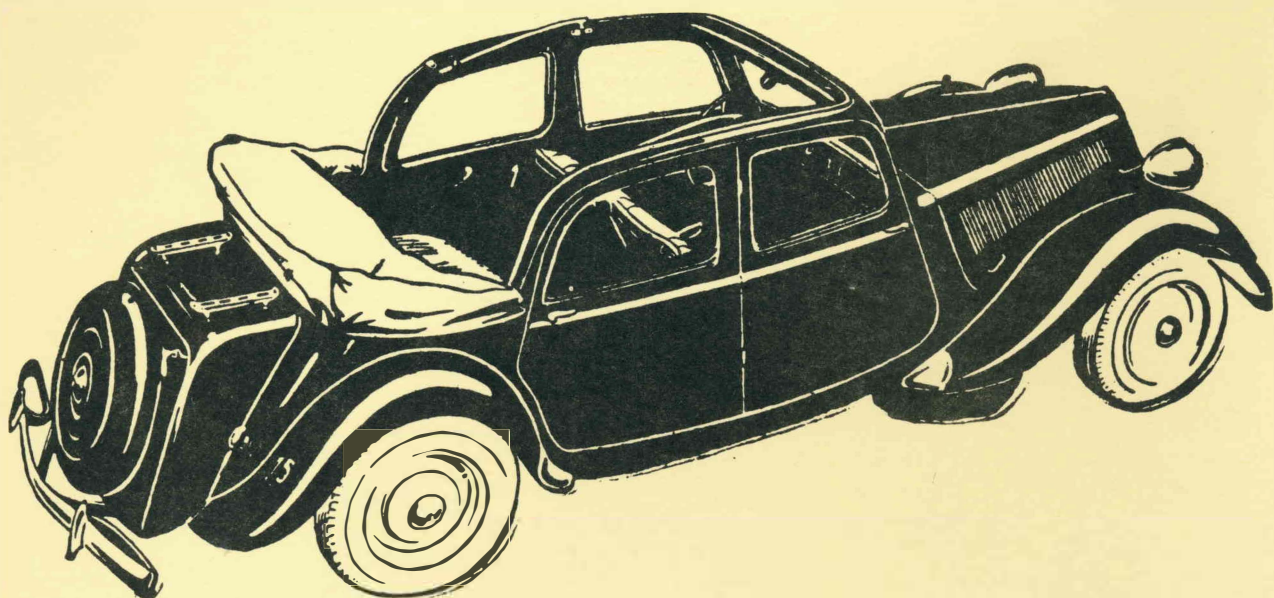


**21 ISSUES OF FRONT DRIVE**



# LES DÉCAPOTABLES ET MALLES A. E. A. T''

POUR TRACTION AVANT

*ont fait leurs preuves depuis 1937*

**Grand Prix d'Honneur - Enghien 1950**

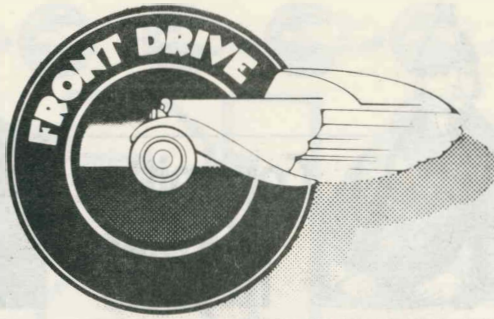
**Ets ANSART  
et TEISSEIRE**

41, Rue Ybry, 41  
NEUILLY-SUR-SEINE

(Seine)

Tél. : MAILLOT 97-08





The magazine of the  
Citroën Classic Owners  
Club of Australia

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. 3100

**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

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 Spring  
vale Road.

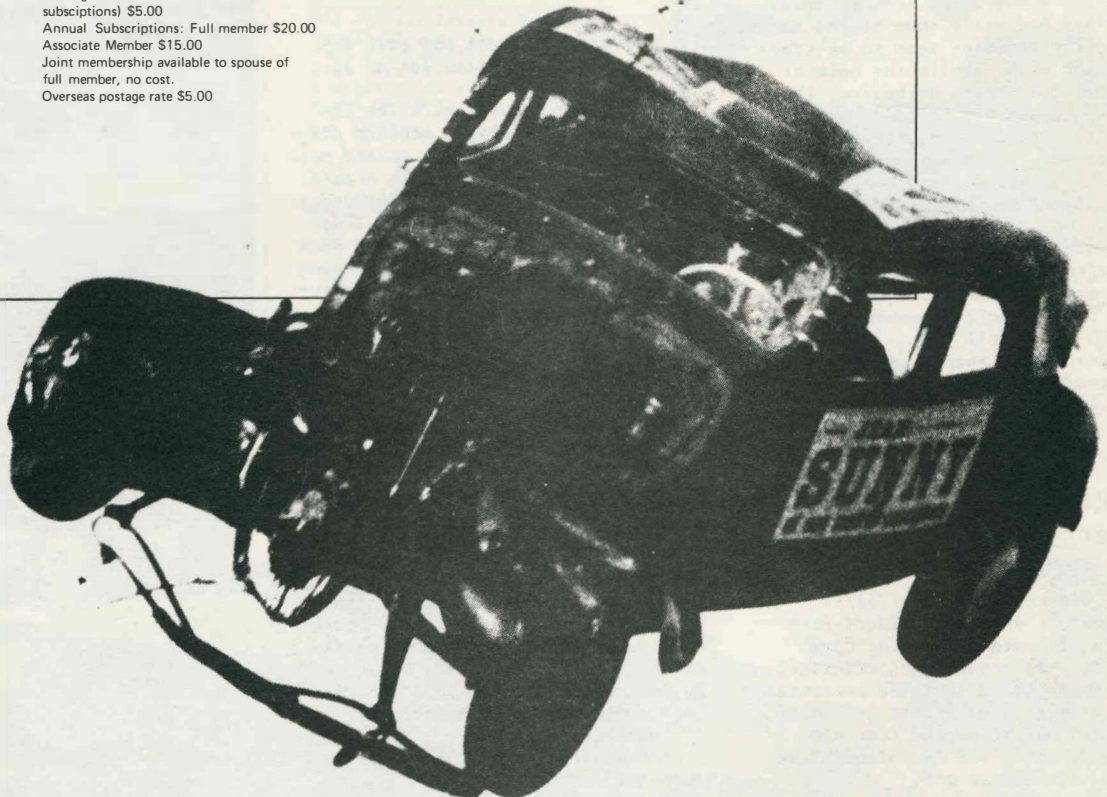
CCOCA Membership:

Joining Fee (new members and late  
subscriptions) \$5.00  
Annual Subscriptions: Full member \$20.00  
Associate Member \$15.00  
Joint membership available to spouse of  
full member, no cost.  
Overseas postage rate \$5.00

My thanks to those responsible for stepping into the breach to produce last Front Drive, thus enabling this volume to complete the six issues.

Having been involved with Front Drive for 3½ years, and finding myself increasingly in a position where I am unable to give its production the attention it deserves, I have decided not to stand for re-election.

PR in CCOCA has never received much attention. An imaginatively run programme of publicity could have benefits for all members and a more vigorous club, and committee, stronger spares operation, increasing values on our cars, a wider range of expertise within the club etc.



Stuntman Jean Sunny chose the Traction for his 200-foot-plus leaps in the '60's because of its unequalled airborne stability. Sometimes, he even used the same car twice!



## Committee Annual Reports



### PRESIDENT Mark Navin

1980 was a mixed year for CCOCA, though I suppose it is unreasonable to expect every year to be a "bumper" year. With the initial rush of settling up the club over, "business as usual" should have been in evidence. Unfortunately, it was not.

It hardly augurs for success when at the start of the club year, no Activities Officer was elected/nominated so right from the start, the remaining committee members were overloaded. The resignation of Tim Farmilo as Secretary and the continuing production problems of "Front Drive" simply added to the burden. So, what was hoped to be a year of consolidation by the committee became a year of stop-gap solutions. Peter Fitzgerald offered assistance in the activities field but study prevented his full time secondment. Roger Brundle stepped into the Secretary's position making his retirement from committee unexpectedly short!

On the credit side, Austraction '80 and '81 were successes with our interstate members turnup on the increase. Membership seems to have stabilised and while some of the names change, the vehicles seem to be staying in the club. While the bulk of CCOCA members are in Melbourne, it is pleasing to see a number of "hard core" interstate and country members. Overseas membership was up with members from New Zealand and the USA.

A number of this year's committee will not be standing for re-election. Bearing in mind the above paragraphs, it is vital that a number of members make themselves available for election. It's a simple choice, members put up or CCOCA shuts up!!

Finally, my thanks to the other committee members and spouses for their patience, hard work and support during the year.

### SECRETARY Roger Brundle

At the beginning of the 1980/81 club year, I certainly didn't foresee that I would be sitting down to write this report. Unfortunately Tim Farmilo found that the pressures of re-establishing a career in Australia did not allow the time necessary to carry out the secretarial duties, so here we are.

As far as membership goes, CCOCA seems to have settled down to an unspectacular but steady growth. Total membership stands at around

135 and it is possible to see some trends emerging.

There has been a significant increase in the number of Associate Members - mainly people interested in purchasing a traction or 2cv. Most of these subsequently become full members.

Interstate membership is down compared to the last two years, possibly due to revival of interest in the State-based clubs.

A number of cars have changed hands within the club. Consequently, some members, but not the cars have been lost.

Throughout the year, contact has been established and/or maintained with a wide range of clubs, organizations and individuals both in Australia and overseas.

Finally, my thanks to the other members of the committee and those people who assisted throughout the year and helped make the job worthwhile.

### SPARE PARTS OFFICER John Couche

The 1980/81 club year was both rewarding and frustrating for me as Spare Parts Officer.

Continuing trouble with the re-conditioned driveshafts ordered originally over 18 months ago caused most of the frustrations, finally resulting in the cancellation of the orders and the refund of deposits to those who had placed them. During the year we also missed out on the last known batch of inner universals in captivity in Germany due to the 'tyranny of distance' and a large batch of brand new traction panels.

Luckily the latter items are still in Australia and are apparently going to stay here. Further details can be obtained from the Spare Parts Officer.

The year was also rewarding for me as several new cars are back on the road as a direct result of parts supplied by CCOCA. Seeing the cars turn up at events makes it all seem worthwhile.

The coming year sees the introduction of a new 'spare parts voucher' system to try and encourage the purchase of spares and to raise money to enable local production of rare spares to be undertaken.

For the system to be successful, I urge you to give it your full support.

Finally, I wish to thank once again, all those people who have helped me throughout the year especially my sub-committee and Robyn.

### EDITOR Kym Harding

Front Drive has survived a difficult year. Facilities on which we had relied became unavailable, and this, combined with unpredictable workloads, meant that deadlines sometimes had to be sacrificed. To try to adapt to the changes, hopefully without a loss of quality, our newsletter, A-Tractions will be produced monthly, and FD will become quarterly.

Things I would personally like to see next year, are an even greater content of technical articles, and a reporting of committee meetings, as well as more 'meaty' articles of local origin, e.g. on the people who were involved in various ways with Citroen/s here.

As stated elsewhere, I am not standing for re-election. My thanks to the committee for their support, and to the many people who contributed in so many ways to Front Drive during the year.



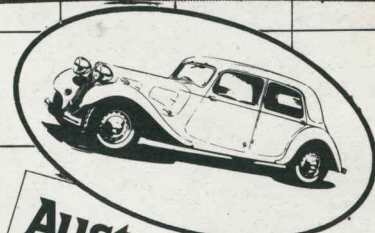
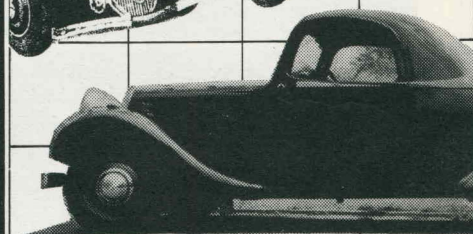
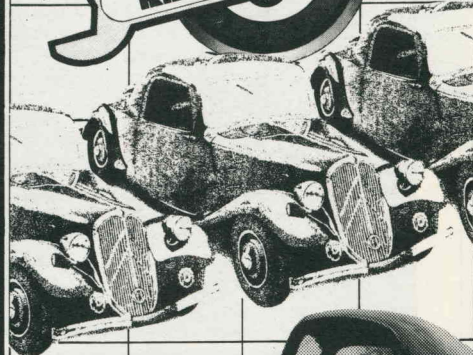
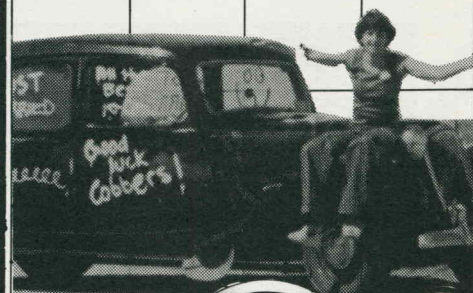
# 21

## ISSUES OF FRONT DRIVE

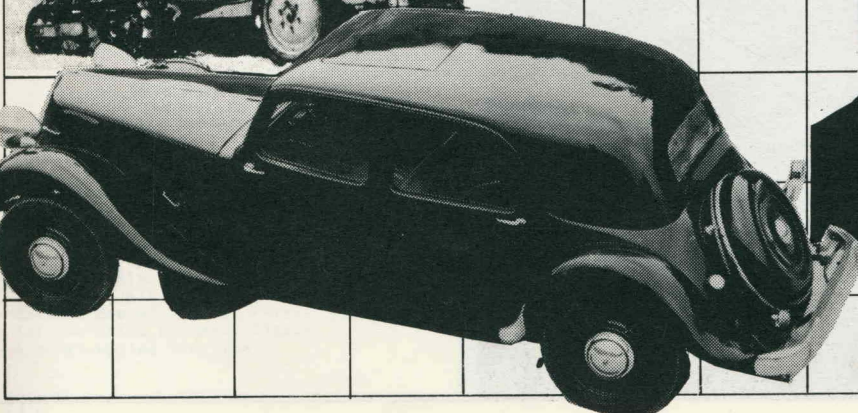
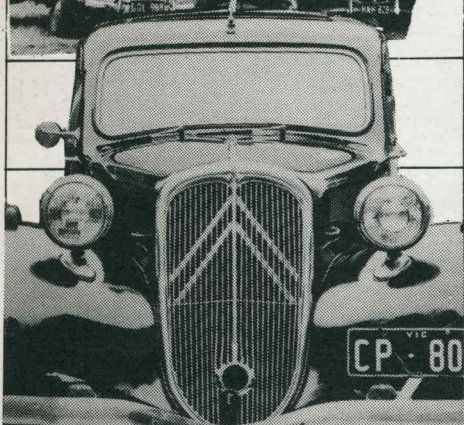
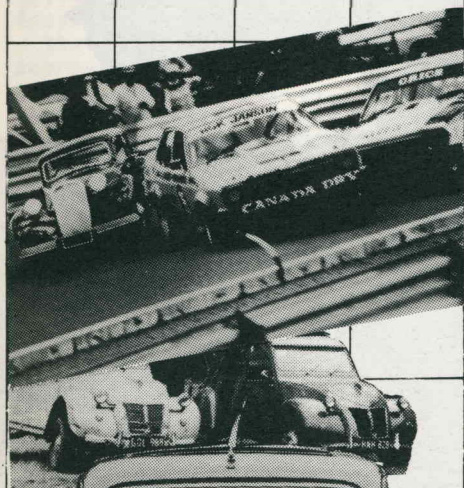
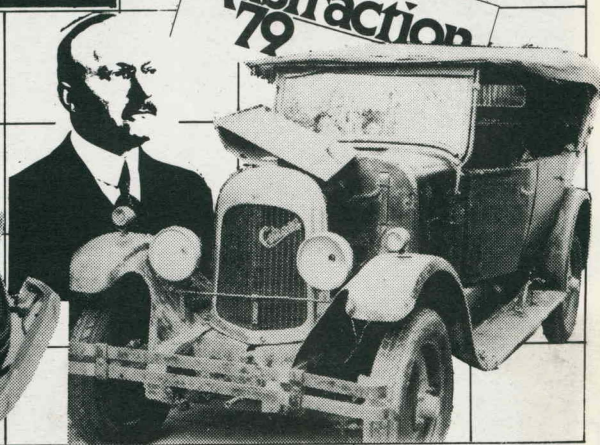
21 Front Drives, 3½ years, 268 pages, or 352 including covers - the magazine has covered and consumed much absorbing material.

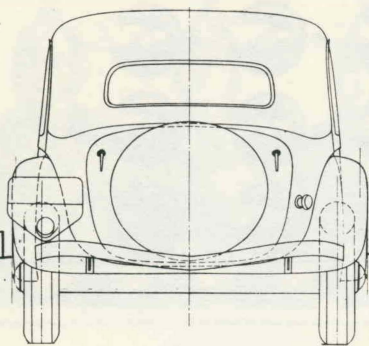
Articles and columns that stand out are sometimes surprising, for instance, readers letters are often the lifeblood of the magazine. Members cars also has the ability to lift the quality. The technical articles have been a valuable service, especially the excellent series by Roger Brundle. Reprints of original road tests have always been ego-boosting, and the occasional glistening droplets from Tor Shaun Barr's cess-pool of humour have never failed to raise a chuckle. (Take that as an invitation, TS.) Major features still fire the imagination - the Yellow Crossing, Lecot's still standing record, the 22CV, the 2CV's 30th anniversary.

Brundle, Navin, Greschke, Couche, etc., - the names which constantly crop up at the end of articles; these and others are part of a small but hard-core group which has taken the interest to contribute to FD, and made it so interesting. Then, of course, there are the bunnies at the end of the line, our masochistic printers, Mike and Phil at Veevers Printing. To all of you, thank you. That a comparatively small club like CCOCA can produce a magazine of the quality of Front Drive is because of you. Kym Harding.

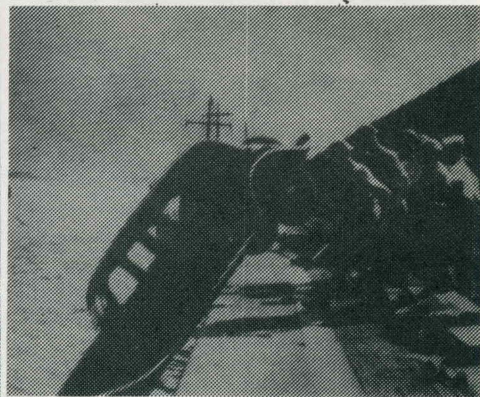
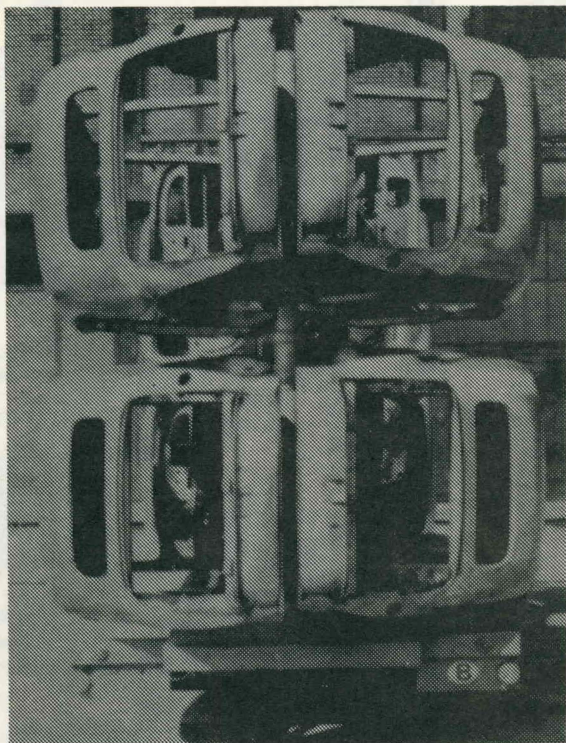
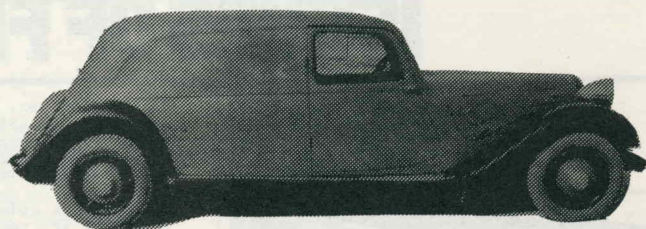


**Austraction 79**





# Traction Scrapbook



Top left: Partly-built bodies destined for the Belgian factory. Top right: Photo here from 'Floating Power' via 'Traksjon', of Familiale-based van by the French firm AEAT. Centre right: War-time Traction run on town gas. Unique 'tank' ensured that during a high wind, car could double as dirigible! Bottom left: De Gaulle's favoured transport, 15CV. Bottom right: In the burnt-earth tactics prior to the Japanese entry into Singapore, a Family Nine is pushed into the harbour.

# Traction Scrapbook

One doesn't usually think of the Traction as a 'customised' sort of car, particularly in Australia. The 2CV is the usual victim of that treatment.

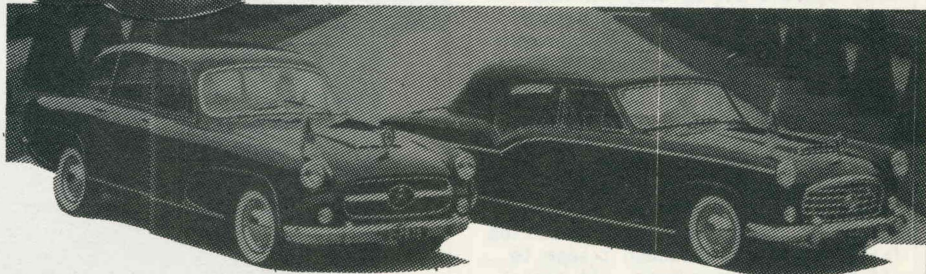
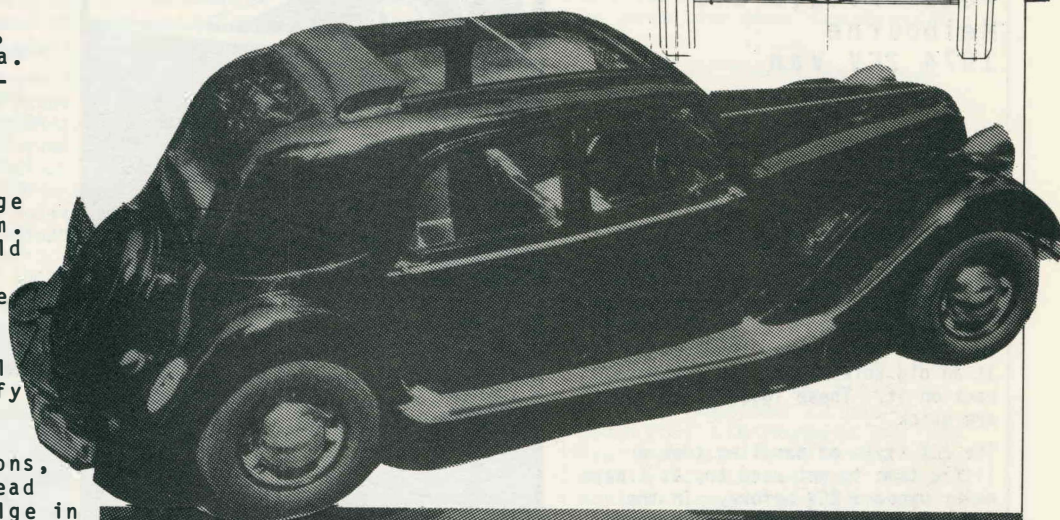
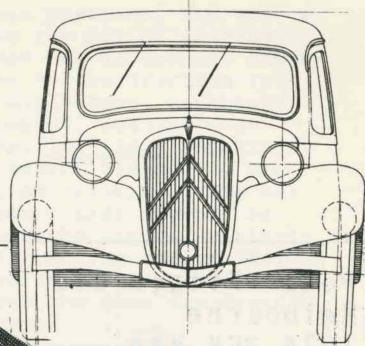
Perhaps 47 years after the Traction's release, it's easy to lose sight of the plethora of strange things people did to them. Accessory makers went wild - the Traction could be adorned with a whale-nose grille, running-boards, chromed doo-dads, choice of transmissions, and all sorts of devices to modify the suspension, engine, height, lubrication ....

If you weren't into add-ons, you could keep a step ahead of the DuPonts, and indulge in the depths of Kitsch by having your Traction built by one of the many French or foreign coach-builders, with chrome and curves by the kilometre. A conversion to a four-door convertible was a particularly attractive choice. You could fill a large scrapbook with the special-bodied cars, which ranged from the tastefully elegant to the outrageously bizarre. Not all owners running on gas during the war adopted the gas-balloon solution. One coupe owner had his dicky-seat moulded to take 3 gas bottles, and had it finished off to match the immaculate paintwork of the car.

Life wasn't all beer and crown-wheels, however - Tractions suffered too - in WW2 in Europe and Singapore, in the French Indo-China war, and at the hands of people like Jean Sunny.

For more 'scrapbook' material refer to books like 'L'Album de la Traction', 'La Traction' and 'Pierre Dumont, Vol. 2'.

KH



Top: One of the better looking conversions - sun-roof and running boards.  
Centre, above: Two limousines based on the Big 6, for De Gaulle. Built by Chapron and Franay-Charbonneux.  
Centre: Two pedal cars built by Citroën for presentation by the French people to the British Princesses Elizabeth and Margaret.  
Bottom: One of several rivals for the title of 'Most Kitsch Special-bodied Traction'.

# Members

## Cars

**Peter Fitzgerald**  
Melbourne  
1974 2CV Van

Thanks to the wonderful efforts of our Club President, Mark Navin Esq., Moriarty Jnr. and I were united in June this year. Moriarty Jnr. being a red 1974 AKS400 (2CV Van). Within the first ten minutes, someone called it an old Volkswagen with a homemade back on it. These ignorant peasants are quick.

The 2CV style of handling took a little time to get used to, as I have never owned a 2CV before. In the first few weeks I seemed to have a few extra pieces of soiled underwear in the wash.

The van version of the 2CV is a little more prone to rear suspension noise than the sedan, because it has stiffer suspension. Without any weight in the back the wheels tend to skip around. It has a habit of lifting one of the rear wheels when cornering fairly hard, but it doesn't seem to affect the handling much. It just looks funny. Something the mini's copied.

The rear loading area is nothing short of cavernous. I am constantly amazed by its carrying capacity. On trips to Bendigo Junior performs markedly better when carrying a lot of weight.

My passengers are amazed at the pulling power of the 602cc engine. I wouldn't go so far as saying it is quick, but I would say that it fairly brisk. John Couche can back me up on its ability to spin wheels at traffic lights, and to pass cars going up hill. Rather un-2CV. On a recent trip from Bendigo I travelled 110 miles in just over 2 hours, and got 55mpg. Not bad, considering I had a load of concrete bricks, supplemented by planks of wood, an array of food, suitcases, photography equipment, art equipment, folio of artwork, etc. Pretty good for a little car.

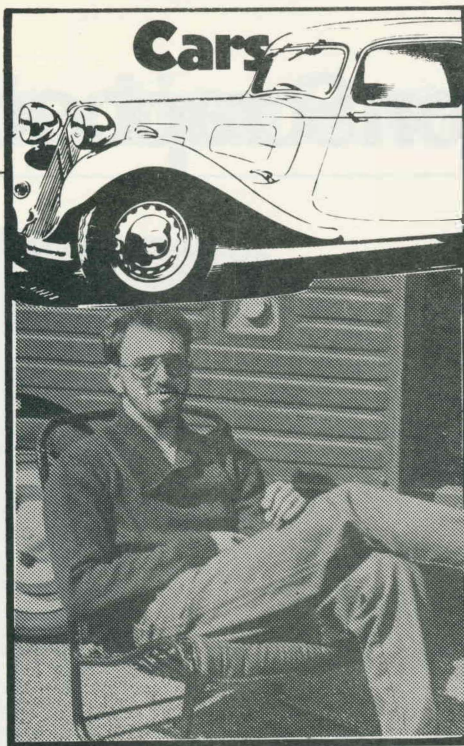
It does have one drawback though. The blank wall behind the front doors seems to delight in catching wind. The result is that in headwinds it is difficult to keep the car moving forward. I am looking round for a solution at the moment. I am thinking of making a clip-on "Fuel Scoop" (as in trucks) that will "aerodynamicize" the Wall. Naturally it will only be used when needed.

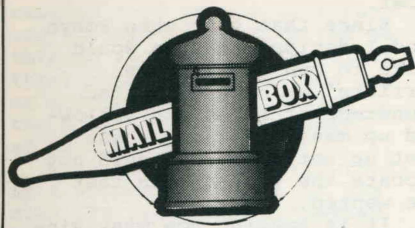
In the near future I hope to line and sound-insulate Junior. This will make it a little quieter, plus I will be able to sleep in it. I am aiming

to have this done before we head off to Canberra at Easter for the interstate rally.

I thank Mark Navin (and friends) again for all the hassles they went through to bring Junior out from Amsterdam. But it was worth it; Junior and I are the best of friends.

Peter Fitzgerald.  
Photos by John Couche.





Dear Kym,

Well, the year has passed amazingly quickly, and it would be difficult to accuse us of having been idle! We have been out of the country on three occasions - to Paris for a long (dirty!) weekend in May, a two week sojourn in the Greek Islands in October, and a fleeting weekend visit to the TAN (Traction Avant Nederland) Jaarfest in September - more about that later! During the summer - or the local equivalent - we tried to get away camping most weekends. We have very much enjoyed the British countryside and villages. Wales is particularly delightful - possibly a biased opinion as it tends to remind us of N.Z.! During one trip there, we actually climbed Mt Snowdon - England and Wales's highest mountain, all 3,560 feet of it! For the not-so-energetic, there is a narrow gauge steam railway to the top; where at the terminal station can be obtained a meal, a drink at the bar, and even souvenirs! Our two weeks in Greece were perhaps the most relaxing part of our time here - most of the time we were on an island called Serifos, a brown, rocky, relatively unspoiled island. The beaches were magnificent, with the clearest of blue water. There were only a few tourists on the island (being late in the season), and each evening most people congregated on one taverna - a friendly family run affair - for delicious Greek food (e.g. stuffed eggplants, fried squid etc...) and copious amounts "Retsina", a rough (very resinated wine which requires a little getting used to, but after several bottles at about 40c a time, who cares! Donkeys form the main means of transport, but I was interested to note that of the few vehicles on the island, about half were Citroen 2cv Meharis. Two of our camping weekends have been Citroen orientated - the first being the Traction Owners Club rally in Cumbria in May. Up until then I had seen one traction in the U.K. since arriving in January (except for those in John Gillard's workshop in London), and it was quite an experience to be chauffeured around the picturesque Lake District in the back of an 'Onze Normale' brought to England for the occasion by two young Belgians. The weather was rather damp, to say the least - but then so was most of the summer! The September 1980 copy of Floating Power (TOC mag) has a multitude of pictures of the rally - and you may even recognise someone that you know.... The other weekend was the annual rally of

2CVGB - held in Essex in September. The rally was held in a field 'attached' to a local Public house, and was attended by literally hundreds of 2cvs and their derivatives (...and their owners). Our near new 2cv stood out as being rather borings and untarnished amongst the originals creations - vans, Dyanes Arcadianes and even H vans 'customised' by the general plastering of stickers, graffiti (at all cultural levels), and even maps of Europe and beyond. The Scope in graphics is reflected in the names that branches of the 2cv club adopt for themselves - e.g. 'North West Twin Potty Puddle Jumpers', 'Godiva Two Horse Riding School', etc. the rally left me with the general impression that 2cv owners seemed to desire to reflect their extrovert nature in their car, and turn it into something with as little resemblance to conventional four wheeled transport as possible! The rally was centred around a huge marquee - well provisioned by the local pub; drinking sessions being complemented and interspersed by folk music, Earl of Essex Morris Men, and even a disco! At the flea market could be purchased a miniature Michelin man - Or maybe a stone pottery 2cv.

We purchased 'Clouseau', our new 2cv6, at the end of July, and since then have covered over 6,000 miles. Clouseau thrives of hard work - over Christmas he carried four adults plus luggage up to the Lake District - including 1 in 4 inclines. The 600 cc motor buzzes away quite happily when cruising at 65-70 mph on the motorways - although fuel economy tends to suffer if that speed is sustained over extended periods (i.e. it drops below 45 mpg...). Despite deceptive appearances, the car is actually quite cavernous (the boot is at least twice as large as that in the light 15), and four people are accommodated remarkably comfortably. The suspension seems to have unlimited travel, and the body roll presents an entirely new dimension upon handling and road holding! From the

drivers position, and with a little (?) bit of imagination, the car has an uncanny resemblance to the Traction .... flat windscreen, dashboard gearchange, headlamps on stalks, identical lighting/horn switch clamped to the steering column.... The resemblance ends however as soon as the engine is started! A real fun car to drive, and Helen and I actually argue over who does the driving now!

Back to Traction. (Despite my apparent conversion to twin potting, I really do miss driving my Traction...) Our weekend visit to Holland for the TAN Jaarfest would have to count as our Citroen event highlight of the year! Bengt Olsson (from the Swedish club) is living in England at present, and having met at the TOC rally in May, we had kept in contact on a social basis since then. When Bengt suggested we travel to Holland together in his beautiful 11B Normale for the Jaarfest ..... Unfortunately, neither of us, or our 'respectives' could get time off on either side of the weekend, so it really was a fleeting visit. Bengt and his English girlfriend Katy collected us early on the Friday evening, and some rapid traction - ing took us to Harwich for the overnight ferry crossing to Hoek van Holland (Hook of Holland). The limousine comfort and sense of prestige as one speeds across the English countryside in the spacious back seat of a 'Normale' - well, need I say more! I should hasten to add that Bengt's Traction is quite immaculate in every respect - a real concours winner. We arrived in Holland early on the Saturday morning, and Deventer (where the rally was held) was a leisurely three hour drive away through the clean, park like Dutch countryside - and so incredibly flat! The Jaarfest was organised in true European style - an entire hotel was booked for the weekend (300 beds), with the proceedings all taking place in the complex, of the huge car park outside. Those attending the rally, and staying in the hotel (as we did) paid a flat fee which covered Saturday night



accommodation, lunches on two days, the Jaarfest dinner and dance on the Saturday evening, and Sunday breakfast. The fee was 70 guilders - very reasonable by European standards/ Our arrival at around 10 am coincided with the setting up of flea market stalls, and few other cars, so we headed into the village centre and amused ourselves by ogling (and sampling) some of the delicacies available at the market - pastries, cheeses, confectionery etc.... We soon learnt that our non-existent knowledge of the Dutch language was no real problem - almost everyone seems to speak at least some English (... "we have to learn other languages, we are such a small country, no one bothers to learn Dutch"... ) En route to the hotel around midday, every second car seemed to be a Traction, with literally hundreds already in the hotel car park - 11B's, 11BL's, 15cv's commercialles, familialles, a coupe and a roadster - every possible variation was there - except perhaps for rather a dearth of 22cv's! The three Slough Traction of the English TOC contingent were of some local interest to the Europeans. It had never occurred to me before, but Slough Traction are rather in the minority in terms of the number of surviving cars, and tend to be sought after in Europe. The rally commenced with a demonstration of traditional Dutch dancing, with the choice of activities to follow including films (one of a Citroen going over a cliff to demonstrate the Traction's structural and body rigidity - compared favourably with period Renault's, of course!), concours d'elegance, the flea market, or just general savouring of the largest collection of Traction I have ever seen in one place! The concours seemed to be for the car's occupants as much as the car itself, with most dressed in period costume, and some even including a short sketch as part of the show! The pre-Traction were in a class of their own in the concours - including the 5cv, B12, B14 etc. they tended to be draped with lemons in the form of a double chevron around the radiator ( I later learnt that Citroen = lemon in the Dutch language! I even bought a bottle of 'Citroen' while in Holland - a cheap spirit which tastes rather like lemon flavoured gin!). The concours ended with a real spectacle, though, though with a very battered army green Traction with the letters 'FFI' in big letters on the side (FFI = French Resistance, I was told). The entrants took some time to get the car started but when it did it went off (literally) with an un-muffled roar; the front end of the car (i.e. engine, transmission and front wheels) parting company with the rest of the car and travelling some twenty feet... An extremely well

executed demonstration on how to strip the front end of your Traction prior to restoration! At the flea market could be purchased virtually any new or second hand part for your Traction (including brand new crown wheel and pinions and even re-manufactured Big 6 exhaust manifolds) - from the mouth watering T.A.N. spares shoprange. All the usual supporting paraphernalia of books, posters, etc. were available. The next day started slowly, thanks to the scrumptious rally dinner and dance etc. of the previous night - the breakfast was a feast in itself as a North European style smorgasbord - ham, cheese, fruit, etc... A car rally was timed for start at midday, so the morning was spent in a last mouth watering session drooling over the assembled automobilia - and also meeting and talking to Fabien Sabartes - a very genuine and warm person; brimming with enthusiasm over the production of his current dream - Javel magazine (I have just received a complementary copy of the first issue; it looks very promising, although the subscription of 195F.F. may be a little forboding to most). The rally proved something of a handicap - the instructions were all in Dutch - so we just followed other Traction and enjoyed the Dutch countryside! As we wished to travel to Calais to catch a 9.30 pm ferry back to England, we left the proceedings at around mid afternoon for a high speed 500km trip to France, via Belgium! Bengt was feeling rather tired when we reached Dover, England at near midnight - so I had the pleasure and privilege of driving the Traction the final leg of the journey through London and up the M1 motorway to home! What a trip - easy cruising at 60 mph and 800 effortless miles in 60 hours in a 1953 Traction at 30 mpg.

We have two more weeks at our current location, and from early February onwards, I am taking up with a new company in London - Telephone Cables Ltd. - for the final five months of our stay. Helen already has a job arranged at a London Hospital, and as from 8 February, our new address will be 6a Mansfield rd, Ilford, Essex, U.K.

In between leaving here and arriving in London, we are having a two week ski-ing holiday in Italy! A real splurge, and probably the most expensive 2 weeks of our entire trip, but I guess we are just being opportunists! (A pity that neither of us can ski..)

Kindest regards to you and all other CCOCA members, & happy 6H-ing.

Richard and Helen Howarth.

Dear Kym,

Over the last 12 months or so I have come to realize that owning a traction is an easy past time - relative any-

way to owning a vintage Citroen.

Since that time when Robyn and I decided that we would like to own a 'Traction Arriere' we have travelled hundreds of miles and followed up many promising leads but up until now we could not locate the vintage tin that we wanted.

It is amazing how many vintage Citroens still exist in one form or another throughout the state. During our travels we have located the following models to the best of our knowledge - 5cv, B2, B10, B12, B14E, B14F, B14G, Type 8 and any amount of vintage bits at swap meetings and under sheds. Body styles have included tourers, coupes, sedans and utes with conditions ranging from disastrous to semi-restored.

Unfortunately the cars aren't usually in the flesh, what they claim to be in print or by word of mouth and prices are normally in comparison with a fully restored Hispano Suiza or 'not for sale at the moment'.

A fine example of the above is an add that appeared in the Bendigo Advertiser a while ago Maryborough member, Fred Kidd spotted a listing for a clearing sale that included a 1924 Citroen car. Fred thought that we might be interested in the car and forwarded the ad to us. The auction was at Axedale, so Robyn and I jumped into the car and sped off into the rising sun with money in hand. The end product of the venture turned out to be a fairly complete 5cv chassis with 3 very rusty and detached wheels, a broken diff and a huge American 4 cylinder engine of some sort bolted into the front. It was not exactly the 1924 Citroen car that we had expected to find. The lot went for \$19.

A lot of people have asked me why I would want to own a vintage Cit anyway, especially the earlier models that bear no resemblance to the 'genuine item' - i.e. the Traction Avant, the answer is quite simple, I wanted a vintage car and being a little biased towards Citroens the choice of car type was straightforward.

The tale end of this story is that one night a couple of months ago I had a phone call from Les Rock asking me if I had found the car I was looking for yet. When I told him that I hadn't, he asked me if I would like to buy his B12 - sold! said I and then as an afterthought I asked how much.

The money changed hands and I am now the owner of a 1926 B12 Tourer as featured in a previous Front Drive members' article.

The B12 Has been Officially christened "Beatrice" and with a bit of luck will win the motokhana at Austraction '83.

Thanks Les.

John Couche.

Dear Kym,

I would appreciate your including this letter in a future edition of Front Drive as through it I wish to publicly thank everyone who helped us, or offered to help, during the Austraction '81 weekend at Bendigo.

With such a terrific roll-up I suspect that most of the club was there and witnessed the demise of our dearly loved Light 15 and are therefore also aware of the ensuing organization that assured our Tractionless return to Canberra. For the benefit of the few members who weren't able to be there though, including your goo editorial self (I was looking forward to seeing the ex-Propsting Big 6H too), I will outline the cause of our dilemma. On the Sunday morning of that weekend Simone, by 31 year old French mistress (born in England of French parents actually), suffered a serious attack of diffpepsia. Then, as we began to contest the motor-khana together, it developed into a crippling case of diff-entery and before I could escort her off the ground most of her teeth had fallen out. Horror of horrors! Not the dreaded bald pinion syndrome! And 440 miles from home.

One minutes silence as another crown wheel and pinion is laid to rest. I hope Dirk Shervo doesn't hear about this - he'll make mince meat of me.

While every storm-cloud is supposed to have a silver lining I doubt if this one will, but then it didn't need one it just started raining offers of ehlp. Firstly I want to acknowledge the most generous gesture made by Jon and Robyn Couche. As John drove old 'smelly' back to Boraonia, Robyn and her GS made a 350 mile detour to deposit us safely at my parent's home at Wall Walla (truly - it's even pn the map), 30 miles North of Albury. Robyn had even offered to take us all the way to Canberra, an 800 mile round trip, but I knew that Dad was still an easy touch for the loan of a car. Fred Kidd was quick to make his embarrassingly generous offer to drive us to Walla too and I'd like that noted when the scores are tallied for "Club person of the year". Fred has also offered accommodation at Maryborough when I later make the two day trip to trailer the car back to Canberra. As well as that, he gave up what was going to be a restful afternoon to assist with the very time consuming maouvre of transportin the car from the motorkhana venue to Bendigo, a distance of 20 miles, on a hired trailer.

Peter Simmeauer could well have been one of the original 'Bently Boys' as not since those days has motor sport seen a more gentlemanly act of sportsmanship. Thanks Peter, but I couldn't possibly have considered drivine your Big 15 in the motokhana. It's hard enough to live with one crown wheel and pinion on your conscience.

Peter Fitzgerald was very gracious about chauffeuring the carless Greschkes about in his 2cv van but then I think he got a kick out of claiming that it now qualified as a genuine 'family saloon'. I was rather amazed at the van's capabilities myself. With six people aboard we even overtook two Light 15s (Oh no! Not more ammunition for Dirf Shervo!) We are very grateful to Peter also for the peace of mind we enjoy in knowing that our dear old lady is safe and garaged. Peter unhesitatingly took his other car out of storeage in his father's garage and, exposing it to the elements for an unspecified period, made room for ours within.

Mike Hose, Les Tapping and Chris Bennet, all of Adelaide gave most invaluable assistance and I have asked that my appreciation fo their efforts be proclaimed in their own magazine.

John Couche volunteered to meet me back in Bendigo to assist with the diff overhaul if I decided to carry it out there rather than in Canberra while Arthur and Nance Clarke, too, have offered assistance.

If I've missed anyone it's because I was a little overwhelmed at the time and not through being unappreciative. So thank you, everyone, for your help and best wishes for Simone's speedy recovery. We would have been in a difficult predicament without you and I guess that just goes to show that the N.R.M.A.'s and R.A.C.V.'s slogan applies to CCOCA - 'it pays to belong'.

Rod Greschke.

#### More Austraction adventures, from John Couche.

Austraction '81 is all over bar the memories, but what memories!

I thought that after the chicken and champagne breakfast all that was left was to tootle off home, nursing my ailing fuel system. Was I ever wrong!

Fred Kidd's daughter Claire had hitched a ride to Melbourne with me and Robyn had set off in the opposite direction with a full load of Greschkes following their demise at the motorkhana, so it was just me and Claire, plus Peter Fitzgerald in his 2cv van.

The first port of call was to be 5km away at Peter's parents' for a bite to eat. By this time Smelly had already let me down twice - this was going to be a long trip. I had already discovered during the weekend that my fuel pump was not operating satisfactorily so I pirated Rod Greschke's pump as he certainly was not going to be needing it for a while. However, even with Rod's good pump feeding the vital liquid my car was coughing and spluttering every time I accelerated or tried to

climb a hill. At the Fitzgerald's it was time to pull the fuel system apart again and look for the problem a hole in the fuel line just above the rear wheel arch. With soldering iron at the ready the offending hole was soon repaired and a test drive seemed to confirm that the problem of no petrol was solved.

Off we set with the bright lights of the big city our (hopeful) next port of call. 2km later, Peter pulled the van to the side of the road. The 2cv was idling at 7,000 rpm - a little fast we thought. Problem solved by adjusting the idle screw that had worked its way right in. We set off again.

This time we managed about 10km before it was my turn. Expert mechanical brains diagnosed the problem as vapourization. Luckily I had foreseen the problem with a bit of warning from Rod on the habits of his fuel pump and had included a couple of bottles of water - for the official pouring on the fuel pump to get it going again.

Anyway to cut a long story short; the first half of the trip home consisted of cruising along at about 80km in the hottest temperatures in Melbourne for 13 years and stopping every 10km's to repeat the water trick. After having stopped about five or six times Claire was wishing that she had taken up the invitation to travel home in airconditioned comfort in one of the two Citroen 'Sigmars' that attended the rally. I finally convinced her that this really was more fun.

At about the half-way mark Mother Nature decided to throw her next weapon at us in an attempt to spoil the weekend. This time she chose bush fires. All to no avail however as we continued on regardless. By this time it was starting to cool off slightly and we were managing about 20km between water stops.

At Malsbury we caught up to Peter Simmenauer and family who had been stopped for about 1½ hours letting his Big 15 cool down. Peter was soon educated in the water treatment and we set off in a three car convoy - next stop Melbourne. We made it 300m down the road. More of the water treatment for Peter's car and we were off again.

Everything seemed to be going along nicely until at Calder Raceway we got stuck behind a slow moving Landcruiser. A quick glance in front of the Toyota revealed the true hold-up was in fact Peter Boyle's L15 crawling along the road. It was time for a rest so all four of us stopped at Keilor for a chin-wag. Peter Boyle pointed out that his car had a strange malady that would not let him

exceed 75km.

Good old Mother Nature had yet another treat for us. This time she dished up a hurricane force wind which came at us out of nowhere. We ignored the wind which annoyed the old Mother so she decided to include dust and flying bark. This time she won the battle and sent us all scurrying for shelter. Storm over we set off again for the final leg of the journey.

The weather had cooled off considerably and the cars were running well; except for Peter Boyle who was left floundering despite the new found motoring pleasures that we overheated Tractionists had found in the cool.

It wasn't to last though. With home just about in sight and the Tullamarine Freeway winding away beneath our wheels, the final fury was flung at us. This time it was a torrential downpour. It really came down with visibility at about 30m. My car leaked like a sieve and tea-towels were quickly arranged over Claire's luggage to stop it getting soaked. When Peter Fitzgerald and myself finally came to the end of the F19 we looked for the Big15, but it had not emerged from the murky spray behind us. As we bailed out our cars and decided to go back it emerged and off we went again.

This time we made it to Peter Simmenauer's house and collapsed in a heap until such time as someone suggested tea. We made it!

The journey took over 4 hrs and included every trick that Mother Nature could throw at us. Lesser vehicles may still have been trying to get home (or maybe they would have made it in 2 hrs and escaped the four seasons in 4 hrs!).



**WEIGH  
IT  
UP!**

*Subscriptions are now  
due! Pay your \$20  
now, or be up for the  
\$5 joining fee if you  
pay late. Pay Secretary.*



## NOTES

One of the most noticeable improvements in cars since the Traction has been sound insulation. Although careful design of the chassis and panels themselves can achieve much, the comprehensive use of highly efficient sound deadening materials can have a dramatic effect. These materials are a lot more effective and specialised than a coat of 3M Proofcote liberally splashed around everywhere. They include different grades of lead-lined vinyl, for floors and firewalls, and self-adhesive material specifically for under-bonnet, and another for doors and inside panels. The only source I have been able to find sells these products at \$25 - \$30 per square metre, thus pricing a thorough sound-damping project at several hundred dollars! Keeping in mind that these products really are vastly more effective than Proofcote or carpet underlay, can anyone tell me of a cheaper source, or an equally effective alternative?

In a recent discussion about the relative handling merits of the Big 15/light 15, Gerry Propsting, (whose vote goes to the L15) informed me that for some reason, many of the Light 15's were sold here with increased suspension height settings, particularly at the rear (for ground clearance?). This, of course, affects handling quite markedly. Refer to your workshop manual for the procedure to re-adjust the settings. It's quite simple.

Red-faced discovery after a run of overheating in the hot weather. I'd left the heater-tube flange assembly bolted to the radiator. Said apparatus includes, of course a plate to blank off a goodly percentage of the cooling capacity, for cold-weather running. A leisurely 60 seconds spent removing the offending part per its two bolts cured the problem immediately.

Another unnecessary reminder, this time for D-owners - you know of course, that aluminium heads are always tightened when cold.

Not only for Tractionists with sea-legs, Dennis Walton has machined up some sets of front hub pullers, of heavy construction, while sailing up and down the coast. Whether or not

that makes sense to you, all you need to know is that the club can sell them for an amazingly low \$46.00, only 3 sets are available, and outer-bearing collets to suit should be available later. See Spares Officer.

Fan belts of all descriptions are available at Powergrip Industries, 37 Lexton Road, Box Hill. It helps if you take along an old one, even if broken, to ascertain the right length and profile. Prices are very reasonable (\$2 or \$3 each for a set of Big 6 belts), and they are open Saturday morning.

Mudguard ends - those confounded little rusty shapes at the bottom of your front guards. It must be possible to have a number fabricated, so that the task of repairing the guards properly without resort to globs of gob can be made that much easier. It would be a simple matter then to weld, braze, or rivet on the pre-fabricated ends. Does anyone know who might be able to undertake such a task? Or do you know of any satisfactory alternative?

### HOW TO DESTROY FRONT WHEEL BEARINGS/ OR, THREE INTO ONE DOESN'T ALWAYS GO.

Peter Simmenauer.

When fitting your brand new wheel bearings with your long awaited reco. drive shafts, do check the thickness of the bearings and the spacer first.

According to the Parts Catalogue, inner bearings are always supposed to be 17mm thick, outer 17mm until June 1953 and 19mm afterwards. The spacer accompanying the thicker outer bearing is listed as 34mm instead of 36mm for the earlier one.

Current club stocks of inner and outer bearings are both 19mm thick, which if fitted together will require a further reduction of the spacer to 32mm if dire results are to be avoided. Two millimetres doesn't sound much? It's enough for the inner face of the hub, when secured, to side load the outer bearing sufficiently to break it within a couple of hundred miles. OK if you like the resultant grinding noises or don't like driving your traction very much.

I am now keeping available spacers of 32, 34 and 36mm so as to be able to accept any combination of 17 or 19mm bearings.

Also, don't rely on tool 1824T for pulling any of these bearings which have been supplied sealed. The housing profile differs from that of the open bearing and

cannot be gripped with this tool, even with the aid of prayer, imprecations or brute force.

Oil seals are available as Repco P3118 and P3229 through your local bearing shop. LMR Bearings, 381 Burnley Street, Richmond, give a good discount to club members.

Rod Greschke, whose frequency of contribution should allow him to use the title of assistant editor of FD, sent me some time ago a newspaper clipping, with the comment that we might like to see the excellent taste being displayed in NSW local government. The subject of the article was that the Mayor of North Sydney sold his mayoral Mercedes in order to be able to use his own Light 15 instead. Rod suggests trying to interest Mr. Hamer in a 6H.

If we are to believe what Gerry Propsting tells us, the purring coming from his Light Fifteen is not his new engine, as that is all but inaudible. George Russell at The Basin carried out the work, which included a new rocker shaft and balancing the engine. I am not sure whether the purring is Gerry or his clock.

For those with some loose change lying about, it may pay to stockpile some 165x400 Michelin tyres for your Traction. Unconfirmed rumour is that they may soon become unavailable.



Next years Austraction '82 will see some changes in format from previous years. See future Front Drives for details.

It seems likely that the club is about to obtain a substantial amount of new old stock, which should include some highly desirable parts. Hopefully, more details soon.

## SMELLY GETS INTO THE SOAP

or, Will Actors Equity Ban John's 11BL?

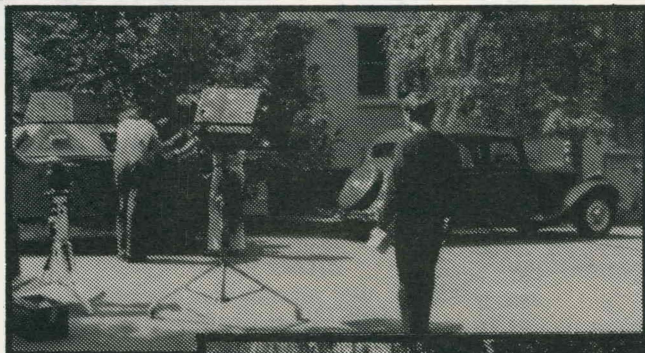
John Couche.

On Tuesday 1st February, my 11BL 'Smelly' became a T.V. star.

A few days earlier I had received a phone call from Crawford Productions requesting (without wanting to offend anybody) a Citroen that would have been common about 20 years ago and was 'a little tatty around the edges' Smelly fitted the bill perfectly.

The programme she was to be used in was Skyways and the location was a jungle road in a South East Asian island that was supposed to be in a state of revolution. The hero, Captain Barclay of Trans-Asia Airways, finds himself in the middle of the turmoil and decides to rescue Sister Theresa the beautiful nun in distress. Smelly is used as the rescue and 'get-away' car.

The episode is to be screened in about 8 - 12 weeks from the filming date, in Melbourne.



## BENDIGO SWAP MEET 1980

John Couche

Although not an official CCOCA function, the Bendigo Swap Meeting was a good one for CCOCA.

Four cars presented themselves for display to the public and created a lot of interest with the public and passer-by, resulting in several prospective new members.

The cars in our line-up were Fred Kidd and family's L15, Brian Paulusz's L15, Mel Carey's Big 6 and my 11BL. Peter Hughan from Hamilton and Kym Harding also turned up but were roughing it for the weekend (they left their tractions at home). The usual amount of traction parts were available for purchase, in other words just about nothing. I did manage however

to obtain a number of French brake light switches, an interior light with switch and some 6v. lightglobes. A number of contacts were made for various bits and pieces also and will be followed up later.

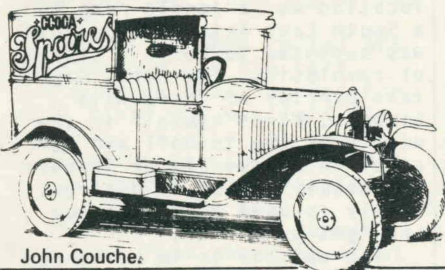
Hopefully next year we will have a larger range of Citroen parts to choose from as people are finally starting to realize that the French produce something other than garlic bread and frog legs.



# NOTES



## SPARES



John Couche.

### 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	\$6.00
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	\$7.95 each
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	\$17.53 set
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 & lower ball joint leathers	POA
Bonnet lacing	\$4.60
Window channeling (per car)	\$18.75
Mudguard piping, vinyl (per car)	\$10.20
Hocker shaft L15.	\$36.98
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
(POA — part is presently out of stock and next shipment is likely to include a new price.	

### SECOND-HAND PARTS

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

### 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.



Gerald Propsting,  
18 Bellara Drive,  
Mooroolbark. 3138

WINDCHEATERS:	\$12.00 ea
Exacto quality	
Colours: Red, Yellow, Light Blue	
Motifs: Roadster, Coupe, Club, 2CV	
Sizes: 14 Chest 90cm	
16 Chest 95cm	
18 Chest 100cm	
20 Chest 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

Only a few left. \$15.00 ea

CLUB BADGES \$12.00 ea

CLUB WINDSCREEN STICKERS \$1.00 ea

New high quality

#### POSTCARDS

Traction designs

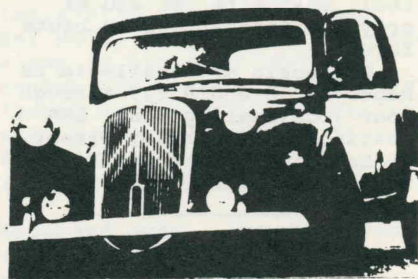
Packets of 5 assorted \$2.50



### FOR SALE

Front hub pullers for light 15.  
See CCOCA Notes.

## CLUB EVENTS



Peter Fitzgerald

March 15

### Kalorama Rally

Even though we are not eligible to be in the event, it will be a very interesting day from a spectators point of view.

March 25

### Annual General Meeting

8 pm at the Nunawading Civic Centre. This meeting will see the election of your new committee. It is essential to have a good turn up for this meeting, so that we are able to hold this election. See ya there.

April 29

Open night at the Nunawading Civic Centre at 8 pm.

April 17-20

Citin Easter rally in Canberra.

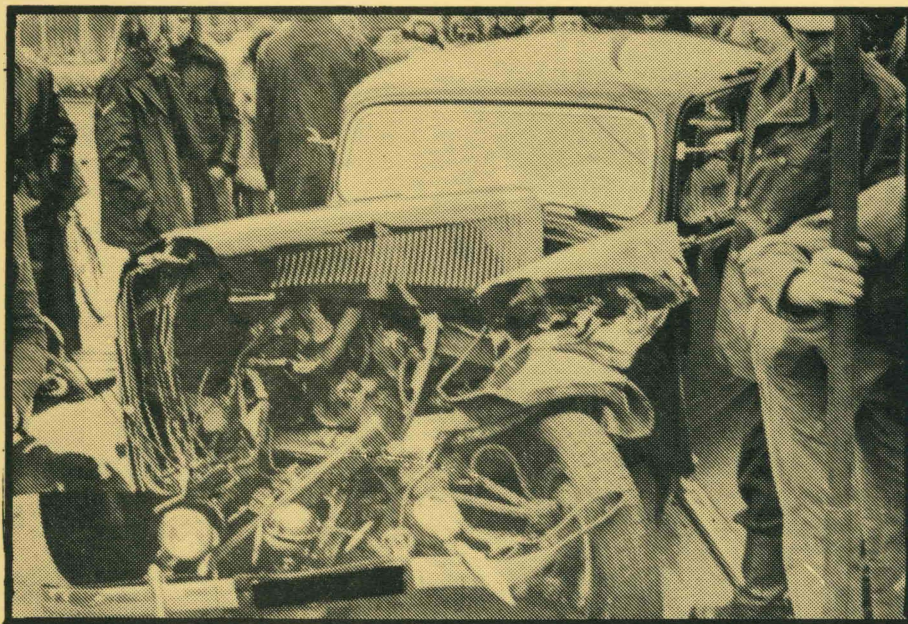
I would like to take this chance to thank all the people who have helped me in the 7 months I have been acting in this position. And a special thanks to all members for coming along and making our events successful.

### FOR SALE

One brand new set of Floquet Monopole pistons and sleeves, including gudgeon pins and rings. \$165.  
(Citro price is \$280).  
Kym Harding  
{03} 877 4853.

### FOR SALE?

No, giving away.  
C6 Diff, remains of engine. You pick it up, you can have it.  
Mark Navin  
{03} 878 2410.



# CLASSIC CAR INSURANCE

The Committee has concluded negotiations with Shabon Insurances for coverage of CCOCA members' cars under Shabon's "Classic Car Insurance" scheme.

This scheme recognises the fact that classic cars driven by members of clubs such as CCOCA are statistically at lower accident risk with consequent lower premiums.

Additionally the scheme offers a number of features of real interest to classic Citroen owners, including agreed value; salvage rights in the event of a write-off; choice of repairer; automatic coverage while other club members are driving the car, and so on. Comprehensive coverage of cars under restoration is also available.

Brokers for the scheme are Shabon Insurances (Vic.) Pty. Ltd., and it is underwritten by the Guardian Royal Exchange Group (GRE).

Coverage is immediately available for Victorian, S.A. and Tasmanian members, and may be available to other members depending on individual situations.

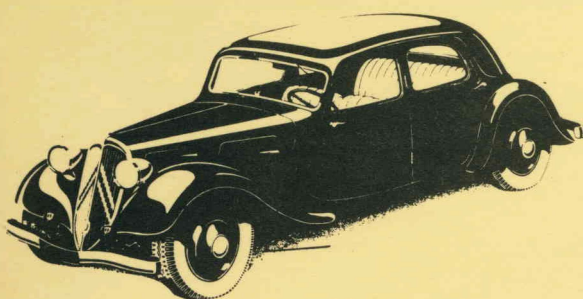
All enquiries should be directed to the Secretary CCOCA in the first instance.

Current premiums are:

<b>Category A</b> (pre 1948 and all Tractions) Up to \$6000 Agreed Value \$50 excess		\$69.50
<b>Category B</b> (1948 to 1962 excluding Tractions) \$100 excess		\$95.00
<b>Category C</b> (1962 onwards)		On Application
<b>Laid-Up Cars</b>		\$47.50

- Available to club members only
- Ultra-competitive rates
- Agreed value policy
- Choice of repairer
- Salvage rights
- Laid-up cover available

CONTACT THE SECRETARY CCOCA FOR FULL DETAILS



**Shabon Insurances  
(Vic.) Pty.Ltd.**

