



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

FRONT DRIVE



A U S T R A L I A ' S N A T I O N A L M A G A Z I N E
F O R C I T R O Ë N O W N E R S A N D E N T H U S I A S T S



DECEMBER 2011 Vol 35 No 6

Lynne

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.

MEMBERSHIP

Annual Membership is \$55. For overseas membership add \$17.50.

MEETINGS

Club meetings are held on the fourth Wednesday of every month [except December] at 8pm. The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3

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

COVER IMAGE

The cover image, taken from the magazine of the ID/DS Club in the Netherlands depicts the railway station at Le Vésinet [Yvelines] and is from the collection of M Carpedi.

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spareparts@citroenclassic.org.au [If you phone, please do it at a reasonable hour.]

CLUB SHOP
For Citroën models, memorabilia and other items contact Peter James at
clubshop@citroenclassic.org.au

OTHER CLUBS
VIC: www.citcarclubvic.org.au
NSW: www.citroencarclub.org.au/
WA: www.citroenwa.com.au
QLD: www.citroenclub.org
www.doublechevrons.aunz.com

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DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, November 4, 2011..

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. If you do not have a Club Permit Handbook include \$5 and we will return one to you.

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.

I know, I have said it before and I will probably say it again ~ Christmas is almost upon us! By the time you have this in your hand, the Club's Christmas Party will be but days away. Max, Philip and I hope that you have confirmed your attendance at this year's 'Very CCOCA Christmas'.

Sue Bryant and are going through the first stage of planning 2012's OzTraction Event. Right now we have no idea of the location, but that will need to be resolved shortly or we will be swamped by the events that arrive with the new year and we will all be staying home this June.

Of course, the main focus for this edition of 'Front Drive' is the Concours. I have to hand it to Ted Cross and Peter Boyle ~ they did a magnificent job and put a herculean effort into the planning and the running of the day. To my mind, it was one of

the best Concours I have attended in years.

This is also an update on CitIn 2012 in Western Australia. The team over there certainly seem to be devoting a good deal of their time and effort to ensuring that event's success.

There is an update on the Club's website ~ be sure to visit it... and it will be updated regularly. Guaranteed.

A-series oil coolers, caravaning in the 1950s, Fleet Follies and an update on a range of new books in the Club Library complete the issue. Did you know, by the way, that no matter where you are in Australia you can borrow books from the library by post? Read all about it on page

New this month is the 'Events at a Glance' leaflet that is printed on the back of your mailing label. I hope you find it useful; I also hope you have not thrown it out. GRIN.

Enjoy,
Leigh F Miles



Yeah. Just back in time. Just back from a fantastic trip to the Orient, well that is how André would have described China. I know he went there, but I am quite sure I was not following in his all-tracks.

For me it was the first time I have been beyond Honkers. Although I regard myself as being quite adept in the dexterous etiquette of chopstick manipulation and I have read a little on Chinese history, when you learn a lot about something about which you know nothing, you feel your head is about to explode ~ or at least that is how I felt.

This experience was eye widening and so immensely enjoyable, experiencing an incredible cultural immersion. How does one understand the brilliant spectrum of the Chinese culture ~ the intense aromas, sounds, sights and textures that 5000 years of life in a crucible has boiled down and distilled. Ah, the banquets were marvellous.

My main impression ~ Boy what a Can-Do operation, the underlying societal attitude is more than positive and people are happy going flat knacker. In this country by comparison I see many who like a meandering wander through life, but in China, stand still and the waves of humanity will surge over the top of you.

You know that common view

that is around ~ Do not buy anything made in China that has a moving part. Well I have got a theory ~ I think it is our local wholesale buyers who actually select from the vast range available, the bottom grade consumer

durables for retailers to flog, only in order to maximise profit out of the Oz market.

Chinese industry can build anything ~ from a wonky donkey door handles, new C5s or a continuous production line of Airbus 320s, in massive clean air factories. Further I learn from a paragraph from Wikipedia;

'Since September 2011, the People's Republic of China has been the largest automotive market in the world. China's automobile industry has been in rapid development since the early 1990s. In 2009, China produced 13.79 million automobiles, of which 8 million were passenger cars [sedans, sport utility vehicles [SUV], multi-purpose vehicles [MPV] and crossovers], and 3.41 million were commercial vehicles [buses, trucks, and tractors]. Of the automobiles produced, 44.3% are local brands [BYD, Lifan, Changan [Chana], Geely, Chery, Hafei, Jianghuai [JAC], Great Wall, Roewe, etc.], the rest being produced by joint ventures with foreign car makers such as

Ed SED

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Volkswagen, Mitsubishi, General Motors, Hyundai, Nissan, Honda, Toyota etc. Most of the cars manufactured in China are sold within China, with only 369,600 cars being exported in 2009.

PREZSEZ

The manufacturing grunt is unfathomable ~ words fail. I attended for only two days of Phase 1 of the three phases of the Canton Fair in Guangzhou. The scale is difficult to describe ~ it is at least 50, maybe 60 Jeff's Sheds in area. Many of the pavilions the size of Jeff's are 5 storeys high. And the whole glorious wildness runs magnificently. My shuttle coach from the Lakeside Hotel was parked in bay #290; it was not the last bus bay in the line up. The Canton Fair is the largest in the World ~ it has been said, anything from ball bearings to woolly jumpers.

Then there is the new 'driverless' underground Automated People Mover, additional to the existing metro ~ this stretching about 4 km, the APM links two business areas in downtown Guangzhou. Opened for the Asian Games the nine-station underground line, takes trains at 60 clicks, each carrying up to 138 people. A ticket for the ride costs two Yuan, 30 cents. It carries about 50,000 passengers during the 18 hours it is open each day. I feel like I am in the opening scene of 'The Castle' ~ 'and they even have movies on the plane'. This was a happy time with much to reflect on, but not happy about missing the Concours.

Congratulations to Peter Boyle, Ted Cross and the committee who brought together a beautiful and diverse collection of Classics, and congratulations to the winning Owners. Peter Sandow ~ President

At a recent Committee Meeting we were talking about attendance at Club events and in particular what we could do to help lift the numbers.

One thought was to produce for each 'Front Drive' an 'Events at a Glance' leaflet. Actually we used to produce these some years ago, but for some reason they fell off the editor's radar.

So, the observant amongst you will have seen that there is

printing on the back of the mailing slip.

What it shows is the top-line information about forthcoming events.

Fridge magnet it to you fridge door, Blu-Tak it to your forehead... whatever and wherever you think it will work best to provide a ready reckoner for the Club's events.

Let us know if works for you! Leigh F Miles ~ Editor

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

● DECEMBER

A VERY CCOCA CHRISTMAS

WHEN: Thursday, 8 December

WHERE: Maison Miles
16 Harrow St. [cnr Jenner St.],
Blackburn South

TIME: From 6:30 to 8:30pm

COST: Free

BRING: Refreshments,
chair, folding table

BOOKING: Essential
for catering by

Thursday, 1 December

CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]

activities@citroenclassic.org.au

End the CCOCA year with a BANG! Come and join Leigh and Philip for Christmas drinks and a free spit roast dinner. Yes, CCOCA is feeding MEMBERS AND PARTNERS free. Join all of your CCOCA friends for our last event of the year.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 14 December

TIME: 7:00pm

WHERE: Check with the

A-TRACTIONS

Secretary for this month's venue

COST: Cheap eats

BRING: Refreshments

BOOKING: Preferred

CONTACT: Sue Bryant,

[03] 9885 3179

secretary@citroenclassic.org.au



● JANUARY '12

THE RACV GREAT AUSTRALIAN RALLY

WHEN: Sunday, 15 January
TIME: 9:00am
FROM: Start points listed below

A-TRACTIONS



For Peter Mac RALLYING FOR A CURE

TO: Mornington Racecourse
COST: \$35 per vehicle
BRING: Sunscreen, chair, lunch
BOOKING:



Melbourne to Mornington
Sunday 15th January 2012



Magic1278

StudPark

WEEKLY



3AW693

Essential by 7 Jan
CONTACT: Jeff Alcock
[03] 9898 4111

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

The 2012 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 three start locations this year:

- Melbourne
- Stud Park, Rowville
- Western Port Marina, Hastings

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

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

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 18 January
TIME: 7:00pm
WHERE: Check with the Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Sue Bryant, [03] 9885 3179

secretary@citroenclassic.org.au

CLUB MEETING ~ YARRA BBQ

WHEN: Wednesday, 25 January
TIME: 6:30pm
WHERE: Yarra Bank Reserve. Melways 44 K9.
COST: Free
BRING: The doings for a BBQ
BOOKING: Not required
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]

activities@citroenclassic.org.au

Yes folks tomorrow is Australia Day, but it is that Wednesday at the end of January when we historically have this get together so let's start with a song and salute! Don't forget the mozzie & louie repellent and a copy of Advance Australia Fair.

Depending upon the direction from which you are coming the entrance to the reserve is off Creswick Street. Citroën signs will be displayed so you shouldn't get lost [w.t.e. of certain nomads!!]

AUSTRALIA DAY HISTORIC CAR DISPLAY

NOTE: AT THE TIME OF PREPARING THIS EDITION THE AUSTRALIA DAY WEBSITE HAD NOT BEEN UPDATED FOR 2011. PLEASE CHECK DETAILS IN THE NEXT EDITION OF 'FRONT DRIVE' OR ON LINE AT WWW.AUSTRALIADAY.VIC.GOV.AU
WHEN: Wednesday, 26 January
TIME: Participants:

BOYS' DAY OUT ~ OCEAN GROVE

WHEN: Thursday
December 15
January 19
February 16
TIME: 11:00am
FROM: Ocean Grove Industrial Estate, 1/29 Everist Road
TO: Victoria Hotel, Hesse street, Queenscliff
COST: Cheap eats pub lunch
BRING: An interesting car
BOOKING: Not required
CONTACT:

Mike Killingsworth
04 1755 2446

The 'Boys Day' also known by the MGCC Geelong as 'Technical Lunch Day' is a well known get together by boys with their toys, meeting first at the Mike's Shed where for a short time; lies, more lies and outrageous anecdotes are swapped, then off for a short tour of the Bellarine peninsula, stopping off at Portarlington for a chat. Thence onto the Victoria Hotel where, exhausted by all the tales tall and true, lunch may occupy the mind! 2pm is thought to be a time to pull the plug and make your way. It's a great day... we say blokes only and bring an interesting car, but we are not too strict re the car... we just do not want a procession of Nissan entrails... or should that read X-trails?

10:00,
Spectators: 12:00pm
WHERE: Participants
Northland Shopping Centre
Spectators
Kings Domain Gardens,
Linlithgow Ave., Melbourne.

A-TRACTIONS

Melway 2F J9
COST: Free
BOOKING: Spectators:
Not required
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au

This event is a real favourite with many cCOCA members. The Kings Domain Gardens will once again feature the famous Historic Vehicle display, with over 500 veteran, vintage and classic vehicles exhibited, free entertainment and activities, and scrumptious food stalls. Bring a picnic hamper, blanket and enjoy a leisurely day with other motor-ing enthusiasts.

● FEBRUARY

25TH PICNIC AT HANGING ROCK

WHEN: Sunday, 12 February
TIME: Display cars 7:30
via north and south gates
Spectators 8:00am via east gate
WHERE: Hanging Rock
COST: \$20 per car,
\$5 per pedestrian,

BOOKING: Not required
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au

As of last year age limitations were placed on cars for display at this event ~ cars must be 25years old, or more. Despite this, the usual huge turn-up occurred. This year will have to be even bigger, it being the event's 25th anniversary.

BBQ facilities are available on site [or feel free to bring your own] or bring your picnic hamper.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 15 February
TIME: 7:00pm
WHERE: Check with the Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Sue Bryant,
[03] 9885 3179
secretary@citroenclassic.org.au

CLUB MEETING

WHEN: Wednesday, 22 February
TIME: 8:00pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3
COST: Free
BOOKING: Not required
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au

● MARCH

THE GOURMET GARAGE 2CV PICNIC

WHEN: Sunday, 4 March
TIME: 9:30am
FROM: Whitehorse Rd.,
Ringwood opposite
Ringwood Lake.
Melway 312, H10
TO: Opposite 77 Main St.,
Gembrook. Melway 49, J8
COST: Free
BRING: Your picnic or
purchase a hamper
at the event
BOOKING: Not required
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au

This is a brand new event put together by a 100point franco-phile... Clement Dubuissou, who in the years since the Club was last at Gembrook in June 2008, has moved into the shop beside the Motorist's Museum and opened a small business selling local produce and wants to expand interest in the local area by organising this event. Yes, it's an event as well as a picnic because Clement has organised an ice cream vendor, a crepe maker, cheese tasting and wine tasting as well as a local boulangerier who will have a selection of pain du France [have I got that right Suzanne Smith?]. Our friends at cccv have also been invited and as there will be none but Citroëns

at the event we could almost have another concours! The day has a charitable purpose as Clement hopes to raise donations for the Red Cross... perhaps we should persuade Clement to call it the Red Chevron Day?

Early Warning!

The Club's Annual General Meeting will be held on Wednesday, March 28.

Come and have your say and vote [maybe even stand] for the 2012/13 Committee.

THE MOTORIST'S
GOURMET GARAGE
OF
GEMBROOK

Presents



The 2CV's Picnic

An alfresco tribute to a French icon

SUNDAY MARCH 4TH 2012

77 MAIN STREET GEMBROOK.
WWW.GOURMET-GARAGE.COM.AU FOR MORE DETAILS.

CITIN '12 UPDATE

Well it is now only one month until the end of this year and what a year it has been. Those of us from the west who attended the Stanthorpe CitIn in Queensland truly had a great time.

CITIN '12 ~ WA

The planning committee for CitIn 2012 has spent this past weekend in Busselton checking on many things to ensure the next National event will be a memorable experience for all who attend.

Busselton is a very popular escape for those from Perth with so much to offer holiday makers. We had an unexpected long weekend due to CHOGM and we found accommodation had booked out very early and it was difficult to find something. For Busselton it is the same for all the holiday periods as well as Christmas, Easter and long weekends.

So from our experience and

what we hear can I suggest to all the Clubs, if members have thoughts of attending the 2012 CitIn please book early or you may miss out on the style of accommodation you like.

We have asked the Bayview to lock in some 2 and 3 bedroom Villas and some budget motel

style accommodation for you to choose from, also some 3 bedroom Executive Villas which are equipped with three self contained motel styled units each with its own locked inside and outside door and in the centre a lounge, kitchen and laundry. The only requirement is that the units all to be taken up and vacated on the same days so you need to talk to your friends and then communicate with Bayview. We have trialed these earlier in one of our Busselton preparation weekends and they are great, but you may wish to find other accommodation. Whatever your choice of accommodation may be the longer you leave it that more difficult it will be to find something.

Lastly there will be a

limited number of spare cars available for loan to our visitors if you choose to fly to Perth so if you would like to wing it to the West please contact me Bob Senn senn@iinet.net.au or 04 1149 2640 and I will put you in contact with members who have a car available for you to use.

Cheers for now and book early.

Bob Senn CitIn
Committee President.

ACE ~ The Association of Citroën Enthusiasts [WA] would like to welcome us to the 2012 National Citroën Meeting [CitIn] to be held in the beautiful region of Geographe Bay, Western Australia

ABOUT THE AREA

Geographe Bay is located in the South West of WA around 220km southwest of Perth.

The bay was named in May 1801 by French explorer Nicolas Baudin; Baudin named the bay after his ship, Geographe. The bay is a wide curve of coastline extending from Cape Naturaliste past the towns of Dunsborough and Busselton, ending near the city of Bunbury. The bay is protected from the rough seas of the In-

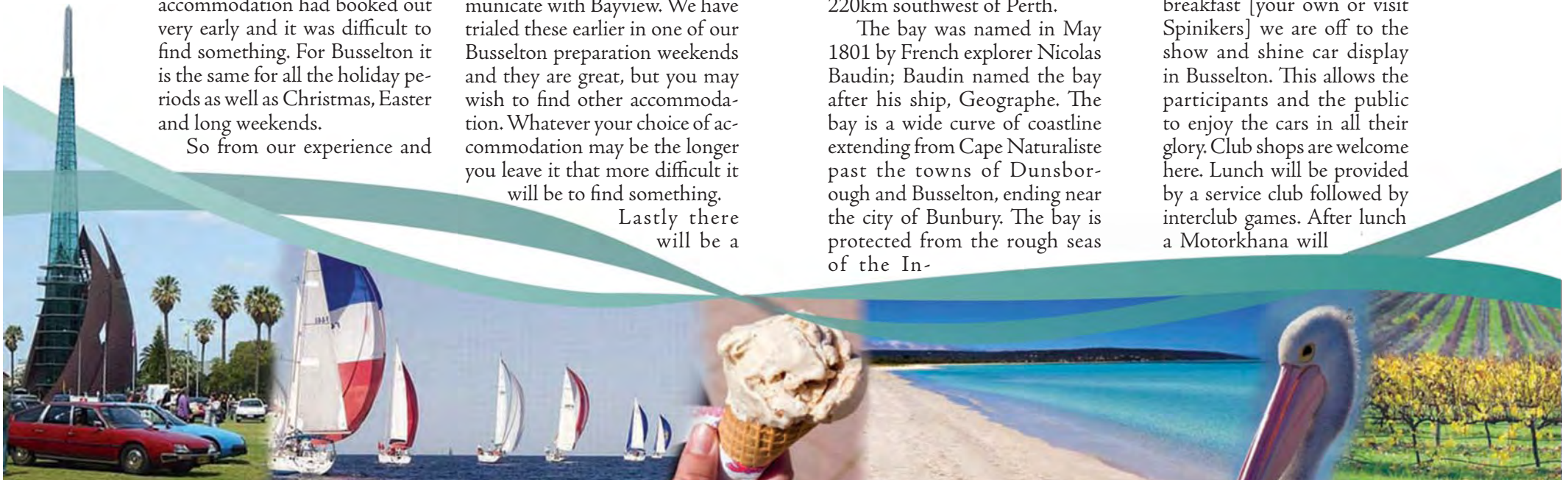
dian Ocean by Cape Naturaliste, which makes it a popular destination for recreational boaters. The bay is extremely shallow, limiting the entrance of large ships. To alleviate the problem the 2km long Busselton Jetty, the longest in the southern hemisphere, was built.

The area is bordered by the magnificent Margaret River wine regions. One of the worlds premier wine regions famous for its amazing wines, gourmet food industry and spectacular surf beaches.

THE PROGRAM

☞ Friday 6th April. The main registration will start at 4pm and run to approx 7pm. From 6.30pm a light meal will be enjoyed and lots of talking until late.

☞ Saturday 7th April. After breakfast [your own or visit Spinikers] we are off to the show and shine car display in Busselton. This allows the participants and the public to enjoy the cars in all their glory. Club shops are welcome here. Lunch will be provided by a service club followed by interclub games. After lunch a Motorkhana will



be held at a location yet to be decided. Then we are off to our Mystery Event, which will conclude with a fully catered BBQ dinner.

☞ Sunday 8th April. We will start the day with some fun

by the next Citroën Club to run the 2013 CitIn Monday 9th April. Sharing of thoughts about the CitIn over a breakfast (your own or visit Spinikers), check out for those leaving on Monday. We start our next observation run of Margaret River and the

surrounds finishing up at a world renowned winery for the farewell lunch..

*Please note that the program is subject to change

Pre/Post CitIn runs leading to the event beforehand from Esperance & afterwards to Dongara/Geraldton will also be organised [check the website for more info as it comes to hand].

OFFICIAL ACCOMMODATION:
BAYVIEW GEOGRAPHE RESORT
Generous rates have been negotiated to make this a highly cost effective choice. Situated in Bus-

selton, a comfortable 3-hour drive from Perth, the beachfront resort is nestled amongst 28 acres of parkland gardens in the Margaret River Wine Region.

Address & Contact number: 555 Bussell Highway, Busselton, WA

Postal Address: P.O Box 162, Busselton WA 6280

Telephone: +[618] 9755 4166

Fax: +[618] 9755 4075

Toll Free No: 1800 674 147

E-mail: bayviewgeographe@bayviewhotels.com

Website: www.bayviewhotels.com/geographe

PLEASE NOTE: All bookings will need to be made through the CitIn committee to receive the reduced rates. Whilst this is our official accommodation you are welcome to stay at one of the many other

accommodation options that Geographe Bay offers. Please contact the Geographe Bay Tourism Association 38 Peel Terrace, Busselton Tel: [08] 9752 5800 Email: getaway@geographebay.com

REGISTRATION INFORMATION
Registration forms can be downloaded on the CitIn website, www.citroenwa.com/citin/

PRICING

Adult \$200 [early bird special \$180 before Dec 2011]

Child \$110

One day visits or specific meals will be happily negotiated on request.

Any registrations received after March 1, 2012 may incur a late fee. ☞

CITIN '12 ~ WA

Easter activities for the kids and those of you young at heart. Information on Sunday church services for those who wish to attend will be provided at registration. Enjoy our Observation Run of the district. After this enjoy some free time before the CitIn Banquet night where we will hold an auction and have a special guest speaker. Prizes will be given out for the car display and observation run finished off by a presentation



We would like to welcome you to the 2012 National Citroën Meeting (CitIn) to be held in the beautiful region of

Geographe Bay, Western Australia.

The Association of Citroën Enthusiasts, is proud to host this event and we aim to provide everyone with an event full of fun, adventure and great company.



When did you last visit the CCOCA website? If you are anything like me... well, I am guessing it has been a while.

And probably with good cause. We have to admit that other than

tionality of the site.

With the new version of the site it is far easier to upload information, photographs... you name it.

Over the next few weeks I will be uploading a range of photos I have published in 'Front Drive', including all the images that have

been featured on the cover of 'Front Drive' since I took on the role of editor.

Other pictures you have supplied [whether I have used them or not] will also be loaded onto the site. You can see the interior of Alain Antonious' restaurant in Queensland ~ complete with

Continued on page 28

WEB WONDERS

updating the site with the most basic of information regarding forthcoming events, it could well appear to members that nothing has been happening.

Let me assure you this is not the case. Mark McKibbin has been working in the background [between trips to Europe and elsewhere] to increase the func-

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Contact Ted Cross

Phone: 03 9819 2208

Fax: 03 9819 2208

Mobile: 0400 59 2208

email ted@123ignition.com.au



123ignition.com.au

In the absence of a specifically written article about what has generally agreed to have been the best Concours in years ~ and undeniably the best turn out in a decade ~ I have resorted to the independent commentary from

black family nine is Rex Gerko-
vich's car that he restored some
forty years ago. Today it was
driven by his son and it still looks
as resplendent as it did when I
partnered this car with my 6H
as bridal cars for Rex's daugh-
ter's wedding. I
do hope that we
see more of this
car around the

CONCOURS CATCH-UP

the AussieFrogs website. Com-
ments are from J'aime la vive and
gerrypro [Gerry Propsting].

There was a very impressive
turn out for the com-
bined Citroën Concours
at Bundoora Park. This year the
event shifted from its 'traditional'
location of Como Park in South
Yarra to Bundoora Park, to the
north of the city.

Model by model just about
every one represented bar XM
and Xsara. Starting with the
oldest: there was a great line up
of vintage Citroëns. One of these
was on a trailer and was pretty
much as found, but running. We
were treated to this one being
started up.

Moving along the typical
range of very smart Tractions,
there was what looked like a white
left hand drive Traction Cabriolet
and what appeared to be a long
wheelbase Black one with jump-
seats between the back and front
seats. I overheard the owner saying
when he found this it was being
used as a children's cubby house
in their parents backyard.

Gerry Propsting added 'the

various events.'

Moving along a nice range of
2CVs and a particularly nicely re-
stored left hand drive HY van done
out in Movida livery. [Movida is
a Melbourne restaurant.] This
was apparently built originally
as a food van and had great fold
up sides.

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There was also a nice range of DS, a brace of SM, only one GS a particularly nice Club 1220 wagon on club plates. 'Kermit' a metallic green GS with twin headlights and for sale at South Yarra this time last year and again out

lunch. But it was a great chance to visit the Club sales merchandise tables and stock up on a few glasses, a few club mags, a CX owners handbook like you would find in a glovebox, a chance to have a chat and chew the fat with a few real Citroën owners.

I came away very impressed with the simplicity and character of the vintage models with their disc wheels. Loved the GS wagon which seemed spacious inside. For the prospective Citroën owner this was a great chance to see almost all the models in one spot.

at the French Car Day in Balwyn was absent, having found a new home in WA.

A selection of CX, two BX 16 valve, a BX wagon were joined by a very nice selection of Xantias with a particularly tasty Exclusive with the v6 engine.

Yours truly only get there after

CONCOURS CATCH-UP



CONCOURS CATCH-UP

Above: A selection of the Traction Avant models that were present at the Combined Citroën Concours. The second car from the left is Warwick Spinaze's class winning Light 15.

Below: The fine line up of [predominantly] D-series and SM vehicles. Not sure how the BX made it into the line up.



Top left: Two white bxs [a hatch and an estate] hob-nobbing it with a cx and a ds.
 Top right: Roger Brundle's SM ~ the Popular Car winner on the day.
 Lower right: Jon Faine's Traction Cabriolet.
 Lower left: Three rare A~series vehicles: two Dollys and an AK van.



Class winners being presented with their trophies by Jon Faine. Left to right: Peter Ollerhead [Vintage and Car of the Show], Warwick Spinaze [Traction], Tom Gruzca [ds/sm/gs], Susan Bryant [C~series], Michael Spark [X~series] and Roger Brundle [Popular Car]. The winner of the A~series was Colin Bates.



Clockwise, from top left: Peter Ollerhead's award-winning vintage Citroën, Mark McKibbin's project, Will Rankin with his project and Peter Boyle's yellow car in the background. Another shot of Will and his project. Finally, John Vanchop's 'boat-tailed' Citroën.



Did you know that ccoca has, arguably, one of the most extensive collections of Citroën-related books in the country?

More importantly, did you know that, no matter where you

and your address. He will get back to you with the postage cost and confirm your continued interest in receiving the book. The book will be then be posted to you, with a reply-postage-paid envelope for the postage free return of the book. Simple, really.

And the book is yours for a

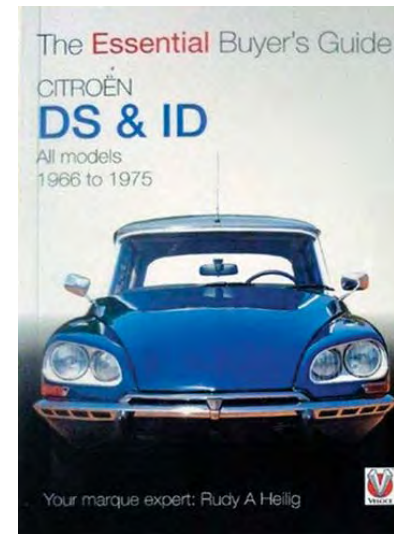
are located, in Australia, you can borrow any book[s] you want to read, or consult? A year, or so ago, the Committee determined that with a membership as diversely located as ours we had to find a way to ensure that everyone could benefit from this excellent collection.

So, how does it work? You contact our librarian, Max Lewis [activities@citroenclassic.org.au or [03] 9372 0921] and let him know what you want to borrow

month.

With the next edition of 'Front Drive' we intend publishing a full listing of the contents of the library and we will put the list onto the Club's new web site. This will be updated regularly, as well.

You should be aware that a number of books in the collection are in French ~ however, as Sue Bryant will tell you, the pictures are in English. Seriously, we do find that there is a good deal




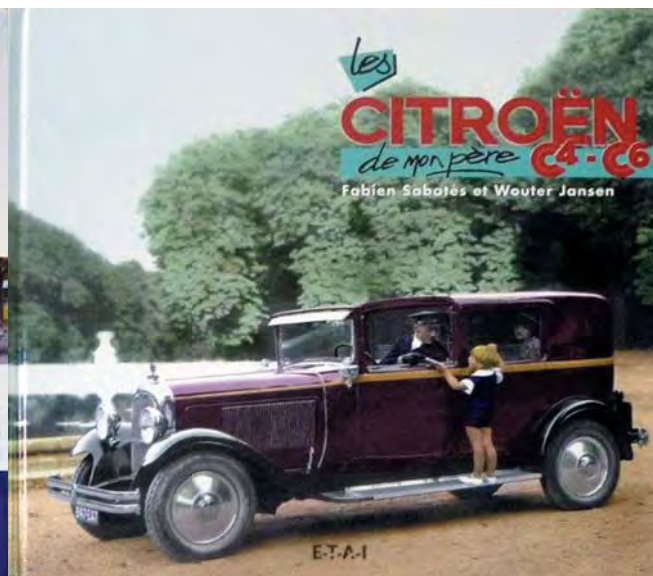
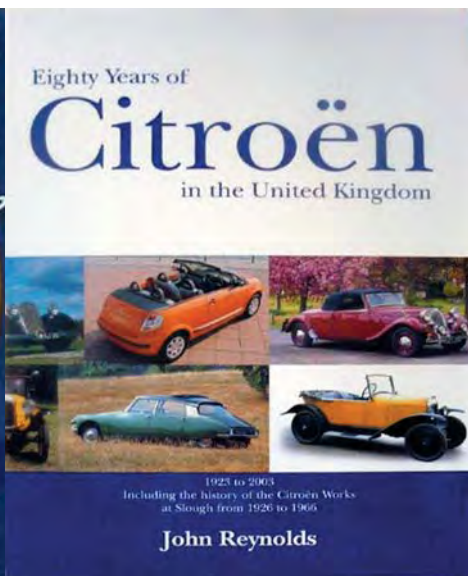
more published on our favourite marque in French [and indeed Dutch] than there is in English.

In the meantime, Max has been very actively buying new books for the Club. These are available for borrowing right now, and Max will also bring them to

future Club Meetings.

The pictures accompanying this article show the covers of the recently acquired books.

To find out more about these books, and indeed any others you may be interested in borrowing, talk to Max. 





CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA

Australia's National Citroën Car Club



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.

MEMBERSHIP

Annual Membership is \$55. For overseas membership add \$17.50.

MEETINGS

Club meetings are held on the fourth Wednesday of every month [except December] at 8pm. The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3

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

COVER IMAGE

The cover image, taken from the magazine of the ID/DS Club in the Netherlands depicts the railway station at Le Vésinet [Yvelines] and is from the collection of M Carpedi.

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Contact Lance Wearne.
Phone: [07] 3351 8327 or
spareparts@citroenclassic.org.au [If you phone, please do it at a reasonable hour.]

CLUB SHOP
For Citroën models, memorabilia and other items contact Peter James at
clubshop@citroenclassic.org.au

OTHER CLUBS
VIC: www.citcarclubvic.org.au
NSW: www.citroencarclub.org.au/
WA: www.citroenwa.com.au
QLD: www.citroenclub.org
www.doublechevrons.aunz.com

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DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, November 4, 2011..

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. If you do not have a Club Permit Handbook include \$5 and we will return one to you.

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.

I know, I have said it before and I will probably say it again ~ Christmas is almost upon us! By the time you have this in your hand, the Club's Christmas Party will be but days away. Max, Philip and I hope that you have confirmed your attendance at this year's 'Very CCOCA Christmas'.

Sue Bryant and are going through the first stage of planning 2012's OzTraction Event. Right now we have no idea of the location, but that will need to be resolved shortly or we will be swamped by the events that arrive with the new year and we will all be staying home this June.

Of course, the main focus for this edition of 'Front Drive' is the Concours. I have to hand it to Ted Cross and Peter Boyle ~ they did a magnificent job and put a herculean effort into the planning and the running of the day. To my mind, it was one of

the best Concours I have attended in years.

This is also an update on CitIn 2012 in Western Australia. The team over there certainly seem to be devoting a good deal of their time and effort to ensuring that event's success.

There is an update on the Club's website ~ be sure to visit it... and it will be updated regularly. Guaranteed.

A-series oil coolers, caravaning in the 1950s, Fleet Follies and an update on a range of new books in the Club Library complete the issue. Did you know, by the way, that no matter where you are in Australia you can borrow books from the library by post? Read all about it on page

New this month is the 'Events at a Glance' leaflet that is printed on the back of your mailing label. I hope you find it useful; I also hope you have not thrown it out. GRIN.

Enjoy,
Leigh F Miles



Yeah. Just back in time. Just back from a fantastic trip to the Orient, well that is how André would have described China. I know he went there, but I am quite sure I was not following in his all-tracks.

For me it was the first time I have been beyond Honkers. Although I regard myself as being quite adept in the dexterous etiquette of chopstick manipulation and I have read a little on Chinese history, when you learn a lot about something about which you know nothing, you feel your head is about to explode ~ or at least that is how I felt.

This experience was eye widening and so immensely enjoyable, experiencing an incredible cultural immersion. How does one understand the brilliant spectrum of the Chinese culture ~ the intense aromas, sounds, sights and textures that 5000 years of life in a crucible has boiled down and distilled. Ah, the banquets were marvellous.

My main impression ~ Boy what a Can-Do operation, the underlying societal attitude is more than positive and people are happy going flat knacker. In this country by comparison I see many who like a meandering wander through life, but in China, stand still and the waves of humanity will surge over the top of you.

You know that common view

that is around ~ Do not buy anything made in China that has a moving part. Well I have got a theory ~ I think it is our local wholesale buyers who actually select from the vast range available, the bottom grade consumer

durables for retailers to flog, only in order to maximise profit out of the Oz market.

Chinese industry can build anything ~ from a wonky donkey door handles, new C5s or a continuous production line of Airbus 320s, in massive clean air factories. Further I learn from a paragraph from Wikipedia;

'Since September 2011, the People's Republic of China has been the largest automotive market in the world. China's automobile industry has been in rapid development since the early 1990s. In 2009, China produced 13.79 million automobiles, of which 8 million were passenger cars [sedans, sport utility vehicles [SUV], multi-purpose vehicles [MPV] and crossovers], and 3.41 million were commercial vehicles [buses, trucks, and tractors]. Of the automobiles produced, 44.3% are local brands [BYD, Lifan, Changan [Chana], Geely, Chery, Hafei, Jianghuai [JAC], Great Wall, Roewe, etc.], the rest being produced by joint ventures with foreign car makers such as

Ed SED

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Volkswagen, Mitsubishi, General Motors, Hyundai, Nissan, Honda, Toyota etc. Most of the cars manufactured in China are sold within China, with only 369,600 cars being exported in 2009.

PREZSEZ

The manufacturing grunt is unfathomable ~ words fail. I attended for only two days of Phase 1 of the three phases of the Canton Fair in Guangzhou. The scale is difficult to describe ~ it is at least 50, maybe 60 Jeff's Sheds in area. Many of the pavilions the size of Jeff's are 5 storeys high. And the whole glorious wildness runs magnificently. My shuttle coach from the Lakeside Hotel was parked in bay #290; it was not the last bus bay in the line up. The Canton Fair is the largest in the World ~ it has been said, anything from ball bearings to woolly jumpers.

Then there is the new 'driverless' underground Automated People Mover, additional to the existing metro ~ this stretching about 4 km, the APM links two business areas in downtown Guangzhou. Opened for the Asian Games the nine-station underground line, takes trains at 60 clicks, each carrying up to 138 people. A ticket for the ride costs two Yuan, 30 cents. It carries about 50,000 passengers during the 18 hours it is open each day. I feel like I am in the opening scene of 'The Castle' ~ 'and they even have movies on the plane'. This was a happy time with much to reflect on, but not happy about missing the Concours.

Congratulations to Peter Boyle, Ted Cross and the committee who brought together a beautiful and diverse collection of Classics, and congratulations to the winning Owners. Peter Sandow ~ President

At a recent Committee Meeting we were talking about attendance at Club events and in particular what we could do to help lift the numbers.

One thought was to produce for each 'Front Drive' an 'Events at a Glance' leaflet. Actually we used to produce these some years ago, but for some reason they fell off the editor's radar.

So, the observant amongst you will have seen that there is

printing on the back of the mailing slip.

What it shows is the top-line information about forthcoming events.

Fridge magnet it to you fridge door, Blu-Tak it to your forehead... whatever and wherever you think it will work best to provide a ready reckoner for the Club's events.

Let us know if works for you! Leigh F Miles ~ Editor

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

● DECEMBER

A VERY CCOCA CHRISTMAS

WHEN: Thursday, 8 December

WHERE: Maison Miles
16 Harrow St. [cnr Jenner St.],
Blackburn South

TIME: From 6:30 to 8:30pm

COST: Free

BRING: Refreshments,
chair, folding table

BOOKING: Essential
for catering by

Thursday, 1 December

CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]

activities@citroenclassic.org.au

End the CCOCA year with a BANG! Come and join Leigh and Philip for Christmas drinks and a free spit roast dinner. Yes, CCOCA is feeding MEMBERS AND PARTNERS free. Join all of your CCOCA friends for our last event of the year.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 14 December

TIME: 7:00pm

WHERE: Check with the

A-TRACTIONS

Secretary for this month's venue

COST: Cheap eats

BRING: Refreshments

BOOKING: Preferred

CONTACT: Sue Bryant,

[03] 9885 3179

secretary@citroenclassic.org.au



● JANUARY '12

THE RACV GREAT AUSTRALIAN RALLY

WHEN: Sunday, 15 January
TIME: 9:00am
FROM: Start points listed below

A-TRACTIONS



For Peter Mac RALLYING FOR A CURE

TO: Mornington Racecourse
COST: \$35 per vehicle
BRING: Sunscreen, chair, lunch
BOOKING:



Melbourne to Mornington
Sunday 15th January 2012



Magic1278

StudPark

WEEKLY



3AW693

Essential by 7 Jan
CONTACT: Jeff Alcock
[03] 9898 4111

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

The 2012 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 three start locations this year:

- Melbourne
- Stud Park, Rowville
- Western Port Marina, Hastings

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

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

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 18 January
TIME: 7:00pm
WHERE: Check with the Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Sue Bryant, [03] 9885 3179

secretary@citroenclassic.org.au

CLUB MEETING ~ YARRA BBQ

WHEN: Wednesday, 25 January
TIME: 6:30pm
WHERE: Yarra Bank Reserve. Melways 44 K9.
COST: Free
BRING: The doings for a BBQ
BOOKING: Not required
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]

activities@citroenclassic.org.au

Yes folks tomorrow is Australia Day, but it is that Wednesday at the end of January when we historically have this get together so let's start with a song and salute! Don't forget the mozzie & louie repellent and a copy of Advance Australia Fair.

Depending upon the direction from which you are coming the entrance to the reserve is off Creswick Street. Citroën signs will be displayed so you shouldn't get lost [w.t.e. of certain nomads!!]

AUSTRALIA DAY HISTORIC CAR DISPLAY

NOTE: AT THE TIME OF PREPARING THIS EDITION THE AUSTRALIA DAY WEBSITE HAD NOT BEEN UPDATED FOR 2011. PLEASE CHECK DETAILS IN THE NEXT EDITION OF 'FRONT DRIVE' OR ON LINE AT WWW.AUSTRALIADAY.VIC.GOV.AU
WHEN: Wednesday, 26 January
TIME: Participants:

BOYS' DAY OUT ~ OCEAN GROVE

WHEN: Thursday
December 15
January 19
February 16
TIME: 11:00am
FROM: Ocean Grove Industrial Estate, 1/29 Everist Road
TO: Victoria Hotel, Hesse street, Queenscliff
COST: Cheap eats pub lunch
BRING: An interesting car
BOOKING: Not required
CONTACT: Mike Killingsworth
04 1755 2446

The 'Boys Day' also known by the MGCC Geelong as 'Technical Lunch Day' is a well known get together by boys with their toys, meeting first at the Mike's Shed where for a short time; lies, more lies and outrageous anecdotes are swapped, then off for a short tour of the Bel-larine peninsula, stopping off at Portarlington for a chat. Thence onto the Victoria Hotel where, exhausted by all the tales tall and true, lunch may occupy the mind! 2pm is thought to be a time to pull the plug and make your way. It's a great day... we say blokes only and bring an interesting car, but we are not too strict re the car... we just do not want a procession of Nissan entrails... or should that read X-trails?

10:00,
Spectators: 12:00pm
WHERE: Participants
Northland Shopping Centre
Spectators
Kings Domain Gardens,
Linlithgow Ave., Melbourne.

A-TRACTIONS

Melway 2F J9
COST: Free
BOOKING: Spectators:
Not required
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au

This event is a real favourite with many ccoCA members. The Kings Domain Gardens will once again feature the famous Historic Vehicle display, with over 500 veteran, vintage and classic vehicles exhibited, free entertainment and activities, and scrumptious food stalls. Bring a picnic hamper, blanket and enjoy a leisurely day with other motor-ing enthusiasts.

● FEBRUARY

25TH PICNIC AT HANGING ROCK

WHEN: Sunday, 12 February
TIME: Display cars 7:30
via north and south gates
Spectators 8:00am via east gate
WHERE: Hanging Rock
COST: \$20 per car,
\$5 per pedestrian,

BOOKING: Not required
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au

As of last year age limitations were placed on cars for display at this event ~ cars must be 25years old, or more. Despite this, the usual huge turn-up occurred. This year will have to be even bigger, it being the event's 25th anniversary.

BBQ facilities are available on site [or feel free to bring your own] or bring your picnic hamper.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 15 February
TIME: 7:00pm
WHERE: Check with the
Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Sue Bryant,
[03] 9885 3179
secretary@citroenclassic.org.au

CLUB MEETING

WHEN: Wednesday, 22 February
TIME: 8:00pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3
COST: Free
BOOKING: Not required
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au

● MARCH

THE GOURMET GARAGE 2CV PICNIC

WHEN: Sunday, 4 March
TIME: 9:30am
FROM: Whitehorse Rd.,
Ringwood opposite
Ringwood Lake.
Melway 312, H10
TO: Opposite 77 Main St.,
Gembrook. Melway 49, J8
COST: Free
BRING: Your picnic or
purchase a hamper
at the event
BOOKING: Not required
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au

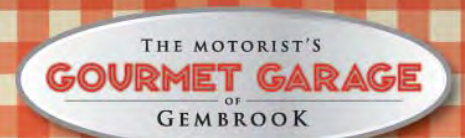
This is a brand new event put together by a 100point franco-phile... Clement Dubuissou, who in the years since the Club was last at Gembrook in June 2008, has moved into the shop beside the Motorist's Museum and opened a small business selling local produce and wants to expand interest in the local area by organising this event. Yes, it's an event as well as a picnic because Clement has organised an ice cream vendor, a crepe maker, cheese tasting and wine tasting as well as a local boulangerier who will have a selection of pain du France [have I got that right Suzanne Smith?]. Our friends at cccv have also been invited and as there will be none but Citroëns

at the event we could almost have another concours! The day has a charitable purpose as Clement hopes to raise donations for the Red Cross... perhaps we should persuade Clement to call it the Red Chevron Day?

Early Warning!

The Club's Annual General
Meeting will be held on
Wednesday, March 28.

Come and have your say and
vote [maybe even stand] for the
2012/13 Committee.



Presents



The 2CV's Picnic

An alfresco tribute to a French icon

SUNDAY MARCH 4TH 2012

77 MAIN STREET GEMBROOK.
WWW.GOURMET-GARAGE.COM.AU FOR MORE DETAILS.

CITIN '12 UPDATE

Well it is now only one month until the end of this year and what a year it has been. Those of us from the west who attended the Stanthorpe CitIn in Queensland truly had a great time.

CITIN '12 ~ WA

The planning committee for CitIn 2012 has spent this past weekend in Busselton checking on many things to ensure the next National event will be a memorable experience for all who attend.

Busselton is a very popular escape for those from Perth with so much to offer holiday makers. We had an unexpected long weekend due to CHOGM and we found accommodation had booked out very early and it was difficult to find something. For Busselton it is the same for all the holiday periods as well as Christmas, Easter and long weekends.

So from our experience and

what we hear can I suggest to all the Clubs, if members have thoughts of attending the 2012 CitIn please book early or you may miss out on the style of accommodation you like.

We have asked the Bayview to lock in some 2 and 3 bedroom Villas and some budget motel

style accommodation for you to choose from, also some 3 bedroom Executive Villas which are equipped with three self contained motel styled units each with its own locked inside and outside door and in the centre a lounge, kitchen and laundry. The only requirement is that the units all to be taken up and vacated on the same days so you need to talk to your friends and then communicate with Bayview. We have trialed these earlier in one of our Busselton preparation weekends and they are great, but you may wish to find other accommodation. Whatever your choice of accommodation may be the longer you leave it that more difficult it will be to find something.

Lastly there will be a

limited number of spare cars available for loan to our visitors if you choose to fly to Perth so if you would like to wing it to the West please contact me Bob Senn senn@iinet.net.au or 04 1149 2640 and I will put you in contact with members who have a car available for you to use.

Cheers for now and book early.

Bob Senn CitIn
Committee President.

ACE ~ The Association of Citroën Enthusiasts [WA] would like to welcome us to the 2012 National Citroën Meeting [CitIn] to be held in the beautiful region of Geographe Bay, Western Australia

ABOUT THE AREA

Geographe Bay is located in the South West of WA around 220km southwest of Perth.

The bay was named in May 1801 by French explorer Nicolas Baudin; Baudin named the bay after his ship, Geographe. The bay is a wide curve of coastline extending from Cape Naturaliste past the towns of Dunsborough and Busselton, ending near the city of Bunbury. The bay is protected from the rough seas of the In-

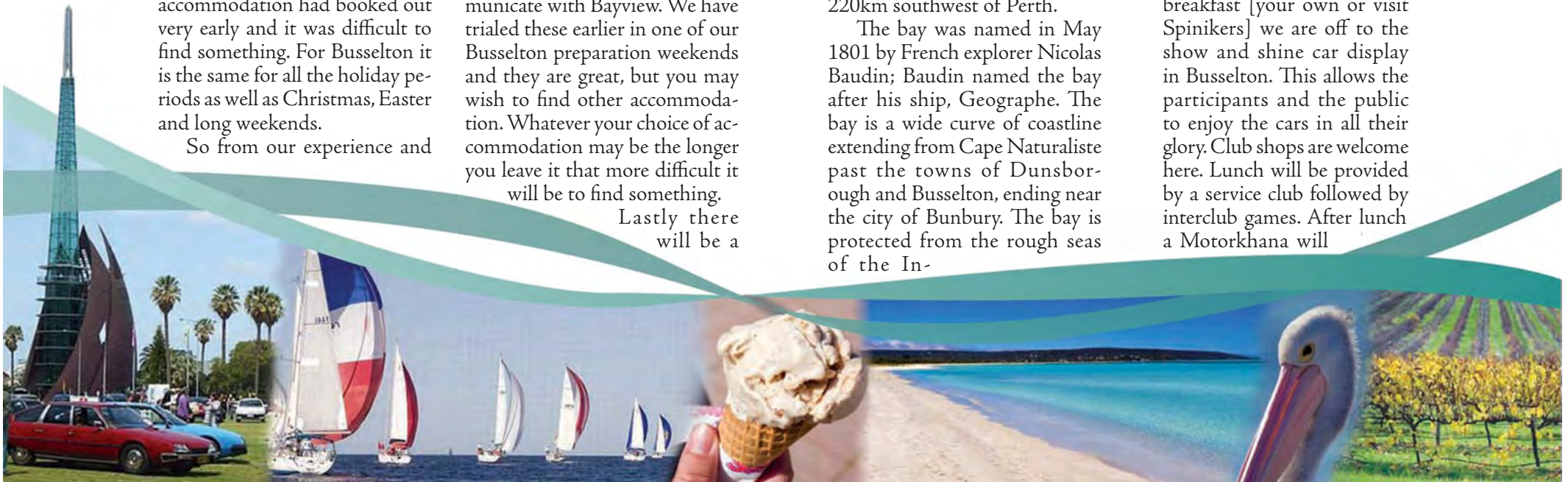
dian Ocean by Cape Naturaliste, which makes it a popular destination for recreational boaters. The bay is extremely shallow, limiting the entrance of large ships. To alleviate the problem the 2km long Busselton Jetty, the longest in the southern hemisphere, was built.

The area is bordered by the magnificent Margaret River wine regions. One of the worlds premier wine regions famous for its amazing wines, gourmet food industry and spectacular surf beaches.

THE PROGRAM

☞ Friday 6th April. The main registration will start at 4pm and run to approx 7pm. From 6.30pm a light meal will be enjoyed and lots of talking until late.

☞ Saturday 7th April. After breakfast [your own or visit Spinikers] we are off to the show and shine car display in Busselton. This allows the participants and the public to enjoy the cars in all their glory. Club shops are welcome here. Lunch will be provided by a service club followed by interclub games. After lunch a Motorkhana will



be held at a location yet to be decided. Then we are off to our Mystery Event, which will conclude with a fully catered BBQ dinner.

☞ Sunday 8th April. We will start the day with some fun

by the next Citroën Club to run the 2013 CitIn Monday 9th April. Sharing of thoughts about the CitIn over a breakfast (your own or visit Spinikers), check out for those leaving on Monday. We start our next observation run of Margaret River and the

surrounds finishing up at a world renowned winery for the farewell lunch..

*Please note that the program is subject to change

Pre/Post CitIn runs leading to the event beforehand from Esperance & afterwards to Dongara/Geraldton will also be organised [check the website for more info as it comes to hand].

OFFICIAL ACCOMMODATION:
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Toll Free No: 1800 674 147

E-mail: bayviewgeographe@bayviewhotels.com

Website: www.bayviewhotels.com/geographe

PLEASE NOTE: All bookings will need to be made through the CitIn committee to receive the reduced rates. Whilst this is our official accommodation you are welcome to stay at one of the many other

accommodation options that Geographe Bay offers. Please contact the Geographe Bay Tourism Association 38 Peel Terrace, Busselton Tel: [08] 9752 5800 Email: getaway@geographebay.com

REGISTRATION INFORMATION
Registration forms can be downloaded on the CitIn website, www.citroenwa.com/citin/

PRICING

Adult \$200 [early bird special \$180 before Dec 2011]

Child \$110

One day visits or specific meals will be happily negotiated on request.

Any registrations received after March 1, 2012 may incur a late fee. ☞

CITIN '12 ~ WA

Easter activities for the kids and those of you young at heart. Information on Sunday church services for those who wish to attend will be provided at registration. Enjoy our Observation Run of the district. After this enjoy some free time before the CitIn Banquet night where we will hold an auction and have a special guest speaker. Prizes will be given out for the car display and observation run finished off by a presentation



We would like to welcome you to the 2012 National Citroën Meeting (CitIn) to be held in the beautiful region of

Geographe Bay, Western Australia.

The Association of Citroën Enthusiasts, is proud to host this event and we aim to provide everyone with an event full of fun, adventure and great company.



When did you last visit the CCOCA website? If you are anything like me... well, I am guessing it has been a while.

And probably with good cause. We have to admit that other than

tionality of the site.

With the new version of the site it is far easier to upload information, photographs... you name it.

Over the next few weeks I will be uploading a range of photos I have published in 'Front Drive', including all the images that have

been featured on the cover of 'Front Drive' since I took on the role of editor.

Other pictures you have supplied [whether I have used them or not] will also be loaded onto the site. You can see the interior of Alain Antonious' restaurant in Queensland ~ complete with

Continued on page 28

WEB WONDERS

updating the site with the most basic of information regarding forthcoming events, it could well appear to members that nothing has been happening.

Let me assure you this is not the case. Mark McKibbin has been working in the background [between trips to Europe and elsewhere] to increase the func-

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In the absence of a specifically written article about what has generally agreed to have been the best Concours in years ~ and undeniably the best turn out in a decade ~ I have resorted to the independent commentary from

black family nine is Rex Gerko-
vich's car that he restored some
forty years ago. Today it was
driven by his son and it still looks
as resplendent as it did when I
partnered this car with my 6H
as bridal cars for Rex's daugh-
ter's wedding. I
do hope that we
see more of this
car around the

CONCOURS CATCH-UP

the AussieFrogs website. Com-
ments are from J'aime la vive and
gerrypro [Gerry Propsting].

There was a very impressive
turn out for the com-
bined Citroën Concours
at Bundoora Park. This year the
event shifted from its 'traditional'
location of Como Park in South
Yarra to Bundoora Park, to the
north of the city.

Model by model just about
every one represented bar XM
and Xsara. Starting with the
oldest: there was a great line up
of vintage Citroëns. One of these
was on a trailer and was pretty
much as found, but running. We
were treated to this one being
started up.

Moving along the typical
range of very smart Traction,
there was what looked like a white
left hand drive Traction Cabriolet
and what appeared to be a long
wheelbase Black one with jump-
seats between the back and front
seats. I overheard the owner saying
when he found this it was being
used as a children's cubby house
in their parents backyard.

Gerry Propsting added 'the

various events.'

Moving along a nice range of
2CVs and a particularly nicely re-
stored left hand drive HY van done
out in Movida livery. [Movida is
a Melbourne restaurant.] This
was apparently built originally
as a food van and had great fold
up sides.

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There was also a nice range of DS, a brace of SM, only one GS a particularly nice Club 1220 wagon on club plates. 'Kermit' a metallic green GS with twin headlights and for sale at South Yarra this time last year and again out

lunch. But it was a great chance to visit the Club sales merchandise tables and stock up on a few glasses, a few club mags, a CX owners handbook like you would find in a glovebox, a chance to have a chat and chew the fat with a few real Citroën owners.

I came away very impressed with the simplicity and character of the vintage models with their disc wheels. Loved the GS wagon which seemed spacious inside. For the prospective Citroën owner this was a great chance to see almost all the models in one spot.

at the French Car Day in Balwyn was absent, having found a new home in WA.

A selection of CX, two BX 16 valve, a BX wagon were joined by a very nice selection of Xantias with a particularly tasty Exclusive with the v6 engine.

Yours truly only get there after

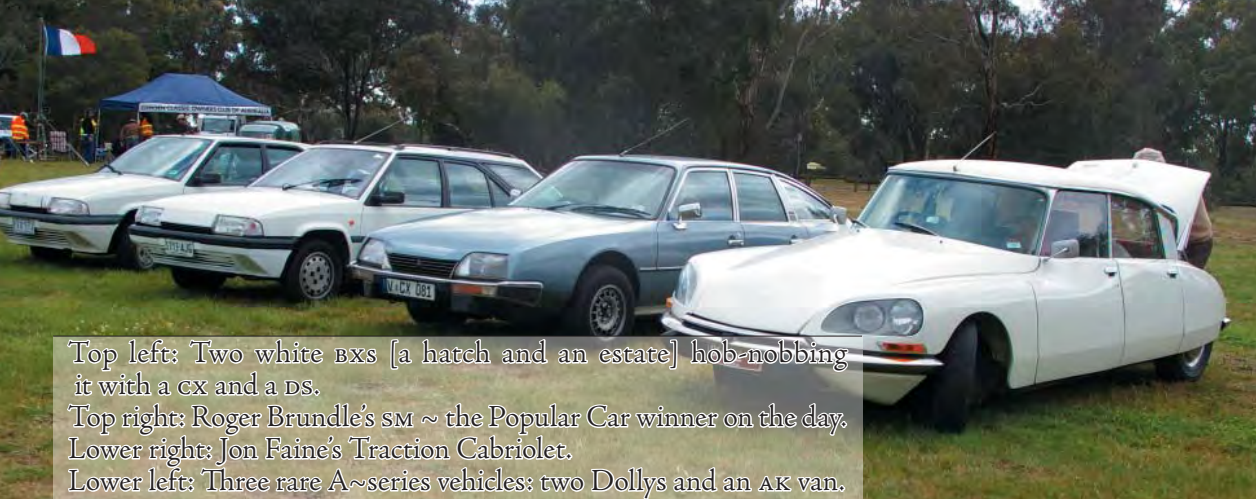
CONCOURS CATCH-UP



CONCOURS CATCH-UP

Above: A selection of the Traction Avant models that were present at the Combined Citroën Concours. The second car from the left is Warwick Spinaze's class winning Light 15.

Below: The fine line up of [predominantly] D-series and SM vehicles. Not sure how the BX made it into the line up.



Top left: Two white bxs [a hatch and an estate] hob-nobbing it with a cx and a ds.
 Top right: Roger Brundle's SM ~ the Popular Car winner on the day.
 Lower right: Jon Faine's Traction Cabriolet.
 Lower left: Three rare A~series vehicles: two Dollys and an AK van.



Class winners being presented with their trophies by Jon Faine. Left to right: Peter Ollerhead [Vintage and Car of the Show], Warwick Spinaze [Traction], Tom Gruzca [ds/sm/gs], Susan Bryant [C~series], Michael Spark [X~series] and Roger Brundle [Popular Car]. The winner of the A~series was Colin Bates.



Clockwise, from top left: Peter Ollerhead's award-winning vintage Citroën, Mark McKibbin's project, Will Rankin with his project and Peter Boyle's yellow car in the background. Another shot of Will and his project. Finally, John Vanchop's 'boat-tailed' Citroën.



Continued from page 16

his vintage Citroën taking pride of place... and pictures of the delicate process of getting the car in situ.

I have pictures of famous Citroëns in museums in France

courtesy of Tom Campbell.

I can certainly promise that every time you get a copy of 'Front Drive' in your hands, there will be new things to investigate on the club's site.

So, why not visit www.citroenclassic.org.au right now and check out the latest uploads?

If you have any suggestions to further enhance the site, or you have material you would like to see uploaded, do not hesitate to contact us.

Leigh F Miles &
Mark McKibbin



For many older members the thought of a holiday brings to mind caravanning or camping holidays from 60 years ago. The leaflets that accompany this article show some of the many caravans that were available for purchase back then.

Free time had become available to a wider slice of society, in Europe, in the 1950s. As a result

many families went on holiday for the very first time. Camping grounds may have been spacious, but even back then the sites seem pretty much cheek-by-jowl, as the accompanying postcards shows.

For the holidaymaker seeking

something more [provided he also had the money] Georges

WEB WONDERS



• November

Committee Meeting & Cheap Eats



WHEN: Wednesday, 16 Nov
TIME: 7.00pm
WHERE: Check with the Sec.
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Sue Bryant, [03]



CCOCA



CARAVANS IN THE '50s



& Jacques produced a range of light caravans. There was clearly an emphasis on weight ~ 'nos caravanes sont légères' [our caravans are light] in the design and construction of these vans.

On the double-sided leaflet

mentions that their vans have the same low floor [26cm] as a Traction Avant. Apparently the Traction had a reputation for its low floor.

They also point out that the interior is both simple and comfortable. The large van being hauled by the Traction has a

spacious central living room and a separate kitchen. There is a further space that can be converted to a bedroom and a separate WC. Because all the seats and the table could be folded away, it was possible for the van to sleep eight

there is a Traction with a six metre caravan, at Huez [altitude 1,800m]. That the van weighs 700kg suggests that hauling this van would be a tough chore for a Traction.

The brochure specifically

CARAVANS IN THE '50s



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La plus grande Caravane en alliages légers
6 mètres — Poids réel 700 kg.
tractée par 11 CV Traction Avant (Huez 1 800 m d'alt.).

De l'intérieur le plus simple au plus confortable...

Huit modèles échelonnés de 2 m 25 à 6 m 60.



MODELE 30 ISODUR — 230 à 280 kgs
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Construit en grande série — Tractable par 4 CV.

3 grandes personnes — 1 enfant.

Ce modèle offre tous les avantages d'une grosse remorque sans en avoir le prix et l'encombrement.



MODELE 60 EN ALLIAGES LEGERES — 700 à 750 kgs
(suivant aménagements)

Cuisine séparée.

Salle à manger centrale.

Petit Salon transformable.

Cabine W.-C. 2 portes latérales.

Tractable à partir de 11 CV.

Peut s'équiper pour 5, 6, 7 ou 8 couchettes.

Grandes Remorques Lyon Rhône

people. Clearly a luxury model!

That this was a good quality brand of caravan is borne out by the fact that George & Jacques were still making caravans well into the 1990s. However, it does seem that the brand does no

the Pigeon-Vole to its full height. According to the text, this can be completed in just three minutes. The van's roadholding is praised for its low centre of gravity and exceptional aerodynamics. It is claimed that driving above 100kmh was possible. This van offered two sleeping places, with

three additional places in a tent – room for the whole family!

This article first appeared in 'Traxion', the magazine of Traction Avant Nederland in the July/August edition of 2011 ☞

longer exist.

If there was less money in your wallet, there were other caravanning options available. Clairitex had a model called 'Pigeon-Vole' ['Flying Pigeon']. The single-sided leaflet shows the five steps to erect



CARAVANS IN THE '50s

REMORQUE CAMPING



PIGEON-VOLE

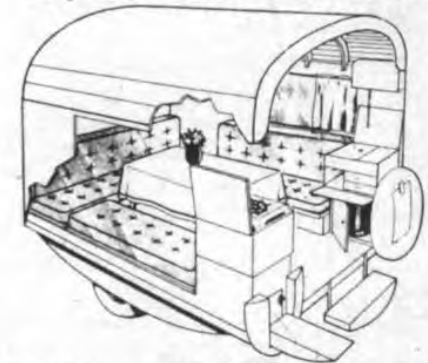
SATISFACTION TOTALE SUR LA ROUTE COMME A L'ÉTAPE



Le calage et le montage de la remorque PIGEON-VOLE se font en moins de 3 minutes.



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voir et vidange. Gaz bouteille. Électricité. Glacière, etc.

REMORQUE CAMPING PLIANTE PIGEON-VOLE

NOTICE SUR DEMANDE A

CLAIRITEX 17, Rue Bachaumont, 17
PARIS - 2°

Did you know that ccoca has, arguably, one of the most extensive collections of Citroën-related books in the country?

More importantly, did you know that, no matter where you

and your address. He will get back to you with the postage cost and confirm your continued interest in receiving the book. The book will be then be posted to you, with a reply-postage-paid envelope for the postage free return of the book. Simple, really.

And the book is yours for a

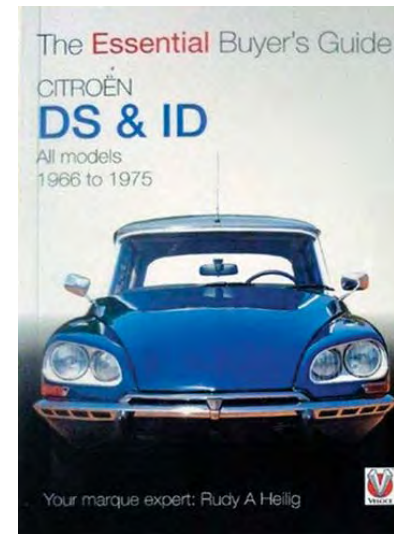
are located, in Australia, you can borrow any book[s] you want to read, or consult? A year, or so ago, the Committee determined that with a membership as diversely located as ours we had to find a way to ensure that everyone could benefit from this excellent collection.

So, how does it work? You contact our librarian, Max Lewis [activities@citroenclassic.org.au or [03] 9372 0921] and let him know what you want to borrow

month.

With the next edition of 'Front Drive' we intend publishing a full listing of the contents of the library and we will put the list onto the Club's new web site. This will be updated regularly, as well.

You should be aware that a number of books in the collection are in French ~ however, as Sue Bryant will tell you, the pictures are in English. Seriously, we do find that there is a good deal



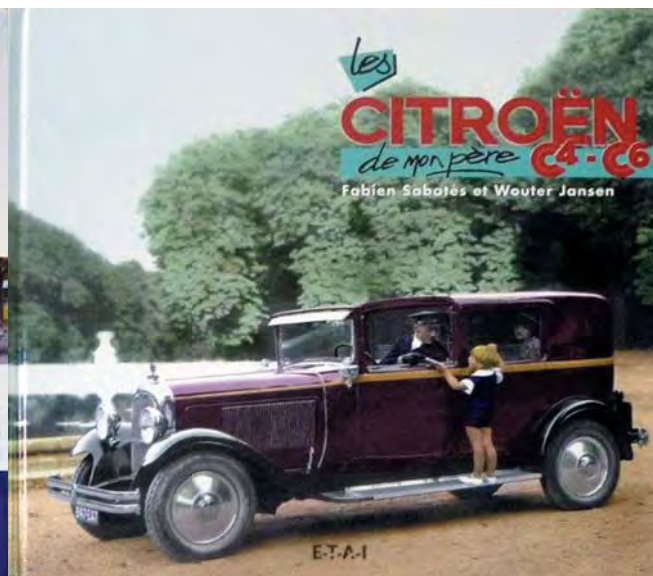
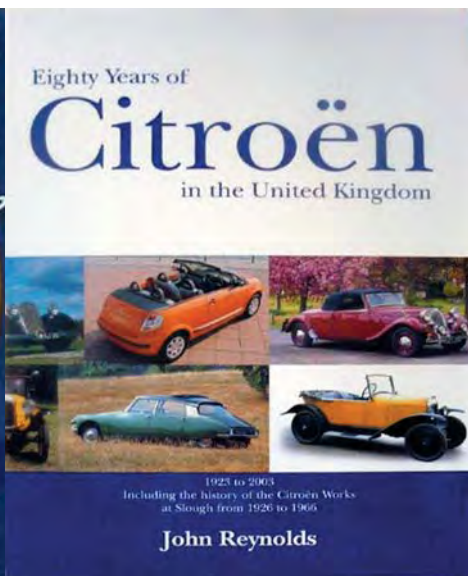
more published on our favourite marque in French [and indeed Dutch] than there is in English.

In the meantime, Max has been very actively buying new books for the Club. These are available for borrowing right now, and Max will also bring them to

future Club Meetings.

The pictures accompanying this article show the covers of the recently acquired books.

To find out more about these books, and indeed any others you may be interested in borrowing, talk to Max. ☘




One of the most vital parts of your A~series Citroën is the oil cooler, vital yet all too often neglected. Dirty, clogged-up oil coolers cause untold damage to your engine ~ even a seizure. It should

located behind the fan and looks like a little radiator. You can check its cleanliness by shining a torch through the front [grille off for the Dyane and Ami] at an angle to your right as you are looking. Run the engine so that the fan blades do not obscure your view. It should look like a little honeycomb,

with all its holes clear.

To clean the cooler, remove the stoneguard [2CV] and, ideally, the fan. If you do not have what you need to take the fan off, you should still be able to manage. Using Gunk, or a similar degreasant, either in a paraffin gun if you have compressed air, or otherwise in aerosol form, squirt liberally over the front of the cooler. Leave it to work for a while and then work it in with a soft brush. Be very careful not to damage or bend the fins and certainly do not try and poke the muck out with anything sharp. Some people in the past have recommended more volatile fluids for cleaning ~ that is up to you. But it is your fault if you set the car on fire.

Then blow through with an airline, if available, or WD40 aerosol. Repeat if necessary, until it is beautifully clean.

PS: If you have your 2CV serviced at a 'normal' garage ~ even a Citroën dealer ~ do not assume that they will have done the job. Or even that they know it needs doing! Ask, or check it yourself. 

ROB BARTON ~ TREASURER

Fleet: 'a number of vehicles under the one ownership'. Follies: 'Silliness'. So here we go with a recollection of 40+ years of serial silliness.

Having been descended from six generations of engineers of one form or another it is not surprising that I find myself fascinated with most old machines, in fact my uni biog described me 'as a lover of fast women and loose cars!'

The first was a Vanguard in 1964, price 14/6. Then the problem started when I dragged home a comatose Light 15 because it looked cool. It remained a garden statue at my parents' house in Wollongong. My mother, an artist and francophile approved despite it 'lowering the tone of the backyard'. Dad the engineer opined that 'front wheel drive will never catch on you know'. He also reckoned that Citroëns were only driven by architects and dreamers. Years later Peter Sandow [architect] replied in wisdom 'isn't that good?', I think he is right. Dad died predicting another depression... may be right on that count soon?

The first real car I had to drive was a 1957 VW, no fuel gauge, no brakes or lights to speak of either. Then a mate suggested we do a JV [joint venture] and buy a Light 15 he had seen at Continental Cars, Punchbowl. We shared a girl or 2

so why not a car. 300 miles later a universal went, my first introduction to the previously predicted problems of front wheel drive!

After a fleeting relationship with a very comfortable but obscure Borgward Isabella I met the

love of my life in the form of a stationary Big 6. I bought it with first gear in many bits and rusty sills everywhere, is this making heads nod out in Traction world? Luckily Les Francis told me where to find an abandoned Big 6 which provided a replacement gearbox one dark night. 300 miles later the crown and pinion went, this time dad just had a smug look. Another white knight, Ian Fenton took pity on me and turned 2 broken boxes into 1 good one as well as welding up the sills. He later restored the first garden traction and drove it for some years around Wollongong. The Big 6 got me through five years at uni, was reliable but exciting to drive. The clutch nearly needed two feet to depress, and crossing a railway line required two hands, two knees and occasionally a chin on the steering because the silent-blocks were a little worn.

Then I grew up and got a real job as a country vet so a modern car was supplied. It was a Falcon and unused to speed I soon crashed it. On advising the boss and owner I was surprised

TECH TALK

be cleaned every 10,000km, although this should be tempered with common sense ~ if you are in the habit of spilling oil when you top-up and the car has been in dusty conditions, it may be wiser to check sooner.

A complete novice can tackle this job, so, for the benefit of complete novices, the Oil Cooler is



FLEET FOLLIES

at his casual reply 'it's OK, all you young fellas smash a car!' For fun I then rebuilt a long wheel base Land Rover. The first day out on the road you cannot believe my disappointment to find it only did 45 miles per hour.

has two less conventional Tractions has added an air of competence to my mechanical forays into the Big 6 as well as a later diversion, crawler tractors. He refers to me as his T.A. [trade assistant]. We only work 'gentlemen's hours'

and have the radio playing hits of the '60s. However he rudely re-

fers to the 6 as a barge to drive but I think that is just 4 cylinder horsepower envy speaking!

The car has appeared at many CitIns, Ted and Steelies tours as well as the 75 year run to SA. There is really nothing like driving it along a country road... and nothing like trying to turn the steering wheel at low speed. It always turns heads most notably in St George last year when an old Aboriginal woman sitting on the footpath laughed and yelled out 'F..n deadly car' Now you know what we call the car!

There have been moments of D madness as well. The early '90s saw the addition of a 1971 DS 21 hydraulic change safari which provided a reliable family car. Margie took over her mother's car so the wagon moved on to Dominic Lowe, do not ask him about the longest restoration in history.

Again the itch returned and we bought a DS 23 Injected Automatique Pallas from an opal miner in Lightning Ridge. It got a bare metal up renovation. Most difficult work was done

by Martin de Jong who also lives in Bairnsdale but originally his family had the Citroën agency in Canberra. He graciously redid my mistakes! This car Margie loved most of all... so I sold it to Ian Norman as she had moved onto a new Astra as a family car. The D she described as 'an old coote magnet' because it always attracted a collection of new friends in the retiree age group. She got

sick of the crowd it attracted. One day she left the three kids in the car but returned to see no sign of them. At closer examination they were found lying on the floor trying to escape being photographed by a keen admirer!

They say as you get older you get sillier and it seems in my case that has manifested itself in a passion for old crawler tractors. We seem to have a fleet of seven

While the advertising line for John Deere tractors is 'Nothing outruns a Deere', the double meaning of the line may be a little less relevant in the world of crawler tractors than might be the case in other situations.



FLEET FOLLIES

Whilst working in Sydney in the early '80s a Triumph TR3A gave me a lot of pleasure and a few frights especially in the wet. They were notorious for losing the tail in the wet, so much so that the car club was also known as 'The Opposite Lock Club'.

In the mid '80s the old cravings returned with the current Big 6, but not recognisable as a car. This was because the previous owner at 16 years of age had enthusiastically pulled every bit of it apart that he could, then I think, discovered girls were more fun to tinker with. The result was about 15 years in restoration. This was greatly aided because Mel Carey happened to live on our same road and could not help sharing the love. He did lots of major work like renewing the front cradle, steering rack and motor work. Most of all he was a mentor and source of encouragement as I frequently dropped into his fledgling Traction Restoration Australia business to see many club members' cars taking shape.

In later years Warren Seidel who also lives in Bairnsdale and

now. They range in size from a 15ton D7 bulldozer to a 1 ton 1925 Cletrac crawler. I cannot explain it logically but there is really nothing quite like sitting on top of a big old diesel which is thumping away under your arse

upmarket C5s/C6s may not have the hydropneumatic suspension and some of the equipment levels that I am used to. Well that's enough to keep hold of my C5 and run it indefinitely. I am using it less and less these days

FLEET FOLLIES

whilst demolishing things!

The best aspect about my long association with Citroëns has been the people we have met along the way. CCOCA has provided the focus for that happy association.

Rob Barton ~ Treasurer
MAX LEWIS ~ EVENTS COORDINATOR

Hi again folks, again it is my turn to relate the latest folly. My beautiful C5 whom I no longer refer to as Darth Vader despite its somewhat menacing looks... it is that massive chevron that does it as well, of course, as the metallic black paint aka obsidian, is going well. I have travelled nearly 74,000kms in it and it is still a delight to drive. About a month or two back, I thought I would look at a C6... somewhat tempted by one for sale in NSW. So off I went to Zagame's who told me that if I wait for a while, one may come up and they would give me first look at it. My wife Roz thinks that is a great idea but I have sort of gone off the idea. I also heard on the qt that the next batch of

as a company vehicle because the nippy Nippon aka Buster

the Triton actually can do all that the C5 did once and more. Difficult to carry 1,200kgs of stainless steel sheet in the car but no problem for Buster!!

The one problem that is driving Roz and I to distraction with DV is squealing brakes. It must be a French thing as the Renault 20 I once owned [and still consider one of the nicest cars to have owned and driven] had the same disease. New discs are needed on the front and a skim on the rear. That will be a king's ransom thank you Mr Lewis. The squeal comes and goes and incredibly only occurs when braking on forward movement. It does not do it when reversing. THINKS... I will drive the car backwards from now on. So if you see a black C5 rapidly going backwards up the main street... that's me.

The other burr under the saddle is the front nearside tyre. It has scrubbed out a little on the sidewall whereas the other side is fine. The suspension alignment was checked and at long last the mechanics actually found the

wheel was out of alignment. I have been trying to tell them that for years. Two or three checks have found nothing so I have resorted to leaving it alone and keeping a watch on it. I have been subtly advised that it is best not to drive into kerbs or run over stray bits as that Sir will mean the wheel can get outa wack. OK, I admit it, I sometimes tend to use the kerb as a guide when parking but surely at low speed this sort of damage [if I can call it that] is negligible. The rear tyres have done 74k and need replacing I am told but not illegal! So, I reckon another 5k or say 80k total and I will look at replacement.

One thing that has happened which has given me much angst is that I have an oil leak coming from the front of the car. It is leaving these little calling cards

everywhere. I know that I have scrapped the front of the car on occasion when travelling too fast over a speed hump or six and the mechanic on inspection says it is so oily and dirty under the front bumper that he could not see where this leak/weeping is coming from. So we topped up the oil with a litre or so [don't worry folks, I kept an eye on the level and was never serious enough a leak to warrant constant topping up] and will return shortly to see where all this comes from. There are so many speed humps around Moonee Valley that almost wherever you go you will be confronted by them. Side streets are covered in them. More so than fleas on a farm dog's back!

You know, it is great to sit awhile waiting for the car to be attended to as I meet some really



interesting people in the lounge. A nice chap, Roger, is the name as I found out had his c4 in for a planned check. He is 6 foot 2 inches in old money [that's 1.8796m or 188cms for all you metrinuts!] and driving what I

I said unbelieving. 'Not so', Roger retorts. 'It is 100kmh where allowed'. With the new crop of c4s, c3s etc boasting even better fuel economy, who would want to have any other car than a Citroën?

A third lounge fellow overhearing

this conversation piped up to say that the best car in his view was

a DS and one of his neighbours has spent \$85k in converting a DS saloon into a coupe.

Now that is something else! Does anyone know who is this person? My informant was too quick off the mark for me to ask.

C'est tout mes amis: safe driving.

Max Lewis ~

Events Coordinator



FLEET FOLLIES

would refer to as a small car is absolutely no problem for him. Roger was a Saab fanatic but after driving a diesel in Europe and no diesel Saab was available the c4 became his car of choice... with no regrets. He reckons he can get 1,400kms on one tank full [there is a lot of Melbourne to Sydney inter city travel in his life]. Now that is economy with a capital E. 'I bet you cruise at 89 or 90kmh,'



FOR SALE

1987 BX TRI

1987 BX TRI, silver with grey cloth interior, automatic. 5door hatchback with incredibly low recorded mileage for its age ~ just 120,000km. Mechanically sound with fantastic body and interior. Air conditioning, electric windows, sunroof. Serviced at Citro Motors. History available. Unregistered, so just \$2,000, or near offer. Location; Melb. Contact Mirella 04 0057 1225 or mirellacarey@gmail.com [35/06]

TRACTION SEATING

I have 4 front seats and one rear seat back rest from various Traction Citroëns. Free to a good home [otherwise they will end up on the rubbish skip]. They are all in poor condition, but the frames and springs may be handy for someone. Three of the front seats are approx 58cm wide, while the fourth is 53cm. Contact: Steve Gercovich, 04 0997 9348. [Eltham, Vic] [35/04]

CX LAMBSWOOL SEAT COVERS

CX front seat covers. Custom made, pure lambswool, over-the-edge style [discreetly pierced for headrest uprights and with separate boots for them]. Camel coloured, brilliant condition. Soon it will be summer ~ but you'll be cool with these! \$250. Contact Dominic Lowe, 04 1222 5720 [Melb]. [35/04]

VINTAGE PARTS

After Club member Les Turner passed away his family was left with years of Citroën material to clean up. He previously owned a 5CV and these items have been found in the garage:

2 x 5CV radiators, a motor, badges, dashboard and instruments, radiator caps and much, much more. These must all be cleared by end October, 2011. Contact Dallas Voigt [nee Turner], voigt-cd@bigpond.net.au [35/4]

1951 CITROËN LIGHT 15.

I am just the second owner. Have had the car since May 1993. All receipts since 1963. Fitted with new high speed CWP in 2008. 218,000miles. Fully registered. Does not miss a beat. Arctic white with original brown seats. Excellent condition, used every day, fitted with temperature gauge. Retractable seat belts. \$16,500. Contact Ian Kimpton Point Lonsdale [03] 5258 4762 or 04 2847 7427.

[35/02]

CITROËN COLLECTION

1956 Slough built DS19 sedan, hydraulic shift delivered new to NZ chassis 9/560280 complete and mainly original, running and rises but will need restoration.

1972 DS21 Pallas 5 speed EFI Champagne with caramel interior complete & requiring restoration. Chassis 01 FB 3274 \$5000

1966 ID19 Heidleberg car and very last known to exist. In good order. Chassis 193018733 \$7000

1950s 2CV engine complete with all ancillaries, also many early 2CV parts including new engine bits fuel tank and bits and pieces \$1000 the lot Many DS and Traction panels/parts/workshop manuals to sell as I am reducing fleet to just the 2CV and the Traction.

Contact Andy on 5931 0218 or email andrewmurray7@bigpond.com [35/01]

WANTED

BIG BOOT RESTORATION

I am looking for these parts to finish a big boot Traction: 1 right side boot hinge, front brake cylinders, front side lights, rear side and brake lights, head light glass, lens and rim for a stepped unit, 1 road wheel rim, pair of wiper arms, rear view mirror. Please contact Julian Beasley 04 3117 8389 or blueybeasley@hotmail.com [35/05]



CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA

Australia's National Citroën Car Club

