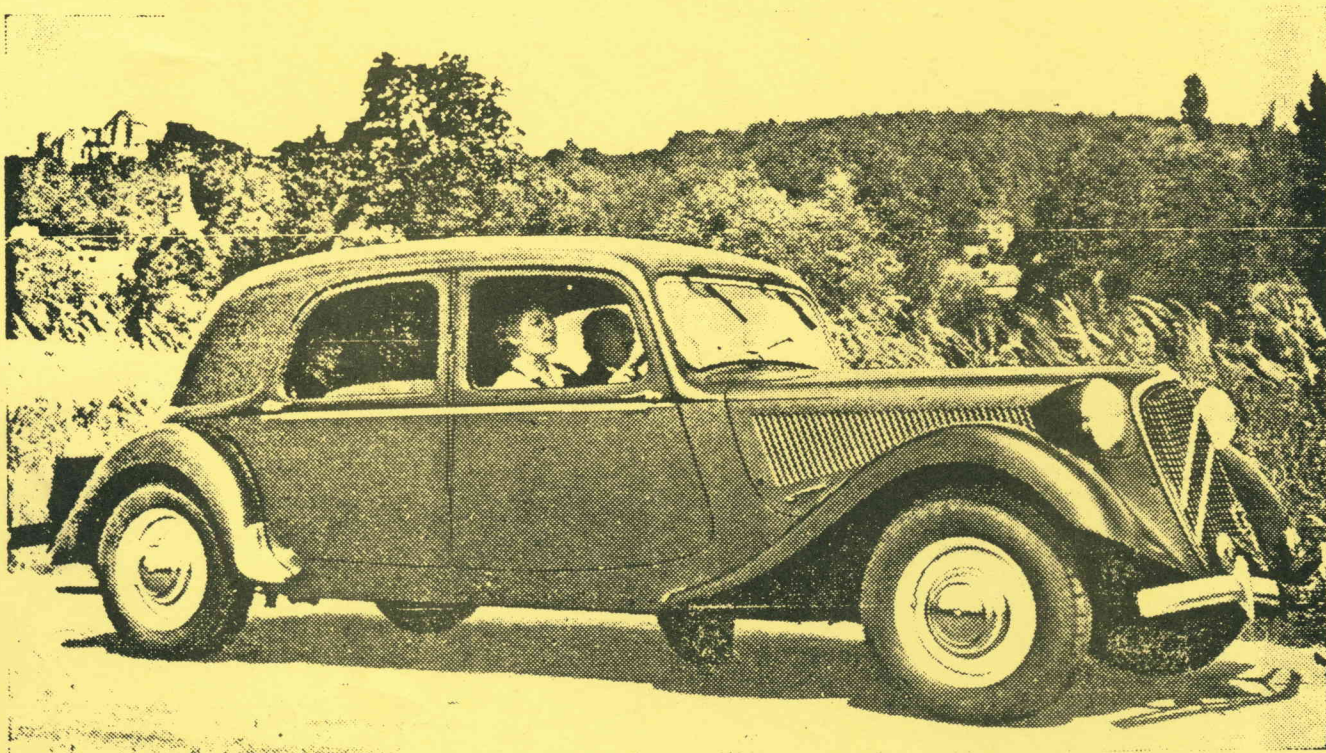


FRONT DRIVE Volume 6 Number 3 September/October 1982
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CITROEN

FRONT WHEEL DRIVE



What the Experts say about the Citroen Six:

"Probably the most outstanding feature of this car is the manner in which it negotiates corners. Short of outright sports cars, the Citroen surpasses anything we have encountered to date for cornering under perfect control. On wet, smooth-surfaced roads, right-angle corners were no

trouble. The front wheel drive proved itself to our entire satisfaction—just open the throttle a little more and the car goes round on 'rails,' with no sensation of rear sliding or body roll."—Melbourne "Age," 9/2/50.

Citroen has Exclusive Front-wheel *Drive, Independent Front Suspension, Torsion Bar Springing, "Monoshell" chassis and body, Detachable Cylinder Barrels.

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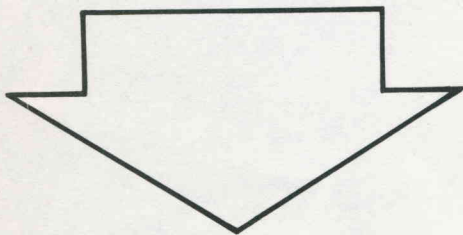


The magazine of the
Citroen Classic Owners
Club of Australia

It's encouraging to see that more members have been participating in Club events and meetings lately - makes the people who have organised them feel that they have not been wasting their time. It also shows that CCOCA, by being alive and active, is fulfilling its function by helping people with a common interest to get together, enjoy themselves and help each other. That's what it's all about!

As your Editor is currently recovering from a long bout of engine rebuilding, he is particularly aware of the club's helping function. You can assist this function greatly by contributing your technical experiences (pleasant and unpleasant) and information on current sources of consumables (tyres etc.) and expertise that is commercially available at reasonable prices. This sort of information is constantly changing - if you can let us know, we can help your fellow members by publishing it.

Peter Fitzgerald
Bill Graham
Peter Simmenauer

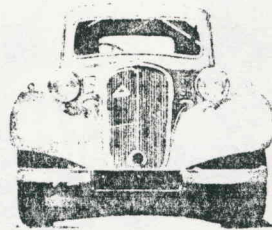


BACK ISSUES OF FRONT DRIVE

If you have requested back issues of Front Drive and we have not responded, please ask again; some requests were mislaid. Send requests to Club Shop, see inside back cover for contact names.

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



FRONT DRIVE DEADLINES!

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.

RAID ROUGE CENTRALIEN.

- THE SAGA OF CITROENELLA.

Citroenella was the affectionate name given to a silver-grey Citroen 2CV owned by Miss Norine Kirby in Melbourne in the late 1950's.

Miss Kirby trained as a nurse at Warrnambool Hospital and obviously had the makings of an adventuress. She had purchased a motor scooter so that she could visit her friends in the Western District and travel further afield. However, she had difficulty in mastering (mistressing?) the motor scooter, and her family, fearful for her safety, persuaded her to trade-in the scooter while both she and the scooter were still essentially unscathed. As a result she became the owner of GMF 641, and as someone else so aptly put it, "*Ici commence l'aventure*".

The 2CV provided "Kirb" with the mobility she sought and to a large degree, the protection she needed on the road. She was still prone to minor collisions as indicated by the crease in the *calandre* and the crinkles in the *capot* revealed in our photograph. As a result Kirb remarked that the body of the car was "like paper slightly thickened".

Kirb's major adventure in the 2CV was her return dash to Central Australia, and hence the title of the story. During a break between nursing positions,

Kirb enlisted the aid of a co-driver, Ian Wilson, and set sail for Alice Springs. Even today, drivers of modern cars have been known to write them off on these unsealed roads in the north of South Australia and across the border in the Northern Territory. That Kirb and Ian pushed the 2CV over 4000 miles in such country in the short time of 14 days must surely warrant calling the adventure a *raid*. The red dust and mud of the "Centre" would ensure that everything was *rouge*. The 2CV came through, not unscathed, but certainly with colours still flying.

Kirb recorded the adventure in a previously unpublished poem, the first half of which is reproduced below. Most readers will recognize the harsh and lonely characteristics of the country - the ill-defined roads, the tiny settlements and the cattle stations, the stock grids, the usually dry Finke River, and the weapons testing area of Woomera. The murders at Sundown Station occurred in December, 1957, and were still topical when Kirb and Ian's raid took place.

The reference to the pear tin in the poem is obscure. It is assumed that the tin was branded "KY" (for Kyabram Preserving Company) and that Kirb took this as also standing for "Kirby".



THE WESTWARD ROAD by Norine Kirby

1. The westward road from Melbourne Town
All sunshiny it lay
Through Ballarat to Murray Bridge
And there we end our day.
2. And then next day to Pirie's Port
And Port Augusta, too,
And then our road lies northwards
Where skies are always blue.
3. The rugged road to Woomera -
We travelled on its back
And pitched our camp among the trees
Beside the railway track.
4. We watched the trains run through the night
To "Alice", as we thought -
But perhaps some brainy boffins
To Woomera they brought!
5. We did not go to Woomera -
That turn-off is tabu,
We must, as free Australians,
Do as we're told to do.
6. So northwards on towards "Alice"
We turned a willing face
We passed the grids, we closed the gates
At staid and sober pace.
7. Oh! dreary town of Kingoonya,
And dreary road to boot -
Those corrugations woke us up
And shook us to the root!
8. On the road to Coober Pedy
We were sleeping in our bags
When the rain came down and washed us out
And we had to roll our swags.
9. On the road to Coober Pedy
We were nearly in the drink
But Ian's snappy braking
Just saved us on the brink.
10. On the gibber road near "Wellbourne Hill"
One tyre gave up the ghost;
The "spare" was flat, the pump packed up,
Oh! That day was our whost.
11. Oh! Happy road to Kulgera,
The border we have passed,
And now we're in that land of dreams,
"The Territory" - at last.
12. On the road through "Sundown",
But no murderer saw we;
Just an old man kangaroo
Went hopping round a tree.
13. We'd read about the "Mighty Finke"
And thought we'd have to swim it:
Of water there was not a drink -
I finke it was the limit!
14. The rose red road to "Alice"
Is graded - so they say!
But we found those words a falac -y;
See the switch back all the way.
15. Heigh ho! For bonny banks and burrs,
"Alice" is justly famous;
It doesn't help to fume and curse -
Perhaps they're here to tame us!
16. On the road to Standley's Chasm
We went for miles and miles
It wasn't the right road at all -
The sand was there in piles.
17. We saw the real desert
Of sand and dust and heat,
We'd beer - but no opener!
Our misery was complete.
18. On the road to Standley's Chasm
We had no lunch that day
But meandered through the desert heat
And tried to find our way.
19. On the real road to Standley's
We wished we'd never come:
The worst road in Australia!!
And then - some!!!
20. On the rocky road to Darwin
Were three dead kangaroos,
They didn't watch the traffic,
And met their Waterloos!
21. Along the road from "Alice"
All stuck into the sand,
Two mighty cars and a caravan
Blocked the way on either hand.
22. We were outward bound from "Alice"
Set to camp on the "Mighty Finke"
Then westward, aye, and Ayer's Rock -
Then homeward, we did think.
23. Alas! We sat and waited,
And gazed upon that sand
Where two mighty cars and a caravan
Blocked the way on either hand.
24. Three cheers for Citroenella -
She showed them all the way;
Those two mighty cars with great big wheels
Who blocked our road that day.
25. Her little wheels sank into that drift
From which mighty cars were towed;
Her little wheels sank - then like a bird,
She was off on the Open Road!
26. On the westward road to Ayers Rock
She had a sad mishap;
On that sandy road, with none to tell,
She lost her petrol cap.
27. She tried in vain to let us know,
She flashed her little light,
But, blind, we on our way did go -
Nor guessed her bitter plight.
28. So, capless, Citroenella
To mighty Ayer's Rock came,
Her innards full of dust and sand;
But our little car was game!
29. On the eastward road from Ayer's Rock
See how she proudly wears
A little pear tin for a cap -
And her last name it bears.
30. Whene'er you go to Ayer's Rock,
Take flynet, spray and swat,
The little flies - they like to play
In eyes, without a dot.
31. Ayer's Rock is so very big,
We looked at it with awe -
Ian said he'd like to climb it,
But I said, "Naw, boy, Naw!"
32. We built a fire beneath the trees
And there a camp did make;
With thanks unto our kindly host
We dined on super steak.
33. How many miles to Kulgera?
One hundred and ninety-four;
We'll do it easily in half a day;
Half-day ... or a bit more!
34. We'd do it in half a day - we thought
When we started on Monday morn,
Alas! The night had fallen
When we limped in, tired and worn.
35. On that dreadful road to Kulgera
The sand in bunkers lay,
The stony creeks were sharp and steep
And then, we lost our way!
36. Yes! We lost our way that day
In country wild and drear,
Our path was but a dotted line
With not a sign-post there.

37. So night had fallen when we saw
That welcome light ahead;
That welcome light, and shelter too,
For camp fire and for bed.
38. The road to Oodnadatta -
How temptingly it lay,
We drove along the first few yards,
And then we turned away.
39. Our homeward path lies to the East,
Back to the toil and fray;
Whilst Oodnadatta and all romance
They all lie west-a-way!
40. Nine miles to Coober Pedy
And the inky clouds hung low,
The night came fast upon us,
And the stormy blast did blow!
41. "You cannot pitch your camp", they said,
"This storm will lay you low -
"There's shelter here for man and car,
"So hand us out your dough!"
42. So there in Coober Pedy
We lay as Christians do:
In beds with sheets and counterpanes,
And bottled water, too!
43. The long road to Kingoonya,
We pass it once again;
The dreary road to Kingoonya -
This time in wind and rain!
44. And so we got a puncture
In all that wind and rain,
A nasty looking puncture, and -
The pump packed up again!
45. On that wind-swept stretch to Kingoonya,
We found our friends in need;
Three gallant scouts from Morwell,
To do a scoutly deed!
46. The Wirraminna gangers' hut,
How snug it was, and warm,
We entered it with grateful hearts
And sheltered from the storm.
47. We built our camp fire in the stove
We cooked our humble fare;
We slept secure - and then, alas!
We had to leave it there.
48. The horror stretch to Woomera,
Through endless bog we dragged
Our Citroen took on so much mud
She had to be de-bagged.
49. So now with mud well plastered
We head for Adelaide,
We think our troubles over -
The worst mistake we made!
50. Oh! Perfect road to Adelaide -
With what joy we took our way,
But there across our path ahead,
The "Little Para" lay!
51. Poor little Citroenella,
She thought she'd seen it all,
But now she had to swim it!
But couldn't help but stall!
52. Her clutch was hurt and broken
Her gears were getting sore,
She'd met each blow with courage,
But she could take no more.
53. So past midnight in Adelaide,
The pubs were closed and dark;
The rain - it rained; the wild wind blew -
It was no place to park.
54. So out into the Mountains
In all the wind and rain -
We slept in Citroenella's arms
Till morning came again.
55. So to the welders we must go
To get out clutch repaired;
And Ian's had a shave - hooray!
He's lost that nasty beard.
56. Yes! Ian's had a shave at last,
And a meal beneath his belt,
And now we're ready for the road,
Our clutch all newly welt!
57. Singing along in overdrive,
My little car and I
From Murray Bridge to Bordertown,
Through Tailem Bend we fly!!
58. Then on to Horsham for the night
Ballarat in wind and rain,
Then red with mud through Melbourne Town,
We journey once again.
59. Four thousand miles in fourteen days,
Through horror roads galore,
Four thousand miles my Citroen did,
And could have done some more.
60. Three cheers for Citroenella
And a tiger in his den -
She only has four horses,
But she makes them pull like ten.
61. She won't drink any water,
So the desert suits her well,
She doesn't ask for anything,
But a little drink of "Shell".
62. Three cheers, too, for good old "Shell" -
They never missed a trick,
Their maps they kept us on our road -
Their petrol made us tick.
63. And if you meet her on her way
She'll proudly show her route,
For she has maps for all to see,
She wears them on her boot.

Acknowledgements: Mrs. Mansell Ellery graciously gave approval to reproduce her late sister's poem and provided other information. Mrs. Marion Russell brought the saga to the writer's notice. Mr. Eric Cashin provided the photograph of Citroenella.

Bill Graham.

LIBRARY

Latest addition to the Library is 2CV 1949-1981 in the Brooklands series. It includes road test reports of the Dyane and Ami as well as 2CV, and is of a standard as high or higher than the collection Citroen Traction Avant 1934-1957 also published by Brooklands. (This book may be available from Club Shop socn - at a discount)

Beware - this collection of two-pot journalism tends to affect even the most hardened Tractionist. The immediate urge is to rush out and buy one - fortunately rather difficult.

A note on photocopying. It is not possible to photocopy single pages of Front Drive (or other publications readily available) to order. There is more than enough work to keep up with the demand from members for workshop manuals (\$13 for unbound double-sided photocopies on bond paper). CCOCA makes sure that back numbers of Front Drive are always available from Club Shop at \$1 per issue (close to cost). So please don't ask for single F.D. pages - it hurts to refuse!

ALL GLASS AND GAITERS.

Sorry folks, but the opportunity to perpetrate a TV-type pun in the guise of a technical note proved irresistible. But now to business and some technical information.

The glass used in car windows is covered by Australian Standard 2080 and is commonly called automotive safety glass. Certain performance criteria must be met in order to comply with the standard for use in cars. These criteria include light transmission (presently 85% or better), lack of distortion, durability and behaviour on impact. The need to use these materials is covered in the Australian Design Rule (ADR8). A separate standard describes safety glass for buildings (AS2208).

Tempered glass is produced by heating the glass to 600°C in a vertical furnace, forming to shape, and rapidly cooling. The rapid cooling tempers the glass so that it is toughened and on shattering, will form relatively harmless (but messy) fragments. AS2080 also specifies that the screen be "zone-toughened" so that reasonable visibility is retained in the driver's immediate field of vision (achieved through slower cooling in this area). Tempered glass must be cut to size before tempering is applied.

Laminated glass is formed by fusing two parallel glass sheets (ca. 2.5 mm each) together with an inter-layer of poly vinyl butyral at 150°C. Any forming of the glass (curves, etc.) is done before the laminating step. However, shaping of the laminated glass can be done after lamination. Laminated glass does not fragment on impact, and may be still usable after several severe impacts.

Thus the flat windscreens or other glasses of the older Citroens can be produced by:

- (a) cutting from a flat sheet of AS2080 standard laminated glass with suitable treatment of the edges to suit fixed or moving windows
- (b) cutting from suitable unlaminated sheet, edge finishing, and then tempering.

The choice of which form of safety glass to use is a personal one. Laminated glass is generally far more durable. However, it has been suggested that there is more danger from laminated glass in a severe impact where seat belts are not being worn, e.g. in a vehicle produced before 1951.

Prices: Two Australian manufacturers can supply windows of safety glass (ACI - Pilkington and O'Briens). Checking with Windscreens O'Brien in Melbourne gives an indicative price of \$84 per square metre for laminated windows and about \$60 per square metre for tempered glass (in both cases shaped and edge finished). Thus a Traction windscreen would cost about \$35-40 (laminated) or \$25-30 (tempered).

See F.D. 5(2) 4-6 (1981) for windscreen fitting instructions.

(Bellows, protective boots - call them what you will)

Flexible gaiters, usually of concertina form, are commonly used where destructive dirt, moisture, vapours etc. must be kept away from reciprocating, flexing or lever-action mechanisms.

The gaiter often also serves to keep lubricant in. Automotive applications of flexible gaiters occur in brake systems, steering systems, gear shift mechanisms, suspensions, and drive shaft joints, though not every car will employ them in all these situations.

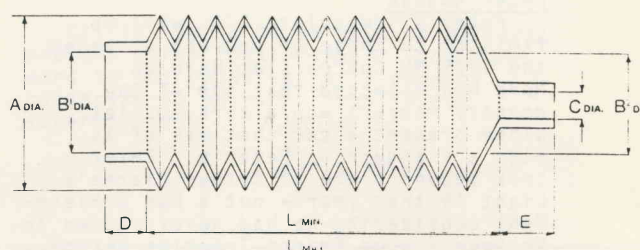
Traditionally, gaiters have been made of leather and fabric, and more recently of rubber or dip-moulded PVC. These traditional gaiters may show deficiencies in terms of availability, cost or performance. Even though many gaiters for Citroens are readily available, it seems worthwhile being aware of, and if possible checking

out, alternatives for the inevitable rainy days in the life of any car, be it Citroen or otherwise.

The English firm of Hallite is now producing gaiters (they call them bellows) in modern elastomer materials, using a simple blow moulding technique. The latter technique produces thinner, lighter, very flexible bellows and results in a very adaptable production system able to make up a wide range of sizes and shapes developed from combinations of standard sized elements.

STANDARD DIMENSIONS

Part No.	O/D	I/D	Pitch	Standard Collars I/D
BM4	5.500	4.250	625	3 1/2", 5 1/4"
BM6	4.000	3.250	750	3", 2"
BM8	3.000	2.375	625	2", 2 1/4"
BM12	2.375	1.750	500	1 1/2", 2"
BM33	1.500	1.000	500	1 1/4", 1"
BM47	1.000	625	375	1", 3/4"



The commonly used elastomer is polyurethane which can be prepared in black (most common), colours or translucent. It is claimed that these bellows show high tear resistance, excellent abrasion resistance, good compatibility with most oils, greases and many chemicals, and retention of properties in the temperature range - 40°C to +100°C. For applications up to +130°C, polyether-ester (e.g. Hytrel by Du Pont) can be used. Hytrel, though better, is more expensive.

The standard dimensions for Hallite bellows as known in Australia at the time of writing, are as shown in the adjoining table and diagram. However, the English parent company is adding to this range continually to meet customer requests, and it is probable that sizes not covered in the table can be obtained as standard. It is necessary to specify the outside diameter (A), the inside diameter (B), the collar diameters (B¹, C), collar lengths (D, E), and the expanded and contracted lengths (L_{max}, L_{min}). Square and rectangular section bellows may also be obtained.

The club has been offered some Hallite bellows to our size specifications for evaluation purposes, and we hope to bring you more information later on the outcome. Locations where it is hoped to try the Hallite bellows include the air cleaner-to-carburettor bellows on later tractions, and those for various steering racks. The price of Hallite bellows will clearly depend on dimensions and order size. However, it seems that a figure of \$7-10 each might be a conceptual starting point for reasonable run sizes. Custom sizes can be produced but would be more expensive.

Information on the bellows was obtained from:

Hallite (Australia) Pty. Ltd.,
159 Eley Road,
Blackburn South, Vic., 3130.
(03) 233 1377.

Also at
14 Byrne Street,
Auburn, NSW, 2144.
(02) 648 1188.

That's it for now folks. Back to the TV.

Bill Graham.

Members Cars

1953 Big 15, owned by Don Balmer;
1951 11BL, VY 608, owned by Peter Hugnan;
1953 Light 15, GEH 187, owned by Cliff McCann.

A quick glance at the Victorian country membership list will tell you that our "country members" are spread as far afield as Sealake to Sale. It is rare to find three in the one town - so we felt that we would kill three birds with one stroke of the pen and feature the "Ballarat Boys" all in the one article.

Peter Hugnan has been a member of the club for some years now, but cliff and Don were both recruited during the Austraction '82 weekend held in Ballarat. That was only one of the successes that can be attributed to having the cars in the public eye.

Peter Hugnan

Peter's immaculate 11BL will be familiar to those of you who attended the 1979 MG Concours at Berwick. None had expected that one of the country members would turn up. let alone present a car that was of as high a standard as Peter's. Peter took second place to Arthur Clarke's Light 15 that year - not a bad achievement considering he had never ridden in, or seen a good French Traction before commencing restoration. His restoration took him six months to complete, working on the car two days a week.

Peter has a long history in the car world, having owned 42 cars and three motorbikes over the years. Notable amongst these were a 1927 Bean (restored from a pile of pieces that were spread all over the countryside), a 1933 Crossley and the current project, a 1927 Fiat 509A. He expects to have the Citroen sharing the garage with a completed Fiat by Christmas.

His wife Janice has said that the Cit. was the only car she appreciated him dragging home - and so far it is the only car that has not been sold after restoration. Peter has won by popular vote several other trophies with the car since it has been finished, but has never deliberately set out to enter and seriously contest a concours. One can speculate on what would happen if he were to put his mind to it.

The car is not original in the interior, as it has been finished in grey vinyl. Peter is seriously considering

redoing the interior in the now available grey striped cloth that would make the car very close to the original. He has also to finish making a reproduction exhaust system for the car, as nothing remotely like the original was available to him when that part of the car was being assembled. When he has finished the complete system, he will replace the existing non-original one. It's a nice change to see a well restored 11BL on the road, as the preference seems to be for the English built cars to get the "treatment".

Don Balmer

Don Balmer's desire to own a traction stemmed from an encounter some fifteen years ago with a beautiful silver Citroen in the city one night. He was passing a large car park just at the time that the silver traction emerged under the lights. The impact of the car shining under the lights was enough for instant desire to be awakened. Until three years ago, the opportunity had not arisen for him to fulfil the dream. The a '53 Big 15 was advertised for sale in Skipton for \$450. Don couldn't resist, even though it wasn't silver. He offered the owners \$250 for the car and finally paid \$300 for it. This turned out later to be the amount the gentleman owed for a fine imposed for a drugs bust. Since the purchase, Don has been able to do little on the car - two Triumphs are in his garage waiting to be completed. When they are taken back to Skipton, the traction will be brought into Ballarat and work will start on a restoration that could take some time, as the car has been partly dismantled and has been sitting for a while.

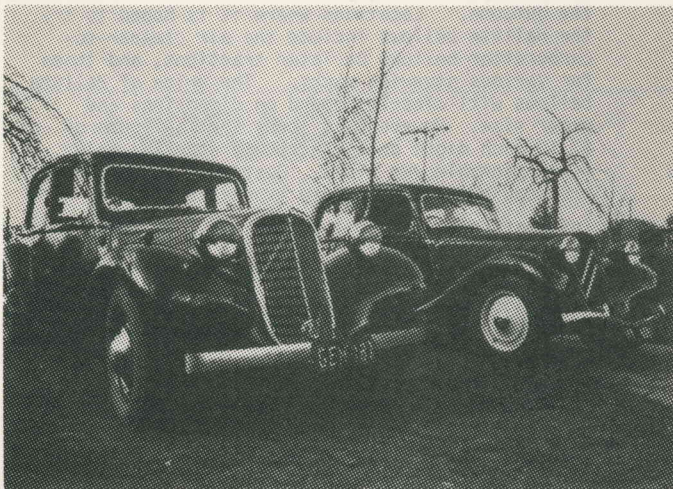
Don would like to get his hands on a Family 9, as he has a passenger complement of one wife and seven kids of varying ages and sizes. Anyone who is keen to get rid of one should contact him - a big boot Big 15 is not quite large enough!

Don has known of other cars in the Skipton area - these have been sold to someone some years ago. It appears that they are in Melbourne and one of them should see the light of day very soon.

Cliff McCann

Cliff McCann, the only long-time resident of Ballarat among the three, has been involved with Citroens since he was a teenager. He drove around for some time unlicensed in his "Gestapo Grey" sunroofed Cit. obtained at the age of 17 for some £50. OG 650 was driven to its death around Ballarat with local lads dripping off it most Saturday nights. He drove it round town so much just for the sheer pleasure of driving it, that the police, if they saw him, would make him take it home and put it away for the night. Its final excursion saw it grind to a very final halt down Woodman's Hill one Saturday night with the usual crowd of mates on board. Cliff decided that he'd better find out how they worked, so he pulled old OG to bits and learned most of what there was to know about its internals.

The next purchase was LS 294 - this one needed some work on the clutch, but it survived the rigours of living with Cliff until he decided to get married. LS gave way to a respectable family Datsun.





Cliff soon found that he could not live without a Cit. in the driveway; especially when he found himself dreaming about them at night. He decided that he was not going to go mad - he would have to buy another. He found and bought GEH, which he has now owned and used regularly for ten years. It was bought from a local chap who had suffered a heart attack and had the car on blocks as he was unable to drive. The gentleman recovered from his heart

attack sufficiently to pay nostalgic calls on the car from time to time.

It seems that Cliff's hair-raising driving as a lad may be catching up with him, as GEH tried to take revenge on him just recently. Cliff had the car on a jack and was underneath using a tension wrench to tighten some bolts. When the jack gave way, Cliff collected the tension wrench very firmly in the mouth and sustained some quite substantial cuts inside his mouth. Quite a large number of stitches were required to repair the damage.

Not only does Cliff have the cars around in the flesh, but he has also committed his latest Cit. to Celluloid - a grand epic in the finest goodies and baddies tradition entitled "The Great Race". This film was screened for members at a recent open night to an enthusiastic crowd who booed hissed and cheered with great enjoyment.

Cit-in '84 is to be held in Ballarat and the three local members look forward to the crowd who will come to celebrate 50 years of front drive superiority.

John & Robyn Couche

GIVING IT TO YOUR 2CV.

Phil Ward and I were discussing at the Hamilton Golf Club during the Queens Birthday weekend how often we did it to our 2CV's and how satisfying we found the whole experience. We noticed another 2CV owner at the table wearing a rather confused expression; I will not state that this person was in fact Leigh Miles (Dyane owner actually).

It appeared that owner X had not heard of this, as we thought, widely known practice, so, to enlighten other 2CV owners who may not be in the know, I am putting pen to paper.

The first thing I do is place myself on my back in a comfortable position underneath my 2CV. I then slide off rubber boots. The lubrication is then taken out of its paper bag. I find, as do all people in the know, that castor oil is the only lubricant to use. Phil feels that an extension tube is necessary, but I find that I do not have to use one to get the same satisfying result.

A practice that I find is useful in judging how much to put in is to actually make an up and down motion with the 2CV until the groaning gives way to a pleasant sliding sensation. This helps in achieving penetration of the whole system. You may find that you have to use a whole bottle of castor oil to complete the job, but don't worry too much, it can only do it good by giving it a nice smooth feel.

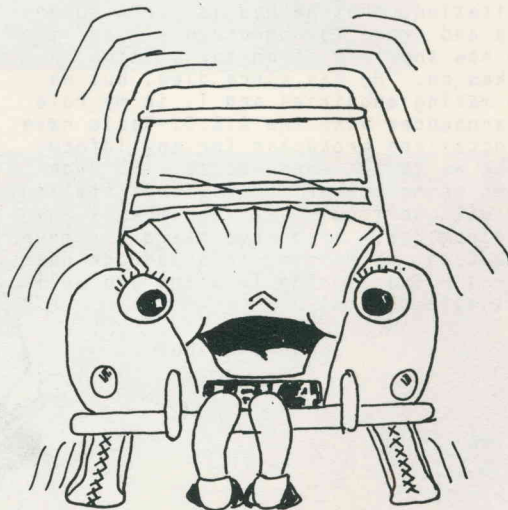
A way to pick when to actually do it is to listen to the almost complaining groan coming from your 2CV. In fact, I find that I have needed to give my 2CV the "treatment" more than a couple of times since I have owned it.

A thank-you must be given to David Gries for filling me in on this practice beside the lemon tree in his back yard one sunny day.

So this is basically how you lubricate the suspension cylinders on your 2CV/Dyane/Ami, etc. And remember, CASTOR OIL IS THE ONLY LUBRICANT TO USE.

Peter Fitzgerald.

(Question: Does Peter's 2CV find the whole experience as satisfying as Peter evidently does? - Ed.)



Just after my arrival in Townsville from Hobart, being full of Citroen enthusiasm, having only a few months before having taken delivery of the ex-Robert Bakker L 15 (albeit the car having been stored for nearly two years - something going horribly wrong with the F.W.D. the day before it was due to drive to Townsville) I decided to make enquiries as to the whereabouts of any other Tractions in North Queensland. By various letters, etc., I learnt that one had been seen on Magnetic Island some years previously, and after two trips to the island (Magnetic being a half hour ferry trip from Townsville) I was first of all able to confirm its existence and then to find the owner.

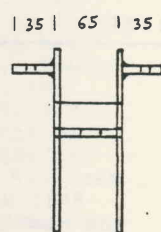
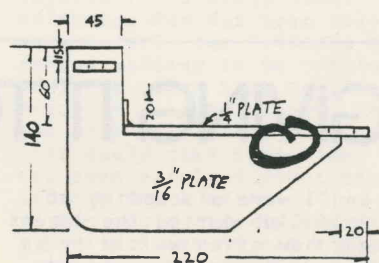
Mrs. Joan Bacon is the brave owner of a Big 15 big boot - Type 11C, Chassis No. 9-535011, brave because of the struggle she has endured just to keep the Citroen running in the mechanical vacuum of Magnetic Island and indeed general Citroen ignorance in North Queensland. She has stories to tell of the local service station owner "reconditioning the front wheel drive" and charging for new universals all round - something that beat me and all the skilled Tasmanian workforce at the E.Z. Co's major mechanical workshop. Also, "The "Respray" with brushed on house-paint, and the "re-chroming" of the bumper bars with a can of silver frost! Despite these sorts of privations the car does go, albeit with a maximum speed of about 20 mph due to a dire need of new rings. Joan sensibly stocked up on spares quite a few years ago and still has enough to see her through for a few years yet. The car is "rough" but more importantly is still daily transport. It was bought by Joan's father from Commonwealth Motors in December 1955, and must be one of the few one owner Citroens left in Australia and perhaps too, the Tract-ion farthest north.

Chris Wisbey.

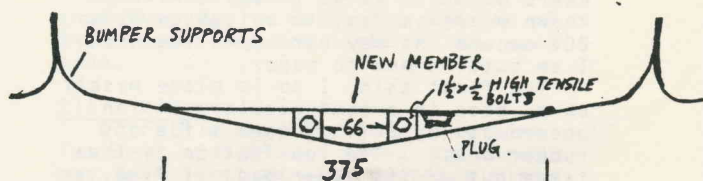
I am enclosing drawings of my towbar design. I have used this design successfully for many years without problems or modification. Its beauty is that with it off, you cannot see the car has one. The extra strut welded in the rear bumper stays reinforces the supports as well.

I take no responsibility for others' welding but I have jumped 120 lbs. on it without deflecting the tongue. I have the plug on an angle so that it is not readily visible. I did the plans and a student in my class did the isometric drawing. Neat and effective. The bumper supports are more than ample to support the towbar.

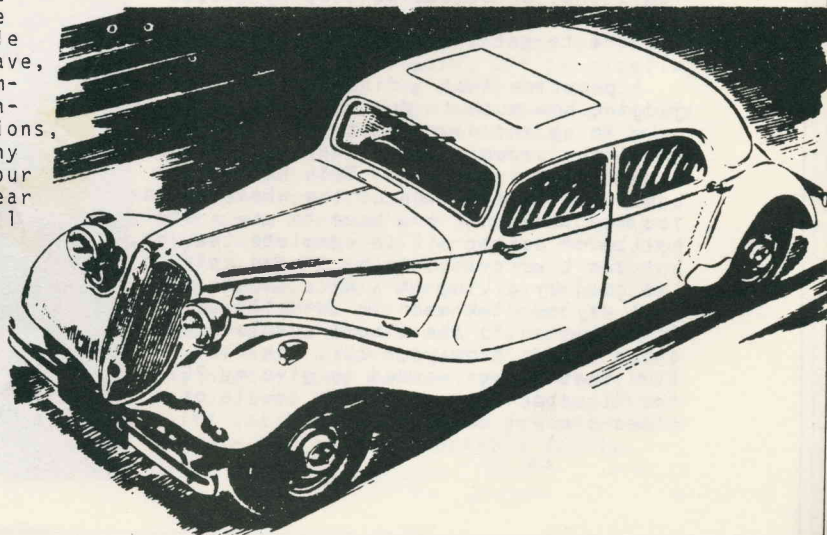
Jeff Harris



APPROX $\frac{1}{4}$ FULL SIZE



NOT TO SCALE



La Petit Citroën

Eligor models are described as "l'automobile miniature du connoisseur" by the company themselves, and it is an apt description. The Eligor catalogue is a smorgasbord feast of Citroën, Renault, Peugeot, Delage and Bugatti, to name a few of the cars featured.

These are truly collector's models. Each one is presented in a dust-proof clear plastic display box, with optional transfers for the collector to affix if he wishes.

Each basic die casting is presented in a range of different liveries - in accordance with the manufacturer's specifications and with commercial enterprises of the respective period.

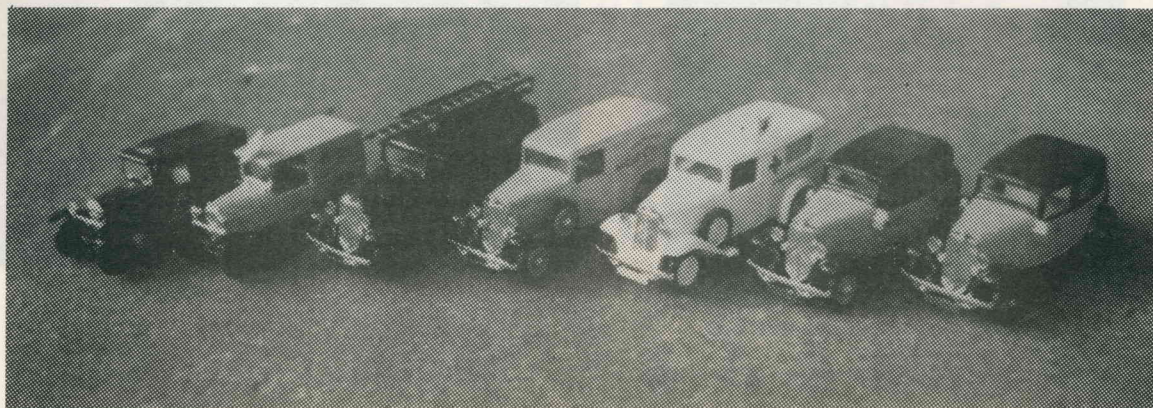
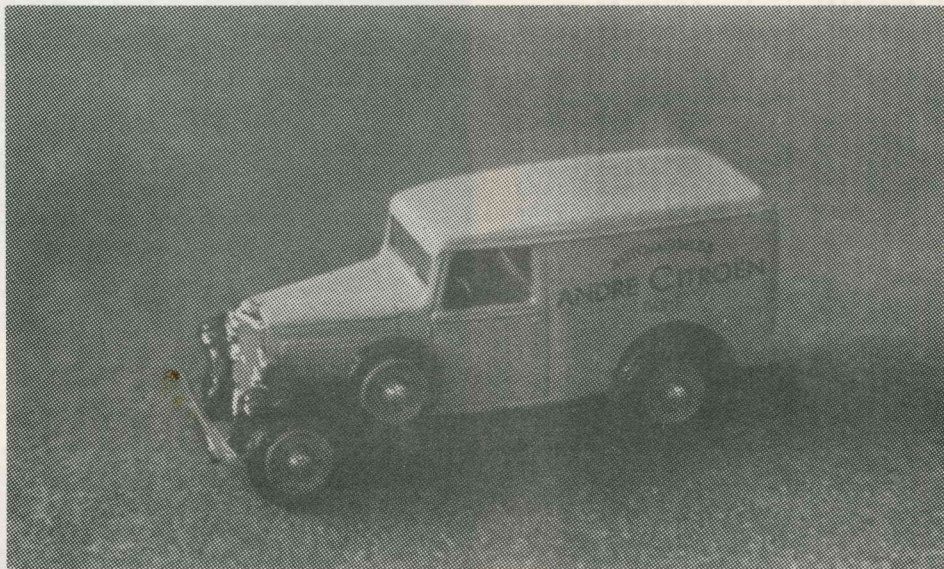
For the collector of Traction models, there are several designs: 1001 - Traction Avant Cabriolet 1938, Decouvert and 1002, Capote; 1031, 1031A, 1031B, Traction Avant Berline 11BL 1938, Militaire Gris 1942, Militaire Khaki 1944.

For the Vintage lover there is the timeless 5CV in several models: 1037 Torpedo 5CV Capote 1925, 1017 Torpedo Decouvert 1925, 1010 Camionette 1926 in "Nicholas" livery, 1013 "Petit Beurre Lu-lu" livery, 1018 "Bebe Cadum" and 1011 "Goodrich" livery. A special limited-run paint job is presently being prepared by the company for sale in England and Europe. This is a model that will only appear in a few Austral-

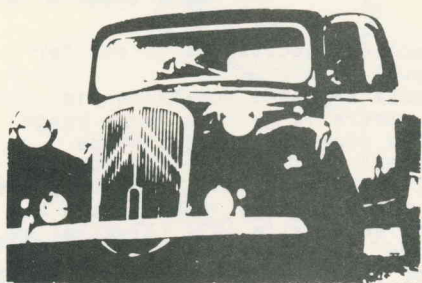
ian collections because it is not for general public sale.

For those who want something "in between", there is quite a large range of vehicles from the "post-vintage thoroughbred" era: 1005 Berline Rosalie 1933, 1021 Ambulance 1934, 1020 Pompiers Premiers Secours 1934, 1035 A, B, & C - Taxi Parisien Rosalie 1934 (Blue/Yellow, Camel/Brown, Red/Black), 1007 "Dubonnet", 1008 "Esso", 1009 "Vache qui Rit", 10012 "Cinzano", 1019 "Saint Raphael", 1022 "Waterman", 10233 "Lustucru", 1024 "Rivoire & Carret", 1029 "Byrrh" and 1034 "Benedictine". These are all commercial liveried Camionette - 500 Kg. 1934. Again, this has been used in a special run of 500 models, appearing in camel and brown with the designation "Automobiles Andre Citroën Paris" painted on the side. Approximately four of these have made their way into the country as private imports, one of which is pictured.

All the models are of high quality and finish. The only catch with them is, if you wish to have all the collection, including the regular new additions to the range, you're up for a fair bit of the old folding stuff. Average price for these models is about \$15-16. At one stage the 5CV range was available for approximately \$2 less than the larger models. You may be lucky and find a seller who still has them at this price.



CLUB EVENTS



PAST EVENTS

Wine and Cheese night held at Peter Fitzgerald's.

Those that attended were treated to a pleasant evening of sipping and savouring the smorgasbord of goodies, in what proved to be an ideal atmosphere for that casual chat about the things we have in common.

I must apologise at this juncture for not making it known that new members are normally invited to the wine and cheese night free of charge.

There doesn't appear to be any worthwhile scandal that came from the evening, but the Club Shop unveiled its limited edition of wine glasses, which should be a very worthwhile acquisition (see Club Shop for details).

The evening was well and truly brought to a close by yours truly attempting to auction the mouse bait, the most successful sale being to Peter Simmenauer who came in late, waved to all present and ended up the owner of a piece of cheese that I couldn't even pronounce, let alone spell. (and I couldn't eat - Ed.)

Many thanks to Peter, our genial host, who was looking a little tired by the end of the evening (morning?) and to Mihaela Pullen, whose cooking should not be missed.



Sue McKibbin, Katherine and Ami at Yarra Junction

Day Run to Yarra Junction Museum.

Guests the "Citroën Car Club of Victoria". Twenty-four vehicles turned out on a beautiful sunny day, on what was to prove a pleasant Sunday drive through Ringwood, Montrose, Mount Evelyn and back onto the Warbuton Highway at Wandin North.

Mr. Norman Golding of the Upper Yarra Historical Society had the barbeques ready for us on arrival, and all present settled down to lunch and informal chat. After everyone finished browsing around the Museum, Mr. Golding showed a movie on the timber industry in the area, dating back to the late 'twenties and also told of his personal experiences during the time of the 1939 fires.

It was very pleasing to note the looks from the other motorists during the run. I am sure all who participated in the run would have felt a pang at the sight of "Citroëns through the Years" passing by, a sight not seen in Melbourne for some time. Let's hope it's not the last.

Light fifteens, 11BL's, 2CV's, Ami, Dyane, ID's, D's, GS's, CX's and not one mechanical failure.

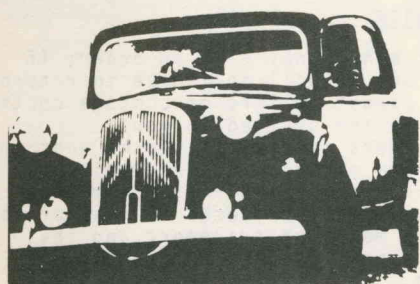
The special effort was drawn by Mr. Golding: First prize, David Gries, Second prize, Heather Greaves.



Yarra Junction - Home of the original Traction engine



Where's the other two cylinders?



COMING EVENTS

September 29, Wednesday

General meeting - Police Mobile Squad talk on speed detection methods and equipment. Amnesty while listening. Nunawading.

October 26, Wednesday

Open night - Night run, starting from Nunawading.

November 13-14, Saturday-Sunday

Bendigo Swap Meet - help man the CCOCA stand and check out the bits.

November 24, Wednesday

General meeting - Welding. Nunawading.

December 1, Wednesday

Christmas celebration.
1 Alexander St. Box Hill. Plate please.

December 12, unday

MG Concours, Waringal Park, Heidelberg.

CCOCA Meetings and Open nights are held at the Coffee Shop Meeting Room at the Nunawading Civic Centre on the last Wednesday of every month except December. General meetings include formal club business and commence at 8.00 pm; Open nights are informal "drop in" occasions when coffee and chat are usually the main attractions. Club Shop, Spares and Library are available at all meetings.

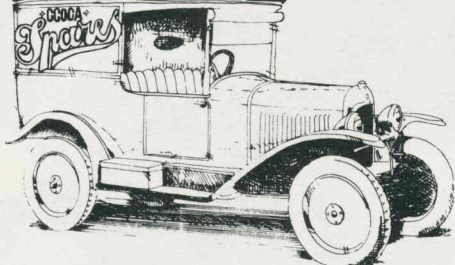
CITRACTION 84'

50th Anniversary of Front Wheel Drive

will be held in Ballarat, Victoria
Easter 1984

bookings open mid 83'

SPARES



SPARES PRICE LIST

Engine

Valves: exhaust, inlet, guides
set to suit 4 cyl. 114.40

Gearbox

Pinion shaft rear bearing 500367 26.80
Output oil seals 4.55

Clutch

Flywheel bearing 4.40
Aux. shaft front bearing (pulley) 3.60

Front axle

Outer wheel bearing 425654 16.08
Inner universal cross 441313 26.40

Changeover driveshafts:

Labour \$56, crosses \$33 per shaft
plus reco. stub axles/splines/ball
and spigot if necessary. Minimum
charge per shaft \$89.

Rear axle

Tapered roller bearing: L15/11BL 8.80
B15/11B/6 cyl. 8.20

Brakes

Front brake hose 11BL/11B only 16.29
Rear brake hose 11BL/11B only 12.55
Brake shoe bush 1.22
Front wheel cylinders 6 cyl.
per set of 4 units 148.56

Gaskets

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

Rubber ware

Big boot top rubber (grey) 10.27

Electrical

5 volt headlamp 3 pin globe 1.50
6 volt brake lamp switch 2.70
12 volt wiper motor mount (exch) 16.50

Cooling system

Radiator hose (pr.) 20.34
Water pump bearing (front) 3.60
Water pump overhaul kit 35.60

Steering

Rack endcap L.H.S. 15.85

Body fittings

Citroën name plates for 11BL 5.85
Seat cloth 11BL (original style
pre-1952) 1 only 100.80
Headlining cloth 11BL only (grey) 47.50

Please note:

* Do not send money with an order; if we sell out we will only have to return it. You cannot be sure of postage costs which also are charged to you.

* Only orders on official forms sent to you in each magazine are recognised. Emergency phone calls via a Committee member will be considered if the car is your only means of transport and the lack of a part is keeping the car off the road. Restoration delays are not emergencies no matter what timetable you are working to. So do not promise your unfinished cars for weddings etc. I probably will not be able to help you as it is unfair for me to have to go chasing all over Melbourne to locate the single part you are missing.

* With limited capital, satisfying everyone's needs takes time. There are people who have had to wait for parts for two years. Those of you who have submitted order recently - please be prepared to wait, you will get your parts eventually.

* Our next major project will be to try to help all of you who have requested body rubbers. Many of you have been waiting quite some time - do not despair. We needed a large number of orders before we could go ahead due to the manufacturer's demand that we buy a large amount of each rubber section (at least \$200 worth).

STOP PRESS Lower ball joint extractor for 4 cyl. Traction 3 only @ \$53 ea.

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

POWER, Martin 288 5340 '70 DS21
(ATH 533)

3 Inga St.
East Burwood 3151

Correction: Jeff Harris' address is
138 Haines Rd., Banksia Park 5091.

CLUB SHOP

END OF STOCK SALE

Windcheaters and T-shirts will no longer be held as stock items. Club members will be able to use the printing service mentioned below instead - providing their own garments.

First in will be best dressed in these remaining stocks.

Windcheaters: Boys 16 Dk. grn. Club.
Adult 14 Yellow. Club.
\$15 ea. Adult 14 Yellow. Coupe.
Adult 16 Yellow. Coupe.
Adult 16 Red. Your choice.

T-shirts: Boys 16 Yellow. Club.
Adult 14 Yellow. Roadster.
\$6 ea. Adult 16 Yellow. Coupe.
Adult 16 Blue. Coupe.

Unprinted:

Boys 16 Pale Blue
Boys 16 Yellow
Adult 14 Red
Adult 14 Pale Blue
Adult 16 Red.
Austraction '82:
Children's sizes 10 & 12
Blue print on white shirt
@ \$3.50 ea.

Printing Service:

Supply your own windcheater or T-shirt and we will print your chosen design for \$2.00 per garment.

Metal Grille Badges:

Club emblem. Cost: \$12.00.

Postcards:

Pack of 5 assorted designs (Citroen)
Cost: \$2.50.

V.D.C. Restoration Directory. 1980 ed.
Cost: \$2.00.

Front Drive back issues: -

Cost: \$1.00 each.

If issue requested is out of print, a good photocopy will be supplied.

Special: Limited run of WINE GLASSES.

These feature Citroen designs and cost \$15.00 per boxed set of 6. available to order. The run is limited to 28 sets, and the design will not be repeated.

Contact: Robbie Couche

15 Mitchell Ave., Boronia
Ph. 752 6856. 3155
Maria Boyle
35 Newman St., Thornbury
Ph. 480 3560(A.H.) 3071

CLASSIFIEDS

FOR SALE: Quantity of new 'D' series parts. Incredible array of miscellaneous hard to get bits covering models up to early '70's. Ex-dealer stock. Too numerous to describe. Send SAE for 2½ page list. Prefer to sell as one lot. Negotiable around \$400.
Roger Brundle (03) 509 0441

FOR SALE: One set pistons and sleeves to suit 4 cylinder traction. New pistons, rings and gudgeons. Sleeves bored and honed by Repco. Steal at \$120. Roger Brundle (03) 509 0441.

WANTED: Front and rear seat frames, bumpers to suit early 2CV. Roger Brundle (03) 509 0441.

WANTED TO BUY: Citroen Light 15 wanted for restoration. Contact R.N. Shackley, P.O. Box 1592, Canberra, A.C.T. 2600. Phone (062) 54 9171.

WANTED TO BUY: Citroen, British model, preferably with sunroof. (See letter for further details). Jon Faine, 70 George St. Fitzroy 3065. Phone (03) 419 2171 (home)

FOR SALE. Parts for 1949-50 6-cyl. Citroen, including large English bumpers, over-riders and dumb irons; front cradle complete with torsion bars through to brakes; rear axle complete with suspension; rack and pinion steering shaft to joints. Silent blocs, universal drive shafts etc.; complete rocker shaft, head and exhaust gaskets; instruments, four doors complete, etc. (Bumpers as on Peter Damman car in last issue).
Contact John Read, 5/20 Kent Ave. Brighton, 3184. Phone 596 5599 (home), 543 5244 (work)

COMMERCIAL: Circular received from Repco Muffla-Fit offering supply and fitment of standard and special exhaust components and systems, standard, GT-air and strut type shock absorbers, and pipe bending to requirements. Two year written guarantee on all installed mufflers. 15% discount off all exhaust components and shock absorbers on presentation of club membership card at any branch.

FOR SALE: 1874 GS Special Club Estate. All Books. Excellent condition. \$4,000 ONO. Janina Green (03) 44 7938.

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

