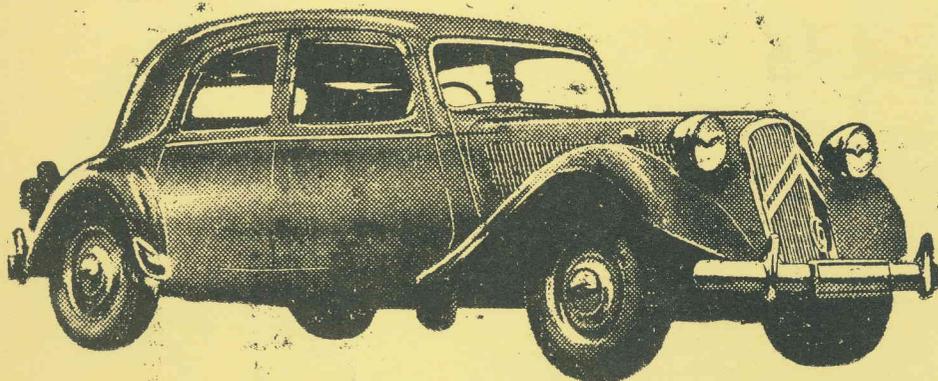


NO OTHER CAR HAS ALL THESE EXTRA FEATURES



CITROËN

Cor. McCracken Av. and McGregor Street
ROYAL MELBOURNE SHOW

- 1. FAMOUS FRONT WHEEL DRIVE**
Safe . . . tested and proved all over the world for 19 years.
- 2. FLAT LOW FLOOR—MORE COMFORT**
No tail shaft worries; wide, deep seats cradled between the wheels.
- 3. DETACHABLE CYLINDER BARRELS**
Built for long wear, but easily, economically replaced instead of a rebores.
- 4. SUPERB RIDING QUALITIES**
Independent suspension and torsion bars iron out the roughest roads.

Highest Trade-in Values Offered

See also

VULCAN BRITISH DIESEL TRUCKS

Precision-built to suit Australian conditions.

FEDERAL AMERICA'S FINEST RANGE

Dependable performance and outstanding value.

COMMONWEALTH MOTORS PTY. LTD.

111-125 A'BECKETT-STREET, MELBOURNE. FJ5136.

Volume 2, Number 4.
October/November 1978.

The magazine of the Citroën
Classic Owners Club of
Australia.

Front Drive back issues, \$1-00
each.

CCOCA membership:
Joining fee (new members) \$5.

Annual subscriptions:

Full membership \$15.

Associate membership \$10.

Joint membership available to
spouses of full members for no
extra cost.

Overseas postage rates on
application. All membership
applications to secretary.

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

CCOCA Committee

President: Andrew Rankine
130 Arthurton Rd. Northcote 3070
Phone 489 7635.

Secretary, Mark Navin
1 Alexander St. Box Hill 3128
Phone 89 8576.

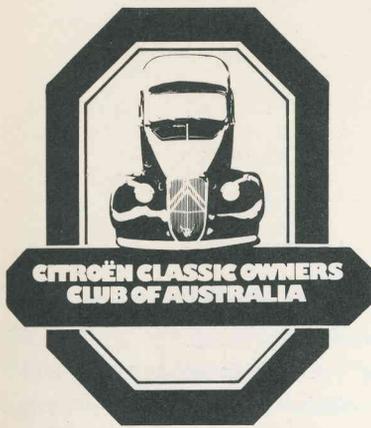
Treasurer, Pat Propsting,
18 Bellara Dve. Mooroolbark 3138

Spare Parts Officer
John Couche
15 Mitchell Ave. Boronia 3155
Phone 762 6856

Activities Officer
Roger Brundle
12 Barkly Ave. Armadale 3143.
Phone 509 0441/529 8841.

Editor, Kym Harding,
26 Tyrrell Ave. Blackburn 3130
Phone 877 4853.

This is what Rex Gercovich
found when replacing some
floor coverings at home.
Imagine what could be under
your floors!

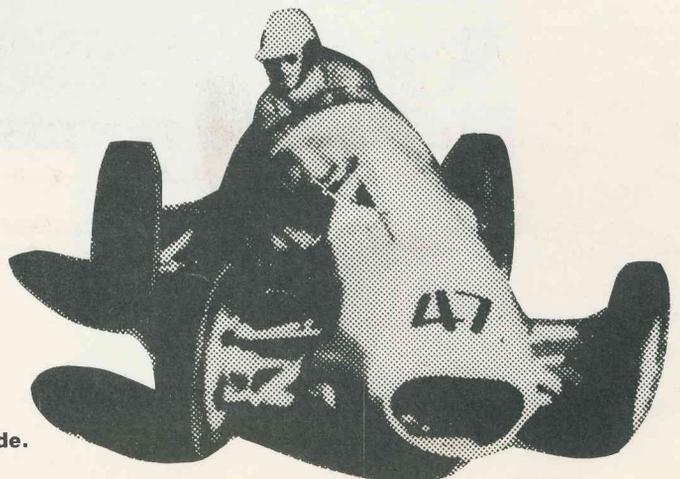


FRONT DRIVE

I've been the recipient this month of a strange mix of good and bad news. Having my Light Fifteen once again on the road was, of course, good news. Bad news was the recurrence of engine troubles. I had always been impressed by the car's handling, even its roadholding, on the cross-plies fitted by the previous owner, so I should not, perhaps, have been so surprised at the car's transformed behaviour on a new set of Michelin X. My experiences with the Michelin X on a Peugeot 404 and an Alfetta, and with the XAS on a DS and other cars had left me disappointed. Pirellis had consistently out-performed the Michelins, so I was not prepared for the balance, the harmony of tyres and suspension, the whole new character of the car on its new tyres. Running a Traction on cross-plies is like running a roller coaster at walking pace!

My thanks are due this issue to my new editorial assistants, Robyn Couche, John Cleverley, and Tim Farmilo, also to Mark Navin for his continued support and assistance.

**Next General Meeting,
Wednesday October 4th.
Subject, 'Car
insurance', speaker from
Sharbon Insurance. See
inside for more dates and
details.**



**Don Wright's Traction
based special. See inside.**

The Don Wright Citroën Special

From information supplied by Don Wright through Kenn Gilbert.

The term 'Racing Citroën' doesn't sound quite right — as incongruous as saying '2CV Drag', or 'Light Fifteen Sprint'. If, however you have a memory stretching back almost a quarter of a century, and had a keen interest in local motor racing, you may remember Don Wright, of Sydney, and his Citroën Special.

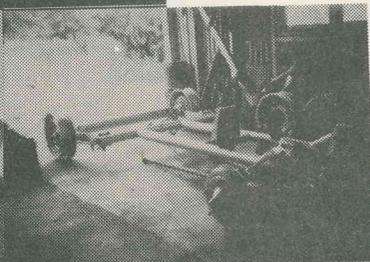
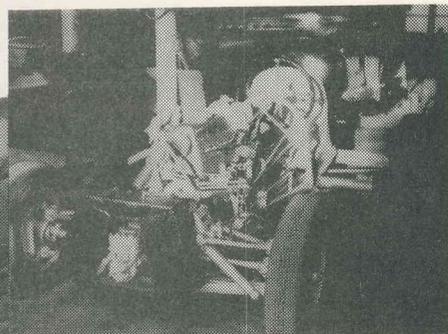
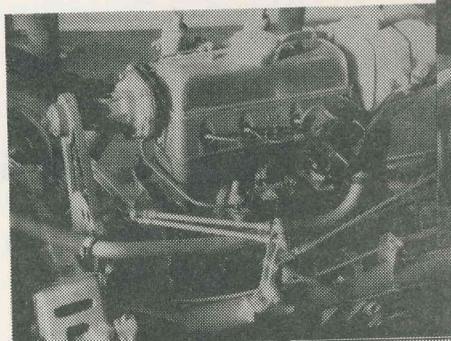
In the early fifties, Don, with the assistance of Gordon Smith, engineer, Stan Barrett, panel maker, and Franklin Baldwin, chassis designer, built a special based on a Light Fifteen engine, gearbox, front drive assembly, and rear beam axle. This was integrated with a tubular chassis of fairly simple but rigid design.

All of this was covered by a body of hand-beaten aluminium, and sat on a set of Pilote wheels shod with Michelin X tyres.

After several races, the rear beam axle was replaced by an independent rear suspension fabricated from Morris Minor lower control arms (torsion bar type) and specially made upper control arms and struts with Light Fifteen rear stub axles attached. This change cured the problem of rear wheel lift at high cornering speeds.

The transmission was a Four-speed Duriez, far better than the usual ERSA. These were hard to find, and had been smuggled into England by the H.W.M. Jaguar racing team. Don bought one of these sets and brought them in as second hand lathe gears to avoid paying tax!

At its first appearance at Folley's Hill Climb, Monavale, it broke the outright circuit record (in 1950, in rolling chassis form). Soon after, it took out second place in a fifty mile event at Mt. Druit,



followed by first place in a quarter mile event. This car competed at every Mt. Druit meeting. At the Gnoo Blass Circuit at Orange in early 1953, Don blew his differential. At Hawksbury Lookout, competing in the under-3 litre class, the special set a new record which stood unbroken until the closing of the circuit in the mid-fifties. In the 1954 Bathurst One Hundred Mile Grand Prix, the special won fourth place (winner was Reg Hunt in a 250-F Maserati). In the following year Don came fifth, being timed at 111mph.

Predictably, the gearbox was starting to show signs of wear, so Don set about making up a new set of gears identical to the Duriez kit. He had only got as far as production of the gear blanks when he decided to sell the Special, a move prompted by the car, running a standard gearbox, putting a

rod through the block at the Newcastle Hill Climb.

Ian Steele, a dentist, bought the special from Don, selling it again soon after to Geoff Thorn, who had a set of straight-cut gears produced from the Duriez blanks. Geoff broke the circuit record at the Silverdale Hill Climb, but flipped the car in a later event, and sold it after rebuilding it. Several owners later, (John Moxham now owns the special) the Special has been modified several times, but is still being run in events. This must make it one of the longest-lived Australian specials.

Don, and his engineer, Gordon Smith, now own beautifully restored Light Fifteens (those who went to Beechworth this year saw Don's car).



Past Events —

Observation Run, Sunday August 20

Considering the atrocious weather, it wasn't altogether surprising that only 5 cars started this event. The intrepid few were Propstings, Veevers, Rankines, Couches, and a strong team from the Grant-Thomas Equipe. Phil Sethna made it to the start in the 2CV, apologised for not coming along, and was last seen tacking into the wind along the Burwood Highway on the long haul home. Rumour has it that his ETA is next Thursday.

The director, who shall remain anonymous, cunningly managed to misdirect all down a T-intersection which had mysteriously appeared since the previous weekend. This led to dubious practices such as disconnecting the speedo drive, and driving backwards for some distance. Despite all this, everybody managed to find the barbeque spot at Somers foreshore and a good lunch was enjoyed. Winners were Robyn and John Couche by virtue of some imaginative (and questionable) offerings for bonus points, with the others not far behind. The sun even shone! **So where were you?**

General Meeting, Wednesday September 6th

After the usual prattle by the committee, two films were shown to the assembled throng (question — is two people a throng?) The first, 'Tribute to Fangio', included some incredible footage shot from a camera attached to Fangio's 250F Maserati during testing at Modena. The highlight to me was the sight of the little gentleman unconcernedly clipping the hedge at the very edge of the track as Fangio was busy clipping the verges at 8000rpm in top. The second film was a nostalgia trip to the 1958 Melbourne Grand Prix around Albert Park Lake.

Sandown Park Races, 9,10 September

Not a club outing, but fascinating nonetheless. Arthur Clarke's entry in the concours is chronicled elsewhere — those who missed seeing Fangio driving the Mercedes W196 in anger, and leaving the snarling of the V12 Ferrari 250 LM of David McKay (which was bent badly on the Saturday) really missed a unique happening. Spotted in the tails of the Bill Patterson and John Caffin Cooper Climax historic cars were ERSA converted Light Fifteen gearboxes — transmitting 240 horsepower (or 180 KW to the metric freaks) each!

Coming Events

General Meeting, Wednesday October 4.

Guest speaker will be Mr. Graeme Knight of Sharbon Insurance who will give us the lowdown on — you guessed it — **car insurance**. Sharbon do a good deal, so if you've got insurance problems, be there. Be there, even if you haven't.

Non-event September 17

The competitive event scheduled for this date has unfortunately had to be cancelled due to insurance and venue hassles. It is hoped to run this at a later date.

Spare Parts Swap Day, Sunday October 15.

The idea of this event is to transfer your junk, correction, Cherished spares, from your garage to someone else's in return for their irreplaceable bits. Bring along all those unwanted Citroën parts and convince somebody that they will need them someday. An auction of some interesting club spares will happen. Members may include items in the auction if they wish.

A great opportunity to meet with the lunatic Traction fringe and talk shop all day.

At Robyn and John Couche's, 15 Mitchell Avenue, Boronia.

Horse trading starts at 11am with auction after barbecue. BYO parts, booze, Citroën and self.

Cars required — School fete Sat. October 28.

Not a club event, but we have been asked to provide some cars for exhibition at the Oakwood Park Primary School Fete in Noble Park on above date (9am — 5pm). Good publicity, so if you can provide a suitable vehicle, please contact Roger Brundle or Robyn Couche.

General Meeting November 1.

Probably films again.

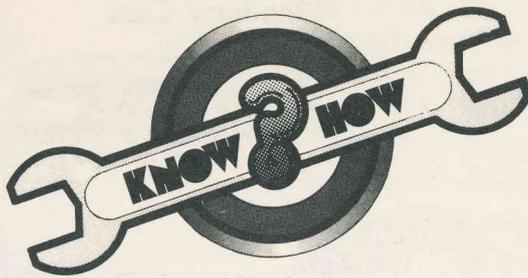
Bendigo Run — Saturday November 18

A convoy (10—4?) to the big spare parts swap meet at Bendigo. Details to follow.

Rallies next year

We have had a favourable response to the National Citroën Rally at Mudgee over next Easter. Those of you who haven't yet returned a form (it's the green one you lit the barbecue with last Sunday), get into gear and send it to Mark Navin.

The feeling at the September GM was that there should be a Traction Rally next year, but that the dates proposed were 'nt suitable. Queen's Birthday Weekend seems to be the majority preference, so it's on at Echuca then. Details are yet to be firmed.

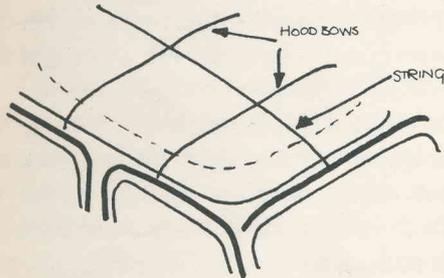


Making up a hood lining Gerry Propsting

Restoring a car should be a hobby. Many people pay for work to be done to their cars. Perhaps this is because they either haven't the time, or maybe they just lack the confidence to tackle the work themselves. It is a far more rewarding experience to have "done it" oneself, and I hope this article will encourage people to tackle at least one part of their restoration themselves.

Firstly I must say, I am no motor trimmer. The following information was given to me by Robert Bonner, a member of the VDC. I tried it and it works. Anyone who has any further tips could also help by sending their comments to Front Drive. Or conversely, anyone who disagrees with these methods please write and correct me before everyone louses up their material. In any case, I wish you luck, and go to it!

The principal details of this article apply to Citroën Light Fifteens 1946-52, but can be adapted to other models.

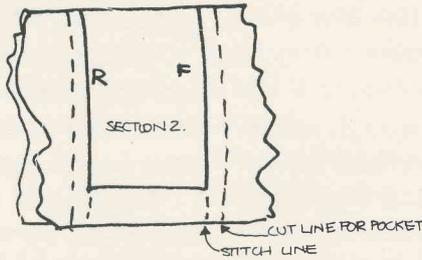


1. Divide car front to rear with piece of string looped around the hood bows.
2. Use stiff brown paper to trace an exact pattern of each hood-bow to string segment on the left (or right) of the car. You only need to make one half of the hood sections as a pattern. To make the pattern, place the paper behind the bows and string, and do each pattern separately.
3. When you have cut each pattern segment, number it and chalk the corresponding number to the roof of the car (to keep the pattern in order). Also mark each piece with FRONT and REAR.
4. You now have to decide on your material. English cars to 1954 used cloth, and this is best reproduced in hoodlining felt. This material will stretch under tension, and allowances must be made now by reducing the hood bow edge of your pattern by 1/2 inch either side.

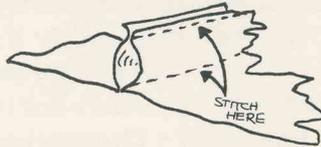


5. Lay your material out and double it end to end. Pin each pattern segment to the material so that the centre edge aligns with the fold of the material. Separate each pattern by approximately 3-4 inches. Mark the edge of the patterns corresponding with the hood bows exactly. This will be your stitching line. Now allow 1 1/2 inches outside the edge of the pattern, mark and cut along this line. This will become the pocket for the hood bow. Allow extra material to the edge of the pattern corresponding with

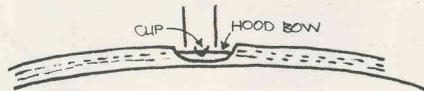
the outside of the car. This will be cut off later when the lining is in position.



6. Carefully join each section to the next and sew. Your domestic sewing machine will cope if the stitch is set at 1/8" to 3/16", and button thread (available to match the felt) is used. Make the hood bow pocket as in the diagram below.

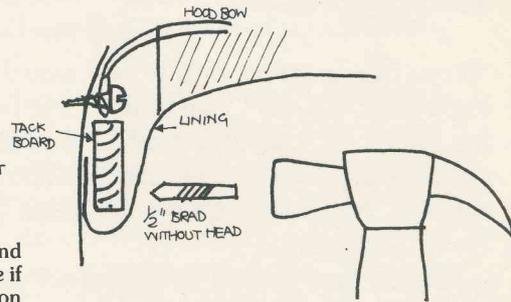


7. IMPORTANT. As the roof lining goes into a car after the draught excluder has been fitted to the door, make sure it fits well NOW. You can't adjust it later. Probably the seats are out (it will be easier if they are) so clean the car thoroughly and lay some old sheets to protect the lining from dirt.
8. Starting at the back, take down each hood bow in turn, and insert it in the corresponding hood lining pocket. Now put it in position. (See where the centre clip for the bow will fit and cut the lining 2" either side of this and lock over the clip with a hammer. See diagram. Now proceed for each bow in turn.

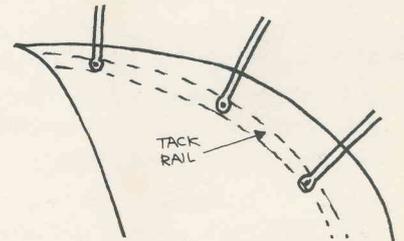


9. Attach the hood lining to the centre of the rear nailing strip (staple gun or cut tacks) pulling the lining fairly tight. Do the same at the front nailing strip. Work out from the centre, front and rear, left and right alternately to even the tension. DO NOT CUT THE REAR WINDOW YET!!
10. Now, starting at the centre pillar on either side, work both to front and rear, pulling out the slack as you go. You may have to cut back each pocket as you go to prevent a square app-

pearance at the sides of the lining. On some cars the sides are attached using blind tacking, this can be done with 1/2" brads with the heads cut off. See diagram.



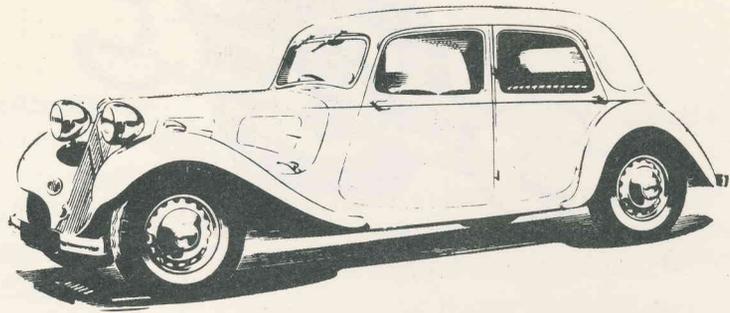
11. The corners of the car are done last as this allows wrinkles to be removed.
12. Put the rear window frame in, and tighten. Now cut out excess material. You will notice more wrinkles come out.
13. Make rear quarter panel boards as below. The board must extend past the tacking rail to put tension on hood lining when it is fixed.



14. Cover and attach quarter panel trim boards, and fit into place using blind tacking to the trim rail with 3/4" brads. The hood lining should now pull tight and have no wrinkles. Cover and attach front trim board.
15. Congratulations, you just saved yourself a fortune at the motor trimmers, and you have a job you can be proud of.



Members' Cars



Steven Sarda,
59 Foch Street, Box Hill.
1950 Light Fifteen.

Steve Sarda owns, and is part way through restoring a 1950 model Light Fifteen. He has had the car for about 18 months, and in this time has done considerable work in an attempt to make mobile a car that had been sitting for three years prior to Steve acquiring it.

The car was owned by a Dr. Dick (no kidding!) of Moe, who had allowed it to grow moss in the window sills and accumulate three inches of water in the front. Other than this, the car was reasonably sound. The body was straight and relatively free of rust.

The car has been resprayed, as the paint had broken up. The colour is a one-off — Steve couldn't say what the colour was. (It's plum-cum-burgundy-cum-maroon.???) The interior of the car had been refitted when Steve bought it — in cream right throughout. He has had to redo the woodwork as it was badly scratched. The dash now has an

oiled finish, and the window trims are mock wood-grain.

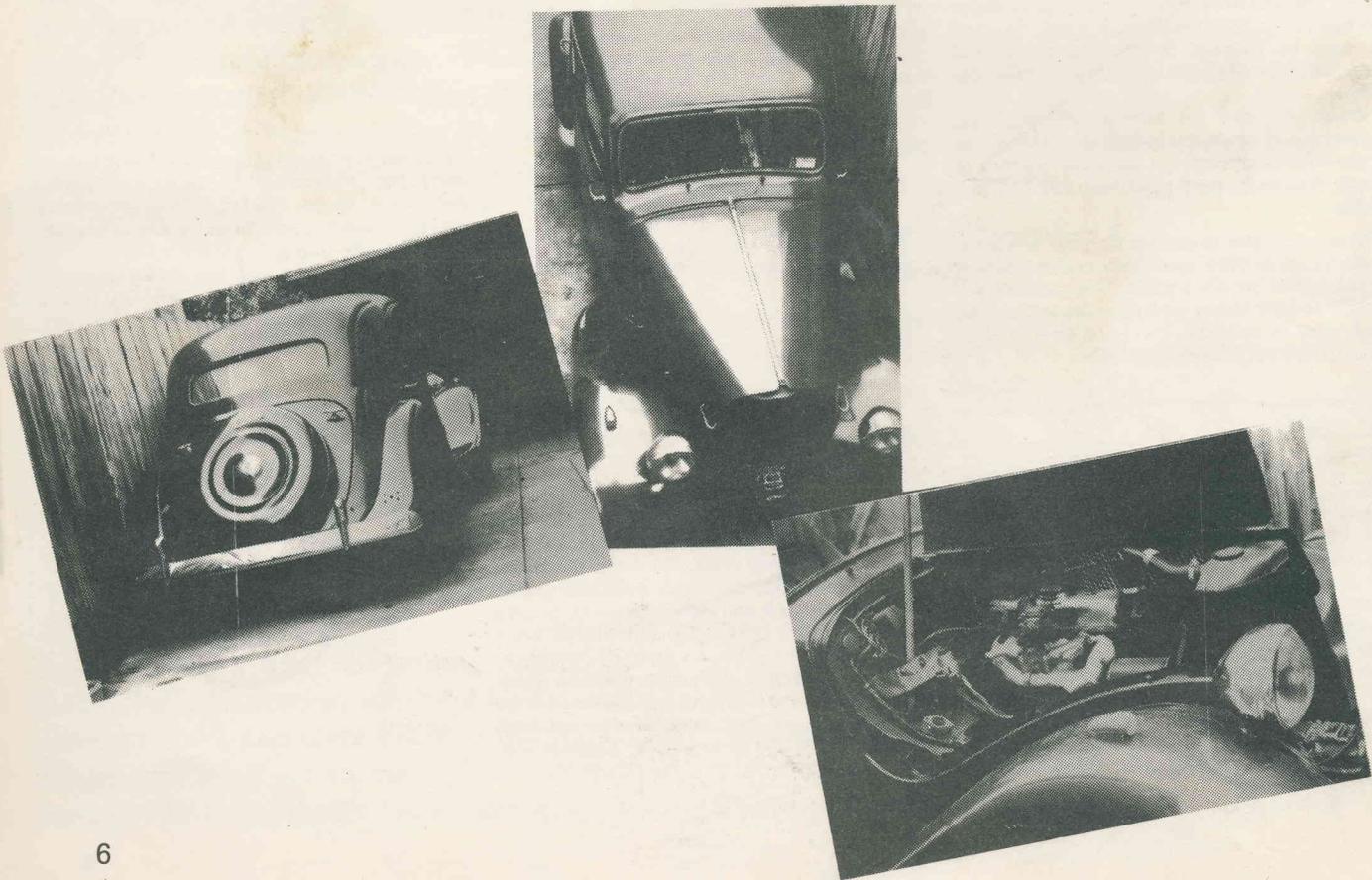
All Steve's chrome work was done by J&R Pittard of Fitzroy. The work is very high quality and other club members have since tried this firm and have found their work very good.

The motor was not running when purchased, and when Steve stripped it down, he discovered it had a warped head. This was treated to a surface regrind, and while he was at it, he had the valves resealed and a set of new rings fitted.

Steve's interest in Citroën was stimulated by a friend who owns several and was soliciting Steve's help. Steve figured that he may as well work on his own rather than someone else's, so he went out and bought the 15. This is Steve's first restoration... and he's not too sure about any more in the future.

The car has not been on the road since 1968, and Steve would not give a possible date for its re-appearance. It's not that far off completion, so let's hope that we see it round soon.

Robyn Couche



David Giddings
1949 Light Fifteen
3 Cross Street, Canterbury.

By Tim Farmilo
Photos John Cleverley

Armed with camera, wide-angle lens, note pad and pen, John and I went to see David Giddings and his car — this being our first roving reporter's assignment, we were very eager. Thankyou Kym!

David has only had his Light Fifteen since August this year. He had been looking around for some time, and decided that this one was the best for what he was willing to pay. The car was originally supplied in Victoria by Shields Motors — there being a small plate on the dash above the glove-box to indicate this.

David bought the car from Mitch Maciupa in Geelong after seeing it advertised in *The Age*. Mitch had owned the car for about 18 months before selling it to David. During that time he covered about 20,000 miles, mainly around Tasmania — I didn't think Tassie was big enough to do that! While Mitch had it, he didn't do any work on it, leaving it basically in the same condition as he acquired it.

Mitch bought the car from Christine Parkes of Brighton — hence the CP registration (CP-800). Apart from these two owners, no more history is known.

David has always had a fond interest in 'Traction Avants', although this is the first Citroën he has owned. (I believe his interest was further enhanced by his association with Gerry Propsting).

As I have already mentioned, David's car was registered when he bought it. On top of the original purchase price of \$800, he had to spend the enormous sum of \$6 to get the car into roadworthy condition. The body is very straight, but has not had any restoration work done to it for some time.

Before Mitch acquired the car, some restoration work had been started, mainly on the interior. The hood lining has been replaced at some stage, but never properly fitted. As well, other parts of the upholstery, e.g. carpets, door linings etc., have been removed but never replaced — although David has most of the parts to re-fit in the future.

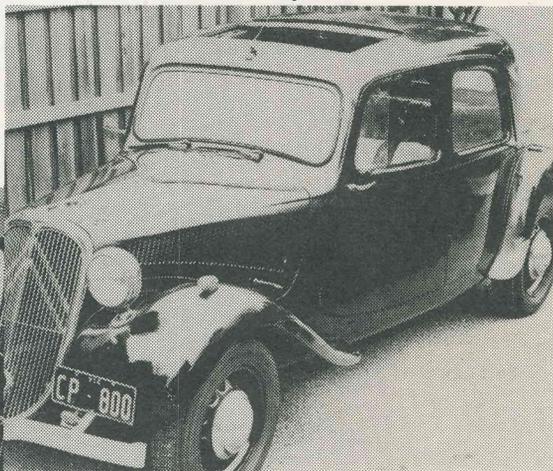
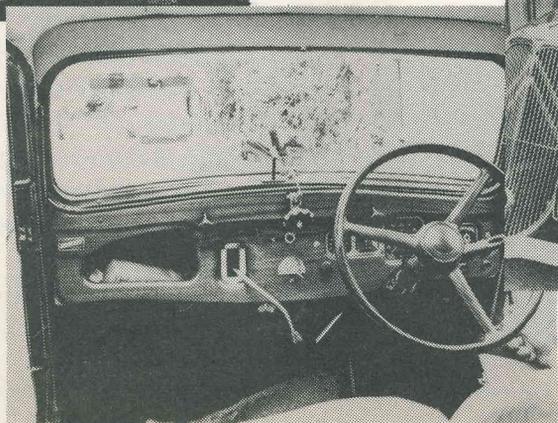
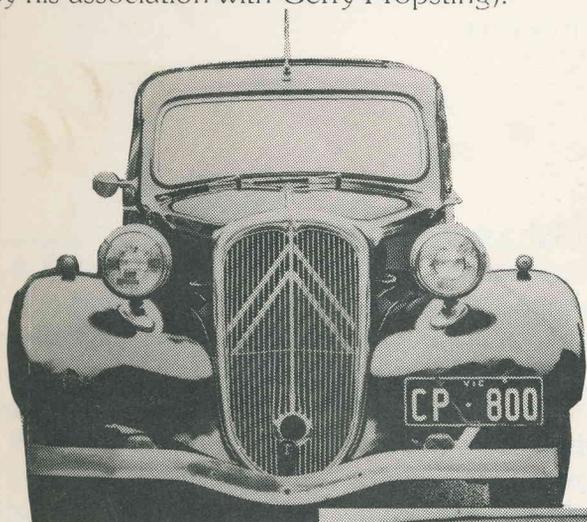
David was extremely pleased how well the black paint work looked after a polish, but it was showing its age in places where the undercoat was showing through.

One of the car's most interesting features is that it is fitted with a sun-roof — very desirable! David explained that it was very efficient at keeping out the weather except for a little water! This is due to a missing rubber strip on the sunroof which David would like to replace as soon as possible. Perhaps someone in the club who has a Light Fifteen with a sun-roof, with rubbers and roof lining properly fitted could let David know so he could have some sort of guide for completing his roof lining and making the sun-roof water-tight.

The car is also fitted with easy-clean wheels, which are becoming increasingly popular.

John and I went for a drive in the car, and found it to be very sound apart from a few rattles — rear wheel bearings? Also because it was minus the carpet and other trims, and was fitted with a non-standard sports muffler, the car tended to be a little noisy on the inside. Being used to driving a Big Fifteen, we found the Light Fifteen had plenty of 'get up and go'.

David's aim is to eventually restore the car completely but sees it as a future long term project — house restoration occupying most of his spare time at the moment. So far he hasn't done any work on the car other than the minor jobs which had to be done to make the car roadworthy.



New Spare Parts Officer

Following the resignation of Alan Thomas as the club's Spare Parts Officer at the last General Meeting, the Committee has seen fit to appoint myself, John Couche, as Alan's replacement. The following letter has subsequently received from Alan:

"It is with regret that, owing to pressure of business, that I must tender my resignation as spare parts officer. I have enjoyed my stay in office and hope that I have got the spare parts organisation going to everyone's satisfaction.

The committee has appointed John Couche to fill the position and I wish him every success in his position and wish to assure him of my willingness to assist him in any way that I can.

I will, because of my position in the motor trade, still be able to supply locally made parts to the club at very good prices and also arrange reconditioning of brakes, radiators, electrical parts, etc. Once again I wish John every success in his new position".

Alan R. Thomas.

On behalf of all those who have had dealings with Alan, I extend to him our thanks and appreciation.
J.C.

Contact Times

To ease the workload on the spare parts committee, the following times have been set aside as the **only** times that spare parts may be ordered or picked up — except in **emergencies**.*

*The term emergency in this case means the need to obtain a part to keep a registered and roadgoing car on the road following a breakdown. Cars under restoration do not qualify for emergency handouts.

To make this system work, your co-operation is requested.

Order Times

The Spare Parts Officer (or sub-committee members in his absence) may be contacted by phone to order parts:

5pm — 9pm weekdays

10am — 9pm weekends

(John, 762 6856), except in emergencies.

Pick-up Times

Parts may be picked up on the **first** and **third** Saturday of each month, except in emergencies. Parts may also be ordered at any general meeting or organised activity.

HELP!

It has been decided to purchase a storage shed for spare parts. The shed will probably be about 10feet by 10feet, or up to 10 by 15 feet. However, we

need somewhere to put it. Can you help?

Catches: 1. Shed needs to be available to Spare Parts Officer at all times;
2. Needs to be available to members on spare parts pickup days;
3. A steady stream of members tramping on the petunias can be expected.

Benefits: 1. The sheer pride and enjoyment of knowing that you are doing something to help the club.

If you can help, please contact the Spare Parts Officer.

We Need Your Money!

Do you require parts for your beloved Traction? Would you like these parts to be new or reconditioned? Have you been searching for that rare bearing or cog?

If you answered yes to any of these questions, you need to join the Spare Parts Fund, and the Spare Parts Fund needs you.

By purchasing a fully refundable \$40 share in the spare parts fund, you will help us to purchase a larger stock of the hard to obtain NEW parts and reconditioned parts for sale to members. Members of the fund also have first call on scarce parts and benefit from 10% discount on new parts offered.

Remember, your \$40 is fully refundable in cash or parts at any time or when you leave the club. Apply to John Couche, Spare Parts Officer **now** for membership.

Crown Wheels and Pinions

It is proposed to purchase and keep in stock a good secondhand crown wheel and pinion set.

The set will only be available to a member who has a roadgoing and registered vehicle following a breakdown to keep him/her on the road.

Restorers can order secondhand sets through the spare parts officer in the normal fashion.

Wanted Dead or Alive

The spare parts officer requires the following items for sale to members who need them. If you can help, please do.

Engine block for pre-war four

Assorted pre-war model fittings

Big Six centre bonnet connecting strips

Big Six grille badge

Rear number plate mounting plates (several)

Square bumper bars for Big Six.

New Parts

The following new parts are presently in stock:

- Front bumper bar mountings ✓
- Tie rod ball sets ✓
- Gearbox coupling seal ✓
- Big boot weather strips with clips ✗
- Clutch bearing springs ✓
- Light Fifteen radiator hoses ✓
- L15 outer wheel bearings ✓
- L15 inner wheel bearings ✓
- L15 gearbox bearings ✓
- L15 steering rack boot ✓
- L15 windscreen rubber ✓
- L15 changeover radiator ✓
- L15 Lubrication charts ✓
- Citroën spare parts catalogue — French text ✓
- Mufflers for all models of Traction. ✗

Spare Parts Sub-Committee

The new sparts sub-committee now consists of the following members:

- John Couche (Spare Parts Officer)
- Robyn Couche
- Brian Grant
- Rex Gercovich
- Gerry Propsting
- Alan Thomas

Traction Miscellania

As the handling of spares has become such a large task, the parts officer will no longer be handling the sales of windcheaters, badges and stickers. These are now available from Pat Propsting, 18 Bellara Drive, Mooroolbark.

- Windcheaters: Mens \$10.00
- Ladies \$10.00
- Childrens \$10.00

These are available only in pale blue, red, and yellow. Please specify whether men's, ladies' or child's when ordering as sizing is different. Also state whether you require the roadster design, or the club motif.

Cloth Badges with club motif — \$1.00

Stickers — one sticker is free with every new membership. Further issues are 60 cents each, again with club motif.

Metal Badges. These are an absolute must for every club member. With one of these on the grille or bumper iron, you are promoting 'the cause' wherever you go. When we have orders for 50 badges we can have these produced in enamel and chrome by Stokes Australia. They are \$8.50 each, and the quality will be superb. If you wish to be in the first batch, hurry and send your money because orders are filling fast. It would be a shame to miss out.

Strictly cash in advance on this one. I am available for orders at home or at club meetings and outings.

Pat Propsting.

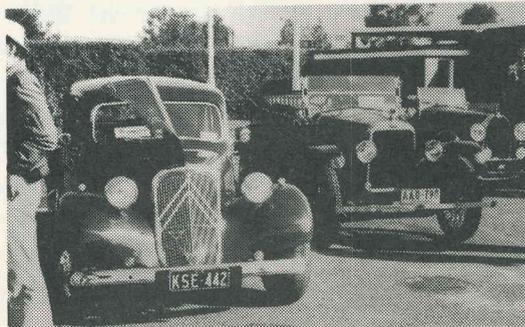
P.S. Country and interstate members please send \$8.50 plus postage for metal badges. Cheque payable to 'Citroën Classic Owners Club of Australia', and send them to P. Propsting, 18 Bellara Drive, Mooroolbark, Victoria, 3138. These requirements also apply to T-shirts and windcheaters.

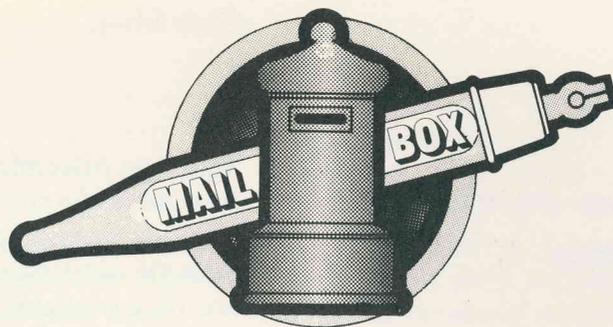
On Sunday 10th September, Citroën was represented at the Light Car Club's Concours d'Elegance run in conjunction with the 50th Anniversary Australian Grand Prix.

Arthur Clarke entered his big boot Light 15 (1953). This car was originally restored by Roger Brundle, and was a class winner at the 1976 MG Concourse. The car was polished to perfection — a job Arthur thinks he will never attempt again. He said it was no fun lying underneath the car trying to wash it with the water he was lying in, and forever finding spots that he had missed.

Entered in class 5 — Post-war Touring Cars up to 1960, the car looked by far the most impressive in the line-up — but this was not to be. The Mercedes (it was Mercedes day in one way or another) won

the class, Arthur taking second place — a position Arthur attributes to Roger and the work he put into the car. The only blemish on the event was the apparent lack of organisation of the event. It has taken two weeks for Arthur to finally establish his results — and this is still not official.





Dear Kym,

Having just returned from the CCOCA observation run on August 20th, I feel that a few comments that are wandering around inside my head would be better if they were written down.

Firstly, I would like to thank Roger Brundle for organising the run. Robyn and I had a really good day and were both surprised and happy when it was announced that we had won (1st prize, 1 week in Moonee Ponds, 2nd prize, 2 weeks in Moonee Ponds, etc.)

I am sure that I speak for all those who attended when I say that the day was well worthwhile, except for the usual question — where were all the other club members?

This event was advertised for months in advance in *Front Drive*, so nobody can use the excuse that they didn't have enough time or had planned something different. So, how about it people — this is **your** club, the committee is working for **your** benefit. All it wants in return is a little bit of support from **you**. Why leave everything up to the usual half-dozen or so people to offer all the support?

By the time you read this, all the above matters will have been raised at the general meeting held on the 6th September; but as most people reading this won't have bothered turning up to that either....

Nudge, nudge, wink, wink; Say no more!!!

Regards,

John Couche.

Dear Mark,

First of all, let me congratulate all concerned with **Front Drive**. I look forward to receiving each copy. My *Light Fifteen* is at present in Sydney receiving a respray in black and ivory polyurethane at the workshop of John Hunter, Greek St., (just behind Grace brothers). If any of our Sydneysiders are interested, he works almost exclusively on Citroëns, and his new poly spray booth turns out a superior showroom finish. (Phone 02 660 1365).

From my above address, you can see we're living adjacent to the Mount Buller snowfields, and I would like to extend an invitation to any members

to please call in.

Our house (Western red cedar logs) is situated on the main road to Mt. Buller, exactly 16 miles or 26 km from Mansfield, on the left-hand side.

John Rollston

RSD Mt. Buller Rd.

Merrijig 3723.

Phone 057 775537.

Dear Mark,

Your letter of May 16, and your *Front Drive* magazine arrived here about two days ago. Thank you for both. Being in the Hudson Club, I fully understand the problems of keeping up with correspondences

I am going to mail your booklet to the Citroën Club, stating that I just saw their address in a book here and wondered if they were aware a Citroën Club existed in Australia. This just may be the little push they need to get the ball rolling between you two. I honestly cannot understand their not answering. We bent over backwards in getting the Australian Hudson chapter going.

Am also going to send Eddie Ford a Xerox of your "Light Fifteen" that just beat those invincible Fords at the races recently. I'm quite certain it will be news (i.e. BAD!) to him.

I likewise am not partial to Fords and Hudson and Ford owners have been enemies for decades. (The Hudson 8 was the only production U.S. car that could keep up with Henry's then new flathead V8 Ford and beat them on many occasions — on the track and the highways.) Also back in 1955 when Ford began racing their overhead V8, in earnest, the 308 cu. in. flat-head Hornet six still could and did beat their 292 cube V8.

As for the popularity of Fords in Restored Cars, it is a problem here also. However in the last decade — here and in R.C. — both Chevy and Chrysler products have been getting increasing coverage. This is due to the fact that more people are now restoring other makes because they want something different and/or better! An increasing number of Hudsons, Essex & Terraplanes are getting Chevy running gear and becoming "rods". Older members

deplore this but I'm for it as the kids usually leave the exterior stock. (And they save or sell the stuff they remove, knowing it brings a good dollar.) Older members often have neither the money or the ambition to restore their cars and they usually just rust away year after year with the only "work" being done being the beating of their gums as they **talk** their cars into restoration.

Naturally the full restoration jobs **are** done by guys from their thirties on up and they **are** show pieces. But too many old-timers are just giving lip-service for the above reasons & we are trying to make them face the **reality** that they are never going to restore these cars.

Here is something that should interest you. You can contact Eddie on this as I sent him the news clippings at the time.

When those American Jews were held hostage at Entebbe, a few that were released were questioned - in depth - by Israeli Intelligence. They were basing all their hope in the element of surprise, hoping that the Ugandans wouldn't be able to kill all the hostages when they attacked.

Along these lines, the above persons were asked, 'What make car did Idi Amin arrive in?' They said it was long and very low. Someone said it was a Mercedes, and knowing of Idi's desire for a Mercedes 600, the Israelis **assumed** that he had finally gotten one. (He had offers from all over, **still** doesn't have one. Had to settle for a white(!) Caddy limo and a Rolls.)

Anyway, the Israelis went to a great deal of trouble trying to get a few of Tel Aviv's wealthier citizens to 'lend' them their MB. They finally got one and then had to build a special ramp to get this monster into the C-131 Cargomaster aircraft. With all this trouble and work, the Ugandans opened fire on the Mercedes, immediately on seeing it!

You see, Idi's car was a **Citroën Light 15!!** (Apparently the Ugandans were a lot more knowledgeable on makes of cars than the American Jews!) However the fire power of the Israelis, with their excellent Uzi sub-machine guns, quickly decimated the 'Ugandan Army'. The rest is now history, being one of the most successful raids ever made.

A special TV movie, **Raid on Entebbe** with Charles Bronson, started the ball rolling -- from Mercedes owners and car nuts in general. We all immediately spotted the "Grosser" Mercedes, and letters began to pour into the network asking if the Israelis really transport a 600 to Uganda.

There was also an actual photo of a Mercedes in the plane - a gross violation of the secrecy order. I wrote a letter to Benzel-Bush, the largest MB dealer here, and they stated that the car **was** a 600 model. As to what happened to this car, I have no idea!

Speaking of Africa, The ruler of Kenya has a 1937 Terraplane! It was recently fully restored, with the help of our club. Well that is about it. Woops! I have an encyclopaedia on the worlds cars. (About 24 books). There are 9 pages on your car -- I'll send you copies. I see about 2 or 3 of the Maserati powered SM's here in this area and New York probably has more than any city around including Paris! Take care, best of luck!

Al Zuber
184 Union Boulevard,
Totowa, New Jersey, 07512.

SVENSKA B11 KLUBBEN,
the Swedish Traction Club.

Svenska B11-Klubben was established in 1966 in Göteborg, on the west coast of Sweden. The administration is still situated around this city, which is the second largest city next to our capital, Stockholm 500 km to the northeast. The first year we were 13 members. Lars Törnblad started the club to help the owners of Traction to find spare parts. The main point in our club is to remake and buy spare parts. The club is only for the Citroën models called 'Traction'. We also have another club in Sweden for all models of Citroën. At one time we thought there can not be many more Citroën cars in Sweden. We were wrong, and now we find we are 450 members and 500 cars today.

The club is not only for Swedish people, we have members from Denmark and Finland, as they have no clubs of their own. Norway has their own club for Citroëns but a lot of their members also belong to our club.

Most classic cars in Sweden are made in USA, England, and Germany, this means that we are in a minority on club meetings. Citroën cars have never been a big buying and selling market, except after the war and a few years following.

Considering we show just an interest in Citroën cars alone, we are one of the bigger clubs.

We have since 1971 printed an illustrated magazine which is published twice a year, called B11-Bladet. In this we try to inform our members of general maintenance and repair of the cars. Also we show photographs of previous meetings and tell our members of interesting stories associated with the history of Citroën cars.

Then each month we make a smaller magazine, this gives a mirror of what is happening and a special announcements for the members. In this way we give our members recent news. We have bought

an offset press of our own to print this smaller magazine, which enables us to have photographs also.

We have had many new ideas for attaining spare parts. Money is always the biggest problem, so we have made the club a registered factory. Members put in their own money, forming their own bank and in return they can obtain spare parts, and, if they wish, their money is returned to them at a later date.

We get together an average of one a month for meetings and three times a year we enjoy larger meetings. Recently we had a big meeting in the south of Sweden, where we had about 40–50 cars. This may not seem so big, but when you consider the size of Sweden, it is a good attendance as many of our members drive a great distance to be there.

The climate in Sweden is not really very good for our cars. They soon become rusty, so a great deal of care must be put in them to avoid this. A lot of Tractions have been destroyed by rust in the past. To keep an old car in good condition, most members leave their cars in the garage during the winter.

Most classic car clubs in Sweden have made a

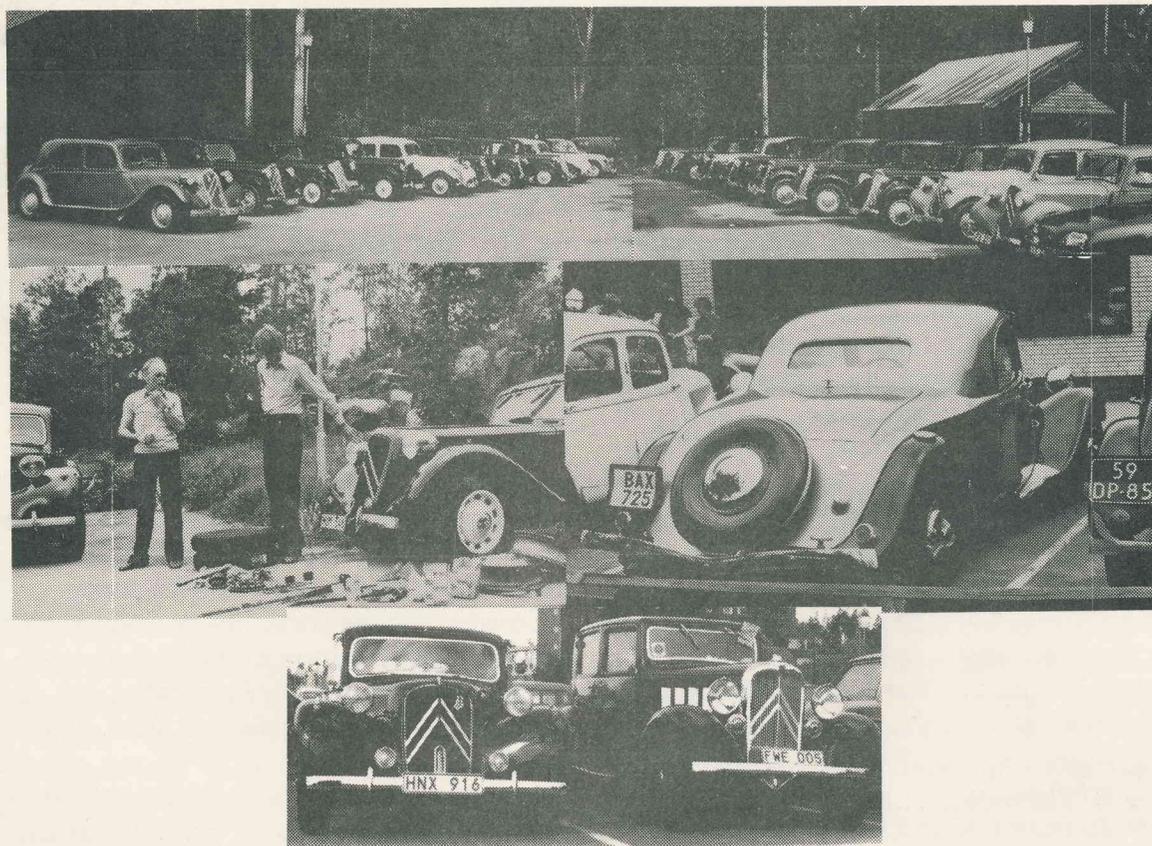
federation which make negotiations with insurance companies and the government. They have made a good insurance, which is complete, covering absolutely everything, including when travelling abroad, e.g. in case of accident abroad, your car will be returned home. Price only 200–300 skr. a year. The federation is at present trying to reduce the taxes on old cars.

We have members nearly 85 years old and still driving their tractions. Some of them have had the same car since new. We have many cabriolets and pre-war cars. A lot of cabriolets were imported to Denmark. The Danish police used 20 during the war, and most of them still exist in the club.

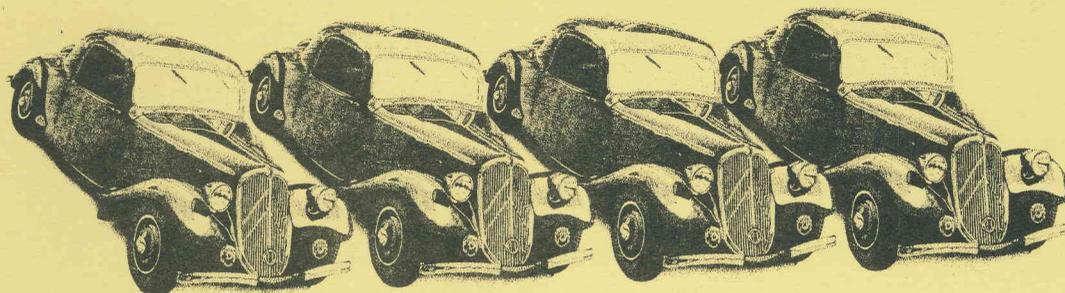
Members still find cars, so let us see in the future how many we will be. We feel as we are a big family and I hope we can continue like that.

Address of the club:

Bengt Olsson
239 Södra Näs
432 00 Varberg
Sweden.



Market Place



FOR SALE

French Light Fifteen

z1951 model. Excellent condition, many spares. \$2,500. Phone Greg Pedley, 459 7067.

Family Nine.

Complete, but has been out in open for at least ten years (last reg. '68). Would need extensive work to repair rust in sills, etc. Is fairly complete, with engine and gearbox, plus a quantity of spares. For more information, both the editor and the parts officer have seen the car, or ring Kevin Chenoweth (03) 754 5253 (Upwey). Asking \$400.

French Light Fifteen

Reg. July '79. Mechanically good, guards have a few knocks and bruises, interior tatty, otherwise very straight. \$850. 509 4591 (bus. hrs.) Peter Day, 59 Newry St., Prahran.

Missing Persons

T.S. Barr. Tor Shaun, we miss you, come back! All is forgiven (except for pinching my bottles of absinthe).

Special Tools

Roger Brundle 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 balljoint 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 Fifteen, \$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.

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

Cooee Whoopee Bonzer Fact-Finding Mission

Do you want to: meet 500 2CV's

enjoy Tuborg beer and Danish pastries on their home ground?

Spend 28 days in Europe in the company of your own 2CV.

Then the Cooee Whoopee Bonzer Fact-Finding Mission to the 3rd International 2CV Friends Rally is for you.

Prerequisites: Holidays in August,
Enthusiasm,
\$1000 per person.

Unfortunately, the maximum limit is 20 Cooee Whoopee Bonzers, and its first come, first served. More details from Mark Navin.

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

