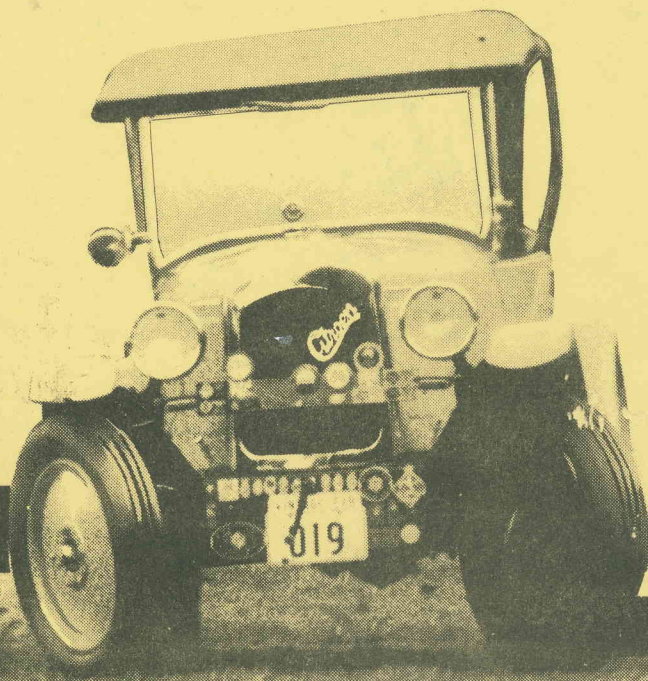
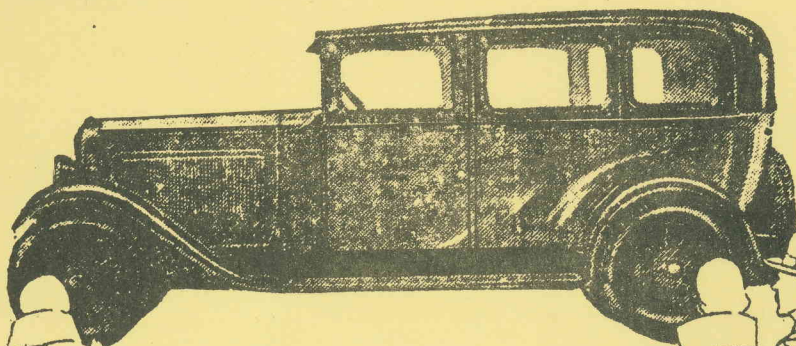


FRONT DRIVE



JUNE JULY 1978



The commonsense course for the Six' Buyer

The man who is looking for the best return for his investment in a six-cylinder car must see Citroën. Preferably first — for then he can use it as a standard by which to gauge other sixes in the same price class. This is what a detailed examination and personal demonstration of Citroën will reveal.

- 1st. A chassis tremendously strong — 8 inch depth of channel steel with eight cross members.
- 2nd. A 19/45 h.p. engine of fine engineering finish that delivers power and speed equal to any car in the world of like horsepower with an economy that is solely Citroën's.
- 3rd. A braking system — the Westinghouse Vacuum principle — that is positively safe and certain.
- 4th. A handsome appearance that covers every detail from smart body lines to luxurious appointments.
- 5th. A price £50 lower than the nearest competitor that can even justify comparison.

Australian Tourer, 5-seater .. £355
 Australian Roadster, 2-seater £350
 Australian Sedan, 5-seater .. £425
 De Luxe Four Models from - £285

Preston Motors Pty. Ltd.

114-122 Franklin St., Melb., C.I. Phone F3622
 Open till 9 p.m. Fridays.

CITROËN

fours and sixes



*Griffin
Slater*

Front Drive, Volume 2, Number 2.
June/July 1978.

The magazine of the Citroën Classic
Owners' Club of Australia.

Front Drive back issues - \$1.00 each.

CCOCA membership:

Joining fee for new members \$5.00.

Full membership \$15.00

Associate membership \$10.00

Joint membership is available to
spouses of members for no extra cost.
Overseas postage rates on application.
All membership applications to
secretary.

CCOCA meetings are held at 8 pm
on the first Wednesday of each month
except January, at the Blackburn
Baptist Church, 19 Holland Road,
Blackburn.

The CCOCA committee:

President: Andrew Rankine

130 Arthurton Road, Northcote 3070
Ph. 489 7635

Secretary: Mark Navin

1 Alexander Street, Box Hill 3128
Ph. 89 8576

Treasurer: Pat Propsting

18 Bellara Drive, Mooroolbark 3138

Spare Parts Officer: Alan Thomas

36 Hedge End Rd., Mitcham 3132
Ph. 874 2302

Activities Officer: Roger Brundle

12 Barkly Avenue, Armadale 3143
Ph. 509 0441

Editor: Kym Harding

26 Tyrrell Avenue, Blackburn 3130
Ph. 877 4853

Coming Events:

(See club calendar this issue for
more complete list)

June 3/5 Queen's Birthday Weekend
rally at Angaston, Barossa
Valley, South Australia.

June 7 General meeting, Blackburn
Baptist Church, Holland Rd.,
Blackburn, 8 pm. Guest
speaker.

June 24 Wine & Cheese evening
at Anna and Mark Navin's.

July 5 General meeting, Blackburn.

July 23 Restoration day.

Gaudy paint and chromed everything — most
Tractionists consider these as indignities, the
trademark of the hot-rodder. But if one looks
at the indignities inflicted by eager but insens-
itive restorers on many Tractionists, the quality
of the kitsch ballyhoo of the rodder is far more
impressive than the slipshod carelessness of the
restorer. The pocked paint, rippled panels, dogs-
breakfast engine bays, and cruddy interiors
contrast sharply with the fastidious detailing of
the rodder.

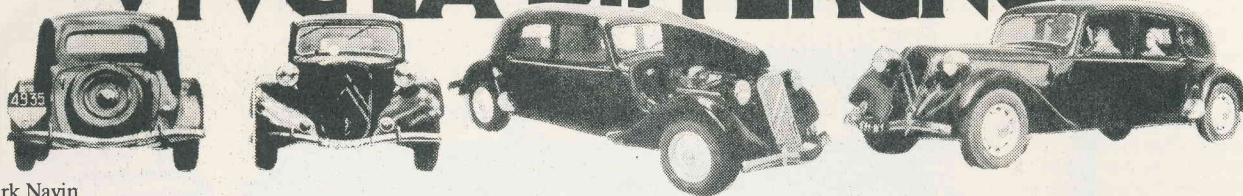
The slap-dash approach seems to be an afflict-
ion of the restorer — a large vintage club's recent
concourse turned up perhaps three concourse
standard cars in a field of sixty, and how many
top quality traction restorations have you seen?

Two tractions recently advertised illustrate the
folly of near-enough restoration. One had been
resprayed, and looked reasonable from a distance.
A closer inspection showed that the paint stopped
at the bonnet and door openings, and many non-
standard parts had been used, such as a Ford
Escort bumper! More a patchwork than a restor-
ation, one wonders about the quality and quant-
ity of mechanical restoration. The other car was
unrestored, but very straight and sound, and
would probably have needed less work, and
money, to bring to a high standard, as there was
no corrective work needed — and it was a
quarter of the price of the other!



Jane Gilbert
showing the flag at Beechworth —
see more photos inside.

VIVE LA DIFFERENCE



by Mark Navin

When just a budding Citroën family, my wife often used to arrive home and tell me that she had just seen a 'Light 15'. On attempting to find out more details, such as French or English, light or big 15, or Big 6, and approximate year of manufacture – the answer is invariably "Yes, one of those but it looked likes car only it was blue and had one of those funny boots". This meant that I did at least know the colour, but not much else. A Light 15 in Australia has come to mean any of the variety of Citroën models that share that distinctive body style prior to the introduction of the legendary 'D' series. The body style stretches from a medium size four seater sedan through to an extended wheelbase nine seater model. In Europe this range of vehicles has become affectionately known as 'Traction' but the expression is not widely used in this country. For those readers that think that a Traction is a steam-driven vehicle of immense dimensions in iron, this particular Traction is a shortening of the term 'Traction Avant' which was the name under which the vehicles were released in 1934 and continued to be known until their demise in 1957. 'Traction Avant' is obviously French, and the rough English translation is 'Front Drive', the vehicle being Citroën's first front-wheel-drive model. Australia has both pre- and post-war Traction's but this article is to deal with the post-war models as they are by far the most common, so members are more likely to find same in the proverbial chicken shed or driving along our roads.

Type

Australia had both English (built at Slough) and French (built at Paris) sold in this country, so to differentiate between the various models I have used the following:

English	French	Description
Light 15	11BL or Legere	sedan, 4cyl., 4 door, 4/5seater
Big 15	11B or Normale	Bigger body, sed., 4cyl. 4dr., 5/6seater.
Big 6	15CV	" " sed., 6cyl " "
Family 9	Familiale	Extended wheelbase, 4cyl. 4dr., 8/9 seat.
Commercial	Limousin Commerciale	" " 5dr., 5seater.
Roadster (E)	Roadster (F)	(the original hatchback) 2 door soft-top 4cylinder.
Coupe (E)	Coupe (F)	2 door hardtop 4 cylinder

There are of course a number of hybrid models, so it is quite possible to have a Familiale 15CV or a roadster 15CV, the former being a French production in 1954.

CITROEN		
2CV (2), 6 h.p. ...	782	
Legere Light 15 (4), 15 h.p. ...	1380	
Commercial (4), 15 h.p. ...	1579	
Normale Big 15 (4), 15 h.p. ...	1480	
Family 9 (4), 15 h.p. ...	1552	
Six (6), 23 h.p. ...	1840	

Extract from 'Australian Motor Manual', 1955.

The marketing system in the early 1950's created practically all the problems in the names used for the various types of Traction's sold. The problem began in 1950, when both English and French built vehicles were imported and with obvious differences in price and trim, a suitable marketing solution was needed. As a result, Light 15's were sold as a Light 15 Deluxe,

while the 11BL's were sold as a Light 15 Standard. Given the difference in the trim, it appeared a suitable arrangement in the short term. Initially only the Normale (11B) was sold, as Slough did not begin producing the Big 15 until late in 1951. Some of the Normales did get a slightly English treatment by removing the cloth seats and door trims, and replacing these with leather seats and leatherette trim (the electrics also tended to be interesting mixtures). This was then called a Normale Deluxe, but as far as I can ascertain, this was a factory option and only randomly fitted. The Normale was then marketed as the Big 15 Normale (the 'e' was sometimes omitted) and when the English versions arrived, the name remained.

By 1953, French built vehicles were no longer dealer imported, probably because of the increasing demand in the European market as it came out of the post-war depression and the recent introduction of a quota system to protect the Australian product. Instead of remaining consistent by keeping the 'Deluxe' and dropping the Standard, the names underwent another subtle name change. Light 15's became advertised as Light 15 Legere, which like Big 15 Normale was an amalgamation of French and English names.

The Big 6 escaped such treatment and was always the Big 6, as the 15CV was never marketed in Australia. I know of only one 15CV in this country, and this was a private import by the French embassy and is still in left hand drive form today. 1953/4 saw also the first dealer-imported 2CV's, and even Australia's marketing experts could not improve on that name. The Familiale/Family 9 tag seemed to vary depending on the advertiser, but as all the vehicles I've seen have been English built, it would seem that the distributors applied the same ideas as for the other models. It appears Slough made 25 Family Nines specially for export and from the number currently surviving, most of these were imported into this country. I would certainly be interested to hear of any of the French-built vehicles existing in this country. I have also seen reference to a Big 15 (Family) in a contemporary article, but I suspect the writer was using English references, as this was the name for the early Family 9's pre-war in England. The Commercial(e?) is interesting because I know of at least one, having spoken to an early owner, and there are stories of one being seen in the Melbourne inner suburbs many years ago. It seems that the model was not produced in the Slough factory after the war. A French vehicle converted to right-hand-drive or perhaps one of the 25 with post-factory modification? Perhaps a reader can shed some light on the subject.

Production Year

In all cases only production year is used as registration year, or year given as first year of registration can be misleading. Time delays from production date in Europe to registration date in Australia can vary markedly. As an example of time lag, a vehicle could be manufactured

in December, shipped in March, and arrive on the showroom floor in late October after being put through the usual rigours for imported goods, including perhaps a stay in bond. If the market was slow, the vehicle might not be sold till December, January or February, some twelve to fourteen months after its production. Naturally, this car is sold as a 'current model, i.e. 1952 (Dec.) as a late 1953 or early 1954 model. Certainly this sounds extreme, but it is not as uncommon as one might at first think. Usually the vehicle was classed as the same year or a year later than what it actually was, but this obviously depended on its time of production, as an early '54 model could be sold in Australia in late '54 if everything happened with the minimum time delay between each step.

The low mileage 11D advertised in last issue is an excellent case in point: first registered in Victoria in April 1956, but Slough had ceased production in October 1955 on chassis number 9/550717, and as the 11D chassis number was 9/550537, obviously it was produced before then. This vehicle is also of interest, as alert readers will note that this number is before the stated start of the 11D series. A possible explanation is contained in 'Modifications'.

Keeping this in mind, it has always seemed risky to me to make definitive statements regarding the Australian exclusiveness of a particular Citroen on the basis of registration year. A particularly well-known chestnut has been the limited number of 1949 Big 6's in Victoria. Certainly a very low number of Big 6's were registered in that year, but in the following year 1950, nearly ten times the number were registered. I would think it very unusual if some of this number did not turn out to be 1949 models.

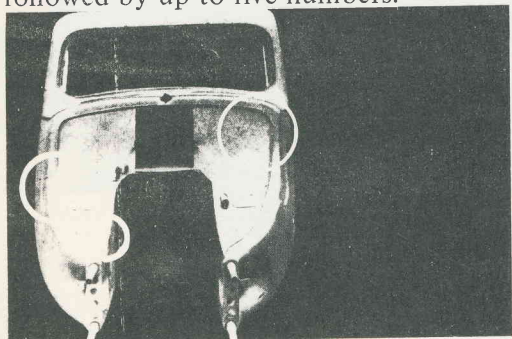
Chassis Plate

Unlike vintage Citroens, the position of the chassis plate on the Traction is fairly consistent.

English models have their plate attached inside the engine compartment on the passenger side firewall next to the windscreen wiper motor. The plate is attached by small self-tapping screws and are easy to remove, and in lots of cases are missing.

Body type:	Prefix:
Light 15	11CL (may be followed by 2,4,6, or 8)
Big 15	11C
Big 6	15C9
Family 9	FPVF

There is also a production number stamped on a heavy metal plate which is welded to the inside seam on the driver's side of the engine compartment almost directly under where the exhaust manifold joins the exhaust down-pipe. This plate usually contains a BPVS prefix followed by up to five numbers.



Chassis plate positions – Left, French; Right, English. Small circle – production number.

The French vehicles have their chassis plates fixed to the drivers side of the engine compartment near the

outside seam, close to the bonnet's rear locking plate.

Body Type	Prefix Type
Legere	11BL
Normale	11B
Familiale/Commerciale	11BF/11BC

This plate is pressed aluminium and is usually attached to the body with a type of rivet. As the plate is a very soft metal, attempts at removal usually damage it. The production plate is beside the chassis plate and is made of the same metal and attached the same way. This plate usually contains two letters with up to five numerals following.

Modifications

Citroen, like most other vehicle manufacturers, did not wait for the 1st January to introduce model changes. Usually the modifications or new model were unveiled at a major motor show, which in Paris was about mid-year, and in England a few months later. Sometimes Citroen did not wait till a motor show, but just began incorporating the changes on the production line, with the "new model" being displayed at the subsequent motor shows. Generally, the year is certain, but models produced about the time of modifications can produce some interesting variations.

Colour and Trim

It is very hard some twenty or more years after a vehicle's production to rely on colour as a means of positive identification of production date. In the following charts I have listed colours when known. As a general rule, the French models sold here were black, but I know of French models in various shades of red, yellow, white and green driving about our roads (in one case, all those colours on the same car!) There are also black English models seen on our roads, so colour is obviously no guide.

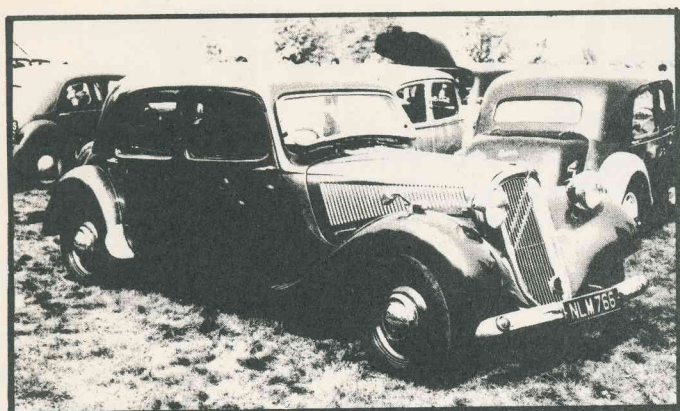
The trim difference between the French and English models is quite marked. The French models have an extremely spartan appearance with metal dashboard, cloth seats and door trim and headlining in a muted two-tone grey, and the use of anodised aluminium in place of chrome. This aluminium trim tended to dull quickly, so unless the owner has a strong elbow, French vehicles usually lack the "sparkle" of their English counterpart.

English models make liberal use of chrome, leather, carpet, and polished wood. The dashboard is wooden, the seat faces are leather, and leatherette is used on the door trim and seat backs. The headlining will be felt-type material, or in the later models, a type of vinyl. The exterior brightwork includes chromed headlights, radiator grille and windscreen surrounds on some cars.

The wheel rims and hubcaps varied between the two production factories. The English rims were usually colour coordinated, with a chrome hubcap and wheel trims. The French models usually had an ivory or pale yellow rim, with a hubcap that was a combination of chrome/anodised aluminium and paint. The style of wheel rim varied on both types, with the French models having a plain disc with or without four slotted holes near the rim.

Ready Reckoner

Sometimes you are not in a position to study carefully the vehicle, e.g., in traffic, but it is still possible to make a fairly accurate assessment as to its year of production and type. The following table is what I look for. It is not foolproof, but it's reliable.



Later Slough Light 15.

Vehicle moving towards you:

	FRENCH	ENGLISH
Radiator grille	Colour coordinated chevrons outside grille	All chrome, chevrons behind grille
Windscreen wiper arms	Fixed at top of w'scrn, hanging down	Fixed at bottom of w'scrn usually place horizontally off the window.
Bumper bar	Curved (carefull, could be early English).	Straight, may have overriders.
Side view:		
Mud spats	Front & rear aluminium Latticed.	Rear, or front & rear, metal
Headlights	Colour of car	Fully chromed
Door handles	Curved	Straight
Metal strip along door	Yes	No

Rear View:

Bumper	As for front view	
Citroen Badge	Block letters on bumper.	Script on wheel cover
Boot handles	L-shaped	T-shaped
Trim on spare wheel cover	No	Yes

Slough Production

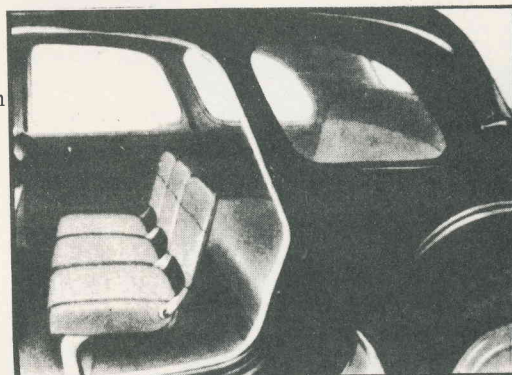
YEAR	LIGHT 15	BIG 15	OBSERVATIONS
1945	N/P	N/P	—
1946	126001-127199	N/P	Bonnet has 2 doors opening. Wire wheels 550x16, square instr. Cable operated clutch.
1947	127200-129037	N/P	Bonnet has vertical louvres, pressed steel rims, curved bumpers.
1948	129038-131522	N/P	No change
1949	131523-133374 (135001-135068 LHD)	N/P	Rod-operated clutch Straight, flat bumper.
1950	133375-135000 (135069-135178LHD)	N/P	New easy clean (artillery) wheels Colours-Black, Mist Green, Regal Red, Metallic Grey.
1951	136338-138904 (135178-135275lhd)	116571-116572	Straight bumper - curved cross-section
1952	9/520001-9/521224 (135311-135317lhd)	9/525001-9/525076	Extended boot fitted Oct. '52.
1953	9/530001-9/531598	9/535001-9/535428	
1954	9/531599-9/532569	9/535429-9/535839	Folding armrest front & rear, new dash, circular instruments, bench front seat optional.
1955	9/550001-9/550584	9/555001-9/555111	Production ceased October 1955.
The 11D:			
1955	9/550585-9/550717	Not known	11D motor fitted.
Special Export model, Family Nine:			
1955	9/557001-9/557025		185 x 400 tyres.



11BL — note door handles, headlights, trim strips on doors, spats, wheels.

French Production

YEAR	11BL Chassis No.	11B Chassis No.	Identifying characteristics
1945	456600-457600	N/P	One colour—pale green;Pilote wheels,tubed air filter, aluminium chevrons on grille, Roman numerals indicating gear lever position. End production 11BL Roadster.
1946	457601-469600	"	Pilote wheels replaced with disc type BM.
1947	469601-488200	154770-156600	Door vents on bonnet replaced with vertical louvres, aluminium spats on front wings.
1948	488201-508800	156601-163950	Aluminium strips on doors below window Body colour-smoke grey for export models.
1949	508801-531500	163951-177700	Body colour black with ivory wheels, three-spoked steering wheel.
1950	531501-556200	177701-195500	New seat design — bucket seats.
1951	556201-582200	195501-212100	New design BM wheels with 4 slots,New dash, oval shaped knobs, chevrons on dash, ashtray,four horizontal strips in centre, longer oil dipstick. End '51: w'scrn wiper hub below w'scrn, extended boot fitted.
1952	582201-612000	212101-236000	Front and rear bumpers changed to straight bars, new parking and trafficator warning lights fitted, 2-spoke steering wheel.
1953	612001-636900	236001-270800	No change. Colours RAF Blue, black, light grey.
1954	636901-652550	270801-29999	2 red rear lights, colours midnight blue, heather grey, pearl grey.
1955	652551-667400	403601-427301	April '55 11D motor fitted.
1956	667401-675904	427301-441990	No change
1957	675905-677501	441991-444612	Production ceased 25th July, 1957.



Familiale — Dickie seats.

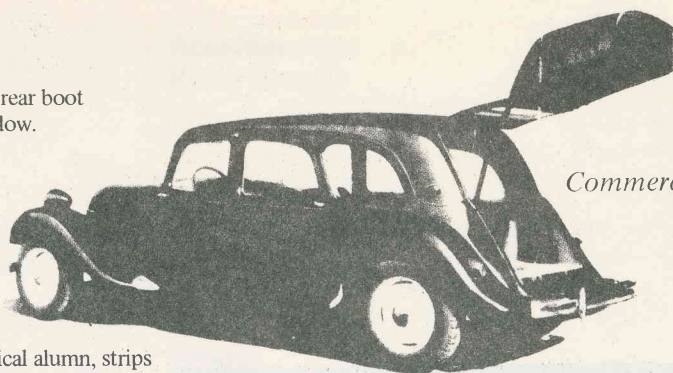
FAMILIALE

1955	?	— 427620	Extended wheelbase, 8 or 9 seater capacity.
1956	427621	— 441580	
1957	441581	— 444570	

COMMERCIALE

1954 300001 – 301000
 1955 301001 – 304940
 1956 304941 – 307180
 1957 307181 – 307861

Extended wheelbase, with rear boot opening to above rear window.



Commerciale

BIG 6 (English) and 15CV (French)

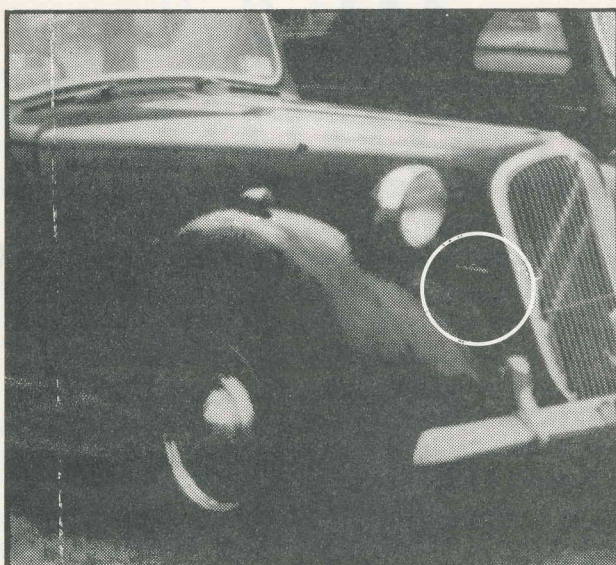
YEAR	15CV	Big 6	Identifying characteristics
1946	682479-682690	N/P	Dashboard contains 2 vertical alumn. strips in centre, bonnet with 'fish-gill' louvres Pilote wheels.
1947	682691-682729 682730-682800	"	New motor with crank rotating clockwise.
1948	682801-685500	118051-118057	New BM disc wheels.
1949	685501-691600	118058-118292	English model fitted with large headlights.
1950	691601-701600	118293-118662	Straight bumper with wide concave section (French model)
1951	701601-713100	118663-118975	English model fitted with smaller headlights, Mid-year, louvre door fitted beneath front bonnet handle, Extend.boot fitted to French.
1952	713101-721650	9/527501-9/527629	New BM wheels with 4 slots. Extended boot fitted to English model.
1953	721651-723710	9/537501-9/537594	New dash, English models.
1954	723711-724950	9/537595-9/537623	Extended wheelbase Familiale and Limousine (F) made.
1955	724951-725390	Not known	No change



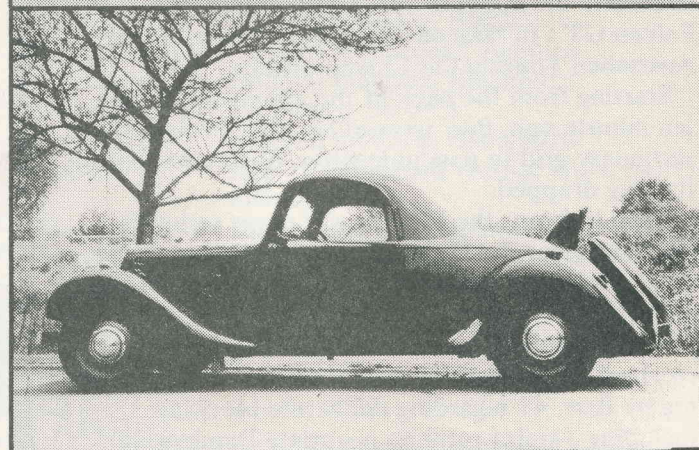
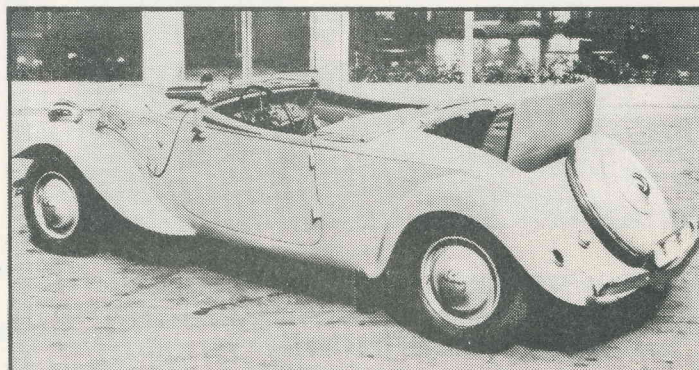
Note bumper on early '49 Slough Light 15.

6 HYDRAULIQUE

1954	726001-727680	9/547001-9/547002	July '54 Hydraulic rear suspension, front torsion bars extend out in front of wings tyres 165 x 400.
1955	727681-729101	9/557501-9/557575	



Note vent-door beside grille – Big 6.



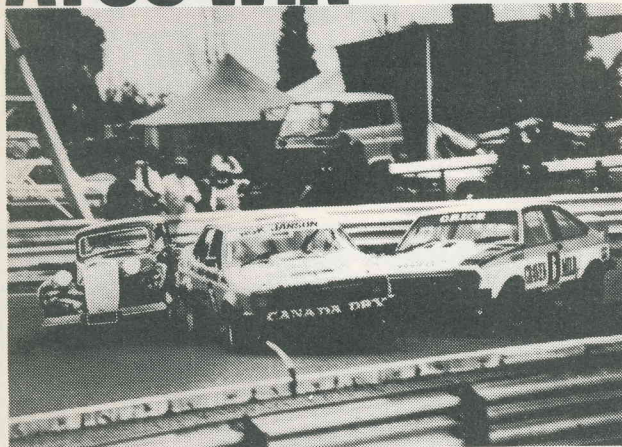
Above: No captions needed! – Just drool.

Conclusion

The above tables are not definitive – they couldn't be; Citroën like most manufacturers made modifications or produced short run models that do not appear in reference books – they just exist to frustrate later owners trying to identify their model to restore it to as nearly original as possible. Don't despair – Vive la difference!

STOP PRESS

CITROËN IN SHOCK ATCC WIN



SANDOWN PARK – APRIL 1978: In a shock result, Moonie Ponds amateur racing driver and “bon vivant” Tor Shaun Barr in his 1951 Citroen overcame the might of the A9X Toranas and Falcon GT’s to take out the second round of the Australian Touring Car Championship.

Starting from the back of the grandstand at the ten minute sign, Barr weaved his way through the stationary grid to pass pole-sitter Moffat just before the flag dropped.

Once in front, the Citroen was never seriously challenged for the lead and crossed the line eleven seconds clear of the Toranas of Geoghegan, Morris and Brock.

In a sensational race aftermath, CAMS stewards received 59 protests alleging absinthe bottle throwing by Barr, 41 regarding deliberate blocking including 3-point turns to negotiate Dandenong Road Corner, and both the Ford team and the HDT protested that the Citroen had 756 illegal modifications. Barr counter protested the Toranas over alleged titanium windscreen wiper arms, and the Falcons for allegedly being 2 metres shorter than production versions.

CAMS scrutineer “Scuttle” Vent impounded all cars after the race and is reportedly doing a deal

with a well-known scrap metal merchant.

The Ford challenge faded in the early laps with both the Falcon team drivers retiring with uncontrollable hysteria.

The race was marred by a high incidence of accidents amongst the midfield runners as they bunched up behind bottle-throwing Barr. Plug-oiling and boiling eliminated many runners.

Interviewed in the pits after the race together with his current lady, Micheline ‘X’, Tor Shaun Barr said that his surprise win had decided him to field a Traction for Bathurst and that negotiations were in hand with two well-known overseas drivers- “Crown” Weal from Slough, and the Asian short-distance expert, Pin Yon. “We have the ultimate strategy,” Barr explained, “Bathurst is run in October, but we will be starting in September!”

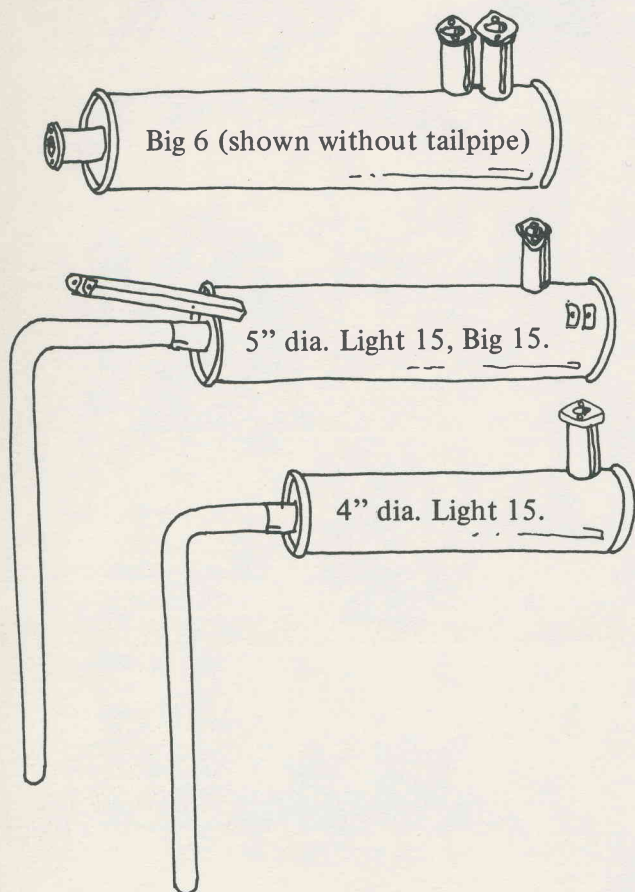
Parts Fund News

10% DISCOUNT

The Parts Fund, with improvements, has now been incorporated as a part of CCOCA – and is now called the Citroen Classic Owners Parts Fund. Members of the fund will now receive a worthwhile 10% discount on parts. There is no actual subscription to the fund – membership is open to full members of CCOCA who lend the club \$40 for the period of their membership, which is refundable in cash or parts on leaving the club. The purpose of the fund is to give the club financial teeth to acquire parts from all parts sources – for example, the large supply of secondhand parts recently purchased, and the many new and secondhand parts available from overseas.

Members of the fund will also have first call on scarce items. Participation in the parts fund has a double-barrelled advantage as far as cost goes – firstly the member benefits from the 10% discount, and secondly the increased capital for parts gives the club more power to obtain parts at lower prices.

Apply to Alan Thomas, spares officer, for membership form.



The club can now supply mufflers for all Traction. Some mufflers are available ex stock, others may entail 3-6 weeks wait. Parts fund members should deduct 10% from quoted prices (prices subject to confirmation).

4" diameter Light 15 with tailpipe (earlier type Light 15 but will fit most L15's, Big 15's) \$36-00

5" dia. later light 15, Big 15, with bracket and tailpipe approx \$40-00.

Big 6 muffler and tailpipe - \$48-00.

Six 'H' muffler and tailpipe - \$49-50.

The mufflers are supplied to the club by Lukey's and are of very solid construction

Awards

It is proposed that prizes will be awarded for each competitive event, e.g., observation run, concourse, etc., and these will be presented at the annual dinner.

In addition, a 'club-person of the year' award will be made on the basis of points collected through the club year for attendance at events. This will be open to all members and will cover all events other than committee meetings. Points will be awarded on the following basis:

General meeting 10 points

Annual general meeting 25 points

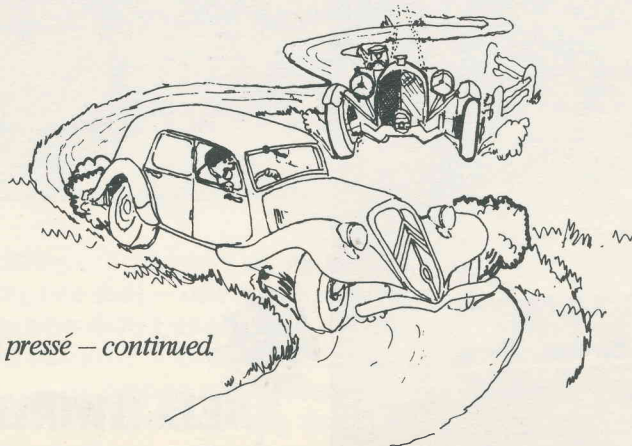
Social Activities 15 points

and for the winners of observation runs, concours, or competitive events, 20 points.

This years points count will start from the June 7th general meeting, and close at the annual dinner. It is hoped that this award will be of considerable value, so don't forget to sign attendance book at ALL gatherings.

Club Calendar

June 3/5	Queens Birthday weekend rally at Angaston, Barossa Valley, organised by Citroen Traction Avant, Sth. Australia.
June 7	General meeting, Blackburn
June 24	Wine & Cheese evening.
July 5	General meeting, Blackburn.
July 23	Restoration (technical) day.
August 2	General meeting, Blackburn.
August 20	Observation run.
September 6	General meeting, Blackburn.
September 17	Competitive event.
October 4	General meeting Blackburn.
October 15	Country run.
November 1	General meeting, Blackburn.
November 18/19	Spares swap-meet, Bendigo.
December 6	General meeting, Blackburn.
December 10	Concours, Berwick.
February 7	General meeting, Blackburn.
February ?	Run to combined vintage clubs' meeting, Kalorama.
March 3	Dinner and prize giving.
March 7	Annual General Meeting, Blackburn.



Citroën pressé - continued.

Beechworth National Rally, Easter 1978.

Left: The invasion begins.

Below: The heavies. Chris Bennet, Ken Gilbert, Roger Brundle.

Centre left: Teddy Bear's Picnic. Phil Ward, Phil Sethna.

Centre Right: Missing something? Rudy Schoemaker.

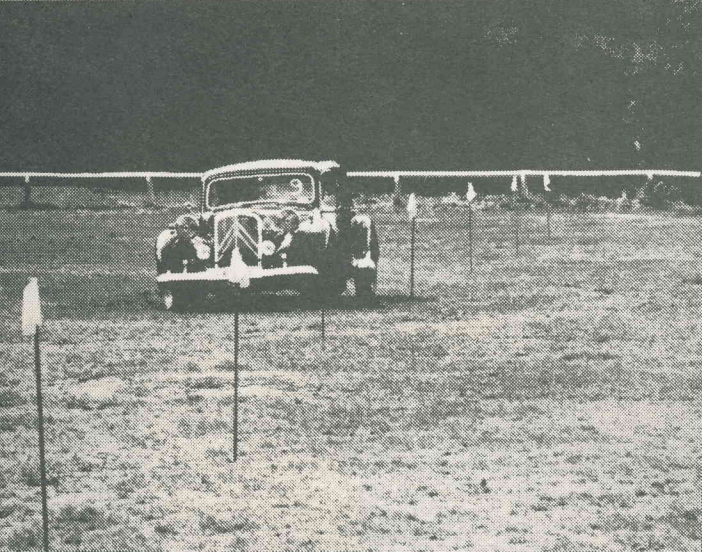
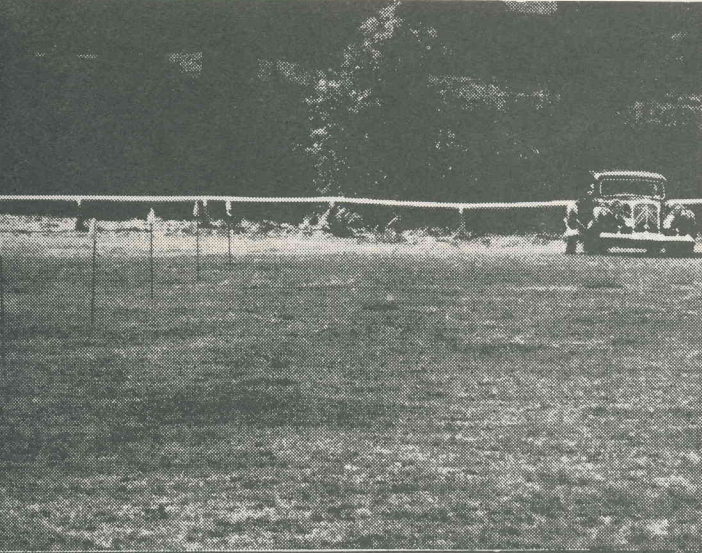
Bottom left: I'm going too. Peter Brundle.

Bottom right: 12CV...? Les Turner, Lee Mason, David Gries.

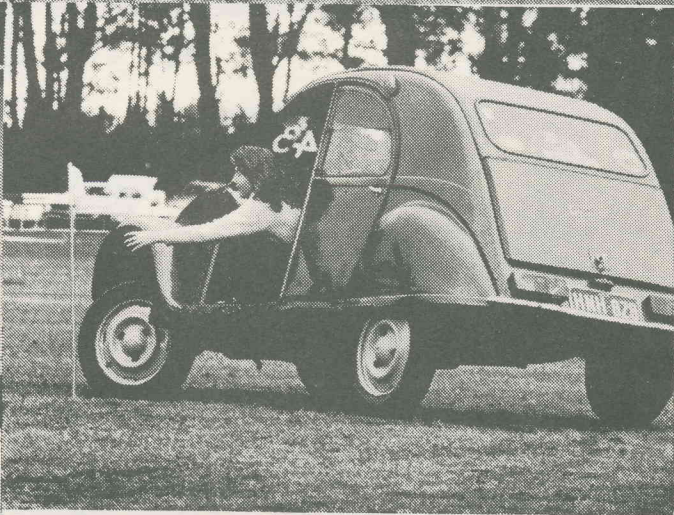
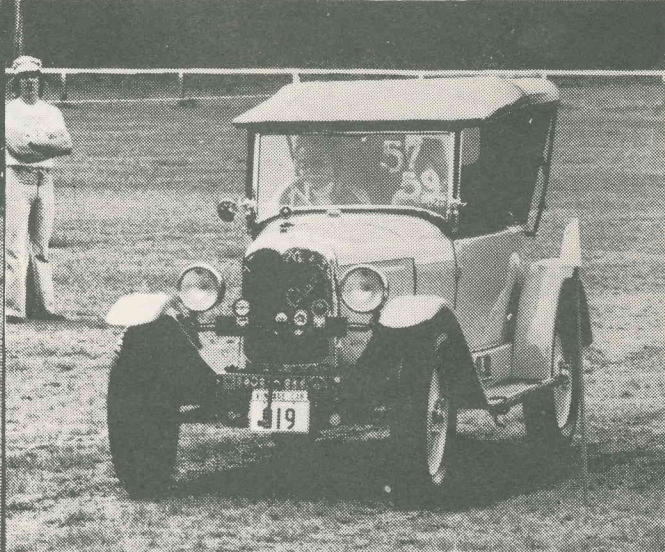
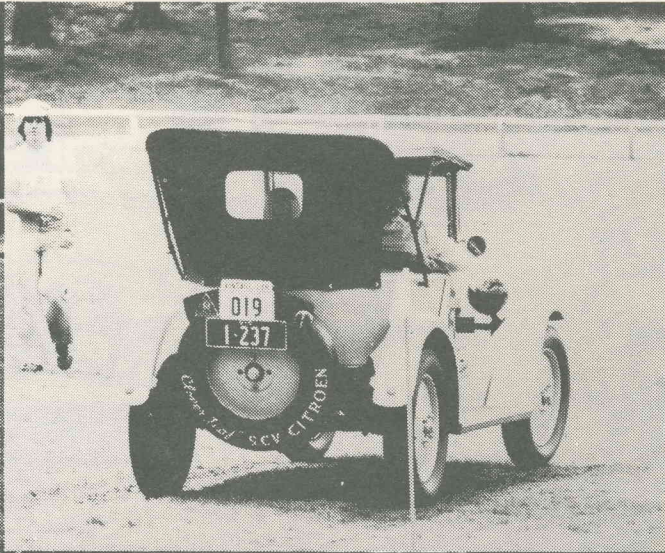


Memories of Beechworth – good turnout from CCOCA members, local and interstate; good to see out-of-Melbourne members and their cars – The Beechworth Easter Parade, complete with floats from the gaol, old people's home, mental hospital, and 60 Citroens given pride of place – the beauty of historic Beechworth and its surrounding district ...Chiltern, Rutherglen, etc.,—doing

Below: Time lapse photography – Chris Bennet was plagued with a front wheel bearing trying to emulate a universal joint.



Below: Cloverleaf comeback. Lee Mason. Bottom: Reaching for security – anything to stop falling over. David Gries and Janet.



a 'winery crawl', jostling other tasters trying to find something interesting (we did) – one member with incendiary tendency who didn't understand the difference between bonfire and campfire – convoy of Citroens in search of the grape, led by beat-up old Holden – some 2CV and Big 6 owners finding that getting there was half the fun (the other half was getting home again!)

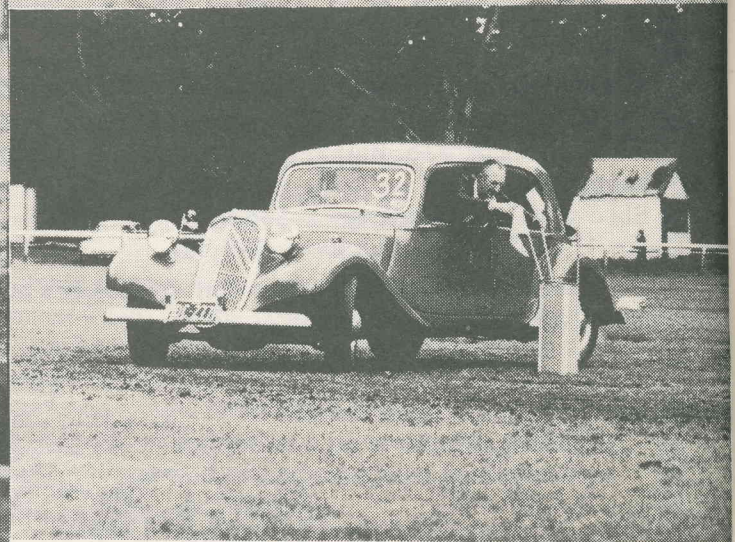
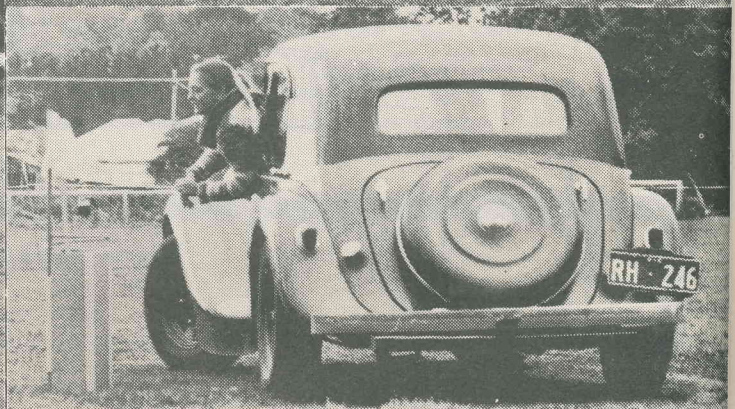
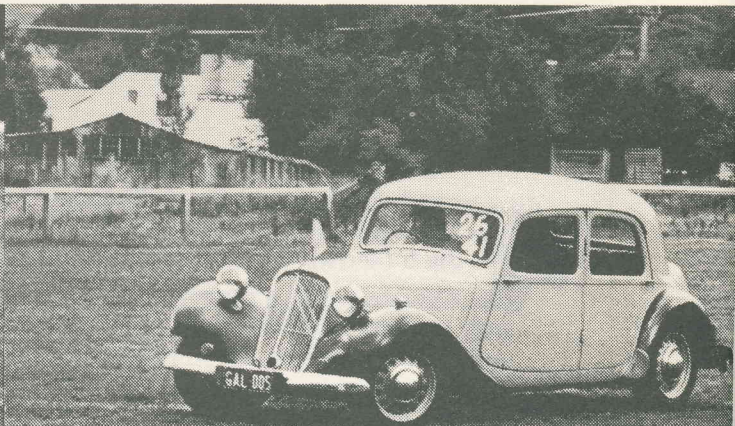
Snatch and Grab.

Below: Roger Brundle ignoring Mark Navin's death-defying speeds – and in a twin pot too!

Top: Ken Gilbert in a less flamboyant pose than his wife.

Centre: Ray's been having trouble with speed lately (in a traction?) Ray Hobbs and Tina.

Bottom: Gordon Smith in Don Wright's beautifully restored Light 15.



BEECHWORTH-EASTER 1978

Top: Flat 10 – Owners l to r., Phil Sethna,
David Gries, Judy Rankine, Phil Ward, Mark Navin.
Centre: Siesta.

Bottom: An open bonnet always draws a crowd –
Ken Cope, Chris Bennet, Mike Neil, Roger and
Margaret Brundle. Also Don Wright and Gordon
Smith in right photo.

Below: Who says our secretary's got his feet
firmly on the ground?





The Know-How page is to do with owning a Citroen. If your car's clunking, grinding, acting strangely, if you don't know how to tackle any job, large or small, have any questions about the right fittings for a particular year, want to know where to get work done – any question at all – contact the editor. Don't keep your questions and information to yourself, let the whole club benefit.

Some mention has been made of two-part polyurethane paints for restoration. Where and how would these paints be used, and do they have any special advantages or disadvantages?

To answer your last question first – the advantage of this type of paint is its extreme toughness, imperviousness to corrosion/acid, and deep gloss. Its only real disadvantage is its cost, which is about \$15 for two litres (one litre of colour, one of catalyst). It is not, therefore, practical for refinishing a whole car, but is excellent for specific applications, such as chassis and suspension components (head and shoulders above 'chassis black'), wheels, engine bay (particularly good because of its imperviousness to battery acid and brake fluid), and inside the boot, where paintwork is subjected to scuffing and chipping.

Application is by spray, preferably, although brush may be used. Technique is similar to spray enamel (i.e. tack coat, thirty minutes wait, then full finish coat) and no rubbing out is necessary as it dries to a full gloss. It may be thinned for application, but this is not usually necessary. If recoating is desired, it should be done within 36 hours, otherwise a light sanding should be given. It may be applied over any type of surface/paint, provided that it is sound. The following information was supplied by Brolite Pty.Ltd.

As the polyurethane is a two component product, prior to application, the components are mixed in the prescribed proportions and set aside for the preliminary reaction to take place (30 minutes at least). The pigmented bases shall be well stirred before mixing with the catalyst, to ensure the whole media is distributed evenly in suspension.

The catalysed mixture is stable for 8 hours at normal temperatures. The material is stable when it remains liquid. This liquidity is referred to as 'pot life'. When pot life has been exceeded, the admixed materials become viscous and harden to a solid state, slowly. High temperatures reduce the pot life, low temperatures extend it.

Strict attention therefore, should be paid to the thorough cleansing of application equipment (brushes, spray apparatus, material lines, pressure pots) after each usage. Hardened Polyurethane cannot be removed from spray equipment or brushes by wash thinners like the conventional coating. When apparatus is left for any length of time, care in attention to all equipment must precede such breaks.

The petrol tank in my light 15 has rusted out, and I have obtained a replacement, which also shows some signs of rust. Is there any treatment I can give it to prevent the fuel blockage problems caused by a rusty tank, and hopefully extend its life?

Besides the fuel blockage problems caused by a rusty tank, such a tank is of course potentially very dangerous. Exterior treatment in the form of rust neutralising and painting, while necessary, will not help the problem very much, as most of the rust is caused by the unavoidable condensation inside the tank. While keeping the tank full will slow this down, the best way is to treat and seal the inside of the tank. Ciba Geigy (Araldite) make a low-viscosity resin known as Araldite MY752 (use LC226 hardener) which they recommend for this purpose. You should clean the inside of the tank as well as you can, then phosphate the inside of the tank with Dioxidine or similar. Dry the tank thoroughly by draining, then slosh some methylated spirits inside to take up any remaining moisture. Dry again and apply two coats of the Araldite 24 hours apart. Take care to plug all outlets to keep all threads clear of epoxy. A suitable treatment for the exterior would be an etch primer coated with polyurethane.

The following list of specialist services is taken from a list published in 'Restored Cars' magazine, and may be of use to members.

Valve guides, gear and spline cutting – Melbourne (03) 37 5796.

Instrument restoration – Darryl Rowe, 171 Vickers St., Sebastopol (Geelong) (053) 357141.

Cotton braided cable, window channel, mudguard piping etc., – Roy Ducat PO Box 63, Cheltenham, Vic. Phone (03) 551 1661, After hours.

Electrical spares – SLI Pty.Ltd. North Melbourne, Box Hill, Moorabbin. (see phone book)

Steel tube – Tube and Pipe Sales P/L, 359 Settlement Rd., Thomastown (03) 465 6622

Zinc Chromate and Chassis enamels – Alsation paints, Jack Rd, Cheltenham (03) 931241.

Paint remover – S.Smith and Co P/L, 1 Dynon Rd., South Kensington. (03) 330447

Leather to original grains – Howe & Co, 105 High Street, Preston. Vic.

Difficult welding (inc. aluminium) – Aviation Welding, 1 Readfern Rd., East Hawthorn, Vic. (03) 82 2547.

Electroplating – (highly recommended) Prahran Platers P/L, 424 Malvern Rd. Prahran, (03) 515329.

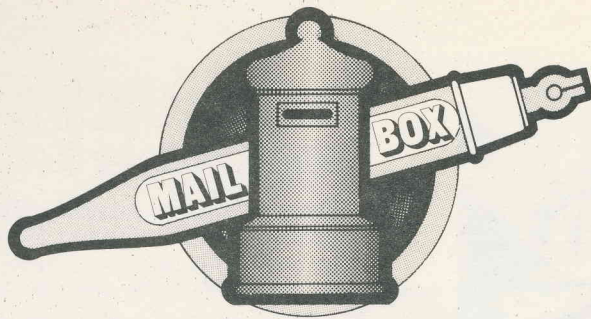
also Moray Grille Works, 3 Little Moray Place, S.Melb, (03) 69 3330.

Bearing bronze supply – Bearing Service P/L, capital and main cities.

Case hardening – Thermal Heat Treatment P/L, 32 First Ave., Sunshine (03) 311 5761.

Resplining, etc., – Farrelly Bros., 534 Mt. Alexander Rd., Ascot Vale, (03) 377116. Also bushes, etc.

Stripped gears rebuilt (?) V & W. Benn, 70 Little Latrobe St, Melbourne, (03) 347 5683.



Dear Kym,

Mark rang last night and asked if I would send you enclosed photo of our family taken 1969 with our beautiful '54 Classic, a true example of a family car.

I have been the proud owner of this long, low and lovely car since November '64 and it was well used by our family as you can see. It was an ideal vehicle for us when the family was so young, very versatile, as on the odd occasion we were able to visit the drive-in or travel long distances I removed the back of the back seat and built up a large bed which enabled the children to spread out into the boot. Although the Citroen could never be regarded as a ladies car my wife Pam used it a great deal and found its capacity to take a pram through the back door a wonderful advantage.

I still wonder how, at five foot nothing and about 7 stone, she managed to park and manoeuvre this monster, as any family niners would admit that trying to 'shift' these cars into confined spaces at very low speed is not a job for the physically weak or faint of heart, and for me it would not be unfair to compare the experience with turning the wheel of a laden 8 ton Bedford truck, which I have done many times. The side-effects for my wife were stronger arms and shoulders and a firmer bust for longer than she would have expected – how's that for a sales gimmick for Classic Citroens? We would have all the girls out in the parking lots with their front drives at low, low speed with a firm resolve to develop their parking angles. Joking of course – to drive the car on the open road was always a wonderful experience for us and the fact that I have kept the 'old girl' would prove our affection.

We have not used the car for some four years, because of the usual gearbox breakdown, which I have repaired, and also drive shaft trouble within the hubs which still need attention before re-registration.

Best regards,
Bob Gibson,
87 Jetty Road, Rosebud.



The Secretary.

Dear Sir,

Many thanks for the letter from your editor. The prompt reply is very much appreciated – not to mention the copies of Front Drive. I enclose an application for membership of CCOCA.

I am particularly interested in the Spare Parts scheme, but however before subscribing to the fund, I am endeavouring to find out a little about our import laws in this area.

Anyway – it was suggested that I could become Front Drive's N.Z. correspondent – a task I am happy to accept, but I feel I lack qualifications! Anyway I will accept until someone better (or else!) comes along!

A bit of general information:
The Canterbury Citroen Car Club (CCCC) of which I am a member is one of around eight Citroen car clubs in N.Z. Each club operates independently, there being no overall 'parental' organisation. There are moves at present to form a co-ordinating body but this is being resisted by several clubs. My personal feeling – and that of the Canterbury club (in general), is that it can only be a good thing. This is especially true for traction owners – where the necessary parts funding, technical information etc., can only be effective in a large, financially secure club. The prospect of a 'Traction only' club is even further in the distance – and fairly improbable in N.Z., because of the actual lack of numbers. It is a more logical move for N.Z. traction owners to join your club and thereby increase your strength – and indirectly ours! This is something I hope to encourage – although a more favourable exchange rate would help! Perhaps you may eventually have to change the name of your club to CCOC of Australasia!

To get back to the subject – there are approx 65 financial members in the Canterbury club, of which somewhat greater than two thirds would be D series owners. The club has monthly meetings and most activities are social ones. These include picnics; parties, gymkhanas etc. Technical direction and information is (unofficially) spear-headed by two members. One has collected and dismantled tractions over some years and can supply a wide range of second-hand spares – with a few notable exceptions! He also tackles some repair work; such as suspension adjustments, brakes, etc. The other member does bench work only (i.e. no dismantling) on transmission shafts and gear-boxes.

New spares for Tractions are virtually unobtainable – other than items such as points, fan-belts and radiator hoses – or, if you are lucky, brake hoses and inlet/exhaust valves. There is a chronic shortage of (you guessed it) crown wheels and pinions; and lately universal joints have joined the almost-impossible-to-get list. The Canterbury club is at present considering approaching a local engineering firm to enquire about the possibility of having crown wheels and pinions die-cast. The firm in question is possibly the best equipped in Australasia to do the job – but it is imagined that the cost may be



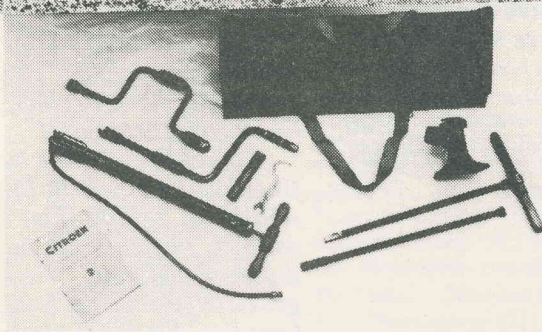
The 1950 Light 15 owned by one of our Canberra members, Rod Greschke, begins an occasional series on members' cars.

"... I feel a little embarrassed at the suggestion of running an article on my car. I'm not sure that she is worth such an honour. I always feel that she is in incredibly good order for her age. until some event like Beechworth comes up and I have a chance to compare her with all those perfectly restored cars and feel as though the mat has been pulled out from under me, but I suppose it's the availability of the car's full history that you are interested in rather than her condition so I'm happy to

be able to send these few photos in the hope that some of them may be suitable for what you had in mind."

History of Rod Greschke's Light 15, YGJ-857.

Originally owned by Mrs. Menzies of Armadale, whose husband was Sir Robert Menzies' brother, and a director of Shields Motors, Citroen dealers of 6-14 Flinders St., Melbourne. It was sold by Mrs. Menzies in 1969, having only covered a very small mileage (believed to be about 54,000 miles). Vic. registration was SN-308. A Mr. Paul was the next owner for about 4 months, covering about 2,000 miles. A Mr. Fish then bought the car, still shod with its original Michelins, and it returned with him to Sydney, where it was reregistered BQJ-133. Flashing turn indicators and a later model generator were added, the car otherwise remaining original. In 1975 at 76,000 miles, a Mr. Gamble of Canberra bought the car, and did some work on the engine and front suspension, and reregistered the car on its present plates. The odometer failed at 82,062 miles, and still registered this figure six months later in August 1977 when Rod bought the car. Mr. Gamble had also fitted seat-belts, a rear vision mirror on the drivers door draught window, another new generator, a crown wheel and pinion, and had repaired a minor dent on the passenger side rear guard. Rod had the odometer repaired and turned on to 90,000. Apart from the above repairs, the car is still original, and Rod is keeping a comprehensive log book.



Continued from previous page

prohibitive, except for very large quantities. Anyway, I will keep you informed as to the outcome.

Most tractions on the road in N.Z. are post-war L15 (small and big-boot models) and a lesser number of B15's Big 6's are very rare - especially in the South Island. Only around 27 were imported into N.Z., and not too many seem to have survived. I have ridden in one once - from that moment on, my life's ambition is to own a Big 6! There are not many pre-war tractions seen around - although I imagine there are a greater number off the road in various stages of restoration (like mine).

The average going price for a Traction in good overall condition would be \$1000 - possibly a little more in the North Island. I have seen them advertised for as much as \$2500 - and I have also heard of them being

sold for a lot less than \$1000. A pre-war Traction in original condition would probably sell for a little more than the post-war model. As for 2CV's, I have never seen one! - although I think there may be one or two around - having been private imports. The same goes for roadsters and coupes - I know of one each (both being restored) and I suspect there may be several others, but very rare and definitely not for sale!!

Well, I hope this is of some interest to you - in future correspondence I will endeavour to supply some photos - of my own cars, other cars, and club events. Many thanks for the opportunity to join the club -

Yours faithfully,
R.J. Howarth,
184 Huxley St.,
Christchurch 2, New Zealand.

FOR SALE:

1949 Light 15, Mechanically A1, New tyres and battery, many spares, tools, and workshop manual. \$2600 ONO. John Rollston, 52 Waverley St., Essendon, Vic. Telephone 337 9485.

1950 Big Six – Large headlight model, good body, good motor, needs interior work, unreg. Open to offers as going overseas. Many spares. Ian Wood, 750 1639.

1953 Big 15 – big boot. Original condition. Spares and workshop manual. Registered November. \$2000. Ken Robinson (054) 248216.

1967 2CV (435cc) built for German market. \$2000 ONO, Enquiries through Mark Navin.

1954 Big 15, partly restored. Running but not registered, 5 new Michelin tyres, Recond. brake system, new floor and exhaust – Many spares incl. motor, some tools and manual \$1000. Jim Szymanski, 439 1405.

1956 Light 15, 11D model. Very original condition – only 24000 miles. As featured in last issue of Front Drive. \$4500. Bob Tampling, 211 8579.

1953 Light 15. Roger Brundle's well known Light 15 (1953) is for reluctant sale. Under 10,000 miles since total restoration. Regency red, with vintage red interior. Class winner 1976 MG concours. Exhibited at 1976 Melbourne Motor Show. Complete with spare rebuilt gearbox. \$3975. Roger Brundle 509 0441.

The following vintage parts are being offered for sale by David Archbald of 33 Thames Avenue, Klemzig, South Australia, 5087.

B10 parts – f.&r. m'guards, cowl, 2 doors, bonnet, rear axle (banjo diff), and braking mechanism (cables and brake drums) tailshaft, springs, steering box, steering wheels and cables, fascia board, panelling from the chassis down to the running board, running board, spare wheel attachment, petrol tank, also belonging to car but not on it – engine, gearbox, radiator, front axle, body panels (possibly don't belong to car), starter motor (poor condition) generator, cooling fan, Also other 10HP parts are: 2 rear axles (one B14?) 2 chassis, 4 wheels, 1 tailshaft, 3 front axles, 1 petrol tank, 1 bonnet, 1 steering box and related mechanisms, 3 doors, 2 cowls, 1 rear body section, 2 rear mudguards, 4 front m'guards, 1 fascia board, two disassembled engines, 1 gearbox, brake cables, 1 set headlights (Cibie) and some cooling fans. Also workshop manual translated into English (duplication) for a portion of translating costs. There are also many other bits and pieces not worth listing, eg, camshaft. Price \$200 for the lot.

Quai de Javel (French edition of Citroen, The Great Marque of France) by Pierre Dumont – contact John Read, or Mark Navin.

WANTED Information, literature on early Citroens and owners – Mark Navin 89 8576.

Whilst every effort is made to ensure the accuracy of information and advice in this magazine, and in replies to readers queries, neither the Citroen Classic Owners Club of Australia nor the officers and members thereof or the authors accept any liability.



Windcheaters and T-shirts are available on order from the club in a choice of colours, and in either the Roadster design, or club motif. Windcheaters are very good quality (Exacto) and are available at only \$10-00, and T-shirts at \$5-00. Also available are childrens T-shirts with a smaller motif (the club can also print any of the above designs on your own garments) Let the spare parts officer, Alan Thomas, know your size, and colour preference.

The secretary has available four different types of poster available – Roadster, 11BL with attractive back?drop, 22CV, and 2CV prototype.

New mufflers, and radiator hoses are available from Spares Officer.

French Spare Parts Catalogues (\$15) and 1938 Sales Catalogue reprints are also available from Alan.

Special Tools:

Roger Brundle (509 0441) has the following tools for hire – prices are for the hire period of one week.

Spanner for adjusting brake shoe eccentrics 50c.

Tool for adjusting synchromesh 50c.

Valve spring compressor \$1.

Vernier gauges \$1.

Stub axle nut spanner \$1.

Steering ball pin extractor \$1.50.

Block for removing rear torsion bar \$1.50

Front hub extractor \$2.

Upper ball joint extractor \$2.

Outer front wheel bearing extractor \$2.

Stub axle inner ring nut extractor \$2.

Upper swivel ball spanners \$2.

Extractor body for drive shaft spigot cup or ball joint \$2.

'A' frame for towing Light 15. \$2.

Lower ball joint extractor \$3.

Collets for ball pin extractor \$3.

Collets for spigot cup extractor \$3.

Chain block and tackle \$3.

Deposit : One tool- \$10 ; Two or more \$25-00.

Revenue from this source goes towards the purchase of special tools for the club.

