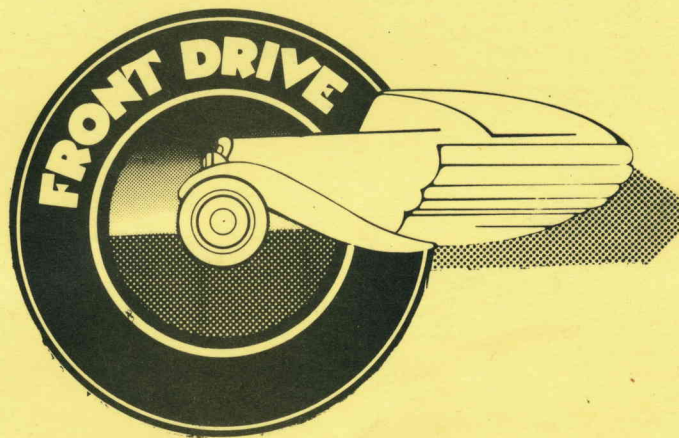
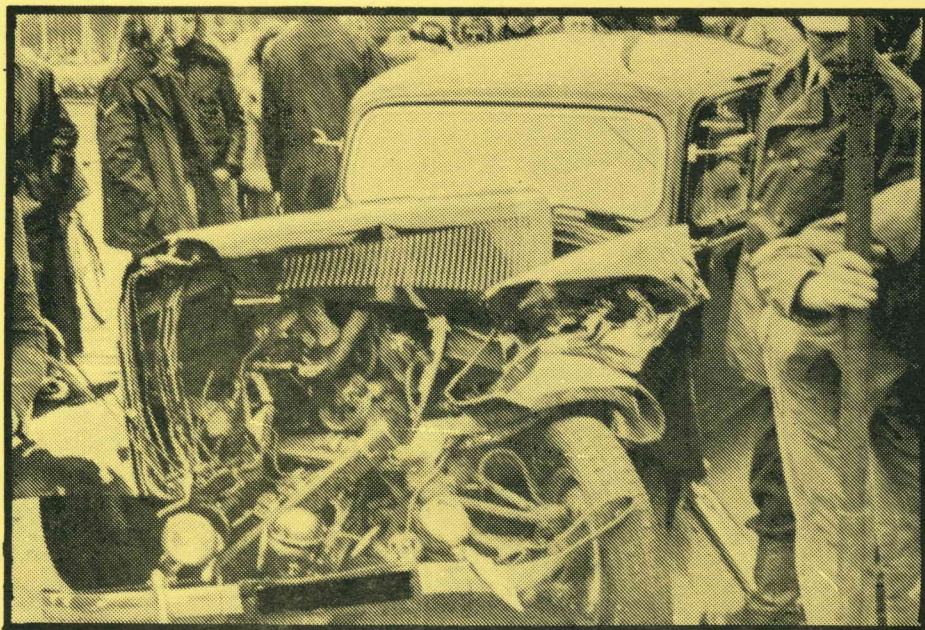


Front Drive Volume 5, Number 2 July/August 1981





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:

Category A

(pre 1948 and all Tractions)

Up to \$6000 Agreed Value

\$50 excess

\$69.50

Category B

(1948 to 1962 excluding Tractions)

\$100 excess

\$95.00

Category C

(1962 onwards)

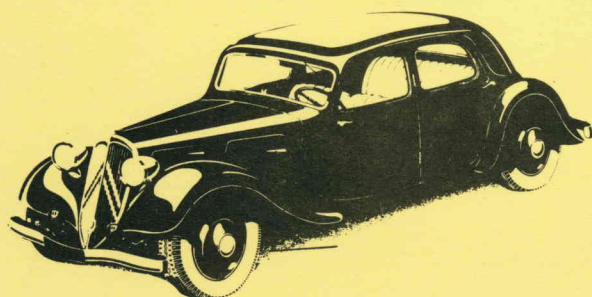
On Application

Laid-Up Cars

\$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.**

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Boronia. 3155
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Volume 5, Number 2 July/August 1981

Another issue? Already? It can't be two months since the last one! Oh well, restoration completion is now December '84 plus two months.

I know this editorial column will begin to sound more like a 'positions vacant' column but would an assistant editor please come forward. My tenure in Melbourne has now a definite finishing date due to an overseas posting and so any offers to fill Editor-in-training would be gratefully received.

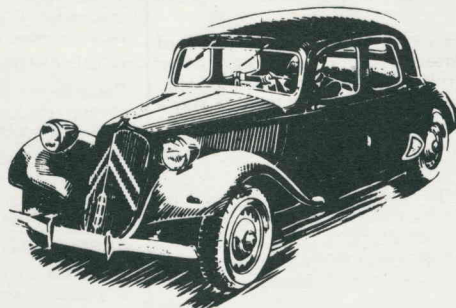
The Europeans are about to launch into their summer and there are an exciting number of Citroen-oriented events: The International 2CV Friends Meeting in Belgium and the International Citroen Car Clubs Rally in Holland. Having attended the former when it was in Denmark two years ago, I know from experience that it is an event well worth attending. Unfortunately, I won't be there for the Belgium experience but some of our members will be there and rumour has it they will be bringing back a few more 2CV's to keep D. Shervo happy and give T.S. Barr more ulcers.

Melbourne members are currently able to see a French dramatisation of the famous Yellow Raid (Croisiere Jaune) through their multicultural television channel. The English subtitle translation is minimal and the programme is "dramatised" but nevertheless it is enjoyable watching. The programme is called "The Bell from Tibet" and its a Saturday night timeslot.

M.N.

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



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.

Be sure to see

"COMING EVENTS" page 2.



COMING EVENTS

July 29th.

General meeting at the Nunawading Civic Centre at 8 p.m.

August 8th.

Brass Monkey Wine and Cheese at Darien and Michaela Pullen's abode at 1/251 Dandenong Rd., Windsor. Yes, it's that time of the year again. This seems to be our club's favourite event. It could have something to do with the fact that we're all cheapskates at heart, but I prefer to think that we all like to savor a large selection of good cheeses and wine for very little cost. If you would like to go could you please let me know by the end of July.

August 26th.

Open night at the Nunawading Civic Centre at 8 p.m.

September 13th.

A day run to Lake Nagambie at the invitation of the Mercedes 170 Club. The Bristol Owners Club could also be coming on the run. Lake Nagambie is situated just past Seymour. We will be there for lunch so bring along your Bar-B's or whatever you feel like. We will be travelling up in convoy, leaving the carpark on the corner of Plenty Rd. and Settlement Rd. Bundoora at 10 a.m. SHARP. Come along Citroën owners and wave the flag. Let's show these English and German cars what fine French design is all about.

September 19th.

A technical day on the Traction. More details in the next magazine.

September 30th.

General meeting at the Nunawading Civic Centre at 8 p.m.

October 10th.

Parts Auction and Bar-B-Que at Roger Brundle's house - 12 Barkly Ave., Armadale. Starts 11 a.m.

January 23-25th.

Austraction '82 at Ballarat. Could you please return the booking form as soon as possible, as you can understand the difficulty of booking for a large number of people during the peak holiday season.

Peter Fitzgerald.



Origines de la traction avant.

EASTER 1982 ADELAIDE, S.A.

We extend an invitation to all Australian Citroën enthusiasts to visit our beautiful and interesting city for Easter 1982. For some, it's a long trip - we promise you won't be disappointed.

The event is being organized by the Citroën Car Club of Australia with assistance from the Citroën Traction Avant Club of South Australia.

The programme offers a number of events of special interest to Citroën enthusiasts. Two "free" afternoons are also included for individual pursuits. If you can get leave to stay a few extra days, all the better.

FEES - (other than accommodation) will be on a "pay as you go" basis.

ACCOMMODATION - All bookings will be co-ordinated by the CCCA. Forward details of your requirements to:

Easter 1982 Organizing Committee
Citroën Car Club of Australia
P.O. Box 463
North Adelaide 5006

Motel - 30 suites will be available at the Glen Osmond Motel (8 km SE of city centre). Additional suites (some with kitchenettes) are available nearby at the Tollgate Motel, Glen Osmond.

Caravan Park - 30 large on-site caravans will be available at the Glenbrook Caravan Park, Walkerville (6 km NE of city centre). Powered van and tent sites are also available.

Camp Sites - A number of picturesque camping grounds are available near the motels and caravan park mentioned above.

Deposit - A deposit of \$20.00 (motels and on-site vans only) must accompany bookings.

"CHAUFFEUR" SERVICE

Enthusiasts interested in coming to Adelaide by plane, bus or train will be chauffeur driven to and from the organized events by CCCA members (in Citroëns)! This transport service will be provided to ensure that all can share fully in the fun.

ADELAIDE FESTIVAL

Citroën fans with an interest in the arts may also be attracted by the closing stages of the Adelaide Festival. Details will be forwarded as soon as they are available.

ALL CORRESPONDENCE, BOOKINGS AND DEPOSITS should be forwarded to the Organizing Committee at the address given above. Booking forms will be available about June 1981.

Times, venues and finer details may be subject to change. CCCA charges to cover costs will be announced at a later date.

GOOD FRIDAY - Noon onwards:

Reception - refreshments (tea, coffee, wine, cheese, etc.) and light evening meal at the Walkerville YMCA hall.

Welcoming Points - will be set up at the main northern and southern entrances to Adelaide to direct weary travellers to their accommodation and the reception centre.

EASTER SATURDAY - Morning:

A parade of Citroëns through the Adelaide city centre terminating at the army parade ground, North Terrace. This location is close to the Festival Theatre complex, Torrens River, North Parklands and the Adelaide city centre (including Rundle Mall shopping centre).

Afternoon:

Free time to visit places of interest. Some suggestions:

Barossa Valley (approx. 50 km north)
Historical buildings around Adelaide (numerous!)
Constitutional Museum (city)
Festival Theatre complex (city)
Birdwood Mill Museum (40 km NE in

hills - includes a superb collection of vintage and veteran cars and motorbikes)

Scenic drives in the Adelaide hills
Southern Vales (30 km south - dozens of wineries open)

Clare Valley (120 km north - most wineries open Saturday)

Victor Harbor (80 km south)

There are dozens of other possibilities! Write to the committee and ask for suggestions if you have some special interests.

Evening (about 7.30 p.m.):

Cabaret dinner at the North Adelaide Country Club.

EASTER SUNDAY - Morning:

A navigation run/car trial (about 2 hours unless you get lost!) taking in scenic parts of the Adelaide Hills, finishing at a winery (for barbeque lunch) in the Southern Vales district (a major wine producing district south of Adelaide).

Lunch and Afternoon:

Barbeque followed by free time for socializing, scenic drives, mechanical demonstrations, winery tours (most wineries are open on Sundays) etc.

Evening:

Trophy presentation, films and farewell get-together at the YWCA Hall, Walkerville. Light supper will be included.

Note re Navigation Run

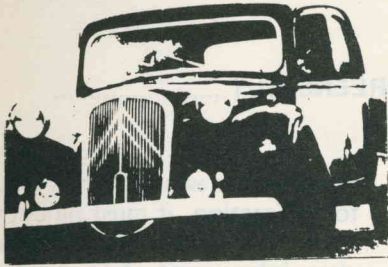
The Bryson Perpetual Trophy will be awarded to the winning club in the navigation run/car trial, which will be staged in two classes - one on bitumen roads only, the other for more adventurous teams! Each competing Citroën will need a driver and navigator. All equipment, maps etc. will be provided - teams must supply functioning drivers, navigators, cars and odometers (resolution to one mile or kilometre will be sufficient).

EASTER MONDAY

Departure. Visitors interested in staying on will continue to receive our hospitality.

THE CITROËN EASTER 1982 PROGRAMME

CLUB EVENTS



PAST EVENTS

June 15th.

Noggin 'N' Natter at the Anchor and Hope in Richmond. The night was a very pleasant evening, giving members the chance to sit and chat over an ale or two. This type of evening was a bit of an experiment, one which I think was quite successful, giving the committee a chance to get to know new faces.

June 6, 7, 8th.

To Hamilton for the District Veteran, Vintage and Classic Driver's Club rally. For the hordes of members who went to Hamilton, (well, 4 anyway), it turned out to be an excellent, very well organized weekend. The food alone was

remarkable, especially the Country Women's Association style morning and afternoon teas. The cars were extremely interesting with mostly non-american makes. The Riley Car Club was there in force, and many interesting individual cars like a 1951 Bristol, a baby vintage Bentley and an Aston Martin DB4 also attended. A great weekend I can heartily recommend for next year's calendar.

Cit-in 81, Easter at Canberra.

For the large number of people from our club and other Citroën clubs who went (about 250 people and 90 Citroëns) the Canberra National Rally was a complete success. A weekend that was faultlessly organised thanks to the local Club and the CCCV. Our club showed a lot of skill when competing in the weekends events:

. The Thomas Traction and the Couche Traction came equal third in the Observation (torture) run, with Rod Greschke winning the

event (on ya Rod!).

. John Couche came 2nd in the Traction class, with his wife Robyn coming equal first in the top lady driver in the Motorkhana. Our club also came third in the teams event, out of six teams, being beaten only by two Modern Citroën Clubs. Also, my Jnr. 2CV Van won the flat twin class again — hot competition: itself!

The next National Rally is at Adelaide during Easter in '82. I have information brochures on this rally, a rally you would be extremely foolish to miss. In 1984 our club is looking at organising the National Rally. To do this we need a committee to get it off the ground. So, I need some volunteers!!! Any one interested can get in touch with me (Peter Fitzgerald). Lets face it, I can't do it all on my own.



CHANGED ADDRESSES? ACQUIRED/CHANGED/SOLD YOUR CLASSIC?
Contact the Secretary to keep his records straight and you on the mailing list.



EVERYTHING YOU WANTED TO KNOW ABOUT WINDSCREENS, BUT.....

REMOVING AND FITTING WINDSCREEN

The windscreen can be removed in two different ways according to requirements.

Removing windscreen without removing hinges (when windscreen is a good fit in the body opening).

It is sufficient to disconnect the central control from the windscreen by taking out the two fixing screws. Open the windscreen enough to give access to the screws fixing the hinges. Remove these screws and take out the windscreen.

Removing windscreen with the hinges.

To obtain access to the screws fixing the windscreen to the body on models with top mounted wipers, it is necessary to remove the trim panel carrying the windscreen wiper. To do this, proceed as follows:

Take off the wiper blade and unscrew the two nuts of the windscreen wiper guide. Remove the five screws fixing the windscreen opening surround along the top edge only. Remove the screws fixing the panel and then take the panel out. Disconnect the central control from the windscreen and next the windscreen hinges from the body. Take out the windscreen.

For models with scuttle mounted wipers, the procedure is similar - ignore reference to wipers. Later models do not have a trim panel above the windscreen opening surround, the head-lining being trapped under the surround. In this case, remove the surround and release head-lining sufficiently to gain access to the screws securing the hinges to the body.

FITTING WINDSCREEN AND ADJUSTMENT

No particular difficulty should be encountered when fitting the windscreen.

The water-tightness of the windscreen can only be assured if it is correctly positioned in the body opening and if the rubber weatherstrips are in good condition.

The weatherstrips must be flexible and have no 'splits'. If they are not up to standard they must be replaced.

The windscreen is fixed to the body by two hinges having slotted holes for the fixing screws. These slots permit the hinges to be adjusted vertically.

On the front roof inside panel are brackets for the hinges. These brackets also have slotted holes which allow for horizontal adjustment.

It is therefore possible to locate the windscreen correctly in the body opening by moving it both laterally and vertically.

Water-tightness of the windscreen along its top edge can only be obtained if the weatherstrip fits correctly to the top edge of the body opening. However, the rubber must not fit so tightly that force is required to open the windscreen.

Obtain correct fitting by adjusting the windscreen by its hinges or hinge brackets.

Watch to see that the flange of the weatherstrip does not roll up towards the inside of the body opening.

This adjusting operation necessitates gaining access to the screws fixing the hinges to the brackets. It is equally necessary to free the central control from its fixing on the body.

REPLACEMENT OF WINDSCREEN GLASS

Tractions were originally, of course, fitted with "toughened" glass windscreens. Toughening of glass involves stressing the glass after cutting to shape, to ensure that on impact, the glass shatters into small, relatively harmless cubes. The disadvantage is that while this shattering is going on, the glass becomes opaque - a frightening experience at the best of times.

Toughened glass cannot be cut to shape after treatment, attempts to do so will result in a bucketfull of small glass cubes. Therefore, if a

replacement windscreen is required for a Traction, it must be cut from what is known as "laminated" glass (please not plate glass!). As the name implies, laminated glass consists of two thin sheets of glass interposed with a sheet of flexible plastic. On impact, the glass cracks, as does normal (window) glass, but is held together by the plastic. Unless the impact is directly in the line of vision, sight is largely unimpaired.

Most large windscreen suppliers/fitters can cut a Traction windscreen from laminated glass using an old windscreen as a pattern. Cost should be around \$30-40. The real problem comes when fitting the glass to the screen frame. Toughened glass is relatively insensitive to rough handling, whereas clumsiness with laminated glass will be rewarded by a pleasant pattern of mobile cracks.

Consequently, following are two methods of replacing the glass in the frame. Both maybe used for either type of glass, but as the second does not involve any force, it is well suited to laminated glass and has been used successfully by the writer.

Method 1 - The operation of replacing the windscreen glass requires some precautions to be taken to prevent breaking the glass or damaging the frame.

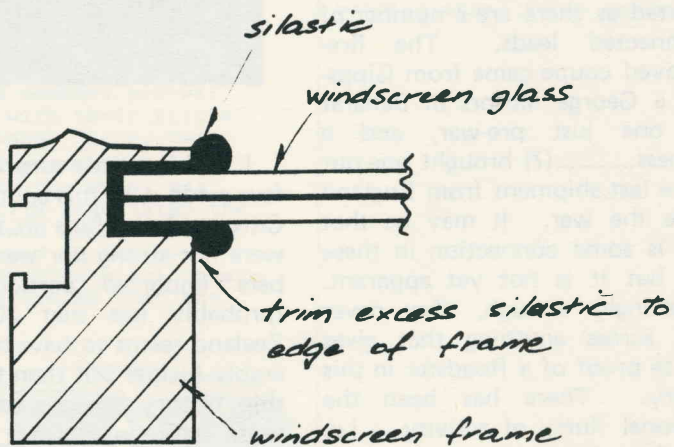
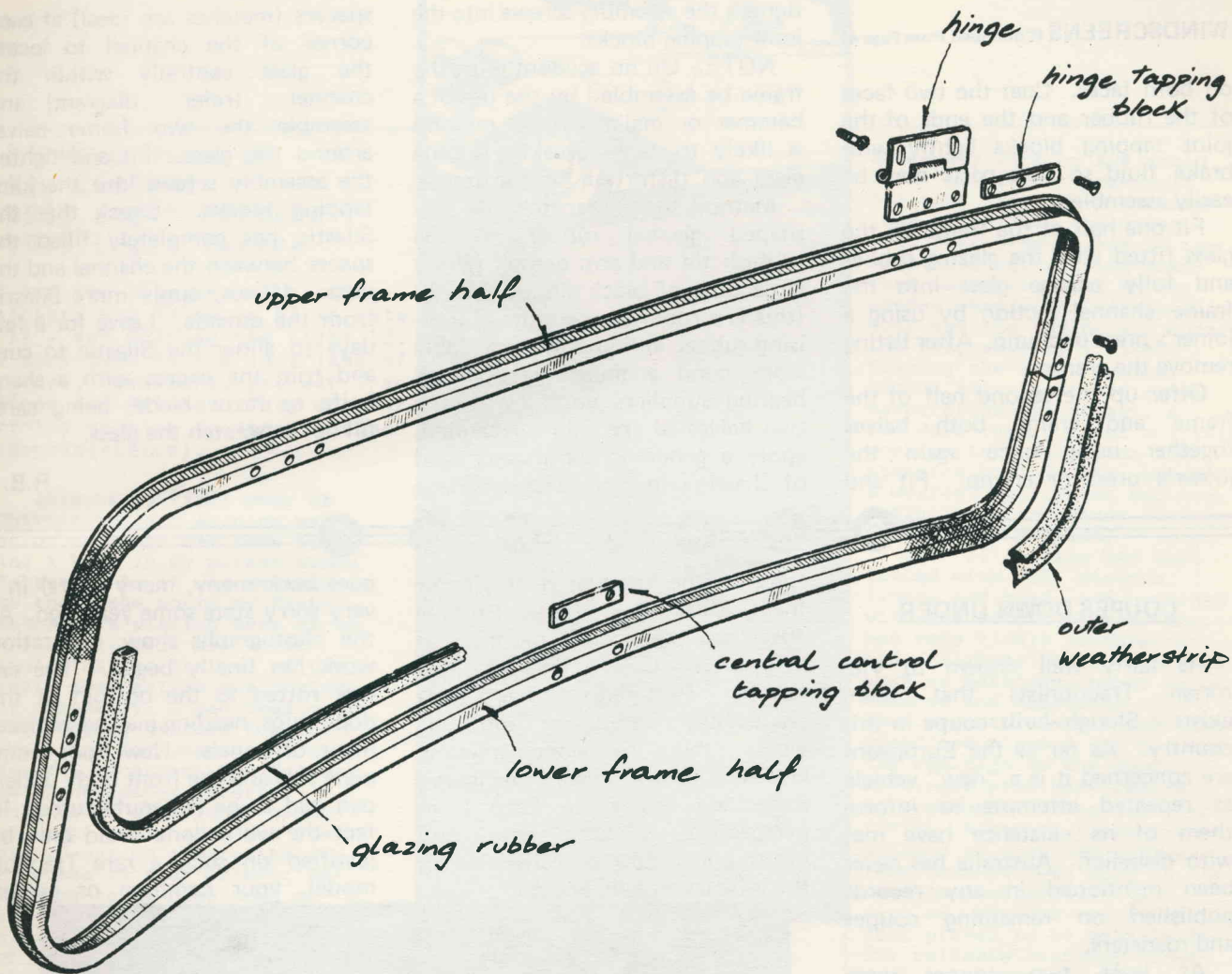
The two halves of the frame being separated, slacken the screws fixing the frame joint tapping blocks a few turns. Chamfer the ends of the tapping blocks that are exposed to permit their easy entry into the other half of the frame when assembling.

Drill two holes approximately 4 mm. diameter in the outside face of the lower half of the frame at the bottom corners. These holes will permit any water penetrating at the frame joints to drain away.

Place the glazing rubber around the windscreen glass making sure that it extends an equal amount

(Continued Page 6)





Section through windscreen frame

WINDSCREENS (Continued from Page 4)

on both faces. Coat the two faces of the rubber and the ends of the joint tapping blocks lightly with brake fluid so that parts may be easily assembled.

Fit one half of the frame on the glass fitted with the glazing rubber and fully engage glass into the frame channel section by using a joiner's press or cramp. After fitting remove the cramp.

Offer up the second half of the frame and cramp both halves together using once again the joiner's press or cramp. Fit and

tighten the assembly screws into the joint tapping blocks.

NOTE:- On no account must the frame be assembled by the use of a hammer or mallet as this method is likely to cause breaking of the glass and distortion of the frame.

Method 2 — Dispatch the U-shaped glazing rubber to the rubbish tin and arm oneself with a large tube of black silastic RTV32 (this is a room temperature vulcanising rubber in liquid form available from good engineering suppliers, bearing suppliers etc.). With the two halves of the frame separated, apply a generous continuous bead of Silastic within the channel. Place

spacers (matches are ideal) at each corner of the channel to locate the glass centrally within the channel (refer diagram) and assemble the two frame halves around the glass. Fit and tighten the assembly screws into the joint tapping blocks. Check that the Silastic has completely filled the spaces between the channel and the glass. If not, apply more Silastic from the outside. Leave for a few days to allow the Silastic to cure and trim the excess with a sharp knife or razor blade, being careful not to scratch the glass.

R.B.

COUPES DOWN UNDER

Its fairly well known to Victorian Tractionists that there exists a Slough-built coupe in this country. As far as the Europeans are concerned it is a "new" vehicle as repeated attempts to inform them of its existence have met with disbelief. Australia has never been mentioned in any records published on remaining coupes and roadsters.

At least two coupes were imported as until recently their physical remains were actual proof. One has since been destroyed in a fire but the second still exists (more of this one later). It is possible that perhaps one more was imported as there are a number of unconnected leads. The fire-destroyed coupe came from Gippsland, a George Motors of Ballarat sold one just pre-war, and a Baroness.....(?) brought one out on the last shipment from England before the war. It may be that there is some connection in these leads but it is not yet apparent. Interestingly enough, I've never come across anything that gives definite proof of a Roadster in this country. There has been the occasional flurry of activity — i.e. a Big 6 roadster in South Australia and a non denial/affirmation of one in Queensland. Neither clues yielded any sort of proof. Either

those in the know aren't saying or there isn't one. Roger Brundle advertised for 12 months in "Restored Cars" and yielded nothing. Restored Cars has a wide readership distribution and one would think someone/sometime would have seen/remembered something though to keep it in perspective, nobody gave any information, new or otherwise on the vehicles already known.



I find it a little surprising that so few made it to this country but the Citroën dealerships in the 'thirties were not strong nor were the numbers imported particularly high (probably less than 200). New Zealand seems to have been considerably luckier but then their dealership history appears to have been more stable which may offer some explanation.

But to the second coupe! This vehicle was acquired by the Roberts family (whose Citroën pedigree

goes back many, many years) in a very sorry state some years ago. As the photographs show, restoration work has finally begun. The car was rotted to the bottom of the door skins, needing massive replacement of panels. New floor, complete sills and the front body underpan had to be remanufactured. In fact the work done could only be justified on such a rare Traction model, your common or garden

variety sedan would have been "tipped".

Work is well under way and while no deadline target has been set, Austraction '82 would seem a fitting "inaugural run".

Incidentally the famous Flora Smith coupe from New Zealand now resides in Sydney. It did NOT go to the American collector for \$40,000; it went to an ex-Citroën agent for reportedly less than \$10,000!

Mark Navin.

P.S. The Roberts coupe is a 1938 Slough-built Light 15.

Members

Cars

Richard Howarth
New Zealand
1952 Light Fifteen
1939 Light Twelve

I had the pleasure of meeting Richard and Helen in NZ in late '79 - and driving the Light 12. I envy them living in a land of coupes, roadsters, pre-war Tractions and Pilotes. They are currently working in the UK. (See correspondence). - Ed.

1975 was my final year at University, and surplus vacation earnings had been burning a hole in my pocket since February. As it was getting to the stage where my flat-mates were placing bets as to whether my 1952 A50 Devon would last to the end of the year, some action was obviously necessary. I had been casting longing glances towards tractions for years, and on several occasions had followed up newspaper adverts - only to be invariably greeted with, sorry mate you just missed out on a bargain! . . . or words to that effect. Returning to my home town of Wanganui for the August vacation, was the turning point of my (motoring) life! There it was, 1952 small boot L15 Reg. No. AV9 resplendant in it's gleaming maroon paintwork (badly sprayed over the original pale green, as I soon discovered) - sitting in a city garage yard, on behalf of a mechanic who worked there. A road test, a little haggling over price, and I was a very proud owner of AV9.

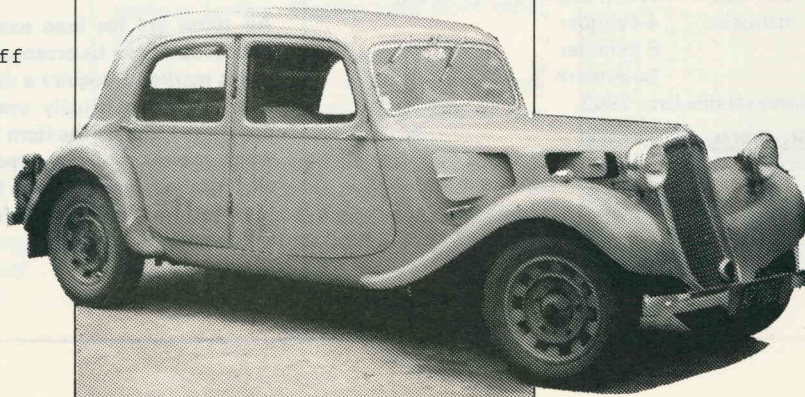
Shortly after purchase, the car's first test was the drive back to Christchurch - some 350 miles (excluding Cook Strait!) which it handled admirably well apart from a puncture near Cheviot at 3 am - the Michelin radial managing to disguise the flat for long enough to ruin the near new tyre! Shortly after returning to Christchurch, I joined the Canterbury Citroen Car Club - which was an essential move in order to gain knowledge re spares, servicing etc. Apart from brief 'off the road' periods to recondition brakes, front drive-shafts etc., AV9 remained as my everyday transport until late 1978, when she was once more shown the greasy spanner foe what was supposed to be a brief clutch overhaul However, on removing the engine/transmission for the first time, I discovered

rather more serious problems in the form of front end alignment and perished silent-blocs. The result of a previous stunt (before I owned her) and a 'bodge' repair.

Regressing a little, earlier in the year, I had purchased a non-runner 1939 L12 having eyed the forlorn vehicle for some time in a back street of suburban Christchurch. I had often admired club members pre-war tractions with their Pilote wheels, bonnet flaps, twin overhead windscreen wipers etc. - thus the owner was sought, price negotiated the vehicle towed home, placed on blocks and on the ten year restoration plan! Thus when I discovered that the

necessary work on AV9 could leave me without transport for some time I had a closer look at AP 7001 the green (and rust brown) lady of respectable age sitting somewhat less elegantly on her wooden wheels! An afternoon's work and the engine was running very sweetly - after freeing the stuck valves, timing adjustment and a new carburettor transplant. A few days later, after a little work on the suspension and steering ball joints, she had a warrant of fitness and registration - and ready to face another forty years!

The '12' engine had been fitted with '15' pistons, liners and head, and combined with the Pilote wheels, she had very lively performance, and still has. Various factors such as marriage, house maintenance and impending overseas departure meant that the grandiose plans I had for AV9 (in addition to the above mentioned problems) failed to eventuate during the year (1979). Although I was rather ashamed to show her rather less-than-perfect body on the road (and especially club rallies, outings etc.), AP 7001 proved to be very faithful reliable everyday transport until the day before our departure from N.Z. in January. Until our return to N.Z. next year, she is being looked after by another club member (in the company of a not onconsiderable number of other tractions), while AV9 remains in a rather dismantled state in my garage.



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- Technical
- Specific models
- Members' cars
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CLUB LIBRARY

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 Thorpe. **The Book of the Citroen.** 1967. (DS/ID)
 Citroen traction avant 1934-57. 197? (road tests)
 2CV evolution technique. 1979.

Manuals

Revue Technique Automobile reprints:
 1919-1926: A, B2, B10, B12, 5CV.
 1926-1928: B14, B15.
 1929-1934: C4, C6 et Rosalie: 8, 10, 15.
 1934-1957: Traction avant: 7, 11, 15-six.
 Citroen repair manuals: 4 cylinder *
 6 cylinder *
 Bodywork *
 SKF. **Automotive service list.** 1963.

Citroen P.R. Brochures.

Les Jouets Citroen.
 15-six
 30 ans de 2CV
 Ici commence l'aventure
 Dates
 Style

Periodicals

Attraction.
 L'Auto (S.A.)
 Avant Garde (Qld.)
 B11 Bladet (Sweden)
 Chevrons (N.S.W.)
 Citroen (Canterbury N.Z.)
 Citroen C.C. Newsletter (U.S.A.)
 Citroen Owners Association of W.A. Bulletin.
 Citroenian (U.K.)
 Double Chevron (Citroen P.R.)
 Floating Power (T.O.C., U.K.)
 Javel
 Newsletter (C.C.C.V.)
 Single Spoke (Invercargill, N.Z.)
 Spheres and Gears (A.C.T.)
 Traction Avant (Wellington, N.Z.)
 Traction Torque (S.A.)
 Traksjon (Holland)

Sales Brochures

GS, GSA, LN, 2CV6, Dyane 6, Mehari 4x4, Acadiane, H van, C35, Visa, CX.

All items are for loan except those marked *, for which photocopies can be arranged at five cents per page. Items marked \$ require a deposit before borrowing. Loan period is usually until the next meeting, but can be negotiated, unless the item is required by another borrower, when speedy return is expected. When borrowing by mail, all postal charges are to be borne by the borrower. Suggestions for purchase are welcome, donations are even more welcome!!

For the enthusiast who has almost everything, the following should fill the gap. The design is courtesy of Double Chevrons the Citroen Public Relations Magazine. If memory serves me correctly, the original jumper was shown in D.C. some years ago originating from a Swedish enthusiast.

For Australian consumption there needs to be a couple of changes (no, the Chevrons are not reversed!). "Pingouin comfortable double knitting" is equal to 8 PLY and if the intended recipient is male the size should be increased, especially the arms.

And, last but not least, the bottom line of the Chevrons should be two lines of white. Happy knitting!!

M.N.

PULL CADEAU

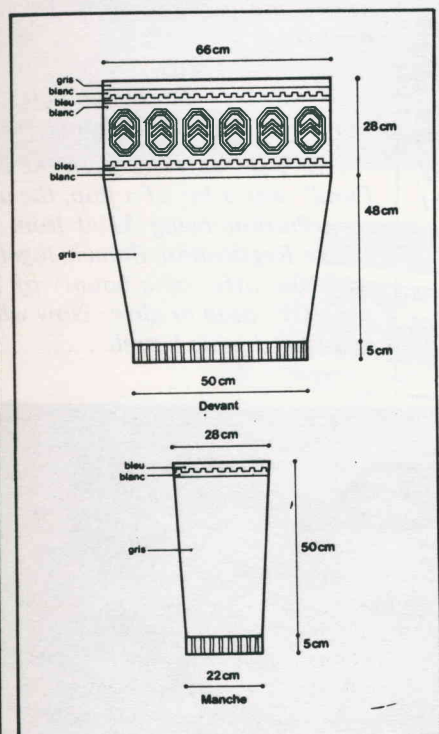
Neither disco nor punk, neither baba-cool nor clean-jogging, here is the super sweater : the retro sweater! A Fair-isle type knitting job not calling for a great deal of know-how: the Citroën trade mark of the thirties. In grey, white and blue. Or other colours, as you fancy. Times are hard. Times are cold. It is proper that the (almost) naked should be clothed. Auntie Pia will tell you how. Follow her directions – a gift from Double Chevron to its readers. Get out your wools, grab your knitting needles!

Materials:

Adult size

Pingouin comfortable double knitting

10 balls of GREY x x x
4 balls of BLUE o o o
4 balls of WHITE v v v



Stitches used:

1 plain, 1 purl rib / 2 plain 2 purl rib. Stocking stitch. Fair-isle stocking stitch. Needles: 3 1/2 - 4 (mm diameter)

Procedure:

Front

Cast on 104 stitches. Work 2" K2 P2 rib. Continue in stocking stitch (one row plain, one row purl); increase one stitch at each end of the needle every 3 cm (1 1/5") until there are 134 stitches. Continue without further shaping until work measures 38 cm (15").

Then:

- 4 rows: WHITE • 1 row: 2 stitches BLUE, 1 stitch WHITE, to end of row
- 1 row: BLUE • 5 rows: GREY

Then continue: following the Fair-isle diagram given, finishing with: • 1 row: BLUE • 1 row: 1 stitch WHITE, 2 stitches BLUE to end of row • 5 rows: WHITE • 4 rows: GREY

Back

As for front, but finishing with:

- 9 rows: GREY

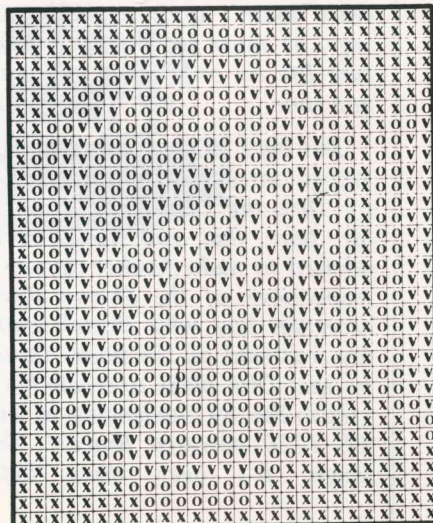
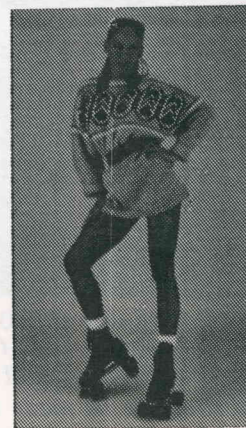
Sleeves

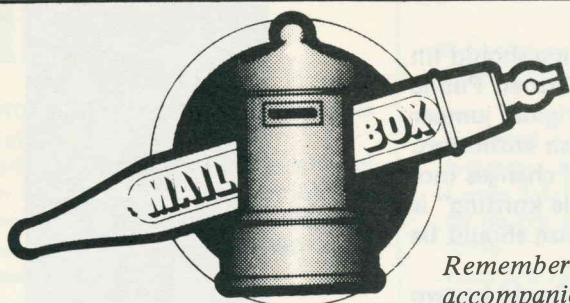
Cast on 25 stitches. Rib in K1 P1 for 2". Continue in stocking stitch, increasing one stitch at each end of needle every 4th row until there are 136 stitches. Continue without further shaping until work measures 18".

Then:

- 5 rows: WHITE • 1 row: 1 stitch WHITE, 3 stitches BLUE to end of row
- Finish with: • 1 row: BLUE

Join front and back at side seams. Fold sleeves and sew seam before joining on to the body. Press the garment, and slip it lovingly onto its delighted intended owner.





8 O'Shanassy Street,
Curtin, A.C.T. 2605

The Editor,

Well done Mr. Barr! Hence forth you shall be known as Sherlock Shaun.

So! The engine in out of Brute and the cat is out of the bag. Little wonder Shervo's face was not to be seen at Bendigo - it was in his shed, lighting it up with a soft red glow, leaving David Gries and Peter Fitzgerald to carry the 2CV banner for him. Two lonely 2CV's - together they scarcely made half the cubic capacity of one Traction. And what about Canberra at Easter time? More red faces in hidden garages? I must admit, though, that what Shervo's misguided band of twin pot followers lost in numbers, they more than compensated for in entertainment value. Our local club magazine claimed that, "Although not the official winner, a certain bright red 2CV van stole the show". Its pilot, Peter Fitzgerald, who obviously did well at Kamikazi school, tried desperately to make it fall over onto its side (2CVs don't go fast enough to 'roll over'. The best they can be made to do is 'fall over') but the law of gravity apparently doesn't apply to 2CVs. Anyway, he must get greatly improved tyre life by only using two wheels at a time.

But back to those idle boasts and empty threats so frequently made by Dirk the Disgraced. I suspect, Mr. Barr, that you would be well advised to make further clandestine inspections of the Shervo shed to ascertain just why Brute's entrails lay scattered on the floor. Could it be that Dirk plans to regain his lost credibility by challenging us with a GS 1220 powered Brute?! Don't laugh, it's been done before.

Remember that Editor Navin accompanied one such beast from England to Denmark for the 3rd. International Meeting of 2CV Friends in 1979. I suspect that such a little flyer could have crossed the channel without the assistance of Hoverlloyd. While my clutch shudders at the thought of such a machine in the hands of that egotistical driver of corrugated iron, we mustn't be daunted by the possibilities but, instead, take the bit between our teeth - and hope they don't strip. With a bit of luck Brute will rapidly divide itself into two as Dirk drops the clutch for the first time anyway.

The Traction's are ready. Put your money where your mouth is Shervo.

Rod Greschke.

P.S. Judi and I enjoyed reading the road test on the 1945 model Brundle (FRONT DRIVE, May/June 1981). I noted the tester's frequent comments concerning the model's tendency to "fall about" and was wondering if this was a flaw in the handling of all Brundles or was it only common to the 1945 model. If the latter is the case, Margaret could have this undoubtedly annoying trait removed from the example she owns by carrying out the modifications which was apparently fitted to all Brundles from 1946 onwards.

The Avant Hotel,
Penthouse Suite,
Moonee Ponds.

The Editor,
Front Drive.

Sir!

On my recent return from an unsuccessful sortie to the Upper Mekong delta in search of an elusive roadster, I was informed that you had printed a letter in your magazine purportedly written my myself.

While some may regard imitation as the epitome of flattery, Micheline and I are not amused. I am also disappointed that you could have been led into believing that this imposter's feeble attempts at humour could have sprung from the pen of T.S. Barr - shame, Editor, shame.

In order to establish my authenticity, I have enclosed a photograph from my files, showing my roadster No. 23 in action at a typical "all-in" race meeting during the fifties, (at which time your wretched imposter was undoubtedly still sucking his thumb!).

I demand that you print this letter in it's entirety and photograph at your earliest opportunity before my good name is degraded further.

Yours,
Tor Shaun Barr,
Squire of Moonee Ponds.

P.S. The "save Oz from the 2CV Fund" was a bit of a flop, the only contribution being \$100 from the Motor Registration Branch, together with the offer of a bounty of \$25 per 2CV, dead or alive. Now where was that double barrel.....



Twin Pot Topics

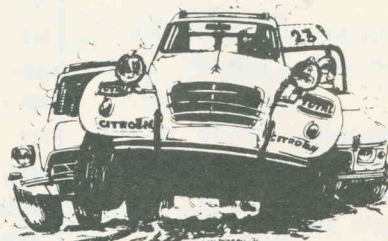
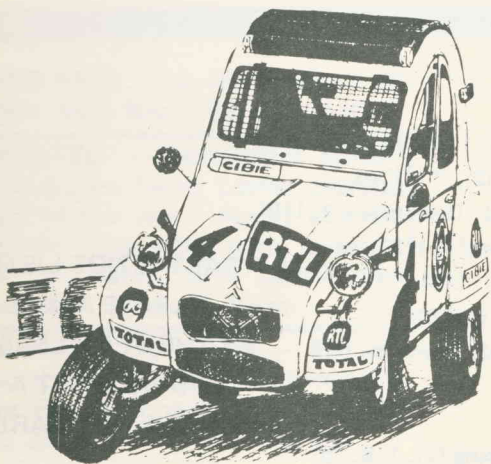
Well, give me heaps and give me plenty! But will the real T.S. Barr please stand up? It's a frightening thought — the existence of a T.S. Barr clone! Mind you, if all Traction owners become Barr clones, beat one and you've beaten them all! But then as I've said before, it's no real contest; Brute idly flexes his muscles and Traction gearboxes crack asunder.

Brute has been resting lately and getting a mild refurbish, though I've been toying with upping the performance a shade. It appears there are a couple of European 'ducks' laying claim to being the best and fastest and so a trip is going to be necessary to demolish the 'pretenders'. With Australian Traction's disappearing into garages in ever increasing numbers, there's not much challenge in prowling an empty street, so perhaps it is time to move further afield. It's always been satisfying giving Traction's a view of a rapidly diminishing 2CV behind, but 2CV

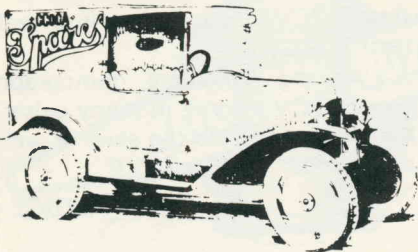
versus 2CV! Now that is a real test!

As the following photograph shows, 2CV's come in many guises, and are set to rule the skies as well as the road. Vive la 2CV!!

Dink Sherwo.



SPARES



NEW ITEMS

Inner Universal Joint Kit -- suit all 4 cylinder Traction. Manufactured for CCOCA by Hardy-Spicer. Limited quantity -- buy now to avoid disappointment.

\$24.00 each, list

* * *

Windscreen Wiper Mounting Bracket -- suit Slough Traction with scuttle mounted wiper motor.

\$15.00 each, list, (exchange)

* * *

SPARES NOTES

Parts in preparation include piston and sleeve sets to suit 4 and 6 cylinder Traction, and reconditioned drive-shafts to suit all 4 cylinder Traction.

* * *

Having some difficulty in re-establishing supplies of rubber mouldings (windscreen, door, big boot) -- should have this sorted out by next magazine.

* * *

All new parts are now held at my address, 12 Barkly Avenue, Armadale. I can be contacted at home on (03) 509 0441 at reasonable hours only please. Always ring before calling.

* * *

We also hold an enormous stock of second hand parts -- just ask.

* * *

A reconditioning service is still available on items such as radiators, brake components, clutch plates and pressure plates, front silent-blocs -- all at trade prices.

* * *

Intending rewirers should contact me before getting tangled up in metres of wire. I can probably supply a ready made loom at a reasonable price.

* * *

A large order of disirable Traction parts is currently being placed on European suppliers. More details next Front Drive.

* * *

Had an enquiry recently about the small ribbed glass tail light lenses and bulb holders fitted to some big boot Slough Traction. I think these were made by both LUCAS and SPARTA and are similar if not identical to those fitted to MM Series Morris Minors. They are similar to the illustration, although I have seen some with plastic lenses complete with chevrons. Anyone have any further information?



* * *

Prices shown are all list. Don't forget that all spare parts fund members (now closed) and all members offering Parts Vouchers as payment for parts are entitled to a 10% discount.

* * *

I thought we had explained it before, but in case any spare parts fund member is still confused at why they have received a \$10 Parts Voucher, we are repaying the \$40 loans at the rate of one \$10 voucher per year for the next 4 years.

* * *

Roger Brundle

REF. PART

LIST PRICE

B7	Clutch Withdrawal Return Spring (11, 11B)	\$0.55
C1	Gearbox Bearing, Mainshaft front (11, 11B)	\$17.89
C3	Gearbox Bearing, Pinion Rear (11, 11B)	\$18.39
C4	Gearbox Bearing, Pinion Front (11, 11B)	\$17.89
C9	Gearbox Locktab (11, 11B)	\$1.75
C10	Gearbox Bushes (set), (11, 11B) (1 set only)	\$27.66
C12	Spring, Locking, Gear Change Gate (11, 11B)	\$2.08
D3	Universal Joint, Inner (11, 11B)	\$24.00
E1	Wheel Bearing, Front Inner (11, 11B)	\$7.75
E2	Wheel Bearing, Front Outer (11, 11B)	\$13.97
E3	Wheel Bearing, Rear Inner and Outer (11)	\$6.85
F3	Gaiter, Upper and Lower Ball Joints (11, 11B)	\$4.95
H4	Fan Belt (11, 11B)	\$4.86
J12	6 volt Headlight Globe (11, 11B)	\$1.05
J13	6 volt Brake Light Switch (11, 11B)	\$2.40
J14	Slough Wiper Motor Mounting Bracket (11, 11B)	Exchange \$15.00
K8	Brake Flexible Hose, Paris (11, 11B) Rear	\$5.52
K12	Bush, Brake Shoe (11, 11B)	\$1.12

GASKETS

N1	Head (11, 1)	
N1	Head (11, 11B)	\$19.85
N2	Rocker Cover (11, 11B) (neoprene/cork)	\$4.15
N5	Head / Manifold (2), (11, 11B)	\$5.48
N6	Exhaust Manifold / Downpipe (11, 11B)	\$3.50
N7	Exhaust Mainpipe (11, 11B)	\$1.50
N10	Solex 32PBIC (11, 11B)	IF A PART IS NOT LISTED \$3.00
N11	Solex 35FPAI (11, 11B)	PLEASE ASK. \$4.07
N12	Exhaust Manifold / Downpipe (15)	AT THE VERY LEAST \$0.80

BODY FITTINGS

P6	Guard / Body Piping (11, 11B, 15)	\$
P7	Headlight Bracket and Door Handle Gaskets (11, 11B)	\$9.00 set
P8	Scuttle Canvas Strip (11, 11B)	\$4.80
P11	Filler Pipe Crommet (Big boot), (11, 11B)	\$4.55
P14	Pedal Pad (11, 11B)	\$8.30
P15	Window Channel (11, 11B)	\$2.65 per meter
P16	Slough Heating Rubber Connectors (11, 11B)	\$18.28 per set

IF A PART IS NOT LISTED
PLEASE ASK.
AT THE VERY LEAST
YOU WILL GET A
SYMPATHETIC HEARING.

CLUB BADGES \$12.00 ea
New supply

CLUB WINDSCREEN STICKERS
New high quality \$1.00 ea

POSTCARDS
Traction designs
Packets of 5 assorted \$2.50

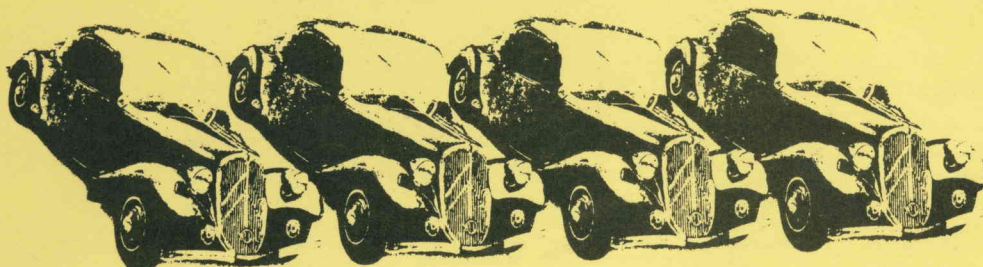
WINDCHEATERS: \$15.00 ea
Exacto quality
Colours: Red, Yellow, Light Blue
Motifs: Roadster, Coupe, Club,
2CV, Chevrons, DS Decapotable.
Sizes: 14 chest 90cm
16 chest 95cm
18 chest 100cm
20 chest 105cm

T-SHIRTS: \$6.00
Exacto quality
Colours, motifs and sizes as shown.

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



CONTACT: Pat Propsting,
18 Bellar Ave.,
Mooroolbark. 3138



Market Place

FOR SALE -- no, GIVE AWAY C6
Diff. Mark Navin (03) 878 2410.

WANTED -- Replacement Editor!
Encumbent being posted overseas
end of this year. Ability to chain
smoke, bite nails, burn midnight
oil and harass tardy contributors
essential. Apply M. Navin.

WANTED TO BUY -- Big 15
suitable for parts OR parts suitable
for Big 15. Frank Rouse Ph (056)
29 2331.

FOR SALE -- '54 Light 15, good
original condition, registered, road-
worthy. \$2,500 O.N.O. Mrs.
Eryl McDonnell, 12 Milton Street,
Heathmont, Vic. 3135. Ph (03)
729 5569.

FOR SALE -- '50/51 11BL Body
shell complete, engine/gearbox
missing \$200 O.N.O. Mark Navin
(03) 878 2410.

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accuracy of information and advice in this
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