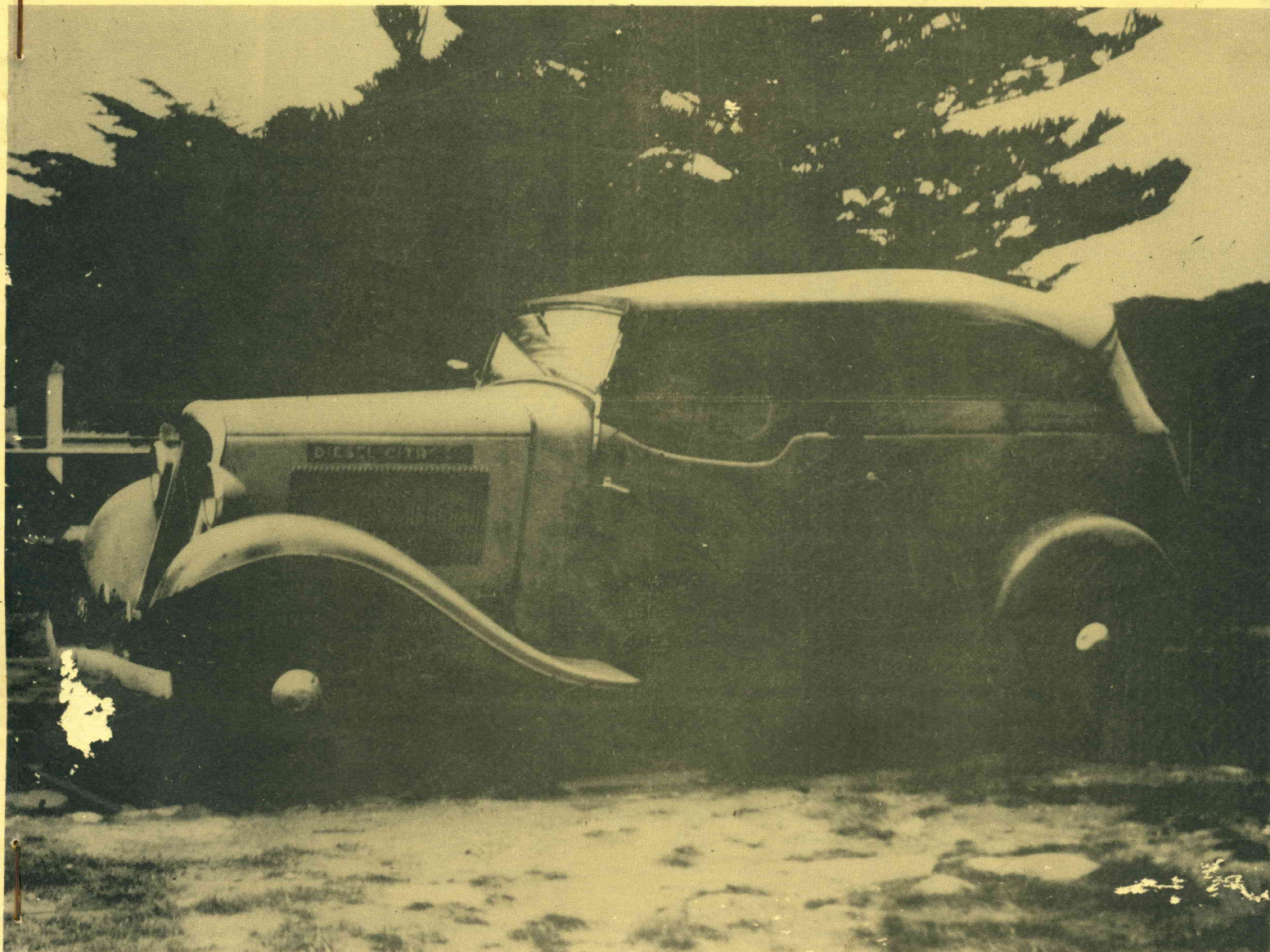
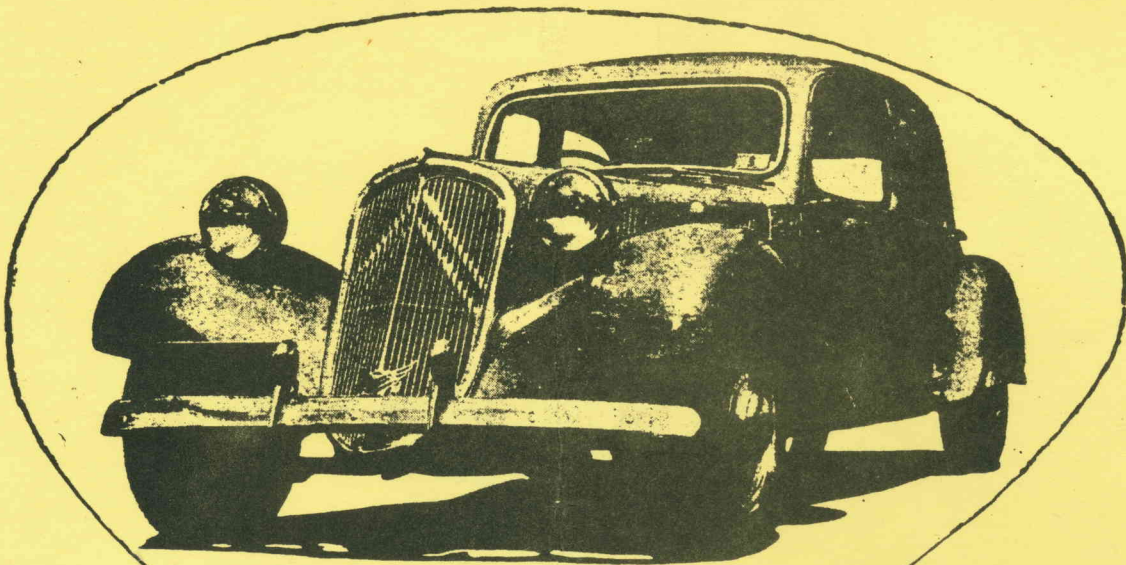


FRONT DRIVE Volume 6 Number 4 November/December 1982  
Registered by Australia Post Publication No. VBH 2127







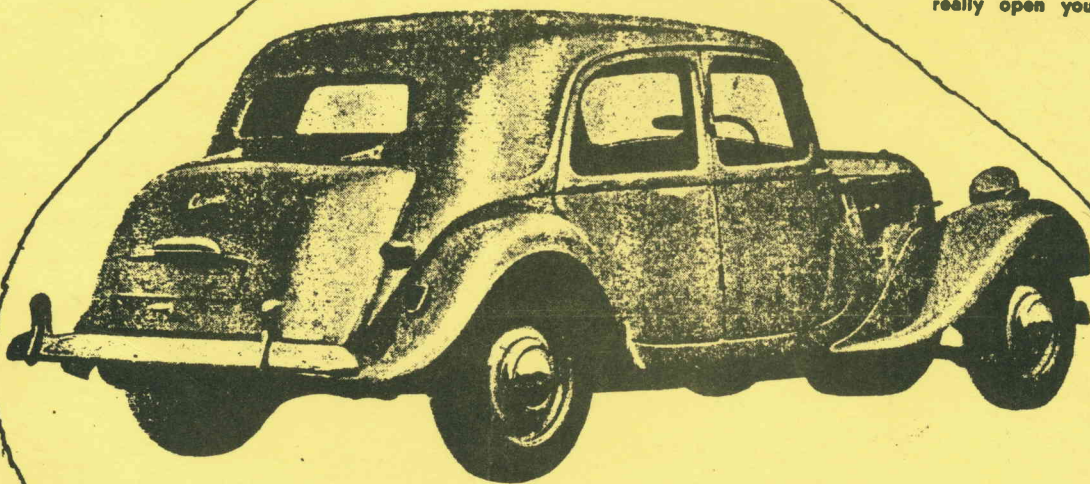
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Wheels, June 1955

Front Cover: 1934 Citroën Diesel - see inside for story



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**ASSOCIATION OF MOTORING CLUBS**

G.P.O. BOX 2374V, MELBOURNE, VIC., 3001



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STOP PRESS  
M9 Concours  
Postponed to  
March '83

We are much obliged to Carl Lehmann for supplying CCOCA with records of Shields Motors' new car sales between 19 September 1946 and 7 October 1957, and second-hand sales between 21 November 1952 and 13 February 1958. Some cars can be traced through several owners by means of this list. So if you know your original registration number and suspect that you may own a Shields supplied car, let the Editor or Secretary know, and we will check on it for you.

While we are on the subject of records, please don't forget to supply the Secretary with full information about the cars you own, including chassis numbers. This enables us to give you more information about your car if needed, and to keep track of cars which change hands, are re-registered, etc. Current addresses and 'phone numbers are also needed - we take no responsibility for mail that doesn't reach you if we have not been told!

Peter Fitzgerald  
Bill Graham  
Peter Simmenauer

### FRONT DRIVE DEADLINES:

January/February issue: 10 December 1982  
March/April issue: 18 February 1982

CONGRATULATIONS! Winner of the Special Effort - Nulon Products was Andrew Rankine.

### NEXT CLUB RALLIES:

- \* November 24, Wednesday - Oxy welding demo - Nunawading
- \* December 1, Wednesday - Christmas Party - Box Hill

### CCOCA MEMBERSHIP:

Joining Fee (new members and late subscriptions): \$5.00

Annual Subscription: Full Member \$20.00

Associate Member \$15.00

Joint Membership available to spouse of Full member, no cost.

Overseas Postage Rate: \$5.00

CCOCA meetings are held on the last Wednesday of every month at 8.00 pm at the Coffee Shop Meeting Room of the Nunawading Civic Centre, Nunawading, east of Springvale Road.

# Suspense Surrounding Soundly Suspended Suspensions

I believe that any thorough restoration involves a complete strip down to the bare shell of the body, and it is at this point that I wish to begin this series of articles designed to assist Citroen owners in getting the best out of their car regarding steering, roadholding and braking. This instalment is intended to provide a method of attacking the problems involved in front end rebuilding when there is no access to all those wonderful items such as jigs and weight distribution scales. A few tools to assist in aligning the job once the majority of reassembly has been completed will need to be made. These can be made from easily available materials in any workshop possessing a vice, vernier, hacksaws, files and an electric drill. Details of these tools will be given where applicable.

## Part 1 - Getting it straight

Closely examine the coque (hull) of the car to assess whether there has been any distortion due to accident damage. Points to watch are: the four mounting bolts of the cradle must be parallel and must form a perfect rectangle. Measure the distance between centres of each bolt both vertically and horizontally. Distance between left upper and right upper and between left lower and right lower should be identical. If not, there is a twist in the coque which must be eliminated at this stage. Measure also the distance between bolts diagonally. This is critical. If all is well here, proceed to Part 2, The Cradle; if not, then proceed as follows.

A steel plate  $\frac{1}{2}$  inch thick must be made to hold three of the four bolts true. Assuming that three out of four bolts are true and square, place the plate over the three true bolts.

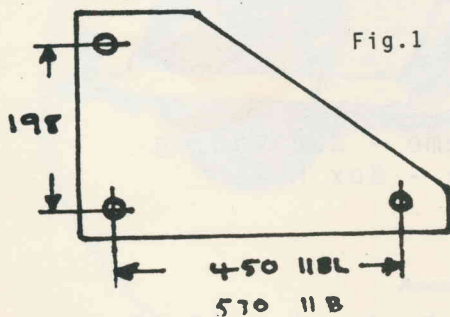


Fig. 1

You will need to hire a Porta Power available from most tool hire firms. Place this device across the bolts horizontally and apply pressure until the diagonals are equal.

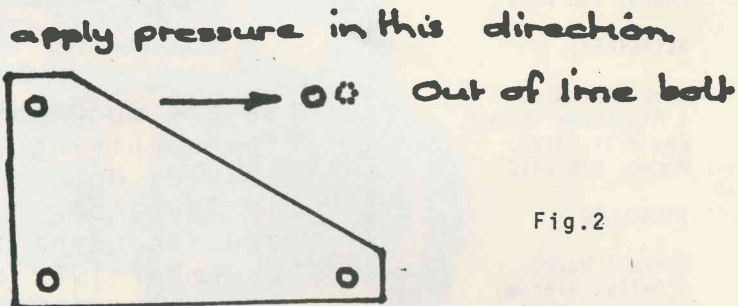


Fig. 2

Once squareness of the four bolts has been achieved, then it is essential to check the alignment in parallel to the centre line of the car. Out of line bolts can be bent back using a metre bar and some judiciously applied heat from an oxy torch.

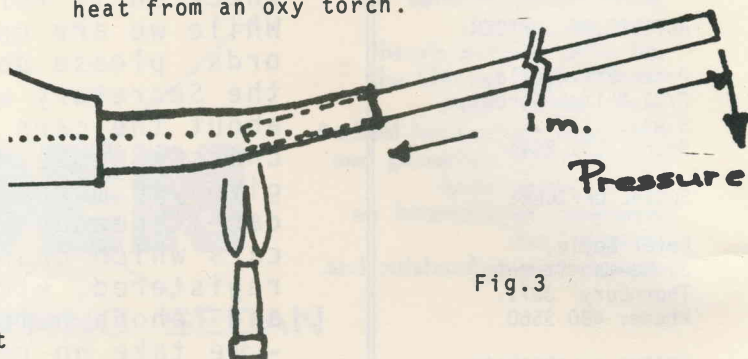


Fig. 3

Next it is necessary to check the vertical alignment of the cradle mounting face in order that the cradle, when bolted up to the coque, is not twisted. If welding has been carried out on panels or seams of the sponsons (front horns) then distortion may have occurred, pulling the bolt nearest the weld back. Test both sides with a plumb bob and line (chassis mounted level).

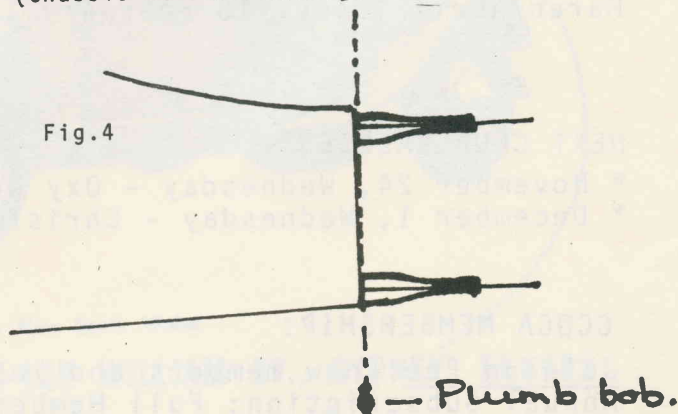


Fig. 4

Place shims on the bolt to correct any discrepancy. Then offer up the cradle after having checked the cradle for distortion (Part 2). If the cradle is true, the mounting faces should contact the rear of the cradle without force (grease the bolts first).



Now check the cradle for perpendicularity to the car's centre line. Distance from torsion bar rear mounting bracket holes should be equal, as should the diagonal measurements.

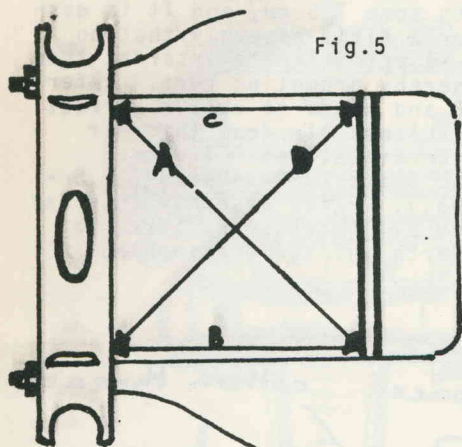


Fig. 5

$$B = C$$

$$A = D$$

Now having checked all this, let's look at the cradle.

## Part 2 - The Cradle, Lower link arms and Sundry Appendages

Begin by examining the cradle very carefully for dents and other potentially structural damage. Strip the cradle down completely if the silentblocs are to be replaced. If they are not, then be very sure that the lower links are free from any play. Be careful because moisture can affect the splined pin in the link arm and in the silentbloc (most likely the front silentbloc).

If silentblocs are due for replacement, an old torsion bar can be cut in half to use as a drift. Mount the silentbloc on a stout steel tube corresponding to the inner splined section's diameter.

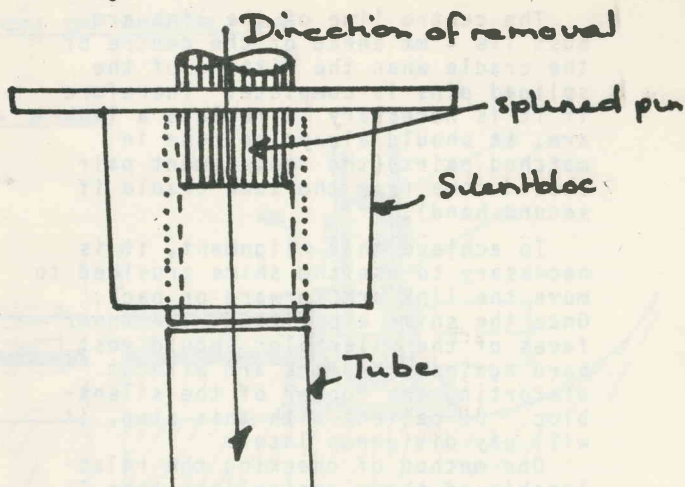


Fig. 6

A hefty sledge hammer will provide the motive force on later (post-war) cars. But earlier cars need an 80 ton press (anyone got one lying in their box of bits?). Remove towards the rear.

Once dismantled, lay the bare cradle on a known flat surface (the kitchen table! - check it with a spirit level first, preferably when the wife's out). If the cradle is twisted it can only be straightened out with great difficulty, and I recommend that you look for a new one. Next test that the cradle pushes onto the coque (previously checked and known to be true). It should slide on easily and sit home without force (grease the mounting bolts first).

## Part 3 - Assembly of the Cradle

While all the previously described procedures may seem lengthly and troublesome, I cannot overstress their importance. Once you are satisfied here, reassembly can begin.

Engage the splined pin in the rear silentbloc so that it protrudes 10 mm from the inner face. This allows the link arm to be engaged provisionally. Bolt the silentbloc to the cradle. Engage the link arm (temporary fitting) in the cradle on the 10 mm of spline. Offer up the front silentbloc and just 'nip' the mounting bolts in order not to distort the flange. Treat the other side similarly. Distance from the upper shock absorber pin to the link arm shock absorber pin should equal 325 mm (use tool MR 3350).

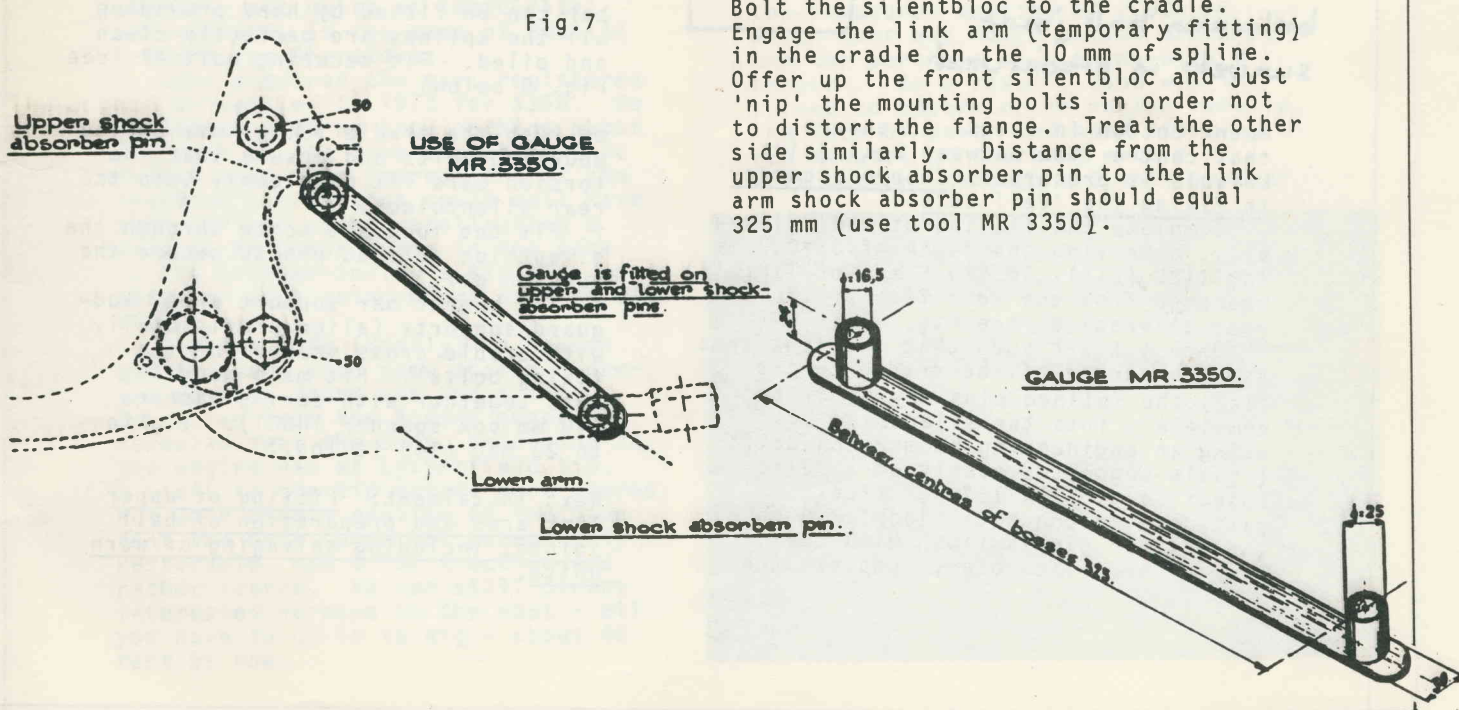


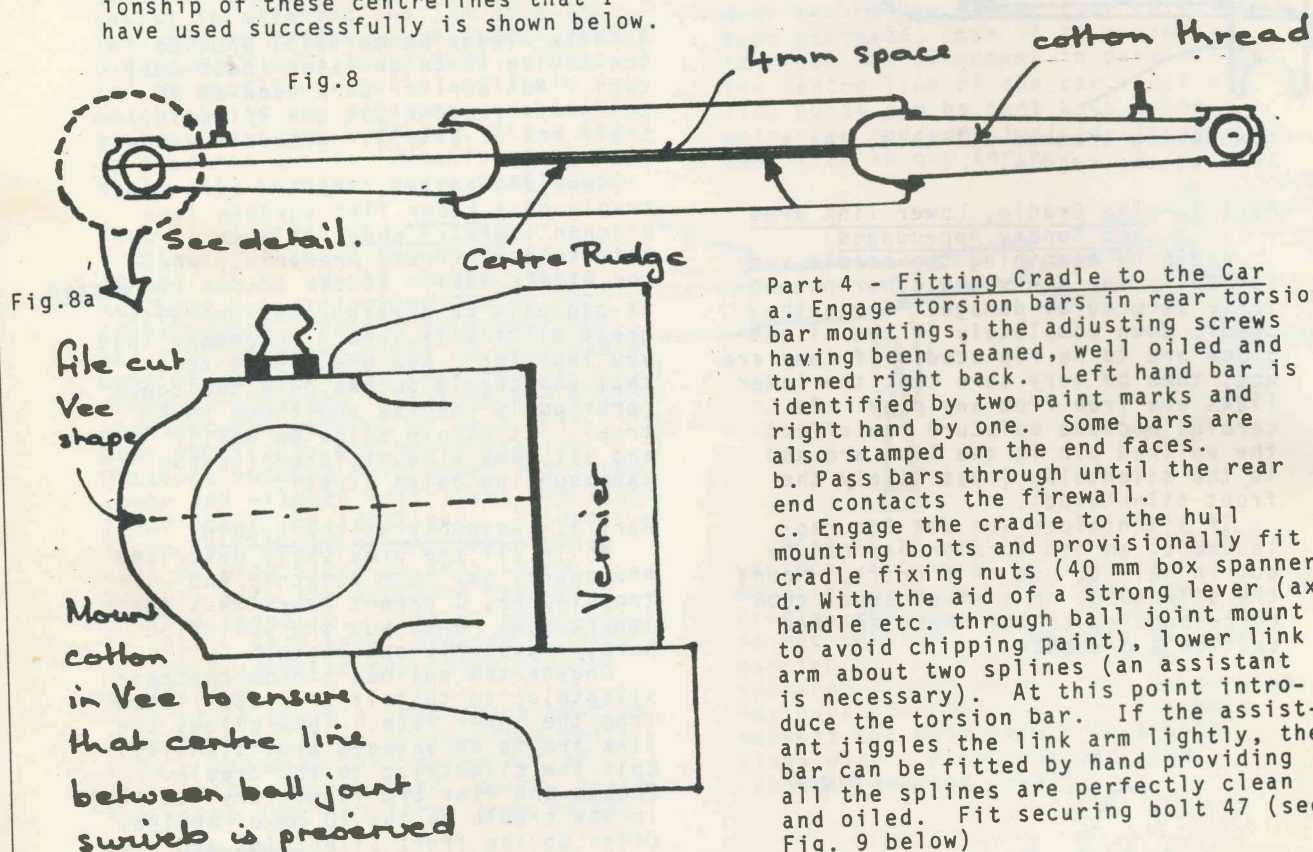
Fig. 7



The centre line of the link arm must lie 4 mm ahead of the centre of the cradle when the fitting of the splined pins is complete. Therefore if it is necessary to replace a link arm, it should always be done in matched pairs (the replacement pair should come from the same cradle if second hand).

To achieve this alignment, it is necessary to use the shims provided to move the link arm forward or back. Once the shims are fitted, the inner faces of the silentbloc should rest hard against the link arm without distorting the rubber of the silentbloc. Be patient with this step, it will pay dividends later.

One method of checking the relationship of these centrelines that I have used successfully is shown below.



Mount cotton in 'vees' to ensure that centre line between ball joint swivels is preserved. Ensure accuracy in filing the 'vee' cuts.

Complete the fitting of the splined pins, observing the depth of  $33 \pm 0.5$  mm for 11BL (L15),  $36.5 \pm 0.5$  mm for 11B(B15) measured from the rear face of the rear silentbloc (see Fig. 9).

Once you are sure that the link arms sit 4 mm ahead of the cradle centre line, the splined pins may be fitted completely into the silentbloc by using an engineering hammer and drift (cradle supported evenly on a solid object, e.g.  $12" \times 12" \times \frac{1}{2}"$  steel plate over a concrete floor). Once the splined pin is flush with the rear of the silentbloc, complete the

fitting with your half-torsion bar drift used earlier during dismantling. It is a good idea to use some Loctite on the splines when refitting used splines. The length of spline bearing in the front of the link arm bore only amounts to some 1.5 cm, and it is essential for a tight assembly that no moisture is permitted to enter at this point, thereby promoting rust. Refer to Fig. 8 and notes to obtain correct depth of splined pin from the rear face of the silentbloc. Tighten silentbloc bolts to 4.5-5 mkg (32.5 - 36 ft. lbs.). Paint assembly thus far protecting all threads and bores to receive parts yet to be assembled.

#### Part 4 - Fitting Cradle to the Car

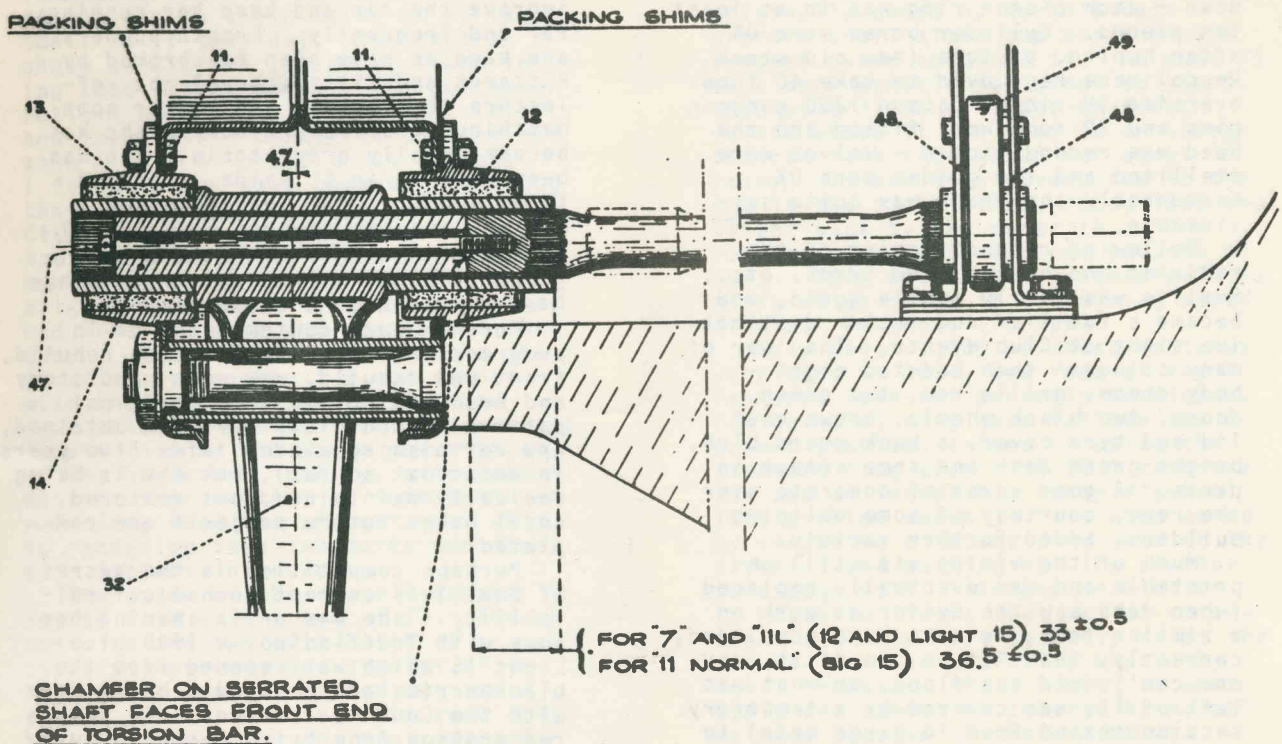
- Engage torsion bars in rear torsion bar mountings, the adjusting screws having been cleaned, well oiled and turned right back. Left hand bar is identified by two paint marks and right hand by one. Some bars are also stamped on the end faces.
- Pass bars through until the rear end contacts the firewall.
- Engage the cradle to the hull mounting bolts and provisionally fit cradle fixing nuts (40 mm box spanner)
- With the aid of a strong lever (axe handle etc. through ball joint mount to avoid chipping paint), lower link arm about two splines (an assistant is necessary). At this point introduce the torsion bar. If the assistant jiggles the link arm lightly, the bar can be fitted by hand providing all the splines are perfectly clean and oiled. Fit securing bolt 47 (see Fig. 9 below)

- Push the cradle fully home on the mounting bolts and ensure that the torsion bars fit completely into the rear silentblocs.
- Fit the long set screw through the silentbloc splined pin to secure the torsion bar.
- Fit bumper bar support arms, mud-guard supports (align provisionally with cradle cross member and its fixing bolts). Fit main mounting nuts together with spring washers (40 mm box spanner 1880T). Tighten to 20 mkg (145 ft lbs.).

Next instalment: Fitting of upper link arms and preparation of ball joints, including salvaging of worn units.



Fig.9 HORIZONTAL SECTION ON CENTRE - LINE



## Members Cars

1951 11BL, LMZ 504, owned by John and Robyn Couche.

You've heard of the Citroen SM 'Presidential' - special long wheel-base versions constructed for the French Head of State - well, the car featured in this issue is a Citroen, and does belong to a President (of CCOCA). However, it is by no means used only on 'state occasions', is probably not quite as immaculate, and rejoices in the name of Smellie - short for Smeraldina.

John acquired the car, registered and driveable, in 1973 for \$350. He confesses that he knew nothing about Citroens at the time except that he wanted one. His impressions of the traction's qualities could well have been influenced by recollecting a trip to Mt Donna Buang in the snow in his brother-in-law's Big 15 - when this car kept going where nothing else did.

Smellie came (mostly) in house-paint cream, with some spares - pre-war engine, front end and grille. Inquiries from the former owner revealed that the body belonging to the engine was at Lysterfield tip. A visit to the tip gained more spares, but John didn't realise at the time that the body, poor but potentially restorable, was a '37 traction and rather scarce. He can still direct interested persons to the spot - all you have to do is to dig - about 40 feet by now.

For about three years, the car languished on John's parent's nature strip, 'waiting for a good fairy to come along and restore it'. Some minor work was done, but the red bits which had come from the pre-war car remained red, the headlights, grille, tyre cover and bumpers remained English, the tyres stayed a cross-ply mixture and the dashboard remained a brilliant green.

In 1976, two great events occurred: the inaugural meeting of CCOCA at which John and Robyn became members, and the purchase of a house with a carport. As a result, John was inspired to embark on an engine rebuild. The lack of power and hard starting (20 minutes of churning with a 12 volt battery through a 6 volt system)





became explicable once the engine was down - each piston ring was in at least ten pieces. Cylinder bores were OK after honing, pistons (new old stock Repco) were regrooved to take 40 thou oversize VW rings, Datsun 1200 gudgeon pins and ID rods were fitted and the head was reconditioned - valves were stellite and the guides were OK. Fortunately the crank was quite serviceable.

Following reconditioning of the radiator and brakes, new tyres, etc., Smellie was fairly mobile again, and became a familiar and rather distinctive sight at Club events. The 'car of many colours' then boasted eight - body cream, grille red, two green doors, two black wheels, brown boot lid and tyre cover, a back-guard blue, bright green dash and some orange in parts. A good spray of concrete over the rear, courtesy of some obliging builders, added further variety.

Much of the wiring was still unprintable and was eventually replaced (when John saw the Editor at work on a similar task, he must have concluded, correctly, that "If he can do it, anyone can"), and the floor, or what was left of it, was covered by a temporary section shaped from 16 gauge metal to reduce the draught. A permanent floor was welded in just before the 1981 Austraction, in between fire bans. To people who rubbish the 'running restoration', the inevitable reply was 'My car's here, where's yours?' And indeed, the only major Club events that Smellie did not attend were the Echuca Austraction (electrical disaster) and the S.A. Cit-in (lack of child restraints).

Smellie still couldn't be regarded as totally trouble-free, particularly just before or during rallies; who will forget the clutch cable snapping in Bendigo, the generator conking in Canberra and the accelerator linkage handicap in Ballarat?

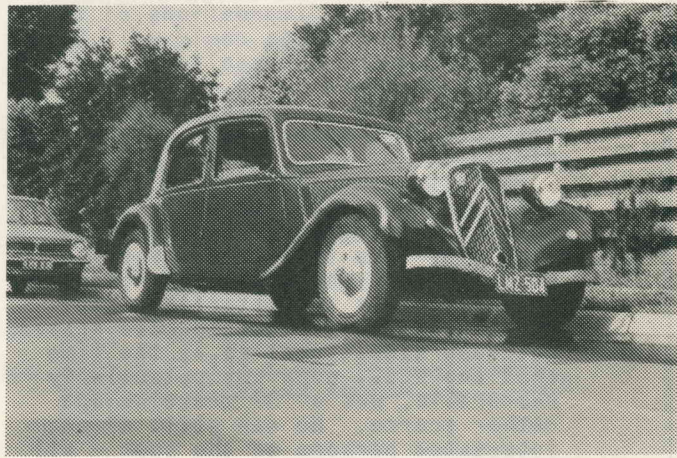
However, the Couches are notoriously hard to deter, discourage or

embarrass; they have continued to improve the car and keep her running, far and frequently. French bumpers and handles have been re-chromed by Pittards and fitted, headlight reflectors re-silvered and, after some patching of sills and doors, she has become totally green again. She has been shot at in St Kilda, appeared in episodes of the Sullivans and Skyways and has covered some 15,000 kilometres since fitting of a metric speedo. Major mechanical trouble has been confined to a blown gearbox.

Further work contemplated or in progress includes a water pump rebuild, front end rebuild, new seat upholstery and head lining for which original pattern French cloth has been obtained, and refinishing window trims (two years in undercoat so far), but she is being basically maintained, not restored, until other future projects are completed.

Perhaps competition is the secret of Smellie's current mechanical reliability - she has or is sharing her home with Truffledino, a 1949 blue Light 15 which was rescued from the blackberries and enjoyed a brief stay with the Couches as a possible future restoration (now being restored by R. Stewart at Sealake); Beatrice, the ex-Les Rock 1926 B12 Torpedo which filled the spaceleft when Truffles departed; Montague, a 1925 B12, and an ID engine and gearbox in the background to ensure good behaviour. A 2CV is on the shopping list at the moment as well, and must be regarded as a serious threat. Gustav, a 1975 1220 GS Estate, serves as the family hack.

Any visitor to the Couche home must conclude, even after viewing the collections of clocks, Carlton ware and Citroen models, that John and Robyn will have Smellie fit, active and showing the flag about the countryside for many years into the future.





# Diesel Power

About four years ago, while nearing the end of a phase of diesel enthusiasm (not fanaticism - fanatics have distillate in their veins or at least smell as if they do), and starting a phase of Citroen interest, I was selling some diesel parts. The purchaser noticed a decrepit 2CV in the vicinity and immediately commented that he had seen a pair of old Citroen diesels. I forgot about this comment, thinking that my leg was being pulled (1930's Citroen diesels??) until seeing Mark Navin's articles in *Front Drive*. Six months later, I traced the chap who originally told me about them, but he had lost the name and address of the owner. However, he did describe the location within about a one square mile area. Much slow driving and door knocking later, I still could not locate them by the vague description of the house but luckily, after about another four months, my informant, on returning from the airport, was able to recognise some landmarks and finally produce an address.

The owner of the diesels turned out to be a mature lad of 71. The vehicles are two of a batch of six chassis imported, and consist of an Australian touring bodied car and a pickup (ute with a separate rear body) that had been used for many years by the owner in his business as a diesel mechanic.

The car had been purchased in 1935 when it was about one year old, and had starting problems which were cured as mentioned later. It travelled about 140,000 miles and has been on blocks in a shed for the last 14 years. It is complete, with motor out with bearing trouble, but the hood was left down and it, the side curtains and upholstery are in poor condition. Bodywork is basically rust-free, but is very loose and wobbly due to wood frame shrinkage and rot. The design and construction is very poor - look at the ludicrous way the rear side curtains overlap the front curtains to form effective air scoops. The B pillar is also poorly designed and wobbles about four inches at the top. The owner, being tall, has put about a three inch strip of wood along the top of the windscreen since the photo was taken (1950) to increase headroom, imagine how the side curtains now fit.

The pickup is buried under the odd plank of wood, cardboard box, etc. and no contemporary photos exist. It was originally owned by Moran & Cato grocers until after the war when the present owner acquired it. He used it as a work vehicle for about 20 years, then sold it to a farmer on French Island where it was used as an unregistered farm knockabout for about 14 years. It was then advertised in the *Age* in the mid sixties, recognised and bought back by the owner in a non-running state with copious amounts of rust. This pickup has a stump-pulling diff, which gives it a cruising speed of about 40 knots (70 kph).

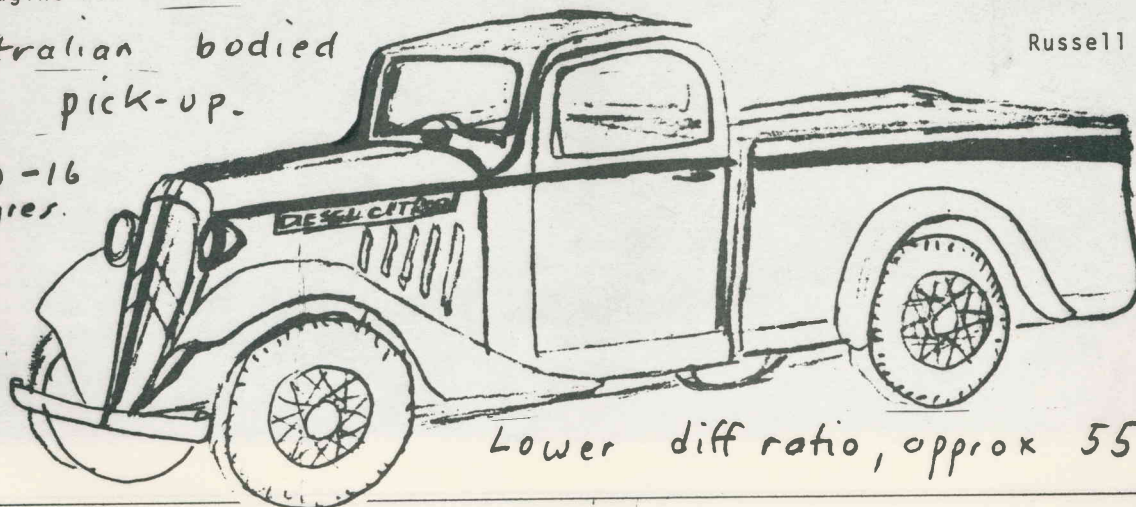
Only about 1,000 of these vehicles were made in 1934, and some of their features were not properly developed, for example, ring gear failure was a common problem, caused by using the standard ring gear with 20:1 compression and an incredibly heavy flywheel. This problem seems to have been cured by shrinking a second ring gear on the flywheel and packing out the starter to engage both. Another innovation is hardened liners that do not extend right down the bore but only cover the top section that normally wears the most. However, these liners do wear badly and cannot be rebored by normal methods because of their hardness. Another unusual feature for a car is big end caps held on by four bolts, although the crank (usually 100 mm stroke) is very prone to breakage on the centre journal if the white metal bearing's protests are confused with diesel knock for too long. The other achilles heel of these vehicles is cable brakes.

What of the future? Regrettably the owner has been given the impression that because of their rarity these vehicles are worth an heiresses ransom, so he is not interested in selling them. Even after one heart attack and at 71 years he is a "gunner" in the typical Australian way. He is gunner restore them both, but at present has two other vehicles preceding them - a '49 Vauxhall and a '38 Oldsmobile - and he estimates 2½ to 3 years each to restore them, with the Citroen car last. So we can live in anticipation (?) of seeing a diesel Citroen on the road for some time to come.

Australian bodied  
pick-up.

Russell Wade.

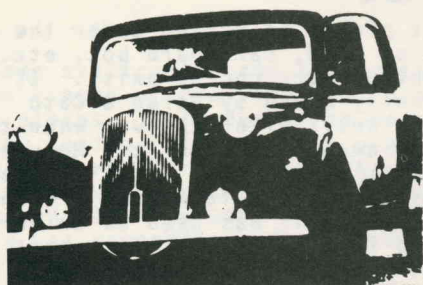
6.50 - 16  
tyres.



700 - 16  
tyres

Lower diff ratio, approx 55 mpg?





## Past Rallies

On Sunday 12 September, Como House in Melbourne saw the staging of the CCOCA 1982 Concours d'Elegance.

In recent years, the club has held its concours in conjunction with the annual MG event later in the year. However, for 1982 it was decided that a separate event should be held to give those competing a better chance of being fairly marked with the extra time available for judging. The winner of the event will still represent CCOCA at the MG event, with, I hope all or most of the other cars that were present.

Sunday could not have seen better weather, with clear blue skies and warm sunshine all day. A record 25 cars turned out for the event, consisting of 14 tractors, five two-potters and six modern Citroëns. Chris and Bev Bennett came all the way from Adelaide with Phil Ward and John Saltram for the event.

Arthur Clarke, winner for the last few years, did not intend to enter this year, but was persuaded to do so when he saw the high standard of some of the opposition. As it turned out, Arthur won again, but by nowhere near the landslide that he has in the past.

Second, third and fourth places were taken by Mark Hatton's Big 15, Rex Gercovich's Family 9 and Colin Brown's Light 15, all of which were marked very close together in the final scoring.

Judging was also carried out this year for the two cylinder cars and the modern Citroëns. Winners in these categories were Mark Navin's

(yes! it's still for sale) AKS 400 and Peter Fitzgerald's (yes! it's also for sale) GS Pallas.

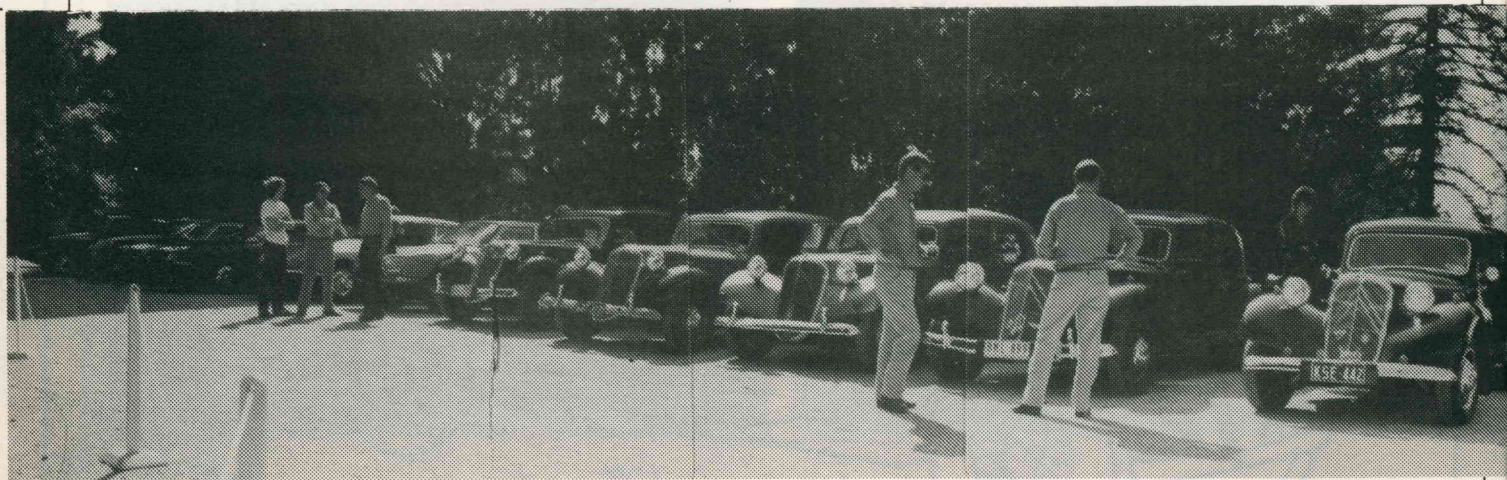
Throughout the day, many busloads of tourists, mainly Japanese and American, visited Como. A number of them spent most of their time examining the cars instead of the house.

At lunchtime, the beautiful lawns and gardens of Como provided the ideal location for picnic lunches while sipping wine and listening to Al Jolson on a period wind-up record player.

Overall, a great day was had by all who attended, and I hope to see all the cars and more again at the MG Concours in December to support Arthur Clarke in the Interclub competition.



Those who attended Como were: Margaret Gercovich (L15), John Couche (11BL), Colin Brown (L15), Carl Lehmann (Big 6), Brian Paulusz (L15), Peter Boyle (L15), Brian Grant (Big 15), Alan Thomas (11BL), Arthur Clarke (L15), Mark Hatton (Big 15), Jeff Pamplin (Big 15), Peter Simmenauer (Big 15), Vicki Murphy (L15), Rex Gercovich (Family 9), Robyn Couche (GS Break), Gerry Propsting (DS 23), Robyn Brown (CX), Peter Fitzgerald (GS Pallas), Chris Ellam (ID 19), Chris Bennett (D Super), Mark Navin's AKS 400, Peter Fitzgerald (AKS 400), David Gries (2CV), Janet Gries (2CV), Mark McKibbin (Ami 8)



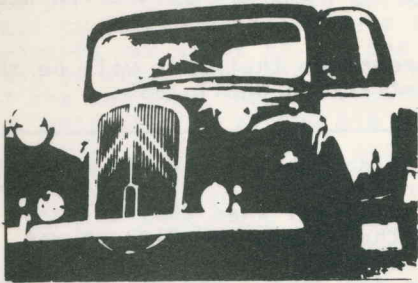


### Night Hike, 26 October

Entrants in the annual Night Observation Run were immediately struck by the absence of two things - other entrants, and the usual devilish deviousness of the designers.

I can only surmise that the Couches must have mellowed - the clues were almost comprehensible. Consequently, absent members missed an enjoyable run and a pleasant gathering at the end.

The experienced Boyle/McKibbin combination took first place, closely followed by the Fitzgerald/Miles crew - the only ones to score bonus points by having the required bottle of wine - surprise, surprise! The Simmenauers took a modest third place (their arithmetical ability showing what they had to be modest about), followed by Russell Wade in his newly acquired "Green Machine". The Power Equipe brought up the rear of the field and missed the last of the wine. Looks like you'll have to make it harder next time, John!



## Coming Rallies

### November 24, Wednesday

General Meeting - Demonstration of Oxy welding of light gauge sheet metal by CIG staff. Nunawading.

### December 1, Wednesday

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

January 29-31, Saturday-Monday  
Austraction 83 - Harrietville  
Be there!

February 23, Wednesday  
Open Night - Films. Nunawading.

February 27, Sunday  
Welding workshop - 1.30 pm at the  
Boyle's - 35 Newman St. Thornbury.

March 2, Wednesday  
CCOCA Annual Dinner - details will  
follow. Break last year's record  
crowd!

March 30, Wednesday  
CCOCA AGM. Nunawading.

CCOCA Meetings and Open Nights are held in 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" sessions when coffee and chat are usually the main attractions. Club Shop, Spares and Library are available at all meetings. Visitors are welcome.

## CITRACTION '84

As you may have heard, CCOCA will be hosting the National Citroen Rally in Easter 1984, which will be held at Ballarat.

The majority of the accomodation will be at the Ballarat Inn, a world-class convention centre reflecting the character of the gold rush days.

The Inn includes every facility from squash to swimming, and a restaurant. Accomodation can be economical lodge style or motel rooms or suites. Caravans and camping sites will also be available at a nearby caravan park.

Sites for the various events are being arranged at the moment, and a programme for the weekend will be available early next year. Stay tuned for further information.

The National Citroen Rally we are hosting in 1984 will replace the Austraction for that year.





# Austraction '83

## Final Program

### Friday Night:

Welcome to the first arrivals at the Feathertop Chalet in Harrietville.

### Saturday:

A day of welcoming, and meeting old and new friends. After lunch there will be a choice of two activities. One will be planned around the area of the Chalet, designed to keep the kids amused while parents relax and recover. The alternative activity is a scenic drive up Mt. Buffalo to the Mt. Buffalo Chalet for a Devonshire tea.

### Saturday Night:

Dinner at the Feathertop Chalet, followed by partying at the Entertainment Centre.

### Sunday:

Lunch at the historic Happy Valley Hotel (est. 1854). Weather permitting, we will be eating in the garden under vines and wisteria. The prices for this lunch are very reasonable - at the time of planning, a main course cost \$4.00 or under.

For those entering the Observation Run, it will leave from the Hotel's car park after lunch.

### Sunday Night:

Dinner at the Feathertop Chalet, and farewell party at the Entertainment Centre.

### Monday Morning:

Traditional Chicken and Champagne Breakfast, and Trophy Presentation.

Please note that:

\* Breakfasts are supplied by the Chalet in the dining room on Saturday, Sunday and Monday.

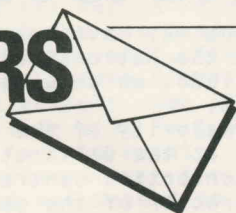
\* The Registration fee of \$65 per adult and \$30 per child does not include the cost of the Devonshire tea at Mt. Buffalo, or the lunch at the Happy Valley Hotel.

\* CCOCA classes children as between 3 and 15 years old.

\* Bookings are filling fast, so if you have not booked yet, do so as soon as possible as there are just a few beds left.

Please remember that this will be the last Austraction until 1985.

## LETTERS



Dear Peter,

having received my copy of Front Drive yesterday, it has prompted me to write a little of my experiences both good and bad with various six cylinder Citroens.

My first experience with these French cars with front wheel drive was in 1959, when I was full of '32 Fords, chopped and channelled and chromium plating dripping off the engines.

Uncle Perc', the local Holden dealer at Bacchus Marsh, had this Citroen in the yard, which had been traded in on a Holden. The ex-owner had got married, and the "6", it was thought, would not suit the new position. Well, Uncle thought that my mother, who was looking for a car at the time, could handle this one, a good clean low mileage vehicle in good condition which no doubt he was having trouble selling locally. He imagined she would drive at 35 mph and it would last her many years.

SK 613 did the run from our home in Mt. Evelyn to Lilydale every day for several years, usually at speeds in excess of 75 mph. This was considered by my mother as a "comfortable" speed, and I agreed. The frequent week-end trips to the country were tackled in the same style; 50 mph was not uncommon in second gear, as were frequent second gear starts.

These early recollections of this marvellous car were to alter my outlook on cars generally, turning my attention to the European style of motoring.

I have seldom looked back to Detroit.

Unfortunately our "6" was eventually traded on a Mini when they appeared in '63. Mother found the Citroen was getting quite a handful, being hard on the arms and legs. She was never the same, that is Mother and SK 613. The Mini was austerity plus after enjoying Connolly hide etc. for so long, but the Red Brick would still sit on 70 mph! Poor SK 613, she was slowly wrecked, firstly by the dealer who really gave it to her, then a young chap who slowly but surely put her in the grave, breaking bits and pieces off her on the way.

A few years went by before my own dreams came true. My first "Big 6" arrived in 1965, found in a garage in North Croydon in good condition and unregistered, having been stored for two years. £100 changed hands and I was the proud owner. After registration and a good check over, most things were found to be in good shape. The main fault was found in the right-hand front brake drum which was turning in the wheel bearing. This explained the violent shake in the steering at certain speeds. Loctite and shims settled this problem.

We did many miles in this car, and she performed as well as SK 613. Both these cars incidentally were Slough-built, grey with maroon upholstery, 1950 with large headlights, my car having a sun roof which was an absolute delight - something I miss in the current cars.

One unfortunate experience in this car was partly my own fault for pressing her too hard. On returning to Canberra after a long week end in Bairnsdale, around the Cann River area on a wet and cold night, she developed a tiny



tapping noise, which appeared to be coming up the steering column. Before too long it was an almighty knock, until suddenly something broke inside and she ran cleanly on five cylinders. You may well ask why I didn't stop before the "bang". Well I had all my worldly possessions on board and we, that is the car and I, were out in the middle of nowhere. There was no way I was going to leave her or sit on the side of the road until morning. So we pressed on, up the mountains from Bega only to find Brown Mountain closed to traffic due to heavy snow falls, our path being blocked by a road grader with several cars parked nearby with occupants inside. Not wanting to join this dismal lot, around the grader we went and on, occasionally pushing snow with the front bumper. What a hair-raising journey.

The very next day I took her head off and found only five pistons going up and down when the crank handle was turned, the other, number two, being jammed in the top of the bore.

After removing the liner I found that the rod had broken just under the little end, it was a sad sight. The decision was made to drive her back to Melbourne as my term in Canberra was about up. I put the head back on after removing the other half of the rod from the crankshaft - it was only held on by one big end bolt. Both push rods were left out and the spark plug lead was removed from the suffering cylinder.

It was a long and uneventful journey to Melbourne, but it was the next decision that nearly broke her. As my next employment was in Bairnsdale, it followed of course that the car would go too.

As you can imagine, the vibration was incredible, and during this extra 200 mile odd trip she started to fall to pieces. The inner drive shaft retaining nuts came off, dropping the shaft; miraculously I was able to stop before the driveshaft got tangled in the wishbones. Then the retaining nut came off the fan, which mercifully floated between the radiator and the generator, again doing little damage but making a racket; then the top loosened on the carby-air cleaner pipe (which was quickly fixed), then just on the last stretch she began to run on four cylinders. I wasn't going to stop and see what had happened; she was still running, although sounding like a helicopter (or so I was told the next morning) and after finally getting in the gate and turning her off I left her in peace.

She was a sad sight when we lifted off the sump after first stripping off the front, going by the book, with engine and gearbox out.

The cause of all the trouble seemed to be the lack of a locking plate on the big end cap, there being no sign of it anywhere among the debris of white metal, big end bits, etc. The crankshaft was oval on that journal, having carried the broken big end and rod with one bolt still attached all

that way over the mountains to Canberra.

The spare engine came in handy for a replacement crankshaft and we got her going nicely again, with some other odd jobs at the same time. Clutch, shock absorbers, tyres (Pirelli Cinturato 185 x 400's) and welding of cracks under each side of the back seat to name but a few.

This car took us to Queensland, where it was eventually traded for much the same reasons as for the first owner of SK 613. It was then sold to an enthusiastic young fellow who had always wanted a traction but had never seen or heard of a "Big 6" before.

I had always promised myself another "6" and it only in the last couple of years that I have been able to realise this ambition. WG 477 was

advertised and sounded like the best and most original "6" in town. And after eyeing it off for three months, I took the plunge and drove it away.

She is a 1952 Slough built, Grey with Maroon again! (no sun roof this time), with small headlights which I couldn't cope with, so changed them for the larger size and feel quite at home again.

A few jobs to be done, but considering her age she is pretty good, having only 50,000 on the clock, which as far as can be seen, must be genuine. The gearbox needs work and fortunately these parts, all new, came with the car. Also the silentblocs are shot, the replacements being in the very good hands of the Spare Parts Officer. I have had a silencer and engine pipes made to original specifications in stainless steel which are awaiting fitting. The removal of a few dents and respray will make her beautiful again.

Oh! I almost forgot, the other "6", also '52 (ex Doug Walton) which is complete, may one day be restored. In the meantime, I just keep her in running order.

I feel keeping the Big 6 going is easier now than during the period of owning my first, thanks entirely to the Club in general and the Spare Parts Officer in particular.

We are very content with these two cars along with a few bits and pieces sharing the double garage. Regular hack work, including towing tandem trailers or caravans, or the odd trek into the mountains is well taken care of by a four wheel drive diesel station wagon which stays outside. For other pottering about we use Pauline's baby, a 1977 Fiat 126 "De Ville", a rare car in this country, which resides in the old dairy.

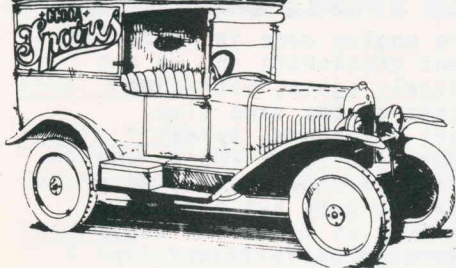
Since moving to the country, we look forward more than ever to the arrival of Front Drive, and take the opportunity to compliment the members who spend so much time compiling and organising this publication.

Regards,

Mel Carey.



# 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

6 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

Citroen 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  
everyones 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 reque-  
sted 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

RANKINE, Andrew '74 GS Estate

7 Derby St.  
Kew 3101

### CHANGE OF ADDRESS

COLLINS, Lance

165 Prospect St.  
Wynnum, Q. 4178

## LIBRARY

Latest addition to the Library is  
Why Citroen by J.P. Chassin. It is  
an oddly assorted compilation of  
technical information, mostly on  
D types. The sections on body  
repair and replacement of hydraulic  
systems are outstanding, and there  
also valuable tips for traction  
owners and some material of general  
interest.



# 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.  
Adult 14 Yellow. Coupe.  
Adult 16 Yellow. Coupe.  
Adult 16 Red. Your choice.  
\$15 ea.

T-shirts: Boys 16 Yellow. Club.  
Adult 14 Yellow. Roadster.  
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.

## NEW ITEMS:

Citroen 2CV 1949-1981 (Brooklands series of road tests) Cost only: \$9.80

## Cloth Badges:

Club emblem in blue on white oval background. Cost: \$1.75

## Windscreen Stickers:

Club emblem. Cost: \$1.50

## Pamphlet Boxes:

These will hold all Front Drive issues published to date, with room for more, or about two years of almost any other A4/Quarto sized magazine.

- Black cloth binding, library quality, 28 cm x 8 cm x 23 cm Cost: \$4.95
- Cardboard 'Foldaway' 23 cm x 8 cm x 23 cm Cost: \$2.50

Both can be supplied with free Front Drive spine label, or plain.

## Wine Glasses:

Still a very few boxed sets of 6 featuring Citroen designs available. The design will not be repeated.  
Cost: \$15.00

# CLASSIFIEDS

FOR SALE: Citroen 2CV van375 cc. 1954. Ex-Commonwealth Motors service vehicle. Complete but horrifically rusted, basic outline intact (after that description it can only look fantastic). Suit very very very keen enthusiast. \$250 ONO. P.S. New upholstery included. Phone Russell Wade (03) 570 3486.

## LOOK - LOOK - LOOK - LOOK

Hot - Hot - Hot - Power - Power - Power  
33 1/3% increase in power with a hot-up kit for 375 cc 2CV's, consisting of one pair 425 cc barrels, pistons and rings in good condition, plus super big bore inlet manifold to match, and free, free free - will bore your 375 heads to fit 425 barrels. What offers? Phone Russell Wade (03) 570 3486.

FOR SALE: Light 15 Gearbox with crown wheel and pinion intact in usable condition. \$300. Apply to Gerald Propsting, 18 Bellara Drive, Mooroolbark.

WANTED: One of the 2CV posters sold by M. Navin a few years ago. Phone Russell Wade (03) 570 3486.

ADD BGT Brake Services to your list of places willing to offer trade prices to CCOCA members. However, if you are in a hurry, go to the Dandenong branch - items left at Hawthorn are likely to take a week!

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.



