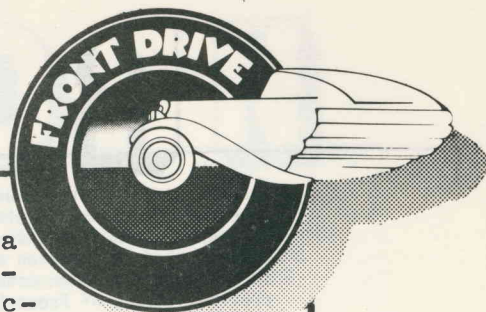


AUS TRAC TION 81

Bendigo • January '81
CCOCA's
big event of the year



CCOCA Membership:

Joining Fee (new members and late subscriptions) \$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, Nunawading, east of Springvale Road.

CCOCA Committee:

President Mark Navin,
1 Alexander Street,
Box Hill, 3128
Phone 878 2410

Secretary Roger Brundle,
12 Barkly Avenue,
Armadale, 3143
Phone 509 0441

Treasurer Gerry Propsting,
18 Bellara Drive
Mooroolbark, 3138

Spare Parts Officer
John Couche,
15 Mitchell Avenue,
Boronia, 3155
Phone 762 6856

Editor Kym Harding,
26 Tyrrell Avenue,
Blackburn, 3130
Phone 877 4853

Activities Officer (Acting)
Peter Fitzgerald,
34/55A Coorigic Road,
Carnegie, 3161
Phone 568 4062

Librarian
Peter Simmenauer,
6 Rubens Grove,
Canterbury, 3126
Phone 82 6539

There has been a rash of Citroen acquisitions in the club recently - even the more recent models are being discovered - Couches now have a GS Break, Mark Navin a DS 21, Roger & Margaret Brundle a GS, Alan Thomas a DS 23. Recent Traction additions include a Big 15 by Bryan Grant, and yet another Family 9 has been unearthed, by Rex Gercovich.

Original Classic Register Members (how many of them are there?), as well as new members may be surprised to learn that CCOCA now has 140 members.

Shabon Insurance have changed underwriters of their clubs' insurance with as yet unknown changes. The committee will meet with Shabon to work out proposed details. It is still expected to be a most attractive deal, and members will be informed as soon as possible.



R E S T O

For the next few issues we will be looking at various aspects of body hardware (no, not that sort of body ...). Restoration of the body shell itself has been covered in previous issues of Front Drive and it is not intended to recover that area.

The following information has been taken from a factory bodywork repair manual dated June 1951 and covers all Traction sedan models, both English and French. Subsequent issues will include such exciting stuff as replacing windscreens, rehanging doors, securing the nodding dog on the parcel shelf, etc. Phew! (Which, for the illiterate, is a Gallic word meaning "not many".)

REMOVING AN OUTSIDE DOOR HANDLE

1. Take out two screws fixing handle.
2. Hold the lock bolt in the "OPEN" position by means of the interior handle. Pull out the outside handle until it is felt to come to a stop. Next lower the handle about an eighth of a turn and pull it right out.

FITTING AN OUTSIDE DOOR HANDLE

Note: To enable the handle to be fitted easily it is recommended to chamfer the ends of the spindle.

3. Hold the lock bolt in the "OPEN" position by means of the interior handle.
4. Make sure that the square hole in the lock bush is in the correct position. If necessary position it with the aid of a screwdriver.
5. With the lock bolt in the "OPEN" position, engage the handle spindle in the square hole of the lock bush. Push the handle until the escutcheon fits against the door panel.
6. Tighten the screws fixing the handle.

REMOVING LOCK BARREL (FRENCH type handle)

1. Remove the door outside handle.
2. Pull out the pin retaining the cups and spring. Remove the cups, spring and escutcheon from the handle.
3. Tap the spindle and lock barrel assembly out through handle.
4. Remove lock barrel from spindle after taking out wire circlip retaining the barrel.

FITTING LOCK BARREL (FRENCH type handle)

5. Lightly oil the lock barrel and fit it in the spindle making sure that the peg on the barrel is correctly located in the slot in the spindle bore. Fit wire circlip to retain the barrel.
6. Fit the spindle and lock barrel in the handle. Fit in this order; escutcheon, thrust washer, spring and two cups. Fit pin in handle to retain these parts.
7. Fit handle to door.

REMOVING LOCK BARREL (BRITISH type handle)

1. Remove the door outside handle.
2. Remove cups, spring and washers from spindle. To do this, it is necessary either to file off notches on spindle, knock out retaining pin or remove a circlip. The cups, spring, and washers are held by one of these three methods. Take off the handle escutcheon plate.
3. Remove either a pin or screw used to retain lock barrel in handle boss.

FITTING LOCK BARREL (BRITISH type handle)

4. Lightly oil the lock barrel and fit it in the handle boss making sure that the peg on the barrel locates correctly with the locking tongue. Fit either a pin or screw to retain barrel.
 5. Fit the escutcheon, washers, spring and cups to the handle.
- According to the method employed, fit either pin or circlip to retain these items. In cases where the parts were originally retained by notches at the corners of the square spindle use either one of the following methods to retain the parts.

Raise a fresh series of notches in the spindle, at a point level with the original series by using a centre punch or drill a hole in the spindle at the same point, to accommodate a steel pin 1/16 inch in diameter. Use a pin 5/8 inch long to retain the cups.

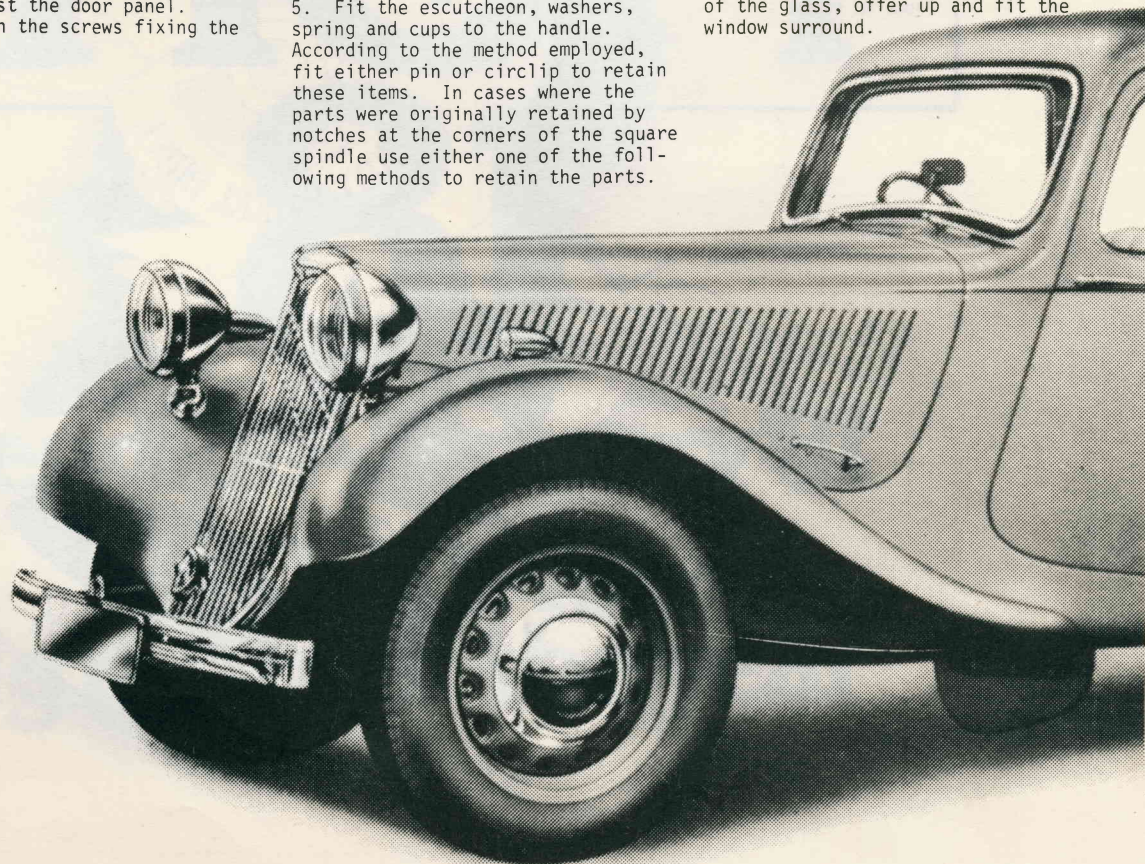
6. Fit the handle to the door.

REMOVING FRONT DOOR LOCK

1. Remove the door outside handle.
2. Remove the door inside handle and the window winder handle.
3. Remove the door glass surround and the lower sealing rubber.
4. Use a screwdriver to unclip and remove the door trim panel. Remove the two escutcheon springs. Raise the window glass to its maximum height.
5. Remove the screws fixing the door lock and the remote control.
6. Take out the assembly of the door lock and remote control through the opening of the door inside panel.

FITTING FRONT DOOR LOCK

7. The window glass being raised to its maximum height, offer up the door lock and remote control assembly through the opening of the door inside panel. Fit the assembly in position and tighten up the fixing screws.
8. Fit the door outside handle. Check the functioning of the lock. Provisionally fit the door inside handle and check the operation of the remote control. Fit the door outside handle.
9. Fit the two escutcheon springs in place. Offer up the trim panel by hooking it on the centre bracket and pushing the panel clips into the door.
10. Fit the door lock inside handle and the window winder handle.
11. Fit the lower sealing rubber of the glass, offer up and fit the window surround.



R A T I O N

REMOVING REAR DOOR LOCK

1. Remove the door inside and outside handles, the window winder handle and the door trim panel.
2. Unhook and remove the glass channel.
3. Raise the window glass to its maximum height. Tilt the glass towards the inside of the door. Disengage the slides of the glass bottom channel from the rollers on the lifting arms. Take out the glass.
4. Wind the lifting mechanism to its lowest point.
5. Remove the screws fixing the door lock and remote control. Take out these parts as an assembly through the rear opening in the door inside panel.

FITTING REAR DOOR LOCK

6. Engage the door lock and remote control assembly through the rear opening in the door inside panel. Fit the lock and remote control in place and tighten up the fixing screws.
7. Raise the lifting mechanism to its highest point. Offer up the glass from inside, engage the rollers of the lifting arms in the slides of the glass bottom channel, the glass meanwhile being tilted inwards. Lower the mechanism approximately 150 mm (6 ins)
8. Offer up the glass channel to the glass and hook it in position round the door window opening. Check the functioning of the lifting mechanism.
9. Fit the two escutcheon springs. Offer up the trim panel by hooking it on the centre bracket and push the panel clips into the door.
10. Fit the window winder handle and door inside handle.
11. Fit the door outside handle.
12. Fit the glass sealing rubber, offer up and fix the window surround.

REMOVING DOOR GLASS

1. Remove the window surround and sealing rubber.
2. Lower the glass. Unhook and remove the felt channel.
3. Raise the glass to its highest position. Tilt the glass towards the inside of the car and disengage the bottom channel from rollers of the lifting arms.

FITTING DOOR GLASS

4. Raise the winding mechanism to its highest point.
5. Offer up the glass from the inside. With the glass tilted inwards, engage the lifting arm rollers in the slides of the glass bottom channel. Lower the mechanism a little to complete the fitting of the glass.
6. Hook the felt channel in position around the door window opening.
7. Fit the lower sealing rubber. Offer up and fix the window surround by screws.

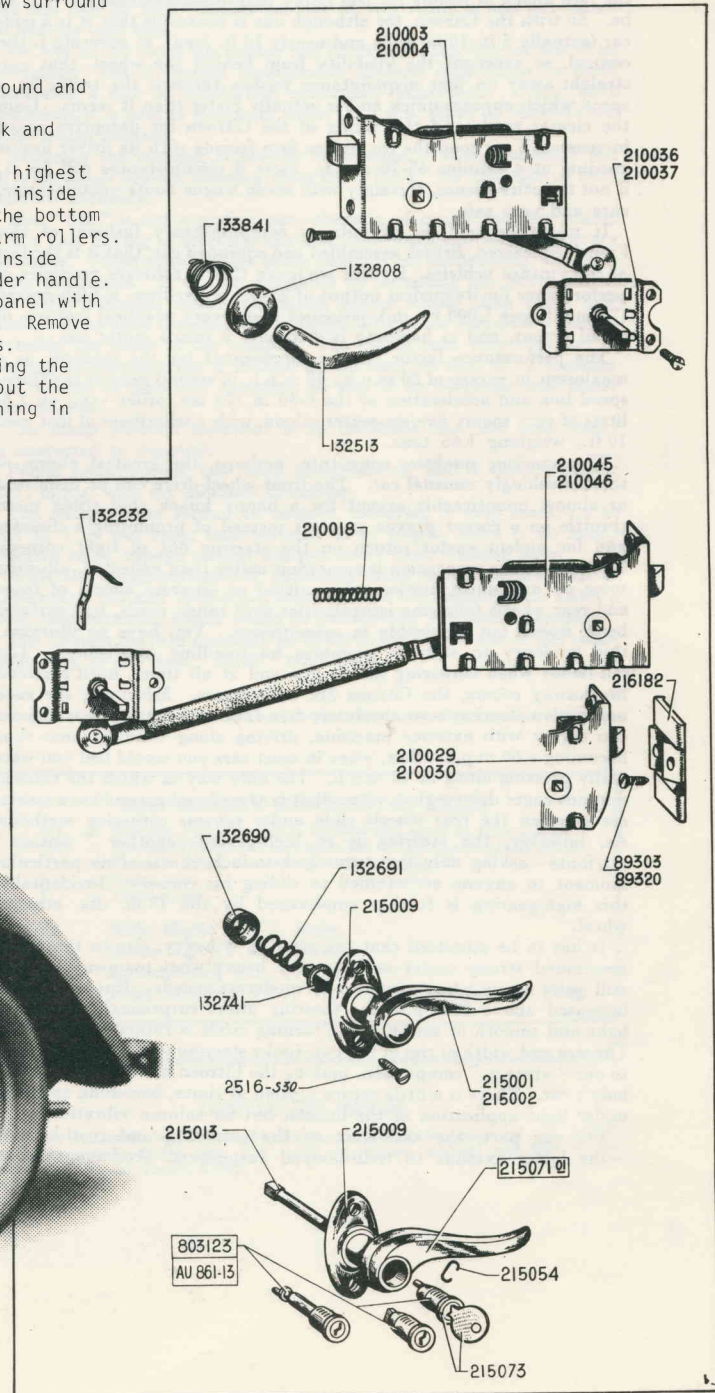
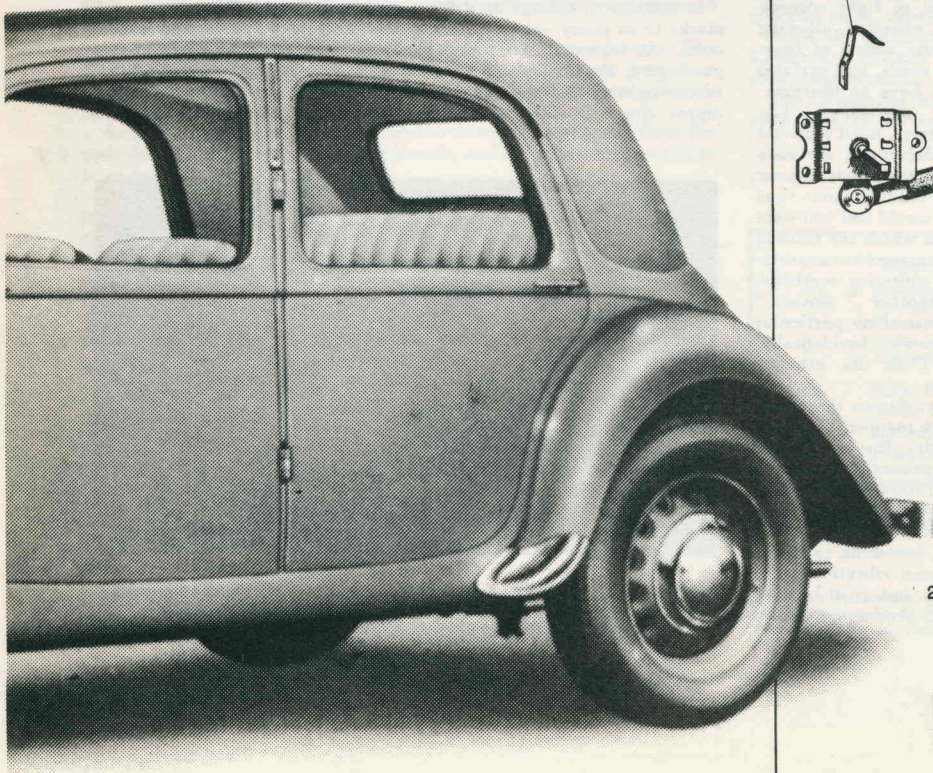
REMOVING WINDOW WINDER

1. Remove the window surround and sealing rubber.
2. Lower the glass, unhook and remove the felt channel.
3. Raise the glass to its highest point, tilt it towards the inside of the car and disengage the bottom channel from the lifting arm rollers.
4. Remove the door lock inside handle and the window winder handle.
5. Unclip the door trim panel with the aid of a screwdriver. Remove the two escutcheon springs.
6. Remove the screws fixing the winding mechanism. Take out the mechanism through the opening in the door inside panel.

FITTING WINDOW WINDER

7. Set the lifting arms to the "GLASS CLOSED" position. Engage the mechanism in the door through opening in the inside panel. Tighten up the fixing screws.
8. Offer up the glass from the inside of the door. Tilt it inwards and engage the lifting arm rollers with the slides on the bottom channel. Lower the winding mechanism to complete the fitting of the glass.
9. Hook the felt channel in position around the window opening and check functioning of the lifting mechanism.
10. Fit the two escutcheon springs. Offer up the trim panel by hooking it on the centre bracket and push the panel clips into the door.
11. Fit the window winder handle and door lock inside handle.
12. Fit the glass sealing rubber, offer up and fix the window surround by screws.

R.B.



ROAD TEST

A TRULY EXCELLENT MOTOR CAR

"Motor Sport" Forms a High Opinion of the Citroen Six

WHEN the Citroen Six came to us for road test it came for a considerable period, as if in compensation for not having had a Press car from the Slough factory since before the war—of course, we have borrowed various Citroens in between, for to deny oneself completely the pleasure of driving these cars would indeed be monastic. But the lengthy trial of the six-cylinder version meant that it could be experienced under a wide variety of conditions, road, load, weather and circumstance, including taking it down to cover the Land's End Trial.

As a result of this extended test, our enthusiasm runs high. We can recall no other car as roomy as this which has proved so enjoyable to drive in sports-car style. Certainly, after a four-figure mileage it qualified as that exclusive class of car which we return with real reluctance.

Taking over this Citroen in London's competitive rush-hour traffic we were reminded of Kent Karslake's tribute to a very different form of automobile, the Hispano-Suiza, of which he once wrote that it has the rare knack of feeling far less bulky than measurements prove it to be. So with the Citroen, for although one is conscious that it is a wide car (actually 5 ft. 10 in. wide and nearly 16 ft. long), so accurate is the control, so excellent the visibility from behind the wheel, that one straight away on first acquaintance pushes through the traffic at a speed which appears quick and is actually faster than it seems. Gain the clearer roads and this liking of the Citroen for deceptive speed increases. Very soon the car makes firm friends with its driver and is cruising at a genuine 65-70 m.p.h., more if circumstances call for it, if not in entire silence, certainly with seven league boots—comfortable, sure and very safe.

It might be said, in an entirely complimentary fashion, of this French conceived, British assembled and equipped car, that it is the last of the vintage vehicles. By this we mean that it achieves prodigies of performance for its modest output of 27 h.p.-per-litre, is high-g geared (20 m.p.h. per 1,000 r.p.m.), possesses many very practical features of detail layout, and in handling is distinctly a man's motor car.

The performance factor can be represented for the moment as a maximum in excess of 80 m.p.h., 60 m.p.h. in second gear of the three-speed box and acceleration of the 0-50 in 12½ sec. order—this on 2.8-litres of very roomy five/six-seater saloon, with a wheelbase of just over 10 ft., weighing 1.65 tons.

The handling qualities constitute, perhaps, the greatest charm of this refreshingly unusual car. The front-wheel-drive can be dismissed as almost unnoticeable except for a happy knack that using more throttle on a corner proves an asset instead of promoting a disaster and for violent castor return on the steering out of tight corners. The torsion-bar suspension is somewhat softer than expected, allowing some up and down motion, transmitted as separate effects of front and rear wheels following irregularities over rough roads, bad surfaces being ironed out admirably in consequence. Yet, have no illusions, this tendency to softness promotes no handling headaches. The roll-factor when cornering fast is low and at all times, until rear-end breakaway occurs, the Citroen Six understeers. Moreover, the rack and pinion steering is so absolutely free from lost-motion that the car can corner with extreme precision, driving along winding lanes thus becoming a 60 m.p.h. affair, when in most cars you would feel you were really pressing along at 45 m.p.h. The only way in which the Citroen reminds eager drivers that, after all, it is a family saloon and not a sports-car is when the rear wheels slide under extreme cornering methods. As, however, the steering is so high-g geared—another "vintage" attribute—asking only two turns lock-to-lock, this is of no particular moment to anyone accustomed to sliding his corners. Incidentally, this high-gearing is further emphasised by the 18 in. dia. steering wheel.

It has to be admitted that the steering is heavy, due to the aforementioned strong castor action—very heavy when manoeuvring and still quite heavy when cornering at moderate speeds. But as speed is increased above 20 m.p.h. the steering alters surprisingly, becoming light and smooth in action. The turning circle is rather large (45 ft.). The size and width of rim of the two-spoke steering wheel lends strength to our "vintage" comparison, making the Citroen more a man's than a lady's car. There is a little return motion at times, becoming excessive under light application of the brakes, but no column vibration.

For our part, the excellence of the cornering and road-holding—the latter extends to well-damped suspension, producing arrow-

landings after hump-back bridges—allied to the comfort of the riding characteristics and roomy interior, effectively offset the muscular effort required to handle the car briskly.

Coming to the practical features of detail layout, there is, for instance, the tin box in the luggage locker enclosing a second petrol filter, to ensure clean fuel lines, the presence of tiny ventilator doors at the fronts of the bonnet-sides to admit cool air, the simple but effective quick-action radiator filler, the accessible under-bonnet battery, the simple heater turned off by putting a bung in the delivery pipe, the snap-shut oil filler on the valve cover, the extension tube for the starting handle, separate tool bag, etc. The engine, of the same size as that of the famous Light Fifteen but with two additional "pots," pushes out its 76 h.p. at a leisurely 3,800 r.p.m.; and 2,500 f.p.m. piston speed = 76 m.p.h. It is finished in agricultural fashion, red paint, but no polish on the valve cover, but it and its fascinating appurtenances fill the under-bonnet space in satisfactory fashion. The asbestos shields for carburettor and battery, screw-down greaser for the water-pump, float-type oil level indicator, cowled fan, general under-bonnet accessibility and easy action of the bonnet fasteners did not escape us.

There is one aspect of the Citroen which is neither "vintage" nor modern practice and perhaps the one weak point in a brilliantly-conceived car. We refer to the dashboard gear-lever for the three-speed gearbox. This lever can be moved only if the clutch pedal is fully depressed. From the aspect of preventing the gears from jumping out of mesh this is a good feature, but a bulge in the bulkhead tends to impede one's clutch foot, so that the pedal is not always depressed to the floor and a bungled change results. This is accentuated because the pedal is set further to the off side than is usual. As a mediator, the lever's travel is not unduly inconvenient; there is synchro-mesh; but the change is not the equal of even a normal steering-column control. The keen driver sometimes regrets the lack of four speeds, too, although these objections are mediated by the mile-a-minute maximum in second gear and the engine's ability to pull away fairly happily from about 10 m.p.h. in top, in spite of the high gearing. Here one is reminded of the hand ignition control in the centre of the fascia, which encourages lazy drivers to slog along with a minimum of gear-changing, killing "pinking" by its ready aid.

In any other car we might make much of this somewhat tricky gear-change, but the other splendid qualities of the Citroen allow us to dismiss it with the observation that the car is at its best devouring the open—but not necessarily straight!—road, although rather more exacting as a town carriage.

It remains to enlarge on a few matters of detail. We can give full marks to so many—the comfort of the generously-upholstered leather seats, the leg-room, front and back, with foot-rail for the rear-seat passengers, the real wood instrument panel, the S.G.D.G. extension to the right of the steering wheel carrying controls for Lucas lamps, dipper (for both side and headlamp positions) and twin Lucas horns,



[Motor Sport Copyright]
FRONT-DRIVE.—The Citroen Six has a dignified, slightly aggressive appearance, handles splendidly and is usefully spacious.

etc. Alas, the designer departs from the vintage tradition by omitting a water thermometer and substituting a warning light for an oil gauge. The window winders work well, the doors shut nicely. Visibility, we have said, is excellent, the wheel low-set, both front wings visible, although the large rear-view mirror on the fascia sill was obstructive (since replaced, however, by a smaller mirror). The instrument lighting is excellent and separate from the side-lamp circuit. The luggage locker is not very large, but the lid, carrying the covered spare wheel, falls back to carry extra luggage on a small platform and in the car's country of origin a roof-rack would offer the complete solution. There is a lined cubby-hole, lidless but of adequate depth, and elastic-top pockets of the most sensible sort in scuttle doors and front-seat backs. The horn note is delightfully "Continental." There are self-cancelling indicators. The hanging pedals are comfortable to operate and all work lightly, clutch action is good, the Lockheed brakes entirely adequate, silent, and free from vices.

The screen opens for ventilation, but not for fog (rare in France?). A sliding roof is available as an extra.

The engine is smooth without being "silky," scarcely runs-on after the hardest collar-work, starts instantly (with Bugatti-like ring of starter on open flywheel) and gives 16/17 m.p.g. under hard-driving conditions (22, "pottering"). From 55 m.p.h. onwards it makes a "wind in the wires" sound, but otherwise the car is outstandingly quiet, although the speedometer-drive made an irritating noise (its needle also swung badly, making the logging of acceleration

was what I wanted for every-day motoring, but I did not acquire one until 1950. JOP 623 was just out of quarantine and came to me with 10,000 miles on the clock. I have driven it for a further 20,000 after which I see no reason to change my original opinion and there is no car for which I would willingly exchange it, regardless of money. There are many more exciting cars, but none I would prefer for daily use embracing business and pleasure motoring. For me, such a car must be capable of cruising between 70-75 m.p.h. without fuss and of accelerating from 0-60 m.p.h. in not more than 20 seconds. It must be tough, durable and easily serviced. It must corner better than most and have absolutely positive steering.

It is staggering what people will put up with in the way of spongy steering. After two years of fiasco it took a Stirling Moss to point out that the B.R.M.'s steering was no better than the average American saloon, and to suggest a course of rack-and-pinion.

All my requirements are met by the Citroën. It does not corner as well as some cars, including the Light Fifteen because, with 60 per cent. of its weight at the front, it is not so well balanced. This endows it with understeer, but not to any embarrassing extent since, coupled with the superbly positive steering, it can change direction with great rapidity. If, when cornering at the limit, the foot is taken off the accelerator, this understeer turns into oversteer; but this is only embarrassing during limit cornering, when exactly the same applies to rear-wheel-driven cars. Owing to the heavy front-end the Six becomes rather soggy at limit cornering and cannot be "diced" like the Fifteen, but on wet roads the front wheels break away more readily and fun can be had. Either on wet or dry roads it can out-corner all but the very best.

On wet or icy roads the engine can be used to drag the car out of an emergency, but if several emergencies succeed each other in rapid succession a day of retribution eventually intervenes. Under such conditions it is best to declutch, when the f.w.b. effect of deceleration is no longer present.

Although the steering is heavier than some, I would willingly put up with much heavier steering than the "Six's" for the sake of such positive accuracy.

The "Six" is not a perfect car—there is, of course, no such thing. It is a pest having to lubricate the front universals and king-pins every 600 miles. Front wheel judder under braking can be alarming, although never dangerous. It can be mitigated by balancing but never cured. The early Fifteens, which had much lighter wheels than those now fitted, had no such trouble, so the weight of the now standard wheels is probably the cause of the trouble. The engine runs very cool and at freezing air-temperature it cannot be got over 40 deg. C. I consider that a muff is therefore essential, as also is an oil-gauge and water thermometer.

The sump oil-level indicator is an incurable liar, but may easily be converted to dip-stick.

Petrol consumption has been disappointing and I cannot better 16-17 m.p.g. with my methods of driving.

The change from second to bottom, involving a drop from 5.6 to 13.2 to 1, is not easy, and between 20-30 m.p.h. there is no really effective ratio, though second will pull away from walking pace.

With the single-carburettor breathing fades out noticeably above 3,500 r.p.m. (50 and 70 m.p.h.), and I believe two carburettors effect a great improvement, which would be particularly valuable in second.

The Citroën Six will certainly go down in history as one of the really great cars, in the best "30/98" tradition.

THE CITROËN SIX SALOON

Engine : Six-cylinder, 78 by 100 mm. (2,866 c.c.). Push-rod o.h.v.; 6.5 to 1 compression-ratio. 76 b.h.p. at 3,800 r.p.m.
Gear ratios : 1st, 13.24 to 1; 2nd, 5.62 to 1; top, 3.875 to 1.
Tyres : 185 by 400 Michelin Pilote on steel disc wheels.
Weight : 26½ cwt. (less occupants and with one gallon of petrol).
Steering ratio : 2 turns, lock to lock.
Fuel capacity : 15 gallons. Range approximately 300 miles.
Wheelbase : 10 ft. 1½ in.
Track : 4 ft. 10½ in.
Overall dimensions : 15 ft. 11 in. by 5 ft. 10 in. (wide) by 5 ft. 1 in. (high).
Price : £980 (£1,525 18s. 11d. with p.t.).

PERFORMANCE DATA

Speeds in gears :

1st .. 30 m.p.h. 2nd .. 60 m.p.h.
Top .. 84 m.p.h.

Acceleration (speedometer corrected) :

0—30 m.p.h. in 5 sec. 0—50 m.p.h. in 12.3 sec.
0—40 m.p.h. in 9 sec. 0—60 m.p.h. in 16.6 sec.
s.s. ¼-mile in 22 sec.

Makers : Citroën Cars, Ltd., Trading Estate, Slough, Bucks.

figures difficult; it was also about 5 m.p.h. fast throughout). The front wheels will spin momentarily on a dry road in bottom gear when accelerating fiercely. The headlamps are good but not exceptional; the anti-dazzle excellent.

As apt as stepping down on to the low floor is stepping out from the wide doors, unimpeded by running boards, and the external appearance is as imposing as it is distinctive. . .

We hope we have written sufficient to emphasise that the Citroën Six is a car quite out of the ordinary run of cars, very fast in point of average speed, very comfortable, fascinatingly individualistic, essentially practical, with a spacious interior, yet possessing handling qualities to delight enthusiasts and render this an outstandingly safe vehicle in their hands. At the basic price of £980 it represents excellent value, for to its more obvious good qualities must be added the safety of Citroën steel construction and the durability of their wet-liner engine and, indeed, of the car as a whole.—W. B.

By way of summing up we append the experiences of Cecil Clutton, well-known as a car connoisseur, with one of these Citroëns over an appreciable mileage in private ownership. He writes :—

As soon as it was announced, I decided that the six-cylinder Citroën

THIS MONTH'S CONTINENTAL RACES

F.I. = Formula I cars, i.e., up to 1½-litres s/c., up to 4½ litres non-s/c.
F.II. = Formula II cars, i.e., cars up to 500 c.c. s/c., up to 2 litres non-s/c.
C. = Formula Libre, i.e., any type of racing car.
S. = Sports cars.
T. = Touring cars.

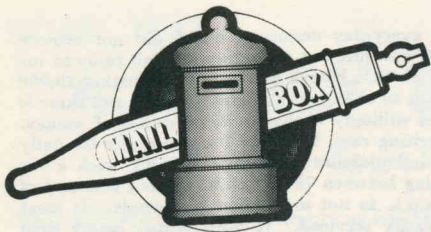
4th. Mille Miglia (S.T.), Italy.
18th. Swiss G.P. (F.II), Berne.
22nd. Luxembourg G.P. (F.III).
25th. Eifel Meeting (F.I, II, III, S.), Nurburg Ring.

BID FOR VICTORY?

It was announced in the *News Chronicle* of April 10th that : "Two B.R.M.s are to take part in this year's Ulster Tourist Trophy race."

CONNAUGHT PRICES

We are informed by Connaught Engineering that the price of the L3/SR Connaught is now £1,945 18s. 11d. with p.t. (basic, £1,250) and that of the chassis £959 1s. 8d. (basic, £750).



that the goo be injected into Brute's spring tubes. Two weeks later we shall all have the pleasure of watching this corrugated mobile joke sinking to the ground like a DS with leaky suspension seals. Run over someone's toes then Shervo - but beware of whiplash.

Rod Greschke.

charge in the first issue (also to reach us before Nov. 1st).

Awaiting to hear from you, and hoping you will become a "Javel" fan, same as you are already a Citroen fan, we remain Dear Friends,

Yours very truly,
Jean Nadet & Fabien Sabates,
JAVEL,
Journal des Amateurs de
Vehicules d'Epoques et de Loisirs
12, Rue Blanches 75009
Paris, France.

Kym,

Congratulations on presenting another very professional edition of Front Drive.

You had told me some time ago that you were about to change your job and that you would no longer have access to the type-set and art facilities but when the magazine failed to arrive on time I feared that your new job may not have even offered the use of a typewriter. Obviously my fears were unfounded. How you managed to make the type written addition look so much like the previous type-set ones has me stumped.

You realise of course that while you continue to perform these miracles you'll never be released from your position as editor.

You must encourage Dirk Shervo to contribute to the magazine more often as I enjoy reading his ramblings, ill-informed, biased and insane though they be. Perhaps you should edit his copy a little more severely though as the magazine claims to "make every effort to ensure the accuracy of information . . ." and claims of a 2cv dragging tractions off at the lights can hardly be classed as accurate.

While I admit to having broken a traction diff pinion and cracked a gearbox casing myself while negotiating a steep driveway, I'd like to point out to Dirk that it was a driveway that he and Brute wouldn't attempt to climb in the first place. (Don't tell him that I also cracked the bell housing - that would only give him more ammunition to put in his double barrel out-house.)

And as for 2cv's inheriting the earth - balderdash. I haven't seen one at a major Citroen event since Beechworth in '78. Oh, sorry, I've just remembered that Judy and

Andrew Rankine showed great courage by venturing all the way to Echuca in '79.

Actually, if Dirk continues with this line of heresy I suggest that John Couche be given \$6.00 from petty cash to buy a garbage bin full of molasses and

Dear Friends,

There are about 300 Citroen fan clubs throughout the world. They gather thousands of Citroen fans.

What do you know about them? Are you aware of the activities, problems and hopes of clubs in America, Yugoslavia, New Zealand or Portugal? Differences of language, distance, lack of time, sometimes also lack of money prevent you from having regular contact with those who share your hobby.

In December will appear the first issue of "Javel", a monthly bilingual magazine in English and French. It will be entirely devoted to Citroen.

This is a "premiere". For the first time, a press editor quite independent of Citroen, unconnected to the firm, is launching a magazine devoted to this make of motor cars, with the world-wide collaboration of all its readers.

"Javel" will tell the story for the Citroen company from the date of its founding up to now.

"Javel" will include technical data on all Citroen cars, old and new.

"Javel" will inform its readers about what is happening in the worldwide Citroen family.

For this reason, we would wish that each and every Citroen club, however small, regularly informs "Javel" about its activities (raids, manufacture of spare parts, reprinting of ancient documents, etc.). A column will be devoted to them.

On a practical side, we suggest that you:-

- 1) Appoint one member of your club as our correspondent (we shall send him a "press-card" later on to make his job easier.
- 2) Inform us of the forthcoming meetings, and send us articles and photos about recent meetings (this must reach us before November 1st to appear in the December issue).
- 3) Send us a few adds, using the attached form (in English or French). Exceptionally, they will be published free of

ASSOCIATION OF MOTORING CLUBS

C.C.O.C.A. is a member of the ASSOCIATION OF MOTORING CLUBS; a state wide organisation devoted to furthering the interest of all motoring clubs. The AOMC is comprised of over 30 member clubs, represented by a 10 person committee. This committee meets monthly to discuss and work over problems that are referred to it by member clubs.

SUBMISSION TO GOVERNMENT.

This document has taken many years to prepare and has been in the hands of the government for the last 12 months. It deals with proposals for reducing the cost of registration of hobby vehicles where the cars do not comply with the 'Permit Registration' system. Details of the contents of the document were recently published in Restored Cars; the Club's copy of the Submission is held by the Librarian. Please read either of these documents if you are concerned to find out the full extent of the proposal.

PURPOSE OF THE AOMC

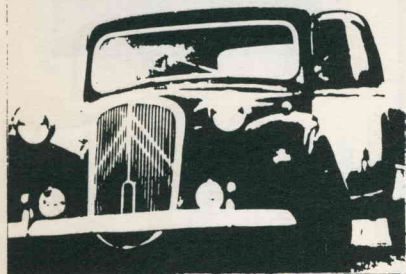
The AOMC exists because of need for one representative body for the motoring club movement. It was formed by a group of motoring clubs with the sole aim of improving the lot of the multi-car owner in terms of registration. It has grown to represent groups with other problems in motoring; e.g., Left hand drive vehicles, Tramway Society, Military vehicles. The present quandary over the insurance schemes offered to clubs has involved the AOMC. Current tasks being undertaken by the AOMC include the publication of an all-clubs directory, and the possible leasing of a common club meeting hall.

SECRETARY AOMC: Robyn Couche
GPO Box 2374V
Melbourne 3001

CCOCA AOMC DELEGATE: John Couche
15 Mitchell Ave
Boronia 3155

AOMC holds a number of their member car clubs' magazines and publications available for loan. Copies can be borrowed from the Secretary. Titles include 'Wheelspin', 'Australian Vauxhall News', 'Bow Tie' (Chev).

CLUB EVENTS



Coming Events

Nov 15,16

BENDIGO SWAP MEETING.

We are mounting a publicity campaign here this year. We have booked two sites to show cars and what our club does; hopefully to promote interest and new members. All we need are cars to display.

So if you would like a pleasant day trip to Bendigo ring myself or the Couches. The cars don't have to be in concours condition. In fact any condition will do.

Nov 26

GENERAL MEETING.

This is the last meeting of the year; and I also might add it is the last meeting before the MG Concours at Berwick, and Austraction 81. So if you want any information on either, come to this meeting. After the meeting we will Citroen to Mark Navin's for nibbles and drinkies. Bring a plate (preferably with food on it).

Dec 14

ANNUAL MG CONCOURS at Berwick.

The MG President has promised me that there will be no dust this year. Last year's dust was caused by excavation nearby. We were all extremely pleased to see the turnout last year. Something like 14 cars tractioned to Berwick. Not only were we the 2nd largest representation there, (MG was the biggest of course) but we also won our section in the concours. (Thanks Arthur).

There is no reason why we shouldn't have more cars there this year. Billeting can be arranged for country and interstate members. More information will be available in the next Front Drive.

Jan 24-26

AUSTRACTION 81 RALLY to Bendigo.

PAST EVENTS

PARTS AUCTION August 31

Despite threatening weather at times (it didn't really rain) quite a few cheque books, with people attached, arrived for the day's proceedings. Many and varied parts were available, including a set of wire wheels for a traction. Mark Navin was pleased to see his box of Trivia being demolished by our members, and their wallets.

On behalf of the members I would like to thank the Couches for the use of their place and Bar-b-que.

Peter Fitzgerald

THE DYNAMIC DUO - ARTHUR CLARKE AND KSE442

On Sunday 14th September, 1980, Arthur Clarke and KSE442 did it again for the umpteenth time.

The occasion this time was the 1980 Light Car Club Concours D'elegance at Sandown Park.

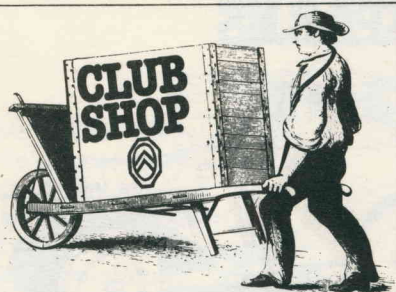
Arthur won class D for the best pre-1960 Touring Car and was presented with his award before the huge crowd that had turned up to see his car (well, maybe one or two came to see Peter Brock, Allan Moffat and the rest of the post 1960 Touring Car drivers in the Hang Ten 400, but one doesn't count them, does one?)

KSE442 had, as usual, been beautifully prepared by Arthur and Nance for the event. When I arrived to have a look at the car, Arthur threatened never to speak to me again if I did not get down on my hands and knees and look underneath. Arthur told me he had spent more than 4 days cleaning and painting the entire underneath of the car - and it looked beautiful.

Congratulations Arthur for winning yet another concourse event and thanks to Nance for putting up with a house full of used polishing rags and a hundred empty tins of elbow grease.

Next event - Shabon - M.G. Combined Clubs Concourse at Berwick in December - be there in your Traction or 2CV (country based 2CV's should leave now) to support Arthur, or beat him if you can.

John Couché.



WINDCHEATERS: \$12.00 ea

Exacto quality

Colours: Red, Yellow, Light Blue

Motifs: Roadster, Coupe, Club

Sizes: 14 Chest 90cm

16 " 95cm

18 " 100cm

20 " 105cm

T-SHIRTS: \$6.00 ea

Exacto quality

Colours, motifs and sizes as above.

For children's sizes, please give child's height in cm.

Please note: Due to variety of sizes, colours and motifs, windcheaters and t-shirts are available now on prior order only. We regret that there may be a slight delay until a sufficiently large order is received for Exacto to process.

SPARE PARTS MANUAL - REPRINTS

\$15.00 ea

Only 5 left. No more available.

CLUB BADGES

\$12.00 ea

New supply

CLUB WINDSCREEN STICKERS

New high quality

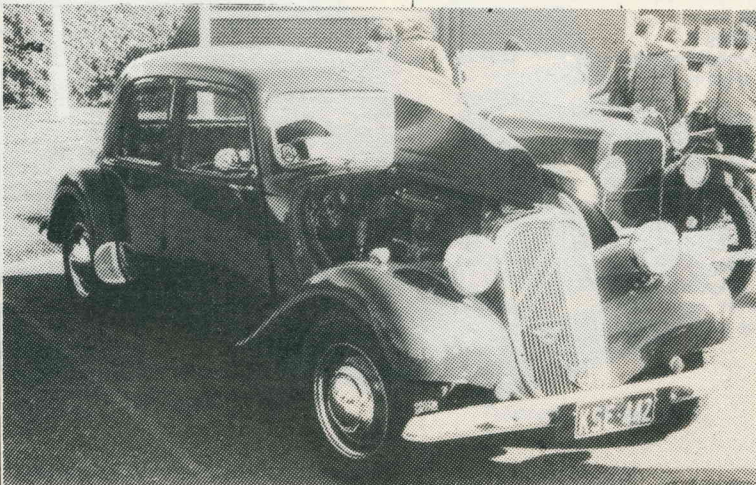
POSTCARDS

Traction designs

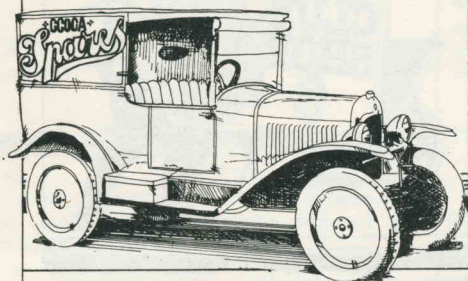
Packets of 5 assorted \$2.50

Contact:

Gerald Propsting
18 Bellara Drive
Mooroolbark 3138



SPARES



New Parts

BEARINGS	
Front wheel outer L15	\$11.61
Front wheel inner L15	\$6.21
Rear wheel L15	\$8.14
Gearbox bearing, type 1	\$17.15
Gearbox bearing, type 2	\$17.63
GASKETS	
Exhaust gaskets, Big 6, 2 hole	\$0.75
Head gasket L15	\$22.59
Solex 32PBIC carb. gasket set	\$2.87
Exhaust manifold gasket set L15	\$4.84
Exhaust flange gasket, L15	\$3.86
RUBBER WARE	
Fan belt L15	POA
Big boot weather seal	\$7.37
Steering rack boots	\$9.45
Windscreen rubber, wide frame	\$4.94
Pedal rubbers	POA
Radiator hose upper L15	\$7.18
Radiator hose lower L15	\$8.25
Fuel filler neck grommets, big boot	\$4.36
Door and bonnet grommets	\$0.57
Heating system rubbers	POA
Headlight, doorhandle and boot handle protectors	\$8.64
Scuttle vent rubbers	\$13.00
Door seal	\$8.00
GEARBOX AND CLUTCH	
Gearbox output seals	\$6.95
Gearbox bushes, set of 4	\$26.52
Gearbox locktabs	\$3.36
Clutch friction plate, reco. changeover only	POA
Clutch bearing springs	\$0.50

MISCELLANEOUS

Bumper irons, pair	\$43.20
Upper and lower ball joint leathers	POA
Bonnet lacing	\$4.60
Window channeling (per car)	\$18.75
Mudguard piping, vinyl (per car)	\$10.20
Rocker shaft, L15	POA
Muffler, L15 original pattern	POA
Engine pipe, L15	POA
Spark plugs	\$1.35
Gear change springs	\$3.58
Starting handle pins	\$1.15
Big 15 recoed drive shafts (1 pair only)	\$105.00
Silent blocs, L15, reco changeover only	\$25.00
Brake shoe pivots	\$1.07

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.

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.

* FOR SALE *

1954 ENGLISH 2CV

COMPLETE BUT "EXPLODED"

5 UNUSED MICHELINS WITH TUBES

WORKSHOP MANUAL - SPARE

ENGINE & GEARBOX.

PLUS 2 TEA CHESTS OF 'GOODIES'

BEST OFFER

MIKE VEEVERS - ~~509 4017~~
509 2017

Club Calendar

November 15,16
Bendigo Swap Meeting

November 26
Last meeting for the year,
8pm Nunawading. Bring a plate.

December 14
MG Concours at Berwick

January 24-26
Austraction 81 Rally to Bendigo

January 28
General Meeting 8pm
Nunawading

February 25
Open Night. Proposed night observation run, 8pm
Nunawading

March 3
Club annual dinner

March
Kalorama Rally

March 25
Annual General Meeting (election of new committee)
8pm Nunawading

April 17-20
Canberra (CITIN) Rally
Easter

April 29
Open Night 8pm
Nunawading

May 27
General Meeting 8pm
Nunawading

June (Queens Birthday Weekend)
Rally to Hamilton

June 24
Proposed Noggin 'n Natter at Molina's in Richmond

July 29
General Meeting 8pm
Nunawading

August 26
Open Night 8pm
Nunawading

September 6
Club Parts Auction



"I converted it to run on chicken manure."

Front wheel
drive provides
CAPITAL MOTORING
in Scotland

In actual fact, the front drive CITROEN is providing first-class motoring in almost every part of the world as well! Motorists everywhere have been quick to appreciate the outstanding merits of the CITROEN . . . the wonderful reliability and *safe* speed that cuts down journey times to the minimum. All the famous features that have made CITROEN so widely popular . . . front wheel drive with smooth power and lively acceleration, torsion bar springing, faster cornering and virtual immunity from skids . . . are still there, with more luggage space and extra refinements. The CITROEN models on display at the Scottish Motor Show represent the finest motoring investment of today; make a point of asking for full information.

CITROEN



LIGHT FIFTEEN £685 plus P.T.

BIG FIFTEEN £740 plus P.T.

SIX CYLINDER £940 plus P.T.



CITROEN CARS LTD. SLOUGH BUCKS

Telephone : Slough 23811

