

# 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.

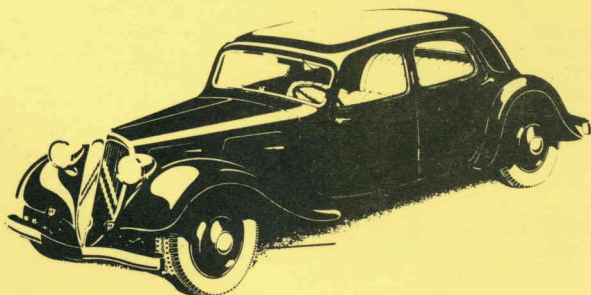
All enquiries should be directed to the Secretary CCOCA in the first instance.

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.**



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We all know what usually happens when committees try to do things - very little. So it's not surprising that when Mark's plea for one replacement editor was met by a Subcommittee of Three (no, not the Gang of Four), there was the odd pessimistic remark. However, as the alternative was for you to search for your traction news and views in the columns of your local Herald, Sun or equivalent, the the Editorial Subcommittee was permitted to be born and to live until the next AGM. This issue of Front Drive is the result so far.

We are aiming to improve communication by reporting more about members and their activities. Note that regular listings of new members and reports of Club meetings as well as activities are proposed as regular features; we know that only a proportion of members are able to attend meetings regularly (but we hope to see the others too). We are aiming particularly to improve the punctuality of the magazine; for a variety of reasons, most of them good, the magazine has been either late or very late lately.

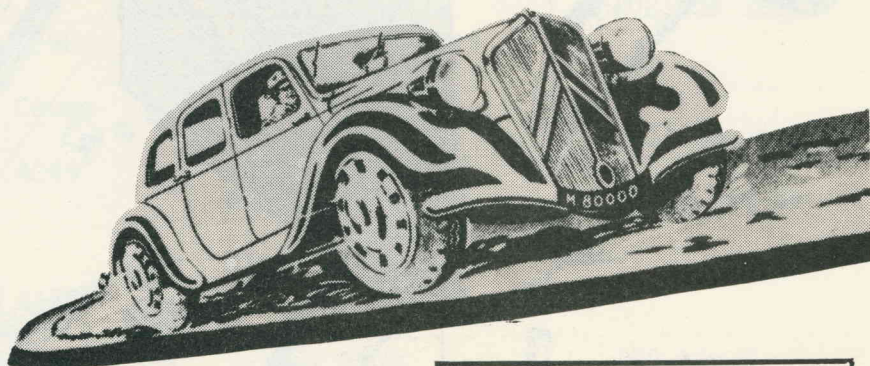
It is up to the readers of Front Drive to boo, hiss or applaud it - but please, don't just tolerate it. Tell us what you think of it, what you would like in it and, of course, what you can contribute to it.

- \* Owing to Mark's impending posting overseas (work, not banishment), all correspondence and contributions to the magazine should be sent to 6 Rubens Grove, Canterbury, Vic. 3126. Our thanks to Mark for the issues that he has produced, and for the assistance that he has offered the Subcommittee. We hope that both he and the three boxes of raw material for future contributions to Front Drive return safely.

Editorial Subcommittee: Peter Fitzgerald,  
Bill Graham  
Peter Simmenauer

**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 7**



# KEEPING YOUR COOL

The engine cooling system is often one of the most overlooked and neglected parts of your traction. The cooling system, besides keeping the engine cool, plays a big part in the running performance, efficiency, oil life and bearings. The engine is designed to run at a precise temperature to obtain maximum life of the aforementioned parts.

The worst thing to do is to use just ordinary tap water in the system, because of the different types of materials used - metals, rubber, oil and grease - as well as their age. Corrosion sets in, eating away at machine surfaces, in time making parts unserviceable and leaving the water a dirty scaly liquid. This builds up around the cylinder barrels causing hot spots and eventual piston failure. Also it clogs up the radiator, raising the temperature of the water, which will eventually boil. Overhauling the cooling system is best done when undertaking a major engine overhaul.

Firstly take out the radiator, have the top and bottom tanks removed and the cores cleaned out, also have the metal fins cleaned and straightened, checking for rust. After reassembly, spray paint it, making sure not to

fill the metal fins with paint. All rubber hoses should be replaced if the rubber on the inside doesn't look like the rubber on the outside. The water pump should be pulled down, sandblasted and cleaned, paying attention to corrosion on the impeller and shaft, with particular attention to the face of the impeller shaft seal on the water pump housing. Remove and strip down the cylinder head, valves, seals, rocker gear, etc. The head then is probably best taken to a cylinder head reconditioner. Have it sandblasted and soaked in an acid bath to remove all scale and rust from all water jackets. Check and resurface all machine surfaces if necessary. Once again with the cylinder block, it should be stripped down, cylinder barrels out along with the cylinder block sandblasted and left soaked in an acid bath to remove all rust and scale from the metal. Sandblasting should only be done if acid solution won't clear the rust and scale. With cylinder barrels pay particular attention to the machine surfaces where the barrels fit into the block. On reassembly make sure that all the oilways are perfectly clean, taking care when fitting cylinder barrels

with gaskets and spacers if necessary to make sure no foreign material falls onto the surfaces when pushing the barrels home.

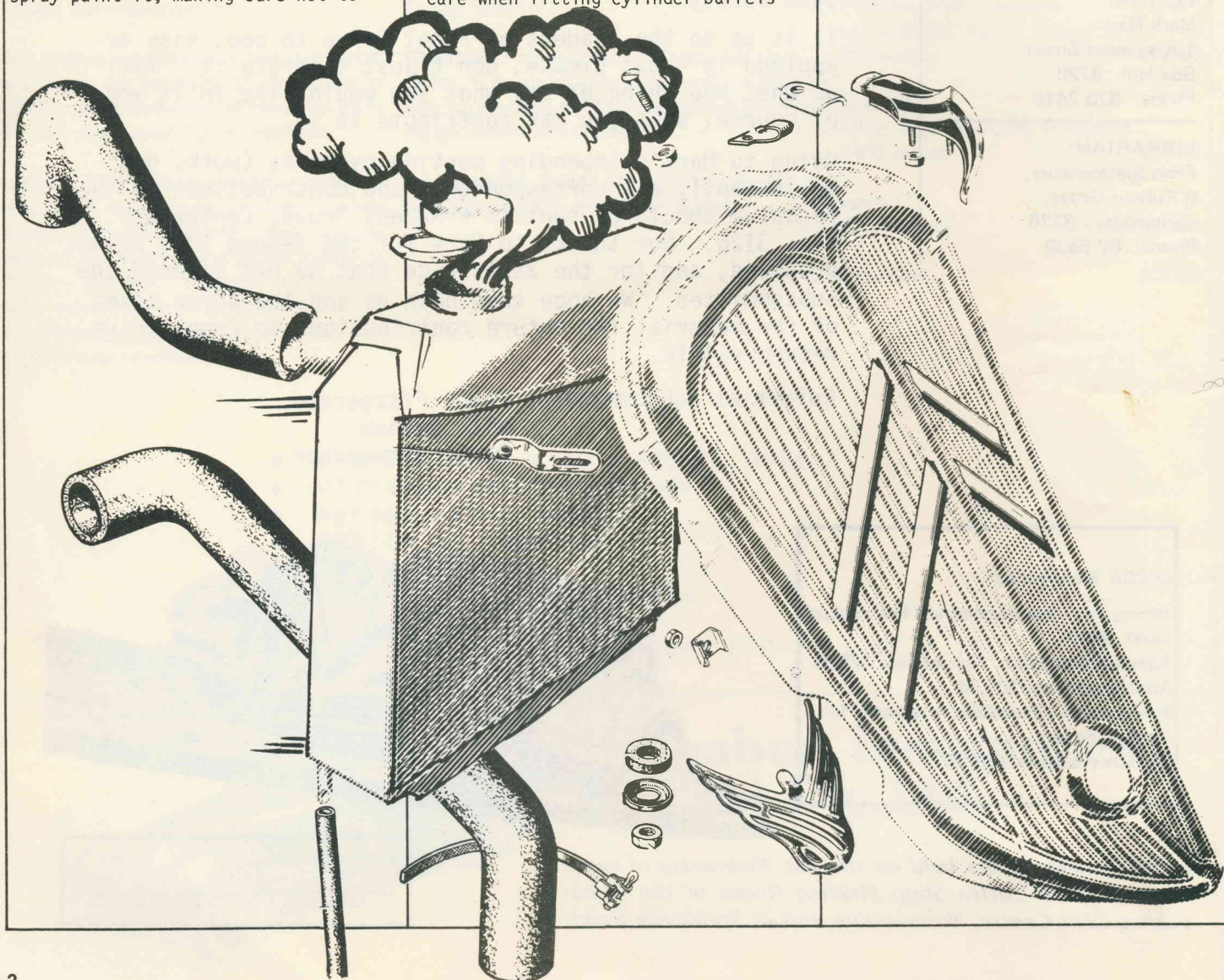
Fit all new gaskets to the cylinder head, water pump, etc. Another solution is to have the whole cooling system high pressure flushed, using water and an acid detergent. Some garages have this equipment, including that of a club member at Talva Motors. The use of high pressure flushing has to be watched as it also finds the weak points in the water system, such as gaskets. For the above operation I would still have the radiator cleaned properly first.

When refilling the car use a radiator coolant or anti-freeze mixed with water. Vary the mixture of water with coolant or anti-freeze as it does lower the boiling point.

Another thing to watch for is the water in the top tank emptying itself out, losing coolant.

It may be an idea to fit a header tank sealing off the radiator filler cap and using the overflow tube as the feed from the header tank. That will make sure that the tank of the radiator is always full of coolant.

David Gries.





NEW CCOCA MEMBERS & ADDRESS CHANGES

VIC. METRO.

BENNETT, Scott 3 Pinewood Ave. East Ringwood 3135	11B
CHAPMAN, Paul 25 Bellara St Doncaster 3108	848 4658 '54 2CV
CROOK, Ken 34 Nicholas Gve Heatherton 3202	551 2094
FARMILO, Tim 10 Holberry St Nunawading 3131	878 1856 '53 B15(D)
FREEMAN, Andrew 8 Conners Flat Rd Wandin Nth 3139	(059)64 3538 '53 L15
HATTON, Mark 9 Monckton Rd Bundoora 3083	467 2085 '54 L15(D)
HODGES, Chris 922 Burke Rd Balwyn 3103	64 3538 '65 ID 19
GRAHAM, Bill 18 Gareth Dr East Burwood 3151	232 0361 '54 B15,F9(D)
HUSSEY, Karmen 655 Inkerman Rd Nth Caulfield 3161	L15
LETAT, Dean 78 Sandringham Rd Sandringham 3191	598 9692 '53 L15
PROTOS, Alec SEE N.S.W.	
ROBERTS, Graeme 86 Mountainview Rd Nth Balwyn 3104	859 1598 '37 Coupe
WAKEFORD, Fraser 5 Gregory Crt Doncaster 3108	857 4049
ZIMMERMAN, Claude 2 Vicki St Blackburn Sth 3130	878 4156 '50 11BL (D)

VIC. COUNTRY

AVARD, John "Ellerslie" Colbinabbin 3559	(054)32 9215 2 x L15 (D)
BROOKS, Ron R.S.D. Hepburn-Newstead Rd Elevated Plains via Daylesford 3460	(from Vic. Metro)
HUGHAN, Peter 2 John St Wendouree 3355	(053)39 3552 '51 11BL
KATONA, Jean-Marie 56 Ritchie Ave Blairgowrie 3942	
KIDD, Fred 6 Worland Gve Warrnambool 3280	(055)62 7726 '54 L15
ROUSE, Frank R.S.D. Garfield 3814	'53 B15(D)
STEWART, Robert Box 16 Sealake 3533	(050) 39 2261 '49 L15
<u>N.S.W./A.C.T.</u>	
BANGMA, Sjirk c/- Wolfsburg Motor Engineers, 32-38 King St Newtown 2042	(02)519 4524 '52 B15
BIDENCOPE, Michael P.O. Box 40 Tamworth 2340	
CAMPBELL, Thomas 34 White Ave Maroubra 2035	(02)661 6691 '51 11B
CLEAVES, Brian 11 Oatlands Cres Dundas 2117	(02)636 3847 L15
FRANCIS, Les 58 Fennel St Parramatta 2150	(02)630 5612 '55F9,Big 6H
GILLOT, Peter P.O. Box N50 Grosvenor St Sydney 2000	'53 Big 6

## TASMANIA

PROTOS, Alec (02)858 4902  
12 Railway Ave  
Eastwood 2122 as prev. list

WISBEY, Chris  
10 Karingal Crt  
Taroona 7006 L15

RICHARDSON, Robert (075)33 7231  
1 Walmsley Rd  
West Tweed 2485 '29 C6

## WESTERN AUSTRALIA

RYNVIS, Murray (09)52 2295  
5 Alexander Rd  
Busselton 6280 '25/26 B12 or  
B2F(D)'29B14

WADE, Brian (02)605 7104  
3 Bass Rd  
Milpo 11  
Ingleburn 2174 B12,L15,11BL

## OVERSEAS

HOWARTH, Richard  
c/- S. Martin  
114 Fleate St  
Christchurch 6  
N.Z.

## QUEENSLAND

GOLDSWORTHY, Eric  
56 Pelican St  
Peregian Beach 4573 '49 L15

WADE, Brian  
SEE N.S.W./A.C.T.

Members changing names, addresses or  
vehicles, please notify the Secretary  
so that details will be correct for  
the next cumulated membership list.

## CITROEN PUBLIC RELATIONS

The following gem was a  
publicity handout in the '50's,  
given out on the occasion of the  
visit of the Citroen President to  
Australia:

Sir and Dear Client,  
Your car comes from the factory.  
It carries everything which years  
of study, of trial and of exper-  
ience have shown us to give the  
best results. Do not change any-  
thing. If anything in the running  
of the car worries you, first make  
sure, through your Citroen agent,  
that the standard fittings have  
not been altered.

The type, the settings, the jets  
of your carburetter, the ignition  
system and its curve of advance,  
the distribution setting, as well  
as many other items have been  
chosen after rigorous trials  
lasting for months and covering  
thousands of kilometres of hard  
and varied running conditions.

Rest assured that any part or  
adjustment that may be proposed  
to you as susceptible to improv-  
ed performance has been tried out  
by us exhaustively with all the  
means of checking used by the

laboratories of a factory such as  
ours.

If any part or adjustment would  
show improvement, Citroen, always  
in the van of progress, would  
have adopted it.

Certain things may show to advant-  
age, but not show the trouble  
which may result. It is easy to  
put a smaller jet in your carbur-  
etter to save a little petrol, but  
much less easy to prevent the  
burning of the valves which will  
follow. Never mind the good  
reasons advanced in support of  
change. Hard experience has  
shown us that in matters of carb-  
uration, as with other things,  
there are very few miracles.  
They may say "the alteration  
cannot do any harm", but are you  
certain it will do any good?

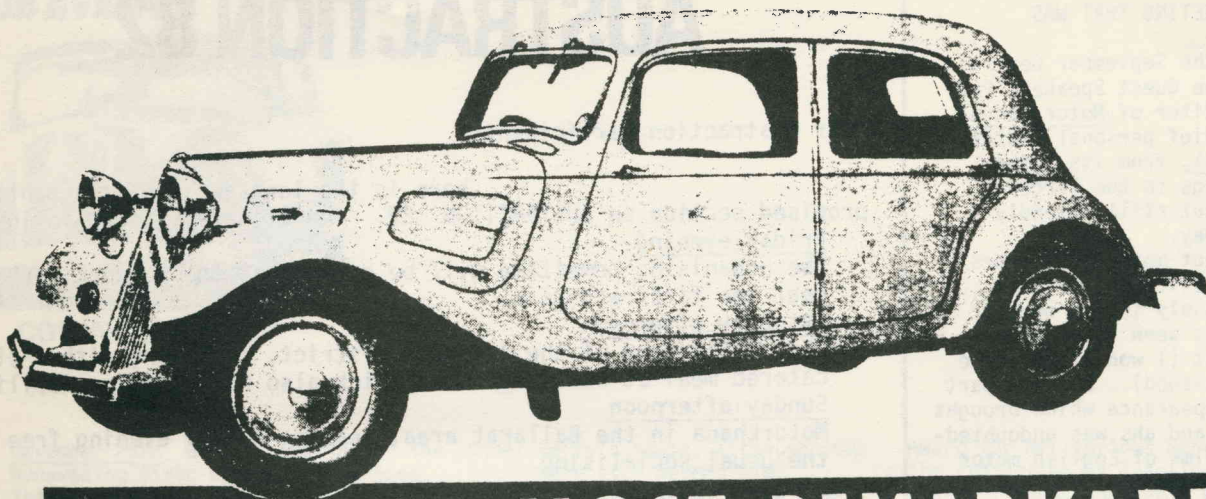
A radiator grille of attractive  
shape may impede the flow of air,  
and so cause overheating.  
Seat covers of flattering appear-  
ance but of unsuitable material  
may considerably diminish the  
confort of your seats. That is

why the seats are covered with  
woollen material, soft and pliable  
Our inquiries bring us into con-  
tact with the "fanatics" of change  
and of accessories. They are a  
characteristic class and very per-  
suasive besides. Their cars  
always run badly, but that does  
not prevent them persevering, rem-  
edying the drawbacks of one clever  
modification by another one, clev-  
erer still. They are incurable.  
Do not imitate them.

(Alert bi-linguists may have  
noticed that Citroen publicity  
tended to remain the same too -  
the above is a translation of the  
introduction of a 1950-51 Owners'  
Manual - Ed.)

Handout courtesy of John Herring.





## STILL... THE MOST REMARKABLE CARS EVER MADE !

- FRONT WHEEL DRIVE
- FRAMELESS CONSTRUCTION
- INDEPENDENT WHEEL SUSPENSION
- TORSION BAR SPRINGING
- AERODYNAMIC BODY
- AMAZING STABILITY
- UNIMPEDED FLOOR AREA
- REMARKABLE ROAD VISIBILITY

Prices:  
 Super Modern "TWELVE" Saloon - £265  
 Super Modern "SPORTS TWELVE" Saloon - £285  
 Super Modern "FIFTEEN" Saloon - £315  
 Super Modern "FIFTEEN" 7-Seater Saloon - £345  
 The "TEN" Saloon - £198

CITROËN CARS LTD.,  
 Citroën Building, Hammersmith, W.6.

Comparisons show the "Super-Modern" Citroën still to be "Two Years Ahead" in design, performance and comfort.

No other cars of similar size and price can compare with the "Super-Modern" range for safety, luxury, performance and beauty of line.

Write for catalogue "A" and the address of your nearest agent . . . he will be delighted to arrange a trial run for you.

SUPER MODERN  
**CITROËN**

*Two  
years  
ahead*

PRODUCED AT CITROËN

WORKS · SLOUGH · BUCKS



Highlight of the September General Meeting was the Guest Speaker, Paul Harrington, Editor of Motor Manual. Paul gave a brief personal history of Motor Manual, from its rather small beginnings to the larger, professional but still friendly firm it is today.

One would expect motoring writers to be enthusiastic practitioners, and Paul obviously is - a week or so later he was seen to be competing at Bathurst (I won't say where or when he finished). But the part of his Club appearance which brought the most oohs and ahs was undoubtedly the 8 mm films of English motor sport in the '60's that he showed. They featured club events at Brands Hatch and some rather hairy rally-cross.

Many of the shots were taken from within his car - the view of Paul being mostly confined to a pair of driving gloves spinning a steering wheel at speeds only fractionally slower than the speed of light. Lovely stuff.

Much of the club film focussed on spectacular and mostly injury-free prangs - end-over-end, roll-overs, front, rear and side impacts to say nothing of spins and skids of varying kinds - they lost it in style. Paul then answered a wide range of questions, ranging from the effect of tariffs and quotas on the Australian market to the trials and tribulations of getting a magazine together (we didn't tell him how). His personal views on the various manufacturers' product development and capabilities in the future were quite enlightening - as one would expect, backed up by recent visits to the factories of several major manufacturers. He felt that a few years hence no more than seven manufacturers apart from specialist firms, would still exist - two European, two Japanese and two American - perhaps.

His greatest recent pleasure in testing was the invitation to test six Volvos to destruction in the Northern Territory. He nearly succeeded. On the debit side of a motoring writer's life is the not infrequent sheer panic of stepping into a car park and not being able to remember which car to look for today. Another anecdote concerned the police effort to find the test Commodore which had overstepped a double line on the Great Ocean Road recently. When they caught it, stopped at an hotel, it was parked with the 25 others in the test contingent - a little hard to identify. We very much appreciated Paul's spending the evening with us. He appeared to enjoy himself, and we certainly did. Thanks Paul Harrington.

# AUSTRACTION 82

Dear Austraction Participant,

here is the long awaited, frequently promised section on AUSTRACTION '82. The itinerary is as follows:

## Friday evening

The organising committee will be present at the Caravan Park to meet the first arrivals.

## Saturday afternoon

Observation run of the Ballarat district, finishing with a club-catered meal at Destination X (which also has swimming facilities)

## Sunday afternoon

Motorkhana in the Ballarat area, leaving Sunday evening free for the usual socialising.

## Monday morning

Chicken and champagne breakfast, farewell and trophy presentation on the shore of Lake Wendouree.

Please note that this programme is subject to finalisation of some bookings, and the activities planned for Saturday and Sunday may swap around. If so, you will be notified in the next Front Drive, which is due out before AUSTRACTION.

The accommodation charges have increased. Here are the changes:

The ensuite vans have gone up \$2 to \$20 nightly for 2 people, \$2.50 per extra person.

Normal vans have gone up \$1 to \$18 nightly for 2 people, \$2 per extra person.

Powered sites have gone up \$0.50 to \$5.50 nightly for 2 people, \$1 per extra person.

Tent sites are still \$4.50 for 2 people, but the extra person charge has gone up \$0.25 to \$1 per extra person.

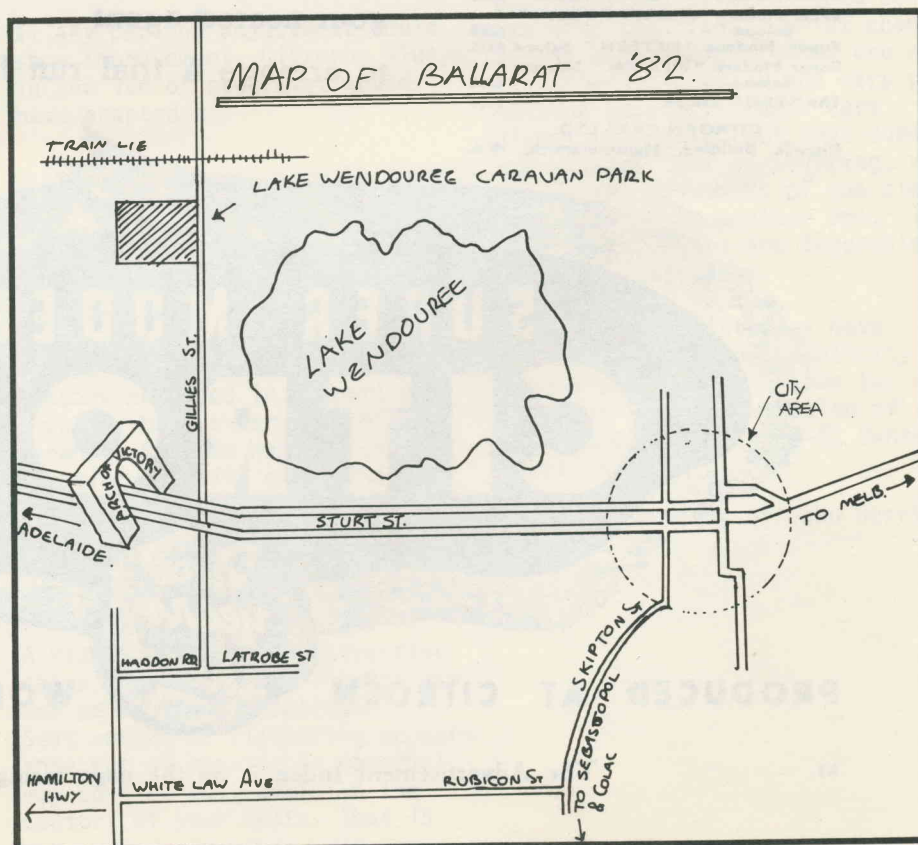
The vans have TV, crockery, cutlery, saucepans, kettle, teapot, tea towels and soap.

Don't forget the new date for the weekend: 30-31 January, 1 February.

I have supplied (below) a map showing how to find the caravan park.

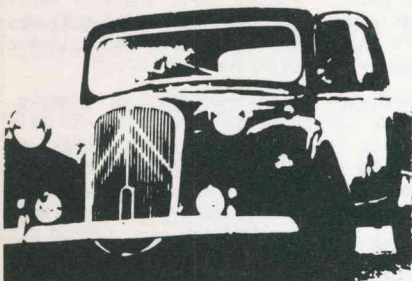
Cheers,

Peter Fitzgerald.





## CLUB EVENTS



### COMING EVENTS

November 25th General Meeting at the Nunawading Civic Centre Coffee Shop. This is the last General Meeting for the year. Starts 8 pm.

December 13th

MG Concours at Warringa Park, Heidelberg. Note! This year the concours has moved to Warringa Park in Heidelberg from Berwick - real grass at last. Remember, this is also the CCOCA Concours. So if your car can at least roll forward, there is no excuse for non-appearance. We always have the biggest display apart from the MG Club. So we have a reputation to keep up - don't disappoint the public. Plus it is a chance to see some fine machinery.

December 25th

Merry Christmas!

January 27th

General meeting at the Nunawading Civic Centre Coffee Shop, starting 8 pm.

January 30th, 31st, February 1st

Austraction '82 Ballarat. Remember this is the new date for Austraction '82. Se ya there!

Easter - Citin - Adelaide

under Gerry's house, although some items were even beyond him. Overall, a successful day - some bargains were certainly to be found. Thanks Pat and Gerry.

Shabon - Phillip Island 31 October-1 November

Some 2,500 people enjoyed most pleasant weather and a considerable array of interesting cars, which included a good selection of 1930's Rolls-Royces, Bugattis and Model A Fords.

Vintage and classic racing saw a Mini thrash five Mustangs to be just pipped on the post by another Mustang, and envious eyes were cast at 1949 Austin Healey Silverstones. At least 12 Tiger Moths and other vintage planes were also present. The highlight as far as CCOCA people were concerned was that Arthur Clarke won his class again. Congratulations, Arthur.

Bendigo Swap Meet 14-15 November

Again good weather for the massive display which filled the new Bendigo Showgrounds to overflowing - the biggest one yet! Lots of bikes, literature models and vintage and classic Citroens, including a 1938 Light 12 coming to light. We could have envied Model T owners - all parts available off the rack. Rex Gercovich's Family 9 caused a stir again, a certain 2CV was dubbed a Renault, but no other harm was done. Lots of enquiries from prospective CCOCA members. Club members who enjoyed themselves included Boyles, Gercoviches, Couches and Peters Fitzgerald and Hughan.

CCOCA Christmas 16 November

Yes, early this year. Some 20 plus gathered at Claude and Dominique Zimmerman's restaurant to celebrate, and applaud the winners of the really important CCOCA awards: the Fluffy Duck Award for the lady member first in the race to produce the next generation of CCOCA members; the Soap Opera Award for the TV personality of the year and the Bivouwacker

Award for Meritorious Service in the Protection of Traction and other Citroens and their owners. A most enjoyable night, and many thanks to Claude and Dominique for making their comfortable premises available to us.

Peter Fitzgerald 18 November

was nearly a past event when his GS collided with a Sigma which inconveniently attempted a U-turn in front of him. Fortunately Peter's injuries were confined to a broken hand (no, not from punching the other driver), but Giselle's injuries are more serious and are being diagnosed at the Heka Clinic.

Peter now knows the real meaning of 'The slings and arrows of outrageous fortune' - the former is what his arm is in, the latter is what next year's insurance premium will be.

Peter wishes to express special thanks to Kym Harding for assisting with the preparation of this magazine for the printer at very short notice.

### PAST EVENTS

Parts Auction 17 October

This year's auction was held at the Propsting's abode in Mooroolbark on what turned out to be a very pleasant day, weatherwise (and otherwise). Rex Gercovich's just finished Family 9 made an appearance amidst many an ooh and ah. (It will be featured in a future Front Drive) So start practising your drooling.

Frank Rouse from Garfield and Scott Bennett from Melbourne (two new members) appeared on the scene, to be swiftly accepted into the fold. Frank was later to be seen leaving with half the parts auctioned, suitably stacked on his "Spud truck" (non-Citroen). John Couche, as auctioneer, successfully conned (sorry, convinced) enough people to part with their hard-won fifty-cent pieces to make a little more room



# LE PETIT CITROËN

Since the first review of locally available models was made, a few more have come to light. Firstly, all of these models are available from commercial outlets and are priced around the \$2 - \$3 mark. Secondly, they have all been purchased in the last twelve months and are readily available in stores at the moment.

## 1. The Majorette range.

Two new body styles have appeared in the range, as well as further variations on both the Dyane and Camargue. The Dyane now appears in white with a red and green tartan trim, and in blue with black trim. Both models have the rally equipment. We now have four colour variations of the model. The Camargue now appears in white with green stickers and windows. The car is an advert for Holiday Inns.

The new body styles to appear are the Acadiane (2CV a la Fitzgerald) and the CX. The Acadiane is a low-roofed van in blue with white doors at the rear (no. 235). The CX is bronze and not unlike the Matchbox CX in detail. This CX (no. 265) also comes in a large pack, towing a trailer and a canoe. All models are 1/60 scale, except the Camargue which is 1/55; all are diecast.

## 2. The Matchbox range. Matchbox have re-released their SM model, featured

blue paint job, towing a trailer with three motorcycles. The car is spattered with Yamaha stickers, and is fitted with a plastic roof rack carrying tyres. New also is the CX wagon. This was released in England in 1979, but appears as part of the 1980/81 range here. The car is metallic blue with yellow tinted windows and is nicely detailed. It appears that Matchbox are at last reverting to the true to scale and appearance cars rather than the souped-up monsters of the seventies.

## 3. Railways Models. Thanks to an enthusiastic younger brother who is a devoted railways hobbyist, we have acquired four examples of railways H0 scale models that suit our taste. (Yes, we are trying to convert him to an interest in Cits).'

The first is a grey DS Pallas. A very simple model but neatly detailed and made in moulded plastic. This is made by Wiking in Germany. Other colours are available, as a white one resides in the Greschke collection in Canberra. The second is a 2CV6. We have obtained this in two variations, closed and open roofed versions. The closed roof was obtained in three different colours, yellow, green and orange, and we believe

it is also available in blue. The rolled-back roof has also been obtained in three colours, blue, chocolate brown and green. Again, these are very nicely made, show good attention to detail despite their size and are moulded plastic. They are manufactured by Herpo

Thirdly, a boxed Traction has recently become available out here. Thanks this time to Brian Wade (a Sydney member) as well as to younger brother, we have this model in five different colours, black, blue, grey, camel and green. This model is a 6 cylinder English car, fitted with left hand drive steering and headlights incorrectly mounted off the radiator grille. (and leaf springs rear - Ed.) This is again a West German model from the Brekina company. They also have an interesting range of other unusual European marques. Coming in its own plastic display box, it's a good and not expensive H0 display model at about \$3.75.

Lastly, an H0 scale kit: Spanish made, plastic, moulded in three colours, its rough and ready but it's a 5CV. (Not what you'd expect in railway accessories.) It comes sharing the packet with an Opel. Fiddly to assemble and with a poorly fitting windscreen, it's reasonably well detailed and good value at about \$1.50 for the two models.

These railway models can be found at most specialist railway shops: Viaduct Hobbies in the city and the Engine Shed in Box Hill are two definite.



## NEW BOOKS

Latest addition to the Club Library is a general restoration guide, Peter Wallage's *The Restoration of Post-War Cars* (Batsford, 1979). Wallage is a frequent contributor to *Thoroughbred and Classic Cars* and has designed this book for the not-too-advanced restorer

It is clearly written and well illustrated with photos and diagrams. All areas of restoration are covered: body, suspension, steering, brakes, engine, transmission, electrics and fuel system, with miscellaneous areas such as dealing with barrel locks, which might otherwise be regarded as a specialist province.

Many of the examples included are particularly relevant for Traction owners: Lucas electrics, AC fuel pumps (well, some Traction owners)

and Solex carburettors, which means that the book is a useful supplement to workshop manuals which often do not deal with the variety of alternative proprietary assemblies that have been fitted from time to time.

This book is available for loan under the usual conditions.

## NEW MAGAZINES

*Citroen Traction Avant Club*, Switzerland. Text in German. A most attractive magazine, photo offset on A5 pages, averaging over 30 pages per issue. Contents of the two issues received so far include reports of rallies (Old-Timer Treffen), early adverts, reprints of newspaper articles, men's and women's fashions of the '30's, sizeable technical

articles, correspondence and membership lists. Well worth perusing at the next meeting.

*Citronews*, South Africa. Newsletter of a recently (1979) founded South African Citroen Traction Register. Its photocopy format is not fancy, but it contains items of interest, such as a report of their 1980 concours which indicates an attendance of 19 Traction, including two pre-war models, from a total of 100 members and 109 registered cars.

*Citroen Owners Association of Western Australia Bulletin*. Quite an attractive publication on A5 pages averaging 18 pages per issue including covers. Letters, adverts, photos, reprinted articles, Citroen (all models) news. One of the better Australian magazines.



# Members Cars

1949 LIGHT 15, PF 946 owned by  
(Westley) John Herring.

Photos by John Couche, text by Peter Simmenauer.

John's Light 15 is of particular interest because of its originality and the fact that its history is so well documented. The Owners' Certificate shows that it was first registered on 1 March 1950 to Mrs Ethel Fleasance and transferred to Harry Marshall of Shields Motors and Triangle fame on 24 December 1954.

John's a-Traction to Citroens grew because of their inherent engineering interest - also because at the time they were one of the few affordable second-hand cars that offered really good road holding. John's sporting and technical background had made him rather appreciative of this point.

This car was his first Citroen and was acquired from Harry Marshall. John preferred to wait until Harry was ready to part with it than buy another example, and he did wait patiently (?) for about 12 months before Harry bought an ID19 replacement in June 1960. The Light 15 at this stage had 56,343 miles up and carried a number of additions.

The Marshall mods included screen washers, oil filter, wheel embellishers (see FD picture, vol.1, no.2, p.2), trouble light (Lancia option), combined oil pressure and water temperature gauge, reversing light and clutch rod replacement of the cable. A larger diameter Big 6 steering wheel was also fitted.

It became John's family car, and his log book reveals that big end bearings were replaced and the valves ground at 69,000 miles, cost \$83, and three tyres bought, cost \$85. Front wheel bearings and upper suspension arm bushes were replaced at 75,119 miles. A respray in original black duco was done prior to sale in December 1963, for \$700.

The new owner rejoiced in the fact that he had to spend only \$10 in total maintenance costs over the next two years. So it was no surprise to John when he re-purchased the car on 23 November 1965 for \$180 at 99,571 miles, that a little work was needed. Like fitting a new clutch and shock absorbers and repairing carburettor, generator, starter motor, distributor, brakes and bumper bars.

By 1969 a new crown wheel and pinion was required, the gearbox was rebuilt (cost \$73) and the drive-shafts reconditioned. Rings had been replaced by Harry Marshall prior to sale - these are still fitted.

John then turned his hand to trimming, fitting a new head lining and carpets and re-upholstering the seats in red vinyl matched to the original leather colour. He re-wired the car, owing to his strange dislike of the horn's behaviour. (As the front loom was fayed, the horn sounded whenever the radiator boiled or it rained heavily enough to earth the wires.) The French-type wheels fitted to English cars of this vintage were found to be excellent generators of shudder under braking and, after unsuccessfully having the wheels re-rolled, John changed them for the later English flat-backed wheels.

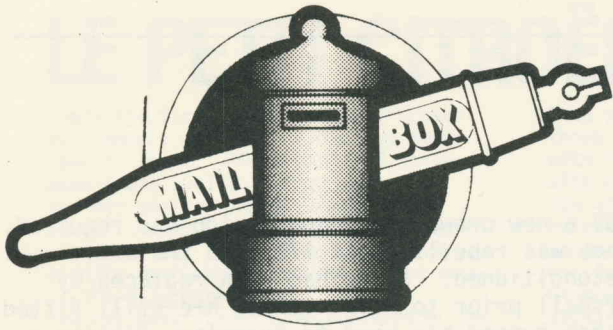
The car now has only 137,000 miles on the clock, being mainly used for shopping. Although suffering from a few supermarket special dents and tired though complete paintwork, it is notably quiet in running and is mechanically A1.

It boasts a number of now scarce original features: crank dog cover, tool box and fitted suitcases for the boot. It also has as original fittings a straight rear bumper bar and a 35 FPAI Solex carburettor.

John was far-sighted enough not only to purchase a spares car some years ago, but also to take advantage of Shields Motors' spares sales both after Mr Shields died and again when the business was sold. So this car, with its present level of usage, should last indefinitely under John's expert care.







Dr F.W.D. Roadworthy  
BA (3 units), MA (Alice  
Springs), PhD (Las Vegas)  
D Litt (Albania) and many  
many more.

The Editor,  
Front Drive.

Dear Sir/Madam,

c/- RSD Geelong via  
Cockatoo.

This letter is in protest against the continued refusal of the CCOCA Secretary (may his dog's fleas multiply) to grant me membership of your so-called club.

In this Year of the Disabled, I feel discriminated against, and intend, if a satisfactory outcome is not reached soon, to launch prosecutions against the Club, the Committee members (if any) individually, and, quite possibly, all other members as well. I am taking this position owing to the slighting, deprecating and slanderous remarks about me that I am sure are being passed behind my back, out of my hearing and beyond my ken.

My CV (Curriculum Vitae you ignorant twits) cannot fail to impress upon you the desirability, indeed need, to include my name at the very head of your rather undistinguished list of members.

I was born and bred in Australia -dinky-di. I received a broad education at a very private school which from modesty and a desire to protect its continuing privacy I will not name. I took degrees with distinction as listed above (in part), majoring in each case in appreciation of motor vehicles and vinyl patchwork and head lining. (A couple of lessons were lost in the post, but I have been credited with the others should I or any of my descendants wish to resume studies at any time on payment of the prescribed fee).

To get to the heart of the matter, that is to say, the hub, so to speak, of my grievance, I have a history of ownership and appreciation of fine motor vehicles, small and large, dating from all periods. I regularly read both Herald and Sun road tests as well as the Reader's Digest, to maintain an up-to-date knowledge of the latest automotive engineering theory and practice and marketing strategies. Vehicles currently owned include the following post classic thoroughbreds (there are too many to list fully):

- 1959 FC Holden - a fine example of Australian inventiveness (D)
- 1960 Mazda 600 Automatic - currently garaged as being too potent for today's crowded traffic - performance similar to 2CV4 (D)
- 1961 Datsun Bluebird - nothing like an Austin really - different colour scheme altogether and no relation to the current piece of stylistic fantasy of the same name and the prize item, the piece de resistance, a
- 1958 Chevrolet Bel air with added gull wings = elegance and good taste personified.

Others will be listed on request.

You will note some common features of this brief but representative group:

- these vehicles are all mass-produced (proving

I'm no snob

- they are all equipped with a chassis (which Citroen obviously forgot after 1934 - that's why Citroens don't last, of course)

- they are all pink (but seeing that you're too impoverished to have a colour supplement like the Age Weekender, you'll have to take my word for it)

- they are all driven by the rear wheels only (it should be obvious that front wheel drive is still unproven with respect to both performance and reliability, according to the best authorities)

- none have won a major road or track event in Australia or anywhere else as far as I know (I don't approve of reckless, fuel-wasting driving)

- none are Citroens - who needs them?

I feel that this is sufficient evidence to convict you with the belief that I am indeed qualified to advise your benighted members on matters mechanical, historical and stylistic from a broad comparative viewpoint. (An independent assessment of my expertise can be had from Harry who runs the BP fast-food garage in Smith Street, the one with the funny upside down double V sign - he knows my capabilities. I always supervise him when he inflates my tyres I always carry a K-Mart gauge - just a little technical hint for your members).

To return to my main concern, which should also be yours - the question of honorary membership (I do not see why I should pay in view of the above). Kindly send a certificate of membership forthwith or I shall prosecute on the grounds of discrimination.

If you require documentary proof of my state of mind or any other little detail, I can forward a certificate.

With the slightest discouragement I will continue this correspondence until my aim is achieved.

Yours faithfully,

F.W.D. Roadworthy (Dr)  
(nee Flywheel)

PS I am thinking of trading in my Disaston 200B for a Peter Ferret specially optioned Mitsubishiishi Stigma - what do you think?

PPS How do you start an FC Holden?

PPPS Alternatively, I am willing to act as patron to your club.

3 Cross Street  
Canterbury 3126.

Dear Peter,

I am trying to compile a list of "tractions in film" for publication at a later date, and would appreciate if other members/readers could assist.

I was warmed to this course of action some years ago when, forced inside from my windswept carport, housing an equally windswept traction (restorations always start with a lot of looking), I settled down to a dubious late night movie, circa 1936, starring Don Ameche and Claudette Colbert (name forgotten). My somnolent mood was soon altered by the continuing appearance, for the next hour, of mint condition tractions of every conceivable kind (most seemed to be taxis!). To me there is nothing more enjoyable than sitting in your armchair, watching the object of your passion being thrashed around the small screen; after all, they're not your gear boxes and, like all great machines, they look best in motion.

Channel O's screening of "Lacombe Lucien" and the classic "Is Paris Burning?" provide interesting images of the traction at war, the former presenting a high speed drive by an 11BL, filmed from the back of a preceding vehicle, which nearly inspired

(Cont'd p.13)

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Dutch Spares List (see p.12)

BRAKES

long brake-hose, front	24,-	rocker setscrew	461113	1,-
short brake-hose, rear	18,-	manifold lock	451331	4,-
brake-cup, 1" & 1.25"	2,50	manifold lock	452908	6,-
dust cap	2,50	guide pin	452342	0,50
wheel brake-cylinder, 1" & 1.25"	55,-	freeze cap	457254	2,-
master cylinder	70,-	cylinder-head bolt, 11D	D 112-4	3,-
master cylinder overhaul kit	20,-	water distribution pipe	451321	20,-
plastic Girling reservoir	10,-	intake valve, 11 Perfo		20,-
glass reservoir	15,-	exhaust valve, 11 Perfo		20,-
sticker metal reservoir	5,-	intake valve, 11D		20,-
set brake linings, Ferodo 4Z	55,-	exhaust valve, 11D		20,-
stop light switch	10,-	inner valve spring	461896	4,-
brake-shoe spring	438770 1,50	outer valve spring	452914	6,50
bushing	438314 2,-	crankshaft, 11D/1D	DM 121022	850,-
brake-shoe adjuster	438510 5,-	crankshaft nutlock	461495	
brake-pedal spring	540965 2,-	shim	461125	1,-
brake-pedal spring	541074 2,-	connecting rod, 11D	DM 121010	130,-
connection screw, on master cyl.	550908 5,-	connecting rod bolt	DS 12113	5,-
little spring	441332 0,25	set main bearings,		
copper ring, master cyl.	0,25	11 Perfo, 4 sizes		325,-
connection screw, brake-hose/		set main bearings,		
brake-pipe	550917 1,-	11D, 4 sizes		45,-

GASKETS

fullset 11CV, graphite	55,-	valve lifter and push rod	D 124-1 &	
fullset 11CV, copper	125,-		DS 124-5a	17,50
headset 11CV, graphite	35,-	piston pin bushing, 11D	D 121-2c	5,-
headset 11CV, copper	65,-	piston pin bushing, 11D	D 121-2d	5,-
cylinder-head gasket, graphite	25,-	camshaft nut	461493	3,50
cylinder-head gasket, copper	40,-	timing gear chain	461256	37,50
carter set, cork/paper	9,-	crankshaft timing gear	461178	30,-
gearbox set, paper	10,-	camshaft timing gear, 11 Perfo	461179	37,50
waterpump, big	456909 7,50	camshaft timing gear, 11D	457347	37,50
waterpump, small	D 231-88 3,-	camshaft lock	461143	5,-
oilpump	451366 1,-	oil-pump, complete	D 222-01	325,-
oilpump	457220 1,-	fixed oil-pump gear	457374	22,50
rocker-arm cover	451323 5,-	oil-pump drive shaft	457371	12,-
timing gear cover	451374 5,-	oil-pump gear shaft	457375	2,-
manifold	452996 5,-	keys	457372-02	2,-
exhaust, oval	308431 3,-	relief valve spring	DS 222-5	1,-
exhaust, triangle	308324 3,-	oil-pump spring	451354	2,-
fuel-pump	595022 3,-	waterpump overhaul kit		60,-
carburettor, thin	481717 3,-	lock nut	451415	6,-
carburettor, thick	481707 5,-	key house	472395	0,50
rubber gasket, fuel float	595386 3,-	Woodruff keys	472394-02	2,-
paper gasket, underliners		fan	453217	10,-

ENGINE

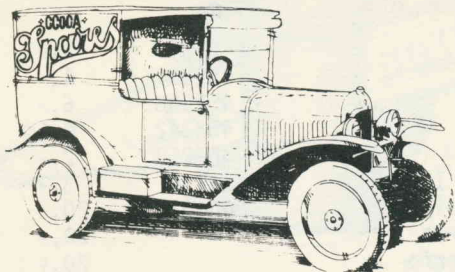
cylinder block DM 114-5a ID	750,-	water seal	456399	10,-
oil-pan DM 132-98 11D	175,-	waterpump spindle, before 1952		30,-
drain plug 5.411.382V 11D	2,50	bushing, before & after 1952		10,-
drain plug washer 2.247.800 11D	0,50	fan belt		15,-
timing gear cover	471091 25,-	upper & lower radiator hose		15,-
oil-jet	451379 2,-	thermostat		50,-
oil dip-stick	456944 2,50	carburettor, 34PBIC		200,-
oil dip-stick holder	456947 2,50	carburettor 32PBIC		
oil dip-stick holder	D 221-96 12,50	air filter	model 481510	15,-
crankshaft oil-seal		air filter	model 481482	15,-
11 Perfo/11D	D & DS 113-02 25,-	air filter	model 481670	15,-

guide pin	88940 1,50	CLUTCH & GEARBOX		
set of 4 pistons and liners	425,-	rebuilt clutch, exchange		95,-
set of 4 oversize pistons	78.5/100 150,-	clutch friction plate, exchange		85,-
rocker-arm shaft, complete,		bushing	451570	2,50
11 Perfo	461954 130,-	bushing holder		7,50
filler cap, 11 Perfo	452762 12,50	clutch release spring	452334	4,-
filler cap, 11D	457287 5,-	clutch pedal spring	543332	7,-
valve guide	453033 4,-	upper bearing cover	501001	5,-
valve cap, exhaust, 11 Perfo	457182 2,-	lower bearing cover	501005	5,-
rubber ring	456998 0,25	metal cap	500539	5,-
valve key	451397-02 1,-	cork ring	500532	1,-
valve key	457184-02 1,-	bushing	500504	5,-

(to p.13)



# SPARES



Since the last article was written, there have been several new developments.

\* The shipment of Mahle 78.5 mm pistons have arrived - four sets in all. The reboring of sleeves to suit has proved impractical to do in quantities due to the varying nature of the sleeves and the difficulty of accommodating them in a modified cylinder block. These pistons are now to be sold as sets of four without sleeves. People can then arrange the reconditioning of their own sleeves. Any motor reconditioner familiar with VW should be able to handle the job.

\* An order of previously unobtainable parts has arrived. This includes master cylinders, wheel cylinders, timing chain and sprocket sets, tie rod end kits and 11BL brake hoses. Because of the current exchange

rate the prices are most attractive, so be quick.

\* Driveshafts - all club shafts have now been stripped and cleaned. Ball and spigot joint reconditioning is under investigation, the likely approach being ground out cups on the ball pin and new balls hardened and ground to suit. It also appears that using metal spraying we may be able to reclaim stub axles by renewing the taper, outer bearing journal and oil seal run. More news next magazine.

\* The stock of inner universal crosses is disappearing fast. Why not buy some for the shelf? Later might be too late.

\* In this issue you will see a selection of the parts available from the Traction Avant Club of Holland. If you wish to order any of these parts, please feel free to do so. They can be included in our next order. If you do not understand some of the part descriptions, refer to the Spare Parts Manual. I can help those who inquire at meetings or come to purchase parts on Saturday.

\* Remember CCOCA Spares is open for personal shopping 1pm - 4pm every Saturday at 18 Bellara Drive. Just arrive - no appointment necessary.

\* Unique opportunity for those people who recently purchased brake drum pullers from John Couche. The collets to extract the outer wheel bearing are now available to suit your pullers. Price \$30.00 a set of two.

\* Body rubbers have been ordered and will arrive soon.

\* Sorry, no 6-cyl wheel cylinders left. Wall Burkhardt was extra quick.

\* Brand new crown wheel and pinions are available from the Traction Avant Club of Holland upon receipt of 600 Dutch Guilders and at the end of three months. If you are interested you may use the order form in this magazine and write direct. But please note that CCOCA is in no way responsible for your commitment.

Gerry Propsting

## SPARES - STOP PRESS

We are publishing the recently received Dutch Club Spares price list in sections so that you will know what is available and can indicate to the Spares Officer or any member of the Spares Subcommittee if you would like items ordered. The Spares Subcommittee consists of: Alan Thomas, Brian Grant and Denis Walton. Note that prices are in guilders (florins) and are subject to extra freight charges, duty and currency fluctuations. Budget for more and you won't be disappointed.

(\* p. 11)

## CCOCA SPARES LIST

### Description

#### Engine

1. Rocker shaft
2. Camshaft sprocket
3. Timing chain
4. Crankshaft sprocket
5. Pistons Mahle 78.5mm - set of 4
6. Spark plugs Champion H-8

#### Gearbox

1. Mainshaft/pinion shaft front bearing

2. Pinion shaft rear bearing

#### Clutch

1. Change over friction plate
2. Thrust race return spring
3. Thrust race

#### Front Axle

1. Outer wheel bearing
2. Inner wheel bearing
3. Inner universal cross
4. Change over drive shafts

#### Rear Axle

1. Tapered roller bearing

#### Brakes

1. Master cylinder
2. 1½" wheel cylinder 11BL
3. 1" wheel cylinder 11BL
4. Front brake hose 11BL only
5. Rear brake hose 11BL only
6. Brake shoe bushing

### Part no. Price

- 461114 20.20
- 461179 19.21
- 461256 19.21
- 461178 16.21
- 92.25
- ea 2.20

- 620080 POA
- 500367 POA

- 490986 POA
- 452334 0.55
- 490371 POA

- 425654 13.97
- 88091 7.75
- 441313 24.00
- POA

- 420962 6.85

- 31.11
- 22.54
- 22.54
- 12.20
- 11.41
- 1.12

### Gaskets

1. Head 4 cyl. 19.85
2. Rocker cover 4 cyl. 4.15
3. Manifold 5.48
4. Exhaust flange 3.50
5. Carburettor 32 PBIC 3.00
6. Carburettor 35FPAI 4.07
7. Exhaust pipe/muffler 6 cyl. 0.80

### Rubbers

1. Steering rack 602135 4.15
2. Petrol filler small 803630 4.55
3. Pedal rubber pair 540983 9.80

### Electrical

1. 6 volt headlamp globe 1.05
2. 6 volt brake lamp switch 2.40
3. Change over 12 volt wiper mount 1950/55 15.00

### Cooling System

1. Fan belt 4.86
2. Radiator hoses pair 15.00

### Body fittings

1. Scuttle canvas strip per m. 4.80
2. Window glass channel per m. 2.65

### Steering

1. Rack endcap L.H.S. 601924 14.41
2. Tie rod repair kit 32.62

POA = part temporarily out of stock. Prices for new stock may be higher. Driveshaft prices depend on condition of shafts submitted for reconditioning. If you wish other parts to be ordered, please say so. "The difficult we will do immediately, the impossible will take slightly longer".



from p.10

me to pump my tyres up, unstick that valve and find my registration label.

My intention is to assemble a list of suitable viewing which, used in conjunction with a TV guide, would effectively notify you of "a nice night's entertainment". A star rating could be used, e.g., one star - traction seen in distance, once, behind Morris Minor, to five star ratings which might include tractions being driven continuously, doing acrobatics, colliding, blowing up, being stripped down, etc.

I trust other readers can add to the list, on paper preferably, as I have a shocking memory for film titles.

With thanks in anticipation,

David Giddings.

P.S. I wonder if it would be worth while requesting "en masse" of Channel 2, a late night revival of the anglicised "Maigret" series of the early sixties, starring Rupert Davies.

Get your biros out everyone!

from p.11

bearing holder	500507	5,-
bearing holder	508274	5,-
bushing	507244	5,-
clamp	500837	1,-
drain- & filler plug	2950	6,-
drain plug ring	2474-S	1,-
cover	493126	4,-
dashboard gear groove	232763	2,50
dashboard selector springs, pair	515891	10,-
rubber	515592	2,50
rubber mounting	452395	10,-
shift fork, small	500537	15,-
shaft	501181	15,-
pin	500840	1,-
thrust washer	508052	1,-
lock ring	611007	5,-
bearing holder	501003	5,-
thrust washer	500526	1,-
bushing, 3rd gear	500521	5,-
synchronesh thrust washer:	507272(3.8)	1,-
	500776(3.95)	1,-
	500527(3.75)	1,-
	508335(4.04)	1,-
	10/30/2, 5.2,	
	6.2, 8.3, 0	3,-
cleron thrust washer	500534	1,-
lock ring	500756	30,-
first gear, 20 teeth	506979	1,-
lock ring	500531	20,-
reverse gear shaft	39.5/18/2, 8.2, 6.3,	
ball thrust washer	2.2, 7.2, 9.3, 1	1,-
ball thrust washer	508070 33.5/23.7/2	1,-
ball thrust washer	500719 33.5/21/2	1,-
ball	2713-S	1,50
bushing reverse gear	508068	5,-
reverse gear, 32 and 16 teeth	508069	30,-
nut pinion shaft	500375	2,50
shims, 4 & 5 holes, various thicknesses		1,25
third gear, pinion shaft, 28 teeth	500515	30,-
second gear, pinion shaft, 33 teeth	500517	30,-
second gear, pinion shaft, 34 teeth	507206	30,-
bushing intermediate gear	507271	5,-
intermediate gear, 26 & 29 teeth	507270	30,-
crown-wheel, pinion and 4 satellite gears		650,-
second gear, third gear and synchronesh		750,-
top shaft	515702	75,-
differential case	408463	25,-
cleron thrust washer, various thicknesses	408286	0,25
differential thrust washer, various thicknesses	408304	4,-
nut lock	611008	0,25
bolt	508427	5,-
adjusting nut	408452	5,-
bolt M8	408300	4,-
bolt M10	508512	4,-
nyloc nut, M8 and M10		1,-

**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 Bellara Dve.,**  
**Mooroolbark. 3138**

WANTED. Contributions to Front Drive from Senior and Junior members. Please no jokes, puzzles, accounts of picnics etc. Prizes for best i.e. published contributions may include: 3rd, 2 cut-out 2CV kits; 2nd 1 cut-out 2CV kits, 1st, a real 2CV (Van?) Judges' decision probably final, and may or may not be announced in Front Drive sooner or later ... contact Peter Simmenauer anyway.

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

FOR SALE. AK 400 Van. Mark Navin

FOR SALE. Full colour photoprints of these three vehicles available in 10" x 8" or poster size. Prices: Small approx. \$4.50, Large approx. \$13.00 plus postage. (Kodak price \$17.00) Contact John Couche. Delivery approx. 6 weeks.

