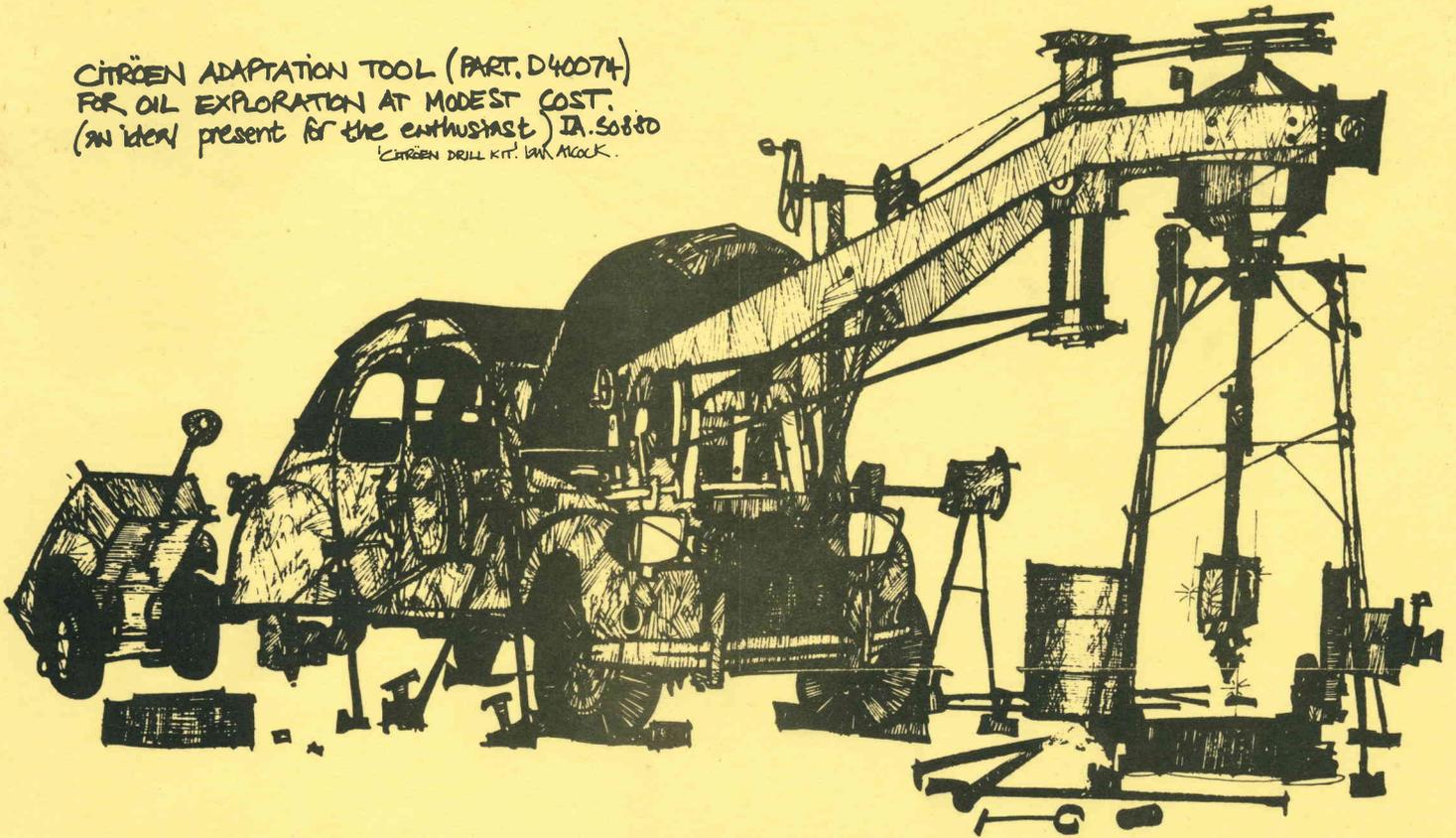
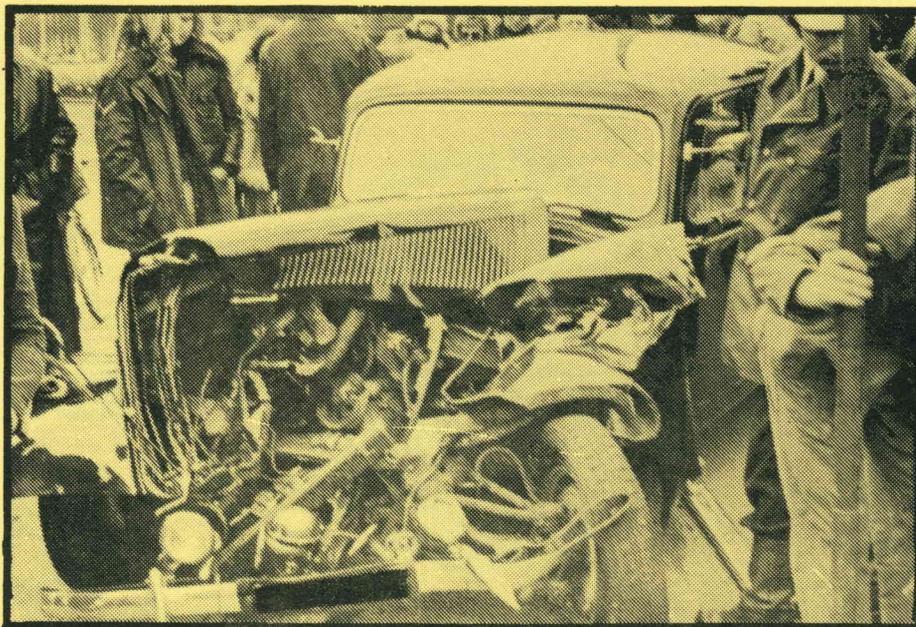


Front Drive Volume 5 Number 5 January/February 1982

CITROËN ADAPTATION TOOL (PART. D40074)
FOR OIL EXPLORATION AT MODEST COST.
(an idea present for the enthusiast) IA.50880
CITROËN DRILL KIT. VAN ALCOCK.



Registered for posting as a periodical, category B



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.

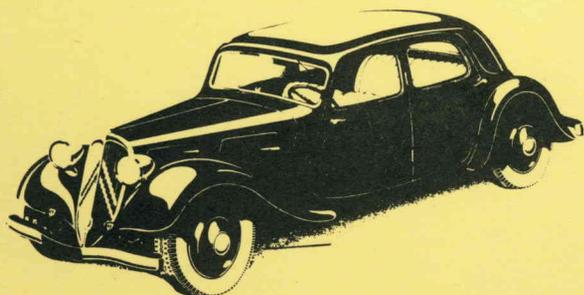
All enquiries should be directed to the Secretary CCOCA in the first instance.

Current premiums are:

Category A (pre 1948 and all Tractions) Up to \$6000 Agreed Value \$50 excess	\$69.50
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Have you noticed? This is a 2CV issue (For Your Eyes Only). It is some years since we had an issue specially devoted to the "two-pot screamers", although according to the membership list, there are a number of them in the Club. Some of their owners have even paid their 1981 subscriptions! Some of the vehicles are actually mobile (not necessarily under their own power and seldom up hills).

But seriously, folks, when you last read Citroen's instructions to designers, they probably read like this: "Simplicity of design and ease of production to keep down manufacturing, operating and repair costs; as low as weight as possible without limiting strength to obtain acceptable performance using only moderately powered engines ...". Sounds pretty sensible for today? That was Type A, 1919.

The fact that the 2 CV and its derivatives and descendants have doggedly stayed in production and remain popular supports the practicality of the concept still. The 2CV is a car in the real Citroen tradition.

Our ownership of earlier Citroens illustrates our odd preference for simplicity and innovation combined - perhaps we're the only sane ones left (together with the Beetle Brigade of course).

Next time someone laughs at your car, whether Traction or 2CV, point out how much cheaper, simpler and more fun it is to own than Brand X and see if they can counter with anything more than more comfort, power and electronic gadgets (avoid caravan and boat towers or get a Big 6, however).

Changing the subject slightly, thanks to those who have contributed to the last two issues, many for the first time. Please keep the contributions coming - these are what makes Vol.5 no. 6, Vol.6 nos. 1, 2, 3 ...

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.

LA 2CV

FOUR WHEELS UNDER AN UMBRELLA

By 1936, France's economic and social conditions had started to improve. Working conditions picked up, and people found they had more leisure time. By now France had a 40 hour week with paid holidays.

So a people's car was a concept that the French desired. The motor car makers recognized that the people's car had to be a cheap four seater vehicle, unlike the previous affordable cars which were based on the cyclecar concept, and thus two-seaters. Most of the vehicle manufacturers went to scaled down versions of their current sedans, with smaller engines. Examples of these were the "Juvaquatre" by Renault and the 202 by Peugeot.

The problem was that there were still a large group of people neglected by the so-called People's Cars. They were the rural community whose choice of vehicles were limited to the bicycle, horse and cart or a second-hand car.

Pierre Boulanger, Managing Director of Citroen, summed up what was needed by saying he wanted "Four wheels under an umbrella". He added that the new car "must be capable of driving over a field, loaded with eggs, without breaking one of them". Well this is what the legend says.

Roominess was also specified. Boulanger himself tested the full-scale mock-ups with his hat on. If the hat was disturbed, the test failed.

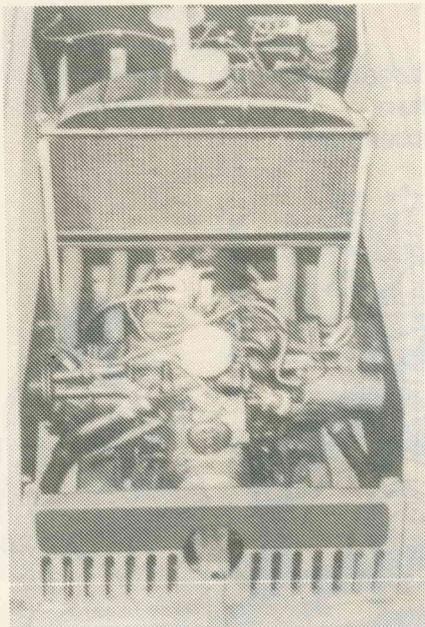
So Citroen's objective was to produce a vehicle that was as economical as possible, requiring little maintenance and be able to drive in off-road conditions. The new Citroen had to be able to carry four people in comfort with their luggage, or at least a load which could be expected to be bulky. The vehicle had to be extremely robust, be able to convert to a utility and perform a number of differing functions. The appearance of the vehicle was not regarded as important. In fact it would be an advantage to produce a rather differently shaped vehicle.

Citroen decided to have a horizontally opposed water cooled twin cylinder engine of 375 cc. The original design had a pull cord starter like that of an outboard motor, but this was quickly discarded, as it was found that the factory typists broke their

finger nails when trying to start the car. So a conventional crank handle was used. The brakes were hydraulic at the front and mechanical at the rear. The platform chassis was made from duralinox alloy. Suspension was by torsion bars and had a hydraulic system to prevent nose dive under brakes. Bodywork was also of alloy, except for the corrugated bonnet and the mudguards, which were of pressed steel. The canvas roof could be rolled back from the windscreen to the rear number plate. The front seats were hammock type, suspended from aluminium frames, and the rear seat was removeable also. One headlight was provided (far too extravagant to have two), no trafficators and one windscreen wiper, hand operated. Door handles were fitted to the interior only; the two part mica side windows hinged to allow doors to be opened and also for hand signals. Naturally the doors did not lock. An alloy frame with canvas body had been considered but was not adopted. A small generator was mounted on the end of the crankshaft.

Approximately 250 prototypes were manufactured by May 1939 ready for the next Paris Motor Show, but the outbreak of World War II meant that all but three of them were destroyed. One was kept by the factory and two others were found after the war in the Clermont-Ferrand region. One of these is on show at the Rochetaillie Museum. It has a dropside platform body, probably used as a disguise, as the government forbade the design of private vehicles during the war. But Citroen continued research on the car in secret because they could see clearly the value of having a minimum car ready after the war.

Results of this research which appeared on the first production model included use of steel instead of alloy on the body, the adoption of linked front and rear suspension with inertia dampers, a second headlight and a starter motor, an oil cooler and replacement of the water-cooled engine with an air-cooled one, also of 375 cc. Manufacturing refinements included machining of heads and cylinders to such fine tolerances that they could be fitted without gaskets, and assembly of the crankshaft and connecting rods in a bath of liquid nitrogen at - 180°C.

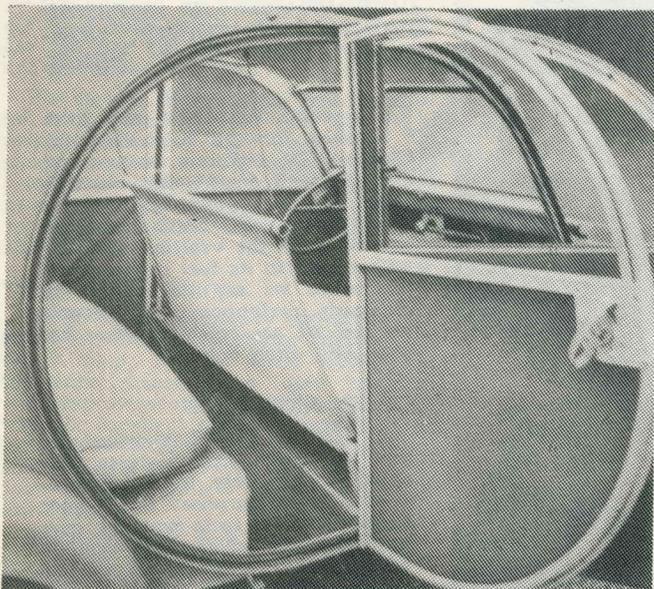


Paint was metallic grey instead of the proposed grey heavily mottled with black (the origin of the rumour that the car was to be manufactured from surplus gas stoves - not true!)

In 1948, twelve years after design had commenced, Pierre Boulanger unveiled the 2CV at the Paris Motor Show in front of the President of the Republic and the stupefied officials. 1,300,000 visitors filed past it, somewhat stunned. Press reaction was mixed; an American journalist asked "what would it be used for?" and one of his colleagues asked if Citroen supplied a tin-opener for it. Another compared it to a nineteenth century bath-tub. However the *Revue Automobile Suisse* praised the little car, predicting a brilliant future for it.

Delivery started in 1949 at the rate of four per day, and despite a rapid increase in production, by 1950 there was a six-year waiting list.

Specifications of the 1949 production model are:



Model 2CV A

Engine

- two cylinders, horizontally opposed, air cooled
- Bore 62 mm, stroke 62mm, capacity 375 cc
- fiscal power 2cv
- compression ratio 6.2:1
- power SAE: 9 hp @3,500 rpm, torque 2mkg @ 2,000rpm
- carburettor: Solex 22ZACI, choke 16.5 mm
- contact breaker mounted on end of camshaft
- copper gasket of 1 mm between cylinders and heads
- domed pistons
- 8 bladed fan
- valves cooled by oil

Transmission

- single plate dry clutch
 - four-speed synchronised gearbox with reverse
- | | | |
|---------|-----|------|
| Ratios: | 1st | 6.75 |
| | 2nd | 3.25 |
| | 3rd | 1.93 |
| | 4th | 1.47 |
| | Rev | 7.25 |

- final drive ratio 8:31, 0.258
- drive shafts with two single universals next to wheels and gear box

Wheels

- 3 stud pneumatic Michelin 'Pilote' 125x400 tubed

Suspension

- independent on all four wheels, with interaction between front and rear wheels. Each suspension arm joined to a helicoidal spring contained in a suspension box located alongside the chassis members. Inertia shock absorbers on each wheel.

Brakes

- Drum on four wheels, hydraulic. Handbrake on rear.

Steering

- rack and pinion in front axle tube.
- turning circle 10.5 m.

Electrics

- 6 v 50Ah battery, generator mounted on crankshaft.

Dimensions

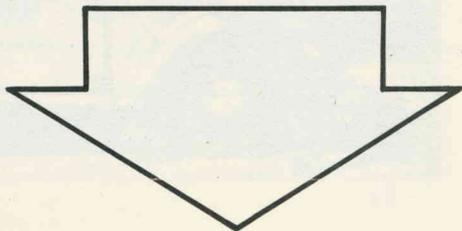
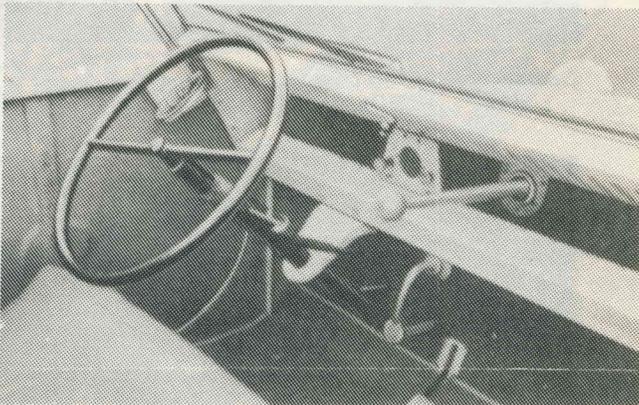
- Wheelbase 2.4 m, track 1.26 m front and rear, length 3.78 m, width 1.48 m, height 1.6 m

Capacities and Weights

- petrol 20l., engine 2l, gearbox 1 l, brakes 0.5l.
- weight (with 5 l petrol) 495 kg, loaded 800 kg.

Performance

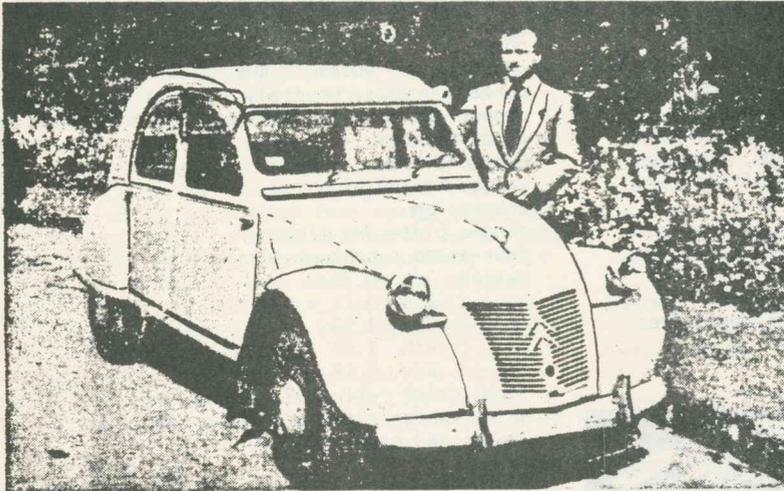
- max. speed 65 km/h
- fuel consumption 4-5 l/100 km



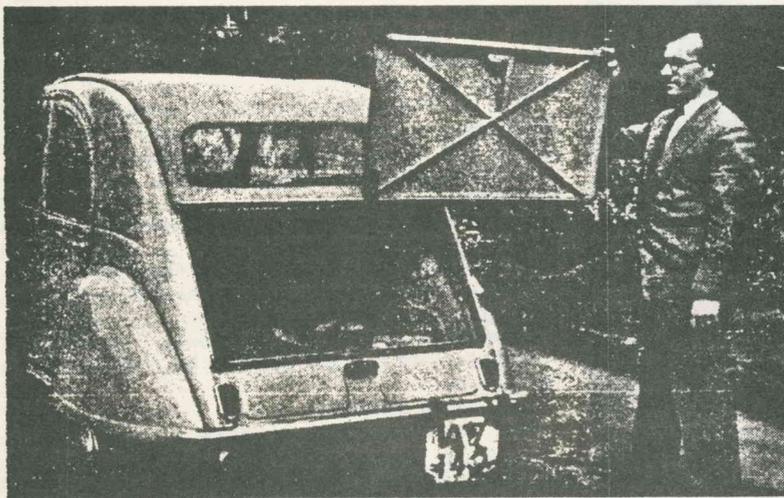
WE WERE WRONG!

The Spares Subcommittee does not include Denis Walton but it does include Wal Burkhardt. Apologies to one and commiserations to the other. (which?)

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



Homely appearance of the 2CV is evident in this photograph.



Doors, bonnet, roof, even the boot lid may be removed easily.
Side view shows practical shape.



2CV The

» » »

A SMALL FRENCH ECONOMY CAR WITH MANY OUTSTANDING FEATURES, THE CITROEN 2CV IS NOTABLE FOR ITS ECONOMY, COMFORT AND HIGH PRICE.

FOR some time now we have looked forward to testing the Citroen 2CV and now we have are left with some mixed feelings about the car as we expected we would have. So much has been written about the vehicle, especially with regard to its fuel consumption, that when we say this feature of the car's performance is fantastic we feel we are repeating what has been said often before.

GOOD AND BAD.

In a car so full of advanced design and mechanical features, this applies particularly to the suspension; we were surprised at the poor steering. The fascia-mounted gear lever operates an excellent gearbox which includes a geared-up top and changes can be made when changing up without having to use the clutch. Clutchless down changes are not recommended.

Useful features inside the car include a heater and an excellent scuttle ventilator which keeps cool air circulating inside the car without any draught being evident. Lady drivers need have no fear of the 2CV as an anti-stall device is fitted. All-round vision is good and there is a large rear-light in the rubberised canvas hood. Dust sealing is effective and there are two windscreen wiper blades which cover quite a large area of the screen.

For camping cleaning or overhaul practically everything is removable. The seats, doors, hood bonnet, mudguards and boot lid all come away easily and once off are quite simple to replace.

UGLY DUCKLING.

Corrugated panelling and awkward body lines coupled with an ugly radiator grille and small old-type headlights make the look of this Citroen unique.



Score on the baby CITROEN

» » »

The windows are neither push-up or slide back. The top part of the glass hinges at the top of the window frame, when the window is pushed out and up from inside the car it is held upright by balance. On the test car this balance was not operative.

For the size of the engine and the job it is doing there is very little noise inside the car where all passengers are accommodated on seats so comfortable that to find better one would have to look to an English sports saloon in the £2,000 range.

THAT SUSPENSION.

When the car originally appeared it was powered by an engine turning out 9 b.h.p., on this latest model the same suspension is used but with improvements. In conjunction with the excellent seats this suspension gives possibly the smoothest ride this side of heaven even over some of Melbourne's worst tram-lined roads.

Roadholding is first class up to the speeds the car is capable of and a person with strong arms and not too sensitive hearing can whirl this wagon around a right-angle corner at top speed without any worries.

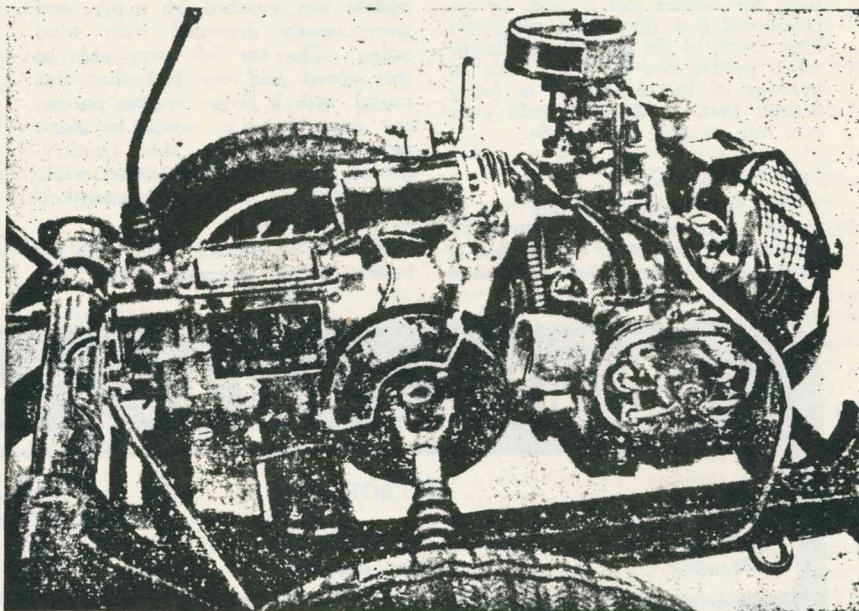
In explanation of the above paragraph we must say that when the car is taken around a corner a severe vibration, or shaking, besets the whole steering system and this, coupled with the normally heavy steering of a front-wheel-drive car, sets one thinking of the delightfully light steering of the other baby cars on the market with which this one competes for sales.

Corners taken at all on the fast side have the wheels of the car sprouting out at weird angles with the tyres absolutely screaming.

Of course, the owner of the 2CV is hardly likely to go around corners like this all the time but we hardly think the manufacturers should put a car on the road with inbuilt steering oscillations.

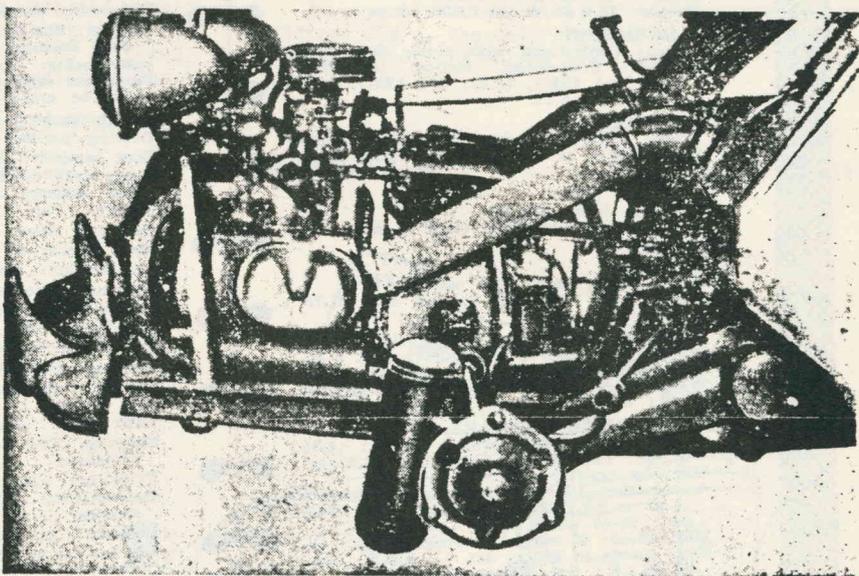
CLUTCH AND BRAKES.

Rather heavy pressures are required for both clutch and brake



INGENIOUS SUSPENSION

With the body removed for servicing this shot shows the accessible sectionised engine. Note the unusual rocker arrangement.



FRONT WHEEL DRIVE

The amazing independent suspension can be seen from this angle. Note placement of hydraulic brake fluid container directly over master cylinder.



CITROEN ROAD TEST (continued)

pedals but both have good feeling. Clutch trouble could be expected to be at a minimum for very little power has to be transmitted through it.

Fade could just not be induced from the brakes but it must be remembered that they have relatively little work to do in ordinary usage when pulling the 2CV up from an average of 30 m.p.h. It is fairly certain that no driver would ever run into trouble with fade.

PERFORMANCE.

The performance of this car, if it can be called such, is quite good considering the power output but is hardly good enough for Australian

conditions. It is a car that will hold up other vehicles at the traffic lights while with a couple of passengers up main road hills mean second gear and 16-18 m.p.h. Racing down one hill outside Melbourne we touched 56 m.p.h. and were nearly drowned with wind noise. The car felt very safe at this speed and we feel that this model with a larger engine putting out, say, 16 b.h.p., would be much more successful in this country. Surely this could be done while still retaining a fuel consumption of over 50 m.p.g.

No-one, of course, could wish for better petrol economy than the

present car gives although it is felt that a larger petrol tank would be most helpful.

It is of interest to note that there is a two-year waiting list in France for the 2CV and surely all those Frenchmen could not be wrong.

For Australia, the Citroen needs a little more power, a slightly larger fuel tank, a better appearance and a lower price. This last feature may be a possibility in the near future as the cars may arrive in this country in c.k.d. form and be assembled here. When this is done and perhaps the other points we mentioned are attended to the little Citroen 2CV could have a rosy future in Australia for it is indeed a basically sound vehicle with many outstanding features.

MOTOR MANUAL ROAD TEST

Car CITROEN 2CV
Price £793
Mileage: Out, 3,403; In, 3,647; Total, 224.
Weather Hot, dry roads

Other cars in same price class: Morris Minor, Austin A30, Standard "8", Renault 750, Fiat 600.
From Commonwealth Motors

ENGINE

Air-cooled.
2 cyls. Bore: 66 mm. Stroke: 62 mm.
Capacity: 425 c.c. Comp. ratio: 6.2/1.
Valves: Overhead. Rated horsepower: 6.
B.H.P.: 12 at 3,500 r.p.m.
Torque: 16.6 lb./ft. at 1,800 r.p.m.

TRANSMISSION

Clutch: Centrifugal with single dry plate.
Gearbox: Four-speed. Ratios: 1st (SM) 25.9; 2nd (SM), 12.55; 3rd (SM), 7.50; 4th (SM), 5.72.

SUSPENSION

Front: I.F.S. by leading and trailing arms.
Rear: I.R.S. by leading and trailing arms.

STEERING

Rack and pinion.
Turning circle: 85½ ft.
Turns of steering wheel (lock to lock): 2½.

BRAKES

Hydraulic.
Brake lining area: 60.9 sq. in.
Brake lining area, sq. in. per ton: 91.75.

DIMENSIONS

W'base: 7 ft. 9-5/16 in. Length: 12 ft. 4 in.
Width: 4 ft. 10-3/16 in. Height: 5 ft. 3 in.
Ground clearance: 7½ in. Tyres: 5.00 x 16.
Weight (dry): 10 cwt. Petrol tank: 4½ gals.
Track: Front and Rear, 8 ft. 1-3/8 in.

PERFORMANCE SUMMARY

Acceleration times through gears: 0-30 m.p.h., 15.5 sec.; 0-40 m.p.h., 32.4 sec.
Standing quarter mile: 32.3 sec.
Acceleration times from constant speeds: 10-30 m.p.h.: Top, 19.2 sec.; 3rd, 14.1 sec.; 20-40 m.p.h.: Top, 26.0 sec.
Max. speed: 45 m.p.h. Average m.p.g.: 55.
Max. speeds in gears: 1st, 17 m.p.h.; 2nd, 23 m.p.h.; 3rd, 39 m.p.h.
Brakes (from 30 m.p.h. to stop): 31 ft.

SCORE

Av. Score for this Group Car

	Av. Score for this Group	Score for this Car
Styling: This car was not styled	4	2
Bodywork: Sound	3	3
Interior: Stark but has several good features	4	3
Instruments: Speedometer	3	1
Passenger comfort: Seats can not be criticised	3	4
Riding comfort: Extraordinary	3	5
Driving position: Average	4	4
Boot capacity: Above average	3	4
Spare tyre position: Beneath any luggage carried	4	3
Toolkit: Fair	3	3
Jacking: Good	4	4
Max. Speed: 45 m.p.h.	4	2
Acceleration: Noticeably slow	4	2
Braking: Excellent	4	5
Roadholding: See text	4	5
Flexibility: No	4	2
Turning circle: Poor	4	3
Parking ease: No, again	5	3
M.P.G.: Astoundingly high, 55 m.p.g.	4	5
Tank range: About 250 miles	4	4
Steering: The worst ever experienced	5	1
Price per b.h.p.: £66/1/-	4	2
Depreciation: Greater than average	4	3
Delivery: At once	4	5
Lb. per b.h.p.: 93.33	3	1
	88	79

Grading the 2CV

By Eric Wiseman.

I have mentioned the Citroen 2CV before in this series, stating that they were built for French farmers as cheap transport which would go anywhere, carry anything, be cheap to run and repair and be immediately convertible to a small shed when no longer able to move.

Actually, the last time I was in France, I did see some evidence of my theory that French manufacturers, Citroen in particular, include in their design the ultimate final use of their vehicles as a shed.

I came across quite a few, of various sizes, doing just that service and looking just as much at home as they did on the road. But I was so astonished at having one of my theories proved I didn't take any photographs as evidence.

Also during my last visit to France I was able to study the 2CV more closely, and to come to a system of grading.

The French do not treat cars kindly, and anything over five years old is almost rare on their roads. And it is more than likely to be a 2CV.

These older 2CV's come out on top of my list as: **Grade 1:** Citroen's 2CV, with 375 cc's worth of horizontally opposed twin-cylinders, appeared in 1948. The survivors of this model have to be top-rated ones, especially if they have their original corrugated panels and round toffee-apple headlights. Extra points are awarded for torn and tattered tops and seats, replacement doors and mudguards of non-matching colour, missing radiator-grille slats and go-faster strips along the sides - normally a feature which means loss of points for any other sort of car.

A really glorious Grade 1 that I saw in a village in the South of France was grey, with a lime-green front left-hand mudguard and black right-hand door. It had only two slats left of the original dozen or so radiator slats. The top looked as though the moths had been at it, and it was in better condition than the interior (the seats were along the style of small deckchairs). One headlamp was held together by Band-aids, and as it leaned there with its wheels all at different cambers one could almost see a cigarette drooping from the corner of the battered grille and hear the soft accordion strains of the 'Maigret' theme.

Oh, and it had go-faster stripes along the side inscribed "Turbo Porsche".

I would say it was an unbeatable Grade 1 - le meilleur caneton!

Grade 2 is the later model with no corrugated panels, but still with round headlights. These don't have anything like the character of the older cars, and often even show evidence of recent cleaning. They can accumulate points in the same system as Grade 1. However a Grade 2 can never gain enough points to equal any Grade 1.

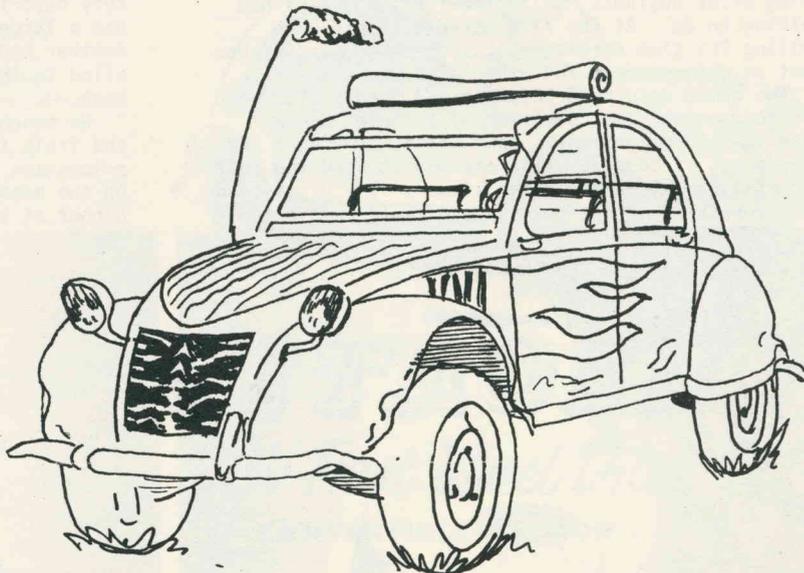
Grade 3: Dull by comparison, these are the later models, much shinier and with rectangular headlights flashing turn indicators and other degeneracies. These often have 600 cc motors and can actually do more than 60 km/h. Sometimes they are actually shiny, and, really, aren't worth considering, at this stage at least.

FOOTNOTE: The 2CV is a most fascinating car for a wide spectrum of people. We don't see many of them here in Australia - for one thing, a compliance-plate would probably be rejected by a 2CV as being completely incompatible, rather like a poorly selected organ in a transplant operation. Probably nothing about them would meet our Killjoy but "Save-people" Australian design rules. I date my interest in the flying chicken-coop back to 1963 when I was involved with two of them while driving into Paris on the aptly, for me, numbered RN13. A 25-tonne truck travelling at around 120 km/h was balked by a 2CV which appeared out of a hedge, and rather than belting the Citroen up the tail as he should have, the driver aimed for the nose of the TR3 I was driving, rather fast, in the opposite direction.

Some of the frames of the slow-motion sequence which followed are impressed on my mind, particularly the horrified looks on the faces of the French family crammed into the second 2CV which I clouted with my roof. That 2CV saved me from turning over, but didn't stop for thanks and waddled off in the general direction of Paris, or, more likely, the closest bar. The truck-driver, a German, incidentally, said he was pleased! "Until now", he said, "every time I hit anyone, pouf, they are dead".

Anyway, I've taken a lot of notice since then of Citroen 2CV's, the only breed of car which has so far tried to kill me and also saved me on the same day.

Reprinted from The Canberra Times, November 3, 1981.



The Fourth International Meeting of 2CV Friends.

The idea of going to England, buying a 2CV, and attending the 4th International Meeting of Friends of 2CV, while having a bit of a holiday, started in December 1980. Mark Navin had attended the 3rd International Meeting in Berrevedje, near Roskilde, Denmark, in 1979 (the International meetings are held every two years) and he convinced Sue and I that buying a used 2CV in England was a good idea. Also, Sue's Dad had started to correspond with his relatives in Denmark, and the trip would give us an opportunity to meet them.

By February, we had made our airline reservations and started collecting our camping gear. Sue's sister, Liz, and her boyfriend John, who live in the U.S., were to meet us in London.

We arrived at Heathrow Airport in London on July 30 (the day after THE WEDDING) and were met by David and Janet Greis who had preceded us to England. Dave had found his car and was to pick it up that afternoon, a green 1979 2CV. We found our vert jade 1979 2CV, with 14,000 miles, the next day through an advertisement in the London papers and paid 1600 pounds (A\$2,500) for it. Liz and John had arrived from the States, so we set off for Dover to camp (3 pounds for the four of us) near the ferry (52 pounds for the car and passengers) which would leave for Belgium at 0600 the next morning.

The next morning, we eventually found the right ferry, boarded, and ate breakfast on the boat. We drove off the ferry in Ostende, Belgium (the other side of the road, Mark!) a little more than four hours later, heading for the small town of Zedelgem near Brugge, and the 4th International Meeting of Friends of 2CV.

A drive of about half an hour brought us to our destination. We registered and paid 300 Bfr for each camp site. Then we looked for a place to pitch our tents. The meeting was held on about ten acres of cleared fields that had been planted in potatoes and grains. A storm the previous day had left the ground damp. We finally found a semi-vacant spot on the far edge of the field, pitched our tents and set out to look at the vehicles and the people.

Over 3,000 people and 1,200 2CV's, Dyanes, Meharis Acadianes, Saharas, Van Clees, Visas and Amis, plus a big circus-type tent and cleared areas for games and the nightly bonfire packed the ten-acre campsite pretty full. Despite the crowding the people were in a good humour. The currency exchange tent was doing brisk business, while the first and tent had nothing to do. At the flea market, people were selling 2CV club decals, books, bumpers, windscreens boot covers, engines and other goodies.

Two games were held Saturday and Sunday afternoon. The tournament game consisted of throwing a cream cake in your competitor's face whilst driving a 2CV (top down, of course). The one who stopped the most competitors was declared the winner. The dismantling game consisted of determining who could remove the

largest number of parts from his car in ten minutes. Each part had to weigh at least 500 grams. You could prepare your car in advance, but the car had to still be driveable.

Sunday afternoon, competitions for the most beautiful and the most original cars resulted in no less than 45 prize winners per category, divided evenly among first, second and third places. Stephen Dyke of Shenley, Radlette, Herts, England, whom we had met on the ferry won one of the third prizes for most original. He owns one of the 212 Bijous produced in Slough between 1960 and 1964. Steve had pitched his tent with ours, and his Bijou attracted so much attention and so many questions that he finally wrote the details in English and French and put them on the dashboard so he could have some peace.

A fashion show of traditional 16th century country dress held on Sunday evening attracted participants from Scotland (complete with bagpipes), England, Belgium, Holland, Germany, Switzerland, Denmark, Sweden, Czechoslovakia, you name it, they were there! In addition, prizes were awarded for the most beautiful and original 2CV's. Sunday's evening festivities were preceded by a free barbeque and fireworks by the Swiss 2CVers, whose independence day fell on the previous Friday.

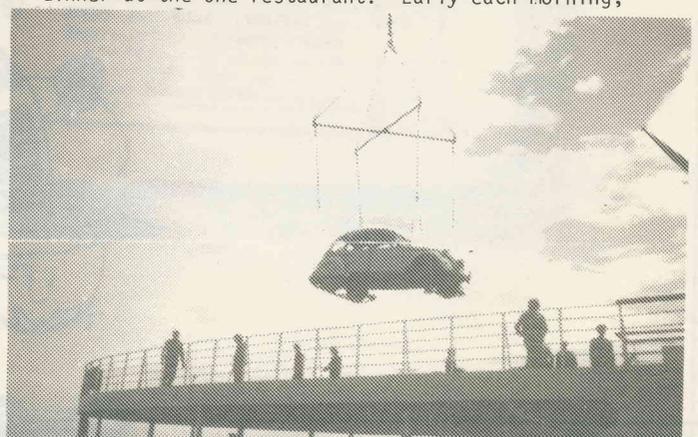
On Monday night, prizes were awarded for the best traditional costume, the youngest attendee (less than 6 months old), the oldest attendee (over 70), and the person who had driven furthest to attend (from Greece, if I remember rightly). All these activities were held in the big green and white striped circus tent, with a beer bar at either end, a stage and dance floor in the middle, chairs and tables throughout, and blue and yellow Citroen flags and banners streaming from the roof and hung from the walls.

Friday, Saturday and Sunday were also dance nights with live music until the early hours of the morning. Lots of fun, if you cared to dance; not too good if you preferred to sleep.

On Monday afternoon, over 200 2CV's formed a convoy and drove about 40 kilometres into the countryside, scaring cows and children along their route.

Never before have I seen so many modifications to so many 2CV's. Of course, there were the factory mods: the Spot, the Basketball, the Zipper, 007 and other. But the artwork, decalomania and body mods defy description. One 2CV with the boot extension had a large windup key sticking up from the boot. Another had a front loading washing machine installed in the boot. A third had a dickie seat in the back.

We bought bread, cheese, pastries, sandwich meats and fruit in the local stores at very reasonable prices and ate around the campfire near our tents. On two evenings we walked into Zedelgem and ate dinner at the one restaurant. Early each morning,



the bakery truck came to the meeting site and through the day we could buy soft drinks, beer, snacks, and sandwiches from vendors on the site. The national food of Belgium seems to be the fried potato which they serve with mayonnaise.

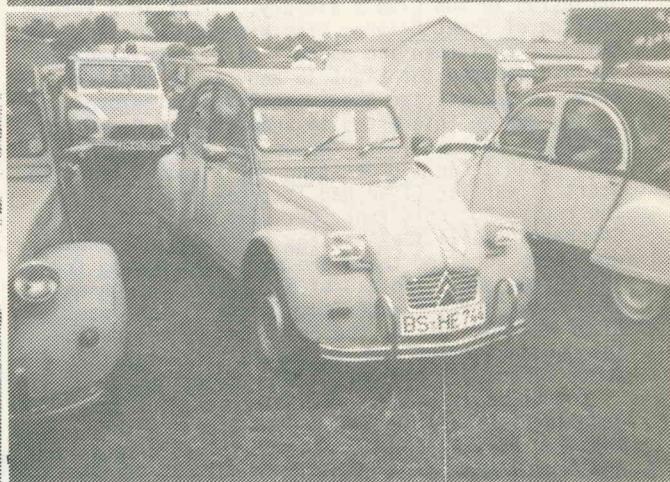
Although the meeting continued on Wednesday, most people left on Tuesday morning, as did we, off on our 2,000 mile trip through Belgium, Luxemburg, Germany and Denmark, and on to England.

Would we go again? You bet, as my American sister-in-law would put it.

The 5th International Meeting of Friends of 2CV will be held in Germany in summer 1983. If you have the urge to travel before then, you can try the Raid on America, which will be held in June-July 1982. Fifty plus European 2CV owners are taking pre-1968 2CVs to America, driving them from the East to the West coast, then selling them before returning.

I would like to thank my sister-in-law, Liz Jacobsen for jogging my memory and sending some of the photos that accompany this article.

Mark McKibbin.



58 MILES to the GALLON!

and independent suspension

This is the car to make all car designers revise their thinking! The 2 CV gives you at least 58 miles on a gallon of low grade fuel. Previous "economy" cars look petrol-hungry by comparison!

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And it has these remarkable features too -

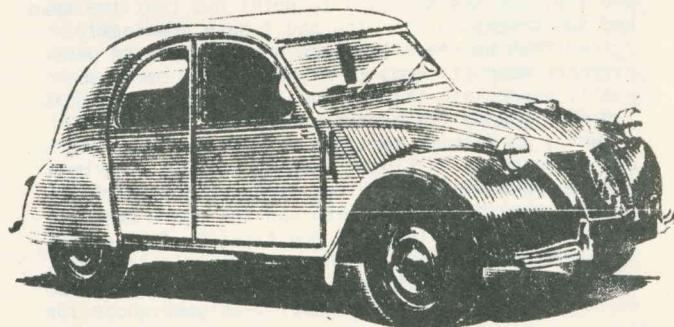
FRONT WHEEL DRIVE A foolproof design that has made the name Citroën famous. Gives extra performance, perfect control and wonderful cornering.

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ENGINE 2 cylinder, 4 h.p., air-cooled. No weather worries! Gives a good 40/47 m.p.h. 3 forward speeds plus overdrive.

Price £1595 plus Purchase Tax £166-19-2.



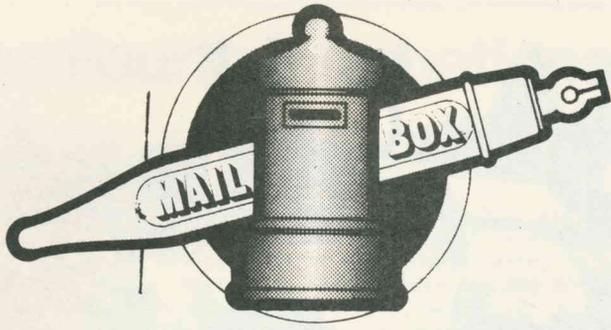
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8 O'Shanassy Street
Curtin, A.C.T. 2605.

Dear Peter,

I'm sending this cutting from our local newspaper in the event that it may be worthy of inclusion in the Club's library, if not in a future edition of Front Drive. Eric Wiseman must be something of a Citroen fan as no.1 of his occasional series featured the Light 15 and, as he mentions here, he has written about the 2CV once before.

You may be interested to know that my Big 6 is running - well at least the engine is. Now that it's going I can't understand why I hadn't tried to start it earlier (I've had it three years now). The engine not only runs, but runs beautifully. Compressions all feel healthy and even, oil pressure seems good and there are no noises coming from the bottom end. The gauges both work, the generator works and the water pump doesn't even leak! After a minute or so, the choke can be closed and the engine settles down to smooth tick-over that looks like about 400 revs - very pleasing.

I must admit that it wasn't a matter of just dropping in a battery and hitting the starter though. Firstly all the exhaust valves were seized and two of them refused to be freed, causing their respective valve guides to be parted from the head as I changed from gentle tapping with a block of wood to violent hammering with a sledge hammer. (Please don't tell Roger Brundle of Gerry Prop-sting)

Things went from bad to worse then. I had Judi's young brother grind the valves for me (I had managed to part the two valves from their guides and returned the guides to their places in the head) but he found that the head of one valve was bent, so that meant dismantling the spare engine to obtain a replacement valve. Next the head went to an engine reconditioning firm for the valve seats to be ground and they had the audacity to point out that the head had two cracks in it. You and I have previously agreed that we share the same dismal power of perseverance when it comes to restoring old cars, so you'll appreciate that by now I was regretting that I'd ever opened the bonnet.

Well, as Macbeth realised a long time ago, "it's easier to go on in blood" than to retreat so I decided to go on in oil. Things turned out better for me than they did for Macbeth and the spare head turned out to be crackless. (I don't suffer from any Shakespearian hallucinations either - "Is this a 22CV I see? Come, let me clutch thee"). The seats responded well to grinding, being in good shape for

the shape they were in, and the head was given a surface grind, "just in case".

Knowing that the average Holden, Ford and Toyota dealer in Canberra doesn't carry Big 6 head gaskets, I spent an eternity cleaning the old one before dropping the head back on. The carby and fuel pump had to be dismantled and the corrosion scraped out but after that it was just a matter of pouring in the water and hoping for the best.

My youngest brother was present for this historic occasion and can verify that the engine fired instantly. Subsequent running has brought it to the very pleasing performance as mentioned earlier.

This piece of success has given me encouragement to start on the next job - the brakes - so that the car can then move under its own power, but a non-Citroen diversion I'm indulging in at present will postpone that for a year or so. This diversion is another Big 6, but built by Studebaker in 1925 rather than by Citroen in 1949. This car, a roadster, was my father's first car, which he bought second-hand in 1931 and has owned ever since. It was registered continuously until March 1959 but since then has been silent partner, in Dad's garage, to a '49 Plymouth and from 1965 onwards, to a 3 litre Rover. The pressure that some Adelaide people were putting on Dad to sell it prompted me to bring it out into the sunshine again, to get it running, and to show more interest in it myself to make sure that it never left our family.

It's now in Canberra, fully registered (not just vintage or club registration) and is used every day. The only thing I've done to the engine is to fit new spark plugs, otherwise it still proudly bears the grime of 56 years. I've fitted new king pins and relaced some of the spring shackles. The clock had to be repaired and a new clutch plate had to be made (by Girlock in Melbourne). The most expensive part was a set of four new tyres from America although that will probably be exceeded by the cost of a new hood when I can afford it later. The present hood (the third it's had in its lifetime) keeps the sun out nicely but doesn't do so well with the rain.

I've found Canberra to be an ideal place to drive a vintage car in everyday conditions. The roads are smooth and wide and with few hills. The brakes on the Stude are good enough to drive in bumper-to-bumper peak hour traffic without worry and faster traffic can get past us when we leisurely take off from the lights (the standing quarter mile is measured on a calendar rather than a stop-watch).

The only problem is the running cost. With 354 cubic inches (5.8 litres) of inefficient side-valve six pulling 35 hundredweight she consumes petrol at the rate of 10 m.p.g. Oh yes, there is one bigger problem. Eventually I have to give it back.

Robyn Couche may be interested to know that the Stude is alive and well and living in Canberra as she inspected it and subjected it to a mental road test when she brought the tractionless Greschkes from Bendigo to my parents' home at Walla last January. When John and Robyn finish their B12 they'll have to transfer to Canberra because I'm a strong advocate of the belief that you can't enjoy a car by bringing it out once a month on a sunny Sunday.

In closing, I'd just like to add that if you have started your own restoration, I hope you have found, as I did with the Big 6 engine, that it's a bit like going to the dentist - when it's over it didn't hurt nearly as much as you thought.

Yours,

Rod Greschke

NEW MEMBERS

Stephen Dyke
113 Orchard Way,
Knebworth,
Herts, U.K.

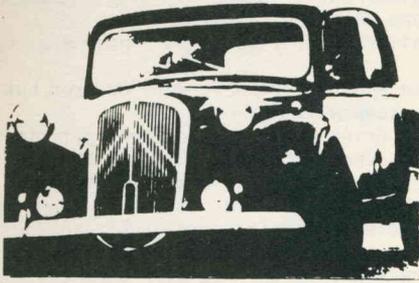
Bijou

Dr Roman Jade
354 Malvern Rd.,
Prahran, 3182

529 4336 L15

Brian Paulusz - New Address:
2/282 Domain Rd.,
South Yarra, 3141.

CLUB EVENTS



COMING EVENTS

January 27 Wednesday
General Meeting at the Nunawading Civic Centre Coffee Shop. Starts 8pm

January 28 Thursday
Hoyts Drive-in Night. A special screening of "For Your Eyes Only" (James Bond movie, 2CV style). All Citroën drivers will receive a discount. The night will also be open to the general public. There are rumours of a planned invasion by the 2CV community of Melbourne. The Drive-in is on the Burwood Highway near Elgar Road intersection. Melway Map 61, 6A. Starts 7.30 pm

January 30, 31, February 1
AUSTRACATION '82, Ballarat.
I will be going to Ballarat on Friday night, ready to welcome you (and collect rally fees)

February 24 Wednesday
Open night at the Nunawading Civic Centre Coffee Shop. Starts 8 pm.

March (First week)
Annual dinner. Date and Venue to be advised.

Mid March Sunday
Kalorama Rally. A greta day's outing. A chance to see the cars of yesteryear actually doing their stuff instead of just sitting around in a highly polished state.

March 31 Wednesday
Annual General Meeting at the Nunawading Civic Centre Coffee Shop. This is the most important meeting of the year - election of the new Committee for 1982-83. So get those nominations rolling in. If you want to stand for a position, don't feel shy. Let us know.

Easter April 9-12
Cit-in 82 at Adelaide. A great Easter celebration for this year's National Citroën Meeting.

PAST EVENTS

MG Concours at Warringal Park, Heidelberg.
Our club put on an excellent display of fine French machinery yet again. For several years we have had the largest roll-up (with the exception of MG of course) and this year was no exception. Our 16 vehicles were slightly down on the record 20 of a couple of years ago. Next year.
Congratulations to Arthur Clarke again for winning both CCOCA Concours and Class. Watch out next year, Arthur - there are rumours of strong competition next time.
A good day in very pleasant surroundings - a great improvement on the Berwick venue

Dutch Spares List

FRONT, TRANSMISSION AND SUSPENSION

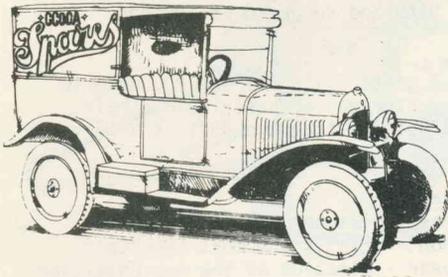
cradle, IIB	308505	150,-
lower arm, left	441290	75,-
wishbone, left	426571 G	75,-
wishbone, right	426565 D	75,-
wishbone shafts, pair		300,-
ball joints, 1 upper & 1 lower		225,-
ball joint nut	426531	7,50
ball joint key	88140	2,50
lower ball joint shim	426201	0,25
upper ball joint shim	426606	1,-
ball joint adjusters, set of 2		55,-
ball joint grease rubber	426618	5,-
shock absorbers, KONI, set of 2		180,-
shock absorber mountings (2)		2,-
torsion bar, various		20,-
driveshaft, IIBL & IIB, exchange		130,-
inner cardan, M8 and M10, exchange		65,-
outer bearing lock nut	425964	5,-
lock	425661	1,-
rim nut		2,50
Woodruff key	380956	1,-
drive shaft nut, left	426591	10,-
drive shaft nut, right	426592	10,-
inner drive shaft nut, left	425656	10,-
inner drive shaft nut, right	426493	10,-
inner drive shaft nut lock	425655	2,-
front bumper support, right	299806	35,-
front bumper support, left	299807	35,-

STEERING SYSTEM

steering house, IIBL L.H.D.	602179	100,-
steering house support	602136/137	12,-
steering house end	602008	10,-
stud	601904	1,-
gasket	602068	0,25

adjusting bolt	602322	1,-
nut	601853	2,50
nut lock	602098	1,50
steering house cap	601924	17,50
rack, IIB L.H.D.	602215	50,-
inside protection plate, IIB	601976	7,-
bushing	602216	2,50
spring plate	602345	1,-
rack inner pin cup	602849	5,-
rack inner pin	601847	27,50
nyloc nut		3,50
intermediate inner pin cup, IIBL	601836	25,-
intermediate inner pin cup, IIB	601975	20,-
spring	601848	2,-
adjusting pipe	601850	15,-
ball nut	601843	10,-
plate, IIBL	601845	10,-
little bolt, +ring, +nut	602055	2,-
outside protection plate, IIBL	601938/939	3,-
outside protection plate, IIB	601980/981	3,-
steering house rubber, each	602135	7,50
rack inner pin rubber	601946	1,-
track rod end	604109/110	50,-
track rod end kit		75,-
rack adjuster	602003	10,-
rack adjuster spring	602004	1,-
shim	602049	0,25
rack adjuster holder	602005	7,50
cover	602006	2,50
shim, various thicknesses	602053	0,25
plastic (rilisan) bushing	604129	2,-
rubber	604130	2,-
rubber	601854	2,-
rubber	602169	2,-
plate	604051/052	5,-
rubber cover	232298	5,-

SPARES



SPARES UPDATE

* Mahle pistons have proved very popular. All the original sets purchased have been sold. We have just received another set in the last order from Holland (even though we ordered more) and the price is not much different from before @ \$92.51. I don't know how many more of these we can get, so be first in to avoid disappointment.

* It surprises me that only a few of the brake cylinder sets have been sold. At \$31.11 for a master cylinder and \$22.54 for a wheel cylinder they are excellent value. The youngest traction is now 25 years old and any person who has not performed major brake surgery is bound to have problems looming. Brake fluid should be changed at a maximum of every 18 months (do not use disc brake fluid - it needs to be changed even sooner) to ensure that moisture absorbed by the fluid from the atmosphere does not collect and rust out the lower parts of cylinders and lines. I would be quite willing to bet that there is

not a traction on the road that has had its fluid changed at these intervals for the whole of its life. You owners of original cars - start worrying and do something now before the brakes fail.

* Only 14 inner universal crosses left. These are the last.

* Sorry, windscreen and door rubbers were ordered but were unavailable - keep waiting.

* Last issue, David Gries wrote an excellent article on cooling systems. One additional thing worth mentioning is that inside a L15 head is a mild steel tube designed to bring cooler water direct to the valve seats. This clever little device rusts and disintegrates into a myriad of little flakes, which eventually find their way to the radiator core and block it solid. This tube should always be replaced when a cooling system is overhauled. Just by chance we have some in stock. Of course you could always leave it out altogether, but it would be kinder to your exhaust valves to do the job properly and fit a new one, or at least make a reasonable substitute from 20 mm OD mild steel tube. Drill four 5mm holes in a straight line along the tube. The distances apart will correspond to the distances between the exhaust valve guides. To remove the old tube drive out the rear welch plug (an old rocker shaft will do this admirably). Removing the corroded tube can be tricky especially when they are really bad but persevere. I have found a long Sidchrome socket extension useful. When fitting the new tube make sure that the four holes face towards the exhaust valve seats. Fit a new welch plug and the job is done. After your hard work, please use an anti-corrosion agent in your cooling system - many types are available and along with annual flushing and coolant renewal your system should last a lifetime.



C.C.O.C.A. SPARES LIST

Engine

Pistons Mahle 78.5 mm Set of 4		92.51	
Valve guides ea		2.48	
Rocker shaft	461114	POA	
Crankshaft sprocket	461178	POA	
Camshaft sprocket	461179	POA	
Timing chain	461256	POA	
Exhaust valves ea		12.51	
Inlet valves ea		12.51	
Water distribution tube		12.51	
Spark plugs Champion H-8 ea		2.20	

Gearbox

Mainshaft/pinion bearing	620080	POA	
Pinionshaft bearing rear	500367	POA	

Clutch

Changeover friction plate	490986	POA	
Thrust race return spring	452334	0.55	

Front Axle

Outer wheel bearing	425654	14.62	
Inner wheel bearing	88091	POA	
Inner universal cross	441313	24.00	
Changeover drive shafts		POA	

Rear Axle

Tapered roller bearing	420962	POA	
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Brakes

Master cylinder		31.11	
Front wheel cylinder 11BL/L15/B15		22.54	
Rear wheel cylinder 11B1/L15/B15		22.54	
Front brake hose 11BL/11B only		14.79	
Rear brake hose 11BL/11B only		11.41	
Brake shoe bush		1.12	

Gaskets

Head 4 cyl		25.15	
Rocker cover 4 cyl		3.12	
Manifold		5.52	
Exhaust flange		3.36	
Carburettor 32 PBIC		4.07	

Carburettor 35 FPAI		3.00	
Exhaust pipe/muffler 6 cyl		0.80	
Barrel base 0.05 mm thick		2.64	
Timing case		1.92	

Rubber Ware

Steering rack		4.15	
Pedal rubber pair		9.80	
Big boot top rubber (grey)		9.27	

Electrical

6 volt headlamp three pin		1.05	
6 volt brake lamp switch		2.40	
12 volt wiper motor mounting		15.00	

Cooling System

Fan belt		POA	
Radiator hoses pair		18.54	

Body fittings

Scuttle canvas strip per m.		4.80	
Bayley channel for windows per m.		2.65	

Steering

Rack endcap L.H.S.	601924	14.41	
Tie rod 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".

CLUB SHOP

CONTACT: Pat Propsting,
18 Bellara Dve.,
Mooroolbark. 3138

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

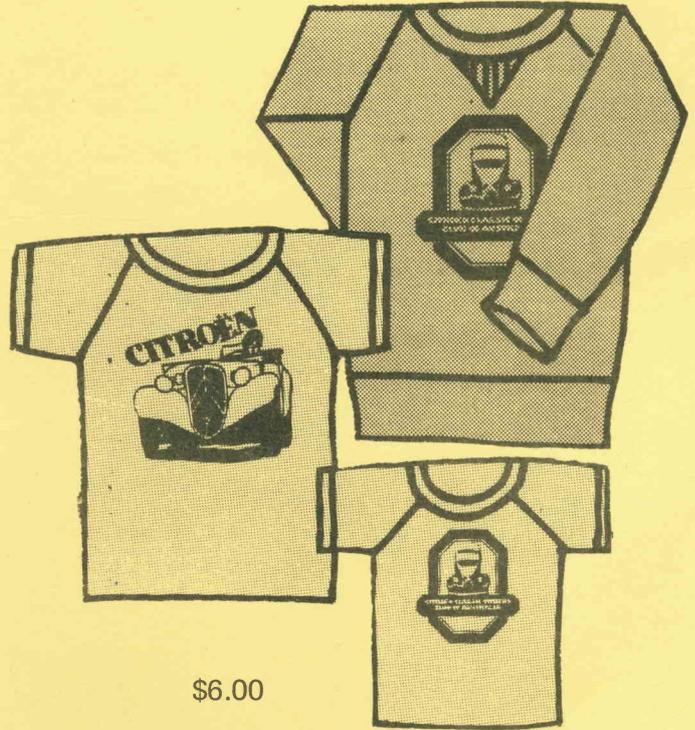
CLUB BADGES \$12.00 ea
New supply

CLUB WINDSCREEN STICKERS
New high quality \$1.00 ea

POSTCARDS
Traction designs
Packets of 5 assorted \$2.50

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

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

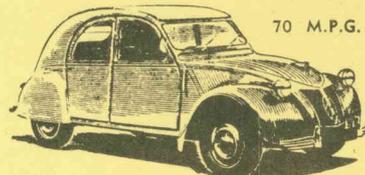


CLASSIFIEDS

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. 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.

MAYBE IT'S NO BEAUTY



BUT FOR MIRACLE-RIDE COMFORT, EASE AND ECONOMY OF MAINTENANCE, AND ADAPTABILITY OF PURPOSE, 2CV CITROEN IS THE WORLD'S OUTSTANDING LIGHT CAR.
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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.

ANNOUNCING THE CITROEN "MAGICIAN"

NOT ONLY is it a HUB PULLER but ALSO it it it ...

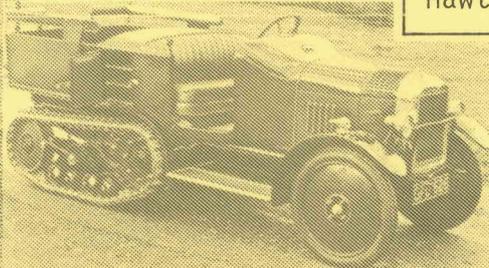
- * unscrews the outer bearing retaining nut
- * pulls the outer bearing
- * unscrews the inner bearing retaining nut
- * presses the axle from the inner bearing
- * can be used to tap outer bearing onto axle

AND it is all operated by a 38 mm spanner (which you already have) and you, and aprox. \$50 - \$60 (which you can borrow).

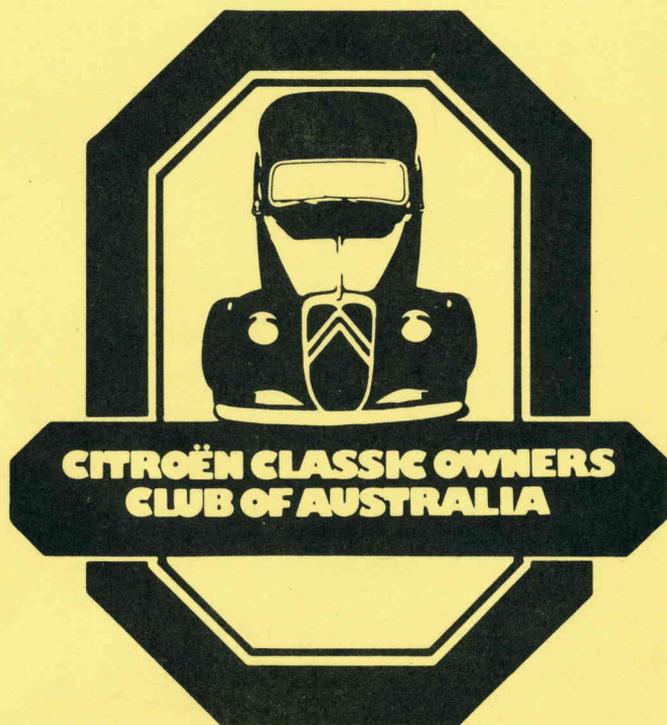
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F.D.D.R.O.O. (Fifty dollar deposit required on order)

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6 Bowillia Ave.,
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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



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CLUB OF AUSTRALIA**