibrant.

The image on the front of the card has been carefully chosen

to provide a 'period' image for the Club. It is not Traction focused; it is after all difficult

to find a colour postcard with good Traction picture.

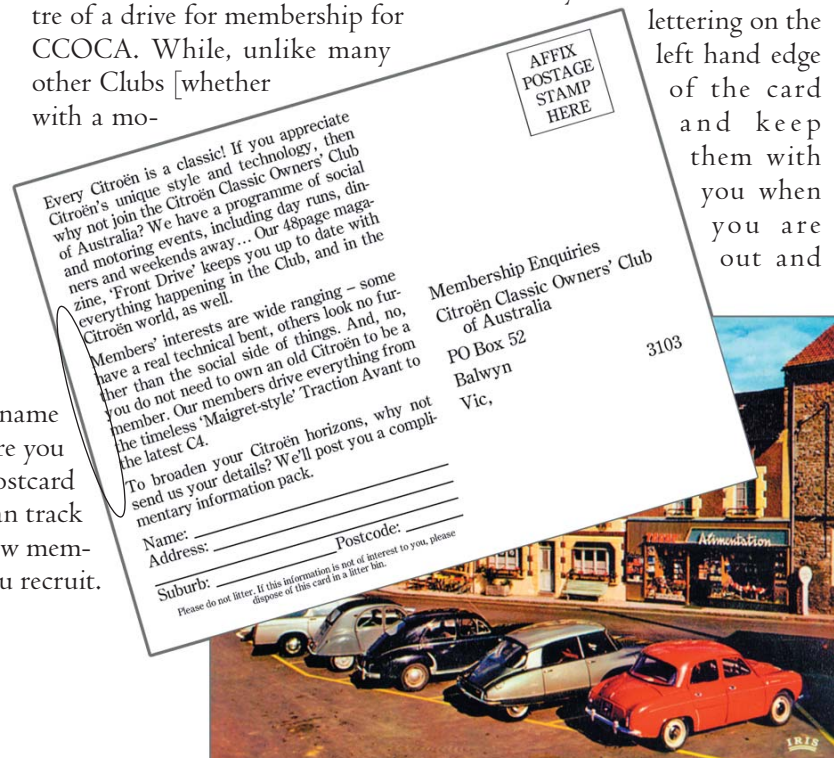
On the back of the postcard is some information about the Club and an opportunity for Citroën owners to find out more about CCOCA.

Write your name in small lettering on the left hand edge of the card and keep them with you when you are out and

a reproduction of a postcard from the 1960s and depicts the village of Morterolles-sur-Semme, in the Haute Vienne region of France.

We have reproduced the image from the magazine of the ID/DS Club Nederland.

These postcards are the centre of a drive for membership for CCOCA. While, unlike many other Clubs [whether with a mo-



Write your name here, before you hand the postcard out, so we can track how many new members you recruit.

about. In the glovebox is our suggestion.

Whenever you see a Citroën of any model parked, slide a postcard under the windscreen wiper. It's that simple!

Remember, as the card says, 'Every Citroën is a classic' and while the Club's focus remains on models 25years and older we welcome owners of every model in the marque's current and historic range.

25years ago, the Citroën range included the GSA, CX and Visa. And of course our focus on Tractions, D and A Series cars is already well known.

If you are considering putting

a card under the wiper of a new model, please check. If the car displays a membership sticker for another Club, don't attempt recruitment. That would be inappropriate. Otherwise – go right ahead.

What's in it for you? We will keep track of replies and any member who recruits two new members to the Club will receive free membership in 2008/9.

Pretty simple really, when you think about it. If you need additional cards, either email to editor@citroenclassic.org.au or ring on [03] 9888 7506 and more cards will be in the post for you.

Ted Cross



I had been badgering Dave Gries about a van for about five years. Every time we had our '80s 2CV serviced, I would say 'anyone selling any vans Dave?' Given that there are not many in Australia, the

answer was always 'No'. Then a friend was heading over to France

and I suggested that if I gave this guy some money to buy a van over there, he could drive it around for six months then bring it back to Australia. Good idea he said. So, I got online and started posting requests to the international 2CV website. I asked lots of naive

questions and generally made an idiot of myself, but then, out of the blue comes an email back from Philip Pulford in Kangaroo Valley NSW. 'Pip' was looking to sell an AK350 in original nick to

fund a house renovation. I did not know what an AK350 was... all I knew that it was a van and an old original one. I was pretty excited. Strange that I had to cast the net that wide to get a response so close to home... but there you go.

So after a few phone calls to



Pip [and a few emailed pics of the van], I teed up Griesy and he was keen to go and have a look. I happened to be going to Sydney for a client function so it worked out well. I got up early in Sydney

a van and a few 'saloon' cars, so he knows a thing about them. When he and his Aussie wife moved here twelve years ago, he was apparently desperate for an injection of 2CV culture and realised he had

moved halfway around the world where 2CVs are pretty thin on the ground. Through

a few chance meetings with the odd owner, he tracked Dave down and they both hit it off. Despite the love of the cars, it is like bloody chalk and cheese – Dave has that distracted mechanical eccentricity about him. Paul is wonderfully Gallic! Anyway, they knew stuff. I did not. I was fortunate to have them along.

I ended up locating them both near the airport. Paul was wearing a black beret [of course] and drove an old Renault [turns out he bought it for \$100 and has since done it up but 'I don't like Renaults much... You know. It is not a 2CV, yeah?']

Paul's accent is a classic. If you were going to draw a picture of a Frenchman, it would be him. When he realised I loved the 2CVs too and was not a total pretender, we got along well. I reckon Dave might have put in a good word for me too.

We parked Paul's Renault in a spot near Botany, bought ourselves a coffee and I showed Paul print-outs of the pictures of the van.

Paul got quite excited and kept pointing at the pictures and showing them to Dave 'Look at this David! Oh my god!!' things like that – which was encouraging.

Coffee over, we climbed into the MPV and headed towards Wollongong. En route, I tried to talk tactics, but they really wanted to see the car first before anything was said I guess.

After a couple of hours, we arrived at Berry and I gave Pip a call about midday. He met us in another 2CV van at a McDonalds carpark. The van he was driving

was non-original being a home made blend of a van back and a 2CV front [ultimately I guess, that is the original intent of the design, but it should be built as one unit in the factory].

Pip is a talented stained glass artist who is pretty handy with 2CVs. He needed some cash to fund the renovation he and his wife were doing, so he was selling the '64 van and a bunch of other 2CV parts and equipment.

So on arrival in Berry, Dave jumps straight into the passenger seat with Pip – Paul said Dave

Peter James standing proudly with his AK after winning his section in the Citroën Concours d'Elegance in Melbourne.



MEMBER'S MODEL

on Friday 17 November 2006, picked up a mate's Mazda MPV [now there is a car] and headed to the airport to pick up Dave. He was due in from Melbourne at around 8am.

When I was near the airport, Dave rang me and said that he had invited along Paul Moire – a mate of his who lives in Balmain. 'He's French,' said Dave. Of course he is I thought.

As it turned out, Dave had actually invited Paul along a few days prior, but I think Paul said he was a little too busy and could not make it. Then Dave sent him a handful of the pictures of the dusty van sitting in the disused dairy, and next thing Dave knew, it was Paul on the phone saying he would not miss it for the world. Paul apparently grew up with 2CVs – he told me one of his earliest childhood memories is sitting in the back of a 2CV with the roof rolled back, holding onto a kite with his dad driving through the countryside. He still owns several 2CVs in France including

never misses a chance to scope a car no matter where he is and who the owner is. So Paul and I follow them through little winding lanes for about ten minutes, finally ending up at a dairy farm up a dirt

ing this. What he did not count on was having a second authority there in Paul, who was pretty excited with what he was finding inside. At least I think he was excited... he wasn't saying much.

Pip had done a good job restoring the vehicle to this point. It was resprayed in the

original paint code for this vehicle. He knew what he had and was pretty careful to restore it but preserve it too. In some ways, the fact that he knew what he had probably counted against me in terms of getting a steal of a price... but it also ensured that the car was saved. He had even sprayed the exterior of the car in Lanolin to protect the paintwork and guard against rust.

After what seemed like about half an hour under the van, Dave emerged with crap all over his good jeans and shirt [totally oblivious to this of course] and while Paul and Pip were in conversation about something or other, I cornered Dave behind the van and said 'What do you reckon?' 'Very [pause] good' he said and then got distracted and kept examining, before turning back to me and saying 'Bloody good. [Long pause here] Bloody clean.' Clearly at that point Dave was taken with it deeply. I have never seen him so distracted [that is some statement]. Next he focused on the engine bay and at this stage I could see that

even though Paul had a pretty good knowledge of 2CVs, he was asking Dave about specific things in the engine. Dave did not miss a beat. He answered every single question that was thrown at him. Even Pip [a knowledgeable bloke himself] saw it as an opportunity to ask a

master about aspects of the van. It was amazing to see as I always think I am asking Dave lots of ridiculous 2CV questions and that he simply tolerates me. But here he was, fielding questions from a very knowledgeable gallery and answering them with just 5% of

MEMBER'S MODEL

road where we pulled over at an odd open Dairy shed surrounded by junk and long grass.

There, among an odd assortment of 2CV four door bodies, engines, gearboxes, windows, doors and endless paraphernalia was the van.

As soon as he saw it, Dave made a beeline for it [Paul close behind] and spent the next forty five minutes not saying a thing, just going over it with a fine tooth comb. At one stage while Pip and I were chatting, I lost Dave completely and realised he was completely under the vehicle, on his back, crab style, pulling himself slowly along inspecting the chassis. Meanwhile, Paul was inside the van, looking under rubber mats, testing levers and knobs, inspecting rubber seals etc. It was as if I had brought some kind of freak show with me!

Pip knew of Dave and had corresponded with him about my email. I guess Pip just wanted to know if Dave knew me. So I'm sure Pip expected Dave to be do-



his brain capacity while the other 95% was calculating, discovering, unfolding this van.

The next challenge was to start the engine, which was not connected to the exhaust system

in Sydney and driven it back to Kangaroo Valley years ago [and apparently, it was only just operational after the engine had being sprayed by customs to within an inch of its life].

Dave plonked himself down on the ground at the front of the van and started call-

ing out for equipment like a surgeon. Suddenly the surgeon had us all as nurses handing him spanners and wrenches and anything else he called out for. Bits and pieces were all going everywhere but I was not nervous about things

and had not been started for several years. After he had dismantled and rebuilt the engine himself, Pip had used the wheel brace to roll the engine over without starting it. However, it had not run since Pip had picked it up off the docks

going missing... I had seen him work before. Magically at the end, it all goes back together and I am sure every piece is accounted for inside that head.

At about 1.30, after getting into the engine, he fixed the points up and rigged up a few electrical connections with a spare battery. I am sure he did other stuff that I did not understand. Pip sucked

some petrol out of his van tank into a plastic jug and there was this moment when Dave sat there looking at it for a second or two before saying 'Let's start her up then eh?'

[Sorry to leave you in suspense. But, to find out what happened when David started the van, you will have to wait until the next 'Front Drive'. Ed.]

✂

MEMBER'S MODEL



FOR SALE

2CV DRUMMER

1978 2CV Drummer with six months registration [WA], registration DEUX CV. 68K miles. New michelin Xs all round, new kit to brake master cylinder, overhauled starter motor and 123 ignition installed Excellent condition Asking \$11,000. Contact Carl Perrin, [08] 9386 9268 or 04 1247 2527, kaycarl@eftel.net.au [31/05]

IN CAR AUDIO

Eurovox 6 Stacker CD player unit. Brand new in box. Compatible with most Citroën/Eurovox Stereo/CD player head sets. \$220 ONO. Ph. Citro [03] 9419 4537 [31/05]

TRACTION ROADSTER REPLICA

This ex-Vietnam car is cream with black radiator grille and brown seating. Black soft top. There are six newly powder-coated rims and five new Michelin X 165 R400 875 radial tyres. The original rims and cross ply tyres have been scrapped! Work and parts done to car since purchase in 1999 include new shock absorbers, refurbished water pump, radiator and brake master cylinder, new

flexible brake hoses and other items. The car was last seen at the 1999 Concours, but has not run since. It is in need of further work to make it roadworthy. Body number: 11BL566879, engine number: AF 134854MPV78. \$30,000. Phone Max Lewis 04 0114 8866 or [03] 9372 0021 [H] or mlewis@australwright.com.au [31/04]

1989 CITROËN BX 122

Aprox. 110,000km, red in colour. New Cam belt/water pump, head recondition, clutch replacement. All service up to date & in very good condition. Good Air conditioning and heater. Reg. Number OMB 651. Offered with current RWC. Price \$3,800. Contact Citro Motors [03] 9419 4537 [31/04]

1974 DS23 EFI PALLAS

Unfinished project due to baby. The car is a driving chassis at the moment and currently has a 23 carburettor motor with the 5 speed that runs fine, the EFI wiring and computer are still in the car, a rebuilt 23 EFI motor is waiting to go in. The EFI motor is a rebuild, new bearings, excellent condition head, the rings are original. Apparently the motor came

out of a 40,000 km car and has been in storage for 25years. The car has had the minimal rust that was in it repaired, roof rails, c pillar, boot lip surround, bottom door rubber mounts etc. All panels and bumpers are very straight, now rust free. The car is complete except for a boot lid, a few efi parts [air filter, some inlet pieces] and a couple of stainless door trims. Originally a white body with the red and cream interior. The trim is in fair condition, and complete. The car is an original Pallas and would make an excellent, honest restoration project. Comes with some spare parts inc. another 23 motor and Borg Warner automatic transmission, front brakes, wheels, etc and some CX parts. Registration was SGH 833, chassis: DS-FG-01FG6843, engine: DX5 0683013655. \$5,000. Contact Brad Lanyon [08] 8355 9529 or 04 0278 6462, Adelaide beandcee@chariot.net.au [31/01]

DRIVESHAFT CONVERSIONS

Change over, reconditioned driveshafts upgraded with modern CV joints. Off the shelf availability for; D-Series, Big 6, Light 15 and Big 15. Price on application. Citro Motors [03] 9419 4537 [30/07]

1982 CX 2400 PALLAS

1982 CX 2400 Pallas, five-speed Mechanically excellent, body and interior very good, lovely black leather. Victorian reg SIE 245 to May '07. Metallic light blue. Nothing to spend. \$4000 Contact: John Wright, wrightlines@bigpond.com [30/08]

1979 CX PALLAS C-MATIC

1979 CX Pallas sedan. Reg no. RYW 225 C-matic. Burgundy paint and fawn leather interior – a great combination. Recent money spent on repairs and maintenance over last three years of ownership. Good body. Needs a re-spray. Fair interior. Registered until December 2006. Runs well but steering rack has small leak. No RWC, \$500 for quick sale. Ring Peter [03] 9521159 or 04 0138 3878. [30/05]

WANTED

TIMBER DASH ET AL

Wanted for a 1951 Big 6 a timber dash [square instruments], 4 x 185x400 wheel rims. Metal windscreen trim [inside]. Contact Bob Shackley on [02] 6251 6134 or email kyzyll@bigpond.com





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