



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

FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS

TOUS CES ACCIDENTS
AURAIENT ÉTÉ MORTELS SANS
CARROSSERIE "TOUT ACIER"

L'INÉGALITÉ
DE LA C
TOU

Les sacs de sable posent
représentent
Les ressorts de la voiture
énorme charge que la
l'ouverture et la ferme

MARCH 2012 Vol 35 No 8

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 collection of Fabian Sabatès and was taken in the Citroën dealership on Place de l'Europe in about 1932.

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.

FOR SALE

1966 ID 19 ~ HEIDLEBERG CAR

Citroën 1966 ID19 Heidelberg car in fair condition, runs and lifts needs restoration. Unfortunately, health reasons stop me from restoring this car. Price \$6,500. Chassis No 193018733. Phone Ken on 04 0938 7606 or email kandrblackwood@gmail.com

DS DOWN UNDER

This remarkable archive is a compilation of articles on the DS and ID series Citroëns published in the Australian motoring press from 1955 to current. It now consists of over sixty articles from many sources.

For D enthusiasts this material gives a fascinating insight to how the cars were viewed by contemporary motoring journo's, and how they compared to rival makes at the time. The earlier articles also provide a useful history of the sourcing of Ds in Australia in the 'fifties through local assembly in the 'sixties.

Available on CD for the cost of the media plus postage ie \$5 in Australia.

Contact rogerbrundle@bigpond.com for your copy. [35/07]

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]

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]

WANTED

TRACTION SEATING

Old Traction seats, leather and interior upholstery that has being mothballed, discarded or replaced. Anything considered and worth paying for if it is of use to me. Please phone or email Craig Little, cnlittle@bigpond.net.au, [03] 9598 9766 or 04 3381 6934

[35/08]



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

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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.citroencardclub.org.au/
WA: www.citroenwa.com.au
QLD: www.citroenclub.org
www.doublechevrans.aunz.com

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DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, March 23, 2012..

It is that busy time of the year. The time that is the lead up to the Club's AGM. The lead up to CitIn. And the lead up to OzTraction.

So, let's look to the AGM first. The Club has, naturally, a constitutional requirement to hold a general meeting every year. At that meeting the Club's committee must stand down and an election is held. The other part of the constitutional requirement associated with the AGM is that a quorum must be present, or represented by proxy votes. If a quorum were not to be achieved, we simply have to stage the meeting at a later date. So, why not join us [in person... or in spirit via your proxy form] and help to ensure the smooth running of the Club for another year.

While bookings for CitIn have closed [I believe] I know there will a flurry of excitement as members pack their cars and head west.

But, closer to home, for many

of us, is OzTraction ~ cCOCA's own national event. Once again Green Frog Tours has been hard at work putting together what it believes is another long weekend of interesting things to do and see. Food is, as always, high on the tour planner's agenda I think this year will be another culinary highlight for those who participate.

Bookings are open and once again, numbers are limited. Read all about it on page 15.

Many of us will know that Rupert Davies played the role of Inspector Maigret on BBC TV. And that in the role he drove a 15-6 Traction which, once filming finished, he bought. Read what happened to that car after he died in 1976.

Recently Citroën has been winning a number of awards for cars in their range. 2012 will be, indeed is, no exception. Read about the latest 'Car of the Year' award for the DS4.

Enjoy,
Leigh F Miles



I baby-sit once a week, and we have the best time. Perry, my son, lives in Sydney. So, my criteria for moving to Melbourne have been satisfied well and truly already, family, cars and the Bayside life; I'm a cyclist too.

My current Citroëns are the said '49 Big 6 and a '51 Onze Legere, which I acquired in Canberra, in not such a great state [the car I mean!!]. I am still a little off making the 11BL really roadworthy, but I like the car and it has much integrity. It is still in Canberra, as I do not have garage space for it yet, so I am looking to

rent some.

The best Citroën I've owned was the Cyclone Grey 1960 1D19. I never got to restore it, but enjoyed driving it on long trips so much. It is still in the 'family' though.

I am looking forward to my involvement with cCOCA, now I have the time; it is a great club, fitting with my philosophy of car design. I have always believed if you are part of an organisation you should do what you can to help run it.

Mike Neil ~ Committeeman



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MIKE NEIL ~
COMMITTEEMAN

My association with cco-
CA goes back to its birth
in the mid seventies;
I had just acquired my Big 6,
had no idea what it was, other

to Mark one night I found I was
not alone with this strange car,
and so it went.

Many rallies later, mostly
attended in my now pristine
1968 Renault 16TS, I am now
part of a great club, with many
great friends. I
retired last June
and moved to
Melbourne later

in the year, and now reside in
beautiful Beaumaris. From here
I can visit my two daughters,
Fiona in Hampton, and Belinda
in Mornington, who has two
very active toddler boys, whom

than an old car 'that'd be good to
do up one day'... I saw a small
ad in Australian Restored Cars
magazine for the Classic Register
that became ccoCA, with Mark
Navin's number. After a long talk

FLEET FOLLIES



The kids are back at school
and the rigour of life has
returned with vigour and
vengeance.

Just look at the stream of
activities, the avalanche of A-
Traction that Max has packed
together along
with the enthu-
siastic support
of club members.

Lee and Graeme Dennes have
organised the marvellous March
long weekend ~ an opportunity
to explore Eildon and its envi-
ronmental environs, an ideal idyll
country getaway ~ book and be
there.

Now I have the irrepressible
need to round off and close the
thoughts I was unfolding in the
Prez Sez of the last Front Drive
issue. It was either the pressure
of available type space or he just
missed the last page, but Ed cut
me short... As I was saying... [An
oversight on behalf of the Editor
~ for he apologises. Ooops! Ed.]

I would love to think in 1934
Pablo would have been first in
the queue for that revolutionary
incomprehensible Traction 7.

It was shown at the Paris
Salon in that year when he was
putting the finishing touches to
the beautiful Nu dans un jar-

din [Nude in a Garden]. Being
deeply in love with the youthful
Marie-Therese Walter, whom he
depicted habitually as a collection
of soft round forms.

Viewing this work I can un-
derstand why he didn't take time

off to test drive the New 7 with its
unitary construction, front wheel
drive, independent front suspen-
sion and the advanced OHV wet-
liner engine. His preference was
clearly to enjoy Marie-Therese
at Chateau de Boisgeloup, his
secluded townhouse outside Paris
that he'd acquired in 1930. This
luscious work is likely to have
been painted in or to have been
inspired by the garden and the
ambience of the chateau.

Everything about his mas-
terpiece is sensual; the Traction
would have been a close second.

I hope images of your summer
holidays are lingering as we look
forward to 2012. Please support
the A-Traction events, consider-
able effort is invested to ensure
your enjoyment and provide
return in rich memories.

Peter Sandow ~ President



PREZ SEZ

ID / DS Spares: Custodian Needed

We do still have a gap in our Spare Parts support network for members. The Club holds a range of parts [both new and secondhand] for ID and DS models.

Naturally, there will be lots of continuing support from Rob Little. So why not contact him and have a chat about what is involved [03] 5823 1397 [H] Or talk to Peter Boyle [03] 9470 8080 [H]

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

A-TRACTIONS

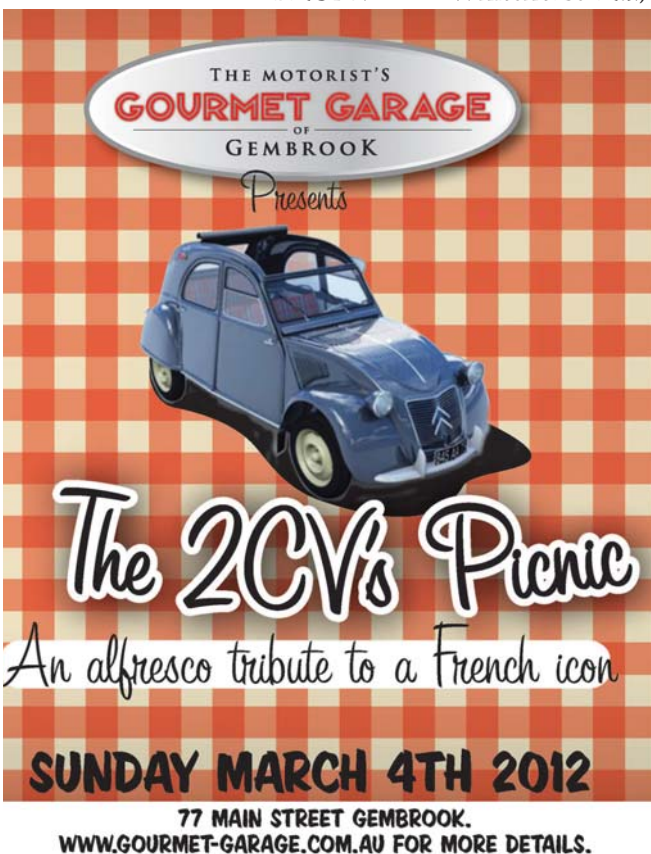
● MARCH

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-ophile... Clement Dubuisson, 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



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.



Saab rally convoys in more than 43 countries and major cities worldwide, Saab seemed worth saving and Spyker Cars owner Victor Muller bid for the dying embers. Amid tales of Russian backers and mystery investors,

of-sale caveat and decided that it would not sanction the sale of Saab and its inherent GM technology to China's emerging automotive industry. GM said that to sell its knowledge 'would be detrimental to General Motors and its shareholders'.

After that, Saab, SWAN and Muller had nowhere to go, saying: 'After having received the recent position of General Motors on the transaction with Saab Automobile, Youngman informed Saab that the funding to continue and complete the reorganisation of Saab could not be concluded.'

Saab died for many reasons, some recent and many historical; it went upmarket and forgot its small-car roots, it pioneered mass-market turbocharging but it never made a unique rival to the vw Golf. Instead, it became a prestige badge with all its eggs in one basket.

Goodbye then to the 'Svensk bil met flykqvalitet' or Swedish car with aircraft quality. To some they were odd, but for many there was something amazing about the Saabness of things.

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SAAB: 1949 ~ 2011

Opposite: a 1968 publicity image for the Saab 96. The car was launched in 1960 and production lasted for 20 years. This is the model in which Eric Carlsson drove to international rallying success ~ with firsts in the RAC Rallies of '60, '61 and '62 and the Monte Carlo Rallies in '62 and '63. Like Saab, the Meeths department store would appear to no longer exist.

GM signed Saab over to Muller, yet retained a veto on the sale of any technology in the future ~ a crucial caveat.

Muller relaunched Saab and had ex-Ferrari stylist Jason Castriota design the Phoenix show car to highlight Saab's bright future. Within weeks of that success, Saab's suppliers stopped delivering parts to the Trollhattan factory due to unpaid bills and by last April production had stopped.

Despite Muller's amazing ability to secure last-minute funding from a range of sources, Saab has never risen from its ashes.

A shuffling of investors and the creation of a Swedish Automobile N.V. company [SWAN] failed to stave off bankruptcy. Chinese automotive groups such as Pang Da and Youngman bid for Saab's remains and even made regular payments to Saab to keep it alive throughout 2011. With the European Investment Bank involved and the Swedish government taking a back-seat role, Saab lurched on.

In December 2011, General Motors invoked its original point-

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?

CCOCA WEEKEND RUN

WHEN: Friday, 16 to Monday 19 March
FROM: Bunyip, Vic
TO: Eildon, Vic
COST: Free
BRING: Everything for a four-day excursion
BOOKING: Essential ~ see below

CONTACT:
Lee and Graeme Dennes
[03] 5629 5141 [H]
04 3828 6181 [M]
l.dennes@bigpond.net.au
gdennes@bigpond.com

A 2/3 night country driving get-away has been planned for 16-19 March 2012. The destination is Eildon and its surrounds. It will entail winding through magnificent and diverse landscapes with unique scenic drives. The accommodation caters for all budgets, where you can choose from camping, cabins or a bunk house [see below]. The weather should be perfect and Lake Eildon close to capacity.

We depart the morning of Friday 16 March. Some have indicated they will stay Thursday night in the Drouin area to allow for an easy start the next morning [see below]. Consider organising an RDO for the Friday as we will be revelling in natural beauty and passing through historical villages whilst driving along almost traffic-free roads. Friday's destination is within driving distance of Melbourne for those who wish to join us after the working day. On



Sunday, you can choose to stay another night, or return home if work is calling.

ITINERARY

✂ Friday, 16 March

We will travel north from Bunyip through Neerim South

A-TRACTIONS

to the impressive Noojee Trestle Bridge. Lunch will be by the river at Warburton before continuing to Cement Creek to walk amongst the canopy of 250-300 year old, 60m tall mountain ash trees. A scenic drive will then take us along the Acheron Way [13km is well-maintained gravel] which winds through dense forest with scenic mountain views before joining the Maroondah

Highway where we divert to Marysville. Steavenson Falls will be the backdrop for afternoon tea with an opportunity for everyone to walk to the base of the falls. We then head for our accommodation which is based on the Goulburn River, 5km from Eildon.

The evening meal will be at the Caravan Park.

✂ Saturday, 17 March

Scenic lookouts and photo opportunities will take up the morning with a picnic/BBQ lunch on the banks of Eildon Pondage. After lunch you may choose to do a spot of fishing, go for a walk, visit the local trout farm to gather supplies for your evening meal, or sit under a shady gum tree beside the crystal clear waters of the Goulburn River. The evening meal will be at the Caravan Park

✂ Sunday, 18 March

Your car will probably get a little dusty on this day. Of the 32km road across the western ridges from Lake Eildon, there is 18km of well maintained gravel. There is an alternate sealed route if you choose. However, be aware that you will be missing one of the most scenic drives in Australia. We will have lunch at the Bonny Doon Hotel. Those returning home may choose to leave from the hotel. The evening meal will be at the Caravan Park.

✂ Monday, 19 March

We visit Snobs Creek Fresh Water Discovery Centre and Snobs Creek Falls. From there we travel to Buxton Trout and Salmon Farm to select/catch our lunch which will be cooked on the BBQs there and eaten under the shade of

out of dashboards.

Saab then went upmarket, creating the Bjorn Envall-designed 900 and the Eighties classic, the Saab 900 convertible. The two-seat Saabs, the Sonetts, were quietly forgotten. But Saab failed to make a small car, so the company was gradually swamped by a fashion that it refused to adopt.

Saab did, however, weld the front of the old 99 to the back of the 900 to create the 90. This was the weirdest 'cut and shut' of a car ever seen.

With high costs and small production numbers, Saab was in trouble. General Motors stepped in and the rest is recent history ~ a range of warmed-over Vauxhalls and even Subarus that were devoid of that mystery ingredient that was 'Saabism'.

That history began and ended

in a battle for Saab. General Motors bought the Swedish company in 1990 from under Fiat's bumper ~ Saab and Fiat had been firm friends and created the Saab 9000 from a joint Saab-Fiat deal which, at one time, meant Lancias were sold with Saab badges in Sweden. But it was GM which grabbed the chance to market 'prestige' Saabs for America.

In 2009, after years of losses and no new, small Saab, GM decided to close the company.

Swedish supercar maker Koenigsegg bid for Saab but eventually declined the chance. Bernie Ecclestone was briefly linked to a Saab rescue deal, but with no suitors forthcoming Saab announced a formal wind-down over Christmas 2009.

With dedicated Saab owners protesting at GM's decision via



While the author suggests the 1984 grafting of the front of the 99 onto the rear of the 900 to make the 90 was a 'weird cut and shut' it continued in production until 1987 and sold over 23,000 examples.

wrestled Saab from General Motors' attempt to close the company in late 2009. The last car Saab made was in April 2011 and now it has finally succumbed.

Once, Saabs were small, more nimble, sporty cars that were

but an art deco-inspired, aerodynamic, two-stroke-powered car that tackled anything that got in its way with aplomb.

The 92 was a front-wheel-drive, transverse-engined car a decade before Issigonis took all the plaudits with his Mini. The Saab had a drag coefficient

of Cd.0.35 and its stylist was the industrial designer Sason, who had trained both as a pilot and as a sculptor.

Saab produced a larger car, the 99, which in Turbo guise, engineered by Per Gillbrand and Bengt Gadefelt, cracked the technology of making a turbocharger work in the mass market. The 99 also had that key-between-the-seats design to prevent leg injuries from sharp-edged keys sticking

rally-proven. The early Saab 92, launched in 1949, begat the 96 ~ a car that became an icon of the Sixties thanks to Erik Carlsson's rallying exploits. So Saabs were a unique blend of style, handling and a spirit or ethos that captivated buyers. The men behind the 92, truly a flying saucer of a car, were Gunnar Ljungstrom, Sixten Sason and Rolf Melldede. Unlike other post-war cars, the Saab was not a throwback to another age,

SAAB: 1949 ~ 2011



It might be argued that Saab's first 'mainstream' [if such a word can be used to describe any vehicle from the marque] was the 99. This is a 1975 publicity image. Produced between 1967 and 1984 with almost 590,000 made.

the trees. Our trip home after lunch is through the Black Spur, bordered by immense mountain ash trees with its understory of ferns, and will not disappoint.

Please Note: All expenses will be paid by participating individuals. Food is BYO, with the exception of the Bonny Doon Hotel lunch on Sunday.

WHAT'S NEXT?

1. Contact Blue Gums Riverside Caravan Park to discuss your accommodation needs with Carina or Jamie. Say you are with cCOCA to receive 20% discount [with the exception of the bunk house]. They will hold the bulk booking for us until 15 February 2012.
Telephone: 03 5774 2567
Web site: <http://www.bluegums.com.au/info@bluegumsriverside.com.au>
Location: 746 Back Eildon Rd, Eildon, Vic 3713
2. If you prefer to stay overnight on Thursday check out:
Best Western Drouin Motor Inn
Telephone: 03 5623 2318
Web site: <http://drouinmotel.com.au/>
Ask about their Package Deal or Pakenham Caravan Park
Telephone: 03 5941 2004
3. Advise Lee or Graeme Dennes via the contact details above.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 21 March
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 - ANNUAL GENERAL MEETING

WHEN: Wednesday, 28 March
TIME: 8:00pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave., Camberwell. Melway 60, B3
COST: Free
BOOKING: Not required
CONTACT: Sue Bryant,
[03] 9885 3179
secretary@citroenclassic.org.au

Yes, it is that time of the year again – the Annual General Meeting is rolling around again. Every year the Committee exhorts you to come along to this important event, and every year we manage to have sufficient members attend to assure us of a quorum. Remember, if we do not get a quorum, we simply have to go through the whole thing again. So, please make the effort to come along.

VOLUNTEER!

Have you thought of standing for Committee? All Committee positions are 'up for grabs'. Nomination forms have been included

with this magazine and must be returned to the Secretary seven [7] days prior to the AGM.

On a personal note from the Editor, being on the Committee is not an onerous job – Committee meetings occur once a month

A-TRACTIONS

and are typically finished within an hour. Then it is out for a bite to eat and a chance to catch up on the social stuff. The Club can only continue to prosper if the members take up the challenge of making the Club what you want it to be.

VOTE!

Voting for the 2012/2013 Committee is a very important right



you have as a member of CCOCA. So, come along and make sure you have your input. Or complete the 'Proxy Form' that has been included with this 'Front Drive'. Proxy Forms must be in the hands of the Secretary at least seven [7] days prior to the AGM.

● APRIL DAY RUN ~ SILKIE

GARDENS, KILMORE

WHEN: Sunday, 1 April

TIME: 10:15am

FROM: Opposite Ringwood Lake,
Maroondah H'way, Ringwood

TO: Silkie Gardens Nursery
and Café, 87 Powlett St.
[Northern H'way], Kilmore

COST: Café lunch

BRING: Refreshments

BOOKING: Essential, by
Sunday, 25 March

CONTACT: Sue Bryant,
[03] 9885 3179 [H] or
04 1251 8849

secretary@citroenclassic.org.au

This run will take us through the picturesque Yarra Valley and via Flowerdale on some of the prettiest roads around Melbourne to Kilmore.

Our lunch spot, Silkie Gardens is renowned for its Silkie Fowls, which provide great entertainment for children and adults alike. They roam amongst over 14,000 roses in pots, all ready to be planted in gardens throughout Australia. People also come from far and wide to this tourist attraction to enjoy a varied range of food in the Café. With dishes of Dutch, Italian, Indian and Australian cuisine for you to choose from the menu.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 18 April

TIME: 7:00pm

WHERE: Check with the
Secretary for this month's venue

Since 1934 when the Traction Avant first appeared one of words most associated with the brand, by members of the general public and the motoring press, has been 'quirky'.

Some might be cruel and unthinking enough to suggest that the problem with

making quirky cars is that mainstream people do not buy quirky cars. The public talks with their feet ~ and the public keeps buying Ford, Vauxhall and Opel, rather than Citroën and Saab.

The fact that Citroën has been rescued twice from bankruptcy is, in part at least, proof of that statement. Oh, yes the times were against them, the petrol crisis ~ any number of explanations can be found. But cars sold should translate into profit. [Then you think about the original Mini, which Ford believed, and it was later found to be true, where BMC lost money on every example they sold.]

But, today, after a death scene longer than Vi-

oletta's in the opera 'La Traviata', that other quirky brand, Saab, is no longer on anyone's shopping list.

Lance Cole, from the Daily Telegraph rakes over the ashes.

SAAB: 1949 ~ 2011

Saab filed for bankruptcy in December 2011 and, in so doing, ended a run of car production that started in 1949 and touched the hearts of many.

Eric Morecambe drove a Rolls Royce, but Ernie Wise drove a Saab. So too did Ian Botham, Raymond Baxter and Queen Beatrix of Holland. All over the world, from intellectuals to farmers, people loved Saabs for their shape, safety and sheer character.

But to some, the marque's desperate struggle to survive throughout 2011 was a mix of hope and an unseemly scramble to secure funding after Victor Muller, the Dutch entrepreneur,

An early publicity photo from Saab. It depicts the Saab 92 with its spiritual sibling ~ a Saab jet fighter.



Could this venture prove that French car manufacturers are able to be trendy and revive the image and pedigree of French luxury cars? It looks as if they are pulling it off with the help of a well-considered marketing

strategy and an individualisable product, enabling every client to personalize their own car.

Citroën seems to have shaken off the suffocating image that French car manufacturers have been condemned to produce

similar, compact and rather common cars in the popular range.

Let's see if the success of the DS-line continues for more up-market models. The designing team at Citroën has already proven to be up to the task with tantalizing designs. Just take a look at the Metropolis concept car for instance!

Furthermore, Citroën's venture is definitively not hampered by the ongoing WRC success story. Citroën rally driver Sébastien Loeb and co-pilot Daniel Elena have won the WRC for the 8th time [unequalled in motoring sports] and Citroën has secured the WRC manufacturers' championship for the 7th time!

Does this mean Citroën is becoming the hottest brand? Well, if anything, this election shows they're trendy and hip all right. A dynamic presence and revival of an inspiring past seemingly pleases the gay clientele. By driving a Citroën, the driver does not risk a geriatric label anymore. Au contraire! Citroën, keep up the good work by freshening up our European automotive horizon.



DS4: CAR OF THE YEAR



COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Sue Bryant,
[03] 9885 3179
secretary@citroenclassic.org.au

ANZAC DAY ~ CLUB MEETING

WHEN: Wednesday, 25 April
TIME: 8:00pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3
COST: Free
BOOKING: Not required
CONTACT: Sue Bryant,
[03] 9885 3179
secretary@citroenclassic.org.au

RACV CLASSIC SHOWCASE

WHEN: Sunday, 29 April
TIME: Display cars ~
8:30 to 11:00am.

Spectators ~ from 10:00am
WHERE: Flemington Racecourse,
Members' Carpark

COST: See below
BRING: Refreshments,
lunch, chair, sunscreen
BOOKING: Preferred
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au

This year the RACV Classic Showcase will celebrate the 50th Anniversary of the Jaguar Car Club in Victoria. As always the event plays host to the MG Concours, the Austin Healey Concours and

the Mercedes Benz Concours. Four great reasons to bring your classic to the premier outdoor motoring display in Victoria. Admission: Display cars [driver and one passenger] \$13 pre-booked or \$15 on the day. Spectators \$13 [under 16, free].

● MAY

DAY RUN ~ BENDIGO ART GALLERY. GRACE KELLY: STYLE ICON

WHEN: Sunday, 6 May
TIME: 10:00am
FROM:

RACV CLASSIC SHOWCASE

Open to all Vehicles manufactured in England and Europe

Incorporating
The MG Car Club (Vic) Annual Concours
The Mercedes Benz Club Annual State Concours
Austin Healey Club Display Day

Proudly Presented by
THE ASSOCIATION OF
MOTORING CLUBS
PO BOX 2374 MELBOURNE VIC 3001

RACV



Celebrating
Jaguar Car Club
50 Years in Victoria



More details and site plans
www.aomcclassicshowcase.com.au
Details 03 9890 0524

SUNDAY 29TH APRIL 2012

Flemington Racecourse Members' Car Park

TO: Bendigo Art Gallery,
42 View St., Bendigo
COST: Exhibition entry ~
Adults \$20,
Concession \$26pp, plus lunch
BRING: eTag
BOOKING: Essential by 30 April

CONTACT: Leigh F Miles
[03] 9888 7506 [H]
editor@citroenclassic.org.au

The Bendigo Art Gallery has made quite a name for itself in recent years for its special exhibitions in the fields of fashion and glamour photography. Often these exhibitions tour nowhere else in Australia! This is one such exhibition.

When people think of Grace Kelly, what they usually recall is her beauty and elegance. She rose to fame as an actress in the 1950s. Her image was cultivated by the movie industry, which fed cinema-goers' growing appetite for pictures of glamorous stars through magazines and newspapers.

Grace Kelly: Style Icon highlights the spectacular wardrobe of Grace Kelly and examines her glamorous Hollywood image and enduring appeal. The exhibition features dresses from such films as *High Society* as well as the gown she wore to accept her Oscar in 1955. It also explores the evolution of her style as Princess Grace of Monaco, from her extensive wedding trousseau to her haute couture gowns of the 1960s and 1970s by her favourite couturiers Dior, Balenciaga, Givenchy and Yves St Laurent.

The exhibition is on display exclusively in Australia at Bendigo Art Gallery. Grace Kelly: Style Icon is organised by the Victoria & Albert Museum, London and

following indications may serve as a guideline:

- ~ The consistency of the models produced
- ~ The design of the actual production range
- ~ The choice of engines [from popular diesels to extravagant petrol engines]
- ~ Superior quality and reliability of the production range
- ~ Model range in line with company development
- ~ Reception and disponibility of models at the dealership [new and used cars]
- ~ Reception and availability of spare parts and relevant information
- ~ Good or bad experiences with the brand or manufacturer
- ~ Impact or image of publicity campaigns
- ~ Personal criteria

Any car brand can be elected, provided it is commercially active in Europe, that is selling one or more models on the European market. If this criterion is met, the brand is eligible for the European Gay Car Manufacturer of the year. Thus, brands and manufacturers whose models are not im-

ported and/or sold in Europe, are excluded [eg Holden [Australia], Acura [USA], Samsung [Korea] or some Chinese brands...].

Voting for the marque of the year is conducted concurrently with the voting for the car of the year and the results are announced at the same time.

The primary goal of this election is to explore the automotive tastes of internet users participating in this election.

Citroën has been elected Gay Car Brand of the Year 2012! This means that Citroën has won the title every year since the award was devised.

Citroën has done it again. It carried the 2012 Gay Car Brand of the Year election convincingly. The French manufacturer has kept other manufacturers, even more prestigious ones like Aston Martin, Audi, BMW or Mercedes Benz, at arm's length. One can safely deduct that the revision of the brand with the two chevrons pleases our voters.

Sure enough, the new, glorious and hip DS model range, DS3, DS4 and DS5, marks the beginning of a new era in the history of Citroën.

A-TRACTIONS



Continued from page 24

Mercedes Benz CLS: 54 pts
 Ferrari 458 Spider: 50 pts
 Opel Ampera: 50 pts
 Lancia Ypsilon: 44 pts
 Lexus LF-A: 42 pts
 Morgan Three Wheeler: 39 pts

Korando: 6 pts
 Suzuki Kizashi: 5 pts
 Hyundai ix 20: 4 pts
 Subaru Legacy: 3 pts
 Chevrolet Aveo, Toyota Verso s,
 Chevrolet
 Orlando: 1 pt

Ford Focus sw,
 Subaru Trezia,
 Lancia Grand
 Voyager: 0 pts

DS4: CAR OF THE YEAR

Nissan, Leaf, Volkswagen Up!
 Jeep Grand Cherokee: 37 pts
 Audi A6 Avant: 32 pts
 Mercedes Benz c Class Coupe: 29 pts
 Ford Focus: 27 pts
 MC Laren MP4: 24 pts
 Cadillac CTS Coupe: 23 pts
 Lancia Thema: 23 pts
 Kia Optima, Lexus CT,
 Toyota Yaris: 21 pts
 Fiat Freemont: 20 pts
 Kia Rio, Saab 9-5 Estate: 18 pts
 Cadillac SRX: 17 pts
 Mercedes Benz B Class,
 Peugeot 508 SW: 15 pts
 : 15 pts
 Mercedes Benz M Class: 12 pts
 Kia Picanto: 11 pts
 Volkswagen Jetta: 10 pts
 Opel Zafira Tourer: 8 pts
 Subaru Impreza: 7 pts
 Hyundai i 40 SW, Ssang Yong

Previous winners of
 this prize are:

2011 Peugeot RCZ
 2010 Fiat 500 c
 2009 Alfa Romeo Mito
 2008 Fiat 500
 2007 Alfa Romeo Spider
 2006 Aston Martin DB9 Volante
 2005 Mini Convertible.

Since 2009, Ledorga has also
 held an annual election of the
 European gay marque of car. The
 general method of the election is
 the same as is used for the car of
 the year.

The general purpose of the
 election is to gain insight into the
 preferences of the gay community
 regarding car brands. The motiva-
 tion for selecting a car brand is
 free and personal. Participants
 can choose a brand freely; also the

the Grimaldi Forum, Monaco

GARAGE CRAWL

WHEN: Saturday, 12 May
 TIME: 10:00am

WHERE: Andrew and Frances
 McDougall's,
 424 Wellington St.,
 Clifton Hill

COST: Free

BOOKING: Preferred

CONTACT: Peter Boyle
 [03] 9470 8080

Andrew and Frances are not just
 Citroënists, they have a great
 collection of vintage and veteran
 cars. This is your chance to see
 their collection. Afterwards, we
 will adjourn to a local café for a
 coffee.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 16 May
 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, 23 May
 TIME: 8:00pm

WHERE: Frog Hollow Reserve
 Rooms, Fordham Ave.,
 Camberwell. Melway 60, B3

COST: Free

BOOKING: Not required

CONTACT: Activities Coordinator,

BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday
 March 22

April 26
 May 24

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 Por-
 tarlington 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?



activities@citroenclassic.org.au

● JUNE

OzTraction '12 ~ GOLDEN TIMES

A-TRACTIONS

WHEN: Friday June 8
to Monday June 11
WHERE: Castlemaine, Vic
COST: OzTraction fee
plus accommodation
and expenses
BOOKING: Accommodation
by 30 April
OzTraction by 21 May
CONTACT: Leigh Miles
[03] 9888 7506
editor@citroenclassic.org.au

or Sue Bryant,
[03] 9885 3179
secretary@citroenclassic.org.au

Yes, it is already that time of the year ~ Green Frog Tours is pleased to announce that OzTraction '12 is being hosted in the delightful town of Castlemaine. GFT want, once again this year, to remind all members that OzTraction is not just for Traction. All Citroën enthusiasts are welcome on this event.

So now you know that anyone can attend, even friends without any Citroën can come, you need to continue reading because this event is the highlight of the club year [in our totally unbiased opinion].

is stamped into the bulkhead [engine compartment side] normally on the French passenger side but sometimes on the driver's side. However to find this it is necessary to remove paint and possibly filler but it should be apparent if the body is dipped for paint stripping. Unfortunately in this case the area is badly corroded and the number cannot be seen.

Jamie has made enquiries of the DVLA but the records pertaining to its original UK registration, 143 GXU, were lost in a fire in the early 1980s prior to central computerisation. Any help to overcome this issue would be most welcome.

Currently the engine and gearbox are in the process of overhaul but the bodywork and other mechanicals remain to be worked on.

Den Hewitt
with thanks to Ray Andrews,
Jamie Maisey and John Gillard.

This article and some of the accompanying pictures was first published in volume 35, number 6 of 'Floating Power', the magazine of the Traction Owners Club of the UK.

✂

Ray Andrews by the
car in New-
castle.

ID / DS Spares: Custodian Needed

We were all pleased when our major Spare Parts problems have been solved when Lance Wearne stepped up to fill the position of Spare Parts Officer.

We were pleased when Robin Smith stepped up and took on tyres.

We do still have one gap in our Spare Parts support network for members.

The Club holds a range of parts [both new and secondhand] for ID and DS models. This represents the final part of our Spare Parts jigsaw and we need to put the final piece into the puzzle. Do you have some space and some technical knowledge to hold our stock and manage this small part of CCOCA's member support programme?

Naturally, there will be lots of continuing support from Rob Little. So why not contact him and have a chat about what is involved [03] 5823 1397 [H]

Or talk to Peter Boyle [03] 9470 8080 [H]



car without realising it.

Jamie Maisey first found out about this car when reading a short article in the Guardian newspaper around 1986/7.

Contact between Hogey Davies and Jamie was made

The car was in a very poor state of repair having been stored in the barn in Pilton near Glas-tonbury both prior and subse-quent to its having been stolen.

Jamie was by then work-ing overseas a lot but, a couple of months later, Andrew Gait [a TOC member and Traction

Restoration specialist based near Salisbury and as it happens an old friend] and he took the trip to the barn where, well buried and rusty, lay the car.

Jamie and Hogey agreed a price, Jamie purchased the car from Rupert's sons [Hogey and Tim] and Jamie and Andrew re-turned in April 2005 with a trailer.

A wall of the barn needed to be removed but it did not take too long to free off the brakes and to raise and support the rear suspen-sion. And they were off.

With Andrew's help Jamie has recently set about commencing the complete restoration of the car and hopes to see it back on the road within the next two years.

However there is one fly in the ointment, which is that at some time during its travels, probably whilst it was stolen, someone has removed the chassis plate and there are no documents with it on. The chassis number is also to be found, on French early cars, stamped into the front of the cross member that the front seats are bolted to. On the later cars it

Perfectly located in Cen-tral Victoria, just over an hour from Melbourne, Victoria's Central Goldfield re-gion's vibrancy complements a heritage made rich in the roaring days of the gold rushes. Charm-ing townships are nestled into the landscape and set beautifully amongst rolling hills and picturesque valleys.

This region offer a much-loved escape for foodies, natures-lovers, shoppers, history buffs and art aficionados ~ all looking to find their own version of gold. And this year's OzTraction will allow you to experience a little of each over the

and sparked a flood of mining that today defines both the city and the region.

We hope that, like Green Frog Tours, you will be delighted by the gardens, boulevards and grand buildings that reflect the

opulence and architecture of the boom years.

Sample seasonal produce, relax in the area's natural beauty and stroll through a Nation-al Heritage Park ~ this year's OzTraction really offers some-thing for everyone.

Green Frog Tours has chosen the

Queen's Birthday Weekend.

Castlemaine, our centre for the weekend, is a relaxed town with a sophisticated feel in a stately 19th century rural setting. The lure of gold attracted tens of thousands of diggers to the area

Castlemaine Colonial Motel and Apartments as our accom-modation of choice. This venue offers a range of rooms to suit most budgets, but the town has an abundance of alternatives ~ historic cottages, stylish B&Bs,

RUPERT'S TRACTION

when Hogey approached Jamie as Jamie was working on his other 15-6 outside his flat which just happens to be around the corner from where Hogey lives. Hogey had a 50% share in his father's car of which he was very proud. Jamie said there and then that he would be interested in the car if it were available.

Neither Hogey nor his brother were then interested in selling but 10 years later Jamie took a 'phone call from him out of the blue on his mobile saying that they needed to clear the car from their friend's barn and therefore had made the decision to sell and offered him first refusal.

GOLDEN TIMES



picturesque caravan parks... the final choice is yours.

Abuzz with quality cafés, eclectic shops, unique galleries, great food and beverage experiences [of course], antiques and collectables this is a 'must see'

GOLDEN TIMES

location.

On Friday afternoon we will enjoy a private guided tour of the highlights of Castlemaine's justly famous art gallery. The Gallery collects only Australian art and

its particular strength is in major works of Impressionism and the Edwardian era. Works by Fred McCubbin, Tom Roberts and Sir Arthur Streeton rub shoulders with more contemporary paintings by Sir Russell

Drysdale, Albert Tucker and Clifton Pugh. The Gallery also collects photographic images of Australian artists taken by Australian photographers and now has a quality collection by noted photographers including Max Dupain. Tonight we dine at The Railway Inn.

Saturday sees us focus on Maldon; undoubtedly the best preserved of Victoria's gold mining towns ~ declared Australia's 'First Notable Town' in 1966 and awarded the 'most intact heritage streetscape' in 2006. Here we will not only view buildings made from local Maldon stone but also visit and explore the diggings near the town centre at the North Bristol Gold Mine and then head underground at Carman's Tunnel Gold Mine. Those with an eye for antiques may also choose to fossick for treasures at an antique and collectable store. Green Frog

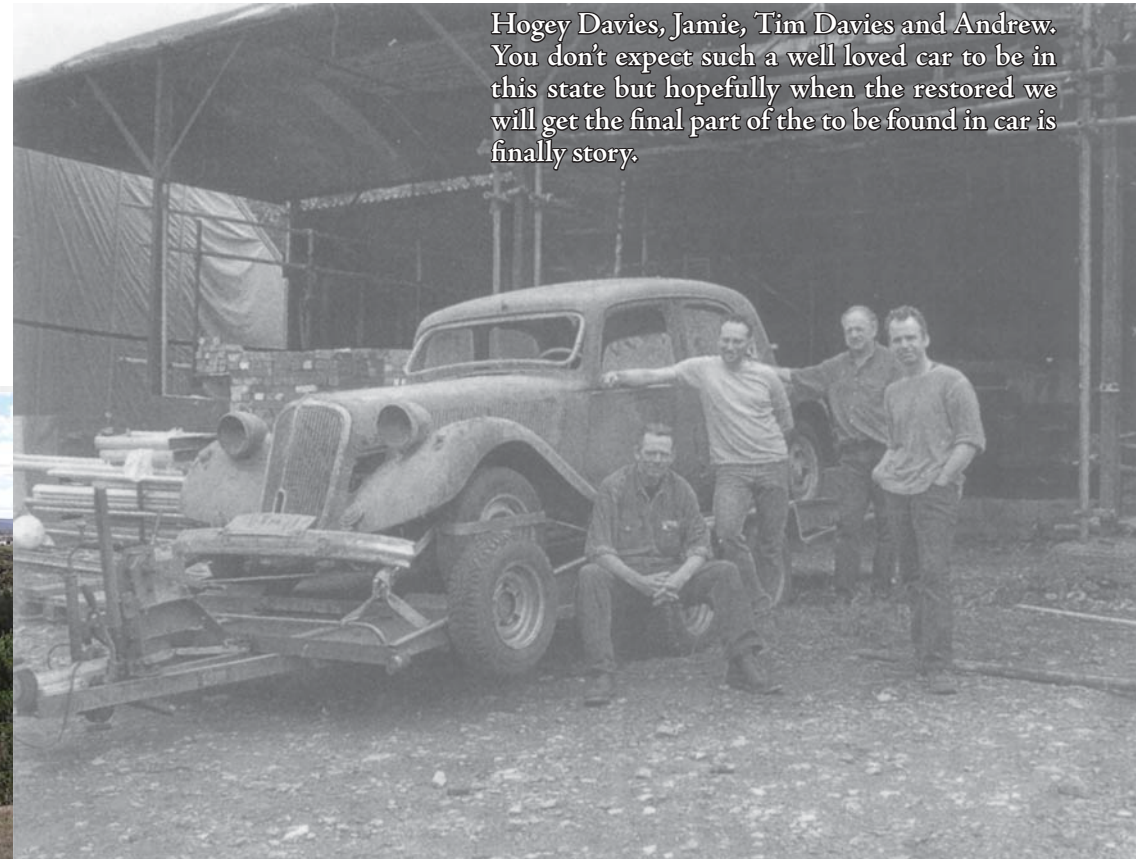
area, who asked him if he would like to see an old 1938-40 model Citroën which his friend had purchased, ready to restore. On seeing this vehicle Ray realised that the car was actually a 1955 15-6H, as it was sitting very low at the rear. He realised then that this car was more than likely the stolen car that belonged to the Davies' family.

A quick phone call to Tim Davies with the registration number confirmed his suspicions. Needless to say Tim was over the moon that the car had

been found. Apparently it had changed hands a few times since being stolen and the person who had finally bought it had bought it in good faith. He was a policeman and could not afford to be involved with a stolen car and was happy to let it go back to the Davies' family.

If Tim Davies had had photographs of his father's car to give to the Police it may have been that the car would never have actually been identified as the one used in the series and a policeman may have ended up owning a stolen

Hogey Davies, Jamie, Tim Davies and Andrew. You don't expect such a well loved car to be in this state but hopefully when the restored we will get the final part of the to be found in car is finally story.



Jessica, lived in Putney, London. The car was left there for a few years in an underground car park, was vandalised and was getting in a sorry state.

John Gillard and Fred Annells visited her often, almost beg-

wanted to restore the car, at their cost with the Davies' family still retaining ownership, then they would allow the car to be used for display purposes by the ROC. It was discussed, possibly at a committee meeting, but the idea was turned down.

The 15-6H is currently owned and being re-

stored by ROC member Jamie Maisey.

But how did this come about?

In 1987 another ROC member, Ray Andrews, had received a phone call from Tim Davies, one of Rupert Davies' sons, to say that his father's car had been stolen from a barn in Pilton, near Glastonbury, Somerset, where it had been kept in storage for many years [Tim Davies had got Ray's number from John Gillard, who had previously worked on his father Rupert's car, and also Ray's].

Tim needed photographs to show the Police, and was unable to locate any photographs of his father's car at the time, so John told him that Ray Andrews had a 1955 15-6H, also in black.

Tim asked Ray if he could send him any photos of his car so that he could give the Police a clue to what they were searching for.

Then comes a strange coincidence. Some weeks later, Ray received a phone call from a friend, Jim Cole in the Newcastle

Left: Two more photos of the sorry state of the car when found.

Tours will certainly be visiting the fantastic chocolate emporium ~ Chocolate. We will have a light lunch at The Penny School café, on the outskirts of town. In the afternoon, join up with friends and compete in the Observation Run ~ remember, the Iain MacKerras Memorial Trophy is the ultimate prize of the weekend. As always, if you do not have the competitive spirit, the well described route will provide the opportunity to see some of the region's highlights. Dinner tonight is at the highly regarded 'Good Table', just down the hill from our accommodation.

No visit to Castlemaine would be complete without a visit to Buda and here is where our Sunday begins. This charming 19th century gentleman's residence is surrounded by a picturesque garden and contains authentic furnishings and arts and crafts collection. Afterwards you will have some free time

in Castlemaine to visit some of the fantastic shops. Green Frog Tours cannot recommend highly enough Habadash near the railway station. You can also pop into one of the great cafes in town to pick up a spot of lunch.

Many of you will know of Harcourt ~ famed for decades as a centre of apple growing. But there is more to apples than simply eating them! While cider has recently been discovered by Gen-Y, many of us know that cider has been around since Rosie was a girl. So, cider is on our list for this afternoon. After learning how to make cider and perry, and of course sampling a little, we are to climb [metaphorically] Mt Alexander and to visit some of the now tiny, but once thriving, gold towns of the Victorian Central Goldfields.

Dinner tonight is in the famed 'Public Inn' ~ be sure to dress to impress for the gala night of the tour.

RUPERT'S TRACTION

ging her to sell the car. But she would not, as it belonged to her sons. However at one time she did say that if John and the ROC



Monday morning will come around all too quickly and it will be time to bid everyone farewell and safe driving home. But, not before we take breakfast on board at Saffs café.

ACCOMMODATION

GOLDEN TIMES

The recommended accommodation for OzTraction is the Castlemaine Colonial Motel and Apartments which has beautifully appointed rooms and is a gentle stroll to the centre of Castlemaine.

Prices start from just \$140 per night for a double room. Spa rooms and luxury apartments are also available at higher prices. Rooms are being held for cCOCA until Monday, 30 April. After that date, Green Frog Tours cannot guarantee the availability of rooms.

NEXT STEPS?

So what do you need to do to book? First: mark it in your diary

and make sure you don't double book the weekend.

Second: complete and return the form that is included with this issue of Front Drive. Bookings must close Friday May 1.

Third: book your accommodation with the Castlemaine Colonial Motel and Apartments

[03] 5472 4000 ~ remember when you talk to Sharyn or Kerrie to say you are with the Citroën Classic Owners Club to obtain our special discounted rate and book before April 30.

We do hope you will join us in Castlemaine for OzTraction this June.

Yellowy Bear,
on behalf of GFT
WHAT'S DOING?

NOTE: Items shown in italics are additional to the Rally Fee, but are options recommended by Green Frog Tours.

✂ Friday, June 8

♦ Guided tour of the highlights of the Castlemaine Art Gal-

Andre Van Gysegthem.

The actual series began in October 1960; the first of what would eventually become four series totalling 51 episodes of 45/55 minutes each. The BBC had acquired the rights, with Simenon's blessing, against worldwide competition, making it their most ambitious series production to that date. The casting of Rupert Davies as Maigret greatly pleased Simenon at the time; supporting players included Ewen Solon [as his assistant Lucas] and Helen Shingler [as Madame Maigret].

The 15-6H used by Maigret in the series was at that time owned by a leasing company in Paris.

Rupert Davies often brought the car home to England and used it between episodes for his own personal use. This often caused a stir when he was spotted driving the vehicle during the showing of the series on tv.

When the series finished, Davies bought the car from the leasing company and used it for many years until he became ill. He died of cancer in London on the 22 November 1976. His widow,

Probably the most famous photo of Rupert Davies with his Traction, during the making of the Maigret television series.



Maigret was first introduced to BBC TV as a part of their Sunday Night Theatre presentations with 'Maigret and the Lost Life' on the 6 December 1959. It was written by Giles Cooper

from a 1954 novel by Georges Simenon and produced/directed by Campbell Logan. Basil Sydney played Commissioner Maigret in the 75minute production, supported by Henry Oscar, Patrick Troughton, Mary Merrall, and

RUPERT'S TRACTION

Rupert Davies as George Simenon's Maigret in 'Murder on Monday'.

lery's collection with the Gallery's Director.

♦ Dinner is a 10minute stroll from the motel at the Railway Inn, where a two course meal will be presented [*Dessert is available and as always, refreshments are to your account.*]

✂ Saturday, June 9

♦ Visit the North British Gold mine in Maldon, to explore the industrial archaeology that remains

above ground. Then on underground to Carman's Tunnel Gold Mine for a guided tour of the real workings of a mine.

♦ Time to flaneur ~ to wander the streets of Maldon and discover the delights of this once-thriving centre.

♦ Lunch, with a hot beverage, will be served at the Penny School café. [*Additional refreshments are to your account.*]

♦ After lunch Sue, Leigh and GFT Team will flag you off

for the 'traditional' Observation Run. For those who may prefer a less competitive afternoon, the route is clearly marked as a scenic drive through the region

♦ Tonight we dine at Castlemaine's justly famous 'Good Table' restaurant. The chef is local lad, Alex Perry and he says 'we had to offer a menu of good food,

cooked well, reflecting our skill base that still had something everyone would appreciate.' His small crew offers no foams no gels, just good traditional cooking skills that pack flavour on a plate. [*Refreshments to your account.*]

✂ Sunday, June 10

♦ We start the day with a visit to Buda ~ arguably Castlemaine's most famous building. Buda was home to the creative Leviny family for 118years and houses their significant



collection of art works. It is home to a biennial Garden Sculpture Exhibition and a biennial Textiles Award, as well as many other events. Indeed, when we visit, the winners of the Textiles Award

makers in the region. After learning [and seeing] how these ancient beverages are made there will be a chance to both taste, and buy, some of the maker's fine products.

♦ We will return to Castlemaine via Mt Alexander and some of the evocative gold towns

of the region.
♦ Dinner tonight is at The Public Inn ~ another short walk from the motel. Once again, this is a relatively new restaurant that has carved its name in the gastronomic firmament that Castlemaine has become. Hayden Winch, is the owner of the Public Inn, which he has turned into a 'high-end provincial bistro'. Winch bought the licence for the Criterion Hotel ~ once known as the Swinging Arms due to the frequent late-night fist work ~ and gave it a blond wood and natural light makeover with a wine-

GOLDEN TIMES

will be exhibited when we are visiting. The beautiful, historic garden and nursery contain a wide variety of plants appropriate to the local climate and conditions.
♦ Time to stroll the streets of Castlemaine and enjoy some of the

shopping delights that the town has to offer.

[Be sure to grab a bite to eat in one of the many cafés with which the town is blessed.].

♦ In the afternoon we will visit Henry's of Harcourt, one of the many cider and perry



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now climb in the back of their uncles' car and experience the ride of their new DS4!

Summarizing, one can safely qualify the choice of the Gay Car 2012 as 'obvious'! Last year the cute DS3 conquered 2nd place

and produces desirable cars.

Citroën DS4: 396 points
Land Rover Range Rover Evoque: 365 pts
Mini Coupe : 347 pts
Citroën DS5: 295 pts
Volkswagen Beetle: 222 pts

Mercedes Benz SLS Roadster: 169 pts

Audi Q3: 146 pts

Lamborghini Aventador: 134 pts
Volkswagen Golf Cabriolet: 129 pts
BMW Series 1: 127 pts
BMW Series 6 Convertible: 108 pts
Chevrolet Camaro Convertible: 101 pts
BMW Series 6 Coupe: 86 pts
Mercedes Benz SLK: 83 pts
Ferrari FF: 81 pts
Audi A6: 78 pts
Hyundai Veloster: 67 pts
Peugeot 508: 62 pts

Continued on page 32

DS4: CAR OF THE YEAR

and lost by just one [lousy] point from the superb Peugeot RCZ. Citroën's new style in general and the DS-line in particular appeal to a public in search of a distinctive and well-designed stylish car. Their DS3 has been a successful forerunner and the DS4 confirms they're on the right path. The manufacturer with the double chevrons has recaptured an individual and recognizable identity

focused menu at the heart of the operation. At one end of the bar is a wall of oak barrels. Behind the wall are gleaming stainless steel tanks filled with high-quality wines made specifically for the Public Inn. Wine is poured from taps in the barrels into 250ml, 500ml or one-litre glass bottles.

Read more about both tonight's and Saturday night's restaurants at: <http://www.theage.com.au/entertainment/restaurants-and-bars/the-new-gold-rush-20110422-1dr5w.html>. Be sure to 'dress to impress' for the final gala night of the Event. [Refreshments to your account.] As always, remember to drink responsibly.

☞ Monday, June 11

♦ Breakfast this morning will be served at Saffs café, before once again it is time to farewell friends, both new and old. A full cooked breakfast, cereal, yoghurt, toast and toppings... everything you need to set you

up for the drive home.

THE PRICE?

All this does come at a price. Green Frog Tours continue to believe OzTraction represents

great value ~ check the booking form for the final price.

Sue Bryant, Leigh Miles, Yellowy Bluey, Toby and of course, The Green Frog himself! ☞

CLASSIC AUTO VAULT

ABN 76 747 041572

♦ Secure classic car storage from \$37 per week. [less than 2 cups of coffee a day!] at Bayswater, Vic.

♦ Minor self-servicing allowed.

♦ Equipment for hire including hoist, engine crane, transmission jack, car trolleys and much more.

Telephone 0438582751

www.classicautovault.com

[35/03]



Ledorga presents the Election from the European Gay Car of the Year!

Ledorga has organized the Election of the European Gay Car of the Year since 2005. The voting process is quite straight-

tions of existing models. The word European in title of this election implies also that nominated models have to be marketed in Europe, thus models that are not imported or distributed in the Old World are not eligible.

Finally, every year between 15 November and 15 December,

Ledorga net heads are invited to cast their votes [naturally, only one vote per person]. The winner is the car that has collected the highest vote tally. The results of the election are published on the Ledorga website on 15 January. It is therefore a wholly direct and public election and not the result of an election by a jury of journalists or celebrities for instance.

The primary goal of this election is to

explore the automotive tastes of internet users participating in this election.

The Citroën DS4 has been elected Gay Car of the Year 2012!

Obvious! The first thing that comes to mind when you see the 2012 result of the gay car of the year election is: obvious, patently obvious!

In last year's election, Citroën was runner-up behind the superb Peugeot RCZ with their smart and sympathetic DS3 model. The difference then was just one little point. Citroën's new style, especially the design of their DS-range, strongly appeals to a public searching for a distinctive and individual car. Last year the DS3 was trail-blazing and the introduction of the DS4 this year confirms the good lineage. Even the sizeable DS5, not really a type of car that tends to appeal to the gay

community, ranked in 4th position.

The DS4 has beaten the usually appreciated cars, like the elitist Land Rover Evoque [2nd place] or the trendy Mini Coupé [3rd place]; even though the Mini Cabriolet did win the Gay Car of the Year election in 2005. Actually, the victory of the DS4 is somewhat revolutionary within the Gay Car of the Year election, since it is neither a coupé nor a convertible, but a 4door saloon. Citroën does help a bit by calling the DS4 a 4door coupé and by concealing the handles of the rear doors. The same applies to the SUV in 2nd place, the Evoque; it really is a SUV but its dynamic and elongated lines

make it a tad less ponderous than the habitual 4WD. In all, the choice of our voters seems to turn away from the individualistic fun-machine towards the more social family transportation kind, but still quite trendy and hip. Nephews and nieces can

DS4: CAR OF THE YEAR

forward:

Any new car model that appeared on the market between 1st of January and 31st of December of 2011 is eligible for the European Gay Car of the Year Award in 2012.

It is an open competition, so all body types are accepted, whether saloon, coupé, convertible, family car, estate, roadster etc. Excluded are commercial vehicles and ren-ova-



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 collection of Fabian Sabatès and was taken in the Citroën dealership on Place de l'Europe in about 1932.

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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
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www.doublechevrons.aunz.com

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DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, March 23, 2012..

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.

It is that busy time of the year. The time that is the lead up to the Club's AGM. The lead up to CitIn. And the lead up to OzTraction.

So, let's look to the AGM first. The Club has, naturally, a constitutional requirement to hold a general meeting every year. At that meeting the Club's committee must stand down and an election is held. The other part of the constitutional requirement associated with the AGM is that a quorum must be present, or represented by proxy votes. If a quorum were not to be achieved, we simply have to stage the meeting at a later date. So, why not join us [in person... or in spirit via your proxy form] and help to ensure the smooth running of the Club for another year.

While bookings for CitIn have closed [I believe] I know there will a flurry of excitement as members pack their cars and head west.

But, closer to home, for many

of us, is OzTraction ~ cCOCA's own national event. Once again Green Frog Tours has been hard at work putting together what it believes is another long weekend of interesting things to do and see. Food is, as always, high on the tour planner's agenda I think this year will be another culinary highlight for those who participate.

Bookings are open and once again, numbers are limited. Read all about it on page 15.

Many of us will know that Rupert Davies played the role of Inspector Maigret on BBC TV. And that in the role he drove a 15-6 Traction which, once filming finished, he bought. Read what happened to that car after he died in 1976.

Recently Citroën has been winning a number of awards for cars in their range. 2012 will be, indeed is, no exception. Read about the latest 'Car of the Year' award for the DS4.

Enjoy,

Leigh F Miles



The kids are back at school and the rigour of life has returned with vigour and vengeance.

Just look at the stream of activities, the avalanche of A-Tractions that Max has packed together along with the enthusiastic support of club members.

Lee and Graeme Dennes have organised the marvellous March long weekend ~ an opportunity to explore Eildon and its environmental environs, an ideal idyll country getaway ~ book and be there.

Now I have the irrepressible need to round off and close the thoughts I was unfolding in the Prez Sez of the last Front Drive issue. It was either the pressure of available type space or he just missed the last page, but Ed cut me short... As I was saying... [An oversight on behalf of the Editor ~ for he apologises. Ooops! Ed.]

I would love to think in 1934 Pablo would have been first in the queue for that revolutionary incomprehensible Traction 7.

It was shown at the Paris Salon in that year when he was putting the finishing touches to

the beautiful Nu dans un jardin [Nude in a Garden]. Being deeply in love with the youthful Marie-Therese Walter, whom he depicted habitually as a collection of soft round forms.

Viewing this work I can un-

derstand why he didn't take time off to test drive the New 7 with its unitary construction, front wheel drive, independent front suspension and the advanced OHV wet-liner engine. His preference was clearly to enjoy Marie-Therese at Chateau de Boisgeloup, his secluded townhouse outside Paris that he'd acquired in 1930. This luscious work is likely to have been painted in or to have been inspired by the garden and the ambience of the chateau.

Everything about his masterpiece is sensual; the Traction would have been a close second.

I hope images of your summer holidays are lingering as we look forward to 2012. Please support the A-Traction events, considerable effort is invested to ensure your enjoyment and provide return in rich memories.

Peter Sandow ~ President



ED SED

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PREZ SEZ

ID / DS Spares: Custodian Needed

We do still have a gap in our Spare Parts support network for members. The Club holds a range of parts [both new and secondhand] for ID and DS models.

Naturally, there will be lots of continuing support from Rob Little. So why not contact him and have a chat about what is involved [03] 5823 1397 [H] Or talk to Peter Boyle [03] 9470 8080 [H]

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

A-TRACTIONS

● MARCH THE GOURMET GARAGE 2CV PICNIC

WHEN: Sunday, 4 March
TIME: 9:30am
FROM: Whitehorse Rd.,

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.

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-ophile... Clement Dubuisson, 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?

C C O C A WEEKEND RUN

WHEN: Friday, 16 to
Monday 19 March
FROM: Bunyip, Vic
TO: Eildon, Vic
COST: Free
BRING: Everything for a
four-day excursion
BOOKING: Essential
~ see below
CONTACT:
Lee and Graeme Dennes
[03] 5629 5141 [H]
04 3828 6181 [M]
l.dennes@bigpond.net.au

gdennes@bigpond.com

A 2/3 night country driving getaway has been planned for 16-19 March 2012. The destination is Eildon and its surrounds. It will entail winding through magnificent and diverse landscapes with unique scenic drives. The accommodation caters for all budgets, where you can choose from camping, cabins or a bunk house [see below]. The weather should be perfect and Lake Eildon close to capacity.

We depart the morning of Friday 16 March. Some have indicated they will stay Thursday night in the Drouin area to allow for an easy start the next morning [see below]. Consider organising an RDO for the Friday as we will be revelling in natural beauty and passing through historical villages whilst driving along almost traffic-free roads. Friday's destination is within driving distance of



Melbourne for those who wish to join us after the working day. On Sunday, you can choose to stay another night, or return home if work is calling.

ITINERARY

✂ Friday, 16 March

A-TRACTIONS

We will travel north from Bunyip through Neerim South to the impressive Noojee Trestle Bridge. Lunch will be by the river at Warburton before continuing to Cement Creek to walk amongst the canopy of 250-300 year old, 60m tall mountain ash trees. A scenic drive will then take us along the Acheron Way [13km is well-maintained gravel] which winds through



dense forest with scenic mountain views before joining the Maroondah Highway where we divert to Marysville. Steavenson Falls will be the backdrop for afternoon tea with an opportunity for everyone to walk to the base of the falls. We then head for

our accommodation which is based on the Goulburn River, 5km from Eildon. The evening meal will be at the Caravan Park.

✂ Saturday, 17 March

Scenic lookouts and photo opportunities will take up the morning with a picnic/BBQ lunch on the banks of Eildon Pondage. After lunch you may choose to do a spot of fishing, go for a walk, visit the local trout farm to gather supplies for your evening meal, or sit under a shady gum tree beside the crystal clear waters of the Goulburn River. The evening meal will be at the Caravan Park

✂ Sunday, 18 March

Your car will probably get a little dusty on this day. Of the 32km road across the western ridges from Lake Eildon, there is 18km of well maintained gravel. There is an alternate sealed route if you choose. However, be aware that you will be missing one of the most scenic drives in Australia. We will have lunch at the Bonny Doon Hotel. Those returning home may choose to leave from the hotel. The evening meal will be at the Caravan Park.

✂ Monday, 19 March

We visit Snobs Creek Fresh Water Discovery Centre and Snobs Creek Falls. From there we travel to Buxton Trout and Salmon Farm to select/

catch our lunch which will be cooked on the BBQs there and eaten under the shade of the trees. Our trip home after lunch is through the Black Spur, bordered by immense mountain ash trees with its understory of ferns, and will not disappoint.

Please Note: All expenses will be paid by participating individuals. Food is BYO, with the exception of the Bonny Doon Hotel lunch on Sunday.

WHAT'S NEXT?

1. Contact Blue Gums Riverside Caravan Park to discuss your accommodation needs with Carina or Jamie. Say you are with CCOCA to receive 20% discount [with the exception of the bunk house]. They will hold the bulk booking for us until 15 February 2012.
Telephone: 03 5774 2567
Web site: <http://www.bluegums.com.au/>
Email: info@bluegumsriverside.com.au
Location: 746 Back Eildon Rd, Eildon, Vic 3713
2. If you prefer to stay overnight on Thursday check out: Best Western Drouin Motor Inn
Telephone: 03 5623 2318
Web site: <http://drouinmotel.com.au/>
Ask about their Package Deal or Pakenham Caravan Park
Telephone: 03 5941 2004
3. Advise Lee or Graeme Dennes via the contact details above.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 21 March

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 - ANNUAL GENERAL MEETING

WHEN: Wednesday, 28 March

TIME: 8:00pm

WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,

Camberwell. Melway 60, B3

COST: Free

BOOKING: Not required

CONTACT: Sue Bryant,
[03] 9885 3179

secretary@citroenclassic.org.au

Yes, it is that time of the year again – the Annual General Meeting is rolling around again.

Every year the Committee exhorts you to come along to this important event, and every year we manage to have sufficient members attend to assure us of a quorum. Remember, if we do not get a quorum, we simply have to go through the whole thing again. So, please make the effort to come along.

VOLUNTEER!

Have you thought of standing for Committee? All Committee

positions are 'up for grabs'. Nomination forms have been included with this magazine and must be returned to the Secretary seven [7] days prior to the AGM.

On a personal note from the Editor, being on the Committee

A-TRACTIONS

is not an onerous job – Committee meetings occur once a month and are typically finished within an hour. Then it is out for a bite to eat and a chance to catch up on the social stuff. The Club can only continue to prosper if the members take up the challenge of making the Club what you want it to be.

VOTE!



Voting for the 2012/2013 Committee is a very important right you have as a member of CCOCA. So, come along and make sure you have your input. Or complete the 'Proxy Form' that has been included with this 'Front Drive'. Proxy Forms must be in the hands of the Secretary at least seven [7] days prior to the AGM.

● APRIL DAY RUN ~ SILKIE GARDENS, KILMORE

WHEN: Sunday, 1 April
TIME: 10:15am
FROM: Opposite Ringwood Lake,
Maroondah H'way, Ringwood
TO: Silkie Gardens Nursery
and Café, 87 Powlett St.

[Northern H'way], Kilmore
COST: Café lunch
BRING: Refreshments
BOOKING: Essential, by
Sunday, 25 March
CONTACT: Sue Bryant,
[03] 9885 3179 [H] or
04 1251 8849
secretary@citroenclassic.org.au

This run will take us through the picturesque Yarra Valley and via Flowerdale on some of the prettiest roads around Melbourne to Kilmore.

Our lunch spot, Silkie Gardens is renowned for its Silkie Fowls, which provide great entertainment for children and adults alike. They roam amongst over 14,000 roses in pots, all ready to be planted in gardens throughout Australia. People also come from far and wide to this tourist attraction to enjoy a varied range of food in the Cafe. With dishes of Dutch, Italian, Indian and Australian cuisine for you to choose from the menu.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 18 April

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

ANZAC DAY ~ CLUB MEETING

WHEN: Wednesday, 25 April
TIME: 8:00pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3
COST: Free
BOOKING: Not required
CONTACT: Sue Bryant,
[03] 9885 3179
secretary@citroenclassic.org.au

RACV CLASSIC SHOWCASE

WHEN: Sunday, 29 April
TIME: Display cars ~
8:30 to 11:00am.
Spectators ~ from 10:00am
WHERE: Flemington Racecourse,
Members' Carpark
COST: See below
BRING: Refreshments,
lunch, chair, sunscreen
BOOKING: Preferred
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
activities@citroenclassic.org.au

This year the RACV Classic Showcase will celebrate the 50th Anniversary of the Jaguar Car Club

in Victoria. As always the event plays host to the MG Concours, the Austin Healey Concours and the Mercedes Benz Concours. Four great reasons to bring your classic to the premier outdoor motoring display in Victoria. Admission: Display cars [driver and one passenger] \$13 pre-booked or \$15 on the day. Spectators \$13 [under 16, free].

● MAY DAY RUN ~ BENDIGO ART GALLERY. GRACE KELLY: STYLE ICON

RACV CLASSIC SHOWCASE

Open to all Vehicles manufactured in England and Europe

Incorporating
The MG Car Club (Vic) Annual Concours
The Mercedes Benz Club Annual State Concours
Austin Healey Club Display Day

Proudly Presented by
THE ASSOCIATION OF
MOTORING CLUBS
PO BOX 2374 MELBOURNE VIC 3001

RACV



Celebrating
Jaguar Car Club
50 Years In Victoria



More details and site plans
www.aomcclassicshowcase.com.au
Details 03 9890 0524

SUNDAY 29TH APRIL 2012

Flemington Racecourse Members' Car Park

WHEN: Sunday, 6 May
 TIME: 10:00am
 FROM:
 TO: Bendigo Art Gallery,
 42 View St., Bendigo
 COST: Exhibition entry ~
 Adults \$20,

Concession \$26pp, plus lunch
 BRING: eTag
 BOOKING: Essential by 30 April
 CONTACT: Leigh F Miles
 [03] 9888 7506 [H]
 editor@citraenclassic.org.au

The Bendigo Art Gallery has made quite a name for itself in recent years for its special exhibitions in the fields of fashion and glamour photography. Often these exhibitions tour nowhere else in Australia! This is one such exhibition.

When people think of Grace Kelly, what they usually recall is her beauty and elegance. She rose to fame as an actress in the 1950s. Her image was cultivated by the movie industry, which fed cinema-goers' growing appetite for pictures of glamorous stars through magazines and newspapers.

Grace Kelly: Style Icon highlights the spectacular wardrobe of Grace Kelly and examines her glamorous Hollywood image and enduring appeal. The exhibition features dresses from such films as High Society as well as the gown she wore to accept her Oscar in 1955. It also explores the evolution of her style as Princess Grace of Monaco, from her extensive wedding trousseau to her haute couture gowns of the 1960s and 1970s by her favourite couturiers Dior, Balenciaga, Givenchy and Yves St Laurent.

The exhibition is on display exclusively in Australia at Bendigo

Art Gallery. Grace Kelly: Style Icon is organised by the Victoria & Albert Museum, London and the Grimaldi Forum, Monaco

GARAGE CRAWL

WHEN: Saturday, 12 May
 TIME: 10:00am
 WHERE: Andrew and Frances
 McDougall's,
 424 Wellington St.,
 Clifton Hill

COST: Free
 BOOKING: Preferred
 CONTACT: Peter Boyle
 [03] 9470 8080

Andrew and Frances are not just Citroënists, they have a great collection of vintage and veteran cars. This is your chance to see their collection. Afterwards, we will adjourn to a local café for a coffee.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 16 May
 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@citraenclassic.org.au

CLUB MEETING

WHEN: Wednesday, 23 May
 TIME: 8:00pm
 WHERE: Frog Hollow Reserve
 Rooms, Fordham Ave.,
 Camberwell. Melway 60, B3

BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday
 March 22
 April 26
 May 24
 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?

A-TRACTIONS



COST: Free
BOOKING: Not required
CONTACT: Activities Coordinator,
activities@citroenclassic.org.au

[03] 9888 7506
editor@citroenclassic.org.au
or Sue Bryant,
[03] 9885 3179
secretary@citroenclassic.org.au

● JUNE

A-TRACTIONS

OzTraction '12 ~ GOLDEN TIMES

WHEN: Friday June 8
to Monday June 11

WHERE: Castlemaine, Vic

COST: OzTraction fee
plus accommodation
and expenses

BOOKING: Accommodation
by 30 April

OzTraction by 21 May
CONTACT: Leigh Miles

Yes, it is already that time of the year ~ Green Frog Tours is pleased to announce that OzTraction '12 is being hosted in the delightful town of Castlemaine. GFT want, once again this year, to remind all members that OzTraction is not just for Tractionists. All Citroën enthusiasts are welcome on this event.

So now you know that anyone can attend, even friends without any Citroën can come, you need to continue reading because this event is the highlight of the club year [in our totally unbiased opinion].

ID / DS Spares: Custodian Needed

We were all pleased when our major Spare Parts problems have been solved when Lance Wearne stepped up to fill the position of Spare Parts Officer.

We were pleased when Robin Smith stepped up and took on tyres.

We do still have one gap in our Spare Parts support network for members.

The Club holds a range of parts [both new and secondhand] for ID and DS models. This represents the final part of our Spare Parts jigsaw and we need to put the final piece into the puzzle. Do you have some space and some technical knowledge to hold our stock and manage this small part of ccoca's member support programme?

Naturally, there will be lots of continuing support from Rob Little. So why not contact him and have a chat about what is involved [03] 5823 1397 [H]

Or talk to Peter Boyle [03] 9470 8080 [H]

Perfectly located in Central Victoria, just over an hour from Melbourne, Victoria's Central Goldfield region's vibrancy complements a heritage made rich in the roaring days of the gold rushes. Charming townships are nestled into the landscape and set beautifully amongst rolling hills and picturesque valleys.

This region offer a much-loved escape for foodies, nature-lovers, shoppers, history buffs and art aficionados ~ all looking to find their own version of gold. And this year's OzTraction will allow you to experience a little of each over the Queen's Birthday Weekend.

that today defines both the city and the region.

We hope that, like Green Frog Tours, you will be delighted by the gardens, boulevards and grand buildings that reflect the opulence and architecture of the

boom years.

Sample seasonal produce, relax in the area's natural beauty and stroll through a National Heritage Park ~ this year's OzTraction really offers something for everyone.

Green Frog Tours has chosen the Castlemaine Colonial

Motel and

Apartments as our accommodation of choice.

This venue offers a range of rooms to suit most budgets, but the town has an abundance of alternatives ~ historic cottages, stylish B&Bs, picturesque caravan

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parks... the final choice is yours.

Abuzz with quality cafés, eclectic shops, unique galleries, great food and beverage experiences [of course], antiques and collectables this is a 'must see' location.

On Friday afternoon we will

images of Australian artists taken by Australian photographers and now has a quality collection by noted photographers including Max Dupain. Tonight we dine at The Railway Inn.

Saturday sees us focus on

Maldon; undoubtedly the best preserved of Victoria's gold

mining towns ~ declared Australia's 'First Notable Town' in 1966 and awarded the 'most intact heritage streetscape' in 2006. Here we will not only view buildings made from local Maldon stone but also visit and explore the diggings near the town centre at the North Bristol Gold Mine and then head underground at Carman's Tunnel Gold Mine. Those with an eye for antiques may also choose to fossick for treasures at an antique and collectable store. Green Frog Tours will certainly be visiting the fantastic chocolate emporium ~ Chocolate. We will

have a light lunch at The Penny School café, on the outskirts of town. In the afternoon, join up with friends and compete in the Observation Run ~ remember, the Iain MacKerras Memorial Trophy is the ultimate prize of the weekend. As always, if you do not have the competitive spirit, the well described route will provide the opportunity to see some of the region's highlights. Dinner tonight is at the highly regarded 'Good Table', just down the hill from our accommodation.

No visit to Castlemaine would be complete without a visit to Buda and here is where our Sunday begins. This charming 19th century gentleman's residence is surrounded by a picturesque garden and contains authentic furnishings and arts and crafts collection. Afterwards you will have some free time in Castlemaine to visit some of the fantastic shops. Green Frog Tours cannot recommend highly enough Habadash

near the railway station. You can also pop into one of the great cafes in town to pick up a spot of lunch.

Many of you will know of Harcourt ~ famed for decades as a centre of apple growing. But there is more to apples than simply eating them! While cider has recently been discovered by Gen-Y, many of us know that cider has been around since Rosie was a girl. So, cider is on our list for this afternoon. After learning how to make cider and perry, and of course sampling a little, we are to climb [metaphorically] Mt Alexander and to visit some of the now tiny, but once thriving, gold towns of the Victorian Central Goldfields.

Dinner tonight is in the famed 'Public Inn' ~ be sure to dress to impress for the gala night of the tour.

Monday morning will come around all too quickly and it will be time to bid everyone farewell

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enjoy a private guided tour of the highlights of Castlemaine's justly famous art gallery. The Gallery collects only Australian art and its particular strength is in major works of Impressionism and the

Edwardian era.

Works by Fred McCubbin, Tom Roberts and Sir Arthur Streeton rub shoulders with more contemporary paintings by Sir Russell Drysdale, Albert Tucker and Clifton Pugh. The Gallery also collects photographic



and safe driving home. But, not before we take breakfast on board at Saffs café.

ACCOMMODATION

The recommended accommodation for OzTraction is the Castlemaine Colonial Motel and

the form that is included with this issue of Front Drive. Bookings must close Friday May 1.

Third: book your accommodation with the Castlemaine Colonial Motel and Apartments [03] 5472 4000 ~ remember when you talk to Sharyn or Kerrie to say you are with the Citroën

Classic Owners Club to obtain our special discounted rate and book before April 30.

We do hope you will join us in Castlemaine for OzTraction this June.

Yellowy Bear,
on behalf of GFT
WHAT'S DOING?

NOTE: Items shown in italics are additional to the Rally Fee, but are options recommended by Green Frog Tours.

✂ Friday, June 8

- ♦ Guided tour of the highlights of the Castlemaine Art Gallery's collection with the Gallery's Director.
- ♦ Dinner is a 10minute stroll

from the motel at the Railway Inn, where a two course meal will be presented [*Dessert is available and as always, refreshments are to your account.*]

✂ Saturday, June 9

- ♦ Visit the North British Gold mine in Maldon, to explore the industrial archeology that remains above ground. Then on underground to Carman's Tunnel Gold

Mine for a guided tour of the real workings of a mine.

- ♦ Time to flaneur ~ to wander the streets of Maldon and discover the delights of this once-thriving centre.
- ♦ Lunch, with a hot beverage, will be served at the Penny School café. [*Additional refreshments are to your account.*]
- ♦ After lunch Sue, Leigh and GFT Team will flag you off for the 'traditional' Observation Run. For those who may prefer a less competitive afternoon,

the route is clearly marked as a scenic drive through the region

- ♦ Tonight we dine at Castlemaine's justly famous 'Good Table' restaurant. The chef is local lad, Alex Perry and he says 'we had to offer a menu of good food, cooked well, reflecting our skill base that still had something everyone would appreciate.' His small crew offers no foams no gels, just

good traditional cooking skills that pack flavour on a plate. [*Refreshments to your account.*]

✂ Sunday, June 10

- ♦ We start the day with a visit to Buda ~ arguably Castlemaine's most famous building. Buda was home to the creative Leviny family for 118years and houses their significant collection of art works. It is home to a biennial Garden Sculpture Exhibition and a biennial Textiles Award, as well as many other events. Indeed, when

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Apartments which has beautifully appointed rooms and is a gentle stroll to the centre of Castlemaine.

Prices start from just \$140 per night for a double room. Spa rooms and luxury apartments are also available at higher prices. Rooms are being held for CCOCA until Monday, 30 April. After that date, Green Frog Tours cannot guarantee the availability of rooms.

NEXT STEPS?

So what do you need to do to book? First: mark it in your diary and make sure you don't double book the weekend.

Second: complete and return



we visit, the winners of the Textiles Award will be exhibited when we are visiting. The beautiful, historic garden and nursery contain a wide variety of plants appropriate to the local climate and conditions.

of the maker's fine products.
♦ We will return to Castlemaine via Mt Alexander and some of the evocative gold towns of the region.

♦ Dinner tonight is at The Public Inn ~ another short walk from the motel.

Once again, this is a relatively new restaurant that

has carved its name in the gastronomic firmament that Castlemaine has become. Hayden Winch, is the owner of the Public Inn, which he has turned into a 'high-end provincial bistro'. Winch bought the licence for the Criterion Hotel ~ once known as the Swinging Arms due to the frequent late-night fist work ~ and gave it a blond wood and natural light makeover with a wine-focused menu at the heart of the operation. At one end of the bar is a wall of oak barrels. Behind the wall are gleaming stainless steel tanks filled with high-quality

wines made specifically for the Public Inn. Wine is poured from taps in the barrels into 250ml, 500ml or one-litre glass bottles.

Read more about both tonight's and Saturday night's restaurants at: <http://www.theage.com.au/entertainment/restaurants-and-bars/the-new-gold-rush-20110422-1dr5w.html>. Be sure to 'dress to impress' for the final gala night of the Event. *[Refreshments to your account.]* As always, remember to drink responsibly.

✂ Monday, June 11

♦ Breakfast this morning will be served at Saffs café, before once again it is time to farewell friends, both new and old. A full cooked breakfast, cereal, yoghurt, toast and toppings... everything you need to set you up for the drive home.

THE PRICE?

All this does come at a price. Green Frog Tours continue to believe OzTraction represents great value ~ check the booking

form for the final price. Sue Bryant, Leigh Miles, Yellowy, Bluey, Toby and of course, The Green Frog himself! ✂

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[35/03]

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♦ Time to stroll the streets of Castlemaine and enjoy some of the shopping delights that the town has to offer. *[Be sure to grab a bite to eat in one of the many cafés with which the town is blessed.]*.

♦ In the afternoon we will visit Hen-

ry's of Harcourt, one of the many cider and perry makers in the region. After learning [and seeing] how these ancient beverages are made there will be a chance to both taste, and buy, some



Ledorga presents the Election from the European Gay Car of the Year!

Ledorga has organized the Election of the European Gay Car of the Year since 2005. The voting process is quite straight-

forward: Any new car model that appeared on the market between 1st of January and 31st of December of 2011 is eligible for the European Gay Car of the Year Award in 2012. It is an open competition, so all body types are accepted, whether saloon, coupé, convertible, family car, estate, roadster etc. Excluded are commercial vehicles and ren-

ovations of existing models. The word European in title of this election implies also that nominated models have to be marketed in Europe, thus models that are not imported or distributed in the Old World are not eligible. Finally, every year between 15 November and 15 December, Ledorga net heads are invited to cast their votes [naturally, only one vote per person]. The winner is the car that has collected the highest vote tally. The results of the election are published on the Ledorga website on 15 January. It is therefore a wholly direct and public election and not the result of an election by a jury of journalists or celebrities for instance.

The pri-

mary goal of this election is to explore the automotive tastes of internet users participating in this election.

The Citroën DS4 has been elected Gay Car of the Year 2012!

Obvious! The first thing that comes to mind when you see the 2012 result of the gay car of the year election is: obvious, patently obvious!

In last year's election, Citroën was runner-up behind the superb Peugeot RCZ with their smart and sympathetic DS3 model. The difference then was just one little point. Citroën's new style, especially the design of their DS-range, strongly appeals to a public searching for a distinctive and individual car. Last year the DS3 was trail-blazing and the introduction of the DS4 this year confirms the good lineage. Even the size-

able DS5, not really a type of car that tends to appeal to the gay community, ranked in 4th position.

The DS4 has beaten the usually appreciated cars, like the elitist Land Rover Evoque [2nd place] or the trendy Mini Coupé [3rd place]; even though the Mini Cabriolet did win the Gay Car of the Year election in 2005. Actually, the victory of the DS4 is somewhat revolutionary within the Gay Car of the Year election, since it is neither a coupé nor a convertible, but a 4door saloon. Citroën does help a bit by calling the DS4 a 4door coupé and by concealing the handles of the rear doors. The same applies to the SUV in 2nd place, the Evoque; it really is a SUV but its dynamic and elongated lines make it a tad less ponderous than the habitual 4WD. In all, the choice of our voters seems to turn away from the individualistic fun-machine towards the more social family transportation kind, but still quite trendy

DS4: CAR OF THE YEAR



and hip. Nephews and nieces can now climb in the back of their uncles' car and experience the ride of their new DS4!

Summarizing, one can safely qualify the choice of the Gay Car 2012 as 'obvious'! Last year the

vidual and recognizable identity and produces desirable cars.

| | |
|--------------------------------|------------|
| Citroën DS4: | 396 points |
| Land Rover Range Rover Evoque: | 365 pts |
| Mini Coupe : | 347 pts |
| Citroën DS5: | 295 pts |
| Volkswagen Beetle: | 222 pts |
| Mercedes Benz SLK Roadster: | 169 pts |

DS4: CAR OF THE YEAR

cute DS3 conquered 2nd place and lost by just one [lousy] point from the superb Peugeot RCZ. Citroën's new style in general and the DS-line in particular appeal to a public in search of a distinctive and well-designed stylish car. Their DS3 has been a successful forerunner and the DS4 confirms they're on the right path. The manufacturer with the double chevrons has recaptured an indi-

| | |
|-------------------------------|---------|
| Audi Q3: | 146 pts |
| Lamborghini Aventador: | 134 pts |
| Volkswagen Golf Cabriolet: | 129 pts |
| BMW Series 1: | 127 pts |
| BMW Series 6 Convertible: | 108 pts |
| Chevrolet Camaro Convertible: | 101 pts |
| BMW Series 6 Coupe: | 86 pts |
| Mercedes Benz SLK: | 83 pts |
| Ferrari FF: | 81 pts |
| Audi A6: | 78 pts |

Continued on page 32



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Maigret was first introduced to BBC TV as a part of their Sunday Night Theatre presentations with 'Maigret and the Lost Life' on the 6 December 1959. It was written by Giles Cooper from

a 1954 novel by Georges Simenon and produced/directed by Campbell Logan. Basil Sydney played Commissioner Maigret in the 75minute production, supported by Henry Oscar, Patrick Troughton, Mary Merrall, and

Andre Van Gyseghem.

The actual series began in October 1960; the first of what would eventually become four series totalling 51 episodes of 45/55 minutes each. The BBC had acquired the rights, with Simenon's blessing, against worldwide competition, making it their most ambitious series production to that date. The casting of Rupert Davies as Maigret greatly pleased Simenon at the time; supporting players included Ewen Solon [as his assistant Lucas] and Helen Shingler [as Madame Maigret].

The 15-6H used by Maigret in the series was at that time owned by a leasing company in Paris.

Rupert Davies often brought the car home to England and used it between episodes for his own personal use. This often caused a stir when he was spotted driving the vehicle during the showing of the series on tv.

When the series finished, Davies bought the car from the leasing company and used it for many years until he became ill. He died of cancer in London on the 22 November 1976. His widow,

Probably the most famous photo of Rupert Davies with his Traction, during the making of the Maigret television series.

RUPERT'S TRACTION

Rupert Davies as George Simenon's Maigret in 'Murder on Monday'.



Jessica, lived in Putney, London. The car was left there for a few years in an underground car park, was vandalised and was getting in a sorry state.

John Gillard and Fred Annells visited her often, almost beg-

wanted to restore the car, at their cost with the Davies' family still retaining ownership, then they would allow the car to be used for display purposes by the ROC. It was discussed, possibly at a committee meeting, but the idea was turned down.

The 15-6H is currently owned and being re-

stored by ROC member Jamie Maisey.

But how did this come about?

In 1987 another ROC member, Ray Andrews, had received a phone call from Tim Davies, one of Rupert Davies' sons, to say that his father's car had been stolen from a barn in Pilton, near Glastonbury, Somerset, where it had been kept in storage for many years [Tim Davies had got Ray's number from John Gillard, who had previously worked on his father Rupert's car, and also Ray's].

Tim needed photographs to show the Police, and was unable to locate any photographs of his father's car at the time, so John told him that Ray Andrews had a 1955 15-6H, also in black.

Tim asked Ray if he could send him any photos of his car so that he could give the Police a clue to what they were searching for.

Then comes a strange co-

incidence. Some weeks later, Ray received a phone call from a friend, Jim Cole in the Newcastle area, who asked him if he would like to see an old 1938-40 model Citroën which his friend had purchased, ready to restore. On seeing this vehicle Ray realised that the car was actually a 1955 15-6H, as it was sitting very low at the rear. He realised then that this car was more than likely the stolen car that belonged to the Davies' family.

A quick phone call to Tim Davies with the registration

number confirmed his suspicions. Needless to say Tim was over the moon that the car had been found. Apparently it had changed hands a few times since being stolen and the person who had finally bought it had bought it in good faith. He was a policeman and could not afford to be involved with a stolen car and was happy to let it go back to the Davies' family.

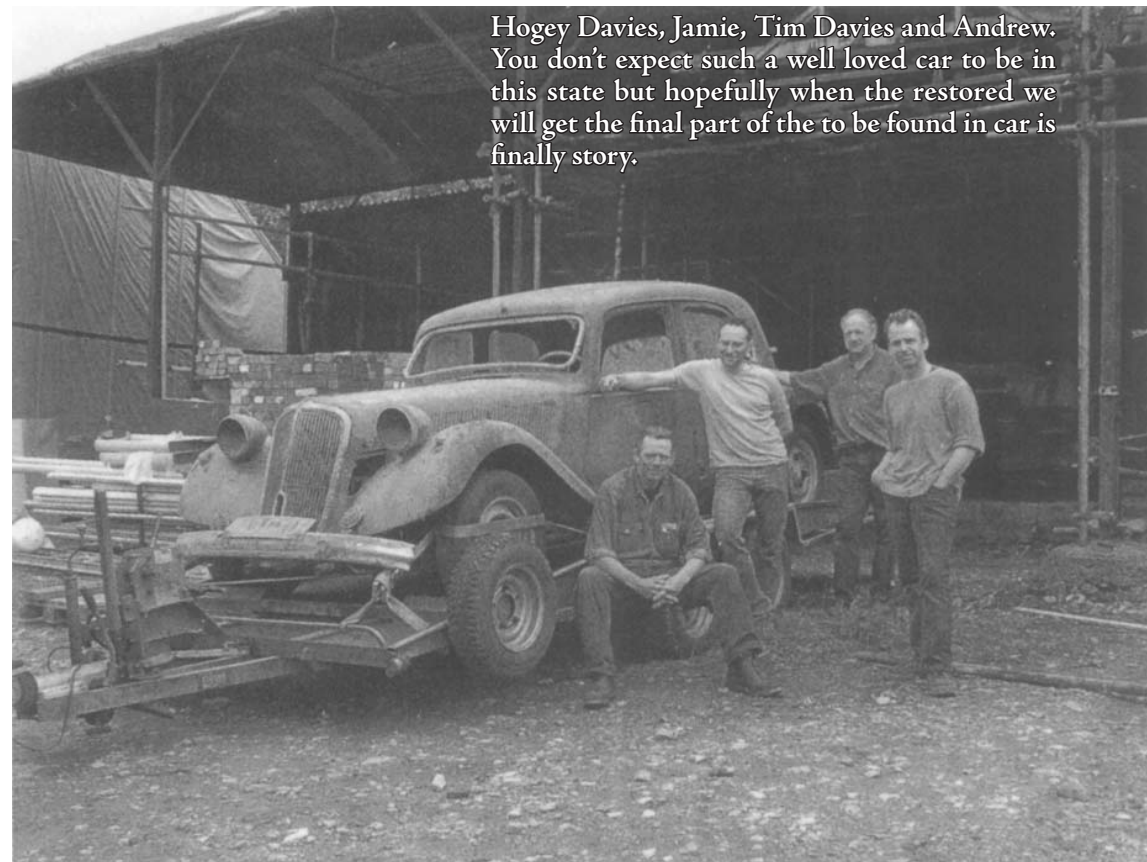
If Tim Davies had had photographs of his father's car to give to the Police it may have been that the car would never have actually

Hogey Davies, Jamie, Tim Davies and Andrew. You don't expect such a well loved car to be in this state but hopefully when the restored we will get the final part of the to be found in car is finally story.

Left: Two more photos of the sorry state of the car when found.

RUPERT'S TRACTION

ging her to sell the car. But she would not, as it belonged to her sons. However at one time she did say that if John and the ROC



been identified as the one used in the series and a policeman may have ended up owning a stolen car without realising it.

Jamie Maisey first found out about this car when reading a short article in the Guardian

their friend's barn and therefore had made the decision to sell and offered him first refusal.

The car was in a very poor state of repair having been stored in the barn in Pilton near Glastonbury both prior and subsequent to its having been stolen.

Jamie was by then working

overseas a lot but, a couple of months later, Andrew Gait [a TOC member and Traction Restoration specialist based near Salisbury and as it happens an old friend] and he took the trip to the barn where, well buried and rusty, lay the car.

Jamie and Hogey agreed a price, Jamie purchased the car from Rupert's sons [Hogey and Tim] and Jamie and Andrew returned in April 2005 with a trailer.

A wall of the barn needed to be removed but it did not take too long to free off the brakes and to raise and support the rear suspension. And they were off.

With Andrew's help Jamie has recently set about commencing the complete restoration of the car and hopes to see it back on the road within the next two years.

However there is one fly in the ointment, which is that at some time during its travels, probably whilst it was stolen, someone has removed the chassis plate and there are no documents with it on. The chassis number is

also to be found, on French early cars, stamped into the front of the cross member that the front seats are bolted to. On the later cars it is stamped into the bulkhead [engine compartment side] normally on the French passenger side but sometimes on the driver's side. However to find this it is necessary to remove paint and possibly filler but it should be apparent if the body is dipped for paint stripping. Unfortunately in this case the area is badly corroded and the number cannot be seen.

Jamie has made enquiries of the DVLA but the records pertaining to its original UK registration, 143 GXU, were lost in a fire in

the early 1980s prior to central computerisation. Any help to overcome this issue would be most welcome.

Currently the engine and gearbox are in the process of overhaul but the bodywork and other mechanicals remain to be worked on.

Den Hewitt

with thanks to Ray Andrews, Jamie Maisey and John Gillard.

This article and some of the accompanying pictures was first published in volume 35, number 6 of 'Floating Power', the magazine of the Traction Owners Club of the UK.



Ray Andrews
by the car in
Newcastle.

RUPERT'S TRACTION

newspaper around 1986/7.

Contact between Hogey Davies and Jamie was made when Hogey approached Jamie as Jamie was working on his other 15-6 outside his flat which just happens to be around the corner from where Hogey lives. Hogey had a 50% share in his father's car of which he was very proud. Jamie said there and then that he would be interested in the car if it were available.

Neither Hogey nor his brother were then interested in selling but 10 years later Jamie took a 'phone call from him out of the blue on his mobile saying that they needed to clear the car from



Continued from page 24

| | |
|---------------------|--------|
| Hyundai Veloster: | 67 pts |
| Peugeot 508: | 62 pts |
| Mercedes Benz CLS: | 54 pts |
| Ferrari 458 Spider: | 50 pts |
| Opel Ampera: | 50 pts |
| Lancia Ypsilon: | 44 pts |

| | |
|---------------------------------|-------|
| Subaru Impreza: | 7 pts |
| Hyundai i 40 sw, Ssang Yong | |
| Korando: | 6 pts |
| Suzuki Kizashi: | 5 pts |
| Hyundai ix 20: | 4 pts |
| Subaru Legacy: | 3 pts |
| Chevrolet Aveo, Toyota Verso s, | |
| Chevrolet | |
| Orlando: | 1 pt |
| Ford Focus sw, | |
| Subaru Trezia, | |

Lancia Grand Voyager, : 0 pts
Previous winners of this prize are:

| | |
|------|--------------------------|
| 2011 | Peugeot RCZ |
| 2010 | Fiat 500 c |
| 2009 | Alfa Romeo MITO |
| 2008 | Fiat 500 |
| 2007 | Alfa Romeo Spider |
| 2006 | Aston Martin DB9 Volante |
| 2005 | Mini Convertible. |

Since 2009, Ledorga has also held an annual election of the European gay marque of car. The general method of the election is the same as is used for the car of the year.

The general purpose of the election is to gain insight into the preferences of the gay community regarding car brands. The motivation for selecting a car brand is free and personal. Participants

can choose a brand freely; also the following indications may serve as a guideline:

- ~ The consistency of the models produced
- ~ The design of the actual production range
- ~ The choice of engines [from popular diesels to extravagant petrol engines]
- ~ Superior quality and reliability of the production range
- ~ Model range in line with company development
- ~ Reception and disponibility of models at the dealership [new and used cars]
- ~ Reception and availability of spare parts and relevant information
- ~ Good or bad experiences with the brand or manufacturer
- ~ Impact or image of publicity campaigns
- ~ Personal criteria

Any car brand can be elected, provided it is commercially active in Europe, that is selling one or more models on the European market. If this criterion is met, the brand is eligible for the European Gay Car Manufacturer of the year. Thus, brands and manufac-

turers whose models are not imported and/or sold in Europe, are excluded [eg Holden [Australia], Acura [USA], Samsung [Korea] or some Chinese brands...].

Voting for the marque of the year is conducted concurrently with the voting for the car of the year and the results are announced at the same time.

The primary goal of this election is to explore the automotive tastes of internet users participating in this election.

Citroën has been elected Gay Car Brand of the Year 2012! This means that Citroën has won the title every year since the award was devised.

Citroën has done it again. It carried the 2012 Gay Car Brand of the Year election convincingly. The French manufacturer has kept other manufacturers, even more prestigious ones like Aston Martin, Audi, BMW or Mercedes Benz, at arm's length. One can safely deduct that the revision of the brand with the two chevrons pleases our voters.

Sure enough, the new, glorious and hip DS model range, DS3, DS4 and DS5, marks the beginning of a

DS4: CAR OF THE YEAR

| | |
|------------------------------|--------|
| Lexus LF-A: | 42 pts |
| Morgan Three Wheeler: | 39 pts |
| Nissan, Leaf, Volkswagen Up! | |
| Jeep Grand Cherokee: | 37 pts |
| Audi A6 Avant: | 32 pts |
| Mercedes Benz c Class Coupe: | 29 pts |
| Ford Focus: | 27 pts |
| MC Laren MP4: | 24 pts |
| Cadillac CTS Coupe: | 23 pts |
| Lancia Thema: | 23 pts |
| Kia Optima, Lexus CT, | |
| Toyota Yaris: | 21 pts |
| Fiat Freemont: | 20 pts |
| Kia Rio, Saab 9-5 Estate: | 18 pts |
| Cadillac SRX: | 17 pts |
| Mercedes Benz B Class, | |
| Peugeot 508 sw: | 15 pts |
| : 15 pts | |
| Mercedes Benz M Class: | 12 pts |
| Kia Picanto: | 11 pts |
| Volkswagen Jetta: | 10 pts |
| Opel Zafira Tourer: | 8 pts |



new era in the history of Citroën. Could this venture prove that French car manufacturers are able to be trendy and revive the image and pedigree of French luxury cars? It looks as if they are pulling it off with the help

of a well-considered marketing strategy and an individualisable product, enabling every client to personalize their OWN car.

Citroën seems to have shaken off the suffocating image that French car manufacturers have

been condemned to produce similar, compact and rather common

cars in the popular range. Let's see if the success of the DS-line continues for more up-market models. The designing team at Citroën has already proven to be up to the task with tantalizing designs. Just take a look at the Metropolis concept car for instance!

Furthermore, Citroën's venture is definitively not hampered by the ongoing WRC success story. Citroën rally driver Sébastien Loeb and co-pilot Daniel Elena have won the WRC for the 8th time [unequalled in motoring sports] and Citroën has secured the WRC manufacturers' championship for the 7th time!

Does this mean Citroën is becoming the hottest brand? Well, if anything, this election shows they're trendy and hip all right. A dynamic presence and revival of an inspiring past seemingly pleases the gay clientele. By driving a Citroën, the driver does not risk a geriatric label anymore. Au contraire! Citroën, keep up the good work by freshening up our European automotive horizon.



Since 1934 when the Traction Avant first appeared one of words most associated with the brand, by members of the general public and the motoring press, has been 'quirky'.

Some might be cruel and unthinking enough to suggest that the problem with making quirky cars is that mainstream people do not buy quirky cars. The public talks with their feet ~ and the public keeps buying Ford, Vauxhall and Opel, rather than Citroën and Saab.

The fact that Citroën has been rescued twice from bankruptcy is, in part at least, proof of that statement. Oh, yes the times were against them, the petrol crisis ~ any number of explanations can be found. But cars sold should translate into profit. [Then you think about the original Mini, which Ford believed, and it was later found to be true, where BMC lost money on every example they sold.]

But, today, after a death scene longer than Vi-

oletta's in the opera 'La Traviata', that other quirky brand, Saab, is no longer on anyone's shopping list.

Lance Cole, from the Daily Telegraph rakes over the ashes.

SAAB: 1949 ~ 2011

Saab filed for bankruptcy in December 2011 and, in so doing, ended a run of car production that started in 1949 and touched the hearts of many.

Eric Morecambe drove a Rolls Royce, but Ernie Wise drove a Saab. So too did Ian Botham, Raymond Baxter and Queen Beatrix of Holland. All over the world, from intellectuals to farmers, people loved Saabs for their shape, safety and sheer character.

But to some, the marque's desperate struggle to survive throughout 2011 was a mix of hope and an unseemly scramble to secure funding after Victor Muller,

An early publicity photo from Saab. It depicts the Saab 92 with its spiritual sibling ~ a Saab jet fighter.



DS4: CAR OF THE YEAR



the Dutch entrepreneur, wrestled Saab from General Motors' attempt to close the company in late 2009. The last car Saab made was in April 2011 and now it has finally succumbed.

Once, Saabs were small, more

not a throwback to another age, but an art deco-inspired, aerodynamic, two-stroke-powered car that tackled anything that got in its way with aplomb.

The 92 was a front-wheel-drive, transverse-engined car a decade before Issigonis took all the plaudits with his Mini. The

Saab had a drag coefficient of Cd.0.35 and its stylist was the industrial designer Sason, who had trained both as a pilot and as a sculptor.

Saab produced a larger car, the 99, which in Turbo guise, engineered by Per Gillbrand and Bengt Gadefelt, cracked the technology of making a turbocharger work in the mass market. The 99 also had that key-between-the-seats design to prevent leg injuries

from sharp-edged keys sticking out of dashboards.

Saab then went upmarket, creating the Bjorn Envall-designed 900 and the Eighties classic, the Saab 900 convertible. The two-seat Saabs, the Sonetts, were quietly forgotten. But Saab failed to make a small car, so the company was gradually swamped by a fashion that it refused to adopt.

Saab did, however, weld the front of the old 99 to the back of the 900 to create the 90. This was the weirdest 'cut and shut' of a car ever seen.

With high costs and small production numbers, Saab was in trouble. General Motors stepped in and the rest is recent history ~ a range of warmed-over Vauxhalls and even Subarus that were devoid of that mystery ingredient that was 'Saabism'.

That history began and ended in a battle for Saab. General Motors bought the Swedish company in 1990 from under Fiat's bumper ~ Saab and Fiat had been firm friends and created the Saab 9000 from a joint Saab-Fiat deal which, at one time, meant Lancias were sold with Saab badges in Sweden. But it was GM which grabbed the chance to market 'prestige' Saabs for America.

In 2009, after years of losses and no new, small Saab, GM decided to close the company.

Swedish supercar maker Koenigsegg bid for Saab but eventually declined the chance. Bernie Ecclestone was briefly linked to a Saab rescue deal, but with no suitors forthcoming Saab announced a formal wind-down over Christmas 2009.

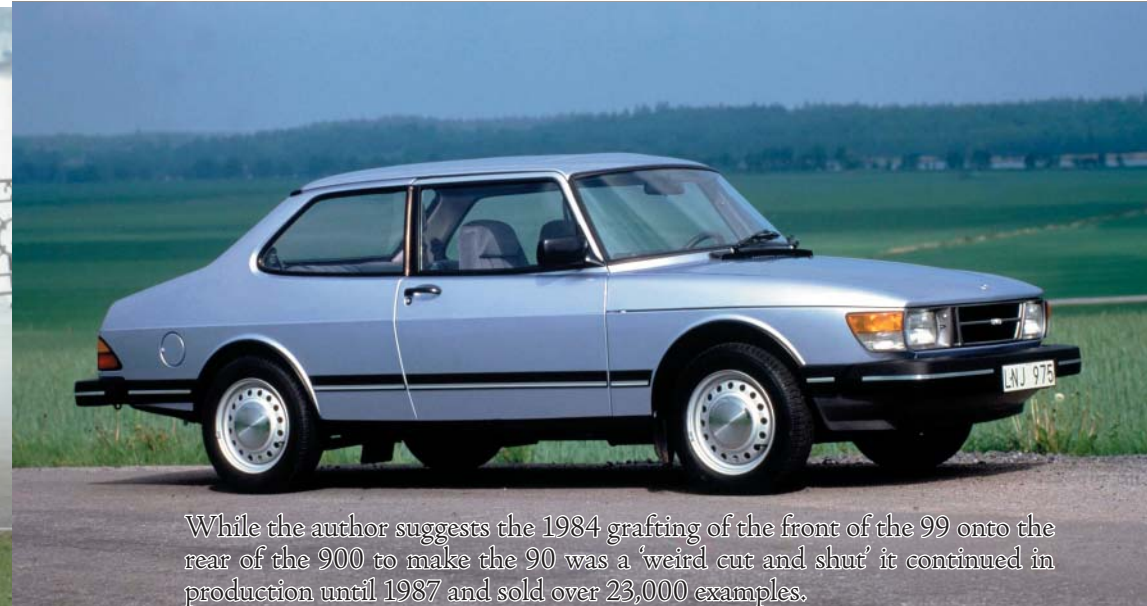
With dedicated Saab owners

SAAB: 1949 ~ 2011

nimble, sporty cars that were rally-proven. The early Saab 92, launched in 1949, begat the 96 ~ a car that became an icon of the Sixties thanks to Erik Carlsson's rallying exploits. So Saabs were a unique blend of style, handling and a spirit or ethos that captivated buyers. The men behind the 92, truly a flying saucer of a car, were Gunnar Ljungstrom, Sixten Sason and Rolf Mellde. Unlike other post-war cars, the Saab was



It might be argued that Saab's first 'mainstream' [if such a word can be used to describe any vehicle from the marque] was the 99. This is a 1975 publicity image. Produced between 1967 and 1984 with almost 590,000 made.



While the author suggests the 1984 grafting of the front of the 99 onto the rear of the 900 to make the 90 was a 'weird cut and shut' it continued in production until 1987 and sold over 23,000 examples.

protesting at GM's decision via Saab rally convoys in more than 43 countries and major cities worldwide, Saab seemed worth saving and Spyker Cars owner Victor Muller bid for the dying embers. Amid tales of Russian

eral Motors invoked its original point-of-sale caveat and decided that it would not sanction the sale of Saab and its inherent GM technology to China's emerging automotive industry. GM said that to sell its knowledge 'would be detrimental to General Motors and its shareholders.'

SAAB: 1949 ~ 2011

Opposite: a 1968 publicity image for the Saab 96. The car was launched in 1960 and production lasted for 20 years. This is the model in which Eric Carlsson drove to international rallying success ~ with firsts in the RAC Rallies of '60, '61 and '62 and the Monte Carlo Rallies in '62 and '63. Like Saab, the Meeths department store would appear to no longer exist.

backers and mystery investors, GM signed Saab over to Muller, yet retained a veto on the sale of any technology in the future ~ a crucial caveat.

Muller relaunched Saab and had ex-Ferrari stylist Jason Castriota design the Phoenix show car to highlight Saab's bright future. Within weeks of that success, Saab's suppliers stopped delivering parts to the Trollhattan factory due to unpaid bills and by last April production had stopped.

Despite Muller's amazing ability to secure last-minute funding from a range of sources, Saab has never risen from its ashes.

A shuffling of investors and the creation of a Swedish Automobile N.V. company [SWAN] failed to stave off bankruptcy. Chinese automotive groups such as Pang Da and Youngman bid for Saab's remains and even made regular payments to Saab to keep it alive throughout 2011. With the European Investment Bank involved and the Swedish government taking a back-seat role, Saab lurched on.

In December 2011, Gen-

After that, Saab, SWAN and Muller had nowhere to go, saying: 'After having received the recent position of General Motors on the transaction with Saab Automobile, Youngman informed Saab that the funding to continue and complete the reorganisation of Saab could not be concluded.'

Saab died for many reasons, some recent and many historical; it went upmarket and forgot its small-car roots, it pioneered mass-market turbocharging but it never made a unique rival to the VW Golf. Instead, it became a prestige badge with all its eggs in one basket.

Goodbye then to the 'Svensk bil med flykvalitet' or Swedish car with aircraft quality. To some they were odd, but for many there was something amazing about the Saabness of things.

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MIKE NEIL ~
COMMITTEEMAN

My association with ccoCA goes back to its birth in the mid seventies; I had just acquired my Big 6, had no idea what it was, other

to Mark one night I found I was not alone with this strange car, and so it went.

Many rallies later, mostly attended in my now pristine 1968 Renault 16TS, I am now part of a great club, with many great friends. I retired last June and moved to Melbourne later

in the year, and now reside in beautiful Beaumaris. From here I can visit my two daughters, Fiona in Hampton, and Belinda in Mornington, who has two very active toddler boys, whom

I baby-sit once a week, and we have the best time. Perry, my son, lives in Sydney. So, my criteria for moving to Melbourne have been satisfied well and truly already, family, cars and the Bayside life; I'm a cyclist too.

My current Citroëns are the said '49 Big 6 and a '51 Onze Legere, which I acquired in Canberra, in not such a great state [the car I mean!!]. I am still a little off making the TIBL really roadworthy, but I like the car and it has much integrity. It is still in Canberra, as I do not have garage space for it yet, so I am looking to

rent some.

The best Citroën I've owned was the Cyclone Grey 1960 ID19. I never got to restore it, but enjoyed driving it on long trips so much. It is still in the 'family' though.

I am looking forward to my involvement with ccoCA, now I have the time; it is a great club, fitting with my philosophy of car design. I have always believed if you are part of an organisation you should do what you can to help run it.

Mike Neil ~ Committeeman ✂

FLEET FOLLIES

than an old car 'that'd be good to do up one day'... I saw a small ad in Australian Restored Cars magazine for the Classic Register that became ccoCA, with Mark Navin's number. After a long talk





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1966 ID19 ~ HEIDLEBERG CAR

Citroën 1966 ID19 Heidelberg car in fair condition, runs and lifts needs restoration. Unfortunately, health reasons stop me from restoring this car. Price \$6,500. Chassis No 193018733. Phone Ken on 04 0938 7606 or email kandrblackwood@gmail.com

DS DOWN UNDER

This remarkable archive is a compilation of articles on the DS and ID series Citroëns published in the Australian motoring press from 1955 to current. It now consists of over sixty articles from many sources.

For D enthusiasts this material gives a fascinating insight to how the cars were viewed by contemporary motoring journals, and how they compared to rival makes at the time. The earlier articles also provide a useful history of the sourcing of Ds in Australia in the 'fifties through local assembly in the 'sixties.

Available on CD for the cost of the media plus postage ie \$5 in Australia.

Contact rogerbrundle@bigpond.com for your copy. [35/07]

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]

CX LAMBSWOOL SEAT COVERS

CX front seat covers. Custom made, pure lambswool, over-the-edge style [discretely 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]

WANTED

TRACTION SEATING

Old Traction seats, leather and interior upholstery that has being mothballed, discarded or replaced. Anything considered and worth paying for if it is of use to me. Please phone or email Craig Little, cnlittle@bigpond.net.au, [03] 9598 9766 or 04 3381 6934

[35/08]



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Australia's National Citroën Car Club

