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It's obvious! Citroën is the safest car on the road today, for Front Wheel Drive means absolute control... freedom from skids, roll or sway on the greasiest of roads. Citroën offers full, wide vision, deep comfort and room, the ease and convenience of gear lever on the dashboard. Above all, the world-famous Front

Wheel Drive feature makes Citroën the easiest of all cars to handle in heavy traffic, on the open road or on wet or sliding surfaces. Ask any lady Citroën driver or ring FJ5136 for a demonstration. **COMMONWEALTH MOTORS PTY. LTD.**, 111-125 a'Beckett-street, Melbourne.

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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.

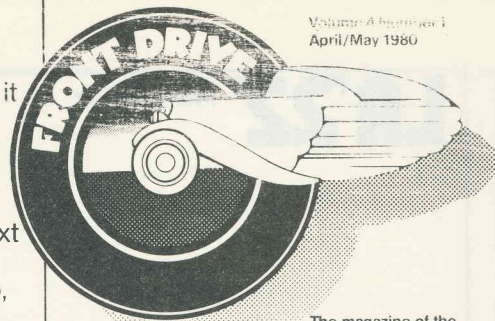
Overseas postage rate \$5.00

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.

At the end of another club year, it
is again interesting to do some
stocktaking on the changes
continually occurring within the
club, and inevitably we will be
doing the same about this time next
year.

If there are problems in the club,
(and, despite our obvious success,
there are areas which could be
more effective), it will be much
easier if members are more vocal.
Your ideas are essential to a lively,
useful club. (And don't forget letters
to the editor.)

My thanks again to those who
have made *Front Drive* what it is —
the editorial committee, Mark
Navin, Tim Farmilo, Peter
Simmenauer, John Cleverley, and
those who have spent considerable
time preparing articles, as well as
the committee and members,
whose support is essential. Veevers
Printing, in Prahran, have again
worked very hard and
enthusiastically to get the magazine
out, for what amounts to only the
cost of materials. KH



Volume 8 Number 1
April/May 1980

The magazine of the
Citroën Classic Owners
Club of Australia

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.

Wed. March 26th Annual General
Meeting, Nunawading Civic Centre
Fri. April 4th to Mon. April 7th,
Grapple Easter 80, National Citroën
Rally, Stanthorpe, Queensland.

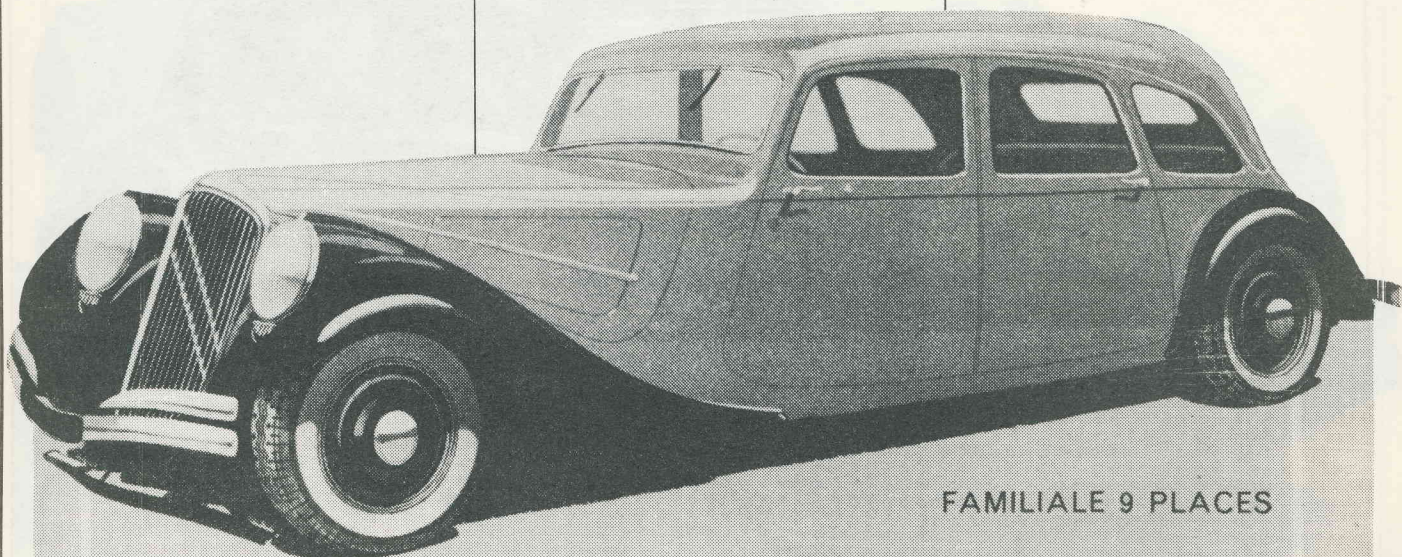
Wed. April 30th Open Night,
Nunawading — technical.

Sun. May 4th Motorkhana

Wed. May 28th General Meeting,
Nunawading

**June 14–16, Queens Birthday
Weekend, AUSTRACTION '80,**
Swan Hill.

Below: 22CV Familiale.
from a sales brochure
issued by Citroën in 1934.



FAMILIALE 9 PLACES

LA '22' *Mark Navin*

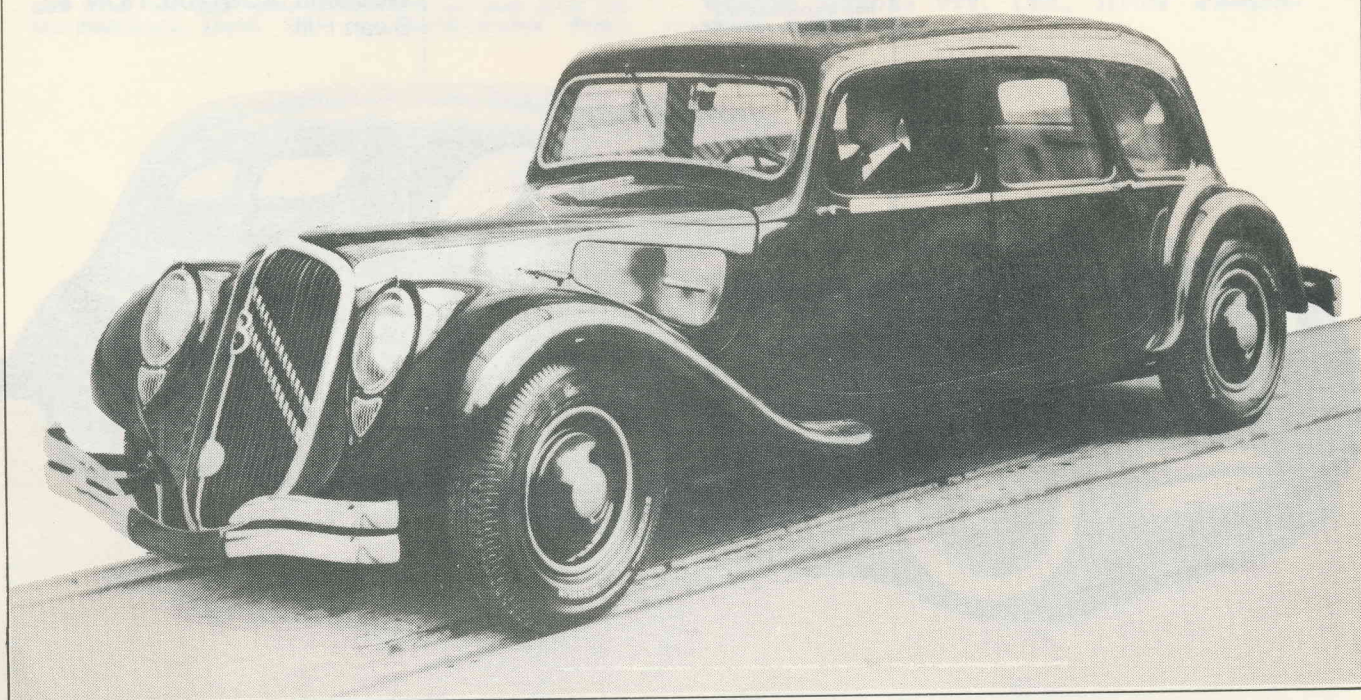
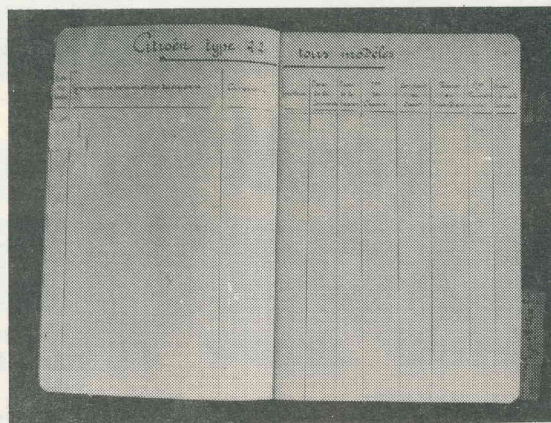
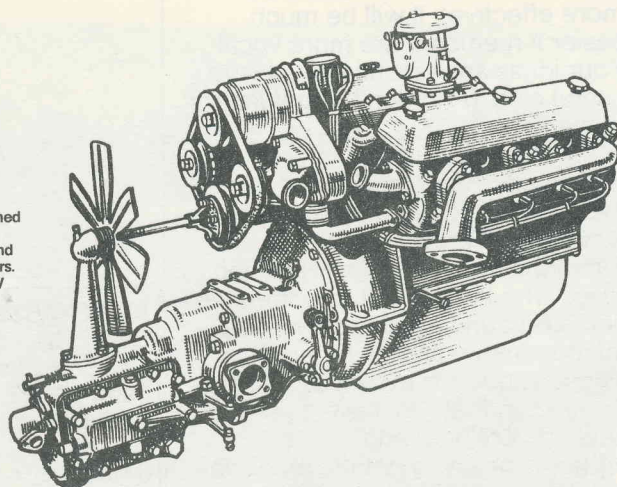
Much has been written on the fabled 22CV Traction Avant, but unfortunately there is very little hard fact. The Europeans after years of scouring the countryside and Citroën archives, still preface any remarks on the vehicles with 'I think'. Part of the lack of information problem is Citroën itself. They (like most motor manufacturers) are extremely difficult to coerce information on prototypes or 'failed' models and so the 22CV is clouded in conjecture.

So first the facts.

— With the release of the Traction at the 1934 Paris Motor Show, Citroën had planned to display a complete range from a standard base model through to a super-luxury vehicle with multiple combinations of engine and carrosserie. The top of the line was to be the V8, the 22CV, and this was to be available in six body styles — sedan, nine-seater (a la Family Nine), coupé, roadster, a town coupé, and a long wheelbase coupé.

— Externally the vehicles were immediately recognisable with front headlights recessed into the wings, 'double' bumpers front and rear, door mouldings, and the figure '8' on the grille. The whole front bonnet/wing section was extensively modified, which was

Right: Drawing of V8 engine planned for 22CV.
Centre: The original order book and obviously overwhelmed with orders. Is regarded as proof that the 22CV was stillborn.
Bottom: Who needs words — the prototype 22CV Familiale.



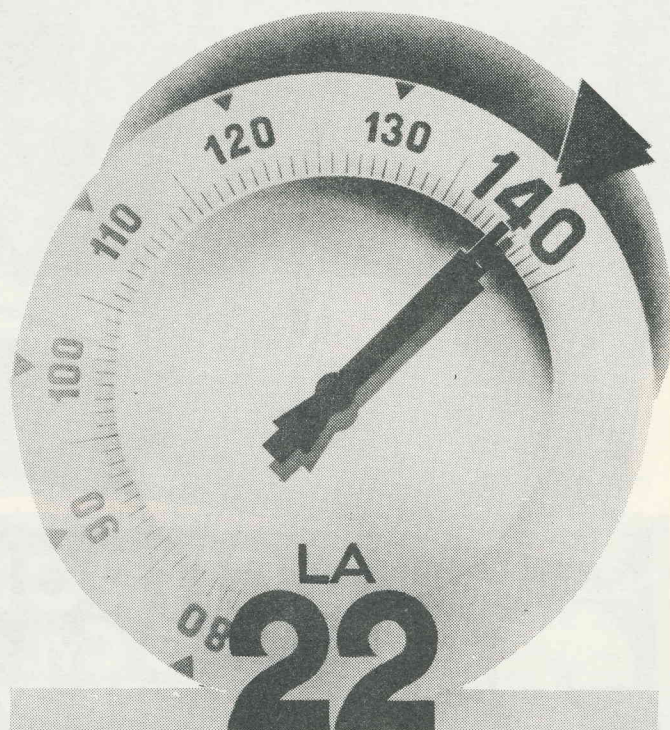
quite understandable considering what was lurking under the bonnet.

— Considerable doubt exists as to what was under the bonnet, but what was designed to be there was a V8 motor of 3822cc capacity. Sound familiar? It was to be two 1911cc (Light 15) motors married at 90°, in a common block and crankshaft. The rated horsepower was 100. Very little else is known, except that the carburettor was Solex with a type of automatic choke thermostatically controlled.

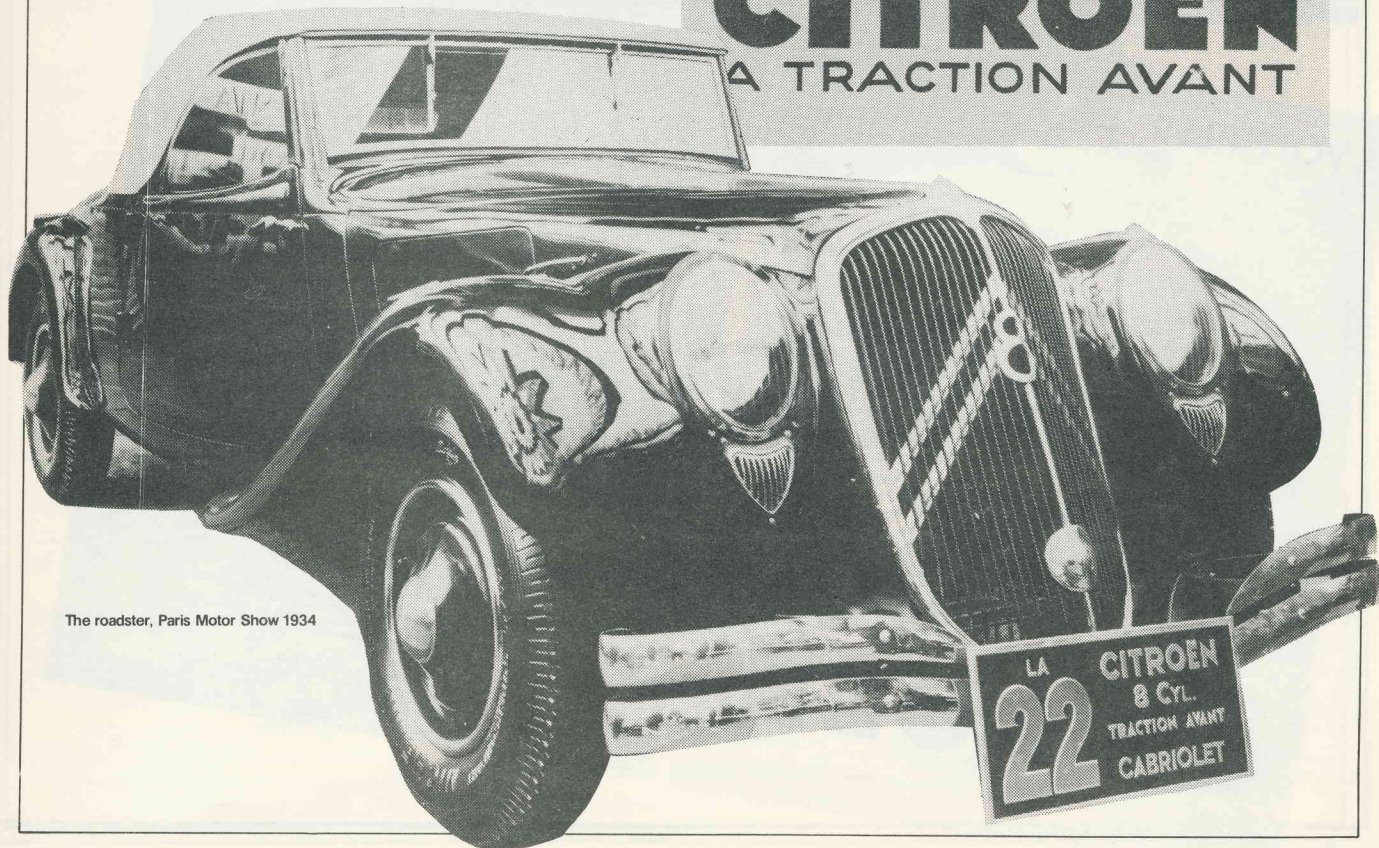
— A number of prototypes were built and tested. Two are recorded as being in the 1934 motor show

— the cabriolet and the Familiale, but the book, 'La Traction', clearly shows that a third, a sedan, was at least present for one photo. Also displayed was a 22CV power unit on a stand.

— Very early 1934 sales brochures carried advertising on the 22CV, but this was quickly dropped, so very little documentation exists. The copies of sales brochures shown are photographs of an



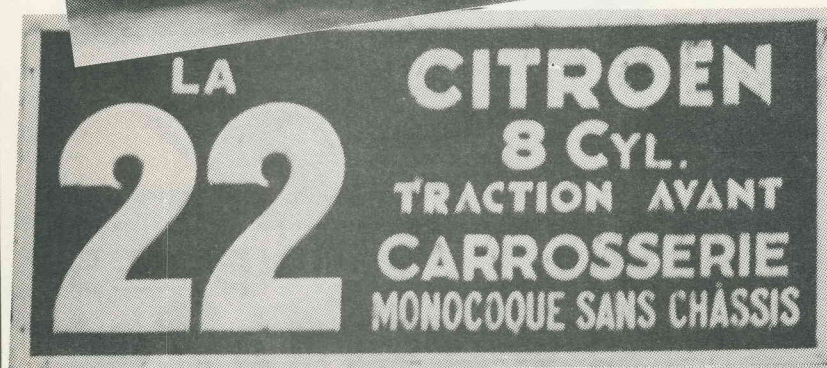
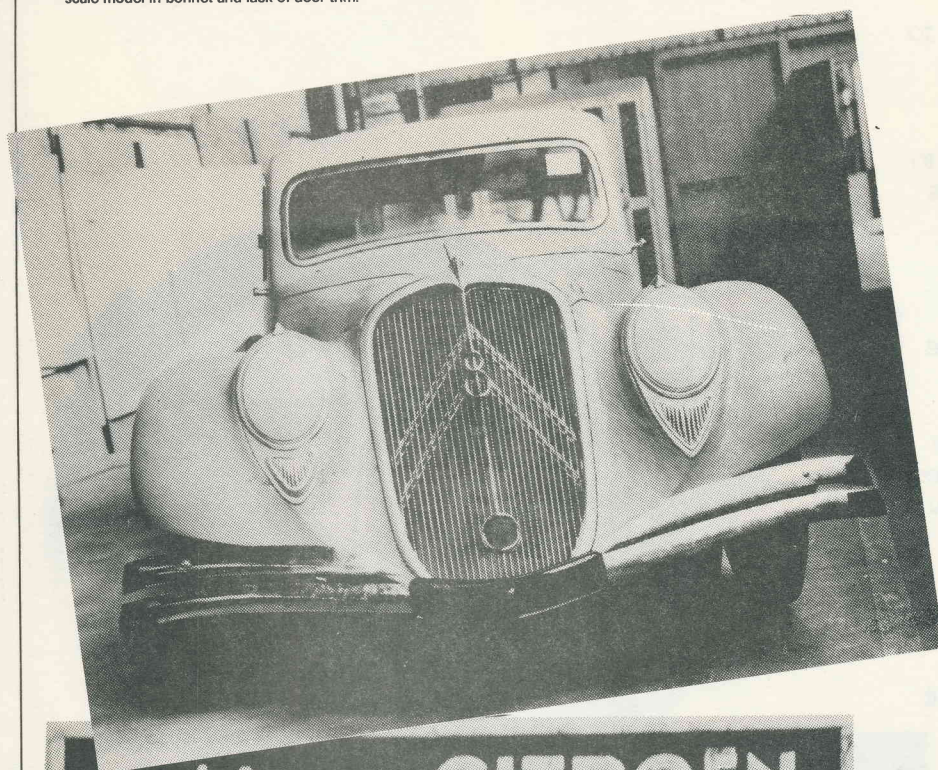
HUIT CYLINDRES
CITROËN
A TRACTION AVANT



The roadster, Paris Motor Show 1934

LA
22 CITROËN
8 CYL.
TRACTION AVANT
CABRIOLET

Top: Full scale mockup. Note the differing treatment for the headlight surrounds, the approved design being on the right hand side (facing the car).
 Centre: The original sales card from the '34 Motor Show. Currently owned by Fabien Sabates.
 Bottom: Photographs of an original sales brochure circa early '34. The 22CV depicted differs from the final full scale model in bonnet and lack of door trim.



LES

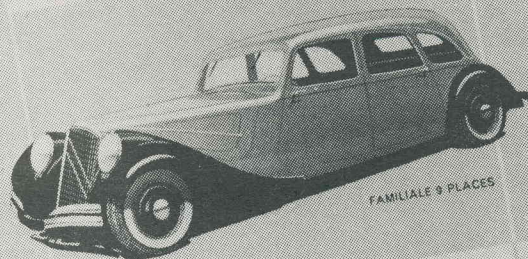
original brochure owned by Fabien Sabates.

— The vehicle was known to have a top speed of 140kph and as the following table shows, it was not exactly neck-snapping in performance.

Acceleration	'52 L15	'49 Big 6	'34 22CV
15—60 kph	10.6	9.9	9.2
0—80 kph	14.1	14.4	11.0
0—100 kph	22.1	21.9	20.6
Top speed	120 kph	130 kph	140 kph

So that is what is known to be fact. The rest is conjecture, but makes for pleasant conversation when swapping Traction yarns:
 — Up to 20 prototypes were built, a number being destroyed (euphonism for major accident?) during testing. The problems of front wheel drive plus 100HP on the wheels reputedly made these models only good for straight-line driving with cornering being just short of a nightmare. A number of 22CV's were initially available for testing at the 1934 show, but were withdrawn.

— The 22CV motor reportedly wouldn't pull the skin off a rice pudding, and the prototypes used Ford sidevalves, or, depending on



FAMILIALE 9 PLACES

LE SERVICE CITROËN EST UNIQUE AU MONDE
 5 000 agents en France, 1 000 à l'étranger.
 Tarif de réparations le même pour toute la France.
 Pièces détachées d'origine partout et au plus bas prix.
 Service-foiats déchargeant les propriétaires de tous soucis d'entretien.

Vente à crédit, en 12 ou 18 mensualités.
 Assurances Citroën, les plus larges garanties aux tarifs les plus avantageux.
 Echanges standard d'organes usagés contre d'autres remis à neuf.

SOCIÉTÉ ANONYME ANDRÉ CITROËN

Capital : 400 000 000 fr. 117 à 167, Quai de Javel Paris XV - B. C. Seine : 216 018 B A. C. 410

the source, Ford V8's with special overhead-valve heads.

—The motor show vehicles had bonnets sealed, and were reportedly just mock-ups.

—The remaining prototypes were dismantled and converted back to Normales, with the specialist 22CV panels being sold/given to privileged concessionaires. As a consequence, a number (how many?) of Normales did display a 22CV exterior appearance which may be the source of rumours persisting of 22CV's being seen before and after WWII in some far-flung French provinces.

—The cabriolet displayed at the '34 show is now in the hands of an American/German/Swiss collector (depending on the source) and is being restored.

—The Familiale coque is now in a collector/wrecker's yard in France.

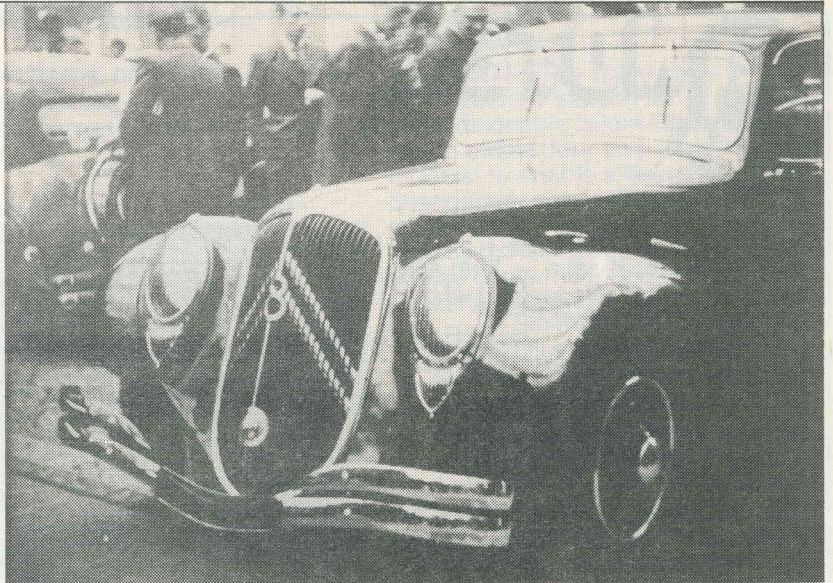
—The V8 block/gearbox displayed in 1934 has recently surfaced in France, and delicate negotiations are under way. (Remember, Front Drive carried

this first!!). Etc., etc., etc.....

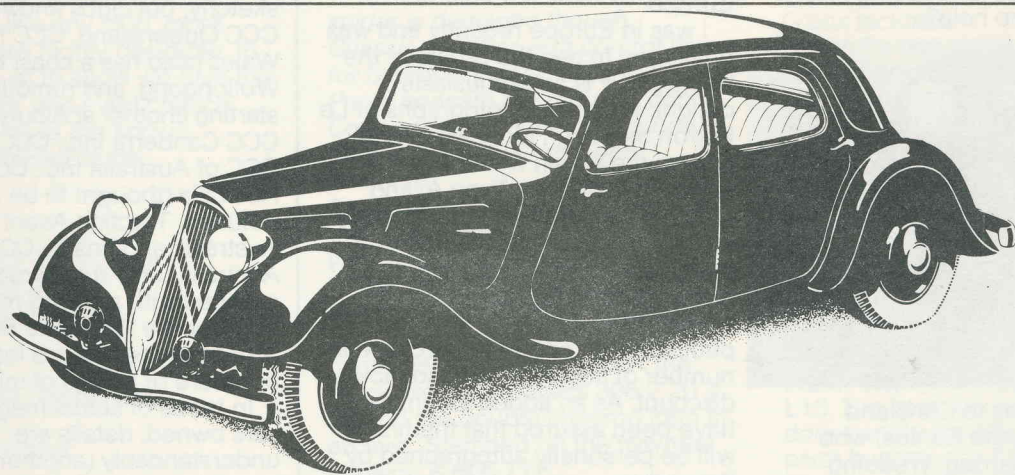
The questions that beg to be asked — about the gearbox — I've never seen any documentation except that it was 3-speed and synchro on only 2nd and 3rd; the driveshafts — 1934 Tractions had an appalling record in reliability in that area; and the biggest of them all — where are

they now?!!

The 22CV remains a mystery, and if Traction owners needed a 'Holy Grail', this is tailor-made. So, next time you visit a farmer to see a Traction in the proverbial chicken-shed, close your eyes, cross your fingers, and hope! If they can't be found in Europe, maybe Australia really is the 'lucky country'. Ahh, we can dream.....



A previously unpublished photograph of the Familiale — Note background Traction is also a 22CV (the sedan) — the bumpers give it away.



AUSTRACTION '30

Australia's only
Classic Citroën Rally.
June 14, 15, 16
(Queen's Birthday weekend)
Swan Hill.

Accommodation
available.
Application forms available
soon.

A further episode in the 'Australian diesel' saga — John and Robyn Couche have located what appears to be the vehicle belonging to the grille illustrated in last issue. Residing on a farm (of course) in Western Victoria, its general condition is poor, missing engine, gearbox and bonnet. Although the wood frame has rotted, the body, mudguards and tailgate are there and in reasonable condition for the car's age. A plate identifies the car as a Type 500, DI (for diesel), No. 890053. The name and address of a previous owner is still visible.

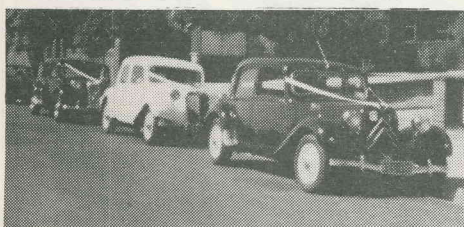
Our hon. historian, Mark Navin comments:

"The vehicle appears to be one of four rolling chassis imported into Australia, and bodied locally. They were available in short and long wheelbase. The shorter became the utility, and the long wheelbase were made into a van which was used by a laundry firm that visited hospitals."

Apart from that, details are sparse. Any more help?



Congratulations to Chris and Jeanie Shields (nee Santos) who were recently married. Wedding cars were three Tractions — the bridal car was the editor's Big 6 H, and Bryan Grant chauffeured the bridesmaids in his gleaming 11BL. The newly marrieds drove Chris's white Light 15 from their informal wedding to the reception, then on a honeymoon through the Snowy Mountains.



André Citroën — Les Chevrans de la Gloire.

This is the title of a new book by Fabien Sabates and Sylvia Schweitzer, about to go on sale in Europe.

I was in Europe recently and was privileged to see the proofs of the book, and it is an enthusiasts delight, featuring photographs of Le Patron meeting Henry Ford, and driving the Voisin which was the still-born prototype Type A, and much more. The text unfortunately is French, but the photographs — many never before published — make it worth the steep price.

I have secured from the publishers an option to purchase a number of copies at a reasonable discount. As an added incentive, I have been assured that the first 50 will be personally autographed by the author.

Cost is anticipated to be \$33-\$36 per book, and deposits of \$25.00 are needed to secure your copy. Please print name and address clearly when ordering. Orders close late April and delivery is expected in June.

A full brochure will be available in early April, so for further details, contact me, (03) 878 2410.

Mark Navin.

Changed Address? Changed Cars?

Let the secretary know!

Australian Citroën Clubs Mark Navin

Since the publication of the membership list and subsequent article, *Members' Cars*, which gave a breakdown of cars owned, a number of members have asked about the other Australian clubs. Apart from the standard retort, 'What about them', the question did arouse my interest sufficiently to play the game of 'let's compare'.

Australia has had a long history of Citroën clubs. The earliest, I believe, originated circa 1923 in Melbourne with the prompting of Preston Motors (of current Holden fame). 1925 (or thereabouts) saw a thriving club in South Australia, and since then, there have been Citroën clubs in most states for various periods over the last 50 years. One character bought a car and formed a Citroën club in Melbourne in 1949, then sold his Citroën and bought a Renault (!) and promptly formed a Renault club!

The current situation is one of proliferation. Every state is home to at least one Citroën club, and some states seem to breed them. South Australia is rumoured to have three. There appears a reluctance by some clubs to share the knowledge of their existence with other clubs, and so the details of these are very sketchy, but clubs known to me are: CCC Queensland, CCC New South Wales (also has a coast branch in Wollongong, and rumoured to be starting another at Albury/Wodonga), CCC Canberra Inc., CCC Victoria, CCC of Australia Inc., CCC South Australia (thought to be now defunct), Traction Avant South Australia, and finally, CCC Western Australia (only rumoured, but credited with a strong membership. The Coo-ee Whoopee Bonzer Club is not included as it is less of a club but more of a state of mind).

In terms of actual membership, cars owned, details are understandably (another club might 'poach' members) sketchy. CCOCA seems to be the only club that prints for distribution complete details of members name, address and cars owned. The other clubs either don't print, or give limited details of members. So keeping in mind these limitations and extrapolating from known facts, it appears CCOCA is vying with the NSW club for the title of the strongest Citroën club in this country. (Certainly in terms of Citroën vehicles, we outstrip any other club for the simple reason most restoration oriented club members tend to own multiple cars (not necessarily registered) while social/motoring clubs tend to be one-car type families. Realising the

danger of generalising, the other clubs seem to comprise 50% late model D series, 20% GS models, 10% CX, 10% early D (single headlight), and 10% 2CV, Traction, vintage. Traction owners comprise a very small percentage of the other clubs, but having an Australia-wide membership, it is pleasing to see that some non-Victorian members of CCOCA are also supporting the local Citroën club.

In terms of number of members, it appears to be NSW (160 members), CCOCA (130), Queensland (100), Victoria (100?), Canberra (50?) and TASA (30). For CCCSA, CCC Australia, and CCCWA, no numbers are to hand, so perhaps there is a hidden strength there. Assuming the last three clubs average 50 members apiece, that would put the total Citroën club membership in Australia at approximately 800. CCOCA therefore manages 15–20% of that population, which is not bad for a club with a 20-year since production cut-off point eligibility to join.

So what does the above mean in relationship to CCOCA? It means we are doing very well thank you, in spite of having a limited membership appeal. It doesn't mean that we can afford to be smug, and like any club, more members are highly desirable. In any case, just to show we give the 'competitors' and even chance, below is a list of the known Australian-based clubs.

CCCQ
PO Box 167, Spring Hill,
Queensland 4001.
Sec. Georgi Laguna.

CCC NSW
PO Box 348, Parramatta,
NSW 2150
Sec. Len Gilbert.

Canberra CCC Inc.
PO Box 60, Jamison Centre,
ACT 2614.
Pres. Sandy Johnston.

CCC Victoria
PO Box 48
East Melbourne, Vic. 3002
Sec. Heather Greaves.

Traction Avant South Australia
C/o 203 Salisbury Highway,
Salisbury Downs, S.A. 5108
Pres.[Sec. Hugie Keeris.

CCC of Australia Inc.
c/o Milne Motors,
2 Torrens Place, Port Adelaide, S.A.
Sec. Brian Knight.

CCC S.A. (no details known)

Citroën Assoc. of Western Australia,
c/o Paul Blank,
12 Mc Pherson Street, Mt. Lawley,
W.A. 6050.

Coo-ee Whoopee Bonzer Club
c/o any 2CV owner!..

Correspondence

Dear Sir,

I am writing to inform you that I have some vintage Citroën parts, available to anyone who could use them in a restoration. I have been told that they are *probably* 1928 10HP, not 12/24 which I thought they were. Neither of these deductions are certain, though. I will describe what I have below, along with some details, which may aid identification.

Engine, clutch, starter motor and handbrake lever, in good order (although I have not checked inside).
Steering column and steering box — fair condition (aluminium 4 spoke spider is damaged though).
Chassis member with control levers for brakes (?), good order.
Panel beneath the radiator, good.
Cowl and two doors, poor (pop-up vent in front of windscreen position).

Front guards and valance panels with some brackets attached — very poor.
Drag links, good.

Stamped on the engine is the number 116956 (this number is very indistinct and my reading of it may well be wrong) Cast on the block are the numbers 366 2 20 2 28 and the double chevron logo in an oval. Stamped on the flywheel housing is 666 7YF.

The car originally had a flat radiator with a silver surround. It also had a brake servo mounted on the right-hand chassis rail.

Neither of these items are available though, as they have left my possession.

If these items are of any use to any of your club's members, please invite them to write to me at the address below. I can send them by rail, consignee paid, to them. I would like \$50.00 for the lot.

Yours faithfully,
Phil Guilfoyle,
1 Manor Road,
Toowoomba, Queensland 4350.
P.S. Will swap for any DA Dodge parts which I need.

Parts Report

John Couche

WANTED — The spare parts department is looking for reconditionable Silent Blocs and clutch plates (four and six cylinder models) to enable a decent changeover service to be established. If you can help your club by donating any number please contact the Spare Parts Officer. **New Parts in Stock**

BEARINGS

Front wheel outer L15	\$11.61
Inner	\$5.14
✓Rear wheel, L15	\$8.14
Gearbox bearing, type 1	\$17.15
Gearbox bearing, type 2	\$17.63

GASKETS

Exhaust gaskets Big 6, 2 hole	75¢
Head gasket L15	POA
Solex 32PBIC carb. gask. set	\$2.87

RUBBER WARE

Fan belt L15	\$11.67
Big boot weather seal	\$7.37
Steering rack boots	POA
Windscr. rubber, wide frame	\$4.76
Pedal rubber	\$7.95
Rad. hose, upp. L15	\$5.14
Lower, L15	\$5.67
Fuel filler neck rubber, b.boot	\$2.57

✓Door & Bonnet grommets	48¢
✓Heating system rubbers	POA

Headlight, doorhandle and boot handle protectors	POA
Scuttle vent rubber	POA

GEARBOX & CLUTCH

Gearbox output seals	POA
G'box bushes, set of 4	\$26.52
G'box locktabs	\$3.36

Clutch friction plate, reco. changeover only —	\$26.88
Clutch bearing springs	50¢

MISCELLANEOUS

Bumper irons, pair	\$43.20
Up. & Lwr. balljoint seals, leather	\$4
Bonnet lacing	\$4.00
✓Window channeling	\$18.75
✓Mudguard piping, vinyl	\$9.66
Rocker shaft, L15	POA
✓Mufflers, orig. pattern, L15	\$64.28
Engine Pipe, L15	POA

ON ORDER

Water distribution pipe for head, L15, Big boot top weather seals, door handle springs, brake shoe pivot bushes, c/o brake shoes, steering rack balls and cups, master cylinder — new, crank handle pins.

SECOND HAND PARTS

Ask — if we haven't got it in stock, we will try and get it for you.

10% DISCOUNT for all participants in the parts loan.

(POA — part is presently out of stock and next shipment is likely to include a new price.)

Reconditioning Service

Reconditioning service is available on the following:

Radiators, brake shoes, brake wheel cylinders, master cylinders. Price of these services depends on condition of item submitted for reco, but will be at trade prices.

President's Report

Roger Brundle

"And there it was — gone!"

Which just about sums up my feelings when I reflect on the time aspects of the past club year. I might add that this feeling regarding the rapidity of time passing extends into other areas of my life and obviously indicates impending senility.

To get the obligatory bits out of the way first, I must thank those members who supported me in a myriad of ways throughout the year. Without this behind-the-scenes activity and an efficient Committee, CCOCA would not be in the strong position that it is today. Special thanks to:

Mark — *Citroën enthusiast extraordinaire,*

Pat — *for ensuring our solvency in thoroughly professional manner.*

John — *for selling all those 'rubber goods' (by return post, plain brown wrapper).*

Brian — *never did anybody do so much for so few.*

Kym — *who, apart from producing what is arguably the most professional car club magazine in Australia, breeds Traction and restores rabbits.*

And last, but not least — Tor Shaun Barr — *for not allowing us to take ourselves too seriously (who the hell is he, anyway?)*

In retrospect, the 79/80 club year has been a period of consolidation on the administrative side, to refine procedures and activities. Hiccups do, and will, still occur in the system, but who's perfect?

I have been tremendously encouraged by what I see as a much higher level of interest, awareness and enthusiasm for the cars compared to even 12 months ago. The 'Citroën malaise' is proving to be contagious at last, and this must be immensely satisfying to those arch enthusiasts of long standing, and of great help to the more recent converts.

The primary role of the Club is, of course, to act as a focus of enthusiasm for classic Citroëns. In this it is very much a co-operative venture and the continued success of the Club is dependent on the willingness of members to contribute in any way possible.

That CCOCA has grown to be the second largest Citroën car club in Australia (and is well on its way to being the largest) in just two years is proof indeed of the need for such a co-operative and also reflects the careful groundwork and thought that went into its inception. Long may it prosper!

After all this progress, it is with some regret that I am now standing down from the Committee. Being involved since the early days of insurrection has taken its toll in

terms of new ideas I feel that I can contribute, and it is time I made room for somebody else to carry the can.

I am going to get on with building the Family Nine Half-Track Tréfle Cabriolet that I've been mulling about for so long... who was a Chinese fisherman... and so it goes.

Secretary's Report

Mark Navin

At the end of the club's second year, club membership stood at 130, which is slightly up on the first year's phenomenal growth.

Non-Victorian membership numbers continued to grow, and one of the incoming committee's first jobs will be the consideration of 2 state representatives who volunteered in response to the letter circulated.

Membership enquiries maintained a constant level throughout the year. Interestingly, *Front Drive* has attracted such wide recognition of its quality, that a number of enquiries have been received by non-classic owners who just wished to receive the magazine.

As printed in the previous edition of FD, members' vehicles run the gamut of the range, and it is pleasing to hear of a number of vehicles nearing restoration completion.

On the lighter side, CCOCA members have discovered a new game — it's called *Pull the mask off T.S. Barr*, or *T.S. Barr, who do we think it is this week*.

My thanks go to the other members of the committee for their work and co-operation during the year. A number of committee will not be standing for re-election and so the club can look forward to new blood and new ideas on the 1980 committee.

Activities Officer's Report

Bryan Grant

In retrospect, the past year was divided into some highly successful events, and others that were poorly attended.

Most popular were Austraction '79 the Observation Run, and, most decidedly, the Concours. Noticeably, these are all events that involve cars, together with a challenge or some kind of competition. As a result, greater emphasis will be placed on this approach in the coming club year.

It is to be remembered that the aim of this club is to foster the maintenance and restoration of

Citroëns, and our activities in this direction have provided added stimulus to members, resulting in the great improvement noticeable in both the quality and quantity of cars now appearing regularly at club events.

Due to pressure of business, I find that I am unable to give the position of Activities Officer the attention that is required and therefore will not be seeking re-election to the Committee.

Spare Parts Officer's Report

John Couche

During the last 12 months a number of noteworthy things have happened in respect of the CCOCA spare parts operation.

Firstly, the range of new parts that have become available has increased and will continue to do so as the demand, availability and money all rise.

Secondly, with thanks especially to a number of hard-working South Ozzies, we are beginning to get a few locally made items on the shelf. Hopefully, the situation will only improve as more people decide to pour a bit of their hard earned cash into having something manufactured that will keep our Traction on the road, and be a saleable item at the same time.

Thirdly, and possibly the biggest spares event of the year but also the most disappointing was the possibility of obtaining brand new crown wheels and pinions — but alas the price seemed to scare everybody away, and the order crumbled.

The spares sub-committee has met several times during the last 12 months and is presently working on ways and means of extending the parts list, especially from local suppliers.

I want to thank the members of the subcommittee and indeed all the club members, for their support over the year and once again, a special thanks to my chief accountant (and wife) Robyn for her invaluable help and encouragement. Happy Tractioning.



WEIGH IT UP!

If you pay your subscription before April 12th, it will only cost you \$15.

If you pay after April 12th, you will have to add the \$5 joining fee, making a total of \$20.

And only members paid up before the start of the AGM are eligible to vote. Subscriptions (and membership forms) must be addressed to the Secretary.

Members' Cars

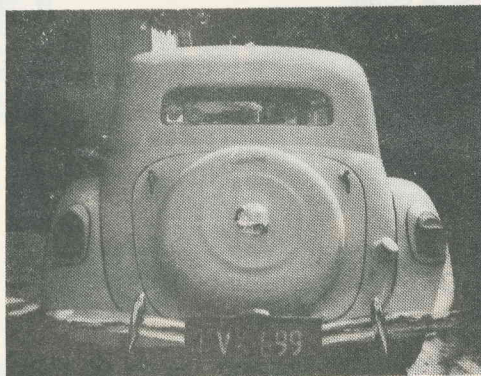
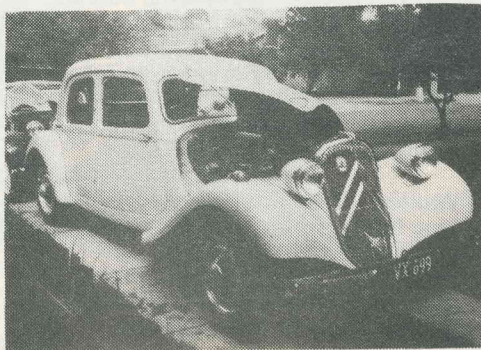
The Bryan Grant and Allan Thomas 11BL's

Story: Tim Farmilo

Pictures: John Cleverley

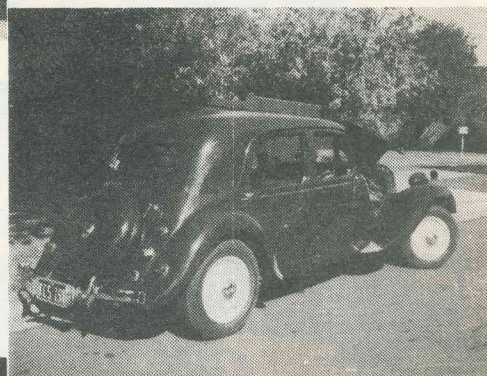


Having never seen either of the Grant/Thomas Tractionns together at one time, John and I set off to examine these two Paris-built machines. As I have a Slough-built Traction, my knowledge of the French cars was limited. Both of these cars are owned jointly by Bryan Grant and Alan Thomas.



The first car they bought was a 1951 11BL offered for sale at a vintage and classic car auction in 1976, where it was passed in at \$800. Bryan and Alan subsequently bought it for this figure. The car still has its original registration plates, VX-699. The car was originally green, but at some stage it was re-sprayed its current cream color, which hasn't been touched since its purchase in 1976. Bought in running order, the car was used for

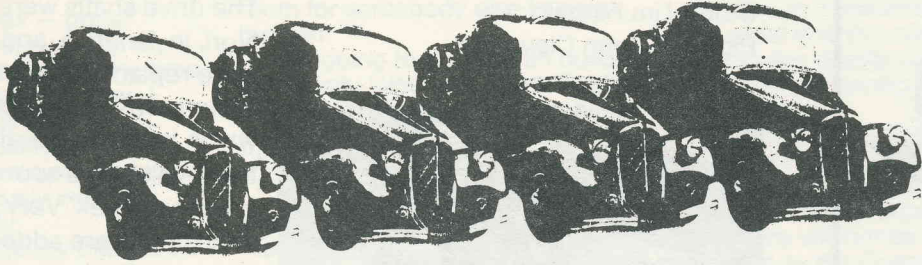
12 months without having any work done. It was then taken off the road for an extensive front-end rebuild. The drive shafts were ordered from Nori, in America, and the ball-joints were replaced. Also, the 6-volt system was converted to 12 volts — which has the side-effect of making the 6 volt horns sound an ear-piercing shriek. Very un-Traction indicators were added, as the photo shows, to make the car safe to drive. With Austraction '79 coming up, Alan and Bryan sped up work so that the car could put in an



appearance. The interior has wall-to-wall house carpet, and the rear seat has been resurrected from some Morris. The next major job to be tackled will be the paint work.

In 1978, another 11BL was bought. This car is the only 1950 11BL in the club — registered KCS-190, and was bought for \$2,500 from previous club-member, Oliver Moles. Very little work has been done to the car, which is overall very sound. The burgundy paint-work makes the car stand out, but the interior needs work — corduroy door trims and vinyl seats aren't really original! An interesting feature of both cars is the original front rubber mats. These are Citroën-made, and shaped to fit the front floor pan, with the Chevron emblem in the centre. Although the burgundy car looks more desirable from outward appearances, I found both cars very interesting and appealing, although my sentiments still lie with the English versions.

Market Place



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

1952 11BL Sandblasted and baked enamelled black. New Michelin 165x400's, fully registered. In need of interior, love and care. Recently reconditioned engine. Offers around \$1500 ONO for quick sale. Mel Mollison, 861 7511 AH.

1951 11BL Original car, complete, no rust, new Michelin tyres, good gearbox, original plates, deposit paid on c/o driveshafts. Ideal restoration. \$500 ONO. Andrew Rankine, 723 4483. *280 200*

1966 2CV Many new parts, including crankshaft, barrels, pistons, valves, tappet arms bushes, oil cooler, generator, regulator, battery, tyres. Needless to say, mechanically very good. Registered to December 1980. 60mpg. Serious offers considered. Andrew Rankine 723 4483.

Wanted 1 rear wheel drive Citroën (any type), prefer complete and running, but not essential. **AND/OR** 1 2CV, must be running and reasonably sound, realistically priced. Apply to John Couche, 762 6856.

For Sale — 1953 Big 15. Complete, unreg. Motor unstarted for 2 years. Spare motor, some spare panels. \$600 ONO. Phone (053) 44 9222. Mrs. O'Shannassy.

For Sale Vintage Citroën Parts: See Correspondence for details.

Posters

Les Traction } \$4.50

2CV

On order: 22CV, Light Fifteen Cabriolet, Traction with nude lady. All \$3.50.

Light Fifteen Owner's Handbook reprint, \$2.00. See Mark Navin.

SPECIAL CITROËN 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

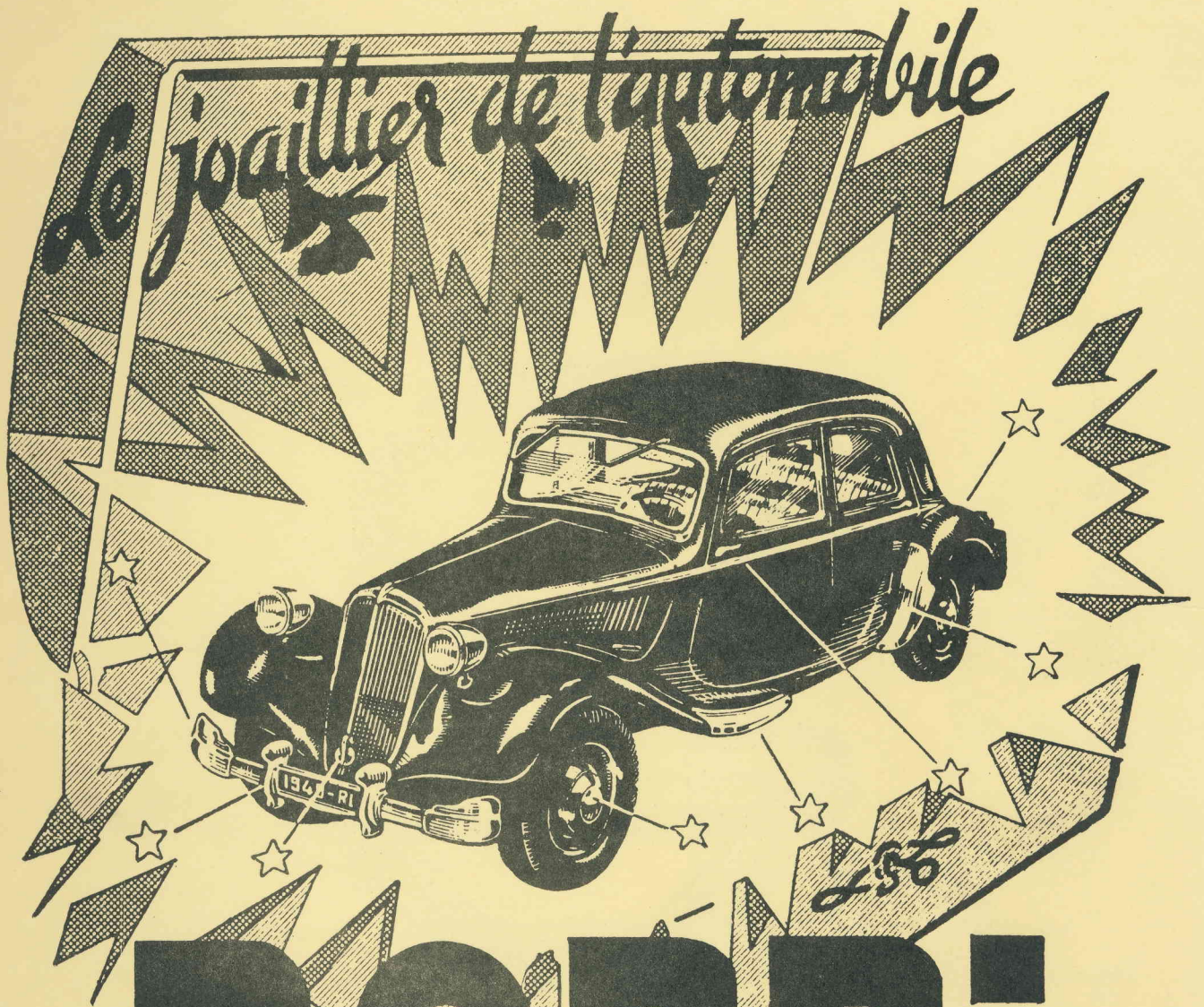
To ease the workload on the Spare Parts Committee, the following times have been set aside as the **ONLY** times that spare parts can be ordered or picked up, except in emergencies (which means the need to obtain a part to keep a registered and road-going car on the road following a break-down. Cars 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.



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