

CLASSIC CAR INSURANCE

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

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

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

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

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

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

Current premiums are:

Category A

(pre 1948 and all Tractions)
Up to \$6000 Agreed Value
\$50 excess

\$69.50

Category B

(1948 to 1962 excluding Tractions)
\$100 excess

\$95.00

Category C

(1962 onwards)

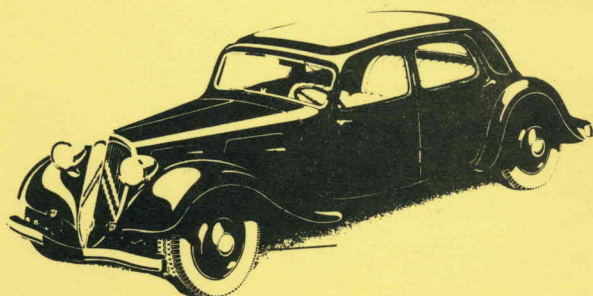
On Application

Laid-Up Cars

\$47.50

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

CONTACT THE SECRETARY CCOCA FOR FULL DETAILS



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

CCOCA Committee:

PRESIDENT:

John Couche,
15 Mitchell Avenue,
Boronia. 3155
Phone: 762 6856

SECRETARY:

Mark McKibbin,
C/- 1 Alexander Street,
Box Hill. 3128

TREASURER:

Pat Propsting,
18 Bellara Drive,
Mooroolbark. 3138

SPARE PARTS OFFICER:

Gerry Propsting,
18 Bellara Drive,
Mooroolbark. 3138

ACTIVITIES OFFICER:

Peter Fitzgerald,
34/55a Coorigil Road,
Carnegie. 3161
Phone: 568 4062

EDITOR:

Mark Navin,
1 Alexander Street,
Box Hill. 3128
Phone: 878 2410

LIBRARIAN:

Peter Simmenauer,
6 Rubens Grove,
Canterbury. 3126
Phone: 82 6539



Citroen has become identified as no other major manufacturer has with front-drive vehicles since production of the first "Traction Avant" 48 years ago.

But for twenty years Citroen produced "Traction Arrieres" as well, and these, with the possible exception of the 5CV models, appear to have been neglected by car clubs generally.

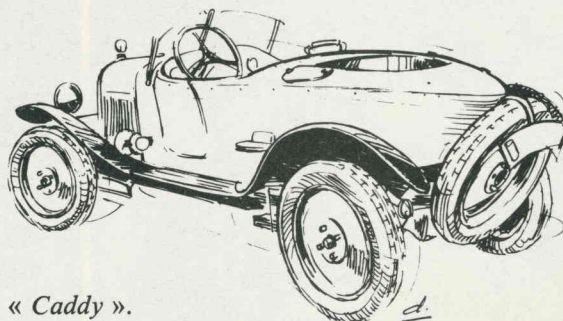
At last count, nine rear-drive cars were owned by CCOCA members, and there have been several recent membership enquiries from other "vintage" owners.

We hope that this issue will stimulate further interest in these vehicles and their history. If not, our President will be very disappointed! Please let us know what you think.

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



« Caddy ».

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.

TYPE A

1919 WAS A VERY GOOD YEAR

Andre Citroen sold the first car to bear his name, the 1919 Type A, from a former Paris Market garden factory called the 'Citroen Gear Company'.

Citroen cars, right from the time the first Type A rolled off the end of the production line, were intended to be placed in anybody's hands and to be driven by anybody; that is to say, by their owners not by paid chauffeurs.

The current advertising slogan of a certain oriental automobile manufacturer - "the first four cylinder limousine" is a bit late. Citroen had 'beautiful legroom' in 1919.

From a humble beginning of 30 cars built for Citroen by an engineer called Jules Salomon in 1919, the output of Type A's had increased to an annual 10,000 units by 1921.

Salomon was given instruction around which he was to design and build the cars. These were:

- simplicity of design and ease of production to keep down manufacturing, operating and repair costs
- as low a weight as possible without limiting strength to obtain acceptable performance using only moderately powered engines
- a car that could be used by anybody under any conditions

The resultant Type A was born. Its engine was a side valve unit of 1327cc with a 65 x 100mm bore and stroke and a power output of 8CV (18bhp) at approximately 2,100 rpm. It was equipped with a three-speed gearbox, its track was 1.19m, its wheelbase was 2.835m and it could reach a speed that varied from 60kph to about 70kph depending on your source of information. It had a thermosyphon cooling system and six volt magneto ignition.

What all this means is the the Citroen Type A was a pretty ordinary sort of a car, which is exactly what it was designed to be.

The biggest plus that was tacked onto the car was its selling price, around 7,500 francs in the beginning, which was a quarter of the going price for a comparable car before World War I. Not only was the car cheaper than previous models, but it was also delivered as a complete drive-away package. Included as standard equipment were such desirable items as wheels and tyres, headlights, roof to keep out the elements, etc. Most other manufacturers of the time offered these items, and more, as extras.

Although its specifications may seem rather archaic to most people attuned to four wheel disc brakes, hydropneumatic suspension, power steering, etc., the Type A was in fact well ahead of its contemporaries in several respects.

The gearbox, mounted directly on the engine, was operated by a centrally mounted gear lever as with most modern cars. Most other manufacturers of the time still used a separate gearbox with a side-mounted lever which was heavy, complicated, and required an additional propellor shaft. The chassis was built so that it could be fitted with either left or right hand drive depending on its destined market.

To save weight, aluminium was used extensively in the power train, including the sump, clutch housing and gearbox housing. The dashboards and the running boards were also of this material, although all the Australian bodied vehicles from the B2 onwards relied on wood and steel for these components.

A single plate clutch was also used in similar form to modern practice because of its ruggedness and simplicity. Many other competitors tried various oil bath core clutches and multiple disc types, but were usually met with undesirable complications and resultant unreliability.

Electrically the Type A with its standard lighting and self-starter (foot operated) was way ahead of the rest.

As the popularity of the Type A increased, with a total of 23,000 having been produced, so the body styles diversified from the original three door torpedo (tourer) to a three seat roadster in open and closed forms, a three door closed sedan and two commercials, one closed and one open.

A model aimed at the sports section of the market and called the 'A Sport' was also added to the Citroen lineup. Similar in concept and design to the later, and more famous, B14 Caddy, the A Sport had a very different appearance to the standard touring body. The bonnet was lower and the body had a dished back, it had special headlights and special two tone paintwork. Engine-wise, the 'A Sport' had a larger bore of 68mm, rocker operated overhead valves and an output of 20 hp - a very desirable car.

As would be well known to most people reading this article, Andre Citroen was a master at peddling his own wares. If he could make people aware of his cars



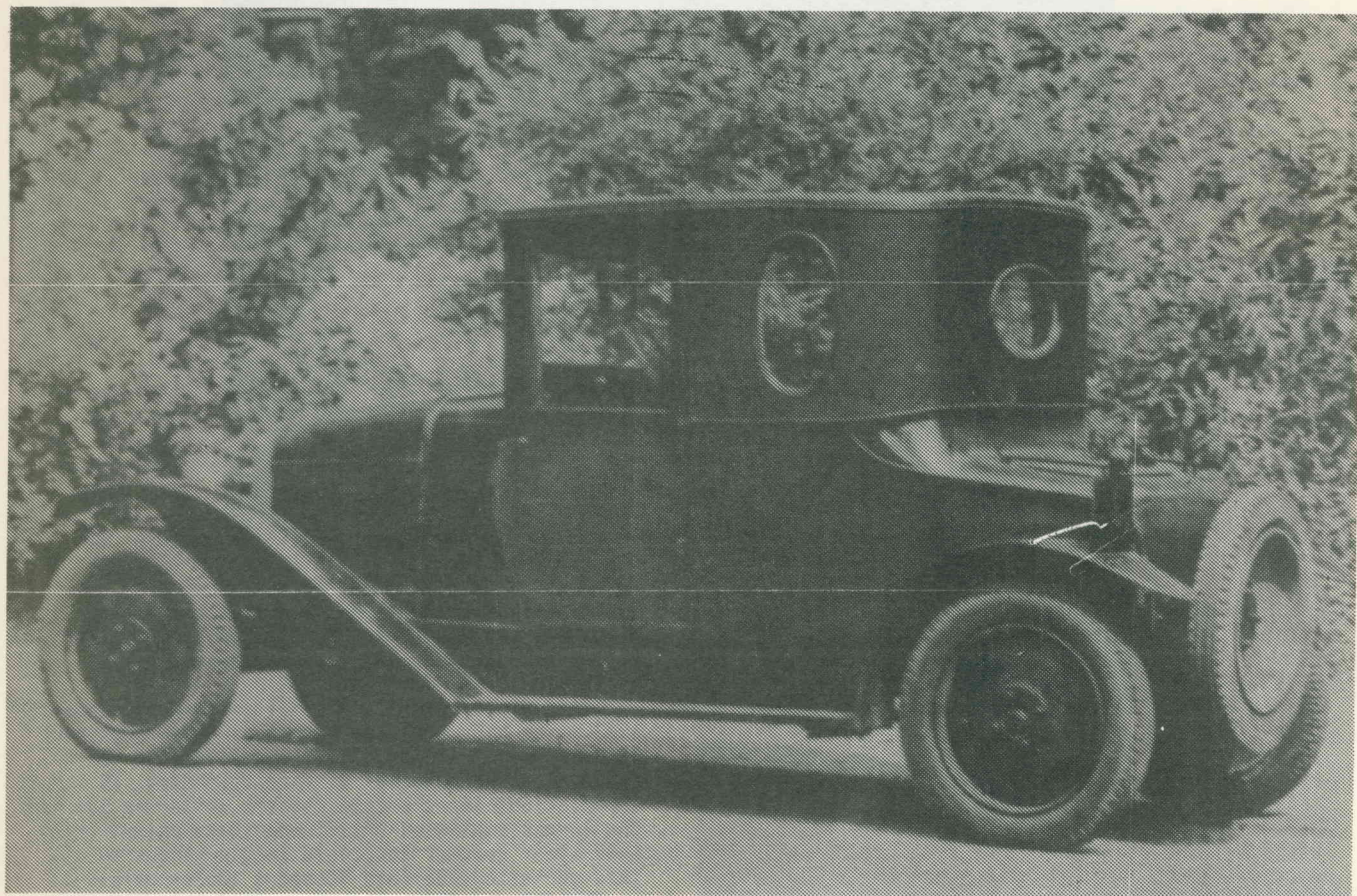
by lighting up the Eiffel Tower, by pushing them over cliffs or by driving them through deserts, he would do so.

In 1920 and 1921, the Type A models were entered in 'Le Grand Prix de la Consommation' which was in effect a fuel economy trial. The winning consumption figure for the Type A was 5,830 litres of fuel used in 152,840 km (approximately 3.81/100km). Second and third places were also taken by Citroen cars.

The history of Type A's in Australia is very sketchy. As far as I am aware, there are none in

existence today, and I have only heard of a few rumours of people who think they may have seen one. Unfortunately, most people would probably not be able to distinguish a Type A from the very similar, but more common B2 and B10 models of later years. Therefore the question can be raised, "was it really a Type A?". It is quite possible that a number of cars did reach these hallowed shores, either by private import or through companies, but if so, their whereabouts are now a mystery.

John Couche.



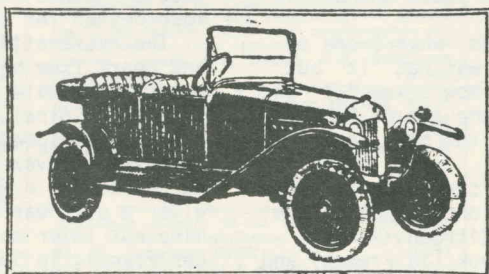
April 27, 1921.

(Supplement II.) *The Motor* 111

The
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CAR
£395

Prices: 4-Seater - **£395** 2-Seater - **£395** Coupe - **£495**
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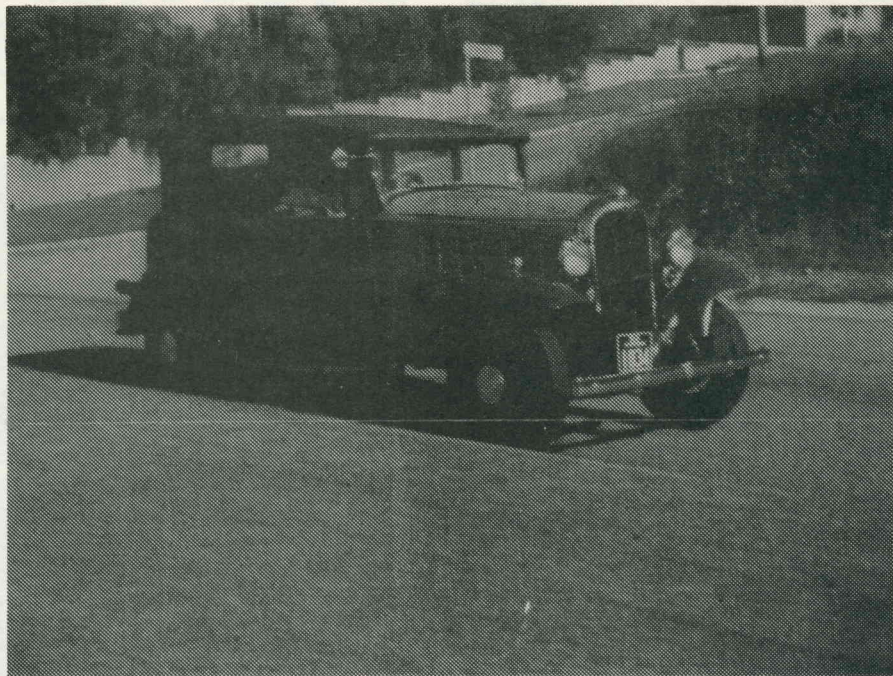
IMMEDIATE DELIVERY FROM THE WEST END AGENTS:

THE MOTORISTS' ADVISORY AGENCY, LTD.,
89, Wigmore Street, London, W.1.

Telegrams: "Cruising, Wendo, London."

Telephone: Mayfair 5598.

The restoration story of a 1933 Citroën Rosalie Tourer.



This story goes back a long way. In mid 1971 I decided the time had come to take an interest in the old car movement as I had always had a love for cars. This was prompted by the formation in Brisbane of a branch of the Classic and Historical Automobile Club of Australia (C.H.A.C.A.), and as funds were limited I considered a 1930-40 vehicle would be more within my means than a Vintage era one.

In retrospect I can now see the fallacy of this, as the price difference between unrestored vehicles was small and the restoration costs identical. However, although I did not know what car I wanted when I joined C.H.A.C.A., I knew what I did not want. I had no desire whatever to have a post 1934 Yank Tank. My experience as a youth with a 1935 De Soto left no love for them.

In November 1971 I was negotiating the purchase of a 1934 Austin Ten sedan and on our way home my daughter spotted "IT" in the front yard of a house. I could not identify it from the street so went in for a closer look. A 1933 Citroën tourer - any wonder I didn't recognise it.

The owner was in a dilemma as to what to do with it. He had had it stored under his mother's home, which had been sold, for thirteen years and now he had nowhere to keep it.

As I had been saying for months "when I see my car I will know it". The Austin was not "it" but but the most desirable to date. Now I saw "IT" and two hours later it was mine for the sum of \$100.00. The car was almost complete with the body in reasonable condition.

How do you start to restore a car which is virtually a one-off, and no information available from the usual sources? A letter to Citroën, Paris, brought a photocopy of the handbook (in French) and sundry information. Here again I was fortunate as subsequent letters to Paris were not even acknowledged.

Just a few facts about the car. Identification plates revealed that the mechanicals were made in France, assembled as a rolling chassis - probably with cowl - at Slough, England, and body added by

T.J. Richards in Adelaide, S.A. As the engine block was cast on 28/12/32, I would presume that it was sold during 1933. No early history is available.

Citroën produced a number of different models for 1933. The baby - my car - came as a four cylinder 68 x 100mm, 1453cc on a 106" wheelbase and designated 8A. The 10AL was of four cylinders, 75 x 100mm, 1768cc on the same chassis while the 10A had the larger engine on a 118" wheelbase chassis with a 4" wider track. You could imagine the size of this car as a 1932 Ford V8 had a 106" wheelbase.

The 15A and 15AL were six cylinder models 75 x 100mm, 2552cc on 123½" and 114" wheelbases respectively. All were available in Australia as tourers, sedans, roadsters and coupes. What a line up for a low-volume seller.

All these models are termed "Rosalie". "Petite Rosalie", the legendary Citroën which set endurance records in 1932 by running 187,500 miles in 134 days (average 58mph), had the same running gear as my car.

The Australian cars had many modifications, including the fitting of Rudge Whitworth wire wheels instead of the French discs. They looked much better for the change.

The restoration was a straightforward affair and apart from having to chase a few bits, presented no trouble. Really, the only parts missing from my original car were the front shock absorbers and the speedo drive in the gearbox.

Several Luvax double acting shock absorbers were purchased and a good pair built up. I managed to alter a post war "Big Six" speedo drive to suit mine but later obtained a complete gearbox from Les Francis in Sydney.

The engine was completely reconditioned and I expected to have some trouble in obtaining suitable pistons. As a rebore was required, this could be done to suit available pistons and MG TF pistons of 69.5mm were fitted.

Andre sure had some crazy ideas. What other car would have the gear lever mounted on the



chassis with the end in the selectors which are exposed on the top of the box? There is no fixed connection between the gearbox and its lever. The clutch linkage includes two small spring-loaded "shock absorbers". These innovations, together with the Chrysler patented Floating Power engine mountings, served to eliminate engine vibrations from the body.

During restoration I did as much of the work as possible including engine assembly after machining. New valves had to be turned up from Dufor blanks.

I painted the car in its original colours, determined after rubbing back through the black, blue, grey and numerous undercoats. Spartan Paints mixed the beige (body) and brown (mudguards) nitrocellulose lacquers. I did all the beige vinyl interior upholstery after taking an eight week course in motor vehicle trimming at a technical college. All seats have 70mm wide foam filled flutes. This was the most rewarding segment of the whole project.

The black vinyl top was professionally fitted after I renewed the hood bows. Matching side curtains were then made by myself.

The car was completed (?) and registered in February 1980 and had its first outing as a Club car at Easter. Since then, it has completed over 700 miles with a longest run to date of 75 miles. There have been numerous teething problems, but this is to be expected with a rare and unusual vehicle.

Her performance is not breathtaking. I have not had the car weighed, but I would estimate about 1300-1400kg, which is rather much for only 32hp. Carburation has been improved by the fitting of a downdraught carburettor in lieu of the original updraught. This modification was introduced late in 1933 and the carburettor and manifolds were also obtained from Les Francis. The best cruising speed is around 40-45mph.

The project was undertaken over a prolonged period and interrupted for a number of reasons. During the restoration, I located the bones of two other Rosalies. The first was the remains of an 8A roadster about 250 miles west of Brisbane. This yielded rear bumperettes (needed) and spare steering-box, tailshaft and axles. Unfortunately the differential was unserviceable.

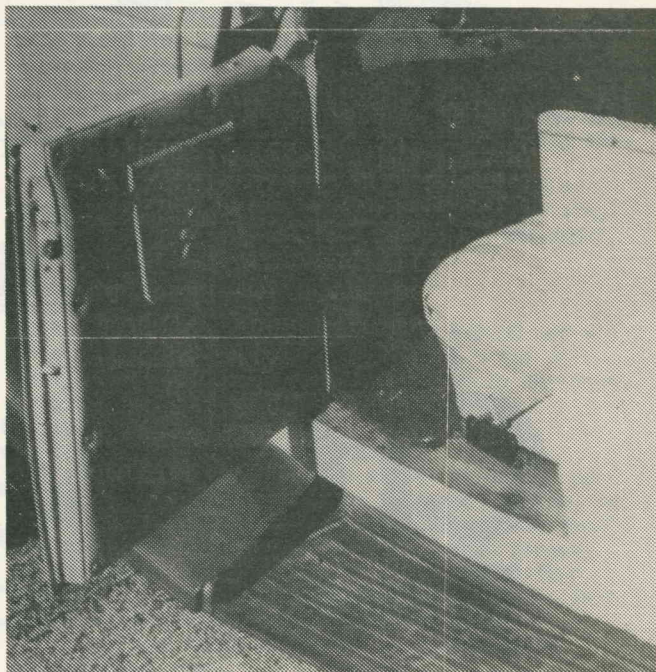
The second, at Charleville, was the chassis and running gear of a 10A, possibly of commercial origin as the gearbox was quite different, and also ruined. The engine, although the larger four cylinder model, is in good condition and will need very little work to make serviceable if needed. A good set of wire wheels also came with this find.

During the project I have been helped to a large degree by Mark Navin. We have been corresponding for approximately six years and he has sent me every bit of information on Rosalies he has been able to get his hands on. To him I extend my thanks.

I would be interested to hear of any other Rosalies in Australia. I know of Mark's 15AL, Les Francis' 10AL (plus the bones of several others), and Brian Martini's 10AL in Brisbane. These are all sedans. Are there any more 8A's or tourers around?

My car draws interest wherever it goes and I get quite a thrill out of driving such a rare and interesting vehicle.

Reg Harris, Brisbane.



April 27, 1921.

NEW CARS.

CALTHORPE. All models in stock from £420; model: self-starter, dynamo, dickey, Mulliner body. Send for specification. Coach or E.P. Harbour Garage, Morecambe. Tel. 97. zzz-579

JALTHORPE 1921 new 2 seater, £400 or close offer. Bell, 47 Heath St., Hampstead, N.W.3. 10-803

EXCHANGES. Have you a car of any kind that you wish to offer in part exchange for one of the handsomest and most efficient light cars on the road? You have? Then pay us a visit. We can supply any model of the Calthorpe car at makers' list prices, and allow you a good price for your old car. Haverstock Hill Garage, 60 Haverstock Hill, N.W.3 (Chalk Farm Tube Station). 10-989

1921 CALTHORPES. All models, early deliveries; exceptional allowances part payments, or deferred payments. Stretton and Smith, 12 Woodstock St., Oxford St., W. 10-958

CHANDLER.

SURREY MOTORS, LD. 6 cylinder Chandler, with special English all-weather 7 seater body, electric lighting and starting, shop-soiled only, at greatly reduced price of £950. Surrey Motors, Ltd., High St., Sutton. Telephone, Sutton 1000. zzz-39

CITROEN.

NEW 10hp Citroen 4 seater, right-hand drive, lighting and starting, immediate delivery, £335. S. and F. Collett, Catherine St., Salisbury. zzz-689

F.O.C.H. for immediate delivery, £395; exchanges or easy payments arranged. 5 Heath St., Hampstead (near Hampstead Tube Station). 10-366

NEW CARS.

10hp CITROENS, with electric lighting and starting and full equipment, 2 and 4 seater tourers, £335; coupe models, £445; immediate delivery of all models from authorized agents. James Walmsley and Co. (Preston), Ltd., Marathon Engineering Works, Preston, Lancashire. zzz-713

CITROEN. Copus Motors, London agents, specialize in this famous French car; appointments and demonstration runs arranged, immediate deliveries. Crouch End, London, N.8. Telephone, Hornsey 356. 12-814

CITROEN, 10hp car, 4 seater, touring, electric lighting and starting, right-hand steering, £395. P. J. Evans, 81-91 John Bright St., Birmingham. 10-440

CITROEN, 10hp touring car, new prices. R. E. Jones, Ltd., 103 New Bond St., W., and Turner's Garages (Cardiff), Ltd., Frederick St., Cardiff. 10-674

HENLY and CO. specialize in this make of car; immediate delivery of all models; 4 per cent. extra for deferred payments. 91 Great Portland St., W. Langham 1926. 10-851

1921 CITROEN 10hp 4 seater, £395. Day and Day, 125-6 Long Acre W.C.2. 10-817

1921 CITROEN 4 seater, immediate delivery, £395, starter, lighting. Seabrook Bros., Cambridge Circus, W.C.2. 10-829

CITROEN 1921 2 seater, new, £250 or close offer. Barton, 90 Hampstead Way, N.W.11. 10-802

COLUMBIA.

COLUMBIA, the superb 812, touring model; deliveries this month. Full particulars and trial run on demonstration car from the official agents, Fulham Motors, Ltd., 12 High St., Fulham, S.W. 6. 15-528

NEW CARS.

CROSSLEY, 25-30hp, fitted with Manchester touring body, full standard equipment, spare wheel and tyre, price £1,375; your present car taken in part exchange. Car Mart, Ltd., 297-9 Euston Rd., N.W. 1, and 173 Piccadilly, W. 1. 'Phone, Museum 2000 and Regent 2612. zzz-974

CROSSLEY. Delivery from stock. Interior-drive coupe, shop-soiled only, price £1,000; special hire-purchase terms arranged if necessary. Knapes Motor Depot, Burnley. zzz-601

CROSSLEY, 25-30hp, 4 seater coupe, dynamo lighting, self-starter, speedometer, spare wheel and tyre, electric horn, price £1,325. Parker's, Bradshawgate, Bolton; and 245 Deansgate, Manchester. 10-335

LAMBORN MOTORS, LD., authorized Crossley agents are accepting orders for very early delivery of the new 19.6hp model, chassis, £835; 4 seater touring car, £1,085; trial runs arranged. Lamborn Motors, Ltd., 119 Long Acre W.C.2. 'Phone, Gerrard 6111. 10-646

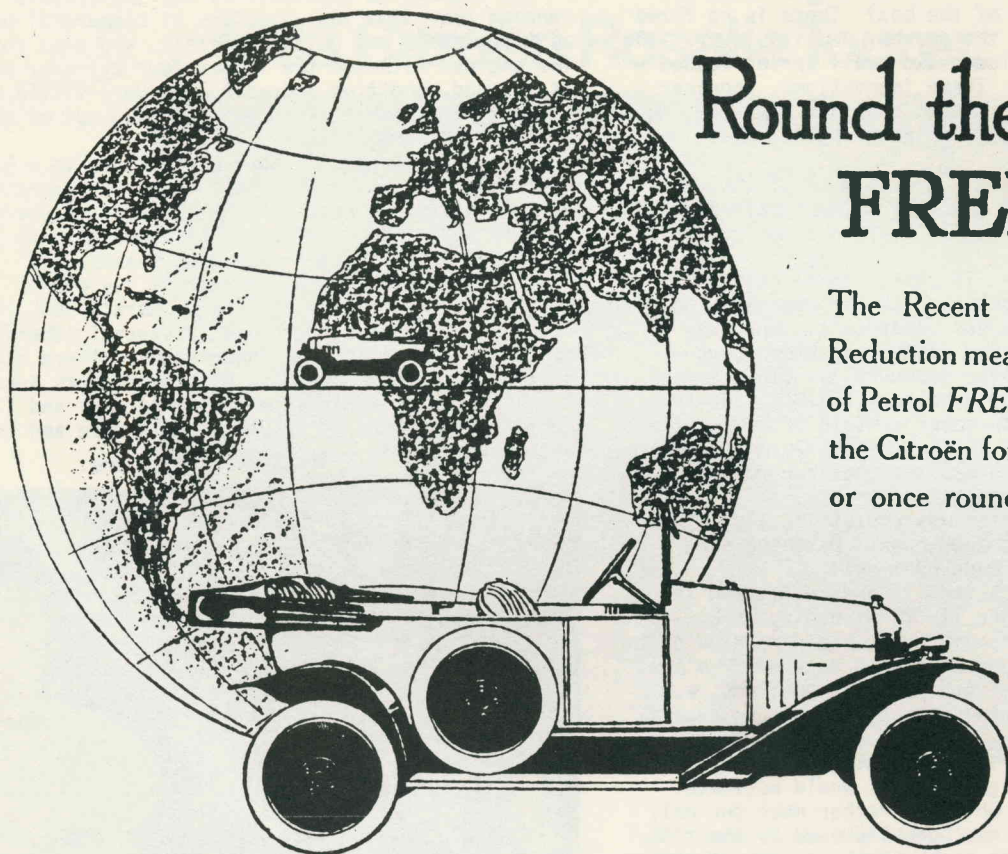
CABRIOLET on 25-30 Crossley chassis, special 7 seater body, self-starter, lighting set, brand new, will accept £990 for immediate sale. Box No 1569, c.o. "The Motor". zzz-41

NEW shop-soiled 25hp Crossley, fitted with all weather body, list price £1,550, our price £875. George Newman and Co., 319 to 321 Euston Rd., London, N.W. 1. 'Phone, Museum 1568 and 1569 and 6675. 10-44

NEW shop-soiled 25hp Crossley, fitted with all-weather body, list price £1,350, our price £875. George Newman and Co., 157a Gt. Portland St., London, W. 1. 'Phone, Langham 1391 10-73

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10-H.P. 4-SEATER Complete with Electric Starting and Lighting (separate units).
Tax: £3 6s. per quarter (£11 per annum).

38 Miles per Gallon.

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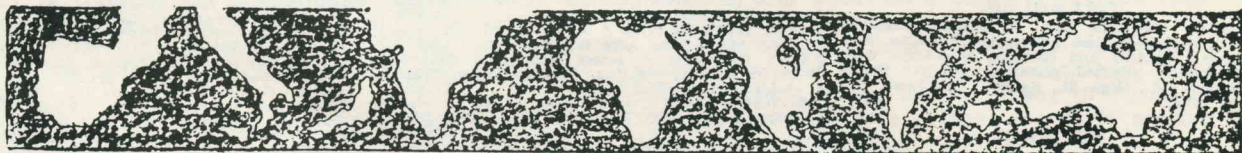
212-214, GREAT PORTLAND ST., LONDON, W. 1.

Telegrams:

"Gastonwil, Wesdo, London."

Telephone (New Numbers):

LANGHAM 1700-1701.



Getting into Leather & Vinyl



The seats and trim of many tractions have now lost their new look, to put the matter mildly. Surely the situation is a challenge to the D-I-Y Tractionist. The following notes are the result of my initial investigations into the subject and are presented as generally untried but in good faith.

Leather: The Slough products had seats faced in Connolly leather, a substantial British product now usually reflecting the ravages of the Antipodean climate. Checking local sources reveals a very promising leather from

Howe & Co. Pty. Ltd.

103 High Street,

Preston Vic. 3072. (Contact Richard Speight
Technical Officer on 44-1241)

This leather is thinner and more supple than Connolly's and is designed to cope with Australian conditions. It is fitted to local Ford Fairlanes, LTD's, etc.

Howe's Cherry Wood in their antique range is a very good match for the deep blood red original. Other antique colours include chocolate and tan.

Howe's will give CCOCA members wholesale prices as follows (October 1981):

First grade hides - \$25.00 per m²

Seconds (some scars, could cover by joins) -
\$18.50 per m²

Rejects (scars, brands etc. - use for insert
panels etc.) - \$12.00 per m²

(Antique colours - \$3.00 per m² extra)

Each hide is about 4m². Two or three hides are needed to do the facings for both the front and back seats, depending on the grade and standard of finish required.

I am advised that this leather can be sewn on a domestic sewing machine if a triangular section leather needle is fitted. A commercial "walking foot" may be needed if joining to old leather.

Barbour Threads Pty. Ltd.

92 Cambridge Street

Collingwood Vic. (41-6652)

suggest a cotton/polyester blended thread, e.g. Terko metric 36, as a light-resistant top thread, (\$17.45 per 4,000 m) and can supply pre-wound bobbins of bonded nylon for the bottom thread, e.g. metric 40.

Scovill Pty. Ltd.

79 Lt. Oxford Street

Collingwood Vic. (44-4544)

can supply sewing machine needles for leather and vinyl (variously \$11-\$60 per box of 100). Sewing centres and other retailers would probably supply in smaller quantities for both thread and needles.

Very fine stitching should be avoided as it may weaken the material. Six-eight per inch (three or four mm) is used on seats, four-seven per inch (three-and-a-half-six mm) is used on trim, depending on location (look at originals).

Waproo Pty. Ltd.

315 Canterbury Road

Canterbury Vic. (836-0277)

make promising products for existing leather: for cleaning, Joseph Liddy Saddle Soap; for restoring, Joseph Liddy Jay-El Beeswax leather dressing; colour touch-up, Waproo Brush-on Colour Change and Neutral Leather Dye. (have tried all and they seem very good).

Vinyl: I am still trying to find a source or good substitute for the deep-grained English vinyl. The nearest I have seen is Nylex Public Transport Seating at

VyAub

17 Lincoln Street

Richmond Vic. (429-3499) (about \$10.00 per m²)

Original vinyl can be re-used (see FD 5 (3) Oct. 1981) and if faded, can be re-coloured by spraying.

B.S. Stilwell Ford P.L. (paint shop)

142 Cotham Road

Kew Vic. (80-4485)

sell a vinyl spray (more like a dye) at \$19.00 per litre, colour matched to your (unfaded) sample, in 500 ml., one litre and four litre lots. You should pre-clean the vinyl cloth with a general purpose thinner/solvent from Stilwell's (\$7.00 for four litres) and apply two-three coats of finish. This approach is used in restoring vinyl roofs. Coverage: one litre of finish is enough for a Falcon vinyl roof.

The original vinyl was probably also antiqued by rubbing a dark toner into the grain and removing the surplus from the high areas with a cloth after the base colour was achieved. Possibly this could be achieved using a dark toner such as one from Watty's wood antiquing kits. Modern vinyl is given a final thin protecting coat of clear fabric lacquer. This may also be advisable for re-coloured material e.g. as used by Nylex etc. I would suggest that any of these steps of superimposed treatments be tested on scrap first.

Hope these comments help you to get your traction "in trim".

Bill Graham

Seen in doctor's surgery - February copy of Vogue containing photo of Jeff Pamplin and his traction.

If this happens more often, our roving reporter may have to buy a copy!

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

AUSTRACTION 82

Austraction '82 was held on the January long weekend at Ballarat and, as with Austractions '79, '80 and '81, it was a great success.

Fifteen Citroens made it to the event over the weekend together with five 'others'. The lineup consisted of four 11BL's, five Light 15's, one Big 15, one Ami 8, two 2CV's, one Dyane 6 and one SM. Chris Bennett also had his D Super 5 at Ballarat but it had been rendered incapable of self propulsion and spent the weekend lounging in the shade of the trees at the caravan park on a trailer. Over 50 adults and children attended over the three day period.

First to arrive on a Friday morning were Brian and Ester Wade from Sydney in their 11BL, closely followed by Peter Fitzgerald in his van and Robyn and I in "Smelly". While Brian and Ester busied themselves erecting their tent, Peter and I made sure everything was set for the arriving hordes.

Friday night and Saturday morning saw the arrival of all those travelling to the event except the Grant Big 15 and the Bennett D Super. Chris, it was ascertained later, was at that time hitchhiking from Hay, N.S.W. back to Adelaide to pick up the SM and a trailer to tow home the D Super, via Ballarat, after it had suffered an internal haemorrhage.

The Grants were not expected until Saturday afternoon, but they too had trouble, having to put-put-put from Melbourne with an almost inoperative fuel pump and a completely inoperative voltage regulator.

The only other person to have any major trouble over the weekend was Les Tapping from South Australia, who spent a pleasant hour or two inspecting the underside of his 11BL in the dark, with co-pilot Phil Ward after his exhaust pipe fell apart. Les was saved by a beer can (which of course had to be emptied before it could be used as a sleeve on the pipe).

After lunch on Saturday, a reporter from the Ballarat Courier visited the rally at the caravan park. The result was quite a good photo and short article in the newspaper on Monday morning, showing ten of the cars and saying what CCOCA was doing in Ballarat.

Saturday afternoon saw Peter Fitzgerald flagging off all the budding Paddy Hopkirks on an observation run. This year's run was divided into two stages with a break at the Creswick Dinosaur Park in the middle, and a special stage that had been inserted to confuse the entrants.

Unfortunately, the instructions had a minor error in them which had the unobservant turning right at one point instead of left. The Wades and the Simmenauers apparently missed out on a complete page of clues, which did not make their job any

easier. Somehow, everyone managed to make it to the dinosaur park eventually to goggle at the creations and pick up some extra bonus points that could be found there. A number of the kids made good use of the flying fox provided, and despite some worried looks on the first trip down, they all enjoyed it. Graham Stockfeld looked on forlornly as the fox had a weight limit and he was 30kg over it. Looks like Graham might be going on a crash diet.

One of the items scoring bonus points was ten inflated balloons which gave a shopkeeper in Creswick his best day's business in balloons in quite a while. Mark McKibbin did not even have to ask for his balloons - the lady in the shop took one look at his club windcheater and simply handed them to him.

Speaking of the McKibbin/Gries combination - the next section seemed to confuse them somewhat. Reports were coming in from finishing entrants that put the Ami in half a dozen different places and heading in half a dozen different directions.

Bonus points were also earned for a "cow's souvenir". After the event, Peter had trouble deciding what to do with all the plastic bags full of cow's you-know-what that people wanted to give him.

The event finished at Lake Burrumbeet with a club supplied meal and the usual threats of what was going to be done to the organizers.

The event was won by Robyn Couche and crew, who were the only team to have a perfect score. First prize, however, was awarded to the next team home, the Greschkas, so as to avoid any possible arguments about one of the winning team also being one of the event organizers and "helping" with the answers.

Back at the caravan park, the evening settled down to one of serious chinwagging and liquid consumption until the wee small hours.

Sunday morning was free, so as to recover from Saturday night or to do a bit of sight-seeing. David Gries spent most of the morning rebuilding Bryan Grant's voltage regulator - thanks David.

Sunday afternoon was motorkhana time, with the Propsting family up from Melbourne for the day and two new members from Ballarat bringing their vehicles out to have a go.

One or two cars were not entered in the event owing to the roughness of the site we had to use, but everyone else enjoyed themselves, even if they did have to drive slowly so as not to be bounced out of their cars. After his very expensive C.W. & P. blow-up in last year's motorkhana, Rod Greschke was seen to be trying very hard to score the slowest time of the day in each segment. My



car provided some entertainment for the spectators by having the throttle linkage fall apart in three of the events and having me leap out of the car and under the bonnet to turn up the idle speed so as to finish.

The surprise entrant for the event was a little blue Ami 8 called "Brute" now under the helmsmanship of Mark McKibbin rather than Dirk Shervo. Brute, it seems, is back to his old tricks of challenging tractions, but this time for real, and Tor-Shaun-Bar was nowhere to be seen. Unfortunately for the traction drivers, the combination of Brute and McKibbin won the motorkhana.

During the afternoon, Chris and Bev Bennett had arrived at the caravan park in the SM with the D Super in tow. The SM attracted everyone's attention and the noise from the barrage of clicking cameras was deafening. Chris looked certain to give Leigh Miles' Dyane 6 a tough run in the voting for the most desirable vehicle award.

A barbeque tea had been scheduled for Sunday night, but the weather had turned very cold (a bit different from last year's sweltering heat), so most people made their own arrangements and repeated Saturday night's socializing.

Breakfast on Monday morning was a chicken and champagne delight on the shores of Lake Wendouree and was the closing function.

The following awards were presented:

- Longest distance travelled - Brian and Ester Wade from Sydney

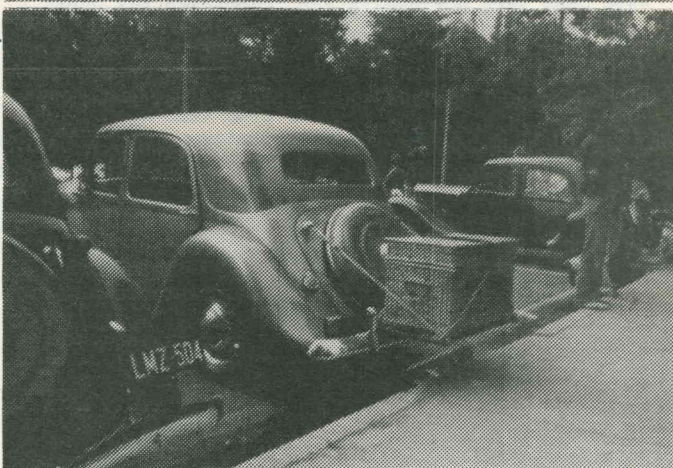
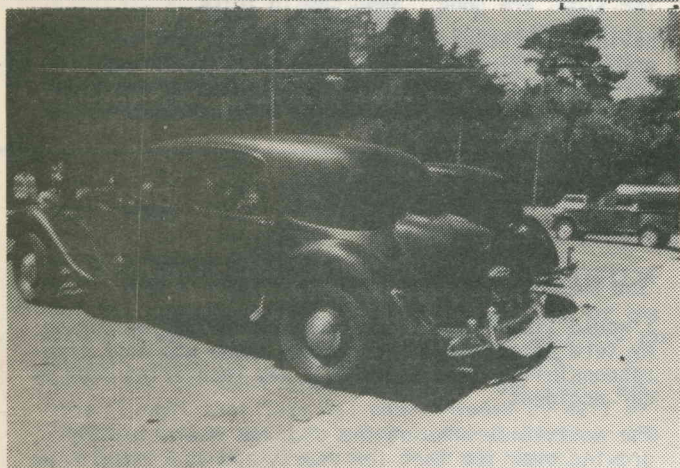
- Most Desirable Vehicle - Leigh Miles' Dyane 6 (just ahead of the SM)
- Motorkhana winner - Mark and Sue McKibbin
- Observation run winner - Rod and Judi Greschke and the Greschkettes
- Hard luck award - Bryan and Joan Grant

Planning for Austraction '83 is already underway, and will possibly be held in the north-east Victorian Alps region, at a lodge or chalet. Don't forget to keep the January long weekend free to assure a great time.

Finally, a special thanks to Peter Fitzgerald and his subcommittee for all the hard work and effort put into making Austraction '82 yet another CCOCA success.

Austraction '82 entrants;

John & Robyn Couche (11BL), Les Tapping and Phil Ward (11BL), Peter Hughan (11BL), Brian & Ester Wade (11BL), Bryan and Joan Grant (Big 15), Darien and Michaela Pullen (L15), Gerry and Pat Propsting (L15), Keith McCann (L 15), Rod & Judi Greschke (L15), Peter & Maria Boyle (L15), Peter Fitzgerald (AKS 400 van), David & Janet Gries (2CV), Mark & Sue McKibbin (Ami 8), Leigh Miles (Dyane 6), Chris and Bev Bennett (SM), Peter & Ann Simmenauer (VW), Mike Neil (Renault), Fred and Kathy Kidd (Falcon), Graham Stockfeld and Jillian Green (Corolla) and Don Balmer (Mitsubishi Express).



NEW MEMBERS

BALMER, Donald	(053)	'53 B15 (D)
814 Skipton St.	35 7077	
Ballarat 3350		
GRAHAM, Peter	509 3249	'51 L15 (WA 440)
GRAHAM, Kara		
8/7 Denbigh Rd.		
Armadale 3143		

MCCANN, Clifford	(053)	'53 L15
57 Vale St.	35 8163	
Sebastopol 3356		
PULLEN, Darien		
PULLEN, Michaela		
4/6 Hammerdale Ave.		
East St. Kilda 3183		

COMMITTEE REPORTS

PRESIDENT'S REPORT

1981 has been a somewhat indifferent year for CCOCA. During this, our fourth full year as an independent club, the original burst of youthful enthusiasm that got the club off the ground cooled down somewhat and things became very quiet around the earlier and middle months of the year.

Towards the end of the year, however, the number of people attending club functions began to improve again, even if the attendance at general meetings and open nights remained low. The 1981 Concours d'Elegance and Austraction '82 were both well attended.

I hope that the upward trend will continue in 1982.

What the club really needs is the physical support of all its members, not only the indestructible hard core of about 20-30 regulars and the ever-present Committee.

The 1982 Annual General Meeting is being held on 31 March at the Nunawading Civic Centre. If you have never been to a club meeting or event before, this is your chance to come along, make yourself known, meet new faces and prowl around the cars present. Of course, the main reason for the AGM is to elect a new committee for the coming year, and your nomination and vote are both needed. This year is especially important as there is to be a constitutional amendment to include a new committee member.

On the brighter side, a number of "new" cars appeared during the year, the two most obvious Melbourne cars being the Gercovich Family 9 and the Roberts Coupe. A number of other cars are nearing completion, such as the Boyle B2, the Walton Big 15, the Propsting L15 and the Burkhardt 6H.

It is also gratifying for me to see the number of vintage and rear drive Citroens that have joined our ranks lately. Most of the cars are not yet on the road, but by having the cars all in the one club, it is hoped that they soon will be through the transfer of knowledge and parts between the members.

Throughout the year, the club has advertised in each edition of Restored Cars magazine and has had a stand at the Bendigo Swap meeting, both of which have been very worthwhile for "spreading the word" and attracting prospective members.

Finally, the usual thanks must go to my hard working committee who have put in many long hard hours of their own time to keep this club heading in the right direction. This year's committee has worked as a team and it is to the team as a whole that I say thank you.

John Couche.

SECRETARY'S REPORT

In the club year 1981/1982, we reached a plateau in our membership numbers; a turnover of 25% with a very small net gain of two full members is not that impressive. I think it is not being too ambitious to expect a growth of 10% for a good many years yet.

I have included the membership figures for your scrutiny. I hope that if you have any ideas or comments on them, you will bring them up at a General Meeting in the near future.

Lastly, I would like to thank the other members of the Committee for their support and help, and also the members that on occasion had to wait a trifle too long for my replies to their letters.

Membership 1979/80 = 96
Membership 1980/81 = 98
Net gain = 2

Analysis by area: Resigned Joined Moved Loss/Gain

Vic. - Melbourne	-16	+10	-2	-8
Vic. - Country	-3	+6	+1	+4
N.S.W.	0	+4	+2	+6
S.A.	-3	0	0	-3
Queensland	0	+2	-1	+1
Tasmania	0	+1	0	+1
W.A.	0	+1	0	+1
Overseas	-2	+2	0	0

Mark McKibbin.

SPARE PARTS OFFICER'S REPORT

Since taking over the running of spares part way through last year, I have endeavoured to keep a steady flow of new parts flowing through our hands to club members. Consequently, sales have picked up markedly. Many parts that we have had available have been impossible to get in the past, and their availability is directly attributable to the Tract-ion Avant Nederlands and the cooperative assistance of Ruurd Bekema. To Ruurd I wish to express my thanks.

It seems that with assistance such as this, we should be able to provide a good service to members for some time to come.

The perennial problem of reconditioning drive-shafts is still with us, but we are at last making some headway. So far, all the stub axles submitted with shafts for reconditioning have been very poor and unusable as they are. This is our greatest problem, but a solution could be at hand. Please, if anyone is sitting on tons of good stub axles, we would be pleased to purchase them. It would save headaches. Nevertheless, progress has been made, and shafts have been supplied to Bryan Parnell (own shafts) and a set is now available to Mike Neil (they're on their way, Mike). Our supply of crosses is ample at the moment, so anyone who wants to submit shafts can have them attended to as long as the stubs are good. Send 'em in folks.

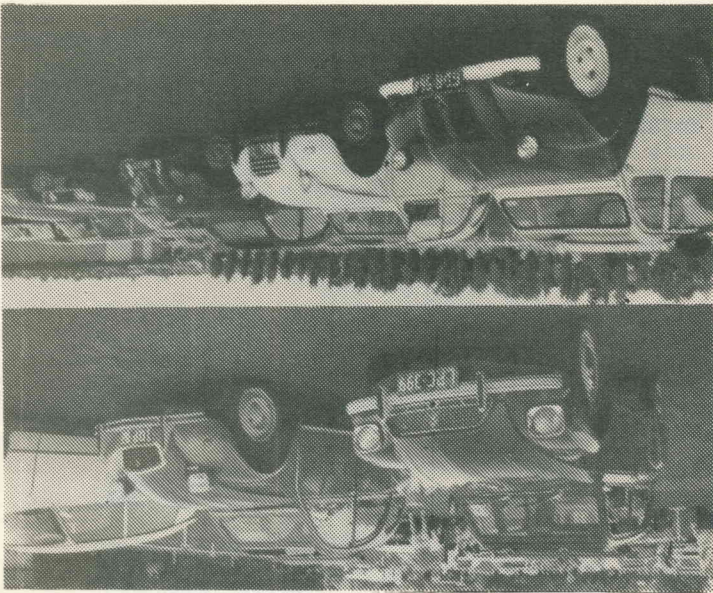
Having just acquired the feel for the job, and with enthusiasm flowing freely, I wish to stand again for election in 1982. One day perhaps my ambition of seeing abundant, immaculate Citroen restorations will be realised.

Gerry Propsting.

ACTIVITIES OFFICER'S REPORT

I would like to thank everyone who helped me during my term of office, particularly those who took some responsibility off me while I was recovering from my car accident.

The activities area of the club has been steadily growing over the last few years, and as a result, we will be putting forward a constitutional change at the AGM which would have the effect of dividing the activities office into two positions. These would be a Club Social Officer and an Activities Officer. More effort should then be able to be devoted to running activities. One of the areas we will be concentrating on will be the General Meetings. We will be organising guest speakers and demonstrations to increase the information flow through the club.



Hoyts Drive-in Night
Well, what a night. Around 60 Citroëns turned out for the screening of *For Your Eyes Only*. Ten of the Citroëns were of the twin-pot variety - possibly the largest gathering of twin-pots in Australia. I'm sure that the non-Citroën patrons on the night must have thought that they had been invaded by half of France - not to mention being deafened whenever the 2CV leapt across the screen. A great night.

PAST EVENTS

Sunday 14 March - Kalorama Rally
Yes, it's on again this year. If you like drooling over some fine vintage machinery and then watch them strut their stuff in competition, this is the Sunday for you. So bring out those tractions and 2CV's for a great day.

Wednesday 31 March - COCA AGM
Our Annual General Meeting at the Nunawading Civic Centre, starting at 8pm. This is the most important meeting of our calendar - the election of your new Committee - and, as an extra bonus, voting on

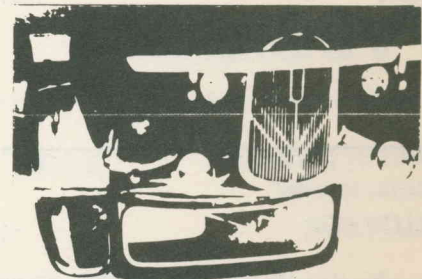
COMING EVENTS

Queen's Birthday Weekend - 12-14 June
The Hamilton Veteran, vintage and classic car club's annual rally in Hamilton. The Couche's and I went to the last one and found it to be such a good weekend that we are including it in this year's club calendar. More information in future magazines.

Sunday 21 November - French Day
This is the first of what we hope to be an annual event organised by this club. It will be held at the Royal Victorian Institute for the Blind on the Burwood Highway in Burwood. We hope to gather together French veteran, vintage, classic and modern cars and have them as the focal point of the day's celebrations. As it is still at the planning stage, any suggestions or offers of help will be greatly appreciated.

Easter 9-12 April - CITIN Rally in Adelaide
If you have not sent your entry form to Adelaide by now, I would suggest getting right on to it. If you intend to go, please let our Activities Officer know. If there is anyone who would like to help drive my 2CV across to Adelaide, please let me know - I need a co-driver.

A good turn up is necessary for the meeting to be legal.
A constitutional amendment. Remember, in order to be able to vote, you must be a financial member.



CLUB EVENTS

Another activity that will appear this year is the French Day, run in conjunction with the Royal Victorian Institute for the Blind. We hope to make this an annual event.

All in all, I am looking forward to the future activities, as I believe that this area will improve noticeably.

Please, if you would like to contribute any ideas for future activities, don't hesitate to have a chat with us or drop us a line.

Peter Fitzgerald.

EDITOR'S REPORT

About the only things that haven't changed about Front Drive in the last twelve months have been the title and the printers.

Many thanks to Mike and Phil who have sometimes

been asked to do the impossible in the unreasonable, though not for the ungrateful.

Hopefully the present method of bringing out the magazine, which spreads the effort among several people, will continue to work in the future.

On behalf of the Editorial Subcommittee, I would like to thank the contributors to the last six issues. It's surprising how many words are needed to fill twelve pages, so please don't relax your efforts. More contributions are always needed, particularly on technical topics, which have been rather less frequent lately.

Your experiences are of interest to others (although we can only publish the printable ones). Front Drive is the major medium of communication between many of our members, and it's one to which anyone can contribute. Let's keep doing so!

Peter Simmenauer.

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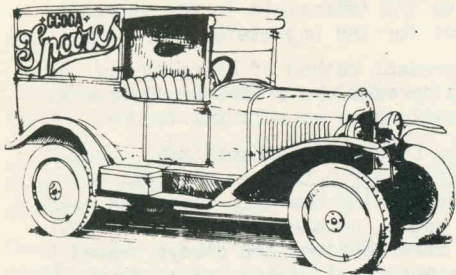
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SPARES



SPARES UPDATE

N.B. Members please do not send payment with your order. We may have sold out before it arrives, and it does not allow for postage. Send orders only. Your order will be despatched with an invoice for goods and freight/postage. Payment should be sent after receipt. Yes, we do trust you. In any case, if you don't pay, we know where you are, and you might find your traction sitting on its brake drums one morning.

*Send 'em in customers. We have plenty of outer universal crosses at last and are able to re-co. your drive shafts, providing they have good stub axles and splines. Please label your shafts clearly with your name and clean them of grease. Charges will be as follows, until further notice: Labour (at least a full weekend's work)

- \$48.00 per shaft

Crosses- \$15.00 each.

plus ball and spigot if necessary (cost still not available). Assuming your ball and spigot is reusable, the cost to you would be \$156.00 a pair plus postage. Members whose stubs/splines need reconditioning will be charged extra for these services. Therefore it is in your interest to send in good shafts for repair. Send to CCOCA Spares, 18 Bellara Drive, Mooroolbark 3138.

* Second-hand bumpers, guards, hub caps, grilles, etc. are very hard to get. Members should carefully consider spending the time and money to restore those parts that they do have, if they have them. Even badly damaged items can be repaired with proper care, time and patience. Any of these parts that we have in stock will probably be as bad or worse than your own.

*Anyone wishing to have brass grilles from L15's straightened and repaired may contact me and I may be able to assist you with the experience I have gained from repairing my own badly damaged units. If the metal is torn, it becomes more difficult, but it is not impossible.

* If you want any particular part, please do not wait until it is advertised in the magazine - send in an order form and we shall try to get it for you. Body parts are difficult, but most mechanical parts can be located eventually.

Gerry Propsting.

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

Engine

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

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

Front wheel cylinder 11BL/L15/B15		22.54
Rear wheel cylinder 11BL/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
Sump gasket sets 4 cylinder ea.		\$8.40

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 "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 1948 11BL
complete but in bits.
Motor & gearbox good incl.
CW & P. Fitted with English
dash & grille. Very little
rust & no dents. \$380 O.N.O.
Steve Martin 397 5485.

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NOT ONLY is it a HUB PULLER but
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- * 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).

PLACE YOUR ORDERS NOW AS ONLY ONE
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queries, neither the Citroën Classic
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