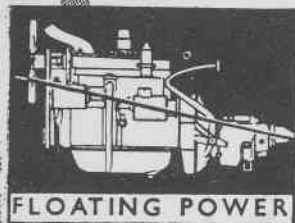




The NEW CITROËN



•TEN•BIG TWELVE•TWENTY

*Advanced Design ... Luxury.
Value beyond compare*

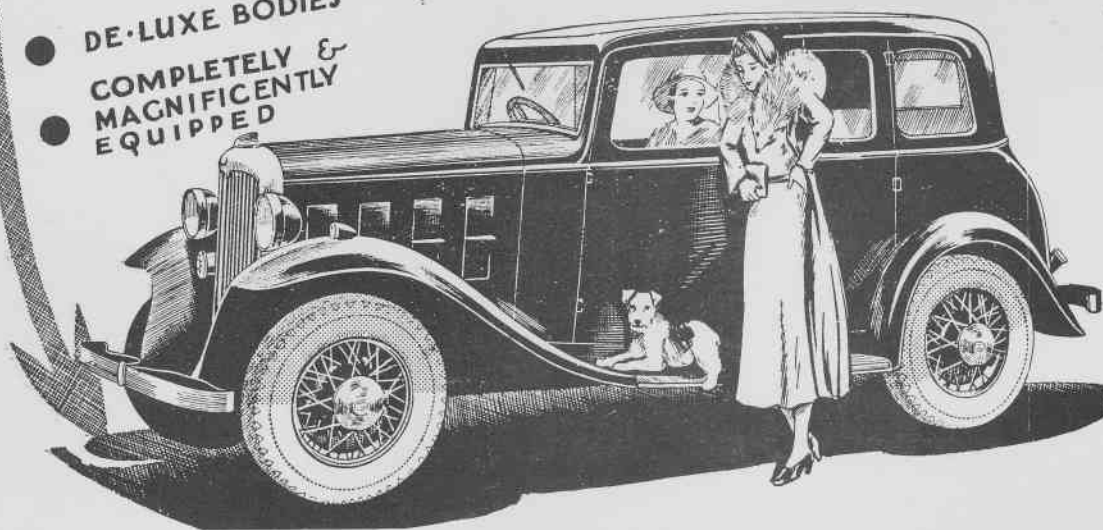
- FREE WHEELING
- ENTIRELY NEW TYPE FRAME
- SYNCHRONISED GEAR BOX
- HYDRAULIC SHOCK ABSORBERS
- DUO-SERVO BRAKES
- FULL AIR WHEEL EQUIPMENT
- DE-LUXE BODIES
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WE definitely and positively state that the new Citroën range of models incorporates more *proved* and *comprehensive* features than any cars offered in Australia to-day at anywhere near the price. . . . This is *not* an advertising extravagance. . . . It is a coldly, deliberate analysis of the advanced technical features incorporated in every model compared with competitive productions. . . . These new British Citroëns set an entirely new standard of motoring. *We would like to demonstrate their superiority to you.*

Motoring history was established by one of these new Citroën models running continuously day and night for 133 days, accomplishing 186,420 miles at an average speed of 58 m.p.h., breaking over 296 World and International records.

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Volume 2 Number 5

December 1978/January 1979

The magazine of the Citroën Classic Owners Club of Australia

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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.

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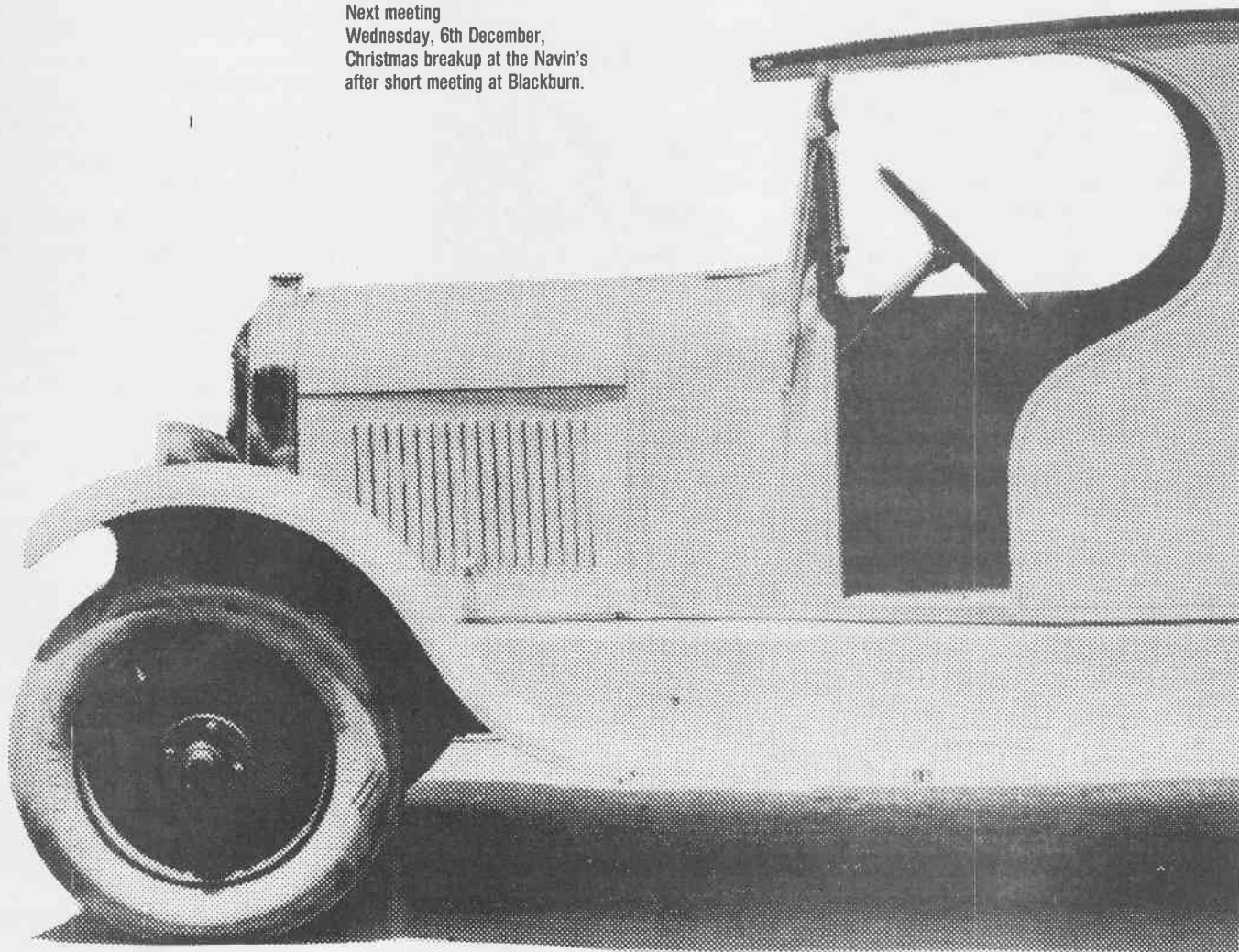
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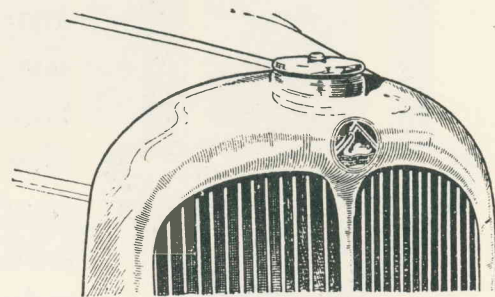
**FRONT
DRIVE**

Do you ever give any thought to how CCOCA and Front Drive might be improved? Constructive criticism is the way an organisation of people remains or becomes useful to its members. As on the personal level, when this intra-communication stops, then the alliance of people becomes an institution, decreasingly relevant to the needs of its members. It is then that decisions are made for their value to the institution rather than for its members. What this means, of course, is that if you can see faults in the club and say nothing, then it is you who are to blame. There are adequate opportunities for you to air your views — in these pages, at meetings, by talking to the committee, or by standing for election to committee.

Next meeting
Wednesday, 6th December,
Christmas breakup at the Navin's
after short meeting at Blackburn.



The New British Built Citroen



The new radiator carries a badge which embodies a swan to symbolize "floating power."

SOME years ago Andree Citroen started the world by offering to match one of the cars built in his factory against any other make of car in the world. Both cars were to be started together and to be run, and keep on running until one gave out.

The challenge was never accepted. Such a challenge, however, proves the undoubted faith of a manufacturer in his product, and in the new British built Citroen models which have just been landed in Brisbane by the Queensland agents—Sneddens Motors Pty. Ltd.—all the quality, workmanship and engineering detail for which Citroen has been noted, are incorporated.

There are three models—The Citroen 10 h.p., the 12 h.p., and the 20 h.p. The essential features of the models are similar with the exception that the 12 h.p. and 20 h.p. models are equipped with a free wheeling device.

The car, which is sure to attract the greatest attention amongst Queensland buyers, is the 10 h.p. As this model was placed at our disposal for test, we purpose to describe it in detail.

Although named the Citroen Ten, the car is considerably bigger than are most 10 h.p. models; the wheelbase is actually 8ft. 10½ins., and thus allows really roomy coachwork to be fitted.

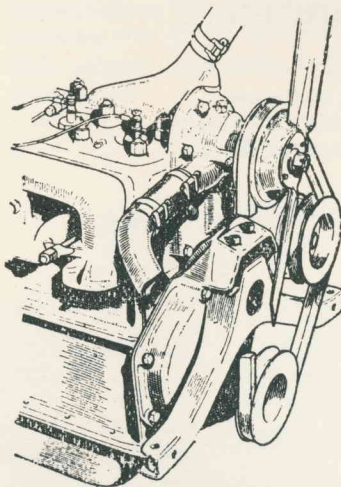
"Floating Power" Engine Mounting.

A contributory factor towards silent running is the engine mounting, which is carried out on floating power principles under Chrysler licence. Thus, the weight of the engine-gearbox unit is almost entirely carried by two rubber-insulated anchorages, one of which is placed behind the gearbox, while the other is supported by an "A" bracket in front of the cylinder block. Each is fitted with rubber pads bonded to the adjacent metal surfaces by a vulcanising process, there being no metallic connection.

The engine is allowed a considerable degree of movement, and is insulated so thoroughly by this system that at no point of the speed range are vibrations made manifest within the car.

This complete freedom from drumming or booming in the steel coachwork is something of a triumph for modern engineering principles.

The general effect of this special method of mounting the engine can best be described as one of "remote-ness"; the driver is, of course, aware that the engine is running, but the minor vibrations which ordinarily form a kind of link between the power unit and the occupants of the car are entirely absent. Even the exhaust note



The front engine support embodies a rubber pad and is located beneath the fan assembly. The other main support is behind the gearbox.

sounds almost as though it were emanating from another vehicle. This result is not altogether surprising when one realises the thoroughness with which the whole power system is insulated. Thus the gear lever, pedal controls, etc., are all mounted on the chassis frame, being connected to their various components through suitable mechanisms which do not constrain the engine in any way. Flexible piping is employed where necessary, and the exhaust system is supported by brackets embodying rubber joints to allow free play.

In flexibility, too, the engine rivals the six-cylinder type, it being possible to drive the car almost down to walking pace on top gear and then to accelerate without snatch or fuss. The getaway can, of course, be improved by dropping into second speed, on which ratio the car will accelerate from 10 m.p.h. to 30 m.p.h. in 8½ seconds.

Good Gearbox Features.

This brings us to another outstanding chassis feature, namely, the synchro-mesh gearbox with silent second-speed gears. Most of our readers will by now be familiar with the synchro-mesh principle, which consists of providing small cone clutches to synchronise the dogs before engagement. As a result, the process of changing down consists merely of depressing the clutch and then pushing the lever straight through from one position to the other.

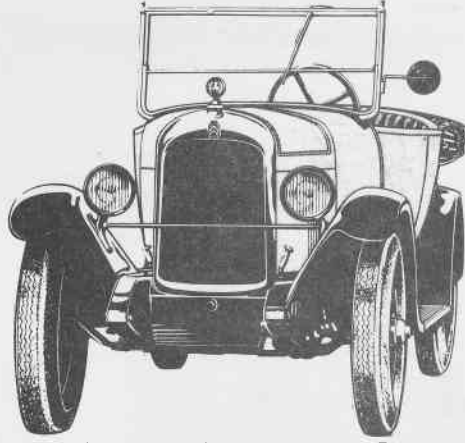
Towards the end of this movement of the lever a slight resistance is experienced, which indicates that the cones have come into contact, but after a slight pause the lever goes home and the dogs engage without sound or shock.

"Synchro-mesh" in Traffic.

This system has many advantages, particularly when driving in traffic. For example, while slowing down for a corner, with the right foot on the brake pedal, one can simultaneously declutch with the left foot and change down into second gear, it being unnecessary to operate the accelerator. Then, again, hills can be coasted in neutral without any doubt as to one's ability to re-engage top gear without delay should the need arise.

Another outstanding feature of the performance is the springing, which is exceptionally good. Semi-elliptic springs are employed with hydraulic shock absorbers and super-comfort tyres of large section. As a result, one can travel in comfort over rough

Tractions Arrière



With Citroën's motoring philosophy firmly entrenched in front wheel drive, it is worth remembering that it was not always so. Citroën was a late starter into automobile manufacture (see FD Vol1 No.3) and therefore it is not surprising that the first models that the first models were of a tried and true design, with a basic format of engine, followed by gearbox transmitting drive to the rear wheels.

These first Citroëns, if they did not set the world on fire with their mechanical innovation, did however create publicity with their lack of 'extras' — they didn't need any! In 1919, starters, electric lighting, and spare wheels were extras over and above the price of the vehicle. André Citroën had done his sums and reasoned that by mass manufacturing he could provide a vehicle plus extras for less than his competitors' base model. At that time in Europe, mass production was unknown, with vehicles being virtually hand-made, and as a consequence expensive.

The first Citroën model (ingeniously called the Type A) rolled off the production line on June 4th 1919, and was the first European mass-produced automobile — production started at 30 per day.

In the fifteen years up to the

release of the Traction, Citroën produced roughly five series of models — Type A, Type B (B2, B12, B14), Type C (5CV, Cloverleaf), Type AC (4&6-cyl. versions), and the Rosalie series (8A, 10A, 15A). Each new series incorporated a number of innovative features, but none had the impact of the Traction when it was released. Along with the standard body styles, most were available in a commercial form.

Australia was a very early Citroën market. A contemporary automobile publication dated February 1920 made mention of a Mr.H.T. Curtis of Preston Motors P/L securing the Agency for 'Citreon' cars for Victoria (Printers are still making the same mistake nearly 60 years later). A Melbourne Herald of Monday, 2nd February advertises the 'marvellous mass produced French car' even before its arrival in Australia, promising early delivery. It appears that Mr. Curtis returned soon after with some 3 to 10 (depending on information source). These models could only have been Type A's, but apart from vague rumours, I've never heard of any. Can any member help?

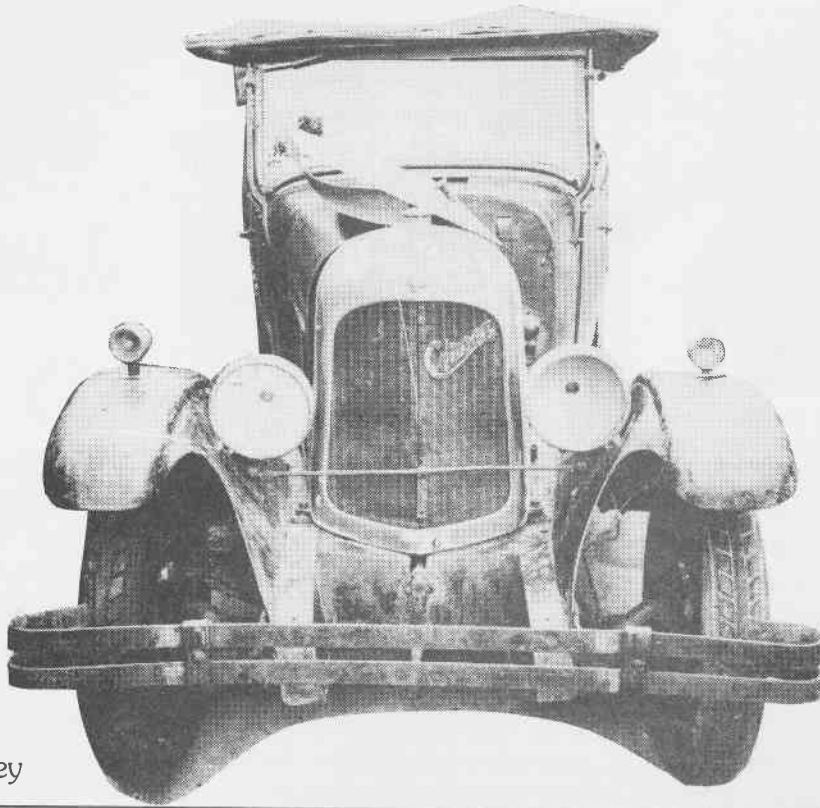
From 1924 onwards, all Citroëns were 'tout acier' (all steel) rather than wooden framed covered by sheet metal. The introduction of this style of

production created some problems in the Australian market. Up until that time, Citroëns were usually imported in rolling chassis form with the body being added by Australian coach-builders to European-supplied specifications. After the introduction of 'tout acier', Citroëns were still imported in rolling chassis form except for some sedans, which were imported complete. The roadster/tourer bodies were generally Australian-built using the old wooden frame method. This has led to confusion in identifying Australian-built Citroëns, as the bodies invariably differed in small ways to the European counterpart.

There have always been two sources of supply for the Australian models — Paris and Slough (England). Production at Slough did not begin till late 1923—early 1924, but from models seen, Australia has had both models imported. This has also added to the confusion, as the English models differed in trim, electrics, etc., but more importantly the models were named differently, e.g. 8A, 10A, 15A, became the 10, Big12, and 20HP models. Future editions of Front Drive will carry individual articles on each model.

Mark Navin

Members' Cars



Les Rock
1927 B12 Tourer

Story: Tim Farmilo
Photos: John Cleverley

A couple of weeks back saw us nostalgically tripping into the past as we went to see Les Rock's car, a 1927 B12 Tourer. Les, who is married, and a draughtsman by trade, has always been interested in owning a vintage car. However, he always thought that a car of this age was beyond his reach, but a friend who was restoring a vintage car eventually convinced Les that he could own one himself, and that the hard work involved was very rewarding in the long run.

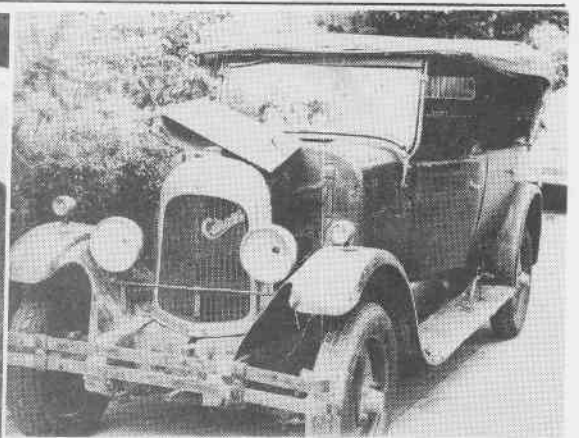
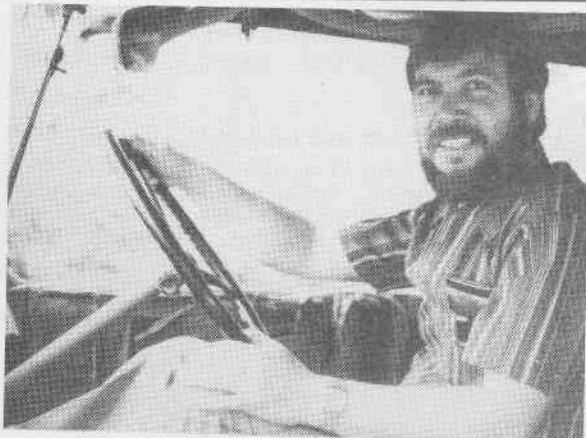
Les first bought a 1932 Hillman sedan, and has done a beautiful job in restoring it — the car now being 95% completed. He is using the Hillman's approaching completion date as an incentive for commencing work on the B12. Although Les had the Hillman, he had always longed for a vintage tourer. He didn't mind what make it was, as long as it was a tourer. Scanning the 'Age' finally paid off when the B12 came up for sale in Dandenong, just over two years ago. The asking price was 'best offer over \$1000', and Les's offer of \$1270 out-bid the other hopefuls. So he became the proud owner of the B12.

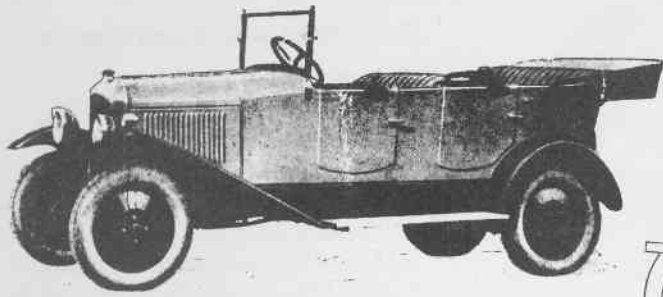
Although the car is 41 years old, it is in remarkably

good condition, with the ever-dreaded rust being almost non-existent. (I only wish the front guards on my Traction were as sound as the B12's!)

The car came 99% complete — even to the side curtains which were in relatively good condition. The leather hood is also in good condition, but will need to be replaced eventually. Les attributes the car's good condition to the fact that it has been garaged most of its life. When he first bought the car home, he thought that the brakes were non-existent, as pumping the brake pedal had no effect. He later discovered that the pedal he had been pumping was the accelerator. Of the three floor pedals, the left is the clutch, the right pedal is the brakes, and the centre pedal is the accelerator. He was relieved to find that in fact his car did have brakes — the pedal operating the front-wheel and transmission brakes, and the hand-brake lever operating the rear-wheel brakes.

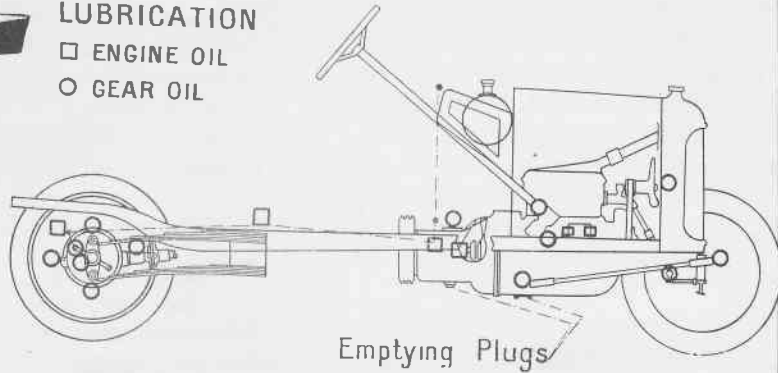
Les's education was not yet complete, however, as when he tried to start the car, there was no result. Undaunted he began to investigate all the buttons and levers, and discovered that there is a 'strangler' button on the dash which acts as an engine cut-out.





LUBRICATION

- ENGINE OIL
- GEAR OIL



Emptying Plugs

De Luxe B12 Tourer

Australian body, 2 doors in front, 1 in rear, upholstered in best quality hide, hood with glass light in rear, hood envelope, side curtains opening with doors, framed windscreen. Equipment includes 2 nickel side lamps, 2 head lamps, 1 tail lamp, electric horn. Speedometer, eight-day clock, ammeter, oil gauge and strangler fitted in French-polished dashboard. 5 disc wheels fitted with 730 x 130 Michelin Balloon tyres. Hartford shock absorbers on rear, petrol measure, wheelbrace, oil gun, oil can, tyre levers, jack, pump and tool roll **£325**

CITROËN 10 H.P. (11.4 R.A.C.)

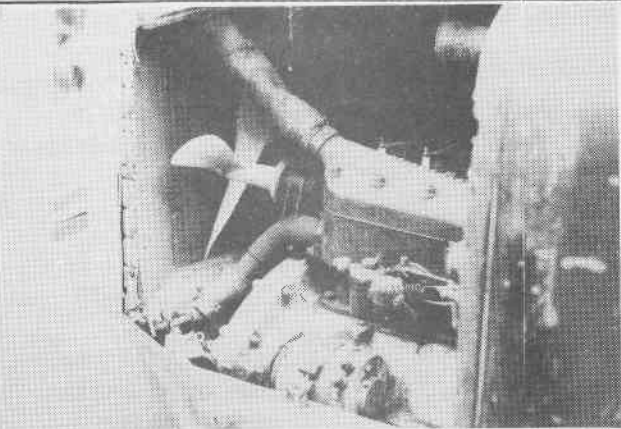
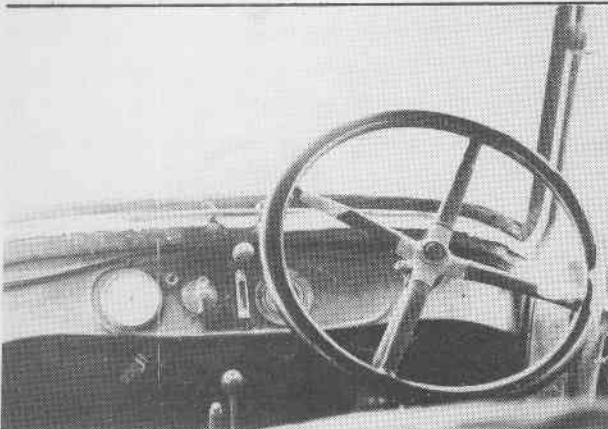
CHASSIS LUBRICATION CHART

This was stuck on, and when he freed it and turned the crank, the engine burst into life. The car does come with a self-starter, but it was inoperative, and is currently being repaired.

Another surprising feature of the car is its lay-back seats! The back of the B12's front seat is hinged to the bottom section, and by undoing two nuts — Bingo! a double bed.

The B12 body was made in Australia by Richards & Son, as indicated by a plate affixed inside the cabin. Les's car is the Deluxe version of the tourer, coming with three doors — one on the driver's side, and two on the passengers' side. Les envisages doing all the work on the car himself, except for the hood and top colour coat.

After seeing this example of our past, I am inspired to attempt an early model restoration myself (providing that small matter such as threatened divorce etc., can be sorted out!)



This list was compiled by the Citroën Car Club in the UK and published in the June Citroënian. It is by no means complete (additions gratefully received), but should make your progress through the French Parts Catalogue reprint or the Heller Six instruction booklet a little less tedious. Well at least you can look at more than the pictures now.

Tools

Clé femelle Open-ended spanner
Clé à pipe Socket spanner
Clé à sangle Strap wrench
Pince universelle Pliers
Clé à molette Adjustable spanner
Lampe-témoin Test Lamp
Clé dynamométrique Torque wrench
Cale Feeler gauge
Clé à bougie Plug spanner
Fils avec pince crocodile Jump leads
Cric Jack
Tournevis condé Right-angle screwdriver
Tournevis cruciforme Crosshead screwdriver
Rouleau de chatterton Insulating tape
Tuyau plastique Plastic Tube
Toile émerie Emery cloth

Engine

Moteur Engine
Bouchon de vindange Drain plug
Jauge d'huile Dipstick
Segment refouleur (piston) oil control ring
Segment chromé Compression ring
Segment racleur scraper ring
Ressort Spring
Bielle Connecting rod
Volant moteur Flywheel
Cache-culbuteurs Valve cover
Joint Gasket
Soupape d'échappement Exhaust valve
Soupape d'admission Inlet valve
Culasse Cylinder head
Abre à cames Camshaft
Etanchéité Seal

Cooling and Lubrication System

Radiateur d'huile Oil cooler
Radiateur de chauffage Heater radiator
Pompe à huile Oil pump
Pompe à eau Water pump
Pompe à essence Water pump
Pompe à essence Petrol pump
Pompe à essence Petrol pump
Ventilateur Fan
Cartouche filtrante Oil filter
Thermostat Thermostat

Remplissage d'huile Oil filler
Refroidissement Cooling
Reniflard Breather
Obturbateur caoutchouc Rubber seal around spark plug
Conduit Heater hose
Pulseur Heater blower

Ignition and Electrical

Bougie Spark plug
Allumage Ignition
Allumeur Distributor
Ecartement Gap
Vis platiniées Points
Vis Screw
Repère volant moteur Timing mark (flywheel)
Bobine Coil
Boîtier Points box
Cassette-rupteur Cassette points
Fils de bougie HT leads
Courroie Alternator drive belt
Balais Carbon brushes
Fusible Fuse
Pouille Pulley
Phares Headlamps
Clignotants Indicators
Lanternes Side lamps
Plaque de police Number plate light
Demarreur Starter motor
Bornes Terminals
Courroie de distribution Timing belt
Porte balais Wiper arm
L'essuie-glace Windscreen wiper
Lave-glace Windscreen washer

Brakes, clutch, exhaust and gearbox

Embrayage Clutch
Garniture Lining
Garde à pédale Clearance at the pedal
Boîte de vitesse Gearbox
Bouchon de niveau Level plug
Câble Cable
Tambour Drum
Jeu des segments Drum linings
Axe de came Adjuster
Frein à main Handbrake
Vis de purge Bleed screw
Doser Pressure regulator
Echappement Exhaust
Pot de détente Pre-silencer
Silencieux Main silencer
Tube d'échappement intermédiaire Intermediate pipe
Tube d'échappement de sorte Tail pipe

Fuel

Carburateur Carburettor
Vis butée de ralenti Throttle stop screw
Volet de départ Butterfly valve
Crépine-filtre Petrol filter
Starter Choke

Suspension, wheels and steering

Travers Axle
Bras Arm
Amortisseur Shock absorber
Batteur à inertie Inertia damper
Frotteur Friction damper
Cauteau Knife edge
Raccord Connection pipe/junction
Volant Steering wheel
Abre de direction Steering column
Corps de barre Track rod
Manchon Sleeve
Collier Collar
Axe de pivot Steering swivel pin
Moyeu Hub
Abre de transmission Drive Shaft
Palier Flange
Collier Clip
Graisser Grease nipple
Soufflet de protection Rubber boot

Bodywork

Carrosserie Bodywork
Porte Door
Panneau Panel
Serrure Door opening lever
Verrouillage Lock
Siege Seat
L'appuie-tête Head rest
Blocage du dossier Backrest adjuster
Pare-brise Windscreen
Feuilleté Laminated
Ecran de calandre Grill muff
Planche de bord Dashboard
Enjoliveur de roue Wheeltrim
Attelage remorque Towing bracket
Pare-choc Bumper bar
Bombe aerosol Touch-up spray
Bouchon antivol Petrol locking cap
L'aile Wing





Making up a door trim

Following the article that appeared in last Front Drive, we thought that if you're going to tackle the headlining, you would be sure to have a go at the door trims. The obvious place to seek advice for this is Rex Gercovich and Bob Gilbert, who we thank for the following article. The principal details of this article apply to English vehicles, but can be applied in theory to the French models. Naturally, the vinyl will be replaced by cloth, and no side pocket will be fitted.

Materials and tools required:

Vinyl — preferably light weight (sample available from author),

Packing — Bob suggests saving the original if possible; if not, $\frac{1}{4}$ " plastic foam.

Carpet — to match that of the floor — 'Carvel' is available from Eliza Tinsley's.

Bituminous board — at least two 6x4 ft. sheets required for four doors, again from Eliza Tinsley's.

General trim adhesive — this is generally available from motor trimmers.

$\frac{1}{2}$ " Shoe Tingles or Hand staple gun — Blue tacks are **NOT** satisfactory.

Sharp scissors, hammer, chalk, sewing machine (fitted with heavy duty needle) Stanley knife, or blade.

Procedure:

Step One. Remove door trim from car — the door we are about to start on is the driver's door, complete with pocket.

Step 2. Carefully disassemble the old door trim, saving all the old pieces for patterns. Undo the edges first and save the trim clips. Cut the carpet trim away — cutting through the stitches. Remove the back board behind the pocket and then the vinyl trim. You should be left with the board and packing.

Step 3. Making the new pocket.

a. Continue to disassemble this **VERY CAREFULLY** — mark the face with the chalk.

b. Using the old backing board as a pattern, cut a new backing board — mark the face.

c. Cut new vinyl piece the same size as the backing board. Glue this to the backing board, matching the edges closely.

d. Using the original padding as a pattern, cut a piece of packing material the same size. Use the original padding if possible, if not use $\frac{1}{8}$ " foam cut to size. Tack-glue the backing and the padding together.

e. Cut the required material for the front face of the the pocket at least $\frac{3}{4}$ " larger than the padding all round. Lay this over the padding and mark the two stitching lines. Sew these lines — through the top material, padding and backing.

f. Fold over the top edge and sew one row of stitching through all layers of material $\frac{1}{2}$ " from the top edge.

g. Sew $1\frac{1}{2}$ "x3" elastic tabs to the side edges $\frac{1}{8}$ " from the top edge.

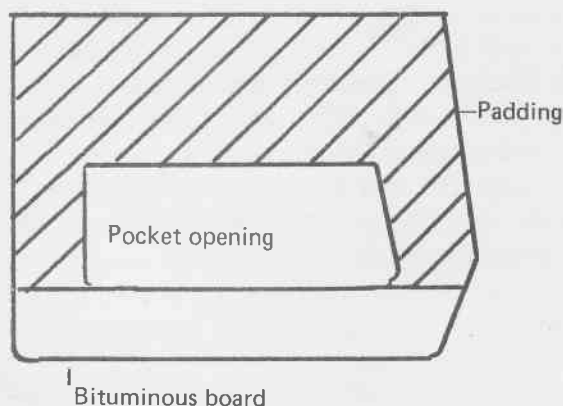
h. Lay pocket onto the pocket backing, flush with the bottom edge. Using a staple gun, or $\frac{1}{2}$ " shoe tingles, staple or tack around the side and bottom edges leaving a $\frac{1}{2}$ " margin all round. Nail or staple onto a metal support to turn the staples or tingles. Now put this section aside.

Step 4. Making the door trim:

a. Use the original backing as a pattern to cut the new door trim board. Cut the holes for the window and door handle shafts after checking their positions carefully to ensure that they match. Also cut the slots for the door trim clips.

b. Use the original padding if possible, cut foam padding to fit as per Diagram 1. Tack glue the padding to the backing board.

DIAGRAM 1.



c. Cut required material for the face trim with a 1" margin.

d. Place the material face down on the work bench and position the backing board on the material **FACE DOWN** with the material in line with the bottom edge of the pocket opening.

e. Cut the pocket opening leaving a 1" margin. Now 'V'-cut the corners — see Diagram 2.

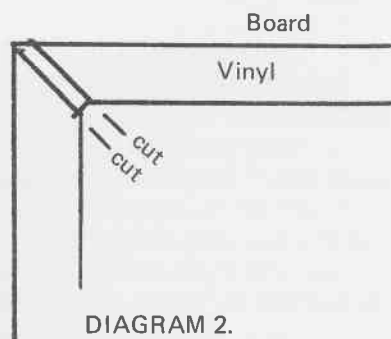


DIAGRAM 2.

f. Apply glue to the overlap material and 1" of board around the pocket opening. Allow to become touch-dry. Lay over the material onto the board — do not apply any pressure — just allow the material to lay over naturally.

g. Cut a strip of vinyl 1" wide x length of pocket opening. Apply glue to the strip of material and to both sides of the base of the pocket opening. Allow to become touch-dry and then fold evenly on either side of the edge.

Step 5. Joining the door trim and pocket:

a. Lay out the pocket **face up** on the bench. Position the door trim over the pocket, making sure the top edge of the pocket is clear of the door trim — there should be a gap of $\frac{3}{4}$ " between the top of the pocket and the lower edge of the door trim. (Diag. 3.)

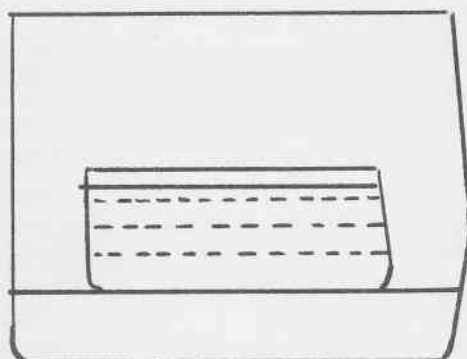


DIAGRAM 3.

b. Fold back the vinyl trim and staple or tack right through the boards within $\frac{1}{2}$ " of the side edges of the pocket opening.

c. Fold back the top vinyl trim and staple or tack across the top edge of the pocket opening within $\frac{1}{2}$ " of the edge.

d. Place the four trim clips in each side of the board and reinforce with a strip of backing board if considered necessary.

e. Place the door trim face down on the bench. Ensure the vinyl is flat and reasonably straight. Trim the vinyl to a 1" margin on all edges.

f. Apply glue to the side edges and the excess material. Allow to touch-dry, then pull around the edges with pressure to pull the vinyl tight — stick down.

g. Repeat this with the top edge, but **do not** pull too tight — just ensure that the vinyl is firm. Place this part aside.

Step 6. Making the carpet trim:

a. Using carpet that matches that to be used in the rest of the car, cut out a piece patterned on the piece removed from the car.

b. Cut a strip of vinyl $1\frac{1}{2}$ " wide x length of the bottom edge of the carpet. Back-sew this to the carpet. (The vinyl and the carpet should be placed face to face and stitched approx $\frac{1}{4}$ " from the edge.) Repeat the above procedure with the top edge.

c. Cut a $\frac{3}{4}$ " strip of bituminous board with a very straight edge, long enough to reach edge to edge of the door trim parallel to the bottom edge of the door pocket opening.

d. Lay the carpet face down on the door trim over the pocket opening — as if you had folded the carpet up from the base towards the top of the door.

e. Position the strip of bituminous board flush with the bottom edge of the door pocket opening with the vinyl edging of the carpet between the door trim and the bituminous strip. Leaving a $\frac{1}{4}$ " strip gap between the carpet and the board, tack or staple through the strip and the trim.

f. Fold the carpet over the edge of the bituminous board strip.

g. Place the bottom door trim clips in place.

Step 7. Completing the final stages:

(Don't cheer yet, you can still make mistakes!)

a. Tack-glue the carpet to the door trim.

b. Position the door trim face down on the work-bench.

c. Apply glue to the vinyl overlap and board. Allow to become touch-dry and stick down — pull the vinyl over firmly. Be sure to cut around the door trim clips.

d. Fit the door trim back on the door and mark the positions of the door handle and window-winder shafts. Cut small holes for these and allow the shafts to poke through.

e. Fit the door trim carefully and refit the handles and window dressing. Now breathe a sigh of relief as that's one down, three to go!

To complete the other doors which do not have pockets, just follow the instructions, deleting the pocket.

To retrim French doors with the cloth, the procedure is similar. If you have been able to obtain the correct material with the stripe, you must mark the vertical line with a plumb-line and work carefully to ensure that you keep the stripe straight.

Again, my thanks to Rex and Bob, of Salvado Industries for their help and time. Bob never wants to see an English trim again. We hope to follow this with other articles dealing with re-trimming of seats, centre pillars, carpets, etc. I suggested to Bob that the seats were next — "Never!!" he swore.

Robyn Couche.

The Parts Report

John Couche

New Parts

Presently on order are the following new parts:

Big Six front wheel bearings,
Early type fuel filler pipe rubbers,
Front bumper bar mounts,
Brake and clutch pedal rubbers
Scuttle vent rubbers,
Steering rack boots
Crown wheel & pinion.

When these parts become available, you will be advised at the next general meeting or 'A-Tractions'.

Don't forget that members of the parts fund get first crack at the parts, plus 10% discount.

'New' Second-hand Parts

**A recent pick-up of parts included:
A complete pre-war engine less rocker gear
and pistons,**

A complete 1949 engine,

Two pre-war English headlights,

A gearbox casing,

**French spare tyre cover in v. good condition,
2CV steering assembly,**

**An assortment of Citroën special tools (not
for sale!)**

Special Tools

An assortment of Citroën special tools has recently been obtained by the parts fund. When these have been sorted out and cleaned, they will be for hire by club members.

Buying parts?

Please note that in the future, **no** parts will be released by members storing them without prior approval of the Spare Parts Officer. If you require parts, ring me **first!**

Going to Sydney?

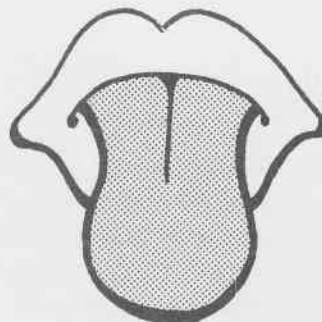
If you are going to Sydney in your beloved, but not so reliable Traction, you may be thankful for the following. Peter Gillott has a reasonably good fuel pump, water pump, clutch plate, and a few other odds and ends available to keep members on the road in an emergency.

If you are going to Sydney in your beloved but reliable Traction, Peter would like to see you anyway.

Beware the debt-collectors van

Spare Parts presently has a number of outstanding accounts. If you are one of the offenders, please pay up now to keep the fund operating.

How Lukey Mufflers doubled their prices and got our Raspberry of the Month Award



Lukeys, under new management, have decided to discontinue this club's discount, and at the same time double their prices, so that a Light 15 muffler and tailpipe now lists at \$72-00 (one would be optimistic to say 'sells for'). If you need any convincing about how ludicrous that is, compare the prices with Repco or Hills mufflers of similar quality. We are currently following up leads for production by another manufacturer. **Lukeys, accept our Raspberry of the Month. You earned it.**

Can you help?

Urgently required are:

Circular

clock,

6-cyl oil filler mesh,

Oil bath type air cleaner and ducting,

Assorted pre-war fittings,

6-cyl. grille badges and wings.

Auction

October 15th was the date of the 1st Annual CCOCA Parts Auction, which attracted the best turn-up of members since the wine & cheese tasting. All those who came enjoyed themselves practising their Peter Russell-Clarke impersonations at the barbecue and the frantic bidding for parts conducted by our auctioneer extraordinaire, Roger Brundle.

Coming Events

Roger Brundle

Monthly General Meeting Blackburn, 6th December

Mystery evening (I don't know either) consisting of short meeting at Blackburn, and then retiring to Mark and Anna Navin's house for a glittering social evening, otherwise known as a 'Christmas breakup'. I'm told that you should bring a plate, and that kids are welcome. Please make the effort!

CCOCA Concours

Beaconsfield Park (not Arkoona Park as in the past) about a mile out of Berwick, just past Arkoona Park.

Sunday 10th December, starting 10.30am.

This event will be held at the MG Concours, which, for those who haven't been to one, would be the best collection of classic cars gathered in Victoria each year.

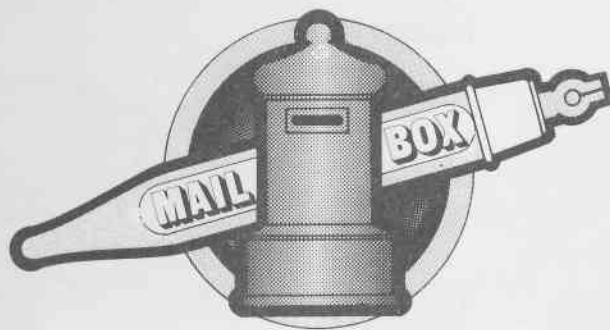
For anybody interested in classic cars, this event is a must, and as this will be the first attendance of CCOCA as such, please be there with Citroën, concours or not. Let's get a row of at least 20 cars, and show the peasants what real cars look like.

Starting time for our own concours judging will be 10.30am and the winner will represent CCOCA in the interclub event. Our judging will not be as serious as for the interclub event, and much allowance will be given to utilisation of the car. So even if your 22CV is a bit ratty, bring it along and show the flag for CCOCA.

Past Events

Bendigo run to National Swap Meeting, Saturday November 18th. Well, obviously the Victorian CCOCA members still believed the petrol strike was on.....perhaps they are deaf **and** illiterate. Those that did turn up had a good time, even if the Citroën pickings were a bit slim. John Cleverley found a 5CV hub nut cover, and is reputed to be looking for the rest to complete a restoration. Good to see a far-flung member in the shape of Dick Fewster (in actual fact it was Dick — who, incidentally, has reproduction Big 6 grille emblems available — contact John Couche if you want one). Many thanks to Mrs. Fitzgerald and Peter for their generous hospitality — much appreciated.





Dear Kym,

The response to the Cooee Whoopee Bonzer Fact-finding Mission (hereafter to be known as the CWBFFM) has been interesting, to say the least. Most people seem to be under the impression that it is some kind of put on, which it certainly is not.

Every two years there is a 2CV Friends Rally (this was mentioned in FD Vol.2, No.3 – does anybody read it?) next year in Denmark the third 2CV Friends Rally will be held and I have taken up the gauntlet thrown down in the abovementioned FD and am organising the CWBFFM.

To date I have approximately 10–12 starters, but to be a success (and viable) I need 15–16 CWB's. For those of you who need some appetite-whetting, below is the tentative itinerary:

Leave Melbourne, fly to Amsterdam.

Arrive Amsterdam, pick up 2CV's.

Drive to Denmark –

attend rally, meet 500

2CV's, enjoy Danish

pastries/drink Tuborg beer.

Drive back to Amsterdam.

Overnight trip to England

– meet up with English Citroënists, and spend

about a week in England. Overnight trip to France – 5 days to see sights, *plus* visits to Citroën for *numero uno* 2CV, etc. Leave Paris, arrive Melbourne – total time 30 days.

Depending on final dates, it is highly likely that the CWB's will also attend one of a number of Citroën club rallies held about that time and a visit to a 2CV Cross event.

The date of the 2CV Friends Rally is not to hand yet, but it is expected to be July/August. Cost is estimated at \$1200 per person, which will include airfares, hire of 2CV's, and rally costs. There are only a few places left for prospective CWB's, so if you wish to join, or are interested in more details, please contact me ASAP – as previously stated, first come, first served.

Yours in CWB's
Mark Navin.

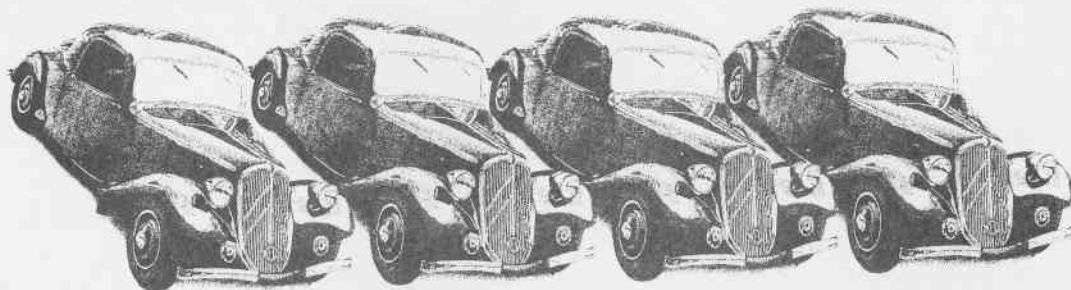
Dear Sir,

The reason for this letter is your club magazine 'Front Drive'. I was shown a copy by one of your members who knew I was interested in restoring old cars. May I offer my congratulations on what I would consider one of the best, if not **the** best club magazines I have seen.

I have been associated with several clubs over almost 30 years, and have seen many magazines come to life and then die, or worse, degenerate into third-rate rags. The reason for this is usually that, after the first rash of enthusiasm, apathy sets in, and professionalism goes out the door, because of 'dirties', colloquialisms, 'in' sayings, and boring 'a nice time was had by all's. These rags would be better thrown away than read, because they have no lasting value – even their topicality is a drag.

This is a real pity, because some of these magazines had real potential. I hope that your magazine never stoops to this level. The responsibility for this, of course, rests on the editor's shoulders, and I hope that you will not hesitate to edit material that detracts from the high standards your magazine has set.

Please feel free to publish any part or all of this letter. I hope that I haven't hurt anybody's feelings by my comments, but I feel that they are important if your magazine is to retain its high standards. My congratulations once again on an excellent magazine.
Yours sincerely,
Stewart Marshall.



For Sale

1953 Light Fifteen (big boot) registered till September, 1979. 98,000 miles, black paintwork, excellent mechanical condition, no rust except one small spot in the scuttle vent. Comes complete with radio, original owners manual, workshop manual and repair manual and many spares, including gearbox (with CW&P), diff, head, driveshaft, 2 headlights, grille, 3 windscreens, bumper, water pump, gaskets, etc. \$2000. Contact John Serong, BH 26 2000, AH 578 7832.

Big Fifteen. Complete except for generator and front bumper. Spare front end and pair of reconditioned driveshafts. Excellent restoration proposition — no rust. \$800 OBO. 18 Bellara Drive Mooroolbark.

DS 19 Motor and Gearbox 90% converted to suit L15 four-speed conversion. Good condition. Best offer. 18 Bellara Drive Mooroolbark.

Big Fifteen — Genuine 37,000 miles — front end and engine completely reconditioned. \$3,000 ONO. Will sell to enthusiast only. Ian Hatton, 9 Monckton Road, Bundoora, Vic, 3083. 467 2085.

ID19 x 3. Wrecking proposition only. Will separate. Peter Malone (Vic) 438 1296.

ID19 1966 Fully imported French model — radio, towbar, power steering, Safari motor, new radiator, ex Victoria with roadworthy certificate. Price \$2200 ONO. Contact H. Keeris (South Australia).

1956 Big 15 A little rust in the floor, not running. \$800 ONO. H. Keeris, South Australia.

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.

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.

Wanted

Gravel tray (or boot surround) to fit a Big Fifteen, or big boot Light Fifteen. Also **rear ashtray** for Big Fifteen. Contact Tim Farmilo, 836 6037.

Good Light 15 or Big 15 please contact Steve Ballantyne, Ph.(08) 250 1860. (South Australia)

1974/75 'D', not automatic, cash buyer — car must be in perfect mechanical condition — contact H. Keeris (South Australia).

All South Australian ads. courtesy of CTASA. (Hughie Keeris' address from Mark Navin).

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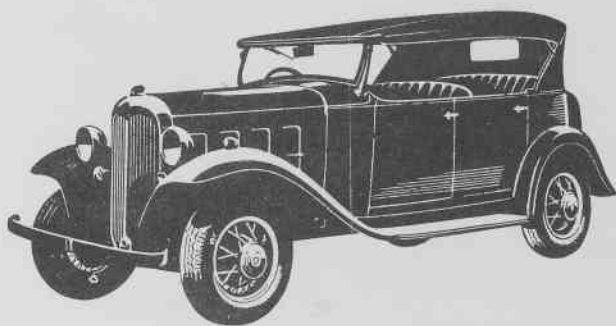
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