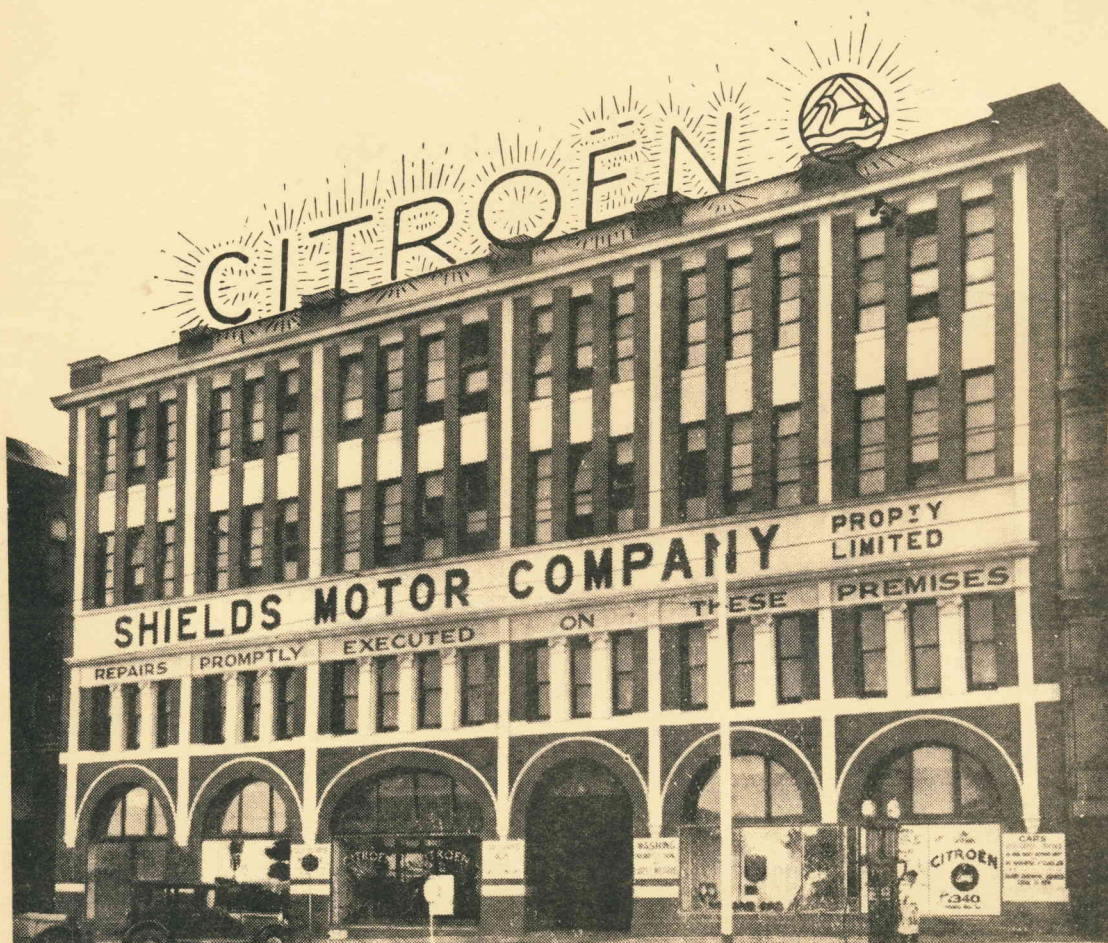


CITROËN



MODELS

"TWELVE"

"LIGHT FOURTEEN"

"BIG FOURTEEN"

"TWENTY"

SOLE DISTRIBUTORS FOR VICTORIA, RIVERINA AND TASMANIA

Shields Motor Company Pty. Ltd.

6-12 FLINDERS STREET, MELBOURNE

(CENT. 8553-4)

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CCOCA membership:

Joining fee (new members) \$5.00

Annual Subscriptions:

Full member \$15.00

Associate member \$10.00

Joint membership available to
spouse of full member, no cost.

Overseas postage rate \$5.00

CCOCA meetings are held on the last
Wednesday of **every month** at the
Coffee Shop meeting room of the
Nunawading Civic Centre,
Whitehorse Road, Nunawading, east
of Springvale Road.

AUSTRACTION 80

Swan Hill

Queen's Birthday Weekend

June 14, 15, 16

Accommodation: On site vans —

4 berth, \$12.50/night

6 berth, \$14.50/night

Larger 6 berth, \$15.50/night

Motel accommodation is available,
but details of costs are not to hand.

Application forms for Austraction 80
will be available shortly.

Below: The impressive turnout at the Club
Concours, held in conjunction with the MG
Car Club Concours.

What's your car worth? How can
you determine what is, or is not, a fair
price? It has been hard to detect any
definable trend, at least in the
Australian market, for at least 12
months, although several desirable
cars have changed hands at prices
which seemed low.

It is curious that in Australia, where
we pay up to twice the price that an
equivalent new car would cost in
Europe or the U.K., prices for
Traction here seem to be
considerably less. New Zealanders
seem to be even worse/better off —
their new cars, and most used cars,
cost 50—100% more than in
Australia, while Traction sell for
even less than in Australia.

I don't believe that this situation is
ultimately in the best interests of
Australian and New Zealand Traction
owners. Depressed prices mean that
it may be difficult to recoup even
bare restoration expenditure, quite
apart from any value placed on time
and hard work. Depressed prices
must also increase the risk of losing
the rarer and more desirable cars to
overseas bargain hunters.

It will be interesting to see if the
increased numbers and quality of
cars now beginning to appear at
functions such as our Concours result
in a stronger interest and increased
values here. Or perhaps the
increasing recognition of the Traction
overseas may be imported here,
even if a little late?

KH



The magazine of the
Citroën Classic Owners
Club of Australia

NOTICE OF CHANGE OF VENUE

**As from 30th January, CCOCA
meetings will be held every month
on the FINAL Wednesday, at the
Coffee Shop Meeting Room of the
Nunawading Civic Centre,
Whitehorse Road, east of
Springvale Road.**

**30th January, General Meeting,
Nunawading.**

**February 17th (note change), Garage
Prowl:** A look at your fellow members
problems. Starting point: The home
of Les Rock, 38 Moreton Crescent,
Bundoora. Starting time: 10.30 am.
View Les's 1927 B14, then to Wal
Burkhardt, 35 Elm Street, Bayswater,
for the famous 6H. Finishing at Kym
Harding Motors (thanks a lot Bryan),
26 Tyrrell Avenue, Blackburn with a
BYO Barbecue lunch around
1.30pm.

Wednesday 27th February

Open night at Nunawading Coffee
Shop meeting room, starting 8pm.

**Correction to Club Calendar:
Annual CCOCA Dinner, Thursday
6th March.**

Venue: Le Calvados French
Restaurant, cnr. Blackburn Road and
Vicki Street, South Blackburn.

Superb French Cuisine.

Cost estimated roughly \$15.00 per
head.

BYO.

Book now, strictly limited numbers.



RESTORATION

Part One
Mark Navin and
Roger Brundle

There it is — your pride and joy! After months (days?) of searching, you've finally bought the vehicle you've always wanted, and '50's model just like Maigret of television fame.

You're now all alone with it as it stands (well, flops is more accurate) dejectedly in the driveway. The neighbours have departed amid gales of laughter, shaking their heads. Your wife has stormed inside and you just know it's baked beans on toast for dinner, and a headache for at least a month. But all that is trivial, as already in your mind's eye, you can see yourself carrying off the concours trophy next year.

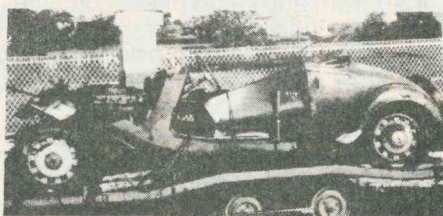
It's a nice dream, but not very realistic. Nobody, especially the novice, really understands the time, money, bad temper and skinned knuckles that will be expended on his 'love'. There are some aspects of restoring that *a.*, should be done professionally, and *b.*, no amount of expertise can overcome or change — it is and remains just plain hard work. Restoration is a labour-intensive occupation and so the amateur can save costs by doing a lot of the hard work himself. Your time is technically 'free', you pay the professional, but it is important to know what you are doing. Like all tasks, there are right and wrong ways and a number of do's and don'ts that can considerably reduce the bad tempers and skinned knuckles.

The purpose of this and future articles will be to give the novice some tips, clues, hints, guides, whatever on keeping the bad temper etc. to a minimum. They are not

intended as an exact blue-print, but rather an outline — though over the next two years, the Traction will be thoroughly covered.

There are a number of myths attached to restoring a vehicle, the most common being the 'restore as you drive' theory. Unless you can cram 30 hours in a day, are capable of mowing lawns, minding children, entertaining guests and rebuilding an engine at the same time without feeling the least bit harrassed, forget it! Put the car in the garage, and do it to a schedule of at least one night (or afternoon) a week. It is less wear and tear on all concerned, and in the long run, the end product will be better.

A second prevalent myth is that full restorations can be done cheaply — **WRONG!** Even assuming you can nullify the labour costs by your efforts, there are still two major costs that can't be offset. The first is an indirect cost and is usually overlooked, but is a necessary cost — a decent work area and good tools! The second cost is replacement parts and as the vehicle gets older, parts replacement gets progressively more expensive.



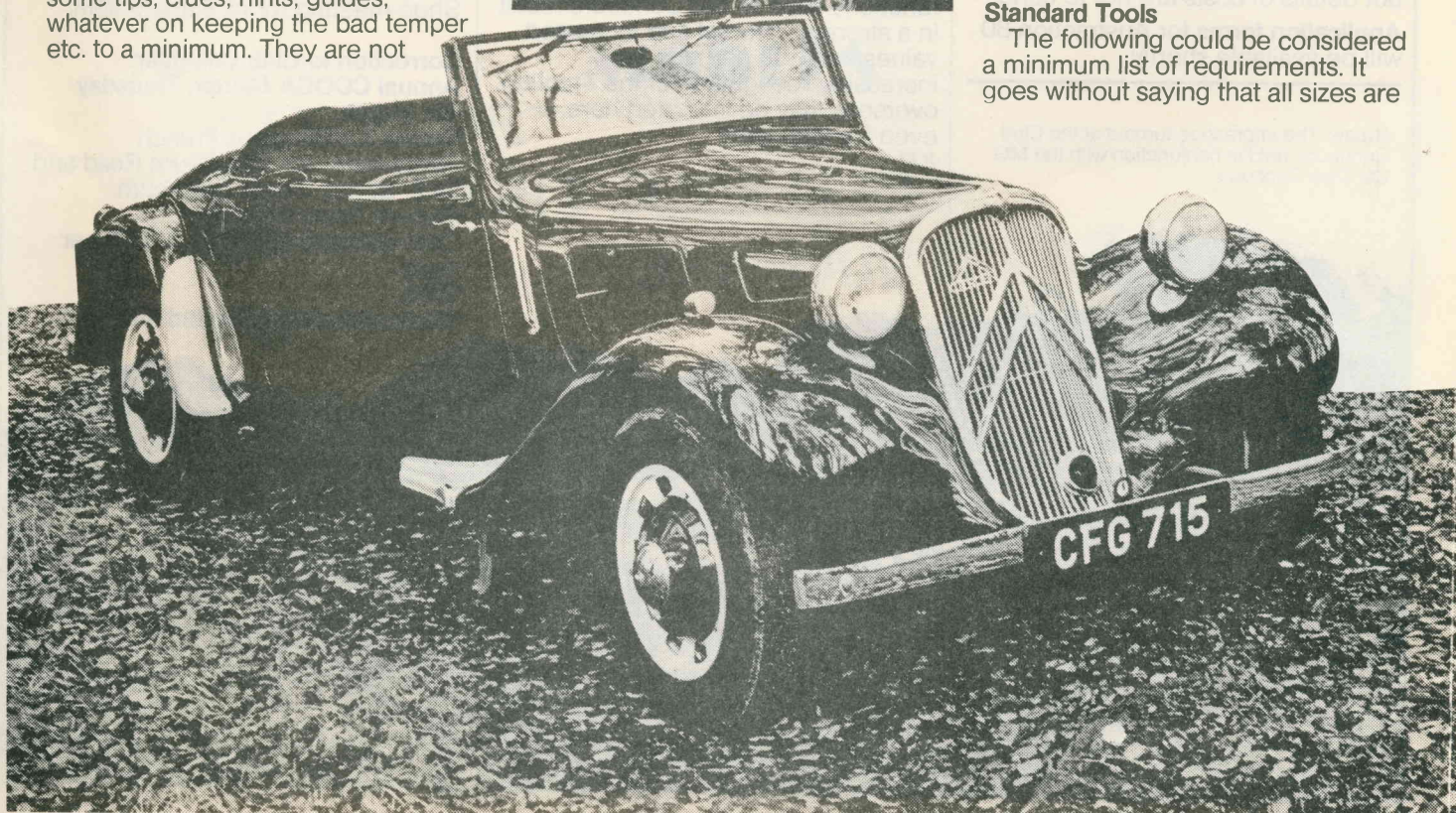
You can't restore a vehicle with a pair of pliers, a screwdriver, and sundry blocks of wood, in a driveway. It is not necessary to have a totally equipped workshop with every conceivable mechanics aid, but a little thought and judicious buying will considerably reduce your time spent, not to mention bad temper, etc. There are three basic areas that should be covered: work area, standard tools, and special tools for the Traction.

Work Area

Work area means not only adequate, covered storage for the vehicle so you can leave it without continuously uncovering and covering it to begin work, but also adequate space to move around and to store parts taken from the vehicle. If you have to continually play musical parts to find working space, you not only waste a lot of time, but you considerably shorten your patience. Apart from being covered, there should be a solid floor (e.g. concrete) as the car being 30 years old generates its own dirt and grime, without you rolling about in it as a permanent fixture. (It also tries your patience when you are trying to jack up the car and watch the jack disappearing into the floor.) Finally, power! — adequate lighting and power points near a sturdy bench kept clean and workable at **all** times! Equally important, of course, this Traction surgery should be within easy walking distance (i.e. own back yard) and not requiring any effort to reach.

Standard Tools

The following could be considered a minimum list of requirements. It goes without saying that all sizes are



Metric!

Ring/Open-ended spanners
7—23mm inclusive (Tractionists:
spare 12, 14 & 17mm; 2CV freaks:
spare 8 & 12mm);
Socket ($\frac{1}{2}$ "-drive) 8—26mm, plus
larger odd sizes;
Extensions and ratchet drive, not
essential but helpful;
Full screwdriver set;
Miscellaneous implements of
destruction — pliers, multi-grips, cold
chisel, and selection of variously
weighted persuaders, including one of
the soft-faced variety, set of pin
punches, 12" hacksaw.

Moving away from hand tools, there
are a number of other workshop
essentials:

Car stands;
Sturdy workshop vice (pref. 6");
2m length of water pipe, christened
The Barbarian — conquers anything;
jack (pref. hydraulic);
extension light (portable fluorescent,
though expensive);
parts washing tray with wire and
bristle brush;
copious quantities of cleaning rags;
copious quantities various sized
containers (flat margarine boxes
ideal);
storage shelving;
notebook and pen, for recording what
went where.
And, finally, a radio so you've got
music to skin knuckles by.

Special Tools

Luckily, technology has caught up
with the Traction, and while some
tools are still vitals to have, there are
many that can be dispensed with
altogether.

Tool no. 2200T, for example — how
many people still need a battery
terminal extractor! It's easier to holler
for a Marshall'. The club has a number
of special tools for hire, but even so,
you still need some of your own. The
list below shows the necessary in
pretty much order of importance. As
most members will not have these
tools, rather than get them made in
one-off's, contact the Spare Parts
Officer. If enough interest is shown, a
bulk order will considerably reduce
the price.

1. Front brake drum puller (and
accompanying 38mm/ $1\frac{1}{2}$ "AF socket);
2. Upper and lower ball joint
extractors;
3. Stub axle inner ring nut spanner;
4. Track rod ball pin extractor;
5. 40mm socket for cradle bolt nuts;
6. Track rod end adjusting spanner.
7. Bell-housing set screw spanner;
8. Torsion bar removal block.

There are obviously other special
tools, but their use is so infrequent
that it would be better to borrow them
than acquire.

The Beginning!

Having got organised, work area is
ready, tools (special and standard) all
laid out neatly, Pierre (you've already
named your vehicle) can now be
moved down the driveway and the
real work can begin.....

A Diesel Postscript

Mark Navin

The article on the Diesel Citroën
elicited no response which is
understandable, as there are probably
no complete models left in this
country.

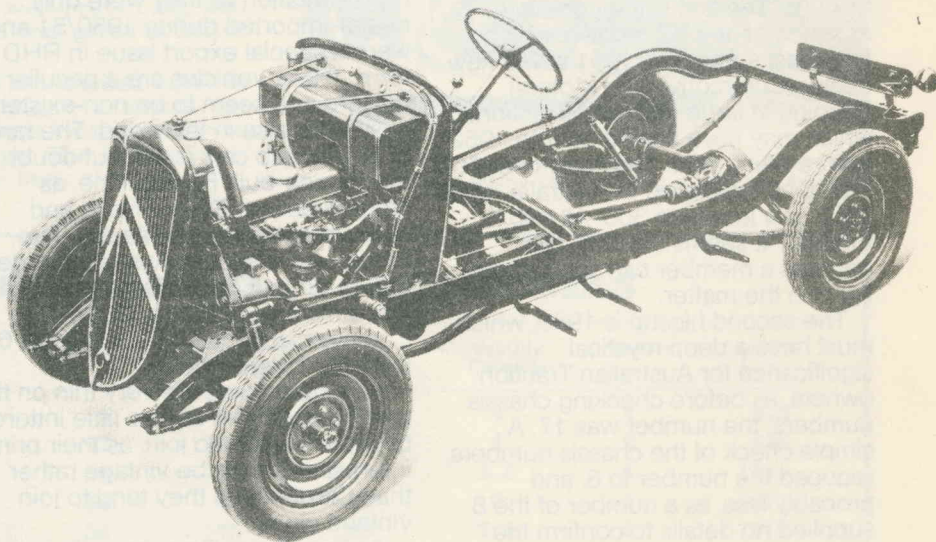
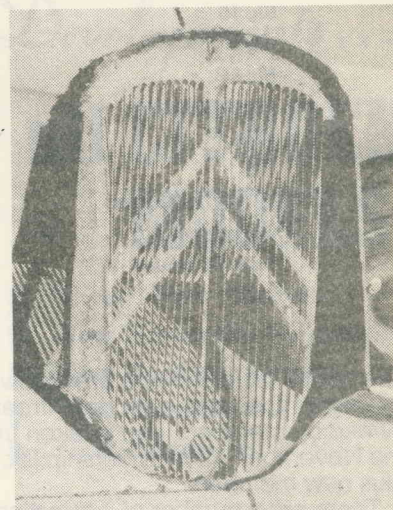
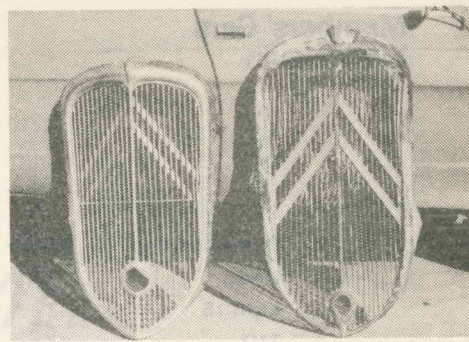
The recent Bendigo Swap Meet
however unearthed a tantalising clue.
Robyn and John Couche brought
back a grille ostensibly belonging to a
'30's Citroën', and obviously not a
Traction, though apart from size was a
close relation (see photo). First
inspection by the Couches seemed to
favour it being a Rosalie grille (it was
bought on that assumption). Closer
inspection and the lack of the Floating
Power emblem sent us scurrying to
the reference books.

There appear to be two possibilities—

1. That it is a Rosalie grille and one of
the last which was called the NH
series, as this model had what could
be called the prototype of the
Traction. However, specific mention is
made that the chevrons were hidden
behind the grille. Obviously this is not
the case in the mystery grill, as the
back view shows.

2. That it is the remains of a Citroën
diesel, and this seems to be
confirmed by a photo in Pierre
Dumont's 'Quai de Javel'. Not seen in
the comparison photograph is the
unusual side panels and these are
exact copies of the ones shown in the
rolling chassis. The photograph shows
a light utility chassis which was
originally available with a petrol
engine, but later (and by far the most
common) with a diesel engine.

So, any educated guess makes the
grille from a diesel Citroën circa '36,
and any leads as to the rest of the
remains of this vehicle would be
appreciated.



Members' Cars
Mark Navin

Production Year	Pre-war	46	47	48	49	50	51	52	53	54	55	Other	TOTAL
Model													
Light 15	2	1	-	5	8	8	17	-	12	7	4	-	64
11D	-	-	-	-	-	-	-	-	-	-	2	-	2
Big 15	-	-	-	-	-	-	-	-	5	3	-	-	8
Big 6	-	-	-	-	4	2	2	1	2	1	-	-	12
Big 6H	-	-	-	-	-	-	-	-	-	-	3	-	3
Family Nine	-	-	-	-	-	-	-	-	-	-	6	-	6
11BL	-	-	1	-	-	1	15	-	-	-	-	-	17
11B	-	-	-	-	-	-	4	-	-	-	-	-	4
2CV & Derivatives	-	-	-	-	-	-	-	-	2	3	4	6	15
Vintage - - - -	8												8
Post-'55 Models													13
													13
													TOTAL
													152

The above table shows a breakdown by year of the various model Citroëns owned by members, and is taken from the November '79 membership list, plus new members.

There are a number of interesting aspects to this breakdown. It should be realised that some members own more vehicles than indicated but for various reasons (usually extremely poor condition), these do not appear on their membership form. Even so, the club manages to exceed 100 Tractions, which is quite a creditable number. Over half of these are registered and used as regular transport, which is even more creditable.

As would be expected, the most common is the postwar Slough-built Light 15, and the number is reasonably distributed around 1951 (the year that the most Tractions were imported), with only a couple of hiccups. The first is the complete absence of any '52 models, which I find most surprising. 1951 saw a new dealer (Commonwealth Motors) bringing in large stocks of Tractions, which may have flowed on into 1952 before being sold. 1951 saw over 700 Tractions registered in Australia, while 1952 saw less than 300. All 1951 models? It seems unlikely, but perhaps a member can shed some light on the matter.

The second hiccup is 1949, which must have a deep mystical significance for Australian Traction owners, as before checking chassis numbers, the number was 17. A simple check of the chassis numbers, reduced the number to 8, and probably less, as a number of the 8 supplied no details to confirm the vehicle's year of production.

In fact, about one third of all the Tractions are suspect as the membership form contains minimal

details of their vehicles. It may seem a trivial point, but wouldn't you like to know definitely the year of production of your vehicle? In any case, have pity on your poor spare parts officer, as the supply of spares is difficult enough without trying to satisfy such gems as a big boot for a '49 model or a clutch cable for a '54.

The six cylinder model is well represented through the range up to the 6 Hydraulic. Recent conversations with English Tractionists confirmed the rarity of the beast in Europe, leaving Australia seeming to hold half the remaining world stocks of the Slough version. Slough produced roughly one Big 6 for 10 other Tractions, but Australian imports at the time were running at nearly 2 for 10 (i.e. over 2,000 four-cylinder, versus 400 sixes)

The French models have a limited representation as they were only dealer-imported during 1950/51 and were a special export issue in RHD form. These vehicles are a peculiar mixture and seem to be non-existent anywhere else in the world. The rarest of all the club cars is without doubt the Slough-built Family Nine, as pointed out in FD, Vol.2 No.2, and subsequent correspondence. This model was a special Australian order to Slough and only 25 were built (in fact a mixture of Family 9 and Commercial bodies). The club has 6, but only 1 registered.

Vintage models are very thin on the ground and there seems little interest by other owners to join, as their prime interest seems to be vintage rather than Citroën, and they tend to join vintage clubs.

As Tor Shaun Barr correctly pointed out, the 2CV has become a substantial (I think his term was 'cancerous') growth in the club. No

less than 15 vehicles, with the early models being the rare Slough-built export model (i.e. opening rear windows!!)

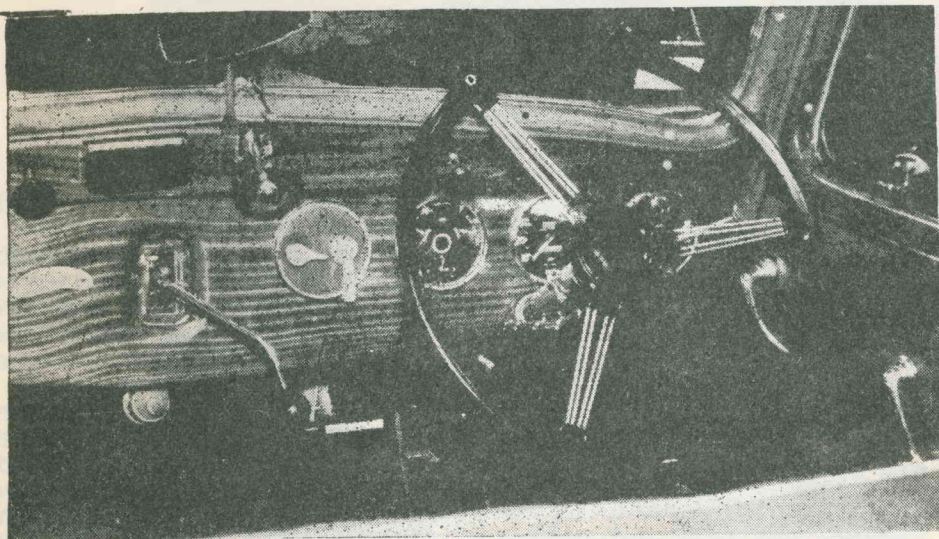
Post '55 models do not contribute significantly to the numbers and it would be interesting to know what members do use as daily transport.

Sadly, the real gap in the list is the scarcity of the pre-war Tractions. The club can only muster two (one being a New Zealand based Light 12), with the Australian example undergoing massive body grafting to bring it up to a complete state. These are now so rare that I know of only one being used as transport, and no more than a dozen others all in states of extreme disrepair.

So, if you had a priority list of rare desirable Australian Tractions, pre-war would be first, Family 9 (if you can stand the paranoia — as a friend of mine who owned one once said, 'I had to sell it — every time I took it for a drive, I had the distinct impression of being followed') 6H, Normale (11B), 11BL or 11D, Big 15, and then your common or garden variety Light 15 and preferably a 1952 model.

Don't agree? That's what the correspondence page is for!

Opposite page: Page from Motor Manual, supplied by Phil Sethna, showing that the Commercial was available in Australia,



Facia panel of the Family Fifteen shows detail modification. The three-spoke steering wheel as shown is now fitted to all four and six-cylinder models.

New Developments...

all CITROEN MODELS

- ▶ Three New Models
- ▶ New Hydraulic Suspension
- ▶ New Jacking System
- ▶ New Commercial Fifteen
- ▶ New Engine in 2CV

IMPROVEMENTS to existing models and the introduction of three completely new features on these existing models now make the Citroën range in Australia one of the most comprehensive for the car buyer to choose from. Briefly, the new types are as follow:—

A larger engine for the 2CV of 425 c.c., producing 12 b.h.p. This model also features the centrifugal clutch, which obviates the need for manual clutching once the car is moving. This model is also stall-proof.

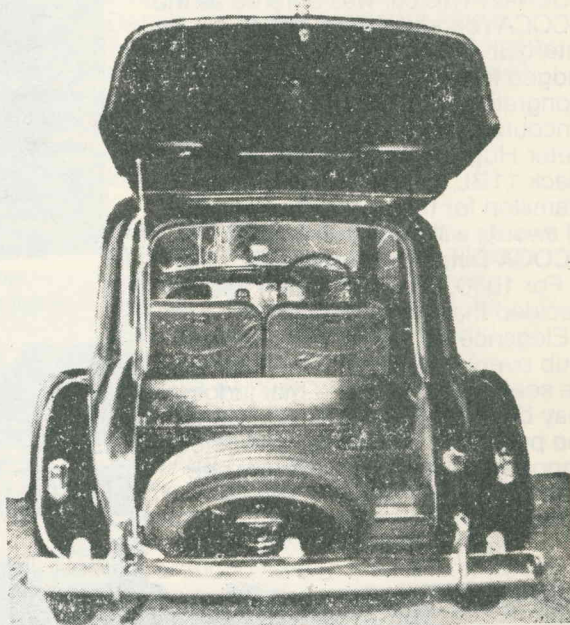
The 375 c.c. model continues unchanged.

In two cases the Light Fifteen chassis has been considerably lengthened and new bodies fitted. First of these is called the Family Fifteen, capable of carrying up to nine persons. The other body style is termed the Commercial Saloon, and can be used for either passengers or goods. Rear bench seat may be easily removed and the hardwood tray installed. Packing of goods is facilitated by a wide-opening rear door, as seen on the right.

ADVANCED SUSPENSION AND JACKING SYSTEM

Biggest of the new features, however, is the hydraulic suspension and jacking system of the well-proved Big Six. A technical explanation of this system was given in Motor Manual some time ago.

The jacking procedure is simple. When a small brace is placed under the wheel affected by a flat, a switch engaged and the engine started, the car is raised gently to the required height for a wheel change. The reverse procedure is followed once the wheel has been changed.



Rear view of the Commercial Saloon shows how the wide-opening boot door allows easy packing of luggage or goods.

CITROEN COMPARISONS . . . ALL MODELS

Model	Price	B.H.P.	Top Speed M.P.H.	M.P.G.	Seating Capacity	Cylinders	Capacity C.C.
2CV	£732	9	41	60	4	2	375
2CV	£783	12	44	57	4	2	425
Light Fifteen	£1380	56	76	27	4-5	4	1911
Normale	£1480	56	75	25	6	4	1911
Family Fifteen	£1552	56	75	25	7-9	4	1911
Commercial Saloon	£1569	56	75	25	4-5	4	1911
Big Six	£1886	76	83	19	5-6	6	2866

Interclub Concours, Berwick
Dec. 9, 1979

On arrival at Arkoonah Park, all entrants were dismayed to see clouds of dust billowing from the slightest movement of cars on the arena — so much for all the elbow grease. Despite this annoyance, the event was reasonably successful from the host club's viewpoint, and a raging success from ours.

No less than 14 or 15 club vehicles attended (the doubt as to actual numbers was caused by a heavy dust cloud, rumoured to be caused by T.S. Barr, but not confirmed).

Your committee was most gratified at the turnout, but are still wondering what it was that they did right!

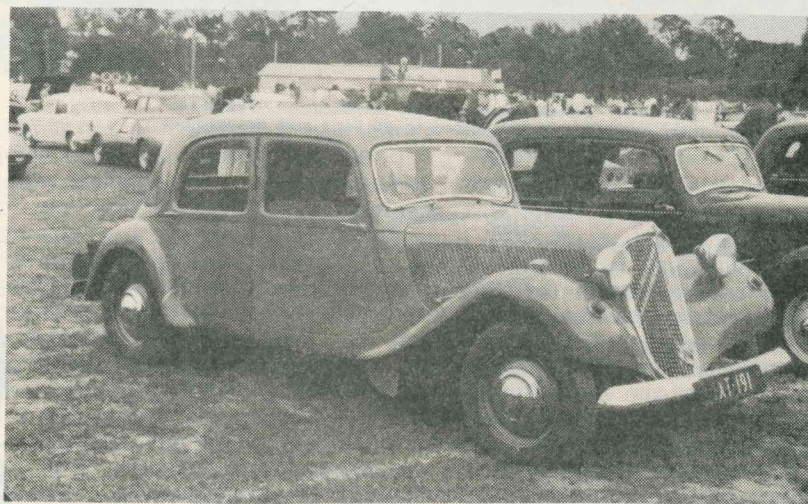
Incidentally, we had the largest club representation after the MG Car Club, who were the organisers.

As a conscripted member of the judging panel, it was most pleasing to see the number of Tractions present that are being steadily improved and restored. In fact, 1980 should see some 5 or 6 cars vying for top honours.

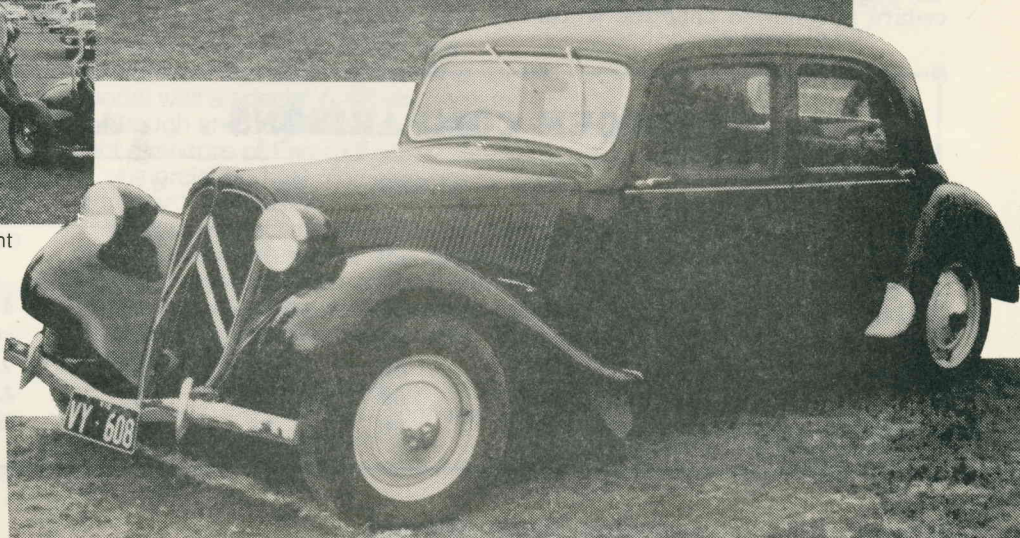
Outright winner was Arthur Clarke, with his outstanding red Light 15, KSE 442. This car was entered as the CCOCA representative in the Interclub Concours Class 10, and was judged to be the best in this class. Congratulations Arthur. The CCOCA Encouragement award was won by Peter Hughan with the beautiful black 11BL that he drove in from Hamilton for the event. **Presentation of awards will be at the Annual CCOCA Dinner on March 6th.**

For 1980, your committee has decided that the Concours d'Elegance will be held as a closed club event in order that the best may be seen of our cars and that judging may be done thoroughly and without the pressures of meeting deadlines imposed by others. For details see your Club Calendar.

Bryan Grant.



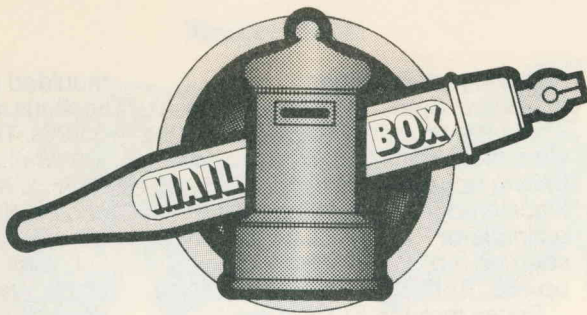
Arthur Clarke's immaculately detailed Light 15 won again, against strengthening competition.



Top: How can they afford to restore cars and eat?

Centre: The latest addition to the stable of Alec Protos.
Right: The line-up.

Bottom: Peter Hughan's 11BL — all the way from Hamilton, in Western Victoria.



Dear Kym,

Mrs. Francis and myself were disappointed that you could not stay longer with us while you were here in Wanganui. Maybe there will be another opportunity, for yourselves or any other members.

Looking through your excellent magazine, Feb/March '79, I find that someone requires Big 6 front wheel bearings. Just recently I have replaced the front wheel bearings on my Big 6 (bearing no. 1101934), and they were obtained by the SKF Bearing people from Australia. In the past, I have found this particular firm most obliging, and are prepared to contact overseas branches to supply one's requirements. May I point out that they also supply Light 15 wheel bearings in addition to all gearbox bearings. Looking at wheel bearings I have replaced, I find they have been made in Germany, Japan, England and Belgium, so it is not necessary to get genuine Citroën bearings, as they are far too expensive.

One thing rather puzzles me. You have a request for 185x400 rims. I presume they mean wheels. The 6-cylinder originally had 185x400 tyres, which are not now procurable in N.Z., but I have replaced these with 165x400. The rims of all cars appear to be the same. If anyone could track down a set of 185x400 tyres, I would be most grateful to get them. Not Yokohama tyres as, although they are marked 185x400, they appear to be more comparable in size to the

165x400's. They certainly don't match up to the originals.

If so be the request is for trims, I think the ones I have are off an early model Ford, but the only similar ones I have seen were on a Mercedes. I was interested to read in the last Front Drive the article on the correct way to replace drive shafts. For those members not so technically minded, may I point out it is possible to replace a shaft by simply removing the four nuts from the gearbox end of the shaft and two needle bearings from the yoke. Replacing the shaft requires patience in fitting the pin into the spigot ball assembly, as this must be done by 'feel' only, the ball being recessed into the grease retainer. Removing the shock absorber makes the task easier, of course, and in the reassembling the grease nipples should be lined up to balance the shaft. Not being mechanically minded and not having the proper tools, I have had to learn the hard way. I have owned no other cars but Traction for the past thirty odd years, and during this time I must have replaced a dozen shafts this way, so perhaps its worth a try before dismantling the hub, which can create problems for a 'do-it-yourselfer'.

You may be interested in the enclosed photograph of my cars, which were entered in a recent 'Roto-Act' car show.

Happy Tractioning,
Ray Francis.

Dear Sir:

A note for Robyn Couche.

We have a model Citroën Six made by Solido in France. It is a 1939 model at a scale of 1/43 and is No.32 in the series. One model is black with a bonnet that opens and driver's window is half down. Also available is an identical model which is painted in army camouflage pattern. I think this model is marketed under a different name. It was available through Toyworld (Brisbane).

In the Majorette, the model no. 221 that I found was labelled Camargue, but was an SM style not a GS. The largest model I have come across is a do-it-yourself model 2CV. The suggested size is about 6 feet long, and is constructed of hardboard. Details are in the *Australian Home Handyman* of June 1979. I could copy the article if you haven't got, or can't get a copy.

Sincerely,
Mark Baker,
West End, Queensland.

Mark Navin replies:

In Robyn's absence due to holidays —

Solido produced two Traction models in recent years — the '39 15CV as Mark describes, the 2nd using the same model dies, but different paint job, marketed as the No.32B, and called the FFI (French for Forces of the Interior) model as per WWII Resistance Fighters.

The Majorette model the Camargue GS was a body styling exercise by Italy's Bertone. While it never found favour in full scale, (apart from a motor show prototype), both Majorette and Norev produced scale models. For the truly dedicated, an SAE will get in return a 12 page listing of Citroën models that was current in 1977. If you have less than 150 examples, and not much money, you're not in the race. Two prewar examples of scale models produced by Citroën sold for 1200 pounds recently!



Three tractions, belonging to Ray Francis — from right to left - the immaculate '55 Light 15 11D (the richness of its original metallic red has to be seen to be believed), '54 Big 15, and '50 Big Six.

Spares Report

John Couche

Since my grumble in last Front Drive about the lack of response from members regarding spares, I am pleased to say that I have subsequently had a number of encouraging replies and orders. Maybe somebody really does read this column after all!

New Parts currently in stock

Bumper irons \$43.20 pr.
L15 Wheel bearings, inner \$5.14 ea.
outer 11.61 ea.
L15 wheel bearings, rear, \$8.14 ea.
L15 Gearbox bearings \$17.15, and
\$17.63 ea.
Upper and lwr. ball joint seals —
leather, \$3.45 ea. (next shipment
will be dearer).
Big Six exhaust gaskets — 2-holes:
75 cents ea.
L15 head gaskets: \$4.60 ea.
Clutch bearing springs 50¢.
L15 gearbox bushes \$26.52 set of 4.
Gearbox locktabs, \$3.36 pr.
Bonnet lacing, \$4.00 length.
Changeover L15 clutch friction
plate: \$26.88 ea.
Big boot weather seal and clips,
\$15.32 set.
Steering rack boots \$6.95 ea. (appr.)
Windscreen rubber, wide frame,
\$4.76 length.
Pedal rubbers, \$7.95 ea.
L15 radiator hose, upper \$5.14 ea.,
lower 5.67 ea.
Fuel filler neck rubbers, big boot,
\$2.57 ea.
Door and bonnet grommets, 48¢ ea.
Heating system rubbers, \$11.92 set.

New parts coming

Gearbox coupling seals
Window channeling
Mudguard piping
Rubbers for headlight, doors and boot
handles
Water distribution tube in head
L15 Rocker shafts
Big boot top weather seals
Door handle springs
Brake shoe pivot bushes
C/O brake shoes
Steering rack balls and cups
Master cylinder.

Drive Shafts

If you are one of the members who ordered driveshafts some time ago, and were expecting them about last August, don't despair (yet).

I have recently written to Holland to find out what the delay is and when we may expect to receive the shafts, and I am waiting for a reply at this moment. When I find out an estimated time of arrival I will let you know — either in Front Drive, At-Tractions, or mail.

Radwar Spats

The Canterbury Citroën Club (N.Z.) is currently intending to produce Radwar Spat replicas for the front and

rear wings of Tractions.

Radwar Spats, for those who don't know, are an extended version of the aluminium spats that appear on the trailing edge of front wings, and leading edge of rear wings. An example of Radwar Spats can be seen on the B15 Coupé photos on pp.1&2, April/May Front Drive, 1979.

Prices through CCOCA are expected to be about \$10—\$12 each, as cast, or \$18—\$20 each polished. If you are interested, please let me know and I will place an order.

10% Discount!!!!

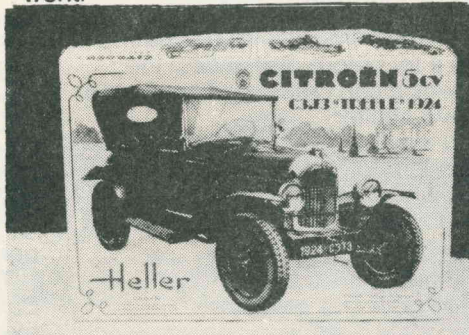
Remember the Parts Loan. Members who loan the club \$40-00 (refundable on leaving the club) are eligible to a 10% discount on new parts bought from the club. Well worthwhile! More details from John Couche.

Le Petit Citroën

The Heller 5CV Tréfle

After having tackled the Heller Big 6 monster for untold hours, I figured it was about time to give it (and me) a rest and try something a little simpler for a change.

About this time, a friend of mine discovered another Heller kit — this time a 1/24th scale model of a 5CV Tréfle (Cloverleaf), so out came the bottle of glue and my file and away I went.



Obviously, building this kit was not going to be quite the earthmoving effort that the Big 6 is, but it is a satisfying project all the same. Unlike its bigger brother, the 5CV is very simple to build with only two segments that were difficult.

The first problem struck was fitting the steering gear and tie rods. Care should be taken that everything is free and lined up exactly, otherwise it won't work. I recommend that you don't paint the moving parts, as the paint tends to clog up the works.

The only other difficult part of the kit is lining up the two halves of the body at the rear. Although the parts fit well, they are tricky to get right and care should be exercised. Don't worry about the join down the back as the spare tyre covers this nicely.

The kit itself is well moulded with very little flash, and no parts requiring alteration to make them fit. It is

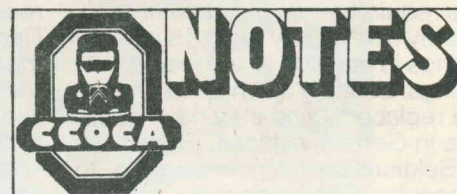
moulded in red plastic for the body sections, and black plastic for the guards. The model comes complete with well detailed engine and drive train, with removable bonnet and a choice of either the roof up, or folded down behind the rear seat.

I painted my model bright red with black guards as per the box lid. If you don't have an air brush, this is an easy kit to brush the paint onto (as I did) because of its lack of large flat panels to show up the brush marks.

Instructions are in word and diagram form, and are well detailed and easy to follow. A nice touch is the brief history of the car included in the instructions.

To sum up, the Heller 5CV Tréfle is an enjoyable kit to build, especially if you are new to modelling, and offers very good value for money at around \$11.00. This kit was obtained from Hearne's Hobbies, Melbourne, and can be ordered from most stores who normally carry Heller kits.

Robyn Couche



No doubt you have noted the changes in meeting place and venue on page one. If not, flick back now!

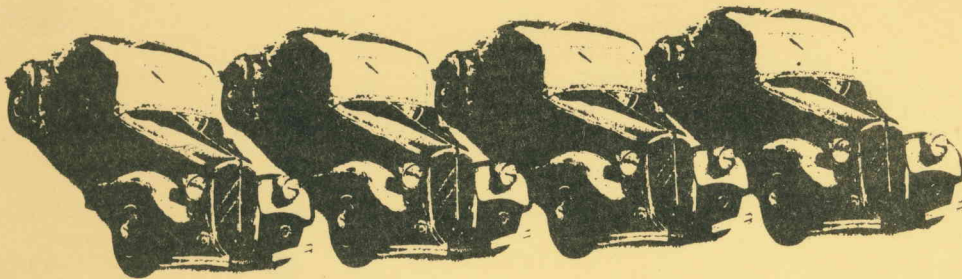
Avon Tyres, in Canterbury Road, Surrey Hills, now have a specially-made adaptor to electronically balance the wheels of your Traction. Price is about \$3.50 per wheel.

What on earth? Has anybody ever heard of the Elox Corporation of America, or of a strange device known as a spark erosion transformer, or possibly an electro-chemical device, name unknown? This particular device is used, via different gauge copper electrodes and a flow of electrified water, to remove broken studs/drill bits/easy-outs from stud holes, without damaging the thread in the hole. Good idea?! If you know anything about same, please contact the editor, who has one such incomplete device.

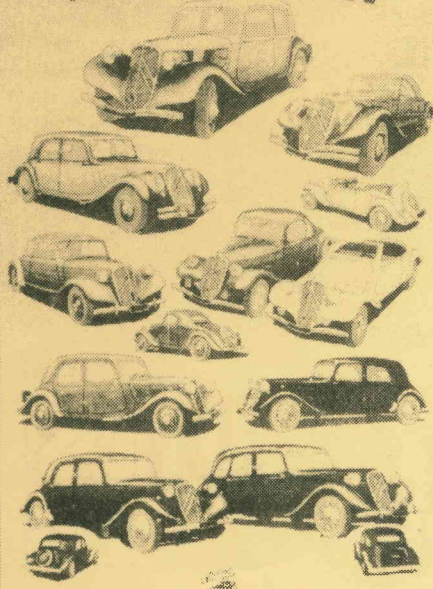
CHANGING ADDRESS? or bought or sold a car? Notify the secretary.

Vive La Traction! You may be interested to know that the Traction engine, or at least its descendant, via DS and Cx, was the engine preferred as the new engines for the new range of Cx's, by George Taylor, former head of the Citroën arm of Peugeot-Citroën. A 2.7 litre version was built and tested, and compared to the Peugeot engine finally adopted — the Citroën version was smoother and more flexible. Taylor was, however overruled in the name of parts rationalisation.
(Source, CAR magazine).

Robyn Couche has discovered a 'models man', who can supply several Citroën models. His address is 23 Larne Avenue, Donvale 3111. You must contact him by phone (842 4514) to arrange a time to visit. He is often in attendance at the major swap meets, probably including the DVHVC Swap Meet at Arkoona Park, Berwick on 3rd Feb.



LA TRACTION



Traction Owners Club Posters — magnificent in full colour
Price \$4.50 each, plus \$1.00 postage if applicable. Available from Mark Navin.

Back Issues of Front Drive, also TOC magazine, 'Floating Power', \$1.00 each, including postage.

Available from Secretary.

COO-EE WHOOPEE BONZERS
2CV Owners Club, cloth badge, sticker, and T-shirts now available from Mark Navin.

FOR SALE

FOR SALE (to the lowest bidder?)
One slightly used Family Nine.
Advertised in last Front Drive — although condition is poor and incomplete, it is definitely restorable. This is your chance to own a very rare Citroën at a bargain price. Proceeds (if any) go to club. May be inspected at Editor's home, 26 Tyrrell Ave., Blackburn, Phone (03) 877 4853.

1950 BIG SIX

Converted to DS engine & gearbox, (conversion almost complete), but may be re-fitted with Big 6 engine (reconditioned) and gearbox, which are included. Car has been rewired. Many spare parts, including gearbox parts. Body straight and in good condition, apart from one small rust patch. Asking price \$950, negotiable — must sell by mid-Feb, leaving Australia Feb. 12th. Ian Wood, 'Happy Heights', Dal Monte Grove, Kallista 3791, phone 750 1639.

SPECIAL CITROEN TOOLS FOR HIRE BY MEMBERS

The club has for hire the following special tools for your Citroën. Tool hire rates are \$2 per week, for a period of one week, with a deposit of \$10.00.

To hire the tools, contact Rex Gercovich on (03) 874 3469.

*Spanner for adj. upper swivel ball;
Extractor for steering ball pin;
Spanner for steering rack tube cap;
Extractor for upper swivel ball;
Apparatus for checking concentricity of brake drums and linings, front;
Same as above — rear;
Front outer wheel bearing extractor;
Front Hub extractor;
Spanner for outer ball-race retaining ring;
Extractor for lower swivel ball;
Vice for holding driveshaft couplings during dismantling and refitting.;
Stand for engine when removed.*

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 can be ordered or picked up, except in emergencies (which means the need to obtain a part to keep a registered and road-going car on the road following a break-down. Cars undergoing restoration do not qualify for emergency handouts.) To make this system work, your co-operation is requested.

The order times are 5pm to 9pm weekdays and 10am to 9pm weekends. John's phone number is listed in Front Drive.

Pickup Times

Parts may be picked up on the first and third Saturday of each month, except in emergencies.

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 nor the authors accept any liability.

