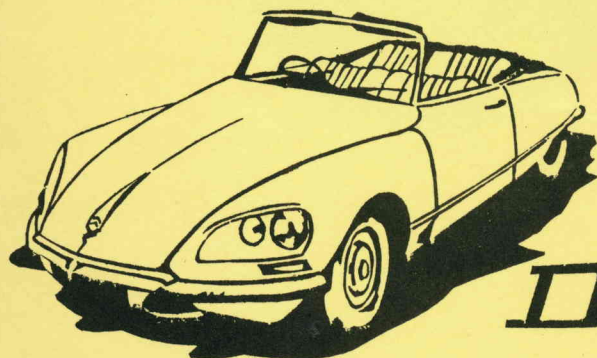


1980 | Veteran

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Windcheater & T shirt designs

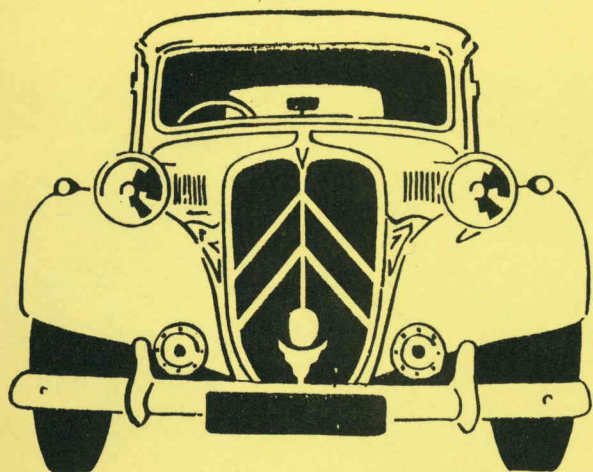
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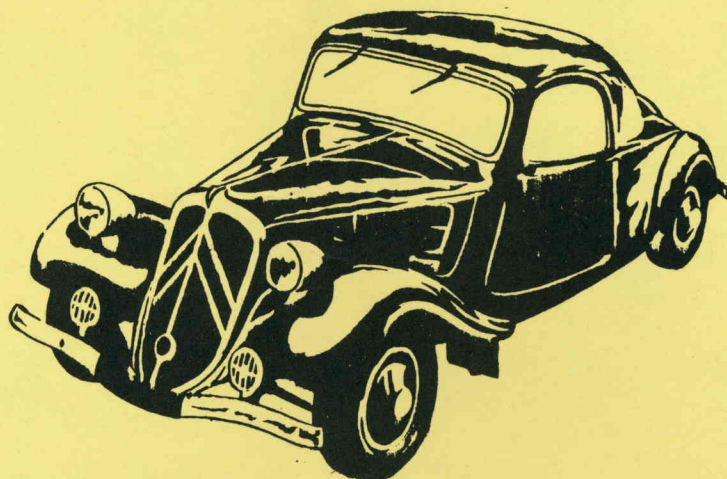
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La 2cv



CITROËN



CITROËN



CCOCA IS A MEMBER OF:

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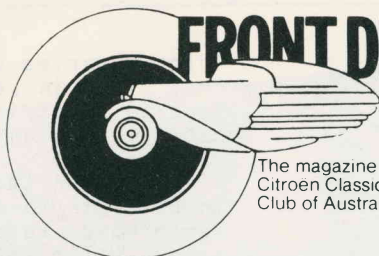
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The magazine of the
Citroen Classic Owners
Club of Australia

MEMBERSHIP SUBS. DUE!

This editorial is a combined report and soliloquy (?) [Soliloquy: talking to oneself. Chambers Dictionary]

The report: brief impressions of the welding workshop held at the Boyle's on Sunday. Fighting one's way down the drive past (through?) five cars (the others are temporary guests next door). Various inexperienced and allegedly experienced welders showing how much concentration is really needed to fusion weld two pieces of steel together strongly and neatly. John takes pictures. Peter (Boyle) is very patient. Some of the finer points explained and attempted. Peter remains patient, even finds some praiseworthy efforts. The ladies are definitely more skilled. Appetites whetted by the basics, time runs out.

The soliloquy: there is a lot of fun in 'doing it yourself'; finding out, working on something different, perhaps even using the result; showing other people how, sharing the experience with other nuts. Citroens, and perhaps some other things, are obviously rewarding targets for our attentions.

Join in and enjoy yourselves! and of course, write about it to Front Drive!

Happy 50th Anniversary year to all
Tractions and their loving owners!

FRONT DRIVE DEADLINES:

May/June Issue: 22 April
July/August Issue: 24 June
September/October Issue: 26 August

Peter Fitzgerald
Bill Graham
Peter Simmenauer

NEXT CLUB RALLIES

MG INTERCLUB CONCOURS, SUNDAY 27 MARCH, WARINGAL PARK HEIDELBERG

CCOCA AGM, WEDNESDAY 30 MARCH, 8.00 PM, NUNAWADING

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.

THE FRED COLLECTION



A recent visit to Europe provided an opportunity, far too brief, to take in the European Citroen scene.

However, I was able to spend the best part of a day with Fred Annells in England and attempt to document Fred's associations with Citroens and the details of the cars he has or has had.

Many members will know that Fred and his wife Edna made a round-the-world trip in April 1982, visiting various friends, seeing the sights, and of course, looking at Citroens. Fred attended a CCOCA meeting at Nunawading during his visit to Australia, and also met many club members. He is one of the best known Citroen enthusiasts in Britain.

Arriving at Heathrow Airport, my wife and I eventually located Fred, unmistakable in his club jacket with its many Citroen badges, who was about to page us over the P.A. system. (We had been uncertain whether Fred would actually be able to come up from Guilford to meet us).

Fred soon had us and our luggage in his GS, and on the way to our London hotel, explaining the sights and the

idiosyncracies of the traffic as we went. Fred lived in London and worked at the Central Electricity Board's Research Laboratories until he moved to Guilford 12 years ago.

Fred then took me off for brief calls on his Citroen contacts. First to High Performance Cars, Queenstown Road, Battersea, which specialises in Maseratis and SM's. There were at least six SM's in and around the shop. I think I have only seen two before.

Next stop was at BWB Motor Services Ltd. in Clapham, the family business of John and Josie Waghorn and their son "Jon Jon". This is a general sales and service outlet specialising in Citroens. Jon Jon is currently doing well in his racing Visa, and is into 2CV cross as well. In one bay of the garage, Fred indicated his latest acquisition, a golden brown 1972 SM just purchased from John Waghorn (now I know why we came to BWB!).

Then onto the Arches at Waterloo Station (see last issue of FD), back to a pub for lunch, and then cheers to Fred for the moment.

We next encountered Fred, Edna, son Barry and girl friend at home in Guilford (about 50 km southwest of London) and ferreted out some details of the "Fred Collection".

Fred's interest in Citroens took its first tangible form with the purchase of a 1948 Light 15 in 1956. He was ridiculed in those days for "mucking about with funny French cars". However, Fred has always considered Citroens to be an excellent and very practical design, and his love affair with them has flourished over the years. If the over-whelming world-wide swing to front wheel drive is any indication, then obviously many people have moved into Fred's camp. He has been able to gather good stocks of spares over the years.

Possibly the best known of Fred's Citroens is his beautiful and thoroughly charming 1938 7CV coupe (*faux cabriolet*), ENE 442. This is finished in dark blue paintwork with matching Pilote wheels and matching leather trim. As a Slough-trimmed machine, it has a wooden dashboard and nice little features such as a rear window blind operated through a cord and sliding control above the driver's head. Fred regards this vehicle as a direct sister to the well-known coupe of the late Mrs Flora Smith of New Zealand (the car now being in Sydney), though the Smith car was finished in burgundy. Coincidentally, the first owner of Fred's car was also named Flora.

Fred saw the coupe advertised with a Chester address in Motor Sport in April 1972. A little checking to overcome his scepticism and he was on his way to Chester by bus, prepared to drive the car home. The car had covered 70,000 miles and its dental surgeon owner had recently had the motor fully overhauled because at that mileage, "it must be necessary". "Not likely", said Fred, and being assured that the car was in excellent running order, he completed the sale for £375 and set off for home, some 300 km away.

He soon found that the car would go no more than about 40 mph and smoke was issuing out the back. "Great Scott",





said Fred, or words to that effect, and proceeded to investigate. The smoke was due to binding rear brakes, soon "cured" by slackening off the shoes and crimping the bundy tubing. Proceeding onwards sans freins arrieres, and still with a greatly impeded maximum speed, he eventually got the car home. Explanation: the garage had re-assembled the motor one tooth out on the camshaft timing. Ah well, soon fixed - we all make mistakes, even the professionals.

The gearbox sounded noisy, so out with that and in with a replacement. Fix up the brakes, a tweak here and there, and the coupe was "as good as new". Ready in fact to go off on a tour of Europe with other Citroën enthusiasts, in May and June 1972. Edna was in the passenger seat and (then) schoolboy Barry either head out from the dicky seat, or dozing in the back with the lid closed.

This coupe has been driven in the cavalcade at the National Motor Museum, Beaulieu and has been widely photographed - in a calendar in 1980, in Michael Sedgwick's Cars of the 30s and 40's and, with Fred, on his own personalised notepaper.

I was soon to see the famous car, for by now we were in Fred's runabout (a 1972 DS23 5-speed Safari) and bowling through Surrey and Hampshire countryside to some farms down Southampton-Portsmouth way where some of Fred's vehicles are stored. It should be noted that Fred's vehicles are stored in sheds on no less than three farms, as well as in his driveway and garage at home and in the newly acquired (with Barry) motor repair business at Shelford near Guilford. Of course, other vehicles in regular use are simply parked at a convenient kerbside at home or at work.

I must admit it was definitely awe-inspiring to see and touch my first

coupe - the paint still immaculate, the leather just broken in. At present, the odd fitting is off the car, as Fred is tidying up for a series of displays of cars in dealers' windows and other activities being planned for 1984 (the 50th birthday of the Traction). Another car stored at this farm is a 1939 French Six G "Limousine" (extended wheel-base) - probably it is actually a "conduite interieur 5-place" of which only 213 were produced in 1939 - definitely a rare machine.

Others at this site are a 1953 Big 6, two L15/Legeres, a B15/Normale, and a Panhard 24BT (for spares).

Next stop, we saw a RHD Panhard 24CT coupe. Fred regards any interesting old car, not just Citroëns, as fair game for repair and restoration. The Panhards, with their advanced French design and relationships through their absorption into Citroën, obviously qualify.

At the third farm, we saw a GS sedan, 2CV van, 1936 L15 sedan, a PL17 Panhard and a L15 roadster with a L15 body shell for spares. The L15 roadster was recovered from a roadside, and though in a rusted and very sad condition, warrants restoration because of its rarity.

Back home at Guilford in the driveway and garage, we took note of a big-boot Normale (for spares), the "Raid Maroc" 2CV van and a 1939 B15 roadster. "Raid Maroc" involved several British "Two-pots", as well as some from Denmark and Norway (10 vehicles in total), travelling down to Southern Morocco in August 1978 (see "Raid Maroc" by Fred Annells and John Richards in the club library). Fred and Barry took the AKS400 above.

The B15 roadster was another roadside recovery job, requiring considerable body repair. This car (JPC 490) was the first B15 roadster produced in England. Work on it is well advanced in preparation for the 1984 celebrations. Fred made special pivots so that the whole body could be turned upside down to

make it easier to weld in a complete new floor pan. However, he will have to have a new alloy windscreen post cast up (no problem!).

Inside for a bit of tea and a wind-up to the encounter. "What of mobile Citroens in the family at present?" I asked. The list is roughly as follows: 1973 GS, three DS23 Safaris (1969, 1972, 1973); 1972 SM, 1973 GS van (to be mobile workshop for the business); 1976 CX Pallas (Barry), 1953 2CV (Barry), 2CV cross (Barry), CX Safari (daughter Linda and son-in-law George).

"And what of well-known cars you have owned?" Fred has had three roadsters. As well as the two current restoration projects, he has owned or closely associated with two particularly well-known roadsters. These are the 1937 (1936?) 11 Legere which Fred sold to John Austin. It is cream with red Pilote wheels, was registered EBH 821 and now is 36 CTR - Sedgwick p.87 - and the beautiful silver-grey 1938 7CV CRY 788 ("Cry-Baby"). The latter car was until recently on display at the National Motor Museum at Beaulieu when it was owned by Joe Jull of the C.C.C. Fred worked on this car when it was at Beaulieu, and took it to the 3rd I.C.C.C.R. at Kenilworth in 1976. Fred has also worked on a fourth roadster, GRB 911.

"How about club activities?" Fred has been on the Committee of the Citroen Car Club since 1972. The Traction Owners Club (TOC) developed from a meeting in his lounge room in 1976, when it was decided that more service

for traction owners was needed. After two years, TOC split off as a separate autonomous club, but Fred has remained on as a committee member of both clubs to ensure that liaison and communication continues.

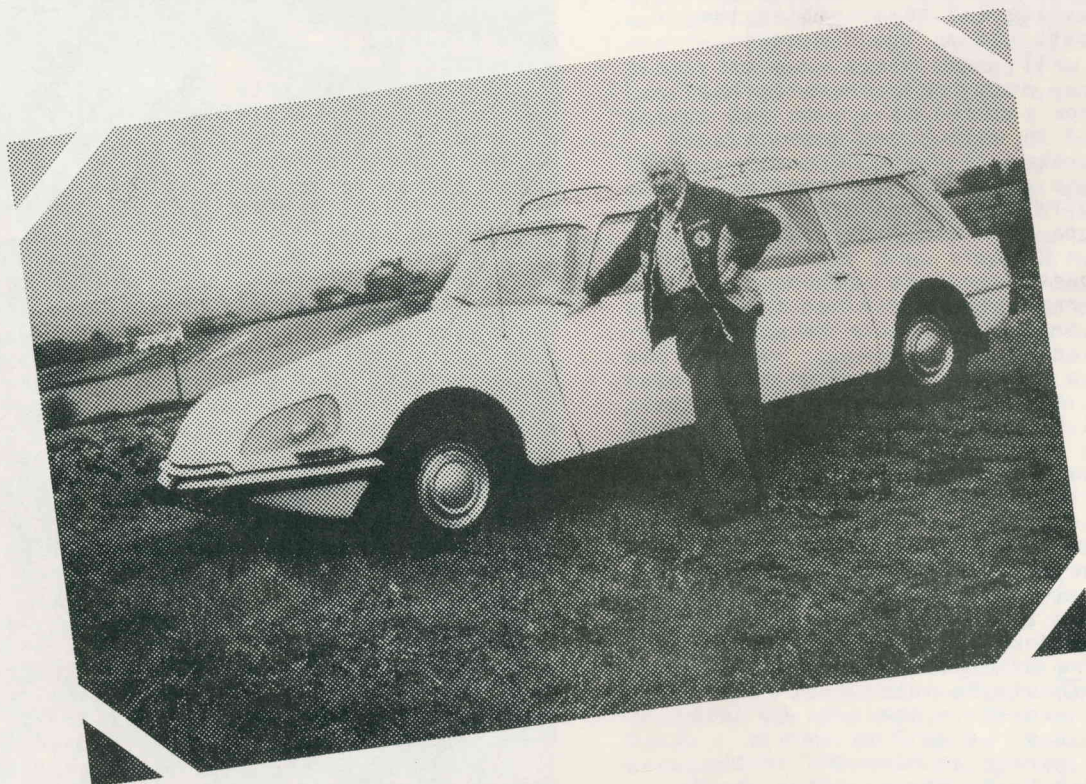
"Other recollections?" Going to Chartres (4th International Rally of Citroen Clubs) in 1978 in the GS, and the 5th Rally at Breda in 1981. And "Inspector Maigret" (the late Rupert Davies) who eventually bought the famous black Citroen 6 from the TV series. Fred became a friend of Davies. Davies' sons now own the car with a view to restoring it.

"Memorabilia?" Fred produced a remarkable collection of original factory literature (publicity brochures, handbooks) for pre-war cars, reprints, letters, etc. Edna produced a beautifully enamelled lapel badge/brooch that Fred had had made, and a Traction cigarette lighter from Paris.

"The Future?" Fred "retired" in January 1982, travelled overseas, and is now helping Barry to establish a repair business for modern cars, especially Citroens. Fred aims to work on older cars, particularly his own. Retirement would seem to be nothing more than a change in direction rather than a change in his hectic pace.

Final impressions? A great, warm and obliging friend for Citroenists everywhere. All the best, Fred, to you and yours.

Bill Graham.



Members Cars

1951 11BL 969NHS and 1939 Light 15, HISTORIC 1235, owned by Brian Wade.

Brian's classic black traction, resplendent in whitewall tyres, has been admired at several Austractions and Cit-ins, including Austraction '83 at Harrietteville.

It was acquired about five years ago in Warwick, Queensland. His father had spotted it in the yard of a local Datsun dealer about a year before and had made an offer of \$1,000 for it, which was refused. Nearly a year later, the car was still resting there, and when his father passed through the town again, the offer was renewed, and accepted this time.

The car had Northern Territory plates, and had been driven to Warwick by two young fellows driving around Australia. They came to rest after burning a valve and breaking a ring gear, so they traded the Citroen in and proceeded on their way in a Datsun.

Brian and his father were not very familiar with tractions at that stage, and were originally told that the car was a 1937 model. However, Rudy Schoemaker of the Queensland club, identified it as a 1951 11BL, and was also able to offer parts for its restoration. He was currently concentrating on the restoration of his Big 6, so he sold Brian his four cylinder stock, which included a restored 1948 Light 15, a Light 15 wreck, of which more later, and a number of other much-needed spares.

The 11BL was fairly well dented and had some rust, lacked a headlining and door trims, and had tasteful tartan seat covers. The mechanics presented no great problems; temporary drive-shafts were fitted until a brand new pair were bought from Maxim Motors, and a new valve and ring gear were all that was needed to make the engine serviceable again. Contemporary trim and paint having been completed, the car was recommissioned in September 1978, and proved reliable enough for everyday use for the next three years. At this stage a major engine overhaul proved necessary. A reconditioned short motor was obtained from William Voorwinden, and the head was attended to by Chevron Motors. Since Brian's transfer from Brisbane, it has not done too many miles, being mainly used as a club car.

Why the whitewalls? is a frequent question. They were fitted when Brian was asked to provide the car for a modelling session, and they have remained ever since. Tres chic!

Brian's other traction has not had as much exposure. Remember the wreck acquired from Rudy Schoemaker? This had been fitted with an ID motor and gearbox and used every day until involved in an accident which demolished a fair part of its front section. The chassis plate was missing, but it was eventually identified as a 1939 Slough Deluxe model by the walnut dashboard and the wind-screen wipers. It also sported a sun-roof.



The Wades were aware of the rarity of this car, and determined to rebuild it to a high standard and with considerable attention to original detail.

A replacement front section was obtained from John Avar and much work was needed on both front and rear areas of the body. The engine was rebuilt as a standard Light 15 and a pre-war ratio crown wheel and pinion was obtained for the rebuilt gearbox. Most of the existing trim was not original, with the exception of the rear seat covering, which had been hidden under a re-trim. Les Francis provided original door trims for patterns, and the upholstery was executed by Harry Fludder in maroon vinyl with particular attention being paid to reproducing the wider pleats that appeared on the pre-war cars. Fawn felt was used for the headlining. The optional spring steel steering wheel that was with the car was rebuilt and refitted.

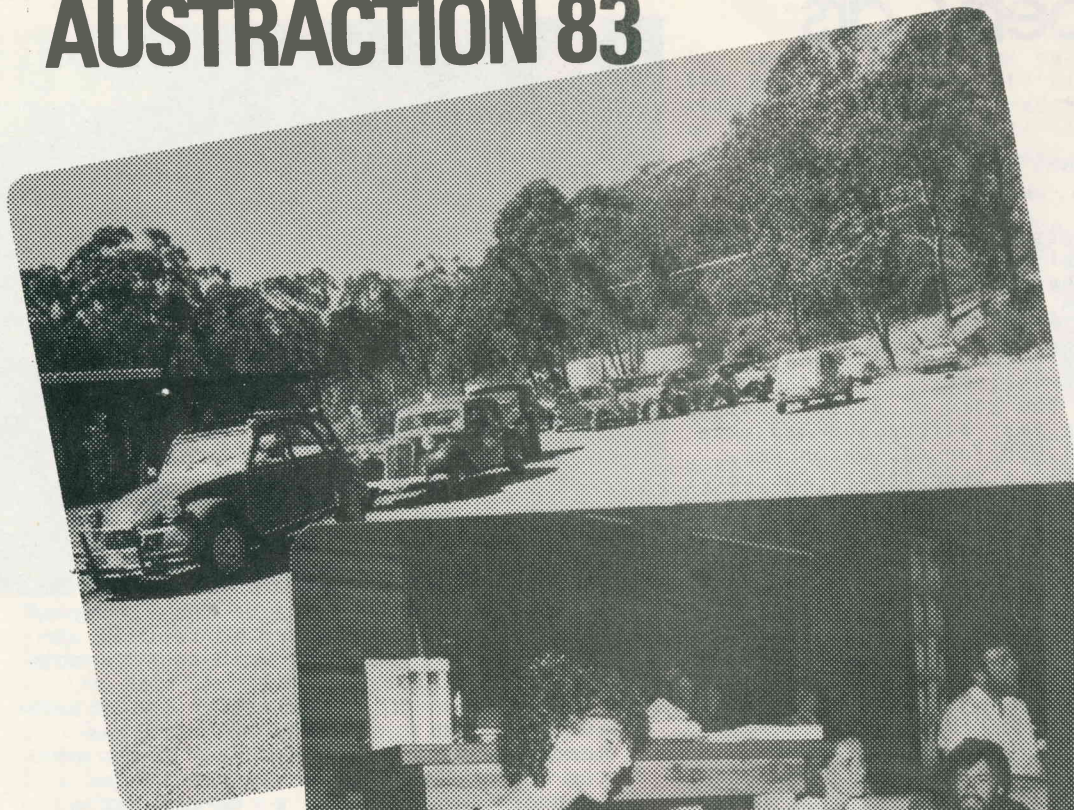
The car was originally equipped with wire wheels, and with the help of various people, a set in respectable condition was obtained. As yet, Brian has been unable to find a set of hub caps to complete the restoration, so if anyone has some lying around, he would like to hear from you.

The vehicle was finished in cream and maroon paint, and was finally registered in December 1980. It now lives in Brisbane and is used sparingly.

Restoration of cars has been somewhat of a family affair with the Wades. Brian's father used to have a large Peugeot dealership in Victoria and he and his brother ran an automotive engineering business in Queensland for a while, during which they restored a pair of Mercedes 170S's. Brian had restored a 1939 Austin Wasp just before his involvement with Citroens commenced, but seems to have remained faithful to the breed ever since. The family ownership of Citroens has included (if I haven't lost count!) a '67 and a '71 D, a DS23 sedan, a '61 and '63 Safari, a GS, a CX2400 and a 1925 B12. Brian has retained the DS23 as well as the '61 Safari and the B12, whose exploits we would love to hear more of! How about it, Brian?

Peter Simmenauer.

AUSTRACTION 83



January 29-31 saw the staging of Austraction '83 at Harrietteville in the north-eastern Victorian alps.

After somewhat of a shaky start as a result of last minute withdrawals and dollar worries, the weekend turned out to be the most successful Austraction held to date.

Unavoidable last minute cancellations were made by Jeff Harris from S.A. and Rod Greschke from A.C.T. as a result of family illness and cancellation of leave respectively - we missed you and hope to see you next year.

A total of 55 adults and children availed themselves of the excellent facilities provided at the Feathertop Chalet, and brought with them a total of 16 Citroens consisting of no less than 11 different types of vehicle. The models represented are listed below and made up the best variety of cars that have been seen at any event to date. The only major model types not present were Big 6, GS and Visa.

Friday night was the usual arriving and settling in period for most people, followed by a chinwag and story-telling time about the day's trip and the happenings of the last twelve months. It seems that no major problems were encountered by anyone on the trip to

harrietteville, so there were no instant candidates for the Hard Luck Award.

A highlight of the night was the arrival of the three vintage Citroens, all of which created a great deal of interest among those present. Friday evening saw most people head off to the local pub to sample the excellent counter meals supplied there, and to talk of all things Citroen and the events of the coming weekend. Chris and Bev Bennett from S.A. were due in early Friday night but had not arrived in the SM by middle evening, so Peter Fitzgerald borrowed Ray Fitzgerald's CX and went looking for them - with no luck. Later, a call came in from Brown Bros. winery with the excuse that a wrong turn had been taken!!

No formal activities were organised for Saturday morning, as those who had not arrived on Friday night had still to settle in. Most people spent the time resting, with friends or sprucing up their Citroens for the rest of the weekend. A meeting was held to officially welcome the rallyists who had arrived, distribute the rally packs and perform the necessary lightening of wallets. Fred Kidd did a great job of flogging two books of raffle tickets for the prize of 100 cakes of soap kindly donated by Leigh Miles and Cussons. The prize was won by Graham Stockfield.

Lunch for most was once again supplied by the pub, and was to be followed at about 1.30 pm by the departure to the top of Mt. Buffalo for the afternoon's devonshire teas. The three vintage drivers decided that they would leave for the climb at about 10.30 and stop for lunch on the way - that was their excuse anyway; rumour has it that they needed the extra time to get to the top. (5 hp against the might of Mt. Buffalo is not very much)

By departure time, the temperatures had started to climb, and while the two-potters were bragging about air-cooled engines, a number of tractionists were looking very closely at the water level in their radiators. Peter Simmenauer apparently could not have looked closely enough, as after three attempts to coax the Big 15 up the mountain, I received a telephone call at the top which informed me that the gradient and the heat had won and Peter was heading back to camp. All the other cars made it to the top except the Alan Thomas 11BL which was left behind in favour of the Bryan Grant air-conditioned Sigma. The trip down the mountain was actually more difficult for a lot of people than the trip up. Again the vintage brigade with their transmission brakes and one or two tractions with less than perfect brakes were really put to the test. The Ovens stream was a welcome sight for many people and a good chance to cool off after the run while paddling in the cool water.

After dinner on Saturday night, the serious socialising got under way in the Chalet common room. The wine, coffee and tea flowed freely as did the stories continued from Friday night. Jeannie Shields and her guitar entertained those present with a wide selection of folk songs. Jeannie sang for over two hours and was much appreciated. Thanks Jeannie. Peter Boyle decided a singalong was called for at one time during the night and started off with his own special rendition of Click go the Shears which gathered an accompaniment of hand-clapping and foot-stamping.

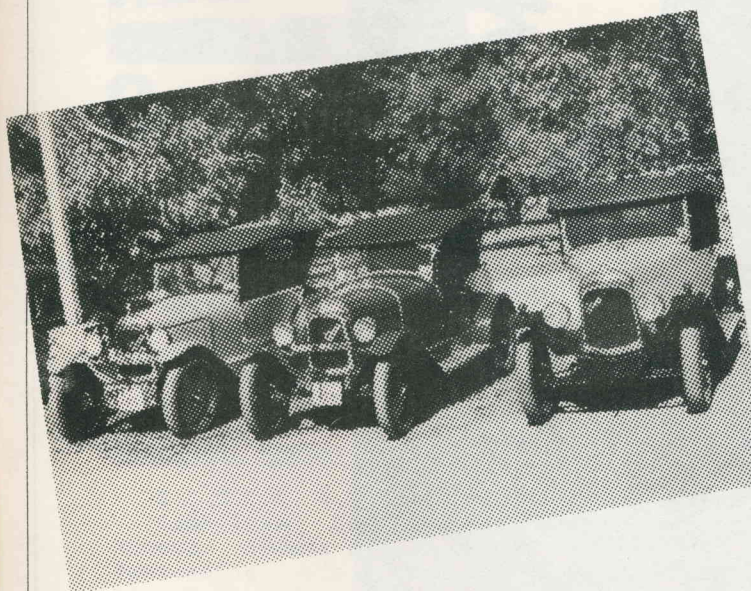


Sunday morning was line-up time at the small park adjacent to the Ovens Stream just down from the Chalet. The cars were lined up in chronological order and looked very impressive to both club members and passers-by who stopped to look. Voting was undertaken at this time for the most desirable vehicle award, which was the closest contest for the title yet held. Second preferences had to be finally used to break a tie between Gabriel De Figueiredo's beautiful 11BL and Annette Mason's magic little 5CV Trefle. Gabriel just managed to squeeze the Trefle out by one second preference vote to win the award.

Lunch on Sunday followed a pleasant drive back towards Wangaratta to the Happy Valley Hotel for an excellent steak and salad meal.

The observation run planned for the afternoon was to start from the hotel, but a number of people decided it was too hot and headed back to the Chalet or to Bright to try and cool off. For those who entered the event, a hot 100 km drive lay ahead which contained such joys as looking for microscopic names on signposts, counting the panes of glass in church windows, etc. Most teams managed to follow the course without too many excess kilometres or minutes being added, however when most people had completed the run, the teams of Wal Burkhardt, Andrew Stockfeld and myself in Wal's Mercedes and Chris and Jeannie Shields had not been heard of. My team missed a clue or two and ended up doing almost exactly double the mileage to come in just on dinner time, but the Shields were still nowhere to be seen. Another half hour or so passed, as did dinner, until they finally turned up wondering what all the fuss was about. Chris and Jeannie proved the old saying that haste makes waste, because when the totals were added, they had won.

After tea on Sunday night, somebody suggested that they would like to go for a drive in one of the vintage cars, and that started a rush. For the next two hours, the Masons and Peter Boyle had their vintage Cits going flat out carrying passengers, closely followed by Chris Bennett's SM, Russell Wade's 2CV and Leigh Miles' Dyane.



As the sun crept over the mountains to the east on Monday morning, everyone was packing up and getting ready for the chicken and champagne breakfast which officially ended the rally. Special thanks were expressed to Jeannie for her entertainment and to John Saltans, President of the Citroen Car Club of Australia in Adelaide, for making the trip to represent his club. The awards for the weekend were then presented as follows:

Most Desirable Vehicle: Gabriel De Figueiredo's 11BL

Longest Distance Travelled: Chris and Bev Bennett - SM

Observation Run: Chris and Jeannie Shields - L15

Hard Luck Award (again): Peter Simmenauer - B15 for consistent overheating (Car and passengers - Ed.)

Officially the rally had now ended, but the fun had just begun for some people on the way home. Most problems were associated with the extremely high temperatures, as with the Shields, Simmenauers and Peter Fitzgerald, but two cases involved a little more. Over the weekend, Peter Boyle had been having such a trouble-free time with the B2 that he decided to drive the car home under its own steam. Alan Thomas volunteered to act as guardian in the 11BL to ensure that Peter made the distance. It was lucky for Peter that he had another car with him because, just before the duo reached Benalla, the B2 yelled "uncle" and melted its magneto. The unusual sight of a 1923 B2 Citroen being towed by a 1952 11BL Citroen then greeted travellers on the rest of the trip to Melbourne.

The other major problem happened to none other than the Couche family in our (up to then, anyway) ever reliable 11BL. Smelly had been running beautifully all weekend, until at Bonnie Doon on the way home, an almighty clanging noise suddenly came from the engine.

After rolling to a halt over the Lake Eildon bridge, some roadside surgery revealed that the head of a valve had broken off and totally destroyed the number four piston. Smelly subsequently stayed the rest of the week at Bonnie Doon until she was rescued by Peter Boyle and his specially built A-bar the next weekend. A rebuild is presently under way. So ended Austraction '83.

Next year there will not be an Austraction as such due to the staging by CCOCA of the national rally "Citract-ion '84" to celebrate 50 years of front wheel drive Citroens - so start polishing your car now and we will see you at Ballarat in Easter 1984.

John Couche.

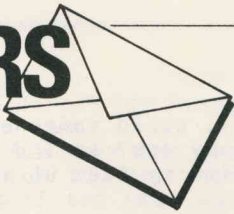
Those present at Harrietville:

Peter, Maria, Michelle & Andrea Boyle B2
 Wal Burkhardt Mercedes
 John, Robyn & Jacqui Couche 11BL
 Peter Fitzgerald & cousin Barry AKS400
 Bryan & Joan Grant Sigma
 Mark, Sue & Katie McKibbin Ami 8
 Leigh Miles Dyane 6
 Martin Power & Liz DS21
 Chris & Jeannie Shields L15
 Peter, Ann, Paul, Matthew & Kate Simmenauer B15
 Alan & Marie Thomas 11BL
 Russell Wade 2CV6
 Fred, Kathy, Claire, Rebecca & Tony Kidd Falcon
 Gabriel, Eugenia & Isaac De Figueiredo 11BL
 Leigh, Annette & Melissa Mason 2x 5CV
 Mike, Wendy, Fiona, Belinda & Baby Holden
 Brian & Craig Wade 11BL
 Chris & Bev Bennett SM
 John Saltrans
 Ray and June Fitzgerald CX 2400
 Graham & Andrew Stockfeld Austin A40 (with Chevrons)
 Noel & Jenny Stockfeld Mazda van



*Most Desirable
Car 1983*

LETTERS



More From Fred

86 Burnet Ave.
Burpham,
Guildford,
Surrey, GU11YF
England.

10th December 1982.

Dear Barbara and Bill,

many thanks for your letter and the story [The Fred Collection] It really reads and sounds as if I am some kind of celebrity [true] but it is very flattering....

Well, I guess I can say I have been very busy down at the garage and so has Barry. I have a Big 15 I'm doing up, and soon I will bring the coupe, roadsters, etc. down. I've got my small lathe fixed up onto the steel bench I made, and am now making up a press using a ten-ton ram for Barry to press bushes, ball joints, etc. - a very useful piece of equipment, so slowly I'll get a machine shop around us with an eye to making up parts.

On the club scene, we re-elected Brian Drummond again for our Chairman. Last month, we had a "Bring and Buy" meeting with 10% of proceeds going to the Club. We had a good evening. This month of December will be quiet, as Christmas festivities are uppermost in people's minds, so whilst you are enjoying the luxury of sunshine, we are beginning to see the real signs of winter. It's getting much colder, plenty of rain, and the last couple of days

we've had frost and ice on the cars. Fog has caused some bad accidents on the motorways, with the odd idiot driving as if he has 100% vision.

Well, I'll sign off now and wish you both and all the people in the Club a very merry Christmas and all the best for 1983. I'll keep you posted on events, including the ideas for 1984 celebrations "a la Traction".

Kindest Regards,

Edna, Fred and Barry.

26th December 1982.

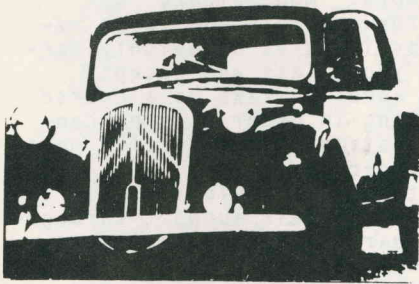
... Whilst I remeber, Victor from Amsterdam visited us for three days, turning up in a 2CV Sahara which he has sold to someone in the U.S.A. He also has for sale a beautiful SM Opera, one of two such Chapron-bodied cars made, for about 9000 (pounds) - do you have a millionaire in your club? Victor is a friend of Mark and David, I should mention.

A few weeks ago, we had a visit from Bill Bunting (?) of Continental Cars, 1213 Canterbury Rd., Punchbowl, N.S.W. His uncle lives at Farnham, about ten miles away, and they needed parts for an old 1972 Safari. Sometimes, I feel that Australia must be just around the corner!

Recently had a query from an American about a four-speed box for a Cooper racing car. They fitted them using the Light 15 casing, and the firm, Jack Knight is still at Woking (five miles away) making gears.

Kind Regards from all at "86".

[Does Fred know about our infamous No.96?-W.G.]



Coming Rallies

March 20, Sunday

Kalorama. Not an official Club event, but always a good day.

March 27, Sunday

MG Interclub Concours, Karingal Park, Heidelberg. Come and cheer for Arthur, Nance and KSE. There may be other cars there too - make sure that plenty of them are Citroens.

March 30, Wednesday

C.C.O.C.A. A.G.M. - meet your new Committee. Come and keep the b-----s honest. Always a good supper as well. Nunawading Civic Centre Coffee Shop, 8.00 pm. P.S. save postage - pay your membership subs. in person.

March 30, Wednesday

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April 1-4, Friday-Monday

Cit-In '83 at Camden, N.S.W. Theme: "Back to Basics". Forms from your Committee (if yours got lost) - but hurry! Last chance for a great holiday weekend.

PRESIDENT'S REPORT - John Couche

I stated in my message in the last edition of Front Drive that 1982 was somewhat of an enigma for CCOCA with record numbers of people joining the club, but only poor attendances at meetings and functions.

Austraction '83 at Harrierville restored my faith in the membership, with an excellent turnup of people for what was probably the most enjoyable Austraction held to date.

It was most gratifying for those people who spent many hours organising the event to see it turn out such a success. A full report appears elsewhere in this issue.

As you will be aware, 1984 is the 50th anniversary of the introduction of front-drive Citroens to the world. The Citroen 7CV set the stage for Citroen to be universally recognized as being the most technically advanced and trend-setting of vehicles. This year's activities and fund raising efforts will all be directed towards the task of making Easter 1984 a success. As usual, though, the main ingredient needed is you, the member, and preferably your Citroen car. So now is the time to dust off those spanners and spray guns and make a special effort to have your car at Ballarat in 1984.

As usual, my committee did an excellent job during the last twelve months, and I wish to express my thanks for all their efforts and hours put in balancing books, supplying spares, compiling magazines, handling the paperwork and organising entertainment and rallies.

I sometimes wonder how many more tractions, 2CV's and rear drives are still hiding out in people's garages, barns or under trees, etc. It seems that as soon as one is tracked down another is unearthed. It is a pity that they do not all end up in the hands of club members or people who want to join the club, but at least they still exist and may eventually find their way to the club.

Finally, I want to reiterate my well-used and possibly dog-eared statement once again, that CCOCA exists for you, the member, and without your help and support, it cannot exist. I ask that everybody who reads this make a special effort in 1983 to support CCOCA, whether it be by attending meetings or functions, supplying information for the magazine, buying spares, etc., or preferably doing all of the above.

To everyone who helped in 1982, I say thank you.

See you in 1983.

SECRETARY - Mark McKibbin

Well, what is there to say! It's been a record year, with about 110 full members.

I'd like to take this opportunity to apologise to those to whom I have been a little slow in replying. Also, I'd like to thank members of the Committee for their support and help throughout the year.

Lastly, would someone please volunteer for my job? as I'd gladly opt for a year with my feet up in front of the telly.

TREASURER - Russell Wade

This has been an interesting year for me, but not helped by the current economic climate. The excellent membership response this year has helped counter the many (but not all) expenses of the club that have increased over the period.

There are events during the year that cost the club money to hold, so if you don't come along and take part (get your dollar's worth), then it is your loss. Conversely, some events make a profit, so increased attendance at all events can only benefit both you and the club financially.

The excellent work of the Club Shop ladies is building up a nice kitty to help us stage Citraction '84, so we look forward to your continued support of Club Shop.

I am offering my services for this position next club year, and look forward to your continued financial efforts.

P.S. Not one cheque bounced, which is a great relief!

SPARE PARTS OFFICER - Gerry Propsting

Well folks, I guess it's time for a rest. As some of you may be aware, I do not intend to re-stand for Spare Parts Officer. Pat and I both look forward to being able to go out on Saturday afternoons once more. Mooroolbark Post Office looks forward to a chance to recover from mass influxes of weighty parcels, and the young lass who accepts these and was about to take up a course in weight-lifting in order to cope can now go back to stamping and sorting more sensibly sized packages.

Seriously though, I would like to thank everyone for their support throughout the club year. Some for their assistance in locating or procuring parts, and the others for their patience and good faith whilst waiting on the receiving end.

To my successor, whoever he or she may be, I wish good luck, good health (needed to keep up the pace) and every enjoyment that I managed to find during my term.

The legacy that I leave my successor is a small pile of Parts Order forms left out of a two inch stack. I think we have managed to fit most people's requirements, and have provided a wide range of mechanical parts that were hitherto unavailable new in our country.

I have enjoyed the experience and involvement of a Committee position, and I can recommend the job to anyone with a flair for salesmanship, a love for Citroens and an abundance of muscle for carrying around boxes of spare parts to meetings.

ACTIVITIES OFFICER - Peter Fitzgerald

The 1982-83 club year has been an interesting one for the Activities Officer. The start of the year saw the original responsibilities of the position split between two people, the Social Officer and the Activities Officer. The latter person was to organise "big events" - start planning for Easter '84, look at the possibility of holding a "French Day" and organise Austraction '83. This was felt to be necessary as the job was becoming just too big for one person to do.

The '84 meeting is now well on the way to being organised, thanks to the help given by many club members. The accommodation has been chosen and the events are being planned.

The "French Day" was looked into, letters sent to other French marque clubs and talks held with property owners. It was costed and found to be too expensive in our current financial situation, taking into account our commitment to hosting an Easter Rally.

Austraction '83 was a successful experiment this year. The accommodation style was changed and the format modified. Instead of caravans, we stayed at a lodge, which offered space, comfort and a cool temperature. The fact that no cooking was required was appreciated by all. The format was far more relaxing, which was appreciated in view of the weather conditions. An excellent weekend was had, even though the numbers were a little disappointing, and the Club had to carry the cost of the few extra beds. The success of the lodge-type accommodation makes it likely that we will try to obtain it in future years, but we may change back to the long weekend in June, as the tractions don't seem to like the hot weather. Any comments thanfully received. My comment is, buy a 2CV!

Finally, I will not be standing for election next year. I would like to, but work pressures are dictating my decision! This leaves the Committee with a hole, and with Easter '84 coming up, the hole plainly has to be filled. No argument. I am willing to be in the '84 Subcommittee to help out though. The subcommittee will be able to take the pressure off the Activities Officer and distribute it among a number of people.

O.K. it's time for all those members who have been reaping the rewards of the Committee's hard work to come to the aid of the Club when it needs you. Do something positive!

SOCIAL OFFICER - Peter Boyle

Having completed my first year as Social Officer, I am still somewhat puzzled as to what my fellow Citroenians look for as far as club activities are concerned. A few suggestions and/or criticisms from the membership would help me greatly.

In retrospect, many of the functions have been well attended, such as the day

run to Yarra Junction, the annual Club Concours at Como, etc. But the most disappointing aspect of this position on the Club's committee has been the lack of attendance at Club meetings when guest speakers have been organised. However, if elected to the position for another year, I will persevere with guest speakers in the hope that attendances will improve.

On a brighter side, I must congratulate Leigh Miles for being Clubperson of the Year - a very worthy winner. Also, once again, Arthur Clarke, Concours winner for the fourth time, but this time against some very strong competition.

Hopefully, next year's report will be a lot brighter. So hop to it all, get those Citroens going.

EDITOR - Peter Simmenauer

Looking back over the issues of Front Drive produced over the past year, the most noticeable characteristic is the increasing proportion - approaching 100% - of original material to reprints from other sources. This partly reflects the shrinking amount of unused contemporary material on our (!) venerable tractions, but clearly illustrates the amount of effort many of our members are prepared to put in to maintain the magazine's interest and, we hope, relevance to all members.

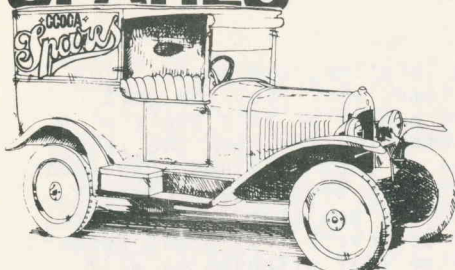
I think it is only fair to point out the high proportion of material contributed by CCOCA Committee members and the Editorial Subcommittee, particularly by the Couches and Bill Graham, and to express my hope that in future, a greater range of contributors will help to ease the load on the already hard-pressed Committee.

On the production side, there is no doubt that Peter Fitzgerald's graphic skills and imagination have made the magazine visually far more attractive than many more expensively produced publications. Veevers Printing has once again been most reliable and understanding, enabling the magazine to be produced regularly with minimal technical hold-ups.

As far as content is concerned, we have had a tremendous range and variety of topics, but have remained thinner on technical articles and notes than in past years. I am sure that many more members have tips, techniques, opinions and experiences that could be passed on for other members' benefit. We may not all be capable of writing an article of the standard of Gerry Propsting's "Suspense Surrounding Soundly Suspended Suspensions", but every Thoroughly Tried and Tested Technique, however Tiny, could Tide some intrepid Tractionist over Tremendous Troubles and Tribulations one of these days.

My most sincere thanks to my fellow members of the Editorial Subcommittee, Peter and Bill, and to all contributors over the past year. Let's all help make the coming Club year a good one!

SPARES



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
(17 mm only)	
Changeover driveshafts: POA	
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
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Brakes

Front brake hose 11BL/11B only	16.29
Rear brake hose 11BL/11B only	12.55
Rear wheel cylinders 1" (4 cyl.)	40.70
Gaskets	
Head 4 cyl.	27.65
Rocker cover 4 cyl.	POA
Manifold 4 cyl.	POA

Sump set 4 cyl.	9.24
Exhaust pipe/muffler 6 cyl.	1.00
Timing case 4 cyl.	2.10

Rubber Ware

Big boot top rubber (grey)	10.27
Big boot bottom rubber	5.50
Door seal rubbers (set) 11BL/L15	4.60
11B/B15/6	5.00
Windscreen rubber (Alum. Frame)	
11BL/L15	3.80
11B/B15/6	4.00

Filler cap (grey) post '52	7.00
Big boot rubber clips set 12	3.30

Electrical

6 volt brake lamp switch	2.70
12 volt wiper motor mount (exch.)	16.50

Cooling System

Radiator hose (pr.)	20.34
Water pump overhaul kit (orig.)	35.60
Water pump shaft & rear bush(local)	
Steering	18.00
Rack endcap L.H.S.	15.85

Body Fittings

Citroen name plates for 11BL	5.85
Door rubber bump blocks set 8	
(Dovetail bumpers)	6.96
Door springs ea.	0.65

Tools

Lower ball joint extractor for 4 cyl.	
Traction - only \$53 each.	

** Crosses out of stock, no further orders until new stock obtained.

* A good supply of body rubbers have been received. These are in a long-lasting black rubber compound and will keep well. It would be advisable to buy now for the shelf or whatever, as it may be a long time before we can place another order for these items, and the price is unlikely to be so good.

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".

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.

As you will have read in the Committee reports, I will cease to be Spare Parts Officer at the end of this month. Please hold off ordering until the necessary re-organisation takes place.

LIBRARY

Books

ANNELLS & RICHARDS. 'Raid Maroc'. 1978.
EDGEWARE MOTOR ACCESSORIES. The Guide on How to Retrim Your Car Interior. 1981.
THE NATIONAL MOTOR MUSEUM AT BEAULIEU. 1981.
SEDGEWICK. The 'Traction Avant' Citroen, 1934-1955. (Profile ser.)

Periodicals

ASSOCIATION OF MOTORING CLUBS. News-letter.
EAST COAST BAYS CITROEN CAR CLUB (N.Z.)
SOUTH ISLAND CITROEN (N.Z.)
2CV GAZET (Belgium)

CLUB SHOP

Contact: Robbie Couche
15 Mitchell Ave.
Boronia 3155
Ph. 762 6856

Maria Boyle,
35 Newman St.,
Thornbury 3071
Ph. 480 3560 (A.H.)

Windcheaters and T-shirts:

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

*Order a T-shirt, printed from our stock for \$6.00 OR

*Windcheaters can be ordered, but as stock is not held, price will depend on current price of garment.

PLEASE SPECIFY SIZE, COLOUR AND DESIGN WHEN ORDERING.

Metal Grille Badges: Out of stock; new stock soon.

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)

Citroen 2CV 194.-1982 (Brooklands series of road tests). Cost: \$9.80.

Windscreen Stickers:

Club emblem. Cost: \$1.50

Cloth Badges:

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

Lubrication Charts:

High quality reprint of original Traction "Oil and Grease" chart.
Cost: \$1.00.

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. Available in:

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

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

Wine Glasses:

Have you managed to break any of your Citroen wine glasses yet? Small no. of replacements available individually.
Cost: \$2.50 ea.

All prices plus postage and packing.

CLASSIFIEDS

WANTED: Spare wheel cover to suit British built 1950 Big 6. Also front and rear bonnet securing fixtures to suit same. Contact Tim McPhee, Watchupga West Rd., Woomelang 3485. (050) 812235 Reverse charges.

SELL: 2CV's '53, '54 sedans in kit form. Two tandem loads, incl. parts of three bodies and plenty of mechanicals. Many panels sandblasted and primed. Restorable proposition for keen nut with plenty of time. Offers around \$500 (will separate) or swap for SM.

BUY: Wanted dead or alive - Bosch L-Jetronic fuel injection. Contact Paul Chapman, 25 Bellara St. Doncaster 3108. Ph. 848 4658 A.H.

FOR SALE: Citroen Light 15 1950 model. Needs complete restoration, new floor, numerous spares. Best offer. Also: **FOR SALE:** Citroen Light 15 1953 model parts. Contact Bob Shackley Ph. (062) 549171(A.H.) or write P.O. Box 1592 Canberra City A.C.T. 2601.

WANTED: for 1951 11BL: Speedometer and gauges, steering wheel, headlights, bearing extractor kit and good grille. Contact Bob Shackley as above.

NEW MEMBERS

Welcome to:

FELLMAN, Marc
583 Brookton Hwy,
Karragullen, W.A. 6111

CROSS, Ted 842 6659 '53 L15
17 Centaur Gve. (D)
East Doncaster 3109

KRAPE, Michael 857 6941 '54 L15
39 Finlayson St. (GCV 023)
Doncaster 3108

NICOLADES, Iris 818 7557 '54 L15
25 Denham St. (GCL 844)
Hawthorn 3122

FITZGERALD, Ray & June CX2400
82 Havlin St.
Bendigo 3550
Change:

COUCHE, John & Robyn
2 Wimbourne Crt.
North Bayswater 3153

McKIBBIN, Mark & Sue
57 Roseneath St.
Clifton Hill 3068

MILES, Leigh
1 Streeton Crt.
East Burwood 3151

LETAT, Dean & Nadia
66 Piddington St.
St. Johns Wood, Q 4060

HUSSEY, Karmen
22 Sindon St.
East Malvern 3145

WADE, Brian
51 Sturt Ave.
MIL P.O. Kapooka 2661

PROTOS, Alex
75 Market St.
Randwick NSW 2031

