



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

FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS

AUTUMN 2012 Vol 36 No 1

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:

Rob Little	2012
Ted Cross	2012
Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

COVER IMAGE

The cover image, taken 'Traxion' the magazine of Traction Avant Nederland 2000, #04, and depicts Rijnstraat, Arnhem, 1950.

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DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, May 11, 2012.

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

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

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

As you will be aware in every edition of 'Front Drive' we aim to keep members up to date on forthcoming Victorian and National events. We have in the past attempted to cover activities in other states by the appointment of state-based Event Coordinators. This has never borne the fruit we anticipated.

As most of our listed Events are therefore Victorian-based we share the Events list with our colleagues on the committee of the Citroën Car Club of Victoria. We have been doing this, I admit with some gaps, since before I took on the editorship in 2004. This traffic has been one way until recently when a list, showing the event name and date was for the first time in my editorship provided. No event time or information about the event ~ merely the name and date.

Not only do we publish the full details of the events we run, we also publish the details of events that are run by other Clubs or organisations that we believe may be of interest to you ~ the RACV Classic Car Show, the National Motoring Heritage Day... We also promote National events of interest our members: the annual CitIn and various 2cv Raids being examples of these.

It may therefore have been a surprise to learn that the Victorian All French Car Day [held in March] was not listed in 'Front Drive'. The hosting for this event is rotated through the hands of the various French motoring Clubs. Typically there has been an organising subcommittee comprising the President of the host Club and representatives of the other marque Clubs. This year it was the turn of the Citroën Car Club of Victoria. The organisers of the event made no contact with your Committee. So, with no official knowledge the event was happening, no event listing appeared in 'Front Drive'.

While getting issues off my chest, at the AGM we were advised that the closing date to participate in the forthcoming 2cv Raid was looming [indeed it may now have passed]. That such a National event was being planned, let alone that the booking deadline was imminent, was also news to your Committee. Clearly members of the Club are aware of these events occurring, but with no knowledge of the event passed to your Committee we cannot promote them. We cannot inform your fellow members that events of interest to them are occurring.

Enjoy,
Leigh F Miles



Thank you to those present at the AGM last month for your endorsement of a full committee for 2012. Mike Neil takes over from Max Lewis as Activities Co-ordinator. Max's great effort I am sure will be matched with Mike's initiatives. It is also great to fire the Club Year

with all positions filled—particularly Spare Parts Officer, Lance Warne and Tyres 'Depot', Robin Smith. Our Treasurer, Rob Barton is also fully booted up and inducted in treasury matters. If Sorrento is in the country, then all these positions are filled by Out of Melbourne Members, which I feel adds value to our National Club.

As President it was an enormous pleasure to recognise the outstanding services to the Club, awarding two Life Memberships, to Ted Cross and Rob Little.

Rob and Libbie have provided, I think for ten years before my time, an excellent professional service attending and organizing an integral benefit for our club. For a classic car club, access to spare parts is as essential as a country garden is to a farmhouse kitchen. Nothing has been a problem to Rob and he has always had the advice and suggestions to sort a problem. He developed this raison d'être for our Club to the highest level. Recognition as a Life Member was an easy decision.

Ted and Helen Cross similarly are long-term main stay supporters of the Club. I have known Ted's passion for the marque for

a long time; he actually blames me for that ignition, riding in my first ID19 ~ just a thought, what would have happened if it had been a Torana? He still would have ended up doing everything for the Club from Chief Chef to

doing things that makes things happen. These Life Memberships are recognition to say thank you, to you both as members who have not been able to say no.

The June long weekend has forever drawn me to the Victorian high plains and Mt Hotham for the Snow Season Opening. Last year the mould was broken when this regular sojourn was derailed to discover OzTraction in Bright ~ what an enjoyable event the Green Frog baked. I look forward immensely to seeing what will be served up this year in historic Castlemaine ~ see you there.

Peter Sandow ~ President

PREZ SEZ



ED SED

CONTENTS

ED SED	PAGE 4	CUTE LITTLE UTE	PAGE 26
PREZ SEZ	PAGE 5	AGM REPORTS	PAGE 33
A-TRACTIONS	PAGE 7	SPARE NEWS	PAGE 38
OZTRACTION '12	PAGE 13	ACCESSORIES	PAGE 39
REALITY CHECK	PAGE 18	FLEET FOLLIES	PAGE 44
UNIQUE DETAILING	PAGE 24	CLASSIFIED ADS	PAGE 43

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

A-TRACTIONS

● APRIL 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

CLUB MEETING ~ RED PLATE PRESENTATION

WHEN: Wednesday, 25 April
TIME: 8:00pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell, Melway 60, B3
COST: Free
BOOKING: Not required
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

Club Plate Information night. Come along and hear about the procedure and responsibilities for running your Citroën on

Club Plates. The truly affordable way to enjoy driving your Classic Citroën.

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 Concoors, the Austin Healey Concoors and the Mercedes Benz Concoors. 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. Specta-

tors \$13 [under 16, free].

● MAY SPARE PARTS FREE FOR ALL!

WHEN: Saturday, 5 May
TIME: From 10:00am
WHERE: Rob and Libby Little's Kiala
COST: Free
BRING: The doings for lunch
BOOKING: Not required
CONTACT: Rob Little
[03] 5823 1397

As we noted in the last 'Front Drive', we have been looking for someone to take on the Club's supply of DS [and other] parts. As no one has put their hand up these parts are being made available to members. It's simple ~ roll up and make an offer. The parts are yours. No reasonable offer refused, and anything not sold by the end of the day will disappear to the tip. No ifs, no buts.

Rob and Libby are offering BBQ facilities ~ so make a day of it.

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

WHEN: Sunday, 6 May
TIME: 10:00am
FROM: Mt Alexander Rd., Moonee Ponds [opp Queen's 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

RACV CLASSIC SHOWCASE

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RACV



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Details 03 9890 0524

SUNDAY 29TH APRIL 2012
Flemington Racecourse Members' Car Park

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 news-

papers.

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@citroenclassic.org.au

CLUB MEETING: GUEST SPEAKER

WHEN: Wednesday, 23 May
TIME: 8:00pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3
COST: Free
BOOKING: Not required
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

A speaker from the Royal Flying Doctor Service will present an overview of the organisation and its services.

● JUNE

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

BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday
May 24
June 28
July 26
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 Out' also known by the MGCC Geelong as 'Technical Lunch Day' is a well known get together by boys with their toys, meeting first at 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



OzTraction by 1 May
 CONTACT: Leigh Miles
 [03] 9888 7506
 editor@citraenclassic.org.au
 or Sue Bryant,
 [03] 9885 3179
 secretary@citraenclassic.org.au



A-TRACTIONS

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].

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 20 June
 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

DAY RUN ~ RAAF PT COOK MUSEUM

WHEN: Sunday, 24 June
 TIME: 10:00am
 FROM: Servo on westbound, city side, of Westgate Bridge
 TO: RAAF Aviation Museum, Pt Cook Rd, Point Cook
 COST: Free

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]



BRING: Refreshments, warm clothes
 BOOKING: Essential, by Thursday, 21 June
 CONTACT: Mike Neil,
 04 1821 1278
 activites@citraenclassic.org.au

See one of the best collections of heritage RAAF airforce stuff, and at 1300hrs [that's one o'clock], watch

at least one heritage aircraft flying display. Should be a great day!

CLUB MEETING ~ PHOTO COMPETITION

WHEN: Wednesday, 27 June
 TIME: 8:00pm
 WHERE: Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3
 COST: Free
 BOOKING: Not required
 CONTACT: Mike Neil,
 04 1821 1278
 activites@citraenclassic.org.au

Club Photo Competition. Bring your best snaps, yes, everyone has them, of a Citroën variety, and put them up for perusal. Judges decision final etc, etc.

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● JULY

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 18 July
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: ~CHEAP EATS

WHEN: Wednesday, 25 July
TIME: 7:00pm
WHERE: O'Sullivan's Sibeen,
914 Mount Alexander Road,
Essendon, Melways 28 G4
COST: From \$16pp
BOOKING: Preferred by
Friday, 20 July
CONTACT: Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
librarian@citroenclassic.org.au

Meals start from as low as \$16. Wednesday is usually Steak Night so if protein is your preference, then you will be well looked after. The wine list is very reasonable and of course



who could refuse a Guinness? So, bring yourself and your wife/partner/friend/cellmate whom-ever and any goss/anecdotes/lies/hyperbole whatever that is about the place at this time. Irish jokes may or may not be looked upon with glee... I did notice a sheleighlee behind the door! [ok, so Max can't spell but



you get the drift.] Max has reserved the dining room upstairs for a crowd of 15 ~ 20 but it could accommodate a lot more. The staff will arrange a long table as is our liking or any other format that you may want. The room has its own bar, open fire and is a splendid place. I have been there several times and am still amazed at what a delightful place it is. Parking is very close across in the nature strip... should be no problem here.

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.

This region offers a much-loved escape for anyone looking to find their own version of gold. And this year's OzTraction will allow you to experience this over the Queen's Birthday Weekend.

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... 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 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. 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 explore the diggings near the

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 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 Apartments 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

GOLDEN TIMES

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 store. Green Frog Tours will certainly be visiting the fantastic chocolate emporium ~ Chocolate. We will have a light lunch at The Penny School café. 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



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 Gal-

ments 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

♦

lery'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 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 refresh-*

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.' *[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 118 years 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. 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 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 and he has turned it 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. Wine is poured from taps in the barrels into 250ml, 500ml or one-litre glass bottles.

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! ✂

FLEET FOLLIES



Telegraph Motoring columnist Alexei Sayle explains why being wafted about in limos is a recipe for losing all contact with reality

There was a big international conference in London recently. I

I was nearly killed that I think that it is profoundly wrong how politicians who exert such a phenomenal amount of power over the lives of ordinary, normal people insist on travelling in a way that so completely insulates them

from those same ordinary people. If you are wafted about in the big-

gest limousines, your path cleared of the insignificant herd by motorcycle outriders, then you are rapidly going to lose all contact with reality.

What I propose is that once these big conferences finish there shouldn't be a line of s-classes, Jaguars or BMWs waiting, but instead there should be a phone like they have at the supermarket connected to the number of a

minicab firm that the president or ambassador could ring when they were ready to leave. If the politician wanted motorbike outriders they could dial for a couple of pizzas from different places and have the delivery guys ride in front of them.

This, of course, is not going to happen because politicians are obsessed with status – they are people who measure their own self-worth by the size of their limousine and the amount of deference they receive. The only ones who do not play this game, oddly enough, are the French.

France does not have a luxury car-maker, yet the political class, from the president down to local mayors, cannot ride around in anything that isn't made domestically, so Peugeot and Citroën have always manufactured big cars that almost nobody else wants. My personal car is a Citroën C6, which is the same vehicle President Sarkozy is driven around in. So specific is the design of this car that everything about the rear seating is skewed to make a tiny little man look imposing ~ the seats are raised and the window glass has a magnifying effect when viewed from the outside.

This is not to say that I do not suffer from a form of vehicular status anxiety which is connected with the automobile that takes me to or from work. But it is not about impressing and intimidating the public with my limousine, it is more to do with the fact that

in the entertainment industry, the make and age of the vehicle that takes you to the studio or film set tells you a lot about how the producers feel about your work. Thirty years ago my first break in television was as part of a wild, live, late-night show called OTT, produced in Birmingham and fronted by Chris Tarrant. I had a very difficult relationship with Tarrant, who was also the producer, and the rest of the cast. I feel guilty now about my behaviour and I think I must have been a nightmare to work with. I saw myself as being on the cutting edge of the new comedy while the rest of the performers were old-style dinosaurs, and I thought that the show itself had a lot of stuff in it, strippers, lame sketches and naked men dancing about with balloons, that I thought would make me look bad.

Due to this tension I insisted on being driven back to London following the first live show that went out on a Saturday night. The car that took me home after that initial, seemingly successful transmission was a Jaguar XJ6. Then the newspaper reviews came out and later in the week, hundreds of outraged letters arrived from disgusted viewers, and the producers got to see the log of the thousand angry telephone calls. I was considered responsible for a fair amount of this furore with my foul-mouthed Marxist comedy and as a consequence, the vehicle waiting for me outside

REALITY CHECK?

know this because when I went out for a ride on my bicycle, I twice had to swerve out of the way of a huge black Mercedes S-class with diplomatic plates as it hurtled towards me without even trying to stop. I called the president of Malawi a name he certainly wouldn't hear at the Court of St James's as he shot across my path.

However, it is not just because





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Central TV after the second week's show was a Ford Transit van.

These days I am much easier to work with but still worry about how I'm perceived by the people who are employing me. I am writing this after completing my first

REALITY CHECK?

day's work as an actor on the long-running TV series *New Tricks*, in which I play a dodgy sports agent. In the early morning when I looked out the window, apart from worrying about whether I'd learnt my lines, I was obsessing over what car would be waiting to take me to the set. In the gloom I saw an ancient P-reg Chrysler Voyager at the kerb which made my heart sink, but what took me home was Dennis Waterman's very own Jaguar, so during the day I must have done something right.

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Readers might wonder about the image that accompanies this article. It recently arrived from Ateco with the headline 'Let the Speculation Begin'. It turns out it is design exercise ~ DS Numero9 for display at the Shanghai Motor Show.



If ever this visit was a revelation to us mere mortals I can't think of another that bowled us over to the extent that it did.

A small gathering... about 15 or so turned up on a balmy evening to witness and hear what

you know... smooth as a baby's b*** [asterisks in case the censor is looking!].

The other was a BMW four wheel drive hideous looking bolide [I'm not biased....much], that had not had the treatment and its paintwork was ordinary to say the least and rough to the

touch.

These two vehicles are examples of the type of customer Bryce has on his books... they were trade-ins and a lot of the work is for the Motor Trade and as such fussiness and perfection take equal top billing.

The two blokes in charge... Bryce the owner and his assistant then went to town on the BM which was black... a difficult

colour.

Bryce used a block so named as it resembled a block of blue tack / plasticine and this was then worked back and forward on the paintwork with a little lubricity. The idea behind this was to pick up the minute grains of muck and encapsulate them in the block. This block is kneaded from time to time to expose a fresh surface. Further blocking is done until the paintwork feels smooth to the touch... perhaps not baby's bottom touch but close. The blocks are thrown away after a while as they become clogged with muck and a new one put into action.

After this really physical job, a cut and polish follows. This is something we all could nod with agreement but it was the block work that had us entranced and

asking questions all over the place.

Some of the goos used to cut, polish and wax etc. etc., are agents that are available to the trade only but if you are really curious Bryce may let you into his secret world of goos... better still, take your car to him and have that promised paint work given a new life. It may be a few \$\$\$\$ but the results are great

The inside upholstery, glass-work etc are also freshening work that Bryce can do.

One thing he did say and Bryce is pretty candid about his work... never but never use that vinyl cleaner we all know... it's a killer of dashboards. Cracks them right up, and that's no joke.

Words from Max Lewis

Pictures from Mike Neil



UNIQUE DETAILLING

magic a car detailer like UNIQUE can do to a tired looking paint job to bring your pride and joy up to a gleaming smooth finish. There were two show vehicles in attendance... one a Rover thin-game that had the treatment. The vehicle was white and gleaming with a smoothness to its paintwork that more than one person reckoned it was akin to a baby's bottom. There's an old saying as



More electric Citroëns! Readers will remember a previous article about the conversion to electric power of a 2cv in New Zealand that we published. Well there's more of it happening. This time it has been at the hands of West

have been retained, close coupled to the electric motor, while the engine, exhaust, fuel tank and air cleaner have all been removed.

The front and rear bumpers were destroyed in the crash and have been replaced with aluminium bumpers. Standard 2cv tail lights have been recessed into the

ute back and a Citroën logo has been glued in place.

The tray was built by a local business using three sheets of checker plate aluminium sheet. The panels have been painted Caterpillar yellow and the seats have been upholstered using a fine gold and black houndstooth material.

I cut the adaptor plate from a sheet of recycled 13mm aluminium plate which already had a pattern of holes in it. Most of the cutting was done with a 1mm cutting disc in an angle grinder. The required bolt holes were drilled on a small drill press.

Australian Citroën stalwart, Ralph Hibble.

Knowing that Citroën 2cvs are lightweight vehicles suitable for electric car conversions, I have taken a Citroën 2cv, previously crashed between two four-wheel drives and converted it to electric. I am an electric vehicle and Citroën enthusiast and already own a vintage Citroën AK van, plus a more modern Citroën hatchback.

With a badly damaged boot from the crash, I decided to make it a utility, with 160kg of batteries bolted to the back tray. The original gearbox and disc brake

CUTE LITTLE UTE



Above: The car has received quite an overhaul, with electric conversion and substantial repair work.
Left: The original vehicle stripped down after close contact with two four-wheel drives

Below, left to right: The dashboard has a safety disconnect fitted so that the battery pack can be quickly disconnected if needs be. The batteries being assembled in the ute tray.

The motor fitted to the car. The adaptor plate was cut from a scrap piece of 13mm thick aluminium plate.



The car's panels were spray painted with 'Catapillar Yellow' spray paint. I bought new Nankang tyres which I run at a higher pressure for greater efficiency.

FITTING THE MOTOR

The motor is a Kostov 17R series DC type. Nominal voltage is 144v max, continuous current rating is 205A and continuous power is 23kW, 30kW maximum. Maximum motor speed is 5,600rpm. The motor weight is 60kg.

I cut about 70mm off the end of the input

shaft to the gearbox so that I could close couple the motor to the gearbox. I used the centre spline from the clutch plate. I removed the rivets, which gave me a spline with an integrated backing plate with the six rivet holes. This of course fitted on the shortened spline on the gear box

The next step was to join the motor to the gear box input shaft. The whole gearbox was moved toward the firewall by the width of the spacers that are usually used to move the unit forward. This gained me about 30mm which allowed the motor to fit in without modifying the bonnet.

Clockwise from top left: The adaptor coupling was made from several components modified to work together to mate the motor shaft to the gearbox shaft.

The under bonnet wiring, seen from above.

The completed battery pack. Note the two halves and the isolator separating them for safety.



input shaft.

The motor had a 1 1/8" shaft with 1/4" keyway. I needed to find an adaptor to join the two together. I bought a chain sprocket with a 1 1/8" cone adaptor that solved the problem. I centred the two components using a lathe as a jig. I then drilled holes through the spline plate holes to make matching holes in the sprocket plate. This made an effective coupling which I bolted together with lock nuts.

I fitted this coupling to the end of the motor and found I needed to grind 2mm extra off the end of the gearbox input shaft so that both units fitted together with one millimetre clearance. With the coupling in place I bolted the motor to the gearbox using the adaptor plate.

I then made up a motor mount using the 2CV original rubber blocks and then made light steel struts to transfer the back torque of the motor to the chassis. The struts can be seen in the photo above.

INTERIOR

I had the seats upholstered using a fine gold and black houndstooth pattern material. Don Barsden gave me some black felt lining, with which I have lined the inside of the cab. I spotted some checker plate pattern rubber sheet material that I have used as floor covering. I had some white banner material that was given to me by Ian Melton, this I have used to

make up a new roof.

ELECTRICAL

I used the existing wiring loom for all the lights using a regular 12volt battery which is totally separate from the drive batteries. I plan to have a small solar panel on the 2cv to keep this 12volt battery charged at all times.

The battery cages were made and fitted into the back of the ute. The galvanised steel battery cages bolted to the ute tray which is bolted to the chassis. On ordering the batteries I was told the size of the 100 amp-hour batteries were now 62 x 179 x 214mm. Previously I had been told the batteries were the same size as the 90Ah at 61 x 143 x 220mm. I now needed to alter the battery cages that I had already completed; 'cest la vie'.

There are two steel framed boxes which are bolted to the chassis and the ute tray. The boxes are mounted on rubber anti-vibration strips. The parallel steel square tubes, across the top of the batteries, are there to hold every battery firmly in position. Sixteen rubber blocks are fixed above the corner of each group of four batteries to apply a load to hold all the batteries down.

Each cell has a battery management module and all of these are wired together in a daisy chain. This connects them all to a battery management module which controls the battery charger. There is an isolation switch which cuts off the two battery banks

where they join. This gives about 80volts in one bank and 75volts in the other bank. This is a safety feature. There is also a small red button switch on the right side of the dash which cuts the circuit if needed while driving.

up the battery management and charging system. I then spent another two days overhauling the brakes and wheel bearings. I then had to raise the suspension to the normal settings as it was low at the back.

By then I was happy enough to show it to my family. My grand-

son came for a ride. In second gear I pushed the accelerator down and it squealed off the start. The acceleration was surprising. I then took Debbie and Michael for a run each. Michael had his camera and we videoed a fast start. I had the car in second gear, so I got it rolling then pushed the throttle. The wheels spun for about ten metres by which time I lifted my foot and slipped it into top gear. There is no clutch but the gear changes are good if done carefully.

The power of a 23kW electric motor seems to be more effective than the 24kW of the petrol motor. For normal driving one should use top gear, with second only used for steep hills.

I had the ute inspected by Rob Mason of EV works. He had suggested that the cables on each side of the floor should be in conduits and at each side of the box chassis, not near the doors.

I made this modification and put thick underfelt between the conduits to reduce the humps caused by the conduits. The battery charger and the battery man-

agement system module are both fitted behind the passenger seat. I went back to EV works where I shortened and reconnected the two main cables from where they come out of the conduits above the gearbox.

Rob Mason then finished the required paperwork which he then submitted to the vehicle licensing department, together with my original letter of approval in principal to modify the ute. Two weeks later I was asked to confirm the VIN number of the 2cv, which I did. I was then told by phone that with four passengers the total weight was too high and the car will not be approved. I politely remind the official that the 2cv was now a ute and will only carry two people. I was then asked to document the gross weight capacity of a 2cv to go with the weighbridge document that was already submitted with Rob's report.

The Ute weighed in at 760kg ~ the gross vehicle weight for a 2cv is shown generally at 930kg and I also found a reference for 950kg. I took these figures to the licensing department. They asked me to submit the details through Rob Mason who they recognise as the engineer. I did this.

The next hurdle took more than three weeks to arrive ~ it was the total weight of the vehicle. On top of what I had already done, I was required to get an approved automotive mechanical engineer to inspect the ute and certify that

the loading is correct.

The vehicle standards bulletin 14 of January 2011, national standards practice, gives the legal minimum weights for passengers as at least 68kg per passenger, plus 13kg of luggage for each passenger, for a total minimum allowance of 81.6kg per passenger. This allowance is the legal minimum.

The Citroën 2cv has a total maximum weight of 930kg (from Citroën Cars UK).

The electric Ute conversion, has a kerb weight of 760kg. Two passengers at 68kg adds 136kg. This gives a total of 896kg, which gives luggage or load capacity of 34kg. This fits within the legal allowance.

I am happy with this load limit as it allows me to take my wife to the local shop for our groceries, or for us to go on a picnic. Once the ute was licensed, my long held dream of driving my own electric car would finally have happened.

Well it didn't happen before we went to the Easter Citroën Meeting at Stanthorpe in Queensland. We travelled in our Citroën motorhome and after Easter took the long road home via the Daintree, Normanton and Darwin. We arrived home mid June and it took us a couple of weeks to settle in. At the end of June I found online a list of approved automotive mechanical engineer inspectors.

I then met Sam Rossi who was only 10km away. I visited him

CUTE LITTLE UTE

I installed the power input plug which is a weather proof type as used on motor homes and caravans. The plug is fitted to side of the cabin near to the ute tray. Behind the passenger seat I have mounted the battery charger unit.

The battery weight makes the ute sit low at the rear, so I raised the suspension height at the rear to compensate for the load. Dave Waplington, from the Electric Vehicle Association, came to help me with the heavy wiring. He brought with him a cable shear and a hydraulic hand press for clamping the cable ends.

Dave is a qualified electrical engineer and was an inspiration to me. He said at lunch time that we will have the car running by days end. I was sceptical, but it did run. This short run indicated a lot was still needed to be done to the car, which had not run in about ten years. The car shook and the brakes squeaked but it moved. I spent the next two days finishing the wiring. I spent one day completing the under bonnet wiring and another day to hook

and illustrated my problem using my yellow AK van as an example of a similar car. He quickly told me that the problem I faced was one that the regulations require, that a two seat utility must carry the weight of four persons, plus

sis was bare and on the ground. I adjusted the suspension to the correct height and all was good. Another test run showed the ride hardly changed at all; maybe it is not quite as soft as before.

ON THE ROAD

The written letter of approval to have the vehicle inspected

finally arrived. I arrived at the Welshpool inspection facility at 8:45am. There were five rows of cars and by 11:30 it was my turn. The inspector was very diligent and I feared rejection. Eventually the ute was approved and duly licensed. I considered getting personal plates for the ute but at an extra cost of \$450 I decided to forgo this idea for now.

I celebrated with a coffee at Ad's business. I thanked Ad for his encouragement and promised to help him finish his electric 2cv project when he returned from his European trip.

The ute is now parked next to Hanny's Citroën C4 in our garage. Here the ute will be charged after each day's run using energy from the sun.


It is a delightful little car to drive. It is very quiet, it accelerates smoothly in fourth gear with no fuss at all. It reminds me of travelling in the old trolley buses when I was a child in Perth. Just a quiet whirr of the motor as it effortlessly moves along. This is a green machine, it is not a mean machine. This cute little ute treads lightly

on the environment.

As I get to use the ute each day I will learn its range limits. The ute easily reaches the 110kph speed limit. I will of course make small improvements along the way and hope to end up with mostly LED lights. The first thing I propose to get is a tonneau cover for the ute tray. This will cover the batteries from view and will keep the rain off them. This should also reduce the drag of the open tray.

Would I do it all again? Absolutely. Would I use a Citroën 2cv as the donor car? Absolutely. I would try to obtain a lighter, more efficient but equally powerful electric motor. I would simply replace the rear seats with the batteries and register it as a two seat soft top tourer. The 2cv would not be changed in appearance or mechanically at all,

except for replacing the petrol engine with an electric motor and batteries and replacing the weight of two passengers with the weight of the batteries. If I required a greater range, I would start with a Citroën Acadiane van or Citroën AK van, which are capable of carrying a few hundred more kilograms and I would use a similar electric motor and larger batteries for more range.

If you would like to see a short video of the electric ute go to the ACE club website at citroenwa.com and click on 'links' and you will find Ralph's electric 2cv. Turn the sound up so you can hear the electric motor. Click on the arrow on the lower part of the photo. 

Ralph Hibble.
This article first appeared in 'ReNew' magazine, a DIY sustainability magazine.

PRESIDENT'S REPORT

One of the good things about being President of ccoCA is that I can get to be second to get to see a new edition of Front Drive. Leigh continues with exuberant energy to compose and edit our voice of ccoCA. Thank you Leigh for your creativity and energy producing our quality national magazine that we all look so keenly to receive.

I know from experience these days it is a challenge to attract members to come forward and contribute to the executive of

any club. All clubs it seems are facing ageing memberships and find it difficult to find sufficient volunteers ~ so it is in this context I acknowledge and thank two members Ted Cross and Rob Little for the continuous and

solid support they have provided ccoCA. Rob as a warehouse of mechanical knowledge has managed the Spare Parts as a great service for the club. With much appreciation we thank him as he has a crucial reason for the club's

CUTE LITTLE UTE

its allowable load. He said, 'you will have to upgrade the ute's suspension to carry a heavier load.' I thought of a solution on my trip home.

The Citroën AK van I was driving is almost identical to the ute but it has a load capacity of 1,115kg. The load carrying difference lies in the size of the spring pots. The AK van spring pots are a little wider and longer yet they can fit in place with no alteration to the chassis. Sam came to my workshop and inspected the ute and agreed that to change the spring pots would solve the problem. He took photos of the existing pots and of the spare pair of AK pots I had cleaned and prepared earlier. He arranged to return to take photos when the change over was finished. He also said he would then write an approval letter that would show the GVM of 1,115kg.

The changeover was more fiddly, and more time consuming, as I did the work while the ute was on the hoist, whereas when I built up the chassis and installed the original spring pots the chas-

AGM REPORTS

being. With appreciation we thank Rob who has now handed over to Lance Wearne who has kindly offered to pick up this key baton.

Ted for countless years has been a keen member on the

club accountancy. We are grateful Rob for your involvement.

Two other members of the committee, Sue Bryant, Secretary General and Peter Boyle, General Member and Cultural Attache are mainstay committee members who have a long understanding of the club culture and are of com-

prehensive support maintaining a solid direction for the club.

It was decades of involvement with the Hotham Ski Association that the June long weekend took me repeatedly to Victoria's Alps for the Opening of the Ski Season. So it was quite an inaugural experience last year when I attended OzTraction in Bright in the Ovens Valley at the foot of Hotham. Conveniently this venue for OzTraction was just a shortfall for my normal route to the mountains. It was a marvellous event and Green Frog Tours hosted what was for me an occasion with diverse and different encounters in great country in one of Victoria's most attractive settings.

This year I keenly anticipate going to OzTraction, centred around Castlemaine, a historic region encompassing beautiful Central Victorian landscapes. I look forward to seeing you all there.

Peter Sandow ~ President ✂
SECRETARY'S REPORT

This has been another good year and enjoyable year on com-

mittee. The first few months were a little more difficult than usual as we were lacking a Treasurer and seeking a Spare Parts Officer. Fortunately Rob Barton and Lance Wearne volunteered and we now have a truly national committee.

My main role on the committee is to co-ordinate meetings, issue agendas, take and issue minutes and keep track of all the incoming and outgoing correspondence.

We have managed to have 12 committee meetings this year, despite the challenges of busy people and full diaries and this has meant that the business part of the committee has worked well. We have maintained the tradition of meetings starting at 7pm with food to follow and most of the time this has worked well, occasionally however it has led to seeming starvation, as we talk for too long.

Vic Roads introduced the new 45 and 90 day club permit scheme in February 2011. Since this time I have signed 56 permit forms of which more than half have been for cars which were previously on full registration.

This means that Peter Boyle, Russell Wade and Philip Rogers have also been busy inspecting vehicles and completing safety check certificates.

I have also continued in the role of membership secretary. Any prospective members who want information are sent a copy of Front Drive and a membership form. Our return rate is good and we have gained 22 new members this year. Total membership for 2011/12 was 204, which includes three life members.

This number is fairly static as the final number for 2010/11 was 199.

Sue Bryant ~ Secretary ✂
TREASURER'S REPORT



Peter Sandow with Rob Little and Ted Cross holding their certificates of Life Membership which were awarded at the Annual General Meeting.

AGM REPORTS

executive of CCOCA filling many positions over many years. His recent retirement as President will give him a chance to change down a gear and roll along for a bit. Ted has selected a very high suspension setting for me to follow as my veins have not been fully transfused with hydraulic fluid as Ted's were many years ago. Thanks Ted for your enthusiasm and initiatives that have seen the club continue to grow both in membership numbers and its financial reserve.

Max Lewis as Activities Co-ordinator is retiring this year after initiating a stream of interesting and engaging events. Mike Neil a new member of the committee is ready to take over this key role and also of course looks to the members for ideas and initiatives for new activities.

Ruth Pilens retired last year as Treasurer and I was grateful that Rob Barton from Bairnsdale has been able to monitor and report on our finances. As a bulldozer driving veterinary surgeon, Rob is extending his spectrum of capabilities rapidly into the field of

I present this report and ask for the club members to accept the fact that I accepted the role of treasurer having no experience and little aptitude for a task that no one else would take on. In fact but for President Peter's smooth

Another year has drawn to a close and once again I look back on what I hope you will agree has been eight editions of 'Front Drive' that have informed, entertained and delighted you. Stand out features for me have been Bill

Schenk's 'Inherited Brain Damage' article at the start of the year,

the clear escalation in car prices ~ remember the \$50K Corolla ~ just how few of various less-loved models in the Citroën history book still exist in the UK, the chance to re-appraise the impact of Art Blakeslee on the Citroën design statement... I must also thank all the members who contributed [in response to varying degrees of pressure from the editor] over the last year. Whether a simple paragraph or a full blown feature article, it is the contribution of members that makes 'Front Drive' unique. I strive for 'Front Drive' to be more than a series of downloads from the internet, but I need your contribution for that to be the case.

I must again this year thank the publishers of 'Auto&Design' magazine in Italy and the 'Daily Telegraph' in the UK for continuing to allow us to reprint articles from their publications, without charge.

I say this every year: 'Front Drive' is your magazine. If you did not find this year's articles of sufficient interest... the pen in your hands provides the perfect

answer.

Thank you for once again giving me the privilege of editing 'Front Drive' on your behalf. I can think of no other role in the Club that could provide me with the level of satisfaction of this position.

Leigh Miles ~ Editor ✂
SPARE PARTS OFFICER

Firstly my apologies for not being able to attend the AGM.

One of the perks of being a newbie is one's report will naturally be short.

With the transition of the spare parts from Rob Little to myself taking place during the latter part of November 2011 I found myself in the position of CCOCA Spare Parts Officer by the end of November 2011.

The transition I hope has been fairly non eventful? To sort parts and shelving and getting familiar with the working of the position has been both exciting and challenging. This is an ongoing work in progress and to Rob Little, I say thank you for all the assistance and patience.

I 'officially' kicked off in early December and although slow at first I was assured it was not because of the location. As time has passed those members who have accessed parts from Queensland I hope have found little difference?

Restocking of parts has also been in progress and thus far parts totalling almost \$3,000 have been purchased. Rob Koffjieberg

has received another 1000 euro to top up our account so this should stand us good for a while yet.

To sum up, although the transition has cost the club a bit of an outlay with restocking and relocation I am sure we will go from strength to strength.

Lastly I would like to thank all the committee members as well as those members who I have spoken to in the last couple of months, for the way in which I have been welcomed. I am settling in well and if the first few months are anything to go by, then I hope to be able to continue for a good few years yet!

Lance Wearne. ~ Spare Parts Officer ✂

ACTIVITY COORDINATOR'S REPORT.

Well folks this past 12 months have been extraordinarily interesting as far as we at CCOCA go to the length in which we use our cars and mix with other members.

Not all the events were over subscribed but those who did attend always felt that the outing was enjoyable. I tried to make the events as interesting and as varied as possible with day trips, club meetings at Frog Hollow and get togethers at a pub / hotel. I even managed to forget the key to the club rooms one time [how embaressment] but as Peter Sandow's place was nearby, this particular get together turned out a treat. Surprises aren't my normal plan... even the rain at the 2CV picnic was a bit of a surprise... well disappointment

AGM REPORTS

talking and several glasses of red under my belt I too would have declined. Sue Bryant has been a patient coach. The adoption of spreadsheet technology and a stable committee for the coming year should see improvement should I retain the position by default.

Total Funds at 29/02/12

General a/c	\$5,095.80
Parts a/c	\$8,617.39
ING a/c	\$47,443.18
TOTAL	\$61,156.37

This is \$2,177.41 more than at the same period last year despite fewer membership payments being presented this year until March '12 compared with '11, so the true position is probably better.

Credit Card payments of membership dues have been delayed by a high rate [approx. 10%] 'declined' by the merchant authority. We are open to suggestions as to any foolproof way to record car details and effect efficient payment by members.

If you have any questions I would be pleased to try to help. Robert Barton. ~ Treasurer ✂
EDITOR'S REPORT

actually but do you think this put a dampener on the event... No Sir. We all had a laugh while water tricked down inside the drysab-one and wellies. This event saw

year but I will be looking back on the two years that I had as Activities Coordinator as a really interesting time.

Max Lewis ~ Activities Coordinator ✂

At the election for office bearers of the Club the following were elected, unopposed: Peter Sandow [President], Sue Bryant [Secretary], Rob Barton [Treasurer], Lance Wearne [Spare Parts], Mike Neil [Activity Coordinator], Leigh Miles [Editor] and Max Lewis [Committee Person]

for the first time one of CCOC's members restored DS. Michael Berry's car was a delight to the eye. And this is what our calendar of events is all about... cars, people and places.

I won't be standing for a third

A quick update from the spare parts. For those of us who own later model Light 15s I now have new stock of round instrument faces. These have been reproduced in either MPH or KPH. Also available are a

as there may be other members chasing the same parts. Obviously if there is a market, this may be a way of spreading the outlay costs!

For those members who have been concerned that the relocation of the spare parts to Queensland would negatively affect their access

few combination gauge dials.

Unfortunately there are limited numbers so it is a matter of first come first serve.

Also available are Jack Weaver plates. Anyone doing a bit of gearbox work would really regret not considering installing one of these. As many of you know the plate eliminates a lot of 'flexing' in the gearbox which is one of its notorious weaknesses.

I would also urge those members out there who have had to improvise /manufacture parts for their Tractions, to contact me

to them let me lay your minds at rest. Queensland has access to the internet and we are now also serviced by Australia Post! So hopefully you should not notice any difference. Oops I forgot about the daylight saving...

Oh and even if you do not need to order anything I am always available for a bit of a chat. Here's an idea, perhaps those members so inclined could send a photo of their car[s] as a photographic database might be embarked upon?

Lance Wearne. ✂

The Interior of the Traction was originally fairly sober. This is especially true of the early models which had no more than was necessary in the cockpit. If you wanted more, there was a huge accessory industry turning out items that were 'invaluable'

to any Traction owner wanting to upgrade the interior. Two of the big names of the era were Brevex and Quillery. These companies not only made accessories for the Traction, but for almost all French cars of the era.

ACCESSORIES!

POUR CITROËN 11 et 15 CV

Brevex

l'Ensemble Décorateur
DE VOTRE VOITURE

POUR 4 CV
POUR SIMCA 8

PORTE-BOÎTE A GANTS

avec cendrier encastré et allume-cigare à déclenchement automatique. Tous coloris.

a créé à votre intention...

CENDRIER A ENCASTRER pour tableau de bord ou siège arrière. Présentation très luxueuse. Tous coloris.

ALLUME-CIGARES à déclenchement automatique avec bouton en ambroïte. Tous coloris. 6 et 12 volts.

CENDRIER EN LAITON CHROMÉ Se monte sur tous véhicules. Tous coloris.

un nécessaire de fumeur
élégant et pratique

Brevex ADOPTÉ PAR LES PLUS PRESTIGIEUX MAÎTRES-CARROSSIERS

As the brochure shows [well it would if it was in colour] Brevox produced a range of very colourful accessories. To give some cachet to the dashboard there were ample items for the smoker. 'Un nécessaire de fumeur', reads the

brochure... a necessity for the smoker... well the car had to stay clean and tidy, after all.

Specially developed for the Traction was a recessed ashtray for the glove compartment and an electric lighter that popped out when ready for use ~ a degree of functionality that was, at that time,

progressive.

As icing on the cake, there was also a button of ambrolithe [imitation amber] in the same style included replacing the original 'boring' button present.

Ashtrays were available in various colours, to match the taste of the owner. Or as a kidney-shaped tray in the glove compartment.

Brevex also made a range of

two-spoke steering wheels in a range of colours [below, left]. These were fitted with an anti-slip padding, making manoeuvring in busy French traffic easier.

At the same time Quillery was also offering brightly coloured two-spoke steering wheels [below, centre]. Remember, this was the time of bakelite, and wheels and buttons were typically black.

ACCESSORIES!

BREVEX lance
ses volants
sur la route



ROBE
CHERI



DÉPOSIT 1285
E^e G. LAMINGE & C
SUCCESSION DE SAUMUR
69, Rue de la République
VOLANT VIRAFLEX

Quillery
MATIÈRES PLASTIQUES

LES VOLANTS QUILLERY DE TOUS TYPES
ÉQUIPENT 90 % DES VOITURES FRANÇAISES

COUVRE VOLANT ANTIDERAPANT

NOUVEAUTÉ BEAUTÉ SÉCURITÉ

Conduisez plus facilement. Donnez à votre volant l'aspect d'un volant de luxe en augmentant de 100 % votre sécurité.

Breveté et modèle déposé
Vente sensationnelle à l'étranger
En matière THERMOPLASTIQUE, très agréable au toucher, épouse la forme du volant et NE GLISSE PAS.

NON SALISSANT, se nettoie comme une glace, isolant froid et chaleur, grâce à son extrusion antidérapante, VOS MAINS nues ou gantées ne DERAPENT PAS.

POSE FACILE PAR VOUS-MÊME.

Vert, rouge, gris, ivoire.

3 dimensions volants de série.

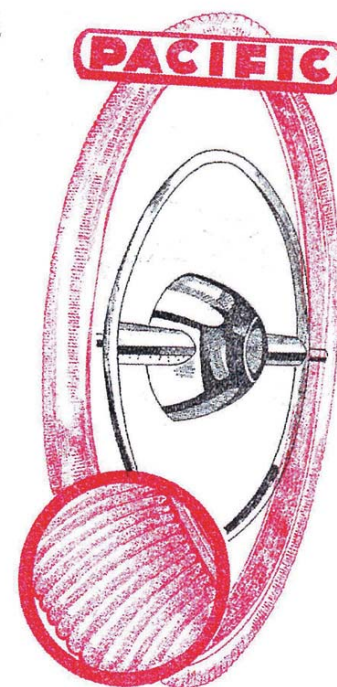
PRIX IMPOSÉ : 550 Francs.

MONTAGE

Faire tremper le COUVRE-VOLANT pendant 3 minutes dans de l'eau chaude à 70, 80 degrés. L'emboîter immédiatement sur le volant, dès que vous l'avez sorti de l'eau.

En refroidissant la matière rétrécit, et le COUVRE-VOLANT épouse la forme du volant.

Se fait en: 400 cms. pour RENAULT 4cv, AROMÉ, SIMCA 8 etc ...
425 cms. pour CITROËN 2 cv, PEUGEOT 203, etc ...
450 cms. pour HOTCHKISS, CITROËN T.A., etc ...



S.D.A.A.

Société à Responsabilité limitée à 1 500 000 frs.

18^{ème}, Rue de Charrires

NEUILLY-sur-SEINE

EN VENTE DANS TOUTES LES BONNES MAISONS D'ACCESSOIRES

Quillery made available a range of bright colours and pastels with matching window winder and gear-lever handles.

Another advertisement for Quillery [opposite] shows their range of vibration dampening,

compartment and so on...

For those who wanted to spend a little less, then the SDA wheel might be more to your budget. Even their advertisement touting the 'Pacific' model is a little less impressive

'Driving is easier.

Give your steering wheel the

look of 100% luxury and increase your safety.

Patented and registered design.

Sensational sales abroad.

Thermoplastic material, very pleasant to the touch and no slipping.

No messing, cleans like a mirror, cold and heat insulation, thanks to its non-slip extrusion, your bare or gloved hands do not slip. Easy installation by yourself.

Green, red, gray, ivory.

3 dimensions available as standard. Priced at: FF550.

Mounting. Soak the steering wheel cover for three minutes in hot water at 70 or 80°C. Immediately you take the cover out of the water place it over the steering wheel. As the material cools, it shrinks to the size and shape of the wheel.'

For the Traction, they recommend a 450cm [I presume they mean 450mm] cover.

While a nicer interior is all about the pleasure of the owner, enhancing the exterior was for the benefit of the neighbours. More about that next time.

Marcel Ningen



ACCESSORIES!

three-spoke wheels in a range of colours.

The advertisement claims~ 'Driving for hours on any road, no fatigue, no hand tension, without feeling the usual vibrations, this is what is delivered by the anti-vibration Quillery steering wheel. The purity of its lines, the valuable aspect of its colours, its translucent coating, embellished with a golden escutcheon, all enhance the elegance of your car.

Its flexibility ensures very effective protection in an accident.

Your garage stocks anti-vibration Quillery wheels in three colours: amber, tortoise-shell, grey-pearl, and three diameters: 400mm ~ 425mm ~ 450 mm complete with all the necessary fittings.

Quillery wheels fit 90% of French cars."

If the beautiful words do not persuade the motorist, then surely the message of accident safety will. As to the truth of the statement...

These wheels were delivered with a range of similarly coloured handles and buttons for the window winder, light switch, glove

VOLANT ANTIVIBRANT

Quillery
MATIÈRES PLASTIQUES



Conduire pendant des heures, sur n'importe quelle route, sans aucune fatigue, sans crispation des mains, sans ressentir les vibrations habituelles, voilà ce que vous permet le volant antivibrant Quillery.

La pureté de ses lignes, l'aspect précieux de ses coloris, son revêtement translucide enjolivé d'un écusson or, rehaussent l'élégance de votre voiture.

Sa flexibilité vous assure une protection très efficace en cas d'accident.

Vous trouverez chez votre garagiste le volant antivibrant Quillery en 3 couleurs : Ambre, Ecaillé, Gris-Perle, 3 diamètres : 400 ^{mm}/_m - 425 ^{mm}/_m - 450 ^{mm}/_m et toutes fixations.

Les volants Quillery, de tous types, équipent 90 % des voitures françaises

FRANCE (Gros seulement) : Sté. QUILLERY, 54, Rue Veuve Lacroix, LA GARENNE-COLOMBES - BELGIQUE : POISSE, 44, Quai du Commerce, BRUXELLES
AUTRICHE : KISS, Barteneingasse Nr 4, VIENNE - SUISSE : BACHMANN, 12 b, Rue de l'Hôpital, BIENNE - ALGERIE : S.A.R.L., 25, Bd Boudin, ALGER
MAROC : LECŒUR, 53, Bd de Marseille, CASABLANCA - DANEMARK : BUDTZ, Aabenraa 29, COPENHAGUE - HOLLANDE : SALMO, Sarphatistraat, 71, AMSTERDAM

Ph. A. Agostini

MAX LEWIS ~ COMMITTEEMAN
Yes folks, it's that time again: time to regale you of the fortunes and misfortunes, slings and arrows you could say, of owning a modern Citroën.

FLEET FOLLIES

You may recall my ongoing brake problems [wake up there in the back row and pay attention; it could happen to you one day] and all that that encompassed. Well, the saga continued with taking the car back because the brake squeal did not go away as suggested. To be fair there was a day or two maybe that were bliss and then not so blissful. This time I waited for the fix and as it turned out the brake pads were at fault. New discs had been fitted and the opinion on the pads was 'there is 10,000km of life left in them' so they were not replaced. But the pads showed an extraordinary feature where due the method of manufacture [the pad is laminated with one or more layers of antifriction material] instead of a flat surface presenting itself to the disc, there was a depression for want of a better word and as the pad was pushed against the disc a vibration/ harmonic chorus, whatever, the squeal occurred.

New pads have completely eliminated the squeal and these were supplied and fitted without

charge. No squeal now going forward but wait for it... the squeal is now in reverse! Thank goodness there's not a lot of reversing done!

Further to this drama / comedy, the car has now developed a clonk. Clonking under acceleration and clonking under deceleration / braking.

I thought it might be the golf balls that I had in the boot which may have escaped into the spare wheel well but I have checked all this. I did hear of a tale once with the owner of a 1950s English car... a Riley or Alvis or something of that ilk that had this annoying clonk every time the car was cornered. For years if not decades this persisted through the many owners. One day the car was in for a repair or restoration when they discovered someone at the time the car was being assembled connected a ball bearing [slightly magnetic] to a wire from a high point so when the energy of the car going one way sideways the force would unstick the ball and CLONK. Devious rotten devil... must've had a smile on his face for years... a permanent deformation.

Anyway my clonk [and it's not the driver's seat clonk although it does have a bit of a clonk... read an earlier fleet folly of mine to see what that was] was checked out by THE man at Zagame's and he is stumped.

So it's off on Wednesday for a 24hour clonkwatch. The result of this ongoing saga I will soon reveal.

Otherwise the c5 is going well... I think the oil leak has fixed itself... no Leigh, there is oil in the engine you silly boy... so no expensive trips to the mechanic. The rear tyres are still ok but close to the limit after nearly 78k... there's so little weight on the rear with all the heavy bits at the front [including the nut behind the wheel] and as I don't drive it like a man possessed it's perhaps not surprising to get that much endurance. The fronts are a different case where I am still convinced that there is a wheel alignment problem but I keep on being called a kerb kisser, gutter cruncher. There may be some truth behind those salacious accusations.

Max Lewis ~ Committeeman
LEIGH MILES ~ EDITOR

It would seem that both Max and I have been having 'issues' with our c5s. Although mine are far less serious and while the response time from Zagame/Ateco would not win a race, they have certainly kept with this marathon.

Some of you will remember the problems I was having with the door trim on the front, driver's side door ~ the faux metallic finish was delaminating. I had determined via my contacts in the UK that this was a recognised problem and indeed replacement

parts were ordered and fitted under warranty.

I did have an abortive trip to Zagame for this work to be done. When the car arrived the Spare Parts Manager was on leave and nonone could locate the parts. On this visit I pointed out the passenger door was showing signs of deterioration. There was agreement that both front doors would be repaired at no cost.

While this took from December 2010 to early 2012... the work was done.

Imagine my surprise when I noticed that the finish on the faux metal laminate that had been replaced on the passenger's door was different from the original material and different from that on the driver's door.

I collected the car from the service division of Zagame Brighton today. It had been booked in [again] for the replacement of the door trim.

Well, that was the plan. It eventuated that the part supplied by Citroën France was the same as the previous [incorrect] part. The work remains undone... with the expectation that France will get it right next time. I have to say, I really do feel sorry for Nathan at Zagame. He does indeed appear to be doing his best. It just seems that Citroën France is in the relentless pursuit of mediocrity.

There was brighter news on the other long-term issue. This time around the system did tell

them that the parking assistance was faulty. It seems that on previous visits regarding this problem there was no error message to review.

So, we now know the fault is real; albeit intermittent. Parking

tive secondhand, current shape c5 buyer.

As someone who has never owned a 'poverty pack' model, I pointed him in the direction of the Exclusive trim level. While I have been happy with the performance of the 2litre diesel, I know that the v6 engine gives

a more sprightly driving experience. My brother has a 2.7litre Exclusive. So, if the money would stretch, I would recommend a 2.7litre Exclusive.

I did a little hunting on the internet and discovered a 2009 2.7litre Exclusive at Mercedes Benz Melbourne. About 45,000km on the clock and listed at \$35,000 drive away!

Philip and I were tempted to buy it ourselves. Sell the Honda 'Lounge Suite for the over 50s' and buy a Citroën 'Lounge Suite for the over 50s'. Good sense has prevailed, and no motoring updates are in the consideration pot.

Of course, with the high dollar, prices of imported cars are coming down. Ateco has taken the opportunity to widen the c5 range with more, less expensive models. Today you can buy a new c5 from just \$35,990 drive away. Unfortunately I cannot locate any information regarding the specifications of this car on the Citroën Australia website.

Leigh F Miles ~ Editor

sensors have been cleaned, the magic box that collects information from the sensors has experienced a good talking to, and I am on tenter hooks as to whether the problem has been solved.

I was interested to read in Max's article that he has achieved 78,000km on his rear tyres. I replaced my front tyres at 45,000km, with Stuckey Tyres assuring me that the rear tyres were close to expiring as well. So I got 30,000km less out of my back tyres than Max did from his.

Like Max, my expectation was that with so little weight over the rear wheels, and with them doing [apparently] so little that these tyres would have given far better life than 48,000km. Now, the car's first 15,000km were not done in my hands. So it is possible that the previous 'Citroën executive' who drove the car may have been Sebastian Loeb, but I have my doubts.

I was recently contacted by a member asking my views on which trim/engine combination I would recommend to a prospec-

FOR SALE

FREE TO A GOOD HOME

Traction doors [4]. These doors are very rusty but I can't bring myself to send them to scrap. They can't stay where they are for much longer. Includes window regulators and locks [I think] but no handles. Located in Sydney near Parramatta ~ pick up only. Peter Lowrie, PL568@yahoo.com.au [36/01]

1952 LIGHT 15

Reg. YR859. Owned by the member John Bell since new. Mechanically perfect with new gear box, cvj's, shocks, brakes, and recent engine overhaul. Original trim. Paint work needs improvement, but no rust, as always garaged since new. A large number of spares including a completely reconditioned gear box, spare engine, some panels and a complete set of Citroën tools, including a wheel puller, plus an original repair hand book. Price \$9,500. Contact Fiona Bell [03] 9387 3117. [36/01]

B2 ENGINE

There is a B2 engine for sale in NSW that has been used as a stationary engine and comes complete with magneto and carby. The bell housing of the crank case has been removed to access the fly wheel for a belt drive. But otherwise the engine looks complete and turns over. For details phone Gus on [02] 9823 9768 the price is \$385. [36/01]

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 [35/08]

1951

11BL

Completely resprayed in Rouge Delage, interior completely retrimmed in original cloth. Gearbox has had the strengthening plate fitted, courtesy of the previous owner and Mel Carey, the engine has been completely rebuilt, new pistons and liners, big end and main bearings. Carburettor has been rebuilt and a 123 electronic ignition fitted. New mastercylinder and slave cylinders. One lower ball joint replaced. New interior and exterior chrome fittings. New tyres fitted within the last 3 months, rims converted to 15inch to permit fitting 15/165 tyres [original 400mm rims available, in lieu of current rims, but those tyres aren't good]. Slight engine oil leak. Currently on full ACT registration till April [can be renewed till October]. She drives beautifully, and is immaculate inside and out... not quite perfect, but very close. Y1B 32S \$17,500. Contact Chris 04 0766 4843 [36/01]



WANTED

TRACTION SEATING

Old Traction seats, leather and interior upholstery that has been mothballed, discarded or replaced. Anything considered and worth paying for if it is of use to me. Please phone or email Craig Little, cnlittl@bigpond.net.au, [03] 9598 9766 OR 04 3381 6934 [35/08]