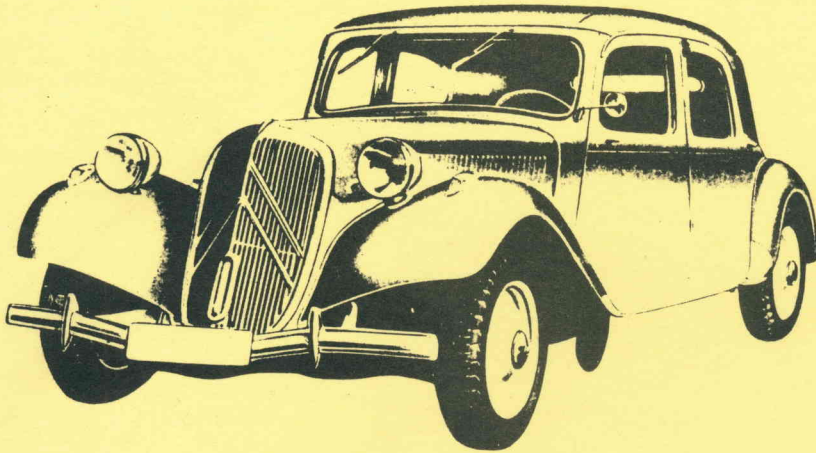
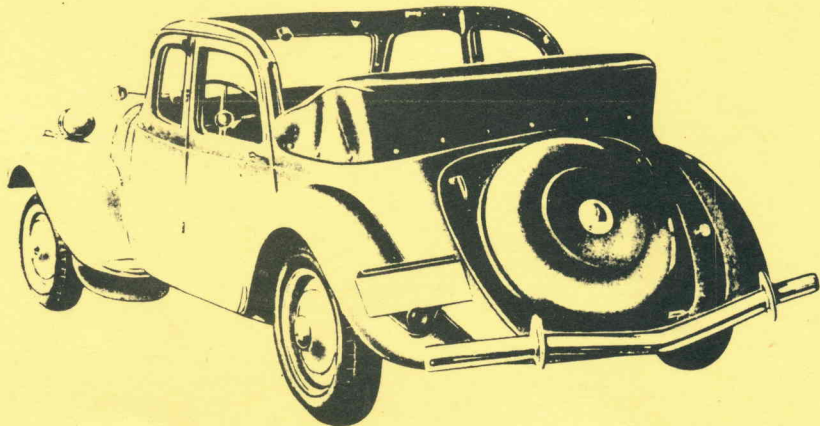
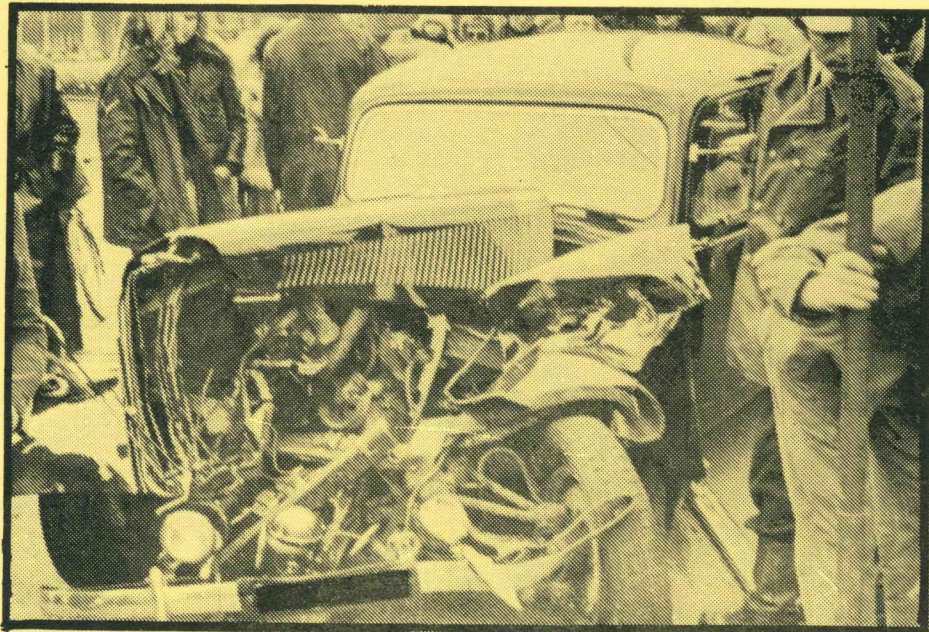


Fermée



Ouverte





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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Volume 5, Number 3, September/October 1981

As this issue will be my last official club duty before I journey to foreign parts, this editorial will wax lyrical with nostalgia. Being the sole committee member to serve continually from the start of the Classic Register till now, you could say this is for me, the end of an error, whoops, era!!

Certainly the changes in the Australian Traction scene over the period have been formidable. The fact that CCOCA exists as a focus for the Australian enthusiasts has been a major advance. Spare parts have 'dried up' from the traditional sources but luckily CCOCA has been able to keep a small steady supply available. The biggest change has been the disappearance of the daily transport Traction; many have gone from the roads to lie idly in garages, chickensheds etc.

The biggest disappointment has been the lack of refurbished/restored vehicles reappearing. The ex-Brundle vehicle still continues to take off awards but that restoration is over four years old. Sadly there are no contenders about to make a fight of it, which I don't think is a healthy sign for a club that purports to restoration oriented.

Peter Simmenauer has offered to take over the responsibility of producing 'Front Drive' so from receipt of this issue, all future contributions should be sent directly to his address.

Finally to those of you that have borrowed material from me over the years - PLEASE RETURN!!!

M.N.

CCOCA Membership:-

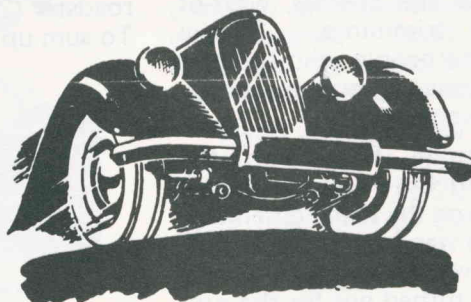
Joining Fee (new members and late subscriptions) \$5.00

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

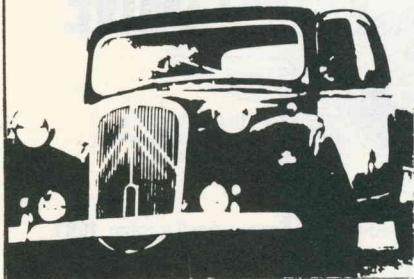


CCOCA meetings are held on the last Wednesday of every month at the Coffee Shop Meeting Room of the Nunawading Civic Centre, Nunawading, east of Springvale Road.

Be sure to see

"COMING EVENTS" page 2.

CLUB EVENTS



COMING EVENTS

September 30th.

General Meeting at the Nuna-wading Civic Centre starting 8 p.m. Special Guest Speaker is Paul Harrington, who is the Editor of Motor Manual.

October 17th

Parts Auction and Bar-B-Que at Gerry Propstings house at 18 Bellara Drive, Mooroolbark. Bring along your parts to sell and your cheque book. Here is a chance to acquire some parts you may find hard to purchase later. BYO food and drink etc.

October 31st — November 1st.

Shabon Phillip Island Classic. This weekend promises to be a memorable one. The events will start with a cavalcade from Melbourne. In the afternoon there will be practice for Sunday's racing, plus visits to the Lukey Museum. Saturday night there will be a Nostalgia Dinner Dance. Sunday will see Historic racing at its best and of course, the National Concours De Elegance which will include some of the finest machinery in Australia. Even if you can't make it for the entire weekend, you just cannot afford to miss the Sunday. All details from Shabon Insurance.

November 14th.

Proposed Christmas wind up. I will let you know the details later, but keep that night free.

Early December.

MG Concours at Berwick. Here is your last chance for the year to drool over some fine machinery. So bring all the tractions out of the woodwork and help maintain our reputation for an A1 display. Even if your car is not Concours bring it out and wave the flag! Lets face it, if you've got it, flaunt it!!

Cit-in '82 — Easter, Adelaide.

If you can judge the Citin 82 by this years, it should be a simply magic weekend. Also a chance to meet a variety of people who happen to like Citroens. We still have some brochures left, so if you would like one, contact me.

Peter Fitzgerald.

PAST EVENTS

Wine and cheese night on the 8th August. Firstly, thanks to Darien and Michaela for the use of their abode and help. It all went together to create a very pleasant evening (if not a little down in numbers than previous Wine and Cheeses — HINT! HINT!). Anyway those people attending enjoyed a wide selection of fine wines and cheeses, with of course, the trimmings. Special thanks to the people who brought the little extras. Overall a successful and enjoyable night.

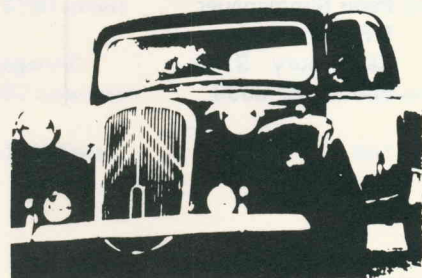
Lake Nagambie Run with the Mercedes 170 Club and the Bristol Owners Club on the 13th September. A great day was had at Nagambie, on a blissfully warm, mostly sunny day. 15 cars turned out for the run. There were three tractions namely the everlasting Smelly of Couches, the Whispering Wonder of the Propstings and the Bubbling Boyle Mobile. There was one of those modern GS types brought be a certain Activities Officer. The Simmenauers arrived in an orange car; I think they called it a Volkswagen.

The Mercedes 170 Club had a turn-up of 9 Benz's, lacking an actual 170. There were six 220's both petrol and diesel, one of them "roundy" ones, a fin model, and a modern compact.

The Bristol Club made an appearance in the guise of just one Bristol, but what a Bristol! It is a 50's roadster (24 built).

To sum up — a great day.

CLUB EVENTS



Big Congratulations to Arthur and Nance for yet again, continuously, and once more winning his class at the Concours at Sandown on the 13th of September.

Changed your address recently? Have you acquired, changed or sold your Classic? Contact the Secretary to keep his records straight and you on the mailing list.

1200 tents accompanying 1200 2CV's.



Marquee



Portable woodchoppers cabin



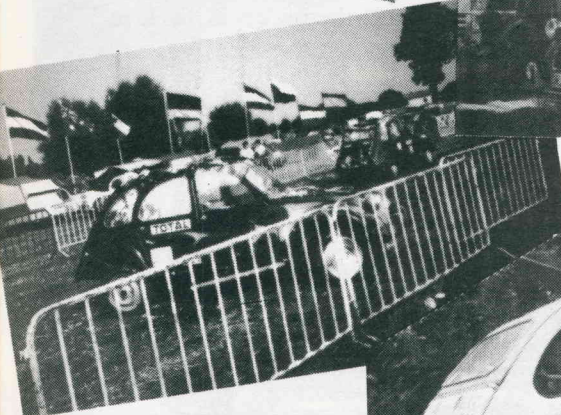
Been there, done that.



Roadster a la 2CV



Charleston (yes please)



Cream pie jousting



Mark & Sue fully laden

The 4th International Meeting of 2CV Friends took place in Belgium in August and true to tradition an Australian contingent was present. David and Janet Gries and Mark and Sue McKibbin kept the C.W.B. club flag flying.

Both couples flew to Europe for a summer holiday and both couples bought '79 2CV6 Clubs(?) (both blue also) as their means of transport. The 2CV Meeting was the first attraction.

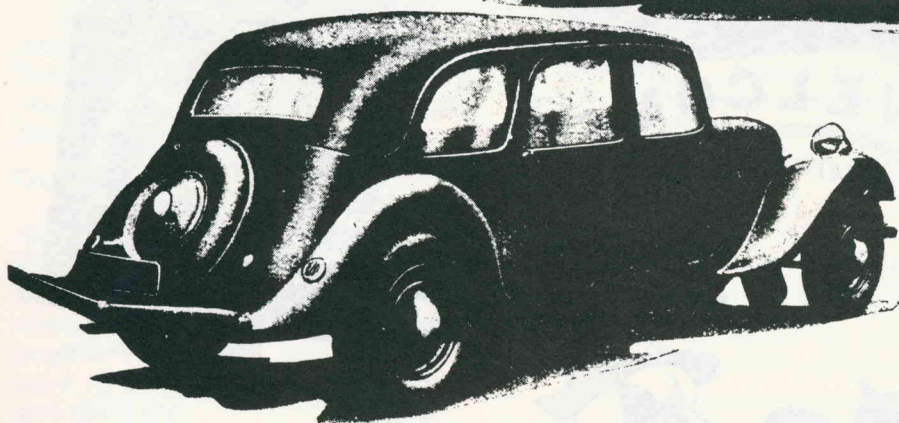
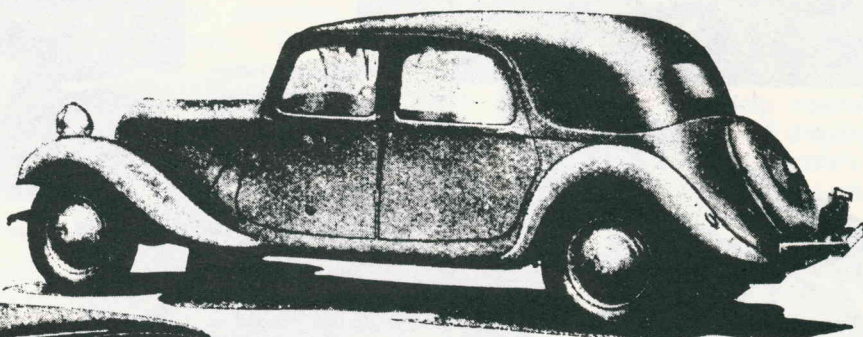
Over 1200, that's right! -- 1200 2CVs or derivatives attended (some 50% more than was expected) and as the subsequent pictures show, 2CVitis has not diminished. Events included jousting with cream pies, flea markets, and lots of drinking, dancing, yarning and more drinking -- reportedly 10,000 litres of beer was consumed.

The next meeting is Germany '83 so start saving!

P.S. Both 2CV's were not imported after the holiday -- pity.

NEW FRONT-DRIVE CITROËNS

Two 15 h.p. Four-cylinder Cars of Different Wheelbase Lengths Available as Five and Seven-seater Saloons



Photographs showing the roomy and attractive cars—the six-light and the four-light saloons.

FOLLOWING upon the success of the front-drive "Super Modern Twelve" introduced last year, Citroën Cars, Ltd., have decided to produce a larger four-cylinder model rated at 15 h.p., of which we are able to give the first full description. The new car is being put into production at the Citroën works at Slough, Buckinghamshire, and was displayed to a gathering of the trade and Press at the factory on Friday last.

Low Centre of Gravity

In all the essentials the new Fifteen is designed as a counterpart of the smaller 12 h.p. model. It displays the same "Monoshell" body, which is structurally so strong as to make a separate chassis unnecessary, the drive is taken through the front wheels, the rear axle simply trails and the suspension is by four torsion bars. Despite the low centre of gravity and modest overall height, the body provides plenty of head-room because the absence of the usual propeller shaft enables the flat floor to be set close to the road. Furthermore, a considerable degree of streamlining has been achieved.

The Fifteen is available in two lengths of wheelbase, measuring 10 ft. 1½ ins. and 10 ft. 9 ins. respectively. The track is 4 ft. 8 ins. in each case. The shorter car is a four-light saloon priced at £315, with de luxe equipment and leather upholstery. The body is exceptionally wide so that three people can be

carried comfortably on the rear seat. The car is fitted with four doors and bears a strong family resemblance to the smaller 12 h.p. saloon.

The longer Fifteen is termed a seven-seater saloon, although in actual fact the bench-type front seat is sufficiently wide to carry three people, so that the car can be made to hold eight persons in all. Two occasional seats of the folding type are provided, a good point being that the clearance between the seats and the doors, together with the spacing of the seats themselves, enables three rear passengers to stretch their legs in comfort when the occasional seats are in use. This body is provided with quarter windows and is moderately priced at £345 complete.

The equipment of both cars includes Lucas 12-volt lighting and

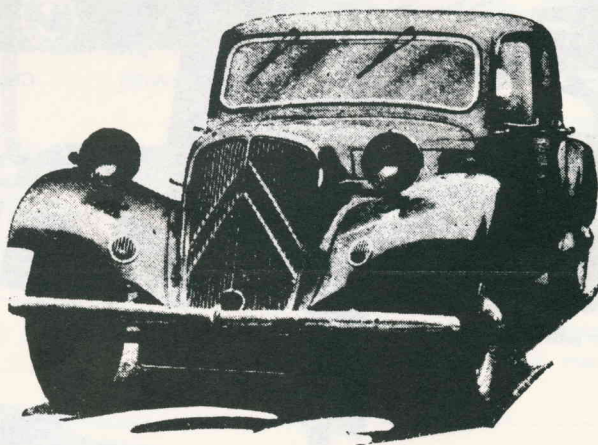
starting sets, Trafficators, sliding roofs, leather upholstery, etc.

As in the 12 h.p. front-drive model the general construction of both the new models is unorthodox but highly practical. The advantages of a low centre of gravity and roomy coachwork have already been mentioned, another most important point being the material reduction in weight as compared with an ordinary chassis. The steel body shell is a double structure of great strength and rigidity, suitably reinforced by cross tubes at the front and back. The rear axle is connected by radius arms to torsion bars, which replace the conventional springs.

Torsion-bar Suspension

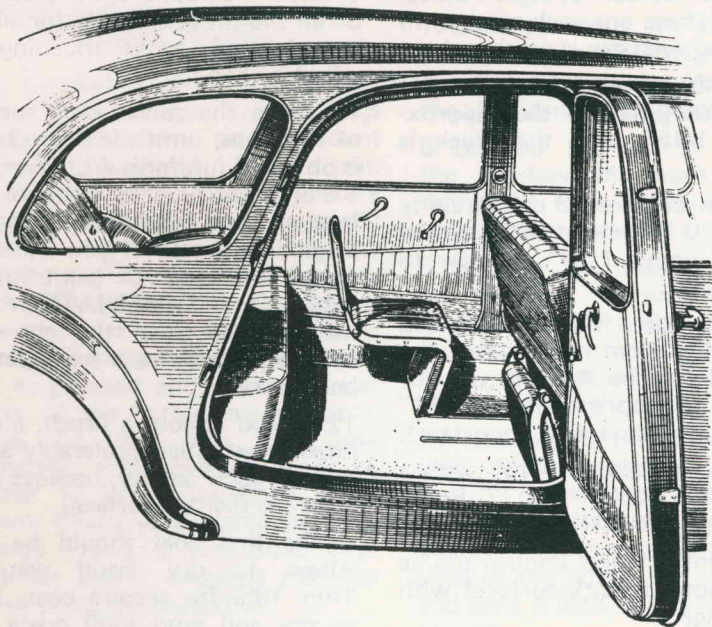
The engine, gearbox and final drive form a compact unit housed in the scuttle structure of the body, and the front wheels (which are individually supported by transverse radius arms) are also sprung by torsion bars. An interesting point is that the drive is taken from the clutch to a gearbox just behind the radiator and is then brought back to

There is little in frontal appearance to distinguish the new models from the existing 12 h.p. model. Clean and simple lines predominate. Note the neat way in which the horns are recessed into the front wings.



NEW CITROËN FRONT-DRIVE MODELS

Contd.



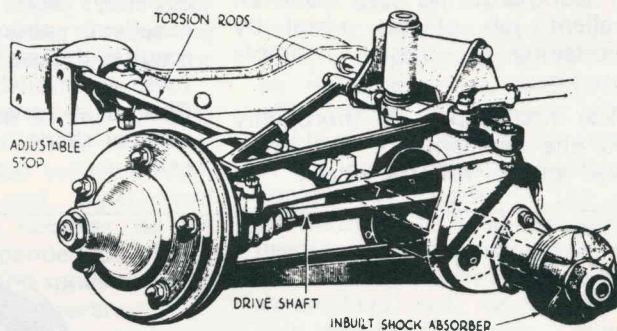
the final-drive bevels. As a result the engine is shifted much farther forward than would otherwise be possible, so providing extra room for the body. The rear seats are actually ahead of the back axle and there is a large space for luggage in the tail, although the overhang is only small.

The engine itself displays many points of interest and is built on the same lines as the 12 h.p. unit. Detachable cylinder barrels, technically known as "wet liners," are fitted. These ensure uniform cooling and are made of a long-wearing iron. Overhead valves are fitted, operated by push rods. The bore and stroke are 78 mm. and 100 mm. respectively, giving a capacity of 1,910 c.c., and a rating of 15 h.p. (tax £11 5s.). The complete power unit is flexibly mounted.

The gearbox provides three for-

Above is seen the layout of the neat occasional seats which provide uncramped accommodation.

On the right is a view of the front drive and independent wheel suspension assembly.



ward speeds, through helical-toothed gears, and a synchromesh engagement is employed for the top and middle ratios. The gear lever projects through the fascia and, as the hand brake is also located near to the instrument panel, the front compartment is entirely free from obstructions. The steering gear is divided to suit the independent front suspension, and affords the correct

geometry necessary for accurate control. The braking system is of the Lockheed hydraulic type with an independent mechanical coupling between the rear shoes and the hand brake.

Coachwork Features

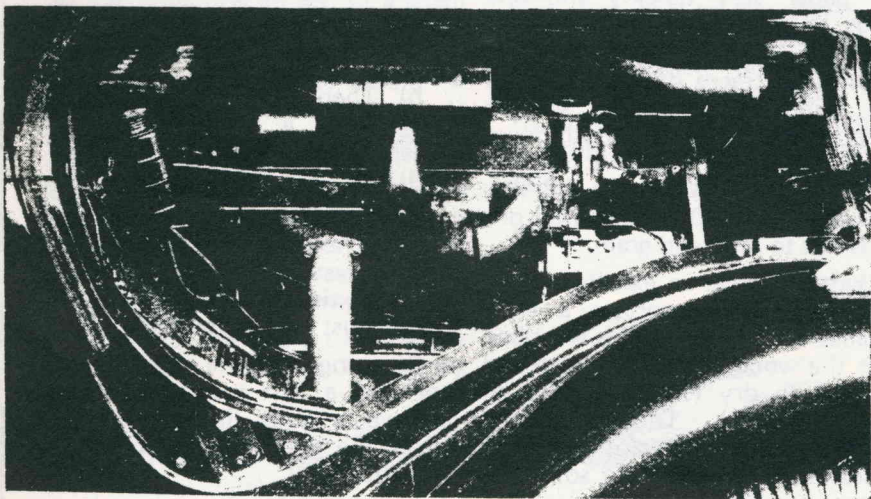
From the point of view of coachwork only, that is, leaving the technical aspect out of it, both models make a very strong appeal by virtue of their comfort and general roominess. The appearance has an air of practical design and smartness.

Above the arm-rests the rear seat measures over 50 ins., indicating that three people can be carried almost regularly. There is real head room when wearing a hat, except for the abnormally tall, and all the leg room that any loungeur could wish.

The additional wheelbase length of the six-light model is used to accommodate two occasional seats. Each of these has corresponding toe room beneath the front seat, so that the rear compartment carries five passengers, when required, without undue crowding, whilst for normal use the folded occasional seats form foot-rests.

The driver is well provided for. He has excellent visibility (he can see both wings), correct seating, and is within easy reach of the controls. There is a visor in front of him, in front of the sliding roof, behind which is a parcel net. Companion cubby holes are fitted in the rear quarters. Tools are carried below the driving seat, and there is little fault to find with the disposition of anything.

The "Super Modern Twelve" is now available as a sports saloon, fitted with the 15 h.p. engine (as used in these new 15 h.p. models), at a price of £285. This is additional to the existing range, which remains unchanged.



This off-side view of the engine shows the Solex carburettor and air silencer.

STEERING WHEELS

Most post-52 cars from the Slough factory have a brown plastic covered steering wheel of rather thin and elegant proportions. However, they have one serious drawback. After a few years use (or abuse) small cracks begin to appear in various places. These grow rather rapidly and turn a once beautiful (and delightful to use) wheel into an eyesore.

For restorers the problem of availability of replacement wheels of correct type in good condition is enormous. Do not despair for all is not lost! Where replacement is not possible "restoration" becomes necessary. Although it appears an impossibility the task is really a lot simpler than one imagines. Even a quite delapidated example can be saved with patience and attention to detail. Our own Wal Burkhardt has just made an excellent job of his wheel by undertaking these simple procedures:

1. The first step is to thoroughly sand the remnants of the outer glazed surface from the wheel.

2. Using a hacksaw or Jigsaw blade, carefully chase out each crack until a wide and even gap is produced.

3. Back the lower surface of the crack with putty so that approximately 1/16" into the crack is filled.

4. Pour in prepared 3 day Araldite until it fills the entire crack except the final upper 1/16". Allow to cure (3 days).

5. Remove putty (this has prevented the Araldite from running out the other side). The Araldite will (or should) be approximately 1/16" below all surfaces (most important).

6. Fill the remaining 1/16" with a proprietary Body Filler (Z Bond, K & H etc.) and SAND smooth.

7. Sand entire wheel smooth and be careful not to mark surfaces with greasy fingers.

8. Sellsy and Estapol make an excellent antique finish which requires the use of a base and toner, these are available in many shades. Choose a toner as close to the original shade of the wheel as you can.

9. Make a suitable work stand out of an old broom handle (or similar material) to avoid touching the wheel by hand.

10. Using the toner, stain surfaces of the wheel until the desired color is obtained (uniform ALL over).

11. Spray or brush on Estapol clear lacquer (the long life variety, not instant Estapol). If you choose to spray have a can of paint stripper handy and IMMEDIATELY dismantle and clean the gun with stripper, otherwise a new gun will be necessary.

12. If you choose a brush, a clean brush is essential (preferably a new one of good quality, because loose hairs can mar the surface).

The first coat should be neat. Allow to dry (sand wet/dry). Thin 10% for second coat, allow to dry and sand (600 grade wet/dry). Subsequent coats are progressively thinned and sanded until desired finish is obtained. After drying, mount your new wheel to the car and go and show it off to another club mate, PREFERABLY at a club meeting.

DASHBOARD POLISHING

Slough built tractions are graced by a rather superb piece of solid walnut in which are embedded instruments and sundry other controls. Sadly, few members today can remember the magnificence of the original French polish finish that was applied. For in most cases after thirty odd years the blistering Australian sun has done its dastardly worst and left a series of deformed and emaciated ridges that once was a smooth mirror-like surface.

Happily, however it is not too difficult to restore the original finish quality, and today we have the availability of products that will ensure that your hard work remains good almost indefinitely.

1. Once the dash and capping (also door cappings on earlier models) have been removed, apply paint stripper and leave for 15 minutes, then hose off. Stripping is a long process on French polish because it softens and dissolves only a little at a time. It is however, much faster than sanding because sanding clogs

the paper very quickly and one tends to go through a lot of sand paper.

2. Once all traces of original finish are removed, thorough sanding becomes necessary to smooth down the grain. As all woodworkers will tell you, SAND WITH the GRAIN, 200 and then 400 W & D used dry so as not to raise end grain.

3. Watty market an excellent grain filler which incorporates a stain (available in walnut). This is rubbed into the wood with a dry cloth and allowed to dry (10-15 minutes in warm weather). Then polish the surface with a soft cloth until all excess is removed and a soft lust-

rous finish is obtained. The wood will now look good enough to fit to the car, but it will not last.

4. Spray with long life Estapol.

5. An alternative to spraying is the brush, but great care is needed to avoid runs and to ensure smoothness. These steps are as follows:

- Place the Estapol lacquer in a pot of hot water to encourage flow and brush on neat with the grain using long smooth flowing strokes. Dry and sand, 600 W & D.
- Then thin 10% and repeat.
- Thin a further 10% and repeat.
- etc. etc.

Five or six subsequent coats are usually necessary and a dust free environment is essential (winter is a good time of year as atmospheric dust is at its lowest).

Spraying has the advantage of applying a first and final coat to achieve a glass like finish. But clean the gun with paint stripper straight away!



REBUILD YOUR EXISTING DOOR TRIMS

It is possible on most cars built after '52 to salvage the coverings of the door trims and remount them on new board. The old trim board had very poor moisture resistant properties and is usually buckled and warped, pulling the clips through the board and flapping in the breeze everytime the door is opened. If the covering trim material becomes torn, it is pointless to proceed any further, but in many of the better cars available, while the door trim may look unsightly, the covering vinyl or leather is in an excellent state. Nelson board is available at Eliza Tinsley Pty Ltd, and other trim suppliers and it becomes a matter of remaking the baseboard.

1. Dismantle the original trim and save each part for reference, no matter how dilapidated.

2. The original clips may be used again, however the wire type pull through the board too easily and the sheet spring steel type, while having the same disadvantage as the wire type, will often be broken. An excellent substitute is available from early model Holdens. It has the advantage of gripping the Nelson Board securely, but the door holes must be eased out with a drill to allow easy fitting and removal.

3. When you come to cut the board, offer up to the door and mark the position of the door handle and window winder shaft with a tap of a mallet. Then use a hole saw in an electric drill to cut a passage for the shafts (same size hole as original).

4. With the board still in position on the door, use an awl or a small nail to locate the positions of the holes that receive the trim clips. When using original clips, a hold for each clip can now be drilled. If using Holden clips, a slot must be cut closer to the centre of the door than the hole that receives the clip. This distance from the hole to the slot is equal to the offset of the clip. A slot is necessary to slide the clip for final adjustment.

5. Rough cut the board to the shape of the door, keeping it slightly larger ($\frac{1}{2}$ ").

6. Insert clips and fix to door (having first eased the holes if you are using Holden clips).

7. Close the door and mark a pencil line around the edge following the draught excluder (fur flec) and the aluminium kick guard.

8. Lay up the garnish mould to the window and mark its lower extremity with a pencil onto the board (trace accurately).

9. Remove the board and add $\frac{1}{4}$ " to the top, marking where the garnish moulding fits to allow an overlap and avoiding any gaps. Now cut the board with kraft knife and straight edge.

10. Now is the time to test your old trim covering against your new board. Ensure that your trim will pull around the sides and the top. You may remove material from the sides of the board, but do it evenly and only a little at a time testing as you go.

11. Now mark where the door pocket will be cut using the covering as a reference. Cut out and test for fit.

12. Most often the original padding will be reuseable but if it is not, this material is also available from Eliza Tinsleys and most trim suppliers. Please, however, do not substitute that expanded foam PVC. It is too spongy and spoils the originality of the final appearance.

13. Imperviousness to water may be enhanced at this stage by coating the Nelson Board front and back with a layer of varnish.

14. Glue the padding in position (Selleys Quick Grip, Goa Adhesive).

15. The clip area is reinforced with millimetre ply on some cars, and it is not a bad move to put it into all trim jobs you do on door panels. If you so choose, it lays under the padding, over the clip area on the leading and trailing edges of the trim, but not on the lower edge. Marine quality ply is available from marine suppliers and also larger model aircraft hobby shops.

16. Offer up the trim covering, fold it around the corners/edges and glue.

17. The door pocket backing is a separate piece of card, cut from the original as a pattern, and glue on the vinyl material.

18. Staple the door pocket in place only on the elastics to the pocket backing and bend over the protruding staple tips.

19. Staple the pocket assembly to the main trim panel.

20. The lower carpet panel can now be attended to. Often the vinyl material around the edges of the carpet is in poor shape and one must find a substitute material. Saving old seats for their vinyl is not a bad habit to get into. But then, I strongly urge the magpie syndrome for all old bits and pieces.

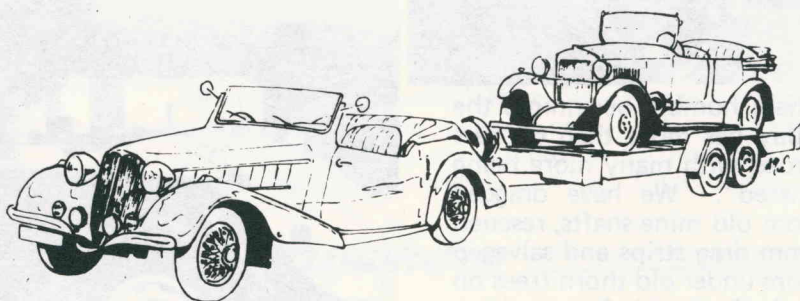
21. The carpet can be cut to cover the remaining lower portion of the trim.

22. Sew on the edging vinyl in the manner used on the old trim (most domestic machines can manage this).

23. The carpet is stitched to the trim on its upper edge, and glued in other places. No domestic machine will handle this task, but the services of a friendly neighbourhood sadler could prove useful. The other alternative is to hand sew with two needles in a cross over stitch. Make the holes needed as you go with a shoemakers awl, or if you like working rough, a hammer and nail. If you hand sew and you are not confident of being neat, sew through the carpet section, not along the vinyl edge. It won't look quite right but it will hide the stitching in the pile and look much better than a crooked line of stitching down the vinyl.

24. Fit the trim, handles, winders and mouldings to the door and stand back to admire your handiwork.

Gerald Propsting.

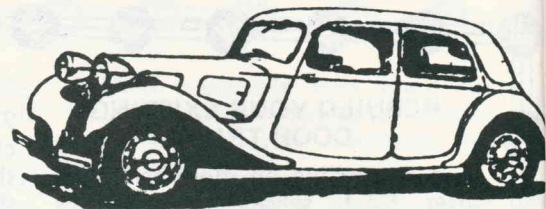


Citroen Traction



Register

SOUTH
AFRICA



The date: Monday 15th April 1978
The time: 10:45 a.m.

Steve le Roux drives past a house in Vereeniging and spots a Citroen L15 under restoration. He leaves his building society card. Johann Meyer gets the card, but does not want to sell his house so he throws the card away.

Result: No contact made.

Second time around, Steve leaves a message at the neighbours', and explains that they both have the same model Citroen and could Johann please contact him. The neighbour passes on the message as follows: "Contact this guy as he is interested in the same type of rubbish as you have standing in your driveway." That was the start of Citroenmania!

Anton van der Merwe arrives on the scene, and comes forward with a crazy request for four Michelin Pilote rims for his 1939 L15, and in perfect condition, no less! Two rims were duly found in Vanderbijlpark on an old trailer, and only two blocks away another two were lying in the grass near a wreck of a 1954 L15, belonging to James McRae, the fourth member. So, a club was born!



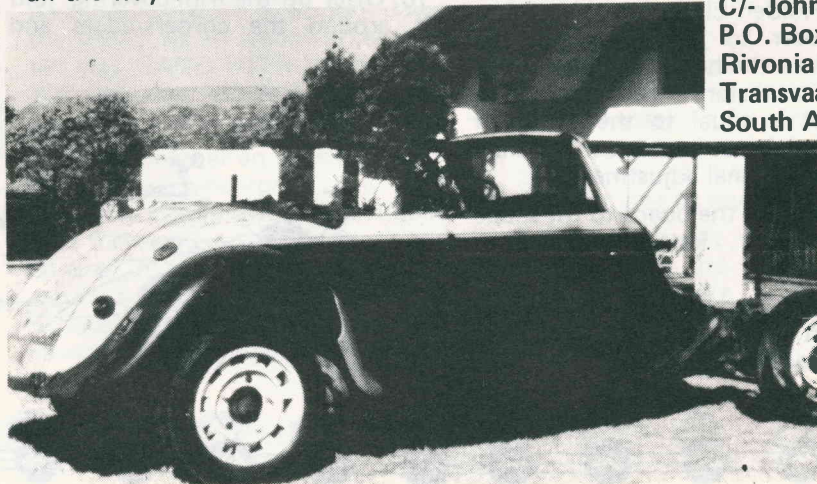
From these humble beginnings the club today has more than 69 cars on the road with many more being "rejuvenated". We have dragged them from old mine shafts, rescued them from drag strips and salvaged them from under old thorn trees on farms in the Bushveld often resulting in tick-fever, snake-bite (green mambas) and being chased by warthogs!



Due to enthusiasm and lots of hard work by the various club members, the Citroen L15 is today once again able to show its grille (or grin) on the roads in South Africa. Here special mention should be made of the likes of the "Citroen Snatchers" and "Traction Avant Motors" leaders in their field, i.e. promotion of the Citroen.

SPECIAL CITROEN OCCASIONS:

1. 1964 — First known wedding in a L15 (a 1954 Big 4).
2. Aug. 1978 — Miss Mini Vaal beauty queen contest in a L15, of course.
3. 26 Aug. 1978 — Riviera Autorama 1978. The first L15 on display at a motor show.
4. 1979 — Citroen invades the Heidelberg Motor Show — the first showing in force.
5. Nov. 1980 — Nineteen cars at the club's first Concour d' Elegance. Cars on show from 1939-1955, including a concours condition Big 4 in Metallic Silver. One of the members received the award for "Most Enthusiastic Member". His ailing L15 came all the way on a trailer.

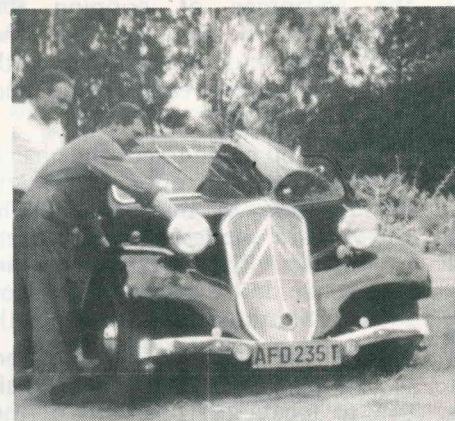


SOME INTERESTING FINDS:

1. 1947 Big 6 — 47,000 miles in original condition. Now looks fantastic in black and white.
2. 1939 English L15 with side-draught carburettor.
3. 1951 L.H.D. Cabriolet. Coachwork by Langenthal of Switzerland.
4. 1925 Citroen used as a wedding car (non member).
5. 1971 2CV cherry-red, in an immaculate condition.

MONTHLY MEETING:

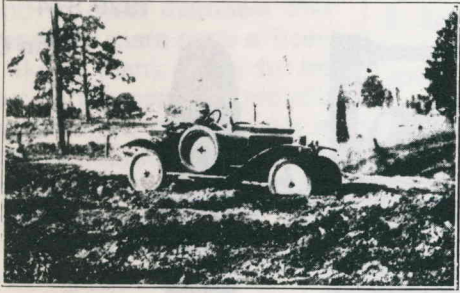
A free-for-all evening, the first Wednesday of every month. One hour is allocated to loud abuse, blowing of steam and stealing parts. Serious club business for only three minutes, followed by five minutes silence while surviving members search their pockets for overdue subscription fees. **THIS IS THE CITROEN TRACTION REGISTER! (S.A.)**



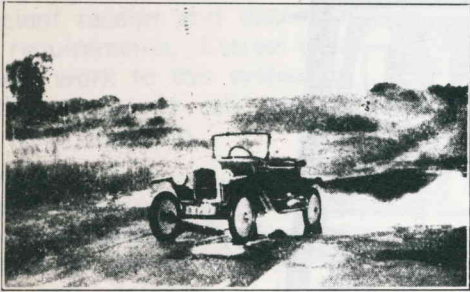
Correspondence:
C/- John Groen,
P.O. Box 43,
Rivonia 2128
Transvaal,
South Africa.

Citroen Cars

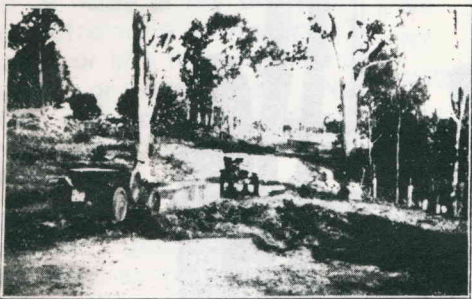
With Citroen in Queensland



The outback country of the Northern State provides the motorist with scenery that is well worth going a long way to see. And to travel amongst these beauty spots in a Citroen gives delights that cannot be gainsaid.



The 7-11 Citroen shown in the accompanying photographs has been responsible for many open-air holidays—days spent away from the noise and bustle of the city. We must congratulate the photographer on the settings and backgrounds he has chosen for his “snaps.”



Trophies Worth Fighting For



Exhibited in the showrooms of Preston Motors Pty., Ltd., Melbourne, are the trophies illustrated, which have been obtained through the wonderful performances of Citroen in Victoria. They are a remarkable testimony to the go-ahead methods of the Citroen organisation in the Southern State.

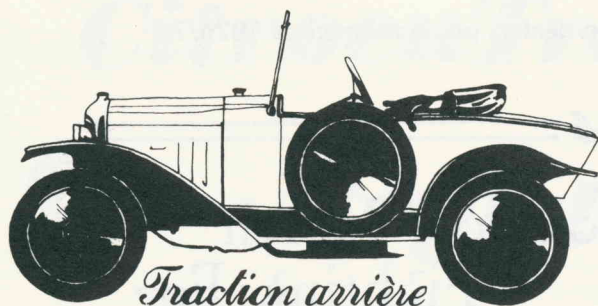
The Silver Shield, a replica of the famous silver plaque by the Italian sculptor of the Middle Ages, Benvenuto Cellini, was presented to Preston Motors for the good work done for Citroen in Victoria.

The clock on the left-hand side, held by Preston Motors for several years, was won by them for the most efficient advertising service among the Citroen Agents in Australasia. The clock on the right-hand side was won for the highest sales average (computed on a population basis).

The three remaining cups were won in Victorian Speed and Reliability Tests.

All are trophies worth fighting for—all are a tribute to the clean fighting methods of Mr. H. L. Curtis, chief of the Citroen organisation in Victoria, who is known amongst his friends as “Last Ditch Curtis.”

You see them everywhere



Vintage Citroens are the rarest type of cars in our club at the present time if you take the main categories as being Vintage (encompassing all rear drive models up to the Traction), Tractions in general and two cylinder cars. 'Special interest cars' as defined in the Constitution cannot really be counted as they are currently only defined as being any of the two cylinder category.

Even though the actual number of vintage Citroens on the membership list is low, the wide variety of models represented is quite amazing.

Presently in the club are examples of B2, B12, B14, C4, C6 and Rosalie in body styles including sedans, open tourers, coupes and roadsters. The most notable exception from the list is the first of all Citroens, the Type A.

The object of this and subsequent irregular articles is to acquaint the general membership with a section of the club that has been almost totally ignored up until recent times.

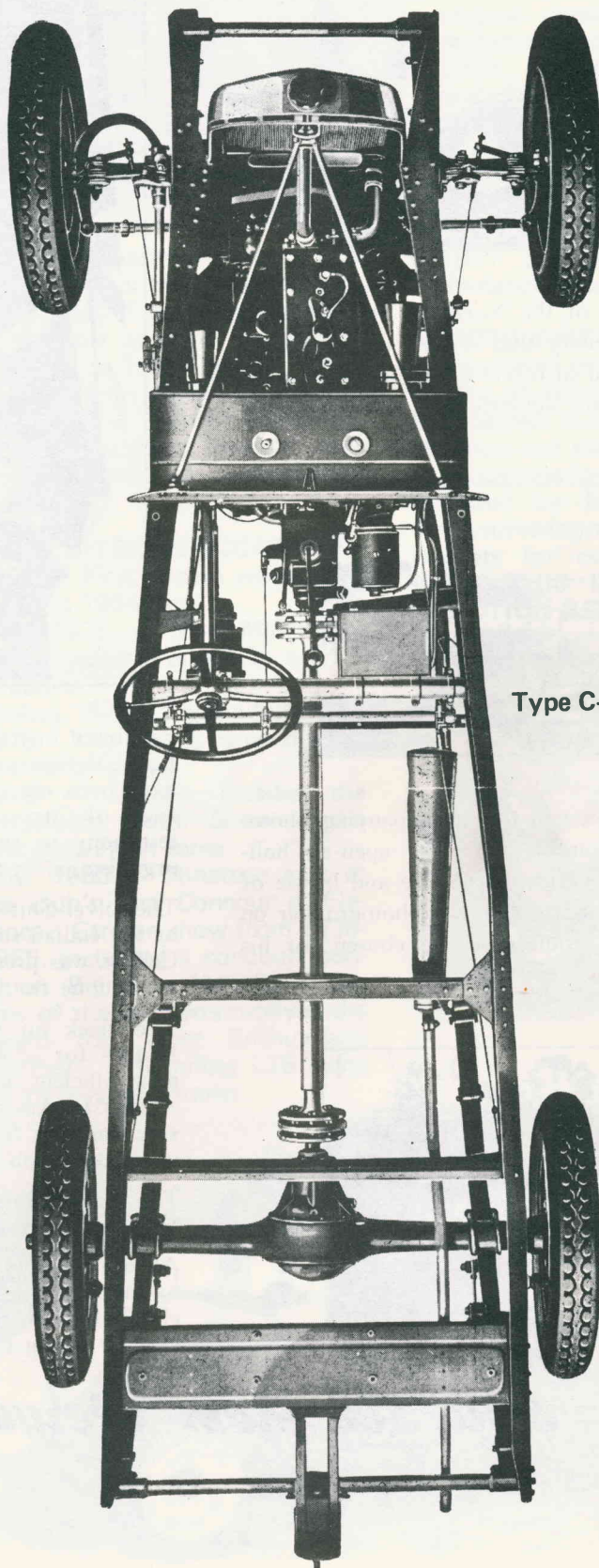
Future editions will include road tests and technical articles of vintage Citroens (when they become available), members cars articles, old advertisements etc. To help the column succeed, I would appreciate any help from members with any information at all on vintage Citroens: newspaper ads and articles, road tests, photos, etc. would all be greatly appreciated. IF you do not wish to lend or donate original material to the club to copy, references would also be useful.

Hopefully, the next Traction Arriere article will have a members cars article on a B12 roadster from Sydney and will be followed up by a photographic record of some of the clubs vintage cars.

Below is a list of the current C.C.O.C.A. members who are proud (hopefully) owners of rear drive Citroens:

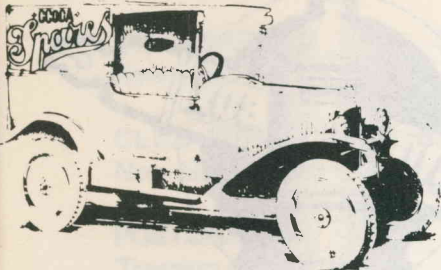
Peter Boyle	1923 B2 Roadster
John Couche	1925 B12 Tourer
	1926 B12 Tourer
Mark Navin	1933 Rosalie
James Berrell	1929 C4
	1931 C6
Brian Wade	1925 B12 Roadster
Murray Rynvis	1925 B12
	1929 B14

John Couche



Type C-4 Chassis

SPARES



By this time the news will have got around to most members that we have another spare parts officer. I would like to thank Roger for his efforts during the past five months for the active work he has done in laying the foundation for a very workable spares system. We regret that the pressures that exist have made it impossible for him to continue in the position and we will sorely miss his expertise and enthusiasm for the task.

Since having volunteered to take over the job, I would like to see the spares facility continue in as smooth a manner as possible. Therefore, here is an outline of contact and ordering procedures that will make for efficient receipt and despatch of your requirements. I stress that I will only work to this system in order that everyone can receive fair and equal attention.

1. Ordering.

In every magazine, a green spares order form is included. Please make ALL orders on this form, properly itemised and detailed. Please include your phone number and address so that you may be advised of arrivals of part, or the whole of your order. Order forms may either be posted or handed to me at any meeting.

2. Collection of orders.

Please wait until advised before arriving on my doorstep. Collection may be made at my home on Saturday afternoon between 1 and 4 p.m., or at a meeting of the club, event or otherwise. No exceptions will be made without just cause being shown. (See Addenda

3. Telephone.

I have an unlisted number, therefore refer to point one. If you have a dire emergency, contact another committee member who will then contact me. But think twice before doing this — emergencies constitute loss of ONLY means of transport. Restoration difficulties are NOT emergencies!

4. Personal shopping.

I will welcome personal shoppers at my home 1 p.m. — 4 p.m. on Saturday afternoons. I hold some secondhand stock here and all new parts. I do not hold any new parts other than as stated in Front Drive.

5. Club meetings.

I intend to have a small representative stock at every club meeting or event, this will be sold either by myself or my "deputy".

6. Spare Parts Committee.

I would like to reconstitute the spare parts committee. Duties would include a monthly meeting

and a little running around at odd times. Also on odd occasions that I may not be able to attend, to act as a spares "deputy". Any offers?

Addenda to part 2.

Country and interstate members will of course receive their orders by Australia Post.

Gerald Propsting.

Continued Page 12.

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)	\$3.00
N11	Solex 35FPAI (11, 11B)	\$4.07
N12	Exhaust Manifold / Downpipe (15)	\$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.

On Special.

We have acquired three new 15-six wheel cylinder assemblies (front. These are extremely difficult to resleeve successfully and the fitting of new ones is thoroughly recommended. The first person with their written order in to me shall receive these for the very low sum of \$16.00 each. There are two lower (one L, one R) and one upper (L or R?). Hurry on this!

SPARES NOTES.

● So far there has been only a little response to our offer on inner universal joints. This is very strange. They cannot be purchased anywhere overseas or elsewhere in Australia. We were very fortunate to have a limited number manufactured locally at a reasonable cost. This is not likely to happen again and my advice is to buy a pair (at the very least!). I have seen what happens to worn ones and it is not a pretty sight.

Only \$24.00 each and even less with a voucher and 10% discount upon surrendering of the voucher.

● It is about time to change your thinking. In the past a spare part could usually be purchased when it was needed and at short notice. That is no longer the case on many important items. Members should plan ahead, work out your future requirements and place the order. We need time to fill many orders, so get in now and be early on the waiting list. I would also like to encourage members to buy as parts become available. These parts can then be put on your shelf as an insurance against the future.

● Orders are soon to be placed for more body rubbers (windscreen/boot/door). More news on these soon.

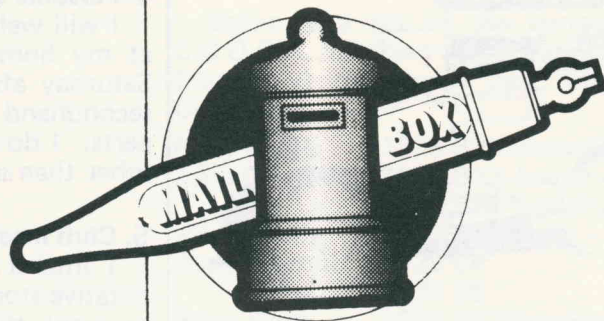
● 78.5mm Mahle Pistons Rings and Gudgeons have been ordered and Roger has promised to follow through on the reboring service. Keep your ear close to the ground as these will be much cheaper and better quality than is currently available.

● Moves are on the way to supply change over reconditioned drive shafts for L15, B15 and 6. As soon as your handy Citroen mechanic can get busy, these will appear.

If you wish we can also recondition your own shafts.

In both cases prices depend on current cost of crosses required and the general condition of shafts submitted by the member.

To make things easier on us and yourself, do not submit shafts with damaged key ways, badly worn splines, or scored stub axles, also check that the outer wheel bearing is a good firm press on fit to the stub axle. These points are critical, and as yet we have not investigated metal spraying, hard chroming and regrinding as the costs appear to be prohibitive.



Shannon's Classic Car Centre P/L,
321 Warrigal Road,
Cheltenham. 3192
Tel: 584.7266

Dear Classic Car Client,

We cordially invite you to participate in our Shabon Phillip Island Classic Weekend on 31st October – 1st November.

We at Shabon have gone to great lengths to make this one of the most enjoyable weekends for Classic enthusiasts.

Briefly the weekend is made up of the following:-

1. 11.00 a.m. Saturday departure from Dandenong on a cavalcade of transport to Phillip Island.
2. Scenic drive around the race track and other parts of Cowes.
3. Nostalgic Dinner Dance Saturday night with live jazz band and spit roasts with trimmings.
4. On Sunday a full Historic Race meeting and a National Concours D'Elegance starting at 10.00 a.m.

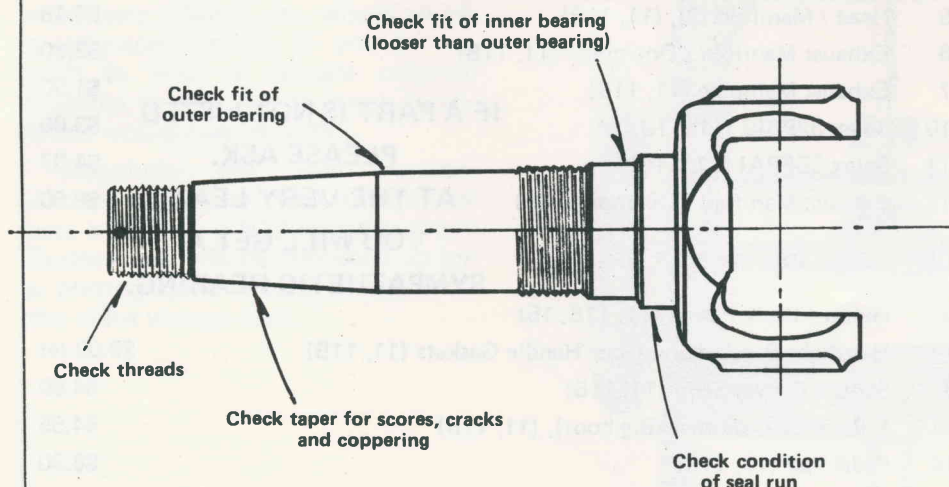
If you would like to enter your car or yourselves for any of the above events or simply come down as a spectator on the Sunday, please contact our office within the next seven days to take advantage of the pre-event discounts.

Some of the other attractions include:-

- An air display of Tiger Moth aircraft.
- Family picnic in the Lukey Museum and gardens.
- Trade display areas.
- Rides for children.

Hoping you can arrange to be with us in this our first of many similar promotions.

Yours sincerely,
Shabon Phillip Island Classic,
R.T. Shannon,
Promoter.



CLUB BADGES
New supply

\$12.00 ea

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

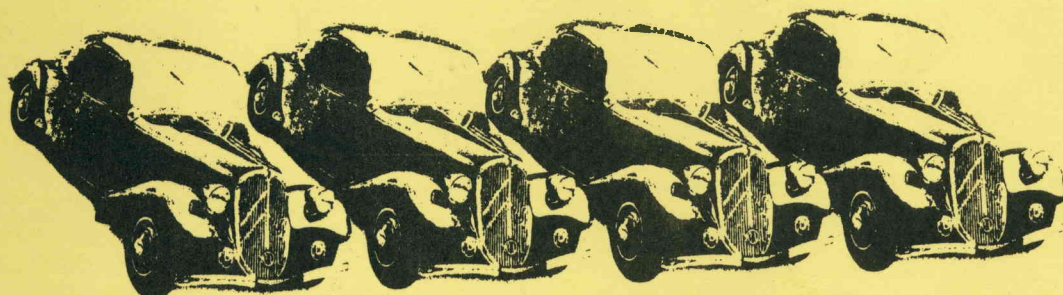
Exacto quality

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.

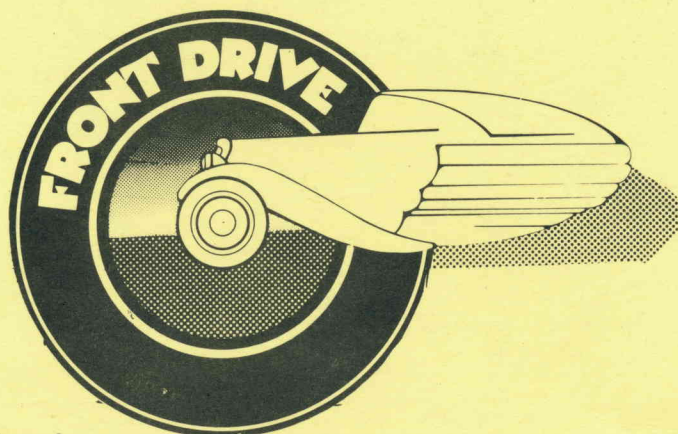
FOR SALE
AK 400 VAN

Apply M. Navin.

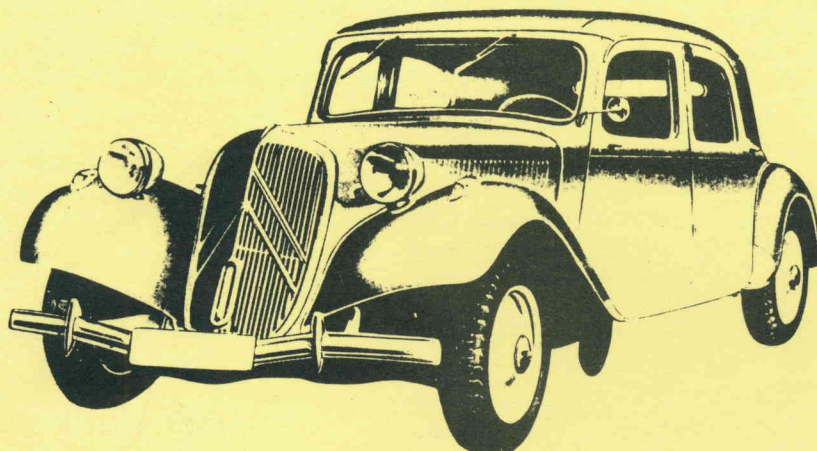
FOR SALE -- '54 Light 15, good
original condition, registered, road-
worthy. \$1500 O.N.O. Mrs.
Eryl McDonnell, 12 Milton Street,
Heathmont, Vic. 3135. Ph (03)
729 5569.

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

Whilst every effort is made to ensure the
accuracy of information and advice in this
magazine, and in replies to readers
queries, neither the Citroën Classic
Owners Club of Australia nor the officers
and members thereof nor the authors
accept any liability.



Fermée



Ouverte

