

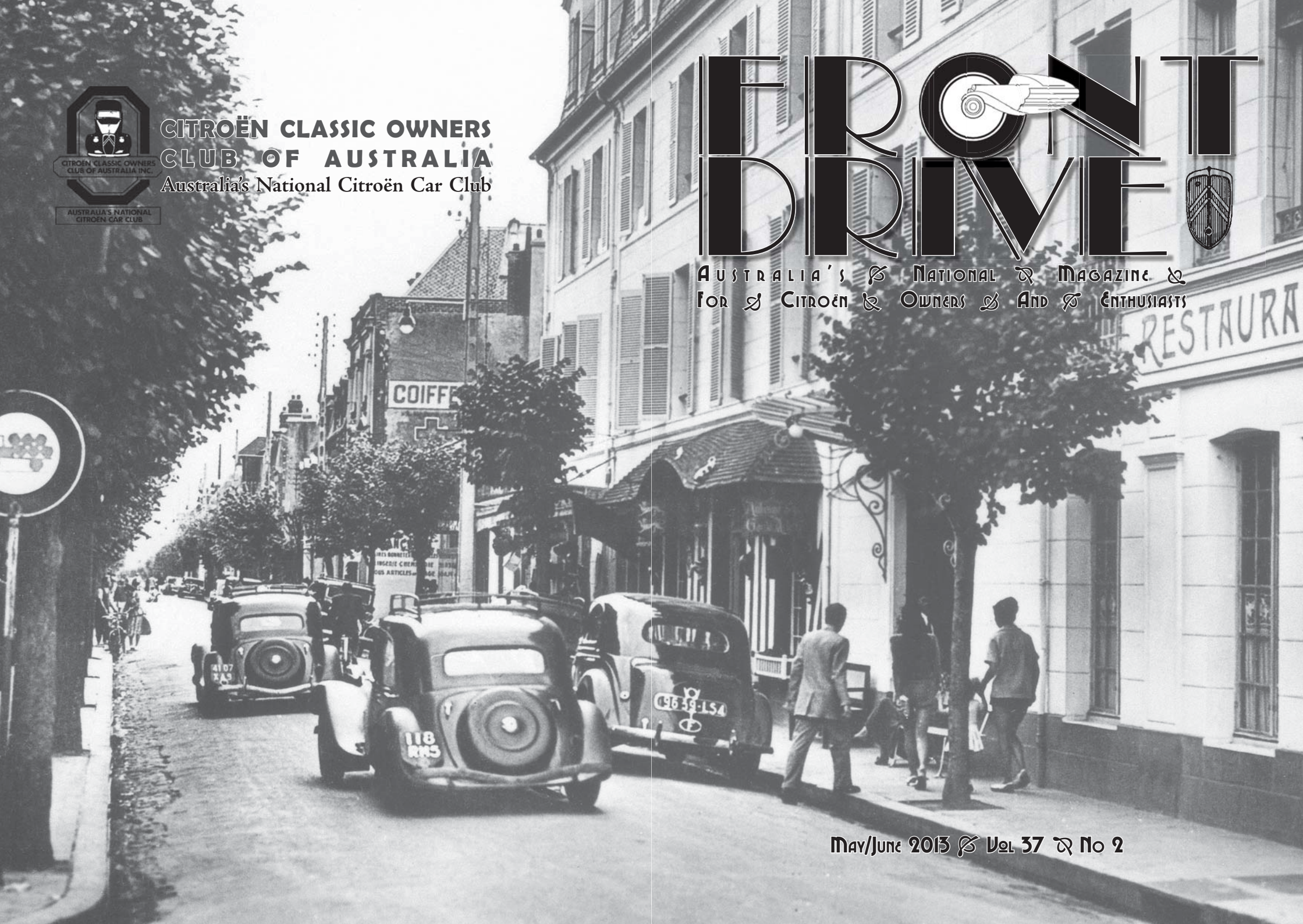


**CITROËN CLASSIC OWNERS  
CLUB OF AUSTRALIA**  
Australia's National Citroën Car Club

# FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE  
FOR CITROËN OWNERS AND ENTHUSIASTS



MAY/JUNE 2013 Vol 37 No 2



## Postal Address

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

[www.citroenclassic.org.au](http://www.citroenclassic.org.au)

Citroën Classic Owners Club of Australia Inc. is a member of the Association of Motoring Clubs.

The views expressed in this publication are not necessarily those of ccoCA or its Committee. Neither ccoCA nor its Committee can accept 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.

## 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

## Membership

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

## 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 depicts the L'Avenue de la Mer, Cabourg, Calvados, France and is taken from the Traction Avant Nederland calendar of 2004.

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The deadline for the next edition of 'Front Drive' is Friday, June 7, 2013.

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## Contributors

Contributors to this edition of 'Front Drive' include Mike Killingsworth and Mike Neil.

# 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](mailto:spareparts@citroenclassic.org.au) [If you phone, please do it at a reasonable hour.]

**CLUB SHOP**  
For Citroën models, memorabilia and other items contact Kay & Robert Belcourt at [clubshop@citroenclassic.org.au](mailto:clubshop@citroenclassic.org.au)

**OTHER CLUBS**  
VIC: [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au)  
NSW: [www.citroencarclub.org.au/](http://www.citroencarclub.org.au/)  
WA: [www.citroenwa.com.au](http://www.citroenwa.com.au)  
QLD: [www.citroenclub.org](http://www.citroenclub.org)  
[www.doublechevrans.aunz.com](http://www.doublechevrans.aunz.com)

Another year, another AGM and I am back in the editorial chair.

I am sure everyone in the Club knows of the exploits of François Lecot. But, other than the fact that he drove his Traction Avant backwards and forwards between Paris and Monte Carlo, what do really know? In this edition I give the background story and some information about the man.

Arduous trips of this sort are not just a thing of the past. By the time you are reading this, Club member Mike Killingsworth and his son will have collected their EH Holden and they will be about to depart on the 2013 Peking to Paris Rally. The background to their run is in this edition.

Warwick and Petra Spinaze are very active in the Club. Not only did they recently host

a lunch at their home on the Mornington Peninsula, their car won Car of Show at the recent Red Hill Show. A fantastic effort and a great piece of publicity for the Club. Read about both events on page 26.

While those of you who own French-built Traction may have no interest in the following fact, those of us with British built Traction may well shed a tear. We do not refer to a Light 15 as being British, it tends to be a 'Slough' car. Citroën's relationship with Slough goes back to the construction of their factory in 1926. That association ended in 2012 when PSA merged the back-rooms of both Citroën and Peugeot into one and relocated to Coventry. The story of Slough is in this edition.

Enjoy,  
Leigh F Miles



I was only able to join the first leg of Teddy's Terrific Tour ~ Melbourne to Mt Hotham. Of course the total trip took the tourists to Griffith for the annual Easter national CitIn. And even then as a single legger I was a half time participant. I drove legally like mad, to get to the East Gippsland Council ~ trying to mix business with fun, a cocktail that doesn't blend. You don't get a lift; it's more of a shandy than a cocktail.

Just something to think about and look forward to well down the track, CCOCA will host CitIn 2016 ~ gives us plenty of time to make sure it will be a cracker, action packed event ~ it will be a sell out.

And also something nothing really to do with driving badly when you drink and drive, but do you remember this?  
<http://www.theage.com.au/tv/Sport/The-Deadliest-Crash-4341901.html>

At 6.26pm on June 11 1955, the world of playboy racers and their exotic cars exploded in a devastating fireball. On the home straight of the Le Mans 24hour race, future British world champion Mike Hawthorn made a mistake and Pierre Levegh's Mercedes 300 SLR smashed into the crowd, killing 83 people and injuring 120 more. It remains the worst disaster in motor racing history. The story was quickly

engulfed by conspiracy theory, blame and scandal. Was the mysterious explosion caused by Mercedes gambling all on untried technologies? Did they compound it by using a lethal fuel additive? Have the French

authorities been covering up the truth ever since? Or was the winner, the doomed British star Mike Hawthorn, guilty of reckless driving and did his desire to win at all costs start the terrible chain of events?

And while you're thinking of driving badly having just checked that horrific Le Mans race, I hope you can come to the Wednesday 22 May Meeting, at Frog Hollow, to participate in an insightful demonstration by John Elliot from the Renault Car Club on how alcohol effects your driving! Be there!

Peter Sandow ~ President

PREZ SEZ

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

## A-TRACTIONS

### • MAY

#### CLUB MEETING ~ SHOULD YOU BE DRIVING HOME?

WHEN: Wednesday, 22 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

Hoping to have an insightful demonstration by the Police of

how alcohol effects driving.

### • JUNE

#### OZTRACTION '13 CURSKA MOMENTS

WHEN: Friday, June 7  
to Monday, June 10

WHERE: Ballarat, Vic

COST: OzTraction fee  
plus accommodation  
and expenses

BOOKING: Accommodation  
by 4 May  
OzTraction by 10 May

CONTACT: Leigh Miles  
[03] 9888 7506

Accidents in Traction are always to be avoided. But, should you be driving home after that ccoca lunch event? Find out at the Club Event on May 22.

Note: The inclusion of these images is in no way to imply that alcohol was a contributing factor in any of the incidents depicted.



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editor@citroenclassic.org.au

or Sue Bryant,

[03] 9885 3179

secretary@citroenclassic.org.au

Some might suggest that Ballarat is way too close to last year's destination ~ Castlemaine. And indeed geographically they are close. But the feeling of the two cities is

so different, they could be on different planets. While Castlemaine is as a bijoux gem, Ballarat is, as befits it, a golden nugget that deserves our attention once again. Again? Have we been here before? Those members with long memories will recall that in Easter 1984 ccoca was the host Club for CitIn and Ballarat was the destination. 1984, of course was the year which saw the fiftieth anniversary of the Traction Avant. Full details of this fantastic Citroën celebration can be found on page 13. Green Frog Tours realises that we are late getting the full details of this year's event to you, but we promise to deliver yet another fantastic weekend of



food, history and fellowship.

## COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 19 June  
TIME: 7:00pm  
WHERE: Check with the



CONTACT: Mike Neil,  
04 1821 1278  
activities@citroenclassic.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: ~ CHEAP EATS

WHEN: Wednesday, 26 June  
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: Mike Neil,  
04 1821 1278  
activities@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. There's plenty of room, good bar, and we can accommodate many so book soon and enjoy the atmosphere and chatting before and after dinner



## ELFIN HERITAGE CENTRE ~ JOINT EVENT

WHEN: Sunday, 30 June  
TIME: 3:00pm  
WHERE: Elfin Heritage Centre,  
29 Capella Crescent,  
Moorabbin, Melway 78 B7  
COST: \$5pp  
BOOKING: Essential  
by 26 June  
CONTACT: Mike Neil,  
04 1821 1278  
activities@citroenclassic.org.au

This is a joint event with Motafranz Car Club. We last joined Motafranz to visit the Elfin Centre almost two years ago, and

## CCOCA BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday  
May 23  
June 27  
July 25  
TIME: 11:00am  
FROM: Ocean Grove  
Industrial Estate,  
1/29 Everist Road  
TO: Victoria Hotel,  
Hesse Street, Queenscliff  
COST: Cheap eats  
pub lunch [drink in moderation, if you drink, don't drive]  
BRING: An interesting car  
BOOKING: Not required  
CONTACT: Mike Killingsworth  
04 1755 2446

The 'ccoca Boys Day Out' also known 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?



WHEN: Sunday, 23 June  
TIME: 9:30am  
FROM: Servo on westbound,  
city side, of Westgate Bridge  
TO: RAAF Aviation Museum,  
Pt Cook Rd, Point Cook  
COST: Free  
BRING: Refreshments,  
warm clothes  
BOOKING: Essential, by  
Wednesday, 19 June

those who went had a great time. If you missed it then, here is the opportunity to visit this great Australian automotive centre. Today we will visit a shrine to Australian racing car design and manufacture. After afternoon

## A-TRACTIONS

tea [included] and a chat, we will enjoy a presentation about Elfin by one of their knowledgeable enthusiasts. Then we will tour the exhibits and have a yarn with Elfin racing drivers and engineers. The exhibit includes many race-winning-cars and plenty of Elfin memorabilia. Why not view the cars on sale and make an offer ~ see the website for details. [http://www.elfinheritage.com.au/index.html] After our visit we will adjourn to one of the bay-front hotels for a few bevs and an early dinner.

Who is Elfin? This is what they tell us; 'The Elfin name towers over Australian motor sport like few others, which is surprising given the quiet nature of its



founder, Garrie Cooper. Never one for words, Cooper spoke through his deeds on the race track. The mighty successes of his racing cars, driven by himself and a legion of other talented drivers, spoke volumes for the man who built racing cars in a small Adelaide factory for more than 20 years. That his company grew to become the second largest manufacturer of racing cars in the world in the late 1960s was testament to his engineering ability. From the early 1960s to the late 1970s Elfin dominated local open wheeler and sports car racing and won numerous national titles.'

\$5 includes entry, tea, coffee, cheese and biscuits, \$2 per can for beer and soft drinks. These charges go the Elfin Heritage Centre, a not-for-profit organization

### • JULY BASTILLE DAY LUNCH

WHEN: Sunday, 14 July

TIME: 12:00pm

WHERE: The Steam Packet Hotel, Williamstown.  
13 Cole St, Melways 56 D10

COST: Lunch and refreshments to your account

BRING: Your wallet

BOOKING: Essential, by Thursday, 4 July

CONTACT: Mike Neil,  
04 1821 1278

activities@citroenclassic.org.au

Thought I'd get you familiar with Williamstown where the French



Car festival will be held. The Steam Packet has a great bistro and ambience suited to a winter's Sunday lunch.

Mains from \$15.50 to \$25.90

The Steam Packet Hotel is an important element of the historical town of Williamstown. It has strong historical associations and is architecturally notable as being a strong representative example of a hotel in the 1800s.

Architecturally, the building is in the conservative Classical style and is notable for its detailing. Constructed on stone plinth, the stuccoed structure has a string course and parapet with cornice. Other distinctive features include the angled corner, window and door frames and the prominent chimneys.

The two storey building was built in 1863 to replace an 1839 original building called the Ship Inn, which burnt down in 1861.



## COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 17 July

TIME: 7:00pm

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

COST: Cheap eats

BRING: Refreshments

BOOKING: Preferred

CONTACT: Sue Bryant,

04 1251 8849

secretary@citroenclassic.org.au

## CLUB MEETING ~ NATIONAL PHOTO COMPETITION

WHEN: Wednesday, 24 July

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

This was such fun last year, I've decided we need to see more members' shots; you'd be surprised how beauty doth lie in the eye of Citroën owner. Any photos of Citroëns you have taken are eligible. They can be from decades ago or in digital form. Members might recall that one of last year's was turned into a great article for the magazine.

Even if you cannot attend in person, why not email your favourite images to Mike and participate from afar!

Prizes will be awarded.



ELFIN HERITAGE CENTRE





• **AUGUST**  
**DAY RUN** ~  
**THE BRIARS PARK**  
 WHEN: Sunday, 4 August  
 TIME: 10:30am

TIME: 7:00pm  
 WHERE: Check with the  
 Secretary for this month's venue  
 COST: Cheap eats  
 BRING: Refreshments  
 BOOKING: Preferred  
 CONTACT: Sue Bryant,  
 04 1251 8849  
 secretary@citroenclassic.org.au



### CLUB MEETING ~ CHEAP EATS

WHEN: Wednesday, 28 August  
 TIME: 7:30pm  
 WHERE: Riversdale Hotel,  
 cnr Riversdale and  
 Auburn Rds., Hawthorn.  
 COST: Cheap eats  
 BOOKING: Essential by  
 26 August  
 CONTACT: Mike Neil,  
 04 1821 1278  
 activities@citroenclassic.org.au

High quality traditional Pub food at reasonable rates; Porterhouse Steak \$14. Wednesday's Steak night at the Riversdale, a three storey Victorian Hotel built during the Gold Rush. Come along and enjoy the atmosphere, and chat with club members.

**COMMITTEE MEETING**  
**& CHEAP EATS**  
 WHEN: Wednesday, 21 August

While bookings have 'officially' closed, there may still be time for you to book for OzTraction '13: Eureka. Contact Sue Bryant [04 1251 8849] and see if she can squeeze you in!

This year Green Frog Tours has selected the Bell Tower

Motel, on the western side of Ballarat as the preferred accommodation venue. There are just two types of room and both offer excellent value for money. Ballarat is of course awash with accommodation, and as always the final choice is yours.

The events for the weekend kick-off with dinner on Friday evening at the eye-catching Lakeside Hotel. Join Green Frog Tours for a pre-dinner beverage before dinner in our private room. Here we will enjoy a barbeque. While the cooking will be done outside, the eating will be done inside. Full bar facilities will be available in our room, and naturally refreshments are to your account. Please remember with this, as with all meals where alcoholic beverages are available, to drink responsibly or car pool. The motel is about 7km from the centre of town, and none of us want to attract the attention of the police.

After breakfast on Saturday, either at the motel or one of the many cafes that serve breakfast we will head into town. On the shores of Lake Wendouree we

will find one of the finest Farmer's Markets in Victoria. Produce, jam, chutney, cheese, baked goods... all this and more can be found at the Ballarat Lakeside Market. Remember, lunch today is not included in your Rally fee

## OZTRACTION '13: EUREKA

~ so you may care to shop with that in mind.

All of the world's great cities have trams ~ Melbourne, Prague, Warsaw, Lisbon, Ballarat. Those trying to catch-up have recently re-installed trams ~ Manchester, Sydney. Leigh has a fascination with trams, so no visit to a tram-city would be complete without a tram ride. Ballarat is also blessed with a fine tramway museum, which is near the shores of the lake and we will head there for a tour before our tram ride.

After lunch [to your account] 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 Boatshed Restaurant, on the shores of Lake Wendouree. Will you start with the rare beef with black bean dressing served with a corander Asian salad, or twice baked goat's

cheese souffle or the chicken and leek terrine? Main course will be just as inspired, and the desserts are stunning. As always, refreshments are to your account.

After a relatively quiet day yesterday, Sunday is abuzz with

lap.

Then it is on to Ararat where we will visit the Gum San Chinese Heritage Centre.

The unique Heritage Centre is a tourist attraction offering history, culture and education. It brings to life the story of the immigrant miners on the Victorian

Goldfields in the mid-1800s and recreates the social, environmental and political situation of the time. Gum San is an important base for the understanding of the influence of Chinese culture on the economic, cultural and social development of Australia. Take your own journey and relive the experience of these Chinese gold prospectors on their great trek from Robe to the Victorian Goldfields

Then it is on to Aradale. Aradale Asylum was a psychiatric hospital, not to be confused with the nearby prison ~ J Ward.

Now a ghost 'town', Aradale was once known as the Ararat Lunatic Asylum. Aradale and its

two sister asylums at Kew and Beechworth were commissioned to accommodate the growing number of 'lunatics' in the colony of Victoria. Construction began in 1860 and was opened for patients in 1865. It was closed as an asylum in 1998.

After a long day it will be good to get back to the Bell Tower Motel for a relaxing drink, a shower and it will be time to get into your 'glad rags' for the weekend's most formal dinner.

Prize giving, story telling will rank high on the agenda, along with some of Ballarat's best food at Table 48. In 2012 Table 48 won the Golden Plate Award for excellence in hospitality ~ and Sue and Leigh can assure you that on the night we dined here, the food was certainly worthy of the award. Tonight is a three-course affair, so be sure bring an appetite! And remember, Leigh will be wearing fur, so dress to impress.

Monday breakfast will come around all too quickly. While all our other food has been back in town, we have made breakfast

nice and easy. It will be served in the motel dining room.

#### ACCOMMODATION

The recommended accommodation for OzTraction is the Comfort Inn Bell Tower Motel which has comfortably appointed rooms and is about 7km west of the centre of Ballarat.

Prices start from just \$135 per night for a double room. Spa rooms are also available at \$143 per night. Rooms were being held for CCOCA until Saturday, May 4, but now Green Frog Tours cannot guarantee the availability of rooms.

#### NEXT STEPS:

First: Contact Sue Bryant to see if there is any space available..

Second: book your accommodation with the Comfort Inn Bell Tower Motel [03] 5334 1600 ~ remember when you talk to Kim to say you are with the Citroën Classic Owners Club.

We do hope you will join us in Ballarat for OzTraction this June. Yellowy Bear,  
on behalf of GFT



## OzTraction '13: EUREKA

activity. After breakfast our first destination is Narrapumelap. Narrapumelap was built in 1873 and is an impressive French Gothic Mansion. Its original owner, John Dixon Wyselaskie [1818-1883] was a successful pastoralist and a philanthropist with his own

intriguing life story. Visit and discover more about his life and enjoy the dynamic revival of his house that can only be described as a national treasure.

Lunch today is included in your rally fee and will be a light, but hearty, affair at Narrapume-





The deferred Annual General Meeting of the Citroën Classic Owners Club was held on Wednesday, 24 April and it was great to have such an excellent turn-up, following the abortive meeting the month previous.

## ANNUAL GENERAL MEETING

MINUTES FOR ANNUAL GENERAL MEETING HELD ON WEDNESDAY 24TH APRIL, 2013.

- The Annual General Meeting of Citroën Classic Owners Club of Australia, was declared open by the President, Peter Sandow.
- Proxies were received from: Peter Lowrie, Leslie Francis, Douglas Crossman, Barry Nichols, David Hancox, Barry Marwick, John Freeman, Rex Gibbs, Andrea Fisher, Nigel Harwood, Brian Love, Craig Little, Robin Smith, Tim Waters, Mike Killingsworth, Ian McDermott, Dominic Lowe, Ruth Harrison, Jon Faine, Robyn Barlow, Alec Protos, John Beswick, Des Morris, Derek Moore, Eric Foster, Geoff Burford, Lance Wearne, Loui Burke, Michael Molesworth, Ruth Pilens, John Henderson, Liz Pike, Philip Norman
- Apologies [without proxies] were received from: Bob & Carol Lachal, Robin & Susanne Smith, Peter & Jenny Boyd, Stuart Pekin, Ted & Helen Campbell; Graeme & Ann Vaughan, Rob & Libby Little.
- Minutes from 2011/12 AGM were presented to the meeting by the Secretary.
- Proposal that the meeting should accept minutes as a true and correct record. Proposed by: Peter

Sandow, Seconded by: Leigh Miles and passed unanimously.

- Committee members reports were presented

PRESIDENT'S REPORT ~ PETER SANDOW

- I am pleased to present my second Annual Report to the membership for 2013. At the outset I am overwhelmed at the

prospect of providing a detailed report on all the activities and developments that the club has embarked on over the last 12 months.

After the joint Concours, hosted this year by CCCV, Peter James handed over the Club Shop operation to Kay and Rob Belcourt. Thank you Peter for your efforts, and now Kay and Rob are on board the Committee we have an array of developing ideas that will add attraction and interest with new Citronic products, aimed to intrigue.

The other shift in Committee roles was the undertaking of Activities Coordinator by Mike Neil, taking over from Max Lewis. With Max's attention focussed on the Library our mind food has expanded in value and diversity. Beautiful books have been acquired with Max's discerning eye for yours to share. Mike Neil has set a full programme of events and speakers providing interest both for the technical and culturally minded. His effort is greatly appreciated and his capability to arrange experiences such as driving bulldozers down at Rob and Maggie Barton's Bairnsdale property or visit Blackman's Interior Fitout shop keeps us guessing what he will come up with next.

Members, Graeme and Lee Dennes have also contributed energy to the club as they again have organised a Great Gippsland Tour from Bunyip to Stratford. The tour has been carefully organised taking in a variety of scenic sites. The effort to undertake this organization is appreciated by the Committee. Is this to become the 'Droving with the Dennes' event?

As we also have the 'Teddy's Terrific Tour', a pre-ambling trip, via Hotham, Tambambalanga, Corryong, Tumbarumba, Wagga Wagga and Narrandra ~ that provides a great overture for the arrival at the Easter National 'Citin', this year at Griffith NSW. And then we have our private lives to manage and, I haven't mentioned Bastille Day, a great OzTraction at Castlemaine by Green Frog Tours, Garage Crawls, Cheap Eats and many other activities and events all contributing to my exhaustion enthusiasm.

Thank you to our Safety Officers, Russell Wade, Peter Boyle [Cultural Attaché] and Philip Rogers. Our Web Wallah, Mark McKibbin helps us stay connected to the virtual world. The management of Spare Parts by Lance Wearne and Tyres by Robin Smith gives our club its technical backbone ~ it is our raison d'être and ensures we may continue to rebuild past models for future use.

I again wish to recognize the dedication and creativity that Leigh Miles applies to the publication of our Front Drive magazine. Every issue holds an intriguing offer ~ an engaging 'read' of articles, from historic interest to future visions of what might be around the cor-

ner. I see this publication as the adhesive of our club.

Well our Secretary is probably our LHM fluid, Sue Bryant keeps everything up and spinning. Thank you Sue for looking after everything that is necessary to make things work, from our essential Club Permit Renewal Process to Minutes and Correspondence ~ the Club is running smoothly with your management.

Thank you for a wonderful cCOCA year.

SECRETARY AND MEMBERSHIP SECRETARY ~ SUE BRYANT

2012/13 has been another good year and enjoyable year on 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 10 committee meetings this year, two less than usual due to difficulty in coordinating busy diaries. Committee business however seems to be conducted not just in formal meetings but increasingly issues are dealt with as they arise, mainly by e-mail and this seems to work well, especially for Rob Barton and Lance Wearne who live outside Melbourne and can't attend our meetings on a regular basis.

The VicRoads club permit scheme which was introduced in February 2011 continues to be well supported. This year I have signed 70 permit forms of which 22 have been for cars which were previously on full registration.

This means that Peter Boyle, Russell Wade and Philip Rogers have continued to be busy inspecting vehicles and completing safety



check certificates, a service for which we are very grateful. 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

Receipts And Expenditure  
Bendigo Bank General Acc  
119218071  
c/f 1/3/12 \$5,095.80  
add receipts 1/3/12 to 28/3/13 \$23,918.95  
deduct expenses 1/3/12 to 28/2/13

## ANNUAL GENERAL MEETING

form. Our return rate is good and we have gained 23 new members this year. Total membership for 2011/12 was 208, which includes five life members.

This number is fairly static as the final number was 2011/12 was 204. It seems in many cases when a car is sold we lose the previous owner as a member but the new owner joins the club. The two main factors for new members seem to be the Spare Parts and VicRoads Club Permit scheme.

### TREASURER - ROB BARTON

Thanks to Sue Bryant for again doing most of the work this year. Living 4 hours' drive from Melbourne, and travelling away, meant I was only able to attend 1 committee meeting. This is unsatisfactory from all perspectives so I think it best to step down as Treasurer.

Total club funds have fallen marginally from \$61,156.37 [2012] to \$59,324.02 [2013] This is in part due to a fall in interest rates on our ING account. Basically we're in a sound financial position to maintain club activities and services.

Account Balances as at 28/2/13  
General Account \$2,888.19  
Parts Account \$7,168.88  
ING \$49,266.95  
Total \$59,324.02

\$26,126.56  
Balance @ 28/3/13  
as per statement \$2,888.19

Parts Account Bendigo Bank  
119218188  
c/f 1/3/12 \$8,617.39  
Add receipts 1/3/12 to 28/2/13 \$15,995.49

Deduct expenses 1/3/12 to 28/2/13 \$17,444.00

Balance @ 28/2/13 \$7,168.88  
ING Direct Account 60144237  
c/f 1/3/12 \$47,443.18  
Add Interest 1/3/12 to 28/2/13 \$1,823.77

Balance @ 28/2/13 \$49,266.95  
Total Funds \$59,324.02

General Account Expense Breakdown

Merchant fees \$420.95  
Printing \$4,881.10  
Post \$269.00  
Stationery \$41.80  
Insurance \$1,456.30  
Library \$675.17  
Events \$13,572.11  
Miscellaneous \$22.00  
Transfer to ING and Parts A/c \$4,491.42

Motor Assn M'ship \$200.00  
Parts Account Expense Breakdown  
Parts \$10,465.94  
Freight \$507.45  
Bank fees \$36.00

### EDITOR ~ LEIGH MILES

I have stood in front of you giving you my Editor's report since

2005, and indeed for longer than that having first been editor back in the mid-1990s. My involvement with Front Drive started, however, in the early 1980s when I used to help then editor, Peter Fitzgerald, paste down the articles onto boards for printing and then collating the printed copies.

Times have changed and the advent of computers, and then of desktop publishing suites has allowed the quality of the artwork to improve beyond anything of which we dreamed in 1982. With that however comes a downside. When computer software is 'upgraded' by the manufacturer it is not always an improvement. Features that you have loved may disappear, the new software may not be compatible with the previous version... I am sure you have all had this happen to you.

Unfortunately both these issues have bedevilled this year's magazine. Part-way through the year we upgraded to the latest version of Adobe's InDesign software. In doing that we lost the ability to supply the printer with files of the type he needs and considerable additional work is required by both me and the printer to get the magazine printed. The result of that is that despite the additional work article titles continue to give us both immense grief.

Unfortunately, it has taken a number of editions of Front Drive to get it right. But I am now confident that all these problems are behind us.

The other disappointment for us has been the withdrawal of advertising by Vigil Insurance. It was their money that allowed the funding of the colour section of

the magazine. We can only presume that the flurry of activity with which Vigil entered the classic car insurance did not pay off for them: it might appear that insufficient owners moved their allegiance from Shannons to Vigil. The funding gap for the colour section [and colour is very expensive] is now filled by the Club. This has not been helped by the fact that Vigil have still not actually paid their invoice!

On a brighter note, we have attracted support for the Club from Citroën's newest dealer ~ Brighton Citroën. Their advertising should commence from Volume 38, No 2. We look forward to a long and mutually advantageous relationship with Brighton Citroën.

As always, I have enjoyed putting Front Drive together every 6 weeks, or so. There are times when I feel inspired ~ the recent edition that focused on Citroën in IndoChina was one such. While a good deal of the material was sourced from the internet, the sources were multifarious and I have had considerable input from the owners of a number of sites that provided material to us. It took a lot of digging to align the sources which often gave differing information as historical fact.

Other issues are more of a struggle to complete. The eternal cri du Coeur for material from you ~ the members often falls on deaf ears. As an aside, my pleas for material from the committee also sometimes falls on deaf ears, but I promised not to dwell on that.

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

## ANNUAL GENERAL MEETING

the privilege of editing 'Front Drive' on your behalf. I can think of no other rôle in the Club that could provide me with the level of satisfaction of this position.

### SPARE PARTS ~ LANCE WEARNE

As a result of my short time in the rôle of Spare Parts officer at the previous annual report date, I have drafted this report to commence with my taking over the rôle up to and including 13 March 2013.

Since taking over the rôle as Traction Spare Parts Officer I have sold a total of \$10,329.70 in parts to members. This associated with total of \$5,646.96 spent in new parts to replenish stock and to fill orders as required by members.

A bank draft for €1,000 [\$1,324] was sent to Rob Koffijberg for the supply of parts. Again Rob has gone out of his way to assist when the need arose. Presently he still has €163.13 over in our account.

During the past year a number of 'odd' items have been purchased namely; 16 sets of Lucas tail lamp holders were finalised after a prolonged negotiation.

An opportunity also arose to purchase a few sets of 10 output shafts through a member who commissioned an engineering

works to manufacture these. Presently of the original three sets one remains in stock.

Jack Weaver plates were also purchased as well as 40 replacement speedo and combination round dial faces at a cost of \$847.82. This has resulted in significant stock levels of these items for the foreseeable future.

Furthermore, English Slough Type hubcaps have been ordered and I have been assured they will be delivered soon. With me commencing the parts rôle, membership of the English TOC [Traction Owners Club] was taken up at a cost of \$168.87 and has proved helpful in obtaining hard to access 'Slough' specific parts. I would suggest the committee approve continued membership for the parts officer.

At the time of this report there was approximately \$1,150 outstanding from recently invoiced parts, which I would expect, will be settled soon.

Presently the balance in the parts account is \$7,356.74

I trust this gives the committee an overall insight into the parts activities since December 2011. Monthly financial reports are forwarded to the treasurer on an ongoing basis.

### ACTIVITIES ~ MIKE NEIL

Since taking the Events Portfolio over at the 2012 AGM from Max Lewis, I've received support and encouragement from members and other committee members; thanks to those people, and those who've patronised events.

It seems I've managed to provide a blend to please most people, I've had to cancel only one event due to

lack of numbers, the Point Cook Air Museum Run, the weather was not kind that day for an outdoor event, and another where a guest speaker cancelled at short notice. Our technical events included three garage crawls, a visit to an interior renovation specialist, otherwise known as an upholsterer, two spares and manuals sales/auction days. I guess the visit to Rob and Margie Barton's place at Bairnsdale comes half under the technical category, when there were a number of Bulldozers cranked up for test drives, but the rest of that weekend were certainly cultural/culinary/social. On club nights we had talks from Russell Stuckey about tyres, and, at last month's meeting, from an aviation historian on the local aircraft industry at Fisherman's Bend. On others we played pentanque until dark, and had a photo competition. Cultural and Culinary events were always well attended when we took runs to Daylesford and Red Hill, as well as a few cheap eats nights. Events I take no credit for this year were the biggies: the Combined Concours run last year by CCCV, and the June Long Weekend, run by Green Frog Tours.

There were two major car shows we didn't feature well at though, and I feel strongly about promoting these so cCOCA achieves a better public profile through a united attendance. Both were run under the AOMC, [Association of Motor Clubs] banner and sponsored by the RACV, at Mornington and Flemington racecourses. These are huge top class events and although some members attended, they were isolated. To this end I've had some new feather blade club banners

made to be displayed at our site at the RACV Showcase on 21 April. Another thing I'd like to start doing is having workshop/familiarity days for the main models once a year. Ideally a venue under cover, and the use of a hoist. I'm keen to hear any suggestions. Also, I'm looking for volunteers for the very popular garage crawl.

Once again, many thanks for supporting cCOCA Events, I'm nominating to continue in the position of Events Coordinator for 2013/14.

### LIBRARY ~ MAX LEWIS

The past year has been a busy time with book purchases for the library, especially from two French authors... Olivier de Serres and Bernard Laurent. Although these publications are in French, the presentation is too good to miss out on even for those like me whose grasp of the language is basic! I am currently looking at another Olivier de Serres book... this time on the DS. It is fortunate for the club that Olivier's son, Raphael, resides in Melbourne and has acted as my go between. This enables the club and club members [who wish to buy their own copies if desired] at a very modest cost. As well we purchased a number of near modern workshop manuals which we are in the process of sorting and compiling. I am currently working on a database to have all the books, magazines, periodicals etc available for all to see.

### CLUB SHOP ~ KAY BELCOURT

Whilst only having taken on the position of Club Shop custodian as of November 2012, I have endeavoured to source a variety of new items for offer to club members.

*Continued on page 31*



## PEKING TO PARIS

And so the planning started. The company running the event, the Endurance Rally Association, were most helpful and gave us tons of advice. We looked for a car and decided on an EH Holden for a number of reasons, not the

Two years ago our son James gave me a copy of the book written about the re-enactment of the original Peking to Paris race that was shown in Australia on ABC television. I read it with interest and then put it aside. A month or two later James wrote to me from Singapore advising me of a company in the UK that had run two previous Peking to Paris rallies and was planning a third in 2013. He suggested we enter! I mentioned this to my darling wife and typically she said 'You cannot not go! What an opportunity to do something like this with your son.'

least being it is an Australian icon and we could paint it in Neptune Racing Team colours just like our NRT Mustang.

Not long after we purchased the EH the enormity of the project hit me, especially the car preparation. Despite the promise of help from a good friend who is an



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excellent mechanic, I was daunted by the preparation required to get the car to a satisfactory standard.

Casting around for a solution I happened on an FX Holden that had actually completed the rally in 2010, winning its class and

rolling shell to be transported to the Vintage and Classic Garage in Clayton.

Ras Hansen has proven to be the ultimate 'find'. A seriously competent engineer, he and his assistant Ryan have done all the

structural work on the car which has included a new HR Holden

ball joint front end with disc brakes, full roll cage stretching between the front and rear suspension, 110litre fuel tank fitted inside the boot and a myriad of other modifications all within the rules of the rally. I am hoping to be able to say that we have the best prepared car in the rally though some I saw recently in the UK were very good!

Additionally we have been very lucky to secure the services of Erik, Clint and Cooper at Peninsula Collision Repairs for all the body work and a magnificent paint job as well as Ben Connelly from Torquay for a fully balanced '179' to go in front of the Aussie 4 speed gearbox. Numerous other businesses in Geelong have been helpful as well.

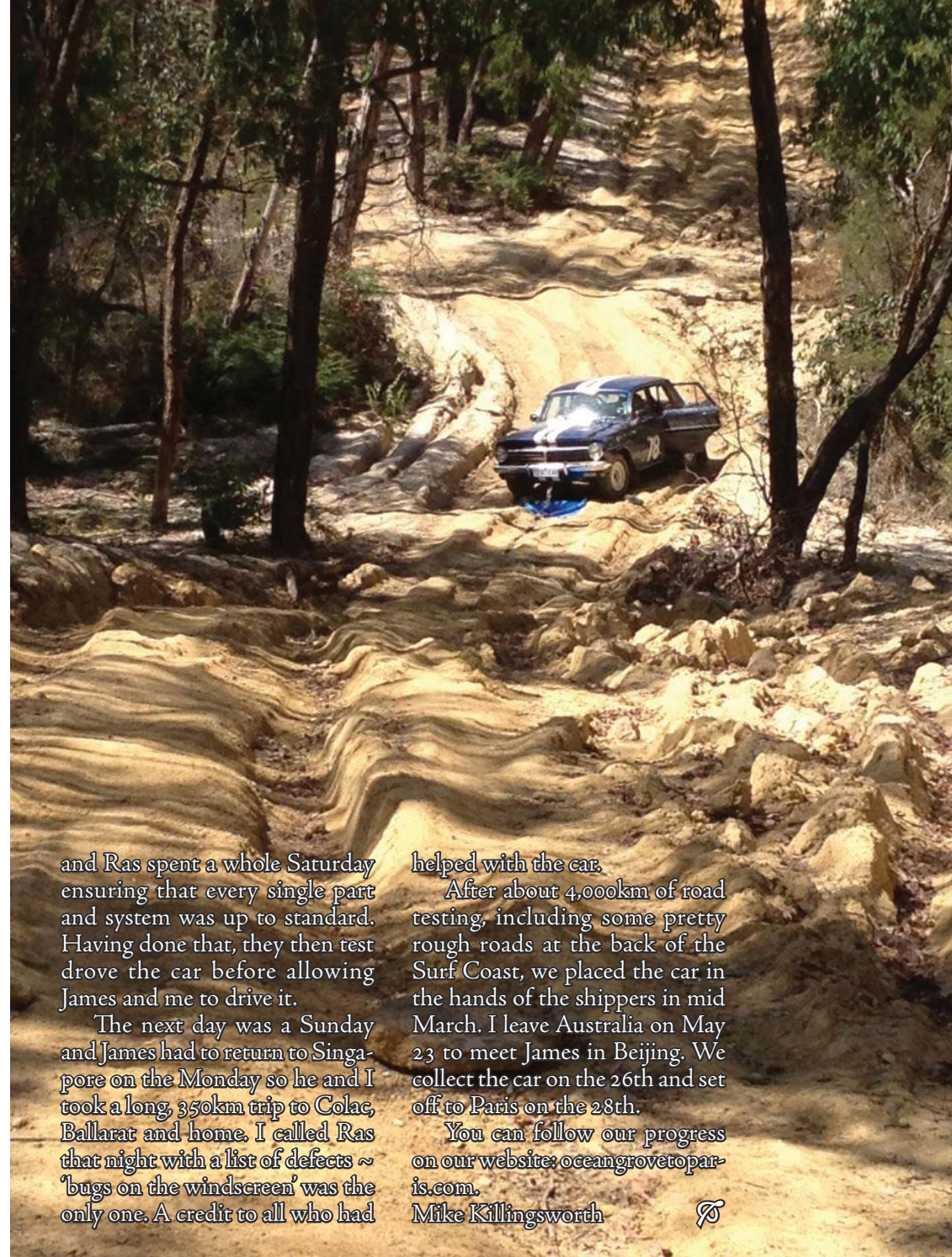
In January this year the car was basically completed to a drivable condition. James was able to come down from Singapore for a week to oversee the final stages. Ben Connelly wanted the engine run in on a 'dyno' and this we did. Having completed that to Ben's satisfaction we trailered the car back to our shed where Dave

finishing fourth overall despite a badly damaged engine. A quick trip to Sydney and the car was purchased. Shipped to our shed in Ocean Grove to start work, removing the engine and going over the rest of the car.

About this time my mechanic friend mentioned he knew of a garage in Clayton where Peking to Paris cars were being prepared. We contacted Ras Hansen and he kindly came down to Ocean Grove one evening to assess our project. Having looked at both cars his determination was that the EH was the better car. Both cars would require significant work to ensure completion of the rally, a difficult drive from Beijing across the Gobi Desert, through outer Mongolia, Siberia and the rest of Russia and into Europe. 12,247km overall. Further the EH was a stronger car to begin with and, to James' delight, we would be competing in 'our' car rather than somebody else's.

My mechanic friend Dave Malkin set about getting the car a RWC so we could have it registered and then stripped it to a bare

## PEKING TO PARIS



and Ras spent a whole Saturday ensuring that every single part and system was up to standard. Having done that, they then test drove the car before allowing James and me to drive it.

The next day was a Sunday and James had to return to Singapore on the Monday so he and I took a long, 350km trip to Colac, Ballarat and home. I called Ras that night with a list of defects ~ 'bugs on the windscreen' was the only one. A credit to all who had

helped with the car.

After about 4,000km of road testing, including some pretty rough roads at the back of the Surf Coast, we placed the car in the hands of the shippers in mid March. I leave Australia on May 23 to meet James in Beijing. We collect the car on the 26th and set off to Paris on the 28th.

You can follow our progress on our website: [oceangrovetoparis.com](http://oceangrovetoparis.com).

Mike Killingsworth





## PEKING TO PARIS





The Red Hill Show, held on a sunny Saturday recently, was well attended by locals and visitors. All the expected attractions were there for all ages and interests. Included was a display of various antique

thrill! I was absent just then ~ watching the wood-chopping.

Then later, my car lead the parade of vehicles around the oval packed with a big crowd. We waved back in a royal kind of way. *Vive la Citroën.*

The following Saturday ~ also in sunshine, my Light 15 and two

gorgeous club DSS were part of a lovely wedding in Red Hill.

The bride, groom and families, all exquisitely attired, had French interests and connections. *Tres bien et magnifique.*

Warwick and

Petra also recently an event for the Club at their home on the Mornington Peninsula. Our hosts have kindly written some words and supplied a photo of the happy group.

A neat dozen members enjoyed a lazy BBQ lunch at Spinaze's limestone cottage on Sunday 5 May. For 'cottage', read 'shed' because the weather was cool and cloudy.

The newly-reno-

vated, French-style outdoors *maison*, got several ticks of approval. A timber Traction dashboard bought at a CCOCA parts auction, has been converted to a photo frame. An enjoyable relaxing time was had by all and thank you all for coming.

The welcome mat's always out.

Petra and Warwick Spinaze.

## Red Hill Winners

vehicles from the Southern Peninsula Historic and Classic Car Club.

The Show President chose my Light 15 and placed a big blue ribbon across the windscreen. See photo. What an unexpected





The attendees at Warwick and Petra's Club lunch [l to r]: Rob Belcourt, Lee Dennes, Kay Belcourt, Graeme Dennes, Petra Spinaze, Max Lewis, Libby Little, Beverly Stringer, Rob Little and Bruce Stringer.

## RED HILL WINNERS



### Continued from page 21

The task of sourcing items can be both enjoyable and challenging but I believe I have found some interesting items already and will continue to 'meet the challenge'.

I would like to think, too, that members are interested enough to come over to the table at the club rooms on meeting nights and have a look at what is on offer, so with some 'advertising' about new items in Club Shop hopefully this will happen.

If members have any ideas for new items I am happy to investigate. Reports accepted Proposed by Eric Bishop and Seconded by Peter Simmenauer passed unanimously.

• 2012/13 Committee retired and Peter Simmenauer acted as chairman for the appointment and election of officer bearers.

Elective positions:

• Editor

Nominated: Leigh Miles  
Proposed by Peter Sandow  
Seconded by Kay Attali  
Leigh Miles was declared elected.

• Spare Parts

Nominated: Lance Wearne  
Proposed by Robert Belcourt  
Seconded by Max Lewis  
Lance Wearne was declared elected.

• Activities:

Nominated: Mike Neil  
Proposed by Leigh Miles  
Seconded by Sue Bryant  
Mike Neil was declared elected.

• Treasurer

Nominated: Susan Bryant  
Proposed by Robert Belcourt  
Seconded by Leigh Miles  
Susan Bryant was declared

elected.

• Secretary

Nominated:

There were no nominations  
Position is vacant.

• President

Nominated: Peter Sandow

## ANNUAL GENERAL MEETING

Proposed by Max Lewis  
Seconded by Mike Neil  
Peter Sandow was declared elected.

• Committee Posts

Nominated: Kay Belcourt  
Proposed by Leigh Miles  
Seconded by Mike Neil  
Kay Belcourt was declared elected.

Nominated: Max Lewis  
Proposed by Sue Bryant  
Seconded by Ted Cross  
Max Lewis was declared elected.

Non Elective Positions were confirmed as follows:

• Membership Secretary Sue Bryant

• Club Shop Kay Belcourt

• AOMC Representatives Ted Cross, Russell Wade and Mike Neil.

• Librarian Max Lewis

• Safety Checks Peter Boyle; Russell Wade and Philip Rogers

• Asset Custodian Max Lewis

• Tyres We have been advised by Robin Smith that due to Longstone no longer offering free freight the position is not currently needed and that no appointment is therefore currently necessary.

• The following resolutions regarding changes to the bank accounts were proposed



- That Robert Barton be removed as a signatory to the Bendigo Bank General Account 1192218071 and Parts Account 11218188 and also to the ING Bank Account 60144237.
- The current signatories to the

Proposed by Robert Barton  
 Seconded by Leigh Miles and passed unanimously.  
 • Chairman vacated the chair.  
 • Peter Sandow thanked Peter Simmenauer for chairing the meeting.

- Events update was given by Mike Neil.
- New Business
- Easter 2016:

## ANNUAL GENERAL MEETING

Bendigo Bank General Account 1192218071 are Peter Sandow and Susan Bryant and either one can sign.

- The current signatories to the Parts Account 11218188 are Peter Sandow, Susan Bryant and Lance Wearne and any one can sign.
- The current signatories to the ING Bank Account 60144237 are Peter Sandow and Susan Bryant and either one can sign.

Members were advised that cCOCA is rostered to host CitIn 2016.

- cCOCA members in WA to be contacted, following the disarray within ACE.
- Peking to Paris being participated by a DS Peter Washington and Rob Shepard and also by our club member Mike Killingsworth and his son James.
- AGM was closed and Supper served.

Each year as part of the background to CitIn the Presidents [or their representatives] meet to review collaboration between the nation's Citroën Clubs.

tails of next year's event.

2015 will be in the hands of our friends over the border in SA. We hear rumours that Mt Gambier is being given serious consideration.

2016 will be hosted by us. We are very pleased to once

again be able to show-case the skills of cCOCA in running a major event such as this. Even more pleasing is that Kay and Robert Belcourt have volunteered to lead the small team of members who will be arranging and managing this important event.  
 Peter Sandow

## CITIN ROSTER

This year cCOCA was represented by Mike Neil and Kay Belcourt. While discussions are wide-ranging, the important thing for you, the members, is the CitIn roster.

It has been determined, and agreed, that 2014 will be hosted by CCCV. Keep an eye out for de-

One day in a Déesse in the Poitou region of France. Laugh, cry, and occasionally wince as you follow an eventful eighteen hours in the company of Madeleine and The Driver. Intrigue, unexpected events, some unforgettable characters, and a recipe or two. Enjoy the free French lessons, too...

### EPISODE 2: PMT AT THE PMU

We left the DS and The Driver looking for coffee, a croissant and an alternator in a French town near the city of Poitiers. The Driver found all three, and lots more besides... [Bonus 'DS-Vinci Code' historical treasure hunt: readers may like to look for three hidden dates in the story, and suggest a link to do with battles in the province of Poitou...]

The Driver parks Madeleine, the sleek white D Spéciale, next to the seventeenth-century oak-framed market hall of Délymèle-sur-Grogné. A signpost indicates in dark blue enamel letters on a rusting ivory background that Poitiers and Limoges are an hour away in opposite directions.

The alternator stops screaming Morse code as he turns off the ignition and applies the foot-operated parking brake.

He sits for a moment in his armchair behind the monobranche steering wheel.

Madeleine sighs as her owner alights, and the hydropneumatic suspension's green liquid makes si-

lent compensation for the change in ballast.

He'll go to the Mairie first, and ask for a list of garages in the town.

This is a working day, and with two hours to go until the Mairie opens, breakfast beckons. He buys

a croissant from the *boulangerie* near the *halles du marché*. The pastry purchase takes twenty minutes, because the *boulangère* tells him that she is from Le Mans, four hours' drive to the north, and insists on giving her recipe for rillettes.

The church clock shows 7.32 as he walks across the square to the PMU.

The PMU sells a selection of poverty-related items: betting slips; scratch-cards; cigarettes. Early morning is usually a good time for a quiet *décaféiné*, because the other clients are invariably engrossed in hangovers, the first Gauloise of the day, and the racing pages of Paris Turf.

The lady behind the counter is wearing a trowelful of make-up and a scowl: Brigitte Bardot circa 1979 on a bad hair day. The red illuminated PMU sign behind is partly obscured by her ample bosom, and by the rear quarters of her German Shepherd companion. It seems to read: 'PMT'. The Driver takes the half-hidden advertisement as an *avertissement*, and does not attempt conversa-

## MA DÉESSE, MADELEINE II



tion. Instead, he passes *un moment agréable* being enlightened by two matinal and threadbare Stella Artois-drinking *habitués*, on the subject of all of the money they've won over the years. He shouts them their drinks, and receives

## Ma Déesse, MADELEINE II

€5.07 in change.

An hour or so later, he is pushing open the creaking door of La Mairie.

There are over 36,000 Mairie doors in France, and all of them creak. Fortunately, this one is no exception.

There is a rhythmic, urgent shuffling emanating from the council chambers on the first floor. The sound has the unmistakable timbre of soft leather on wooden floorboards...



### EPISODE 3 : MADELEINE, LA MAIRIE ET MARIANNE

i] A teaser for your inner Citro-Nerd

The Driver glanced over his shoulder at DS Madeleine, and made a mental note to re-spray her wheel rims the coming weekend. Madeleine was a D Spéciale.

Any Citro-nerd will delight in telling those with enough time to listen, the following:

The D Spéciale was something of a 'bargain basement' model, introduced in the late sixties. Like the 1D model before it, the D Spéciale was intended by the manufacturer, whose range, until the arrival of the much-awaited GS, displayed a gaping hole between the 2CV-based 603cc Ami 8, and the hydro-pneumatic 1,975cc D-Series, to provide buyers with a lower-specification, more affordable DS. Many D Spéciales spent their working lives as Parisian taxis.

The D Spéciale is immediately recognizable to non Citro-nerds, who will note its unpainted plastic roof, its brown plastic rear indicator 'trompettes', and its painted wheel rims [colour code AC 137] with small hubcaps...

Author's note and free bonus brain-teaser: did you spot the three deliberate mistakes in the above two paragraphs? If you did, you should probably be spending less time in the shed, and it is respectfully suggested that you ask





a friend to read the remainder of this episode aloud to you, over a flute de champagne whilst eating oysters and chocolate...

11] Cinquante Nuances de Grey

The Driver was determined to get those wheel rims right

sieur, IL Y A CINQUANTE NUANCES DE GRIS!

Wondering if this may be a theme for the day, he put Citro-nerdery thoughts out of his mind, and entered the Mairie...

Next edition we will read the

hidden features of the Mairie and discover the source of the un-

mistakable timbre of soft leather on wooden floorboards

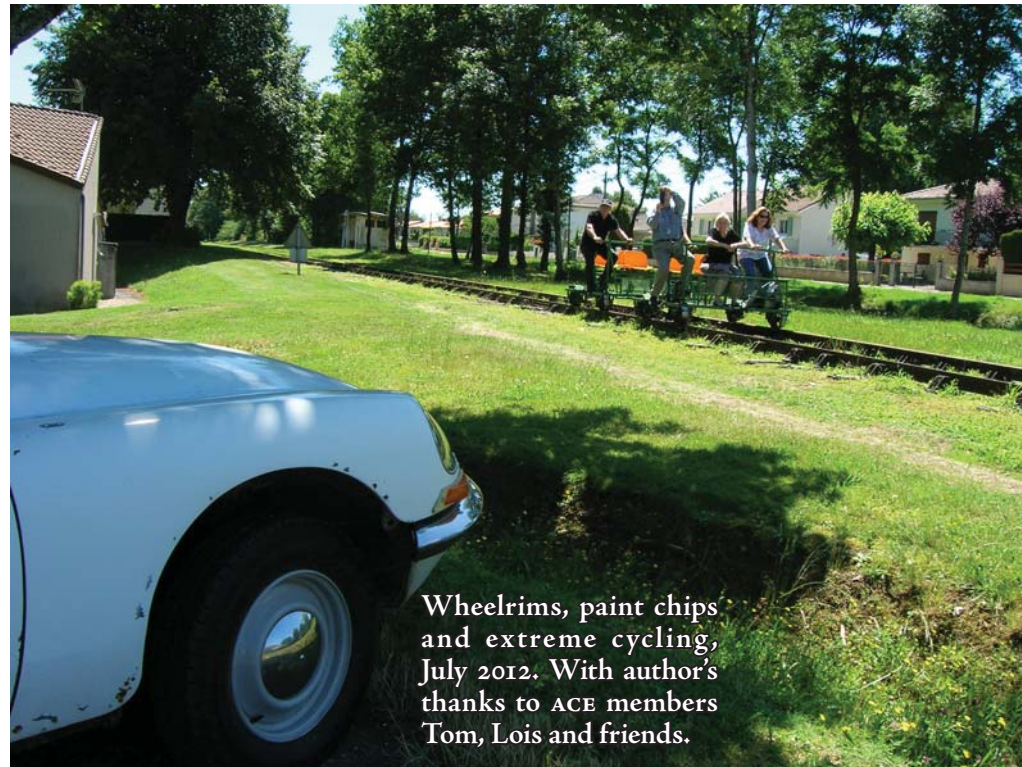
Alan Brown

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this time: on the last occasion he had visited his local paint supplier to request 'un litre de peinture grise', the vendor had replied with a wry smile:

'Monsieur, j'ai du noir. Il y a un noir. J'ai du blanc. Il y a trente-cinq nuances de blanc. Mais le gris, mon-

## Ma Déesse, MADELEINE II



Wheelrims, paint chips and extreme cycling, July 2012. With author's thanks to ACE members Tom, Lois and friends.

This article first appeared in 'The Montrealer', in March 1957. Copyright by Passing Show Publishing Co. Ltd, 770 St. Antoine St., Montreal, Que., Canada. Additional material has been sourced from Julian Marsh's excellent website, <http://www.citroenet.org.uk>. Material added from Julian's site

is indented and flagged with his initials.

Sounding its special two-toned horn, the little car skittered through the narrow streets of the French village. Children waved, police saluted, old people craned necks. The same remark was on all lips: 'There goes Lecot!'

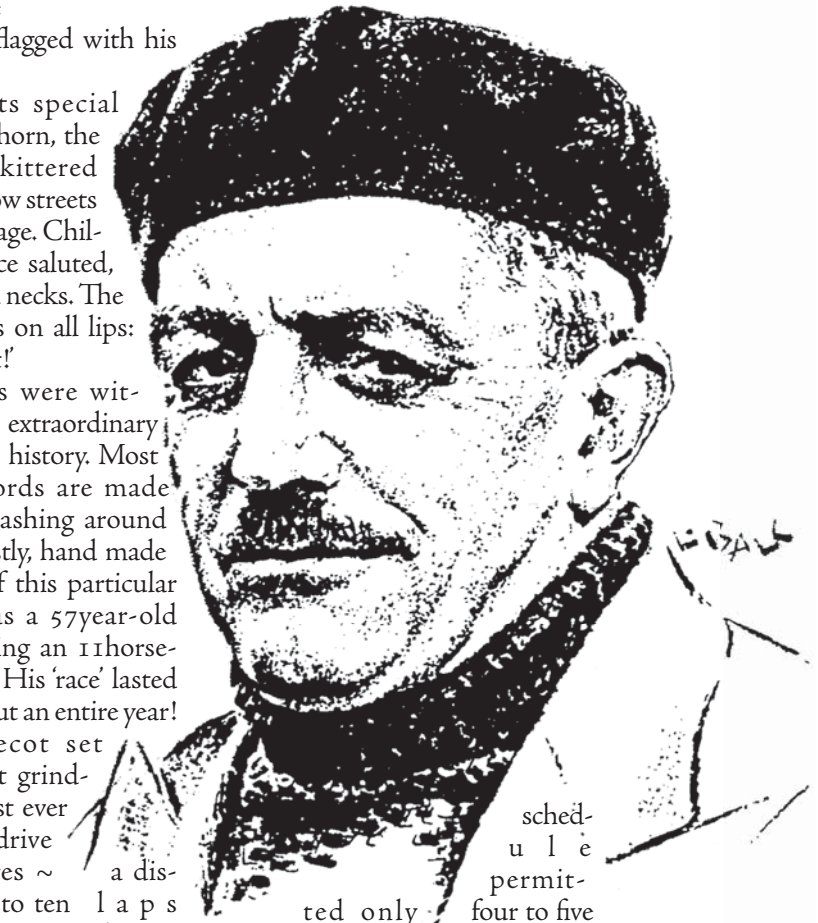
The villagers were witnessing the most extraordinary feat in motor-car history. Most automobile records are made by young men flashing around set courses in costly, hand made cars. The hero of this particular performance was a 57year-old grandfather driving an 11horse-power stock car. His 'race' lasted not a few hours but an entire year!

François Lecot set himself the most grinding endurance test ever undertaken: to drive 400,000kilometres ~ a distance equivalent to ten l a p s around the earth ~ in a year's time. As a route he picked the tortuous, crowded highway between Paris and Monte Carlo. One 35km

stretch in the Esterel Mountains has 185hairpin curves. Hundreds of villages line the way, and the road is congested with slow-moving carts, bicycles, livestock.

To make his goal, Lecot had to drive 1,100kms every day. His

## THERE GOES LECOT!



scheduled only four to five hours' sleep a night, yet Lecot adhered to it so rigidly that people could set watches by his arrival in any village. Lecot's achievement,



in 1935-36, was obscured by the day's rush of news, then obliterated by World War II. But, says an executive of the Automobile Club of France: 'It was fantastic then, and it is fantastic now. It was the greatest feat in the history of the motor car.'

## THERE GOES LECOT!

François Lecot, proprietor of a small country hotel at Rochetaillée, near Lyon, loved sports and kept himself in top trim. In his late 40s and early 50s the well-muscled little man ~ five feet two inches tall ~ entered a number of automobile endurance tests and gained recognition as a top driver. In 1934 his big opportunity arrived.

André Citroën had just brought out what was to become the-world's most remarkable motor car ~ a front-wheel-drive model which has been in production virtually unchanged for almost 23 years. Ford's famed Model T was made for only 19 years, but the Citroën is still going strong. [Remember, this was first published in 1957. Ed.] At first, however, many people questioned the durability of the radical new car and Citroën wanted as rugged a test as could be devised. One day he met Lecot. 'Why don't you do something really big Lecot?' he asked. 'Something spectacular ~ say a 400,000 kilometre endurance test?' Lecot sparked to the idea immediately. Soon it became an obsession with him.

He counted on Citroën's aid, but the motor maker died shortly after making his proposal. Company directors would have nothing to do with what seemed a preposterous project. Doggedly, Lecot went on alone. Dribbles of money came

from parts makers, tyre manufacturers, oil companies. When their contributions didn't add up to the needed 800,000 francs, Lecot threw in his own savings.

JM: *What matter! Lecot was an obstinate fan and decided to carry on by himself. He did of course have some difficulty in getting together the sum, [2,500,000 francs of the time] which he deemed necessary for the success of his venture [he was aged 56, and many did not believe in his chances of succeeding]. He nevertheless managed it, bought an 11CV and hired two mechanics, Cogneras and Morcel, for a year.*

Plans were made carefully. The car would have a few special minor features. The windshield would have to open, to heighten visibility on foggy nights. Two accelerators would help reduce leg fatigue. The car should be equipped with special red and green lights, so truckers could identify it at night. There would be a readily recognized horn. Otherwise, the car would be exactly like the thousands of other Citroëns.

To see that the distance was covered and that an arbitrary speed limit of 90kph was not exceeded,

the Automobile Club of France selected a panel of eight inspectors. One of them would ride in the car at all times. Lecot hired two mechanics who would service the car at night, while he got his meagre ration of sleep.

Since Lecot's home town was almost exactly midway between Paris and Monte Carlo, that would be the best place to start the daily grind. On even days he would drive Rochetaillée-Monte Carlo and back. On odd days he would drive the Rochetaillée-Paris route. Thus he would be home every night.

At 3:30am on July 22, 1935, the test got under way.

Lecot took the wheel of the little black car and headed north for Paris. At precisely noon he pulled up in front of the Automobile Club's Paris headquarters in the Place de la Concorde.

JM: *In those days there was no parking problem, no 'blue zones' and the car was able to park straight away. A steward got out, and transmitted the run log to a secretary. A fresh steward got on board. On the dot of 12:30, Lecot started off again. It was the beginning of a long, indeed a very, very long run. Route: Villejuif Fontainebleau, Villeneuve-a- Guyard, Sens, Joigny, Auxerre where the road ran in front of*





the prison which, with its very characteristic air of feudality, almost always gave rise to banter between Lecot and the Auto Club de France [ACF] steward on duty. Then Vermontois, Avallan and the Morvan [which

his wife had a hot meal waiting. After dinner there was a shower, then a 15minute exercise period to keep muscles limbered, and by 10:30 Lecot was in bed. At 3:30 the mechanics had the car beside the door, ready to go.

The little black car swept southward over National Route 7.

JM: Vienne, Saint-Volier, Tain l'Hérmitage and its so-called 'Bluebeard's Castle', Valence, a town of wind and dust, Loriot, Montélimar [purchase of nougat for the steward and for Lecot's grandchildren], Orange, Châteauneuf de Pape, Avignon, Cavaillon [where they drove past the lunatic asylum where, Lecot almost always claimed, he had booked rooms for the steward and himself, once the run had been completed!] Aix-en Provence, Saint-Maximin, Brignoles, LeLuc, Fréjus, Saint-Raphael [the Esterel and its 185 bends was regularly covered in 30minutes], Cannes, Nice, and arrival at Monte Carlo, by the sea front or the Moyenne Corniche, always at 12noon sharp. Departure at half-past twelve, and back by the same route to Rochetaillée. And so on, day after day. According to the time taken and the average speed, an adjustment, if called for, was made in Fontainebleau forest on the Rochetaillée ~ Paris stretch, or in the region of Bourg-en-Bresse on the south bound run.

turned out very difficult to cross in March], Saulieu, Chalon-sur-Saône, where certain stewards sometimes asked for a halt to have a beer, and Tournus. At Sennecey-le-Grand, the two travellers admired a particularly well cared-for house, with a picturesque rock garden surmounted by a miniature windmill!

Mâcon gave rise to reflexions on the quality of the wine. At Villefranche-sur-Saône, the car left the national highway. At Anse was a famous 'charcutier' specialising in 'saucisson de Lyon' and 'rosette' [at 18francs a kilo], in whose shop all the stewards purchased supplies.

Trévoux and Neuville-sur-Saône. Arrival at Rochetaillée towards 9pm. Dinner for Lecot and steward, with the mechanics, sometimes guests and, often, his son René, a newspaperman on the daily 'Progrès de Lyon' The meal was prepared by Madame Lecot. For the steward and Lecot, it was the one hot meal of the day

Right on schedule, at 9o'clock, he reached his home. Knowing that every minute was precious,

At the outset, few people thought Lecot had even the slimmest chance of success, but as weeks and months passed these opinions were altered. Along the road Lecot became an almost legendary figure; everywhere there was glowing pride in the little man's courage. Then the long-predicted accident did occur. Near Brignoles in southern France a skidding trailer truck sideswiped Lecot's car and turned it over. Lecot and the inspector riding with him hopped out, heaved mightily, righted the car ~ and drove on.

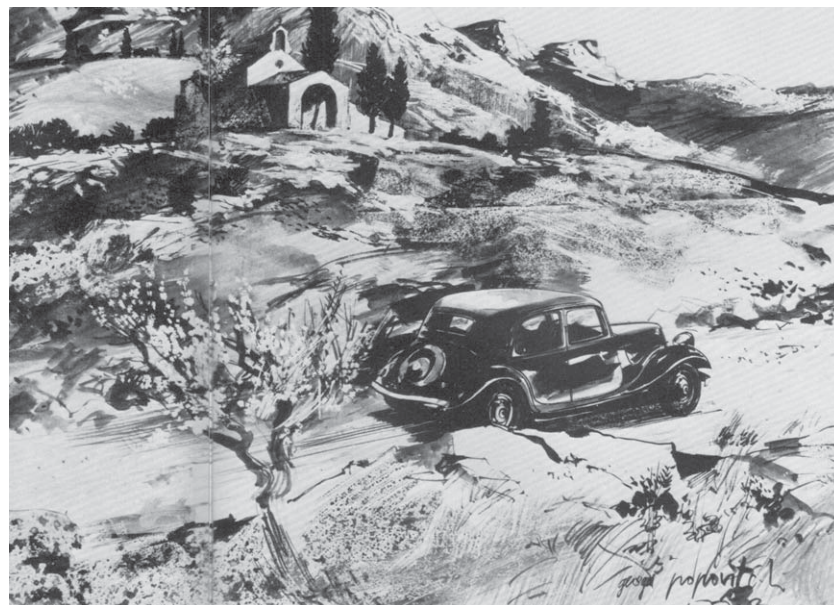
Desire for sleep was an omnipresent problem. If, while he was driving, sleep threatened to overcome him, he either played the car radio or asked his companion to read the newspaper aloud. If things became too bad he pulled to the side of the road. 'Wake me

in five minutes,' he would direct, and in a second or two he would be sleeping soundly.

During road repairs, over stretches of one-way traffic, road workers saw to it that traffic was flowing his way. At night, truckers recognized the red and green lights, dimmed their own lights and pulled over as far as they could, to give Lecot every possible advantage.

If friends or relatives wanted a free ride to Paris or Monte Carlo, Lecot always obliged. He also hauled mail and packages. Often he would distribute flowers from the sunny south to people along the road in the cold north.

Thus the great drive continued. There were no holidays, though on Christmas Eve Lecot stayed up an extra hour to play with his grandchildren. Fog was his bit-



## THERE GOES LECOT!



terest enemy, followed by ice and snow. But no matter what the condition, he couldn't slow down. Often the freezing windstream became a torture. Lecot accepted it philosophically.

Keeping the car in top shape at

and, as it reached the middle of the roman figure, Lecot, punctual as ever, skilfully rounded the bend and stopped his car in front of the Hôtel de Crillon.

Without haste, like a clerk bound for his daily duties, Lecot opened his door, as fresh as a daisy. He shook hands with a few friends and, while

a mechanic changed a spare wheel or checked the carburetter, he went to a nearby café. His step was jaunty, he looked young and athletic ~ yet he was 56 and, since July 26, he had at the wheel of this same car covered 165,045kms. Yes! Your eyes did not deceive you: over four times round the world, at a rate of 715 miles a day.'

In January, for variety's sake and with the agreement of the Automobile Club de France, still respecting his mileage, he took part in the Monte Carlo Rally, in which he started

from Portugal, at Laurenço.

On June 7, there was a new route for a few days. At noon at Place de la Concorde, the counter marked 341,000kms. In the presence of several automobile notables, Lecot took his departure for a tour of the capitals, beginning with Berlin. The conditions of the run were still to be respected. Lecot did Paris ~ Brussels and back [2,185kms], Paris ~ Brussels ~ Amsterdam and back [2,008kms], Paris ~ Rome and back [3,455kms]. Paris ~ Madrid ~ Barcelona and back [3,006kms]. Paris ~ Vienna and back [2,626kms], and Paris ~ Copenhagen and back [2,755kms]. Then back he went to his usual Paris ~ Monte Carlo route

By May 1936 Lecot had driven over 320,000kms and success seemed assured. Then disaster struck. Outside the town of Belleville a truck pulled out of a blind road. It was impossible to swerve, for another car was coming. Lecot piled into the truck, caving in the entire front of his car. This would have been a good time to give up.

Instead, Lecot rushed to a telephone, called a tow truck, and then summoned the two mechanics from Rochetaillée. Getting the car back on the road became a race with time. Lecot might have caught upon ten months of lost sleep. Instead, he spent nearly all his time at the garage prodding the mechanics. By working round-the-clock they completed the repair job in 72 hours, and Lecot was off again ~ over 3,000kms behind schedule. Merciful Automobile

Club authorities permitted a time allowance for repairs.

On July 26, 1936 ~ 370 days after the start, since 1936 was a leap year ~ Lecot pulled up in front of the Automobile Club in Paris. After allowing the time out of seven days permitted by the Auto Club for various reasons, he had completed 400,000kms in 363 days.

Why had he done it? Like other men who love adventure, Lecot wanted to accomplish the impossible. He was driven by the same forces that prompt men to try to climb Mt. Everest or explore uncharted jungle rivers.

Motor makers benefited from the great feat. They gained knowledge which led to improved steering and better wheel suspension, and learned a great deal about the durability of parts. Lecot expected no profit ~ and got none.

In 1943 he sold his small hotel to retire. Post-war inflation

## THERE GOES LECOT!

all times posed problems. Pistons, for example, had to be changed every 100,000kms. Mechanics prepared for this much as a surgeon prepares for a major operation. Necessary tools and parts were laid out in exact order, so there would be no lost time.

JM: And so it went until 25 December 1935, a date at which the sporting daily 'L'Equipe' wrote: 'At 9:19am, on Place de la Concorde, the minute hand of the pneumatic clock imperceptibly neared the IV



Dessin B. Kovitch / Citroën 12/174





rubbed out his savings. Nearing 70, he took the only job available ~ a bicycle milk route. Close to 80, and still muscularly fit, he was employed in a factory canteen until last year when struck down by apoplexy.

tion are from <http://collections.bm-lyon.fr>

Reference is made in the article to Lecot having participated in 'automobile endurance tests and gained recognition as a top driver'. I have found reference to his entry in, and failure to complete, the 1925 Le Mans 24hour race. He

and his co-driver, Eugene Renaud, managed a creditable third in their class despite retiring on lap 109. The overall winner completed 129laps.

In 1937 'Mes 400,000km ~ Souvenirs de François Lecot', was published. It was written by Marcel E. Grancher, a Lyon-based writer and journalist. The only other book I could locate on the internet is that illustrated by Thierry Dubois, 'Sur les traces de François Lecot ~ 400,000km en Traction' [Éditions Drivers, 2006].

Last year more than eight decades of motoring history quietly came to an end without anybody much noticing. This was when Citroën moved its UK headquarters from Slough to Coventry, home of its parent company Peugeot, bringing to an end a connection between this very French car maker and this very English industrial town that dated back to 1926.

Citroën put out a press release marking its departure from the town that Sir John Betjeman thought would be improved by aerial bombardment, and this flitted across my consciousness in a 'that's a pity' kind of way, without actually ringing any journalistic bells. It was only during the launch of the DS3 Cabrio, when a Citroën PR person peered sadly at his canapé and said he'd been surprised the event had gone un-remarked-upon, that I thought seriously about what had occurred.

Citroën's connection with Slough went far further than renting some office space, and its presence there was one of the last tangible links with Andre Citroën, who'd been in charge in 1926, and a reminder of its glory days as an innovative, independent car maker, which ended in 1974 when the cost of developing the DS replacing CX forced it to merge with Peugeot.

Citroën actually built cars in

Slough, including IDs, Traction and 2CVs with anglicised touches to their brightwork and interiors, and the unique, 2CV-based plastic-bodied Bijou coupé, in a factory that was state-of-the-art when it opened in 1926, but was

assembling just 1,000cars annually when it shut 40years later.

Many of the original workers apparently came from South Wales, so Slough's history of attracting outside labour is nothing new either.

The Slough Trading Estate where the factory stood was an ideal location for a car plant. During the Great War the War Office had taken on 600acres of boggy farmland as a military vehicle repair depot, but this still wasn't complete when hostilities finished in 1918, and became known to locals as 'the Dump'.

Two years later Noel Mobbs and Sir Percival Perry [founder of the Perrys dealer group and Ford of Britain's first boss] paid a then eye-watering £7m for the site, and six years later, when Citroën moved in, it was Europe's biggest business park under single ownership. According to ex-Citroën press officer Julian Leyton, who arrived in 1979 and spent 30years with the company, former factory staff still working with the business when he joined reckoned that when the old factory was

## THERE GOES LECOT!

Now nearly blind, Lecot is an inmate of a charity hospital, the Hospice d'Albigny, in a village near Lyon. He brightens up when his great endurance test is mentioned. 'There is an interesting notation on my French army papers,' he says.

The notation: 'Unfit to drive an automobile.'

### ADDITIONAL NOTE

I did some internet searching to find out some more about the Hospice d'Albigny-sur-Saône. It was demolished late in 2005 and the pictures of the demoli-



## CITROËN IN SLOUGH



flattened, underfloor ducts were filled with unwanted car parts. So the folk who make Mars bars in the plant that replaced it could be standing a few feet above components that would be highly prized today.

## CITROËN IN SLOUGH

André Citroën was as ambitious in Britain as he was in France. In 1923 he set up in Hammersmith what was claimed to be the largest motor car service station in the world. In 1925 Citroën imported 6,655 cars to Britain, comfortably outselling popular British marque Clyno.

That same year, Citroën established its factory at Slough, and at the plant's official opening in February 1926 André Citroën predicted an output of 200 British-built Citroëns a day. It was not to be. By 1935, despite the start of assembly of the Traction Avant in September 1934, annual output of Anglicized Slough-built Citroëns had crashed from a 1927 figure of nearly 6,000 cars to a slender 1,253 units.

Notwithstanding the failure of Citroën's grandiose plans, Slough assembly continued until September 1964, with approximately 59,000 cars built; of these 24,970 were Traction and 8,133 were DS derivatives, with a further 535 DS and ID models being finished from French SKD kits up until February 1966.

The reason for this modest output was that these two Citroëns were the only ones in later years to have any appeal in British and former Empire markets ~ and it was a minority appeal at that, given the unorthodoxy of the cars and their high price.

Other models were not even that fortunate. The 2CV was assembled at Slough from 1953 until 1959, in saloon, van and Slough-devised pick-up forms. These last included sixty-five specially adapted pick-ups sold to the Royal Marines as helicopter-borne air-portables for use off aircraft carriers. These are now something of a holy grail for 2CV enthusiasts, as most seem to have been pushed overboard at the end of their active service.

There were so few buyers for the Slough-assembled 2CV that in desperation it was rebodied with a glass-fibre two-door shell and relaunched in 1959 as the Bijou. This overpriced and difficult-to-produce oddity was such a failure that when the model was withdrawn in 1964 the production of 213 units had not even exhausted the stock of 350 chassis left over when 2CV manufacture had ended.

Various sources have suggested that a run of seventy-six Ami 6 saloons was made at Slough, but the plant's then chief engineer, Ken Smith, categorically denies this. At least one Ami 6

was converted to right-hand drive at Slough, but there is no mention in the factory's build records of actual Slough assembly of the Ami 6: those that were sold in England, mainly estates, were French sourced.

Hence the importance of the DS to Slough, in the plant's later years. People with limited funds could see no valid reason to buy a 2CV, which was substantially more expensive than a perfectly acceptable Ford Anglia or Morris Minor, while the quirkily styled Ami 6 was simply a non-starter.

But there were proportionately more people at the top end of the market who could appreciate the DS's creative engineering and justify the extra expenditure over a more orthodox British car.

Alas, with the disappearance of valuable export markets in South Africa and Australia the economics did not add up. After

a period when semi-complete DS and ID models were finished at Slough, the assembly lines finally closed in February 1966.

That Citroën chose to indulge in an early form of 'completely knocked down' vehicle assembly, where most of the parts are shipped in to an assembly point, probably had a lot to do with getting round the purchase tax foreign cars attracted in Britain.

Citroën wasn't the only French car company to do this. Renault assembled 4CVs, and, I think, Dauphines at its sprawling UK HQ in west London. Both presaged the Eighties inward investment that saw Nissan, Toyota and Honda set up British car factories in the teeth of concerted opposition from the 'indigenous' UK car makers, but which have become every bit as important to Britain's industrial fabric as Longbridge

Twenty to four ~ just time for a few more DSs to roll off the Slough production line before knocking-off time.

*Continued on page 48*






*Continued from page 47*  
once was.

It's ironic that Coventry, once right at the heart of Britain's car manufacturing industry, is now home to Citroën UK.

#### MIKE NEIL ~ ACTIVITIES

I've not a lot to report since my last Fleet Follies Citroën wise, the IIBL is still running strong with wobbly front hubs though.

I have sourced a four speed conversion, which came from

This article is an amalgam of Martin Gurdon's article in the May 2013 edition of 'Thoroughbred and Classic Cars' and Jon Pressnell writing in 'Citroën DS: The Complete Story'. 

I am thinking it would be sensible to fit an ID 19 motor at the same time, [offers of one in any condition considered]. I know myself well enough to not put it off to another time, after all, it seems most of the work is in the transmission fitting... am I right?

Sighting the wonderful 1960

Grey ID 19 I used to own in Michael Paas' hands brings much satisfaction to me. We met again at the RACV Showcase at Flemington, where he had photos of it that I had not seen. This Citroën's story is worth telling.

I acquired the car partially stripped for painting in 1995 in Canberra from Peter, a bloke who

another car, at the Citro Motors garage sale, which means I won't have to play catch up learning how to make or acquire all the bits and pieces as it's just like a kit. It comes with converted output shafts, complete gear change mechanism and modified cross member. The instructions are in a Front Drive from earlier years.

## FLEET FOLLIES





bought it new in Paris in 1960. After storing it in UK for a year to avoid paying import tax, he and his wife drove it overland to Adelaide, taking many slides on the way. I was not able to get these slides due to Peter's divorced state,

but he said he would keep trying. Finally, Peter delivered copies of them to one of the owner's between Michael and me! Peter had told me of the one with a horse sticking its head through the passenger window, and there it was.

With my photos of its time with me, a good

record of its travels is achievable. I've urged Michael to write the car's story with pictures for Front Drive.

On my other marques, I mentioned the MX5, well, it was written off, rammed from behind by a 4WD while parked on Beach Rd. Funny how one makes decisions about cars and afterwards wish you hadn't. I had sold the Commodore a few weeks earlier, now I need a wagon again. Would've fetched more if it'd been written off too.

Driving the 16Ts around daily while I searched for another...yes, Commodore... I was reminded of its sad mechanical state. I did a quick trip back to Canberra, loaded up with lots of parts, and spent January and February stripping the engine bay, repairing the rusted out battery tray, sandblasting it and repainting in two pack.

Now, with new clutch, almost new transmission, steering rack and rebushed gearchange linkages, it not only looks new, it goes like a bought one too.

Mike Neil



## FLEET FOLLIES



The RACV show was also for first outing for the Club's new banners.

## FOR SALE

### MAGAZINE COLLECTION ~ Fred

2CVGB ~ Various copies from May 81 to April 88 then through to April 08. \$250

Citroën Car Club GB ~ Various copies from January 65 to December 82 then through to the current edition. Was \$350. Now FREE TO A GOOD HOME! Contact: Carl Perrin, kaycarl@westnet.com.au or 04 1247 2527 [36/04]

### 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 master cylinder 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]

### DS DOWNUNDER

This remarkable archive is a compilation of articles on the DS and 1D 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]

## WANTED

### 1D 19 MOTOR

1D 19 motor in any condition. Call Mike Neil, 04 1821 1278 or email taymike51@gmail.com [37/02]

### News of Michelle

Just wondering where my first Light 15 is now. 1954 big-boot black English model Rego GEH 989 which I enjoyed for 10 years from 1967. Sold reluctantly partly-restored in about 1977. Seen by chance in June 1981 in Hoddle St, Richmond rego 1XR 615. Any news? Contact: Warwick Spinaze, [03] 5985 8973, 04 0701 6719 or petandwozspin@bigpond.com [37/01]

### ROOF RACK

Old-style roof rack with clamps to fit onto a sedan with gutters. Size probably about 1m x 1m. Warwick Spinaze [03] 5985 8973, 04 0701 6719 or petandwozspin@bigpond.com [37/01]

### BIG 6 OR BIG 6H

40 years ago I used to own a white big 6H which I sold when I got married. I am now trying to buy one in any condition. While my strong preference is for a 6H, a Big 6 would fill the bill. Contact: John McMahon, 04 1920 3202, jandgmcmahon@bigpond.com or PO Box 1397 Mona Vale, NSW, 1660.





# CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA

Australia's National Citroën Car Club

