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FRONT DRIVE VOL.6, NUMBER 1 MAY JUNE 1982.

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A (not so) casual remark made to me recently was the need for Front Drive to include more information about modern Citroëns.

So far, we have concentrated mainly on our beloved Tractions, with a fair proportion of space devoted to our beloved 2CV's and, more recently, to our beloved rear-drive models!

A couple of facts are relevant here: firstly, many of our members own modern Cits for daily transport and pleasure and, secondly, the amount of unused information on Tractions is definitely contracting!

What do members think about the content of our future magazines? Should we include more material on modern cars? If so, which? Or should we pursue a different tack altogether? Please feed back.

In the next issue we hope to feature Citroën sporting performances in Australia - again, any info., please send.

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

If you have not paid your 1982-83 CCOCA subscription, this will be your LAST issue of Front Drive. Members still unfinancial at the end of April will have to pay an additional \$5.00 joining fee. With imminent increases in postage, paper, etc. etc., CCOCA cannot afford to subsidise free-loaders!

FRONT DRIVE DEADLINES!

July/August issue: 25 June
September/October issue: 27 August
November/December issue: 14 October

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.

The Family-size Traction

In Australia, the rarest of all the post-war Citroens that were marketed here are the long wheel-base Family 9's and Commerciales.

French models of this size appeared nearly from the beginning of Traction manufacture; the four-cylinder versions appeared as 11A Limousines and Familiales from 1934-1937, 11B Limousines since 1937 and 11C Commerciales from 1938-1940 and 1954 onwards, all receiving the same modifications as the Légeres at the same time.

15-Six models were also produced from 1938-1939 and 1945-1956 (all Citroen production was suspended between 1941 and 1945).

All were the same width as the Normales and Sixes, but differed in wheelbase (3.215m compared with 3.03m for the 15-Six) and overall length (4.96m instead of 4.76m).

All had four doors of the same size as the other large-bodied sedans, the Commerciales having a fifth door at the rear, top-hinged. The most obvious difference in the stretched versions is

the addition of an extra pair of windows behind the rear doors (6 light) and, in the case of the Familiales, extra folding seats which brought the total seating capacity up to nine. Commerciales did not have the extra seats, and were described as 5/6 seaters, with 500kg carrying capacity. Final drive ratios also differed, the four cylinder Familiale/Commerciales being fitted with 8x31 CWP's instead of the 9x31 ratio of the Normales and most Légeres.

The Slough factory followed in 1935 with its version of the Familiale being known as the "Family 15" or "Seven-seater 15" (where separate front seats were fitted instead of a bench). Fittings and trim followed the English pattern, and included 12 volt electrics.

Some of these pre-war Slough Family 15's have been seen in Australia, but none are known to have survived.

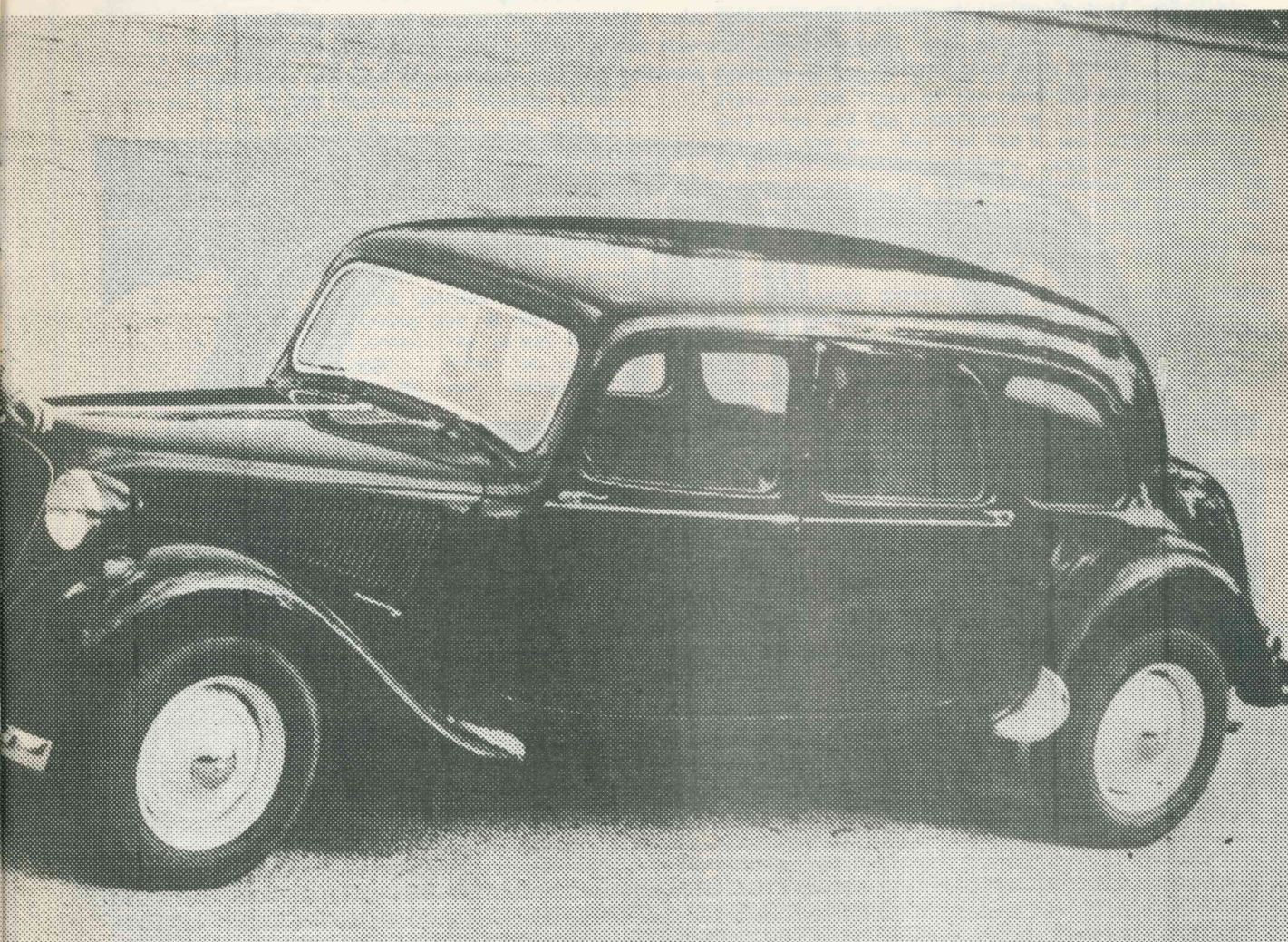
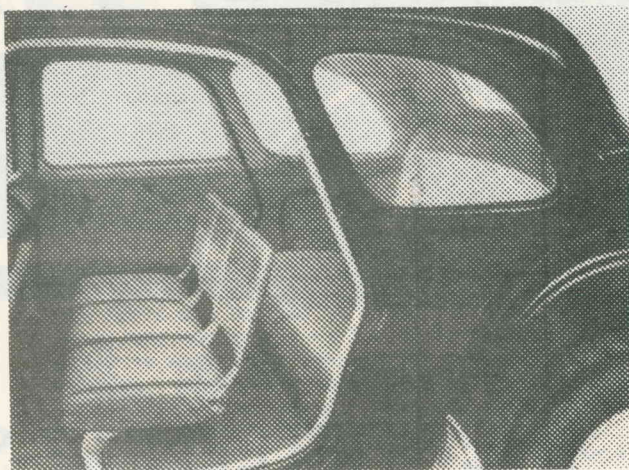
Long wheel-base Sixes were produced only in France. Slough four cylinder production was

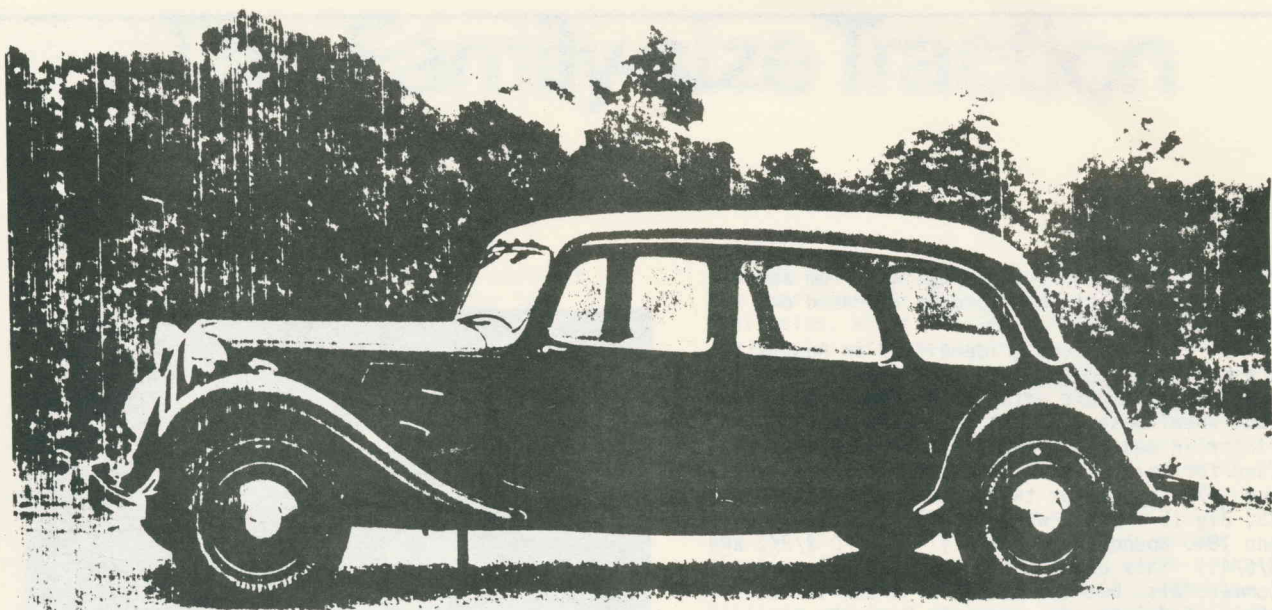


resumed only briefly after the war from about 1953, when the big boot became standard on English tractions.

All those currently identified in Australia are post-war Slough products, probably from the one special export batch of 25 right-hand drive long wheel-base versions that were sent to a Victorian dealer in 1955. These were advertised for sale at 1552 pounds for the Family 9 and 1570 pounds for the Commercial. (The Light 15, Big 15 and Six were listed at 1380, 1480 and 1840 pounds respectively - see FD 2/2/2 and 3/6/4.) This batch evidently included some Commercials, but the number of these is not known, and none are currently known to have survived.

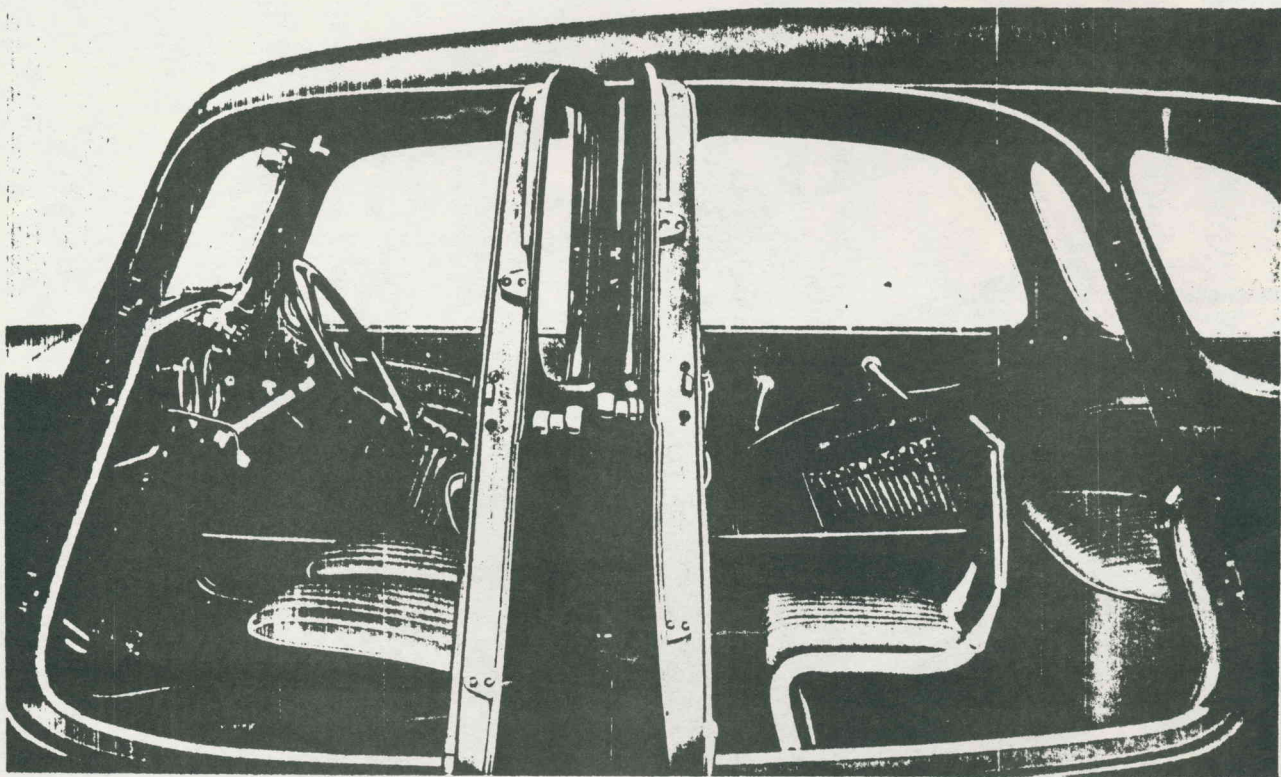
Four Family 9's are listed as being in the possession of current CCOCA members, two of them registered and running. Where are the others? Get your magnifying glasses/telescopes out and let us know!





THE "FIFTEEN" 7-SEATER SALOON

Undoubtedly the most handsome seven-seater saloon obtainable, yet no space has been sacrificed to obtain its shapely lines. Long wheelbase, inter-axle seating, all-steel safety coachwork, wide doors, folding seats facing forwards and six windows providing excellent visibility. 15 h.p., four cylinder, tax £11 5 0.



The spacious light and airy interior of the "Fifteen" seven-seater saloon, showing the comfortable seating arrangement, two at the front, three at the rear, and two on the folding seats. Seven persons, with room for all to sit in comfort. When the folding seats are not in use the rear passengers have an exceptional amount of leg room and there is space for luggage inside the car.

Members Cars

1954 Family 9,
Owned by Rex and Margaret Gercovich.

The long-bodied Family 9 is not the most commonly sighted traction in Australia. Of the twenty-five known to have been brought into the country, approximately one-third remain. Even fewer of these remaining cars can be seen on the road. It comes then as a pleasant surprise to see the beautiful black machine of the Gercoviches finally emerge from the garage and purr softly around the Melbourne area.

Not that 'purring' is the only sound it has made since it re-appeared. On its maiden voyage with Margaret at the helm, it ran a water pump bearing and broke the accelerator linkage. Back to the garage!

The Family 9 is noted for its obvious body extension with the third window and its extra row of folding seats between the front and back seats. The seating capacity of the car is therefore nine people. This example of the car was lucky enough to have been left intact in this regard, unlike others that have had the extra seats removed. Rex's car, as with all the other twenty-four that were imported to Australia, is mechanically identical to the Big 15.

Rex has known of the existence of the car for quite some years. It first appeared in a very dilapidated state at the 'shop'. Here it was treated to a \$2,500 repaint and interior trim refit. A lot of money eight years ago, but the job was done in original materials and colours as per the English trim features of the model. It was then towed to a garage for gearbox work as it had chewed out a second gear. The box was removed, and for twelve months it awaited a rebuilt box to be fitted. The owner tired of waiting and decided to take the thing home. When it came time to move it, it was discovered that the gearbox had been disposed of in a Christmas cleanup and no replacement could be located. It looked like it was destined never to see the road again. After two years, it was towed home to suffer the final indignity of being used as a cubby house.

Two years ago, Rex was again approached by the owner with a view to a possible sale. He was put off by the lack of gearbox (and by the starting price) but in the end decided to acquire the vehicle and attempt the long search for a replacement gearbox. If you have read the previous Members' Cars article about Gercovich vehicles, you will be

wondering why he should take on such a job. He now maintains that he would go crazy in the winter if he didn't have something to do, so why not restore Citroens?

The Plan: repaint, overhaul engine, replace box, new tyres, rechrome brightware, re-register and polish within an inch of its life in order to be ready for son Stephen's wedding in September.

Time available: twelve months.

Success? YES! (Just) Margaret's earlier mentioned mishap occurred two weeks prior to the Big Day.

The search for the gearbox was the major battle. For months it seemed that he would never find one, then, one week-end, three came to light. One was with some ID parts offered for sale in the Age, one was forthcoming from another Club member and the third was located in a car in Sale. Two of the boxes are now at Rex's; one is in the car and the other is awaiting a rebuild and replacement of the housing. Family 9's were originally fitted with an 8:31 differential ratio. This was commonly referred to as the Alpine ratio and was fitted to some European Light 15's. Rex was not able to locate a crown wheel and pinion of this ratio, so he has fitted a box with the standard 9:31 ratio. The only time this shows is in the lack of power when chasing 11BL's up hills on trips to Bendigo.

Some minor body repairs were needed before the car was painted. In the process of welding a plate to the floor of the car, the welding torch backfired and the proofcoating caught alight. All through the day, Rex had had a gentleman standing by with a fire extinguisher, 'just in case'. When he was required, he had just wandered away with the fire extinguisher and was nowhere to be found. The garden hose had to cope with the emergency - luckily it did! But a new headlining was necessary as a result.

The planned overhaul of the four-cylinder engine was not necessary as it is running beautifully after only needing CRC down the tops of the pistons to free it up. (How lucky can you get?)

Stephen's wedding went off without a hitch (? - Ed.) despite the fact that Rex followed the car everywhere in the LTD in case it should break down. Daughter Lynda has just announced her engagement and has requested the car for her wedding in about a year's time. Rex has other ideas for the future of the car, but whatever happens to it now, it has been saved and put back on the road, one of our rarer cars thankfully retained.

Photos by John Couche, Text by Robyn Couche.



COMMITTEE

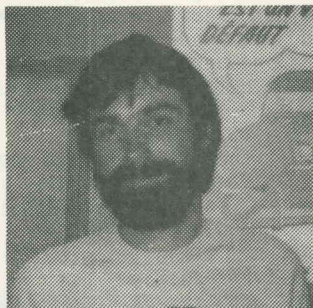


PRESIDENT - John Couche

"Same name - face has changed, though!" Yes, your recently re-elected President has suffered some changes in the past twelve months. Most noticeable has been his appearance due to Army regulations, as he has joined the Reserves. If you've noticed a few more lines around the eyes and a liberal sprinkling of grey hairs, this is due to his recently arrived daughter, Jacquelyn Michelle (and the subsequent halving of the family income!).

As a result of these minor diversions, the number plates are no closer to the B12 than last year, Smelly is being fitted with new seat belts in the rear (a major part of the restoration process) and the model collection has had its growth severely curtailed.

With some new faces on the Committee, new ideas and renewed enthusiasm, the future looks promising for the Club and its members. Whether your President will survive the sleepless nights and whatever the Army dishes out is another matter.



SECRETARY - Mark McKibbin

For the second year, by popular demand (those who attended the AGM will recall the landslide victory over my non-existent opponent) - Secretary Mark McKibbin.

After a year of playing musical cars, I now have a stable of two two horses (comprenez, mon Ami?) For thos who don't, one is the much coveted Motorkhana winning Ami 8, the other a jigsaw of a '55 2CV from Slough via Mildura.

My Ambitions for 82/83 (to comply with the accepted Front Drive format) (totally ignored this year - Ed.) are to own fewer cars than in previous years and to ensure that EVERYONE pays their subs!



TREASURER - Russell Wade

Having been a member of the club for a couple of years, I have concluded that the only way to get any benefit from the club is to take a more active part in it (there must be a hint there for some other members).

I had intended to offer my services in several areas, but fastest draw was Pat who hit me with a pile of books and a look of great relief.

During the day I try to teach teenagers to press calculator buttons under the guise of mathematics, and although this hardly qualifies me as Treasurer, I hope it might help.

My aim this year is to balance the books as well as Pat has done in the past and finally get my little corrugated Citroen on the road after many holdups. The current deadline is French Day.



SPARE PARTS OFFICER - Gerry Propsting

Propsting Case History:

- 1947 - 19th May: born to Neville and Norma, a son.
- 26th May: son's first ride in motor car - a Lancia Lambda.
- 1950 - Door falls off Lambda at speed. Yours truly almost follows.
- 1951 - Move house - Lambda struggles under heavy load
- 1952 - Here lies Lambda de la Lancia: born 1926, died 1952 of advanced tears and terminal Weymann body decay.
- Propstings resort to Shank's Pony.
- 1954 - Faint burblings late at night herald new arrival - ZZ 679 1938 11CL2 Citroen. Long inspection of venerable ex-Lyle Nagel (Shields Motors Director) car. 135,000 miles.
- First Melbourne-Sydney Marathon - broken by a night under the stars by a Gundagai Creek Father and son placed first, last and elsewhere. Average speed 35mph.
- 1955 - Second Melbourne-Sydney. Increased team membership (whole family), delay on return stage by loss of muffler (somewhere down Bulli Pass) and loss of needle rollers circa Bairnsdale - penalty time for late arrival (under own steam). Other penalties: headache/suffocation. Average speed incalculable.
- 1958 - New motor.
- 1959 - Clutch cable breaks, gearbox breaks. Here lies Citroen du 11CL2, born 1938 Slough, died 1959 Belmore Rd. of internal haemorrhage. Autopsy performed. Verdict: "Destructicus Crownwheel et pinionitis". Interment ceremoniously carried out by Koonung Creek.
- 1960 - More faint burblings. 1953 Big 15 duly inspected and approved of - GBA 339. 22,000 miles - superb.
- 1961 - Third Melbourne-Sydney. Motel accomodation, no incidents, no placings. Average speed 45mph.
- 1966 - New licensee for disapproved-of Citromania takes to roads.
- ZM 252 purchased for idiot son. \$90.
- GBG 518 purchased by idiot son. Not such an idiot. 36,000 + respray + chrome = superb Light 15.

- 1968 - GCP 044 purchased by reluctant father and insistent son for muscle-bound mother (from driving Big 15).
- 1969 - WM 715 purchased by idiot son amidst protests from outraged father. Many hours of restoration + a few drives = not so enraged father.
- 1971 - WM 715 - concours + concours + Motor Show
- 1972 - More **concours** and arrival of 6H (1955 decrepit)
 - GBG 518 - 90,000 miles makes way for DW19 Pallas 1965 "Superb Ravissement" (+ Rust - oh, oh.) - 6H repainted etc.
- 1973 - Father purchases DW (who's an idiot?)
 - Marriage + house - no money - WM soldiers on.
- 1974 - First addition of potential Citromaniac. Wife gets licence. WM soldiers on (a little battle-scarred).
- 1976 - 6H hurriedly pressed into service pending second Citromaniac arrival. GCP 044 stripped/painted.
- 1977 - 6H lapses into coma - "seperatus manifoldicus". Emergency operation - many stitches - relapse - emergency transplant - eventual recovery.
- 1978 - 6H back into intensive care - this time "leakus hydraulicus" - six months rest and recuperation prescribed, + wheel cylinders, one to be taken weekly until well. WM soldiers on. GCP still being painted.
- 1979 - Advancing years and depleted cash = sale of 6H.
- 1980 - Third Citromaniac arrives. GCP starting to look like a motor car. WM receives vital organ transplant and continues to soldier on. 280,000 miles.
- 1981 - 290,000, 295,000, 300,000 miles - WM continues. GCP begins to receive seats - perhaps completion by 1990?

Question: Will WM remain the last surviving daily transport Light 15 in Australia, or will the Propstings succumb to the lure of a DS23 Pallas? For this and other exciting information, tune in to the next gripping instalment ...

OH WHAT THE HELL!



ACIVITIES OFFICER - Peter Fitzgerald

Well, for all those fortunate enough not to have met me yet, here is an expalnation of what has made me the way I am.

My first Citroen involvement was the purchase of a 1950 Normale, known by the name of "Moriarty". Many a pleasureable mile was spent therein. But I was foolish enough to pass him on to another owner, sob! sob! Then I moved up in the world with the purchase of a 1974 2CV van which arrived on our sunny shores in January 1980. This was of course named "Moriarty Junior".

Mid- last year I purchased a (shudder) 1978 GS Pallas by the name of Giselle. Shock, horror! Will the 2CV community ever forgive me. At Christmas I bought myself a pressy in the shape of an orange 1964 ID19, of course with white vinyl seats with pink inserts. This one is tastefully named "Oeuf". I have found this vehicle extremely economical to run (it seems to be lacking an engine and gearbox though).

Well, I can now hold ny head up high and say I have broken the One-Citroen-in-the-Garage-

Barrier, smashed through the Two-Citroen Hurdle, and have now burst into the realms of A-Few-Citroens-in-the-Garage. Gosh I'm so proud. This all goes to prove that I believe in Truth, Justice and the Front-Drive Way. (I'm still practising on the leaping tall buildings bit),



SOCIAL OFFICER - Peter Boyle

Having been in CCOCA now for a couple of years, and having had nothing but good times, I decided it was time to try and put something back into the club.

My background in Citroen goes back some 15 years, when I couldn't resist buying a B2 Roadster to replace the Singers I was trying to restore (as with our Secretary).

My car activities were sidelined for quite a few years due to many shifts and raising two wonderful daughters, etc. etc. But in the last couple of years, cars have found a place in the Boyle household, with my wife Maria and children Andrea and Michelle all becoming Citroen enthusiasts. So much so that our collection now includes a Light 15, the B2 now restored, and a 2CV awaiting restoration (and perhaps another Traction Arriere).

My present goals within the club are a little undecided at the moment; perhaps to try and win the club concours with a 2CV (but as I said, still undecided) and to continue to foster enthusiasm for the Traction Arriere.



EDITOR - Peter Simmenauer

I was first bitten by the Citroen bug at age 11 when a neighbour acquired a second-hand Light 15, which he proceeded to thrash unmercifully under my admiring eyes. Being a bit slow off the mark, it was about twenty-odd years and three Volkswagens later before I got around to owning one myself. This did not cure me of the disease; on the contrary, the symptoms have now extended to Florence, a Big 15 (nearly back on the road) and an 11BL (Albert) which I may get a chance to look at in a couple of years. For the rapid spread of the disease, I must partly blame the infectious enthusiasm of a number of CCOCA members.

Current activities include being club librarian and attempting to break down the barrier of fairly comprehensive mechanical ignorance from behind which I blithely launched the whole family into Traction. Their tolerance and interest has occasionally been rewarded by the sight of a mobile Big 15, and hopefully these experiences will increase in the near future.

My current ambition is, with the invaluable assistance of the Editorial Committee, to continue the good work of previous editors of Front Drive, firmly resisting the thought that Antarctica might be a preferable alternative.



CIT IN REPORT

Cit-In '82 was held in Adelaide over the Easter break, run by the Citroen Car Club of Victoria in conjunction with Traction Avant, South Australia.

Almost eighty Citroens turned out for the event from South Australia, Victoria, New South Wales, Queensland and Western Australia. Models represented ranged from Peter Boyle's "brand new" B2 Roadster, through a variety of Traction, 2CV's, Dyane, an Hy Van, GS's, D's, CX's and a Visa from N.S.W.

CCOCA was represented by Robyn, Jacquelyn and myself in the GS Break, Leigh Miles in the Dyane 6 the Gries's and Peter Fitzgerald in David's DS, the Boyle's in the B2 and the Wades from N.S.W. in a D Safari. Members of CCOCA, but representing their local clubs, were Chris and Bev Bennett in the SM and Winston and Pam Francis in their Light 15.

Friday night was the first official function for the weekend, being registration and a great "getting to know you" smorgasbord dinner. Most people had arrived by this time, and a good time was had by all. A number of the interstate D drivers were apparently a little down in the dumps, as they had run the highway gauntlet of radar traps in their high-speed cruisers and come off second best.

Saturday morning was set aside for a parade through the streets of Adelaide, to end at the Torrens Parade Ground. Peter Boyle led the parade in the B2 with Chris Bennett second in his SM. Much to the embarrassment of Chris, the B2 didn't miss a beat over the course, but the SM broke down no less than twice! So much for computers - maybe the old magneto is not such a bad thing after all. Peter did complain that his car was running a bit roughly though, but later discovered that it was only operating on two and a half cylinders.

Following the parade, the group split up into three and headed either to organized tours of the Barossa Valley, the Birdwood Mill Museum or of Adelaide City. Robyn and I headed off behind Jeff Harris in his "Light 15" with Chalmers and Rena Watt of the CCCV behind us, together with a dozen or so other cars. The convoy went OK until we reached the hilly twisty sections of the road when Jeff took off up the hill at a very rapid rate of knots. I managed to stay with the flying 15 with a bit of hard driving in the GS, but Chalmers, who is not noted for his steady driving, rapidly disappeared in the rear view mirror. When we finally caught up to Jeff, I discovered that the car is fitted with a DS engine which was overheating and had to be driven flat out up the hill to keep from boiling. Jeff has subsequently joined CCOCA, so watch out for him in any events involving speed! Saturday night was filled by a dinner at Stonyfell Winery for those who wanted to attend.

After the Easter eggs were handed around a consumed on Sunday morning, those people foolish enough to enter the Navigation Trial were flagg-

off to spend the next two hours discovering every dirt road and pot hole around the Adelaide hills. Included in the event were such delightful distractions as scrambling over a wrecker's yard looking for Citroens, and driving (sliding?) down a near vertical section of particularly nasty goat track. Leigh Miles had a hard time coming down the steepest track in first gear with the brakes full on and his passengers standing up through the roof, either aiding air resistance or getting ready to abandon ship.

As far as I know, all those who started the event finally finished up at the Benelen Winery for a superb catered lunch and a spot of wine consumption.

Not content with sandblasting the chassis of our cars in the navigation trial, the organisers then set up a vacant paddock opposite the winery for the motorkhana.

The area was obviously once part of the vineyard as it was all very sandy loam and took no time at all to be dug up totally by the competing cars - all good stuff for budding Colin Bonds or Paddy Hopkirks.

Some remarkable runs were put in by a range of drivers. Chris Bennett had the most spectacular runs when trying to put all the SM's power to the ground, with the end result of disappearing completely in a huge cloud of dust. One driver in a CX 2500 Diesel put on the best display of driving technique to win his class, but was beaten for overall first place by Lance Collins in the most unlikely motorkhana vehicle in the event: a DS Safari. Peter Fitzgerald put in the best times for a CCOCA representative driving Robyn's GS and may have won if he had not missed a flag in the last event.

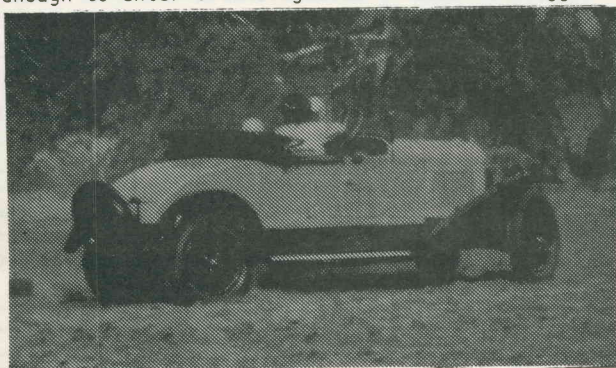
Sunday night, back in Adelaide for a farewell dinner and trophy presentation, saw the two main trophies, the Bryson Motors and Maxim Motors perpetual trophies going to the NSW Citroen club. The motorkhana trophy went to Lance Collins and the navigation trial trophy was won jointly by Chalmers Watt and once again, Lance Collins. The Hard Luck Award was apparently difficult to give away because nobody had any really major disasters. Chris Bennett finally "won" the award for breaking down in the parade.

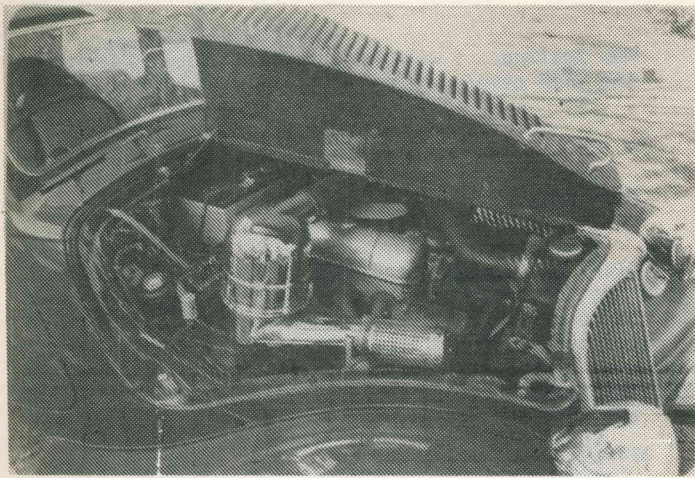
The Rally officially finished on the Sunday night but a number of people headed off on Monday morning to a local winery for a lobster and champagne breakfast. I understand that there some very sore heads later on that day!

On behalf of the CCOCA members who attended the weekend, I would like to express our appreciation to Philip Ogg and his organising committee for putting on a rally of such an enjoyably high standard.

Next year's Cit-In will be held in NSW, near Sydney, and hopefully, CCOCA will be well represented.

John Couche.





LIBRARY

Books

Association of Motoring Clubs. Submission to Government. 1980.
 Association of Motoring Clubs. Submission to Government. 1982.
 Bellu. Toutes les Citroëns. 1980. \$\$
 Borge & Viasnoff. L'Album de la Traction. 1978.
 Borge & Viasnoff. La Traction. 1975.
 Broad. Citroën. 1975.
 Christian. Le 4^e Rallye International des Clubs. 1978.
 Daniels. Citroën SM. 1981.
 Dumont. Citroën: the Great Marque of France. v.1. 1976 (Eng.) \$
 Dumont. Citroën: Quai de Javel, Quai Andre Citroën. t.2. 1978. (Fr.) \$
 Layec. Au Long Cours en 2CV. 1968.
 Thorpe. The Book of the Citroën. 1967. (DS/ID)
 Wallage. The Restoration of Post-war cars. 1979.
Citroën Traction Avant 1934-1957. 197-?
2CV Evolution Technique. 1979.

Manuals

Revue Technique Automobile reprints:
 - 1919-1926: A, B2, B10, B12, 5CV.
 - 1926-1928: B14, B15.
 - 1929-1934: C4, C6 et Rosalie: 8, 10, 15.
 - 1934-1957: Traction Avant: 7, 11, 15-Six.
Citroën Repair Manuals: 4 cylinder*
 6 cylinder*
 Bodywork*
Spare parts Catalogue 1944-1949 (4 cyl.)*
SKF. Automotive Service List. 1963.

Periodicals

Attraction
 L'Auto (SA)
 Avant Garde (Qld.)
 B11 Bladet (Sweden)

Chevrans (NSW)
 Citroën (Canterbury, NZ)
 Citroën C.C. Newsletter (USA)
 Citroën Owners Assoc. of WA Bulletin.
 Citroën Traction Avant Club (Switz)
 Citroënnews (South Africa)
 Citroënian (U.K.)
 Double Chevron
 Floating Power (T.O.C.)
 Javal
 Newsletter (C.C.C.V.)
 Single Spoke (Invercargill, NZ)
 Spheres and Gears (A.C.T.)
 Traction Avant (Wellington, NZ)
 Traction Torque (SA)
 Traksjon (Nederland)
Sales Brochures

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

Citroën P.R. Brochures

Les Jouets Citroën
 15-Six
 30 ans de 2CV
 Ici Commence l'aventure
 Dates
 Style.

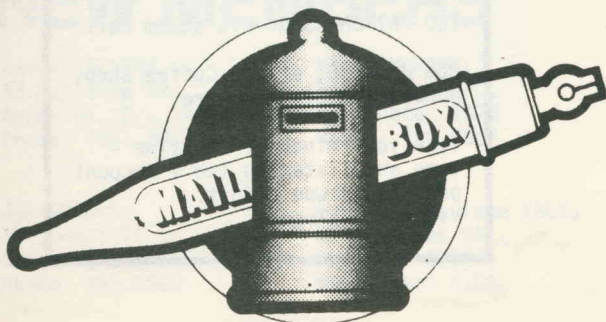
All items are for loan except those marked*, for which photocopies can be arranged at 5c page.

Items marked \$ require a deposit before borrowing.

Loan period is usually until the next meeting, but can be negotiated. If a loaned item is required by another borrower, speedy return is expected.

When borrowing by mail, all postal charges are to be borne by the borrower.

Suggestions for purchase are welcome, donations are even more welcome!



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

Peter,

I have something that I'd like you to bring up at a club meeting or, perhaps put in the next magazine.

The December 1981 edition of Wheels magazine featured an article on Armstrong-Siddeley cars in which the following statement is made: "Like many Armstrong-Siddeleys it (the Whitley) came with the proven Wilson pre-selector gearbox, also found in other early post-war cars (as well as

pre-war ones including Citroens)". I have never heard of any Citroen model fitted with a Wilson pre-selector box and would be interested to know what truth lies behind this statement.

In the absence of the club's Oracle, who has flown south for the summer, can anyone throw any light on the subject?

Rod Greschke.

(Current oracle says it was not uncommon for some pre-war English cars to be so fitted privately - Citroens could well be among them. Any other info., anyone? - Ed.)

P.O. Box 233,
Invercargill, N.Z.

Dear Peter,

after reading the excellent article in the Jan/Feb '82 edition, I couldn't resist writing. As the owner of a 1966 2CV with a 425 cc motor, it made great reading.

I bought my car accident damaged two years ago for \$2,000, and have spent another \$2,500 on restoring it. It is used daily for business use, and returns 45 mpg. Invercargill is flat, so I don't have to pedal hard all the time. We would like to join your club - I wrote to Mark Navin last year - but your membership secretary has not been in contact yet.

Mu ambition is to buy a 2CV from Garage Finjaer in Belgium, tour around and then bring it back to

New Zealand. I will send some photos when we have the film developed!

Regards,

Struan Robertson.

Dear Peter,

I wish to provide an update on Bill Graham's excellent and informative article on "Getting into Leather" (March-April Front Drive). Since Bill's enquiries into Howe's Leather in October '81 the prices have risen somewhat, and when I was last there, a strike was in progress on the factory floor, so prices are likely to escalate again soon no doubt.

Current prices are as follows:

Plain colours - \$27.50 per sq. metre 1st grade
- \$20.00 per sq. metre 2nd grade

Antique colours - \$31.75 sq. metre 1st grade
- \$24.00 sq. metre 2nd grade

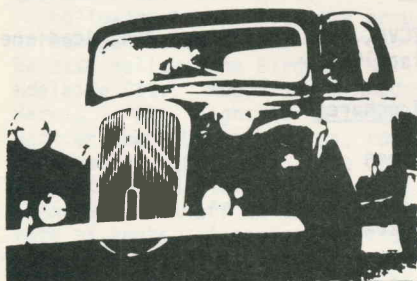
The antique cherrywood proved to be an excellent match for my original, and looks absolutely stunning. But it is top of the range, with a corresponding price. Quality control appears to be excellent (they had no first grade cherrywood at the time) so seconds are easily sufficient, especially considering that most of the work is pleated, and blemishes can be avoided.

Wholesale prices (as quoted above) are available to any club members, and best contacts on the shop floor are Mrs. Dowe or Mr. McMenaman. The new phone number is 480 4511.

Hopefully the finished product can be seen on my Light 15 in the next few months...

Darien Pullen

CLUB EVENTS



PAST EVENTS

CCOCA ANNUAL DINNER

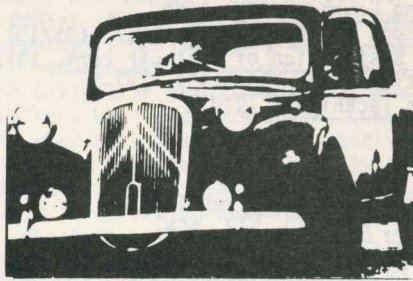
Andre's birthday was celebrated in style this year at Renoir's restaurant, Glenferrie Road, Malvern.

An elegant interior with carpeted walls (for frustrated restorers to bang their heads against) was matched by exquisite French cuisine.

No less than 34 CCOCA members ran the gauntlet of three 2CV's (boasting about 1600ccs between them) which were parked outside the door, and survived to enjoy the food and to congratulate the distinguished recipients of this year's awards, namely, the ecstatic Peter Boyle; Club-person of the Year; Modest Mark McKibbin, winner of the Austraction '82 Motorkhana, and, guess who, Arthur Clarke, not for the first time winner of the Best Car Award. Arthur positively pleaded for someone else to claim the prize, but the President, rightly, did not relent.

A certain newly bearded member went unrecognized for some time, until one of the shrewder ladies penetrated his disguise and re-introduced him to the astonished multitude. (Question: who was seen gathering up the choicest clippings from our shorn President's head in the wake of the lawnmower?)

A great night, and we hope for an even bigger turnout next year.



COMING EVENTS

COMING EVENTS

General meeting - May 26 at Coffee Shop, Nunawading Civic Centre.
Trade talk on "Batteries, 1900-2000"

Don't forget - French Day, November 21 at R.V.I.B. Burwood Highway, Burwood.

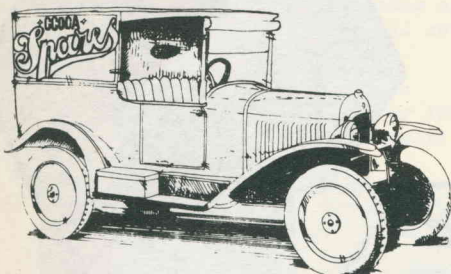
SPECIAL GUEST SPEAKER!

TED PRITCHARD on his steam car!

8pm June 30, at the Coffee Shop, Nunawading Civic Centre.

Take your mind off tax time - come and listen to Ted's account of this unique effort. Visitors welcome!

SPARES



Spare parts contact time: 1.00 to 4.00 pm Saturday.

Yes, I will be there each Saturday - no need to ring (pretty hard on a silent line anyway). If this is inconvenient (perhaps you work Saturdays) make a prior arrangement with me at a club meeting. Or if you are desperate, contact

our beloved President, who will then contact me, and I will ring you.

Please do not arrive at other times, as I would not want to offend anyone by showing them the "Shop Closed" sign.

Anyone wanting second-hand parts, and we have quite a pile of odds and ends (sorry, no guards, bumpers, grilles or hubcaps) please note prices are negotiable. Contact either Alan Thomas or myself.

Remember any order made on our official form (you have one in this magazine) has precedence over counter sales. If there is something you require, plan ahead - order now even if it is not listed. This has two advantages. One, your order takes precedence over subsequent requests. Two, it gives us an idea of what you need, which makes ordering easier for us than taking calculated guesses.

We now have a comprehensive range of roller bearings and can supply you with almost every bearing found in the four cylinder cars.

SPARES PRICE LIST

| | | |
|--|--------|--|
| <u>Engine</u> | | |
| Mahle pistons | P.O.A. | |
| Water distribution tube | P.O.A. | |
| Spark plugs | 2.20 | |
| <u>Gearbox</u> | | |
| Mainshaft/pinion bearing 620080 | 18.50 | |
| Pinion shaft rear bearing 500367 | 26.80 | |
| Output oil seals | 4.55 | |
| <u>Clutch</u> | | |
| Flywheel bearing | 4.40 | |
| Auxiliary shaft front bearing (pulley) | 3.60 | |
| <u>Front Axle</u> | | |
| Outer wheel bearing 425654 | 16.08 | |
| Inner universal cross 441313 | 26.40 | |
| Changeover drive shafts: | | |
| Labour \$56, crosses \$33 per shaft plus reco. stub axles/splines/ball and spigot if necessary. Minimum charge per shaft \$89. | | |
| <u>Rear Axle</u> | | |
| Tapered roller bearing L15/11BL | 8.80 | |
| B15/11B/6 cyl. | 8.20 | |
| <u>Brakes</u> | | |
| Front wheel cyl. | P.O.A. | |
| Rear wheel cyl. | P.O.A. | |
| Master cyl. | P.O.A. | |
| Front brake hose 11BL/11B only | 16.29 | |
| Rear brake hose 11BL/11B only | 12.55 | |
| Brake shoe bush | 1.22 | |
| <u>Gaskets</u> | | |
| Head 4 cyl. | 27.65 | |
| Rocker cover 4 cyl. | 3.43 | |
| Manifold 4 cyl. | 6.00 | |

| | |
|-----------------------------|------|
| Exhaust flange 4 cyl. | 3.69 |
| Carburettor 32PBIC | 4.47 |
| Sump set 4 cyl. | 9.24 |
| Carburettor 35FPAI | 3.30 |
| Exhaust pipe/muffler 6 cyl. | 1.00 |
| Barrel base .05mm 4/6 cyl. | 2.90 |
| Timing case 4 cyl. | 2.10 |

| | |
|----------------------------|-------|
| <u>Rubber Ware</u> | |
| Steering Rack boots ea. | 4.56 |
| Pedal rubber (pr.) | 10.80 |
| Big boot top rubber (grey) | 10.27 |

| | |
|-----------------------------------|-------|
| <u>Electrical</u> | |
| 6 volt headlamp 3 pin globe | 1.50 |
| 6 volt brake lamp switch | 2.70 |
| 12 volt wiper motor mount (exch.) | 16.50 |

| | |
|----------------------------|-------|
| <u>Cooling System</u> | |
| Radiator hoses (pr.) | 20.34 |
| Water pump bearing (front) | 3.60 |

| | |
|---------------------------------------|------|
| <u>Body Fittings</u> | |
| Scuttle canvas (bonnet lacing) per m. | 5.28 |
| Bayley channel per m. | 3.00 |

| | |
|--------------------|--------|
| <u>Steering</u> | |
| Rack endcap L.H.S. | 15.85 |
| Tie rod end kit | P.O.A. |

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".

NEW MEMBERS

Lance COLLINS,
53 Juliette St.,
Annerley, Q., 4103
Phone: (07) 391 2184

Vicki MURPHY,
8 Waterloo Rd.,
Northcote 3070
Phone: 489 8602

Jon DUGGAN,
32 Cowper St.,
Sandringham 3191
Phone: 598 2969

Arie and Marlene VALK,
35 Panorama St.,
Clayton 3168.
Phone: 543 5168.

ADDRESS CHANGE:

Peter Fitzgerald
2/23 Milton St.
Elwood 3184.
Phone: 531 7544

Congratulations to two Committee members and their wives on the recent arrivals of two "Petites Citroens" - Jacquelyn Couche and Katherine McKibbin. Shows what efforts your Committee makes to increase CCOCA membership ...

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

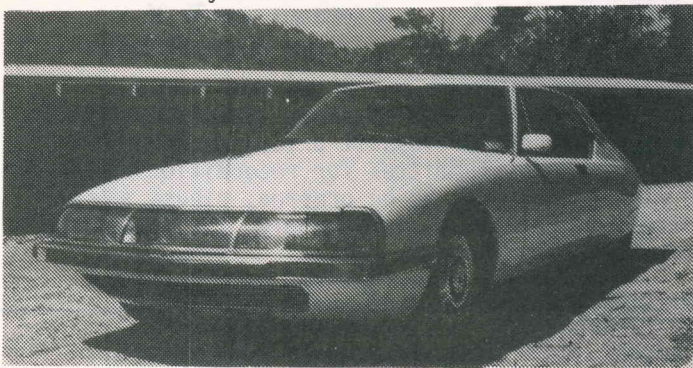
T-SHIRTS: \$6.00
Exacto quality
Colours, motifs and sizes as shown.

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



CLASSIFIEDS

FOR SALE: CITROEN SM 1972 with 2.7 litre motor and black leather interior. Converted to right-hand drive by Chapell Conversions. 93,000 km in good original condition.
\$12,000 will buy it, with generous trade-ins for Light 15's and 2CV's!
Contact Guy Siberry, 36 St. George's Terrace, Battery Point, Tasmania, 7000. Phone: (002) 48 5193 (a.h.)
P.S. Could you give me the addresses of any other SM's that you know of?

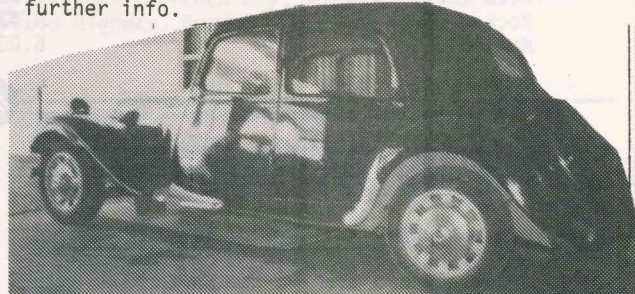


FOR SALE: 1948 Light 15. New paint and interior. Overall condition is very good. The car is registered and comes with a RWC and some spares incl. an engine and good grille. Asking price is \$3000. Contact Tony Ferrier, "Oases", Harcourt R.S.D., Castlemaine 3450. Phone: (054) 72 3493.

FOR SALE: D series towbar in good condition. \$20. Russell Wade, phone 570 3486.

WANTED: Parts for Harley Davidson motor cycles 74 and 80 models. - Front/rear guards, headlights/taillights, sidecar lamp no. 68448-35, front guard lamp no. 68472-35, oil tank no. 62504-38. These parts are required by Ruurd Bekema, our contact in the Dutch club who has been very helpful in providing us with Citroen parts. Any information will be greatly appreciated. Please contact Gerry Propsting, 18 Bellara Drive, Mooroolbark, 3138.

FOR SALE: In New Zealand (see photo) 1938 Light 15 in excellent condition complete with Pilote wheels Radwar spats and steering wheel and many spares, incl. reco. gear box, drive shafts, wheel bearings rear axle, new clutch plate, etc. The car is expensive, but it is also very rare in Australia and very desirable.
Asking price is about \$7000 plus about \$A865 Freight from N.Z.
If you are interested, contact John Couche for further info.



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.

INDEX TO FRONT DRIVE, Volumes 1-5.

Previous indexes appear in Vol.2, no.6, p.14 (Vols.1-2) and Vol.5, no.2, p.8 (Vols.3-4). This index included all references appearing in the previous two, and also all references to articles appearing in Vol.5.

The references are laid out thus:

Volume no./Issue no./Page no. (or IFC, Inside Front Cover; IBC, Inside Back Cover)

There are six classifications:

- General
- Technical
- Specific Models
- Member's Cars
- Events
- Advertisements

Back numbers of *Front Drive* are available from the Secretary at \$1.00 each. Where an issue is out of print, a good photocopy will be supplied.

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