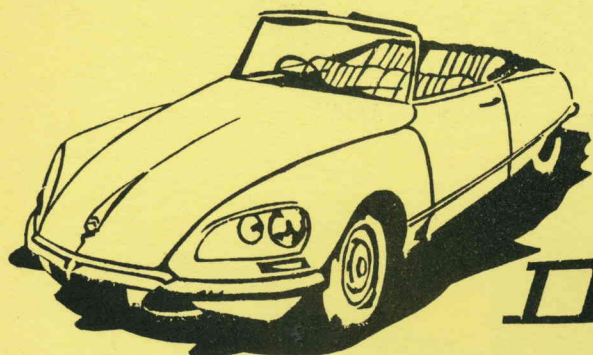


Whilst every effort is made to ensure the accuracy of information and advice in this magazine, and in replies to readers queries, neither the Citroën Classic Owners Club of Australia nor the officers and members thereof nor the authors accept any liability

Windcheater & T-shirt designs

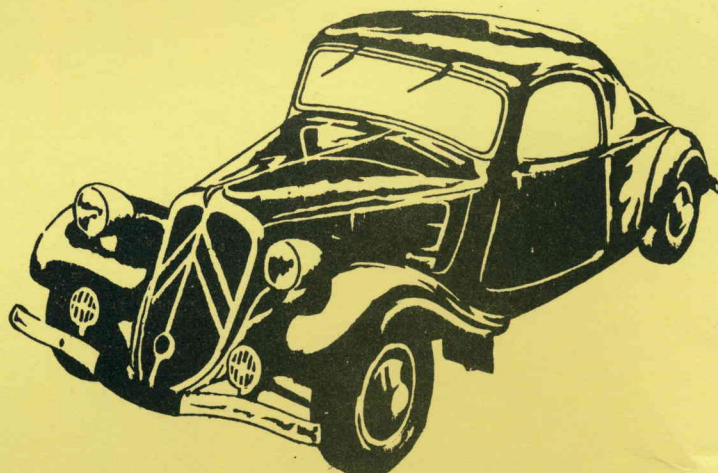
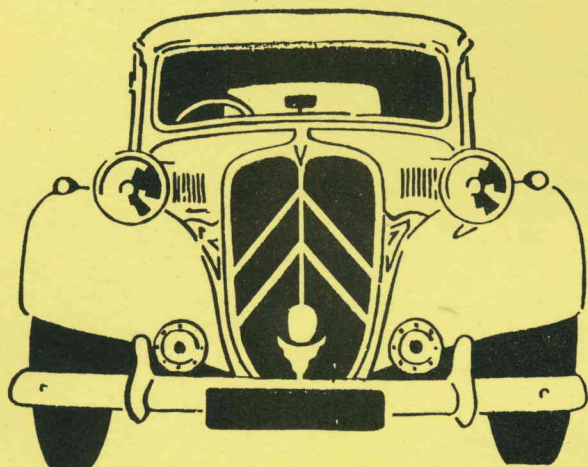
LA CABRIOLET



DS



La 2cv



CITROËN

CITROËN



CCOCA IS A MEMBER OF:

ASSOCIATION OF MOTORING CLUBS

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

ISSN 0810-8625

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MEMBERSHIP SUBS. DUE!

This is the first magazine for the new club year. What's happening?

Your Committee has already started planning activities, including day runs, a motorkhana and our Concours d'Elegance, which will again be held at Como House (see Club Calendar). Planning for Cit-In '84 in Ballarat, which will celebrate the 50th Anniversary of the Traction Avant, is also well advanced. The Club Shop, Library and Spares are all expanding, and we are still in the black! Continuing (not old!) members of the of the Committee still have plenty of ideas; the new members have even more. That's what we're doing, what can you do?

More feedback on requirements for activities, spares, Club Shop items, library stocks. More contributions, large or small, to Front Drive. More members! More restoration, spit and polish on your cars - Concours coming! More participation in activities and please -

DON'T FORGET TO PAY YOUR MEMBERSHIP
SUBSCRIPTIONS FOR 1983-84 PROMPTLY
or this will be your last Front Drive!

Peter Fitzgerald
Bill Graham
Peter Simmenauer

FRONT DRIVE DEADLINES:

July/August issue: 24 June
September/October issue: 26 August
November/December issue: 21 October

NEXT CLUB RALLIES

GENERAL MEETING: GUEST SPEAKER FROM PENRITE. 25MAY, NUNAWADING
CCOCA DAY RUN WITH CCCV TO WERRIBEE PARK: SUNDAY 29 MAY!!!!!!!!!!

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

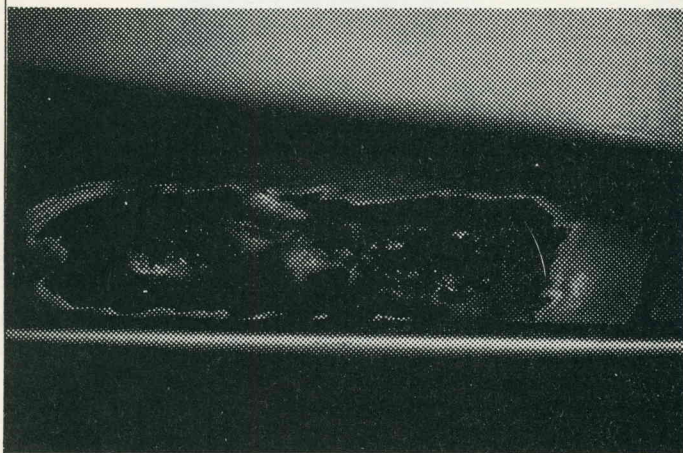
CCOCA meetings are held on the last Wednesday of every month at 8.00 pm at the Coffee Shop Meeting Room of the Nunawading Civic Centre, Nunawading, east of Springvale Road.

Repairing a rust hole in a panel

As we all know only too well, the little rust devil is always looking to attack our precious bodies (i.e. the bodies of our precious motorcars - let's not carry this Man of Iron thing too far).

When a piece of panelling rusts through, it is important to determine whether the strength and hence the safety of the vehicle is being reduced. If the answer is yes, then obviously it is essential that the structure must be repaired in such a way that the strength is restored. Usually this will require some welding in of new metal.

However, small holes rusting through panels (called perforations by the manufacturers) are often of no structural significance, but may be very offensive to the eye of a critical beholder (e.g. a potential buyer or a concours judge). A typical situation is the perforation of the lower edge of an outer door skin.



While purists may say that welding in of new metal is the only answer, new metal is no guarantee against further perforation. Further, there is often the risk of fire if the panel is not removed for welding. Obviously, all these factors add to the time, skills and specialised equipment required for the welded repair.

Cold repair techniques, involving modern plastic polymers, avoid many of these problems, and, properly applied, should give very satisfactory and long-lasting results.

The approach advocated is to clean up the rusted area, inactivate the metal surface and then apply a filling material in such a way that the area is sealed off from further attack ("encapsulated"), and finally the visible surface is restored to its original contours and finish. Incidentally, this is in principle exactly how a dentist goes about fixing a damaged or decayed tooth, so we are in good company, even if not as well rewarded for our efforts!

Let us look at a typical problem and how it was repaired.

1. This door had previously been treated internally with bituminous and water repellent materials. Obviously, complete coverage had not been obtained. Note that perforation has occurred along the line where the three elements of iron, water and air come together in the poorly drained area just up from the bottom edge of the door.

2. Trim back the edges of the perforations and adjacent thin areas, sand off all paint for 2-4 cm around the holes with a coarse disc on an electric drill and tap this area down slightly below the original surface line. Remember to use eye protection when sanding, brushing or using hazardous liquids.

3. Gain access to the inside of the affected area by removing the door trim panelling and use a wire brush or coarse steel pot scourer to loosen dirt, scale, etc. Blow, suck or wash this debris out. If necessary, use a degreaser and water wash to remove oil, tar, etc. from the repair area.

This and later steps will be difficult to carry out on the inside of boxed-in and inaccessible sections which do not have existing access holes. In such cases, special access holes may be cut or drilled into the section, later variously hiding the holes behind trim, plugging them, or filling and refinishing over them, depending on location. Remember however, that boxed sections may require welded repairs because of their contribution to body strength, and that holes will tend to weaken them.

4. Neutralise the cleaned inner and outer surfaces of the panel with a phosphoric acid or of some commercial brew such as BALM's Deoxidine. Leave the neutraliser some hours to react, ideally overnight. Phosphoric acid will form a dull grey coating of inert ferric phosphate when it reacts with clean bright iron.

5. Wash off unreacted phosphoric acid residues by liberally sponging the treated areas with clean water, and dry off the water thoroughly e.g. with the hot air blast from a hand-held hair dryer.

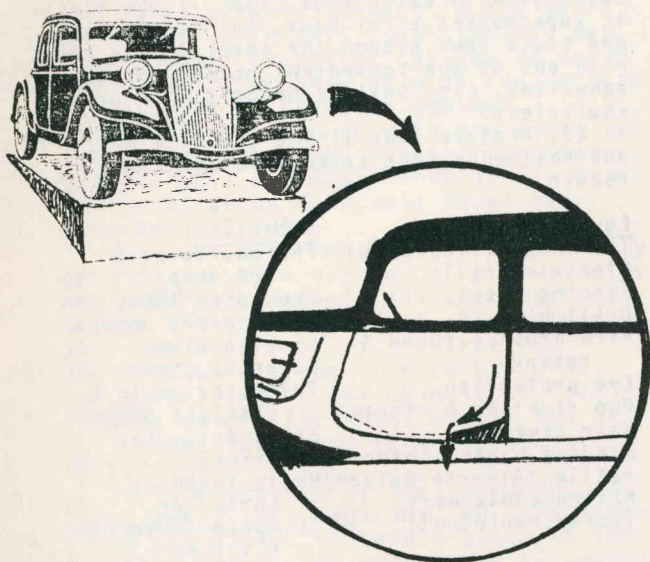
6. Cut some scrap galvanised iron (G.I.) sheet to shape so that it overlaps the perforated area by at least 2-3 cm if possible. The GI sheet should also be curved to follow the surface form of the damaged panel. Obviously, thicker sheet is stronger, e.g. 20 gauge, but 22 gauge (which is thinner of course!) is about the limit for easy cutting with simple tin-snips.

7. The GI sheet reinforcement usually needs to be attached securely to the back of the old panel. Positive attachment enables the zinc of the GI to provide some sacrificial protection to the old panel as well. Pop-rivets are the easiest fixing. Using the minimum sized drill bit to suit the medium sized pop-rivets to hand (about 3 mm diameter), drill through the sound panel and the reinforcing sheet and rivet the two together at three or four places. Make sure that the panel is well tapped down in the vicinity of the rivets so that their tops will require little if any grinding or filing to get them below the final finished surface.

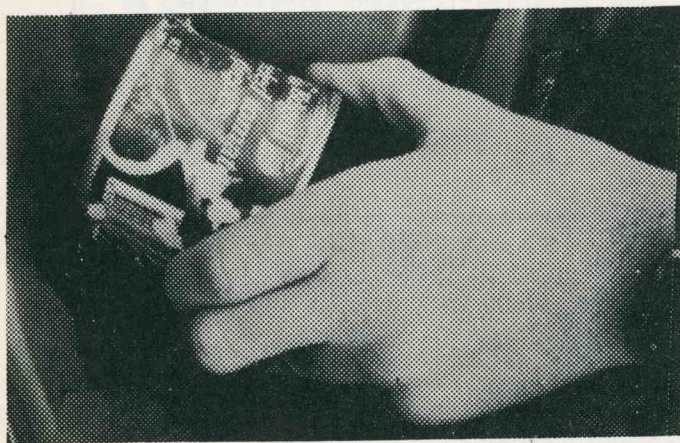
8. The area is now filled with a free-flowing plastic filler from the back (and the front if necessary) so that the weakened area is strengthened and encapsulated. Polyester resin (as used in boat repairs) is easily obtained, works well and adheres to clean metal. However, being a syrupy fluid, it must be held in place until it sets. Broad masking tape and paper is pulled taut and used to seal over the outer surface in the repair area during setting. Leave the tape "floating" over the depressed area itself so that the resin can flow out and

encapsulate the outer surface of the repair. The normal drain hole in the bottom of the door inner skin near the repair area is also taped over temporarily.

9. Water lodging between the inner and outer door skins, especially near the lower door corners where drainage to the existing drain holes is difficult, is a major cause of lower door rusting, as in the present instance. It was therefore decided to allow the polyester resin to set between the skins "at an angle" so that it formed a sloping surface seal, actively draining water away from the door corner. This was achieved by raising one end of the car on a ramp (a jack could be used) before pouring in the resin. Because the hole being fixed was in the rear corner of the door, the front of the car was raised.



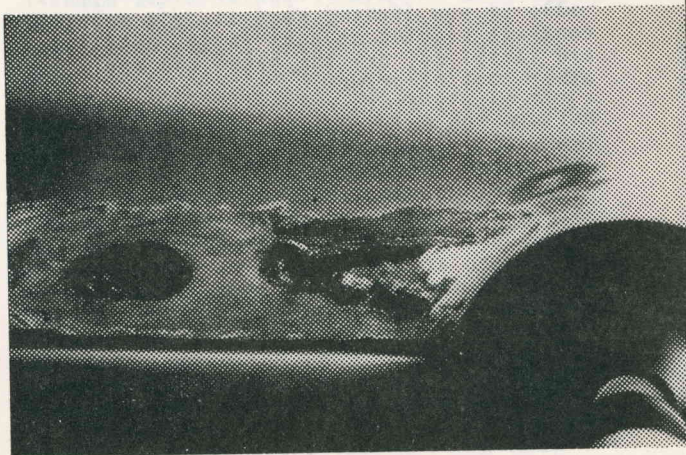
10. To be sure that the resin gets into and seals all the area of concern, it may be necessary to pour resin in through supplementary holes drilled in the inner door skin. These may be filled later as desired, and refinished exactly as for the outer panel.



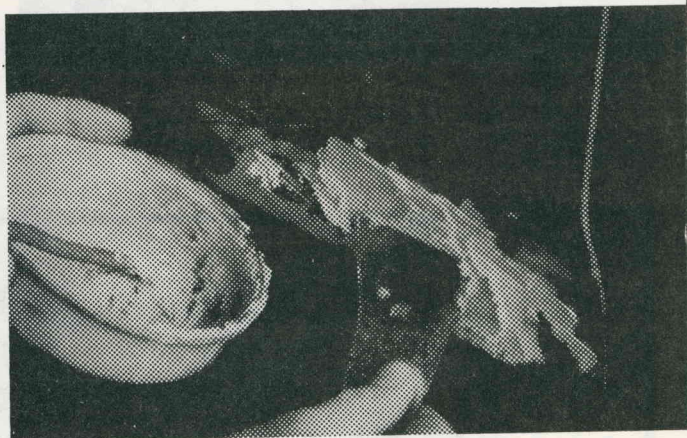
11. The polyester resin (e.g. Boatsheath Resin No.1 - RF Services) and its activator/catalyst are added together in the manufacturer's recommended ratio (usually about 30:1, say 30 drops of activator to 100mL or 3½ fl. oz. of resin). Mix thoroughly with a clean stick (ex-icy pole) in a throw-away container (clean dry soup can etc.). Do not mix excessive resin; mix 100-200 mL at a time, then mix more if needed. The time for the resin to set depends on the resin,

its age, the amount of activator and the temperature. Setting occurs in half to several hours, and can be hastened by extra activator (but not too much) or heat (with the hair dryer, etc. - may be needed in cold weather). Leave overnight to cure if possible.

12. Remove masking tape and paper as far as possible, and, using a medium to coarse disc on the electric drill, cut the resin surface back to just below the final finished surface of the outer panel.



13. Mix up body filler paste and its activator/catalyst (e.g. K & H Handyman Plastic Putty) in its recommended ratio and press onto the repaired surface with a throw-away spatula (see 11 above). For a minor job, one or two tablespoons of filler should do. A handy tip from Practical Classics is to lay newspaper onto the filler (better still, clear plastic such as Gladwrap) so that you can work the filler onto the surface without it sticking to your hands. Work it in so as to thoroughly cover the surface and fill in any flaws etc. in the underlying resin or metal. Roll the filler down with a bottle or similar, removing any surplus, so that the filler is at or just above the final desired surface. Filler sets in about 20 minutes. Ideally, leave a few hours before the next step.



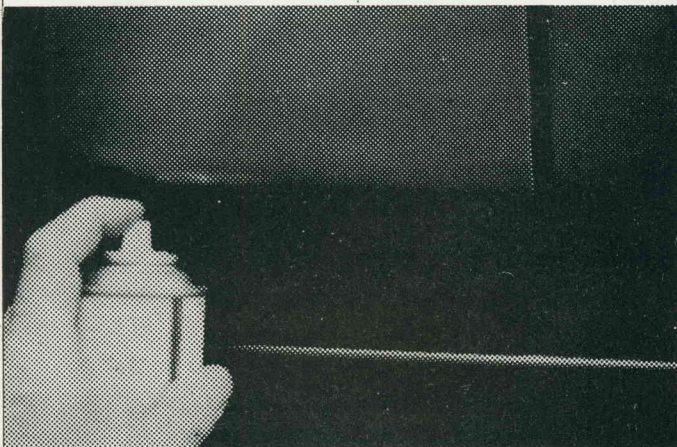
14. Sand back with "wet-and-dry" paper starting with medium (say 100 grade and finishing with fine (say 800 grade). If the panel is flat or slightly convex, use a flat sanding block to support the paper. If the surface is dished inwards, wrap the paper around an old barrel shaped shampoo bottle, filled with water and tightly capped. Keep the paper clean by swishing regularly in a bucket of water. Work the surface down carefully until it is smooth

to the eye and touch and appears to blend perfectly into the original panel surface. Dry off with a lint-free cloth and the hair dryer.

15. Apply a thin uniform coat of grey zinc-rich primer/undercoat to the repaired area, keeping the pressure-pak nozzle about 25-30 cm from the panel and using gentle sweeping arcs (see side of can). Allow to dry one-two hours.

16. The uniform grey coat will help to reveal any surface irregularities, especially if you lightly sand it. If necessary continue sanding down as in 14, until you are satisfied, dry the panel and apply another coat of primer.

17. Apply final colour to the panel, building up in a series of thin coats, and for a really good finish, fine sanding with wet-and-dry between coats. If your car is a current colour, you should be able to obtain a standard pressure-pack of touch-up colour to do the job (follow directions on the can as for undercoat). If it is not a current colour, you will have to have some finish mixed up and matched by a panel repair shop or specialist supplier, e.g. B.S. Stilwells in Kew, Melbourne. You will then have to buy or borrow spray equipment or have someone apply the finish. Perhaps the purchase of one of the rechargeable aerosol cans, suitable for paints, lubricants, cleaners, etc. e.g. "Aerosol Jenni Can" @ \$25 approx. might be worth considering.



18. When the final coat is hard in a few days, finish off with a good quality polish, initially in a cutting grade.

19. At this stage you might consider putting a layer of polyester filler across the inside bottom and as a sloping seal in corners of all the doors, whether they are showing perforations to the outside or not.

20. Make sure that the drain holes in the bottom of the doors are absolutely free. Run a quarter inch drill bit up to cut through any resin that may have flowed across the holes. If this exposes any new metal, touch up with primer and final coat.

21. Spray the lower inside of the door with a thorough coating of your favourite rust-stopper sealer (Waxoyl, Tectyl, Ensic etc., even WD40 or RP7). Repeat this every six months or so.

22. To prevent water getting at the inside of your door lining, seal off the openings with waterproof film. I use plastic supermarket carry bags, cut to shape, and stuck down around the edges of the holes with one of the convenient gelled contact adhesives, e.g. Selleys Gelgrip, Goa or equivalent.

23. Replace door lining and fittings, and challenge your friends to spot the repair.

Equipment:

Tin snips (fine nose)
Electric drill
Sanding disc
Drill bits
Wire brushes (Hand & rotary)
Eye protection
Pop rivetter & rivets
Hair dryer
Sanding block, shampoo bottle (Alberto Balsam)
Mixing containers (Spray equipment)

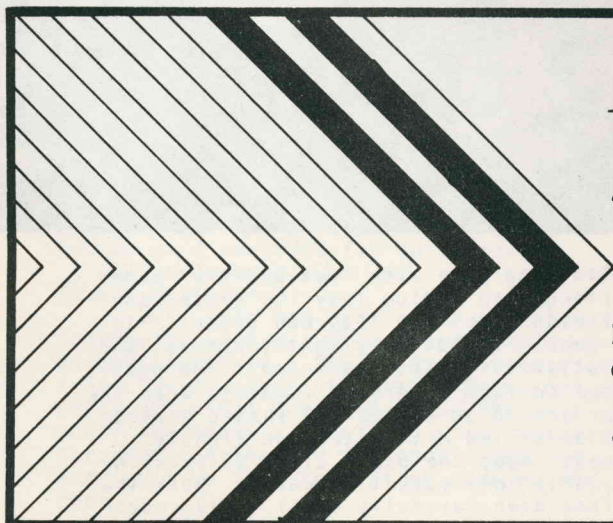
Materials:

Phosphoric acid 100 mL or \$2
Deoxidine 500mL \$5
Wet-and-dry paper \$2
Sanding discs \$2
Scrap GI sheet \$0.50
Polyester resin & catalyst 500mL \$5
Holts Auto-zinc primer \$4
Holts touch-up spray or \$4
1L spray lacquer \$20 & thinners
Masking tape \$2
Body filler 500g \$10
Re-po Extra Cut polish \$6
Contact adhesive gel \$4
Total approx. \$45

The indicated material costs of about \$45-80 will of course be determined by your particular circumstances and materials to hand. The minimum quantities indicated should be sufficient for several small repairs of the kind described.

Good luck with your body beautiful!

Bill Graham.



PLEASE NOTE: CITROEN CLASSIC OWNERS CLUB OF AUSTRALIA HAS A NEW POSTAL ADDRESS. IT IS:

P.O. BOX 377
BORONIA, VIC. 3155.

Please use this address for all correspondence unless there is a particular reason for contacting a Committee member direct.

RIGHT-ON FOR BRIGHTON

In November 1896, the "Red Flag Act" was dropped in Britain, and motorists were no longer limited to four mph and required to be preceded by a man carrying a red flag. They could now travel at 12 mph! In celebration, a group of motorists tore up a symbolic red flag and headed off towards Brighton, now an easy 80 or so km down to the south coast, though a daunting task in the primitive machinery of 1896.

The annual re-enactment of the celebration of this automotive liberation takes the form of the Royal Automobile Club London-Brighton Veteran Car run, now open to vehicles made in the years up to 1904. To this long-standing and very popular tradition can now be added the Classic Car Show held in conjunction at Brighton on the same weekend.

The Classic Car Show is sponsored by the Thoroughbred and Classic Cars magazine (T&CC) and most recently was held in the Brighton Metropole Hotel over November 5-7 1982.

Citroens were represented very nicely at the show by a bracket of six vehicles, each representatively and characteristically Citron in its way. The display was a joint effort by the Traction Owners Club and the Citroen Car Club. Not surprisingly, the ubiquitous Fred Annells was in the thick of it, and he gave some background in a recent letter as follows:

"At the request of the Thoroughbred and Classic Cars magazine, we were asked if we would care to have a stand at the November show at Brighton. We suggested that we have a joint stand with the Traction Owners Club and this was accepted. Alan Sibley and Kathy Hayes of the T.O.C. organised the stand material which the T.O.C. have used before, and we collected it and assembled it at my new premises to be certain all would be 'OK on the day' to use a TV show phrase.

"We spent three weekends painting and

making certain all the parts would go together properly. Citroen Cars provided us with lots of publicity material, i.e. balloons, key rings, plastic shopping bags, posters, etc. etc. We also had a Michelin Man suit (with Fred in it?).

"We had six cars for display; 1953 11 Legere, 1931 C4, 1953 2CV, 1966 DS21, 1972 SM and a 'Special'. This was a 1939 racing car, based on the running gear of an 11 Legere with alloy chassis and bodywork - one of two built by Dr. Lepelletier and brought into England in 1974. (More details, including a clear photograph of this car can be found on p. 81 of the Oct. 1982 issue of T&CC, and in the Nov. 1982 ed. of Floating Power. It features a four-speed ERSA box, twin transverse leaf springs at front, aluminium head identified DB, twin Solexes and cast aluminium wheels. Owner Alan Sibley is seeking more info. about the car - he thinks it is one of the two Citroen-based Deutsch-Bonnet cars entered in the 1949 Le Mans).

"Great interest was shown by the public for this car and for all the hard work of trailering and returning three of these cars - it made it all worthwhile.

"The 2CV belongs to Barry, and it had been in a lock-up for eight years. A few turns over with a fully charged battery, fresh petrol in it and it started minus an exhaust system! We moved it onto a trailer and took it to the garage to be cleaned up and made driveable, but it was trailered to Brighton because of insufficient time to make it legal. I've included some photos I took for your club's use - I hope they are OK. Tell David (Gries) by the way that this 2CV of Barry's has chassis no. 00186".

Incidentally, Fred's magnificent tan SM has been re-registered with the very questionable plates UP L15! and appeared with them at Brighton. Mein Gott! Fred, what are you up to?

Bill Graham.



The Swiss Transport Museum

To many people, Lucerne in the Swiss Alps is one of the most beautiful areas on earth. The charm of the city, the beauty of the lake, the protective presence of the nearby snow-capped peaks, the colour, the clear air; all give indisputable support to such a claim. Surely, amongst other things, Citroen territory.

And so it proved. The Citroen scene seemed to be set by coming upon a ruggedly personalised lemon 2CV with its bustle-boot during an early morning stroll, and at the other extreme, by the beautiful dark grey-green CX Prestige, easing away from the kerb in front of our hotel.

An auspicious prelude then to my visit to the Swiss Transport Museum which is beside Lake Lucerne and is accessible from the city centre by lake cruiser, trolley bus or pleasant stroll along the lake shore.

Taking a free peek at the Museum catalogue, I was delighted to find listed among the exhibits a 1934 7S "Traction Avant" and a 1924 5CV "Trefle". a look through the Road Transport Hall soon revealed the glistening black (naturally) 7S sedan, with its characteristic twin fuel fillers, twin scuttle vents and lack of external boot opening.

The 7S features in Museum literature as representing the start of a new phase in automobile design - the influence of streamlining. For striking contrast, the 7S's display partner is the unusual Mercedes-Benz 130H of the same year.

I was unable to locate the 5CV on display. Possibly it had been withdrawn

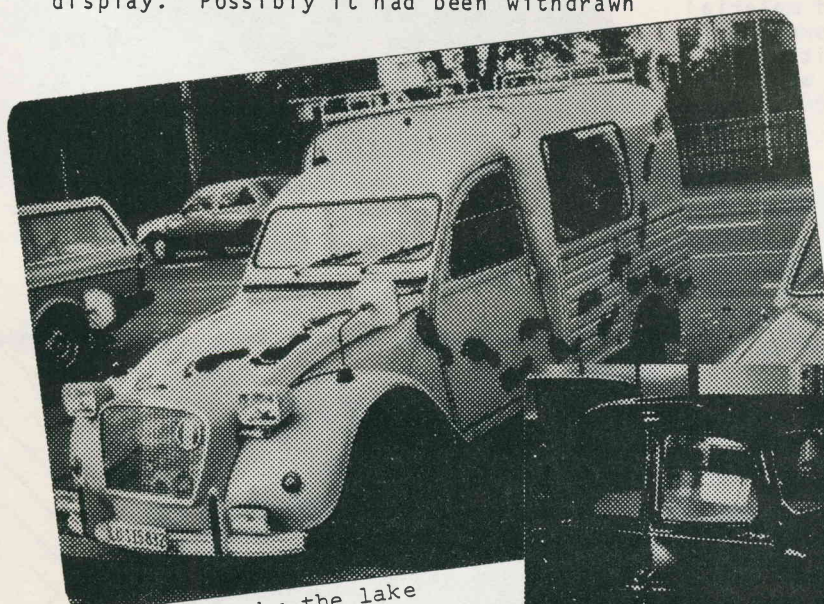
for attention in the Museum's restoration and repair workshop. However, a partial compensation was the finding of a beautifully and very comprehensively sectioned DS21 Pallas, an excellent display showing all aspects of the DS workings. Other rare or unusual vehicles included some twelve built by the Swiss automobile industry, the latest being just after World War II. Overall, the collection pursues themes, rather than providing an exhaustive coverage.

Other sections of the Museum cover rail, post and telecommunications, aeronautics, astronautics, navigation and tourism (water transport on lakes and via the Rhine to the sea is important to Switzerland) and a planetarium. Many exhibits are peculiar to the region (cogwheel railways, cable cars, snow vehicles).

The collection as a whole has been described as the most comprehensive transport museum in Europe. Definitely worth a visit if you are in the area. Further information can be obtained from: Verkehrshaus der Schweiz, Lidostrasse 5, CH-6006 Luzern (Switzerland).

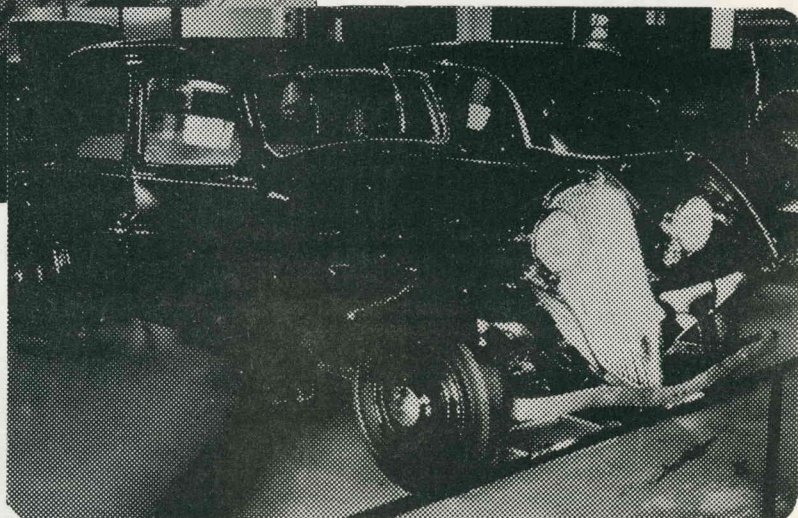
Strolling back along the lake, I was intrigued by a local 2CV van, featuring the grille from a Studebaker Hawk (?) and a pattern of black footprints, as if some muddy-footed denizen of the lake had walked over it. Ah well! Citroen history and Citroen eccentricity. Inseparable!

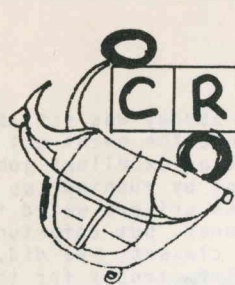
Bill Graham.



Eccentricity by the lake

Beauty in the Museum (7S and 130H)





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COMMITTEE



1. PRESIDENT - John Couche
Contact for: Everything

5. ACTIVITIES OFFICER - Robyn Couche
Contact for: Cit-in '84, Club Shop

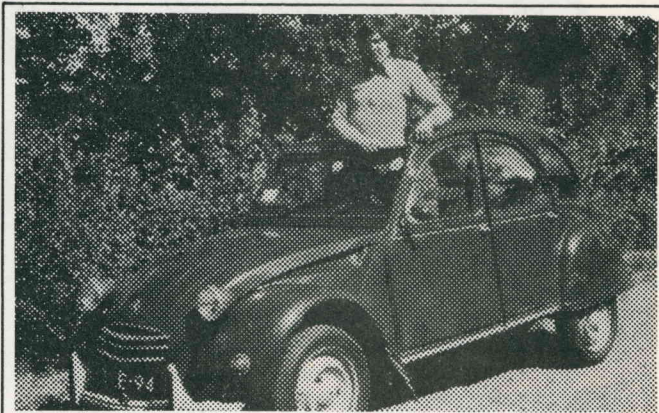
Clue: after Drysdale - sorry, Harriettville



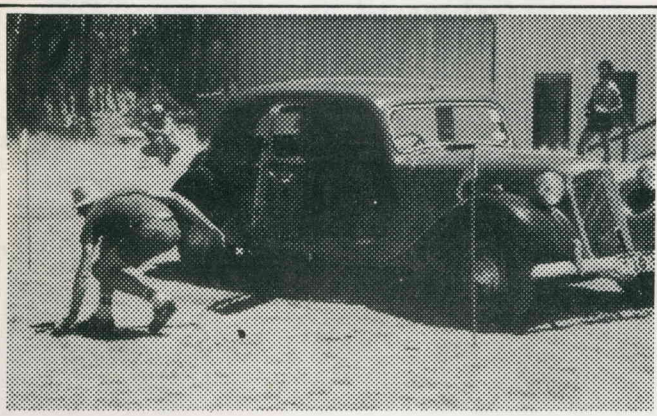
2. SECRETARY - Mark McKibbin
Contact for: Memberships, minutes
Clue: Word processors, wild-life



3. TREASURER - Russell Wade
Contact for: Money, money
Clue: The Quiet Revolution



4. SPARE PARTS OFFICER - David Gries
Contact for: Bits and Pieces (Spares)
Clue: Four two-pots don't make a V-8



7. EDITOR & LIBRARIAN - Peter Simmenauer
Contact for: F.D. Articles, adverts, Library
Clue: Head- and crank-case, by the bcc



6. SOCIAL OFFICER - Peter Boyle
Contact for: Activities
Clue: Socialosopher

Your new Committee - a collection of all the Talents (except for speed out the door when the jobs were handed out). See previous issues for more or less complete biographies of this crew.



Cit-in 83

Cit-In '83 was held at Camden about 50 km south of Sydney over the Easter long weekend.

Approximately 70 Citroens from most states of Australia attended the weekend, with models ranging from Tractions through D's, GS's, CX's, two-potters and SM's.

Unfortunately, the numbers of Tractions and two-potters were low, but unusual machinery present included two SM's, two Visas (one two-potter and one four-cylinder) and a brand-new GS Bi-rotor, which had been built up from the Spare Parts Dept.

CCOCA was reasonably well represented this year with six cars present at different times, that included Robyn and myself in the GS (Smelly is still not well), Chris and Bev Bennett and Peter Fitzgerald in the SM, David and Janet Gries in the DS, Brian and Ester Wade in a DS and Tom Campbell and family in a Normale and a 2CV.

Friday afternoon was arrival and registration time for most people, with a general get-together and supper on Friday evening, renewing old acquaintances and making new ones, and talking of all things Citroen.

On Saturday morning, the rally got well underway with a parade of cars from the caravan park, through the main street of Camden to the showgrounds for the traditional photographic session. The sight of 70 or so Citroens with a police escort cruising through the town nose to tail created quite a spectacle for the local population.

A "suit yourself" afternoon was organised, with a selection of options available from enjoying the sun and relaxing to an organised tour of the historic home of John Macarthur. Robyn and I chose to tour the NSW Government Rail Transport Museum at Thirlmere about 20 km from Camden, and can thoroughly recommend it to anyone who is in the area. The usual Saturday night dinner-dance was held that evening, and provided a good relaxed meal.

The whole of Easter Sunday was set aside for the motorkhana. Once the event got underway, the organisers did an excellent job in keeping the ball rolling by running two events at the same time. CCOCA drivers waved the flag in a competent manner, but unfortunately did not win any of the classes. We did, however, win the Maxim Motors trophy for the club teams novelty event. The team consisted of Lance Collins in his Light 15, Chris Bennett in the SM and myself in the GS. To win the trophy, I drove first, single-handed through a slalom whilst balancing a jam-tin full of water on a string out the window. I then had to exit the car, run about 20m and fill up another tin (this time held on a stick) held by Chris Bennett, who then had to drive in a large circular slalom and empty his tin into the waiting one of Lance Collins. The trick here was that Chris' tin had a hole in the bottom which let the water run away at an alarming rate. Lance then had to drive single-handed through the flags to the finish garage. The winner was decided on time and the amount of water remaining in the last tin. An enjoyable day was had by most people despite the intermittent rain which persisted all day and subsequently coated everybody's cars with a nice layer of mud.

Unfortunately, after the motorkhana, the rain decided to continue at just a steady enough rate to make it unpleasant for those of us who were camping. Oh well, it's all part of the fun, I suppose.

Sunday night was the last formal function of the rally, at which time some interesting movies were shown regarding our favourite vehicles, a light supper was served and the trophies for the weekend were presented.

On Monday morning, Cit-In '83 was over, and most people headed home with thoughts of the 1984 rally foremost in their minds (with CCOCA leading the way to Ballarat).

See you there.

John Couche.

MG Concours

The 1983 MG Interclub Concours was the occasion of two firsts for CCOCA.

Firstly, we did not win a class, and, secondly, we were not the largest represented club next to MG as is usually the case. On the positive side, however, we were the recipients of two runner-up prizes and an unofficial third place.

The first runner-up prize was awarded to Mark Hatton, who had his Big 15 looking beautiful in the pre-1957 Production class. Mark was unfortunate not to win the class, as the scoring was extremely close between his car and a Mercedes 170. The Mercedes just won on a count-back.

The second runner-up prize was won by Peter Boyle and his B2. Peter's competition was a very average Alvis and a 1930 Packard. Peter was also unfortunate in that the Packard looked like it had just rolled out of the coachbuilder's salon where it had been built 53 years ago. Peter's car was entered in the Vintage class.

Ray Fitzgerald was talked into entering his immaculate CX 2400 in the Post-1957 Luxury Car class and looked set to take out another runner-up trophy to the winning Humber, when the late entry of an almost brand-new Porsche 928s Carrera was accepted by the judges. Needless to say, it is pretty hard to beat an almost brand-new car, and the Humber was relegated to second and the CX to third.

Russell Wade's amazing 2CV Green Machine was entered in the post-1957 Production Car class, but the competition was too great, and

Kermit had to bow to the might of Detroit in the shape of a 1960 Chevrolet which looked even newer than the Porsche and Packard mentioned earlier. The 2CV did impress the judges, however, especially when Russell was asked to sound the horn as part of the check to see that everything worked. For those who don't know Russell's car, it plays the French National Anthem through a very loud set of air horns.

Although CCOCA was only represented by nine cars this year, the event was well worthwhile for the club, with entries in the finals of four classes, instead of the usual one, and the cars created their own fair share of interest among the spectators.

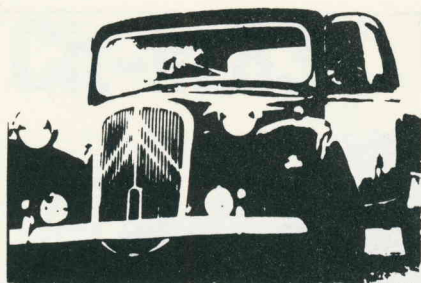
A good day and picnic lunch was had by those attending, who had a good opportunity of having a close look at all the "inferior" makes and models present from the other invited clubs. Maybe next year we will be back in the winner's circle.

John Couche.

Members present:

Mark Hatton - Big 15
Peter Simmenauer - Big 15
Arthur & Nance Clarke - Light 15
Peter Fitzgerald - 2CV Van
Russell Wade - 2CV
Ray & June Fitzgerald - CX 2400
Peter & Maria Boyle - B2
Robyn Couche - GS Break
John Couche - (G. Propsting's) Light 15
Roger Brundle - Camira





Coming Rallies

Day run to Werribee

CLASSIC CITROEN OWNERS CLUB OF AUSTRALIA
DAY RUN TO WERRIBEE PARK SUNDAY MAY 29

Invited Club: Citroen Car Club of Victoria

Assemble outside Victoria Barracks, St. Kilda Road, Melbourne at 10.30 am. Proceed to Werribee via West Gate Freeway, then along Princes Highway through Hoppers Crossing to Werribee, turn left at Duncans Rd., proceed over Maltby By-pass and turn right into K Rd. The entrance to Werribee Park is well identified on arrival. Park in area allocated to Citroen Owners and have a good day.

Admission to Werribee Park will be \$3.60 (normally \$4.00) per adult, and for school children \$1.35 (normally \$1.50). Family tickets \$9.00 (normally \$10.00) - per car-load. These are reduced prices for club members. Inform the gate keeper that you are with the Citroen Owners.

Barbeque facilities are available at the park, both electric and solid fuel, with unlimited wood supplied. There is a kiosk on site for take-aways. And for those that require more formal dining, the Refectory Restaurant is recommended (BYO).

Make the day a success, get the Citroen out of the shed and join in. If the Citroen isn't going, get into whatever is mobile and have a day out with your fellow club members and members of the Citroen Car Club of Victoria.

Hope to see you there,

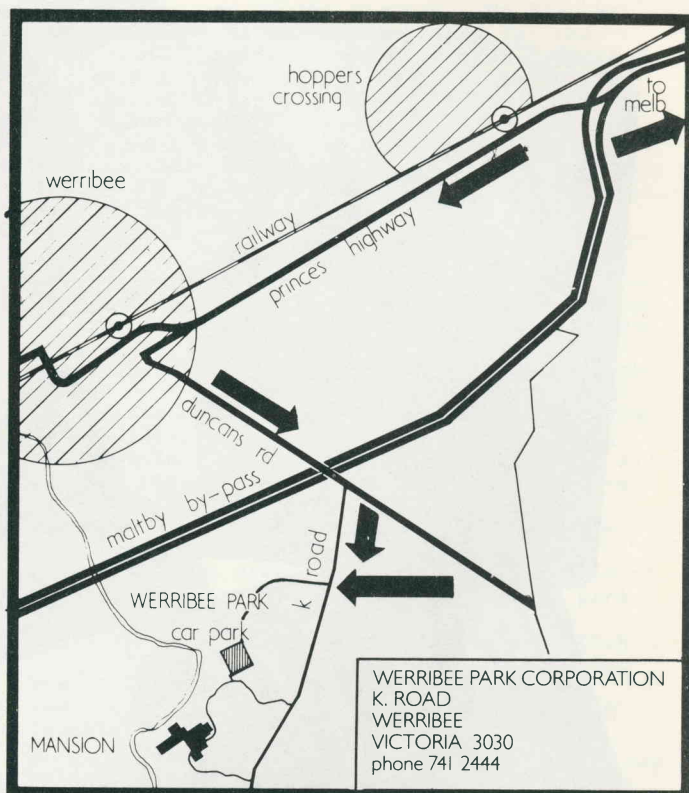
Peter Boyle
Social Officer, CCOCA

OUTDOOR FACILITIES

Werribee Park is an easy forty five minutes drive from Melbourne and offers all amenities for a delightful day. A round of golf can be enjoyed on the rolling greens of a new eighteen hole course. The course is open to the public excepting Wednesday mornings, Saturdays until 3.30 p.m. and some Sundays during which times it is reserved for members. There are six pleasant tennis courts which should be booked in advance by phone, or an impromptu game may be arranged at Werribee Park.

There are extensive picnic areas of great beauty shaded by magnificent old trees in the garden, or on the banks of the river, where children can paddle or fish.

From the picnic areas on the river bank can be seen the beginnings of a fauna park. At the moment there are some bison, deer and emus, and it is



anticipated that a large variety of animals and birds will live there in surroundings resembling as closely as possible their natural environs. The property also offers an exciting day of casual exploration. There are cliff faces to be viewed, the river flats to be raced along, or the cluster of early settlers' graves to be seen.

The bluestone shepherd's hut is a rare reminder of our pastoral history before the grazing lands were fenced. The dairy, the woolshed, the house the Chirnside family lived in before the mansion was built, and the stables which sheltered the family's prized horses, all add to the excitement of the property.

Meals and snacks are no problem at Werribee Park. There are both electric and solid fuel barbecues, with unlimited wood supplied, and the kiosk sells a variety of food and drinks.

For an excellent meal in more formal surroundings there is the Refectory Restaurant. This is situated in the dining hall built for the priests when the property was owned by the Catholic Church from 1922 until 1973. Werribee Park is the site for the State Equestrian Centre and equestrian activities including polo, polocrosse, dressage and show jumping, are frequently held in the grounds at weekends.



COMING RALLIES

May 25, Wednesday

General Meeting, Nunawading. Guest Speaker John Dymond, Penrite Oils and Silicone Brake Fluids.

May 27, Friday

Vintage Drivers' Club Trade Night at Royal Melbourne Showgrounds. A practical night, where all the restoring skills will be demonstrated.

May 28, Saturday

Vintage Drivers' Club Swap Day. At Royal Melbourne Showgrounds.

May 29, Sunday

CCOCA Day Run to Werribee Park.

June 11-13, Saturday - Monday

Queens Birthday Weekend Rally - Hamilton Classic and Vintage Car Club - highly recommended.

June 20, Monday

Noggin & Natter at the Anchor & Hope Hotel Richmond - 7 pm.

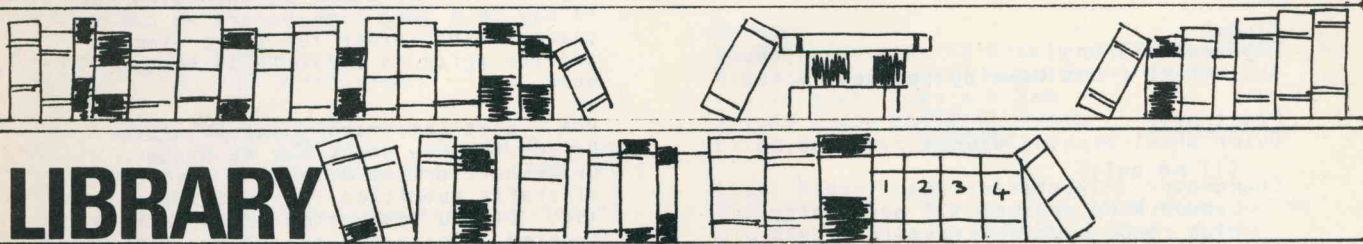
June 29, Wednesday

Open Night, Nunawading. Films.

July 27, Wednesday

General Meeting, Nunawading. Guest Speaker (to be confirmed)

And don't forget the EVENT OF THE YEAR - the Annual Concours at Como, Sunday 18 September - also Limited Reg. check.



Books:

- Anells & Richards. "Raid Maroc". 1978.
 Association of Motoring Clubs. Submission to Government. 1980.
 Association of Motoring Clubs. Submission to Government. 1982.
 Bellu. Toutes les Citroens. 1980. \$\$
 Borge & Viasnoff. L'Album de la Traction. 1978.
 Borge & Viasnoff. La Traction. 1975.
 Broad. Citroen. 1975.
 Chassin. Why Citroen. 197-?
 Christian. Le 4^e Rallye International des Clubs. 1978.
 Citroen Traction Avant 1934-1957. 197-?
 Citroen 2CV 1948-1982. 1982.
 Daniels. Citroen SM. 1981.
 Dumont. Citroen: the Great Marque of France. v.1. 1976 (Eng.) \$
 Dumont. Quai de Javel, Quai Andre Citroen. t.2. 1978 (Fr.) \$
 Dunham. Woodgraining, a new approach. 1980.
 Edware Motor Accessories. The Guide on how to Retrim your Car Interior. 1981.
 European Automobile Museums. 1982.
 Layec. Au Long Cours en 2CV. 1968.
 The National Motor Museum at Beaulieu. 1981.
 Sedgwick. The 'Traction Avant' Citroen. 1934-1955. 1955.
 Olyslager. Handbook for the Citroen 2CV. 1961.
 Taylor. The Citroen 2CV. 1983.
 Thorpe. The Book of the Citroen. 1967. (DS/ID)
 Wallage. The Restoration of Post-war Cars. 1979.
 2CV Evolution Technique. 1979.

Manuals:

- Revue Technique Automobile reprints:
 - 1919-1926: A, B2, B10, B12, 5CV.
 - 1926-1928: B14, B15
 - 1929-1934: C4, C6 et Rosalie: 8, 10, 15.
 - 1934-1957: Traction Avant: 7, 11, 15-Six.
 Citroen Instruction Book for Light Fifteen front wheel drive model. 1952 (1953 supp.)
 Citroen Repair Manuals: 4 cylinder*
 6 cylinder*
 Bodywork*
 Spare parts Catalogue 1944-1949 (4 cylinder)*
 SKF Automotive Service List. 1963.

Periodicals:

Association of Motoring Clubs. Newsletter.

Attraction

- L'Auto (S.A.)
 Avant Garde (Qld.)
 Bil Bladet (Sweden)
 The Chevrons (N.S.W.)
 Citroen (Canterbury, N.Z.)
 Citroen C.C. Newsletter (U.S.A.)
 Citroen Owners Association of W.A. Bulletin.
 Citroen Traction Avant Club (Switz)
 Citroenews (South Africa)
 Citroenian (U.K.)
 Double Chevron
 East Coast Bays C.C.C. (N.Z.)
 Floating Power. (T.O.C.)
 Javel
 Citroen Owners Club of Victoria. Newsletter.
 Single Spoke (Invercargill, N.Z.)
 South Island Citroen (N.Z.)
 Spheres and Gears (A.C.T.)
 Traction Avant (Wellington, N.Z.)
 Traction Torque (S.A.)
 Traksjon (Nederland)
 2CV Gazet (Belgium)

Sales Brochures:

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

Citroen PR Brochures:

Les Jouets Citroen, 15-Six, 30 ans de 2CV, Dates, Style, Ici commence l'aventure.

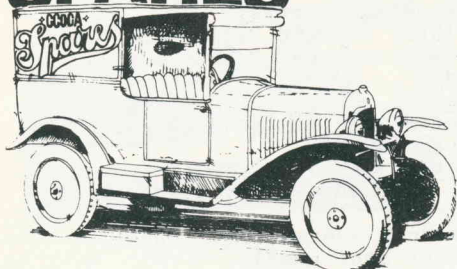
Please note:

- * All items are for loan except those marked* for which photocopies can be made at a cost of 5c a page.
- * Items marked \$ require a deposit before borrowing.
- * Loan periods are usually until the next meeting, but can be negotiated. If a loaned item is requested by another borrower, speedy return is expected.
- *Borrowers by mail must pay postal charges both ways.

Suggestions for additions to the Library are welcome, donations are even more welcome!

Peter Simmenauer.

SPARES



SPARES PRICE LIST

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/L1BL 8.80

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. POA
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
Scuttle vent rubber POA
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 recondition-
ing. If you wish other parts to be
ordered, please say so. "The diffi-
cult 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
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.

I am willing to be contacted by phone any
week night between 7 pm and 9 pm or at reas-
onable times during the weekends. If I am
not at home, please leave your name and phone
number and I will return your call as soon as
possible. You are welcome to call in at any
civilized hour, but you would be wise to phone
first - I am out a lot!

All requests for parts must be made on the
CCOCA Order Form. Lists of used parts request-
ed which are not in stock will be circulated
to help us obtain the part for you.

Be patient!

David Gries

CLUB SHOP

Contact:

Robbie Couche
2 Wimborne Crt.
North Bayswater 3153
Ph. 729 7470

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

All Mail Orders to: P.O. Box 377,
Boronia Vic. 3155.

Windcheaters & 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.

Front Drive Back Issues:

Cost: \$1.00 each. (If issue requested is out of print, a good photocopy will be supplied.)

Citroen 2CV 1948-1982 (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 cm x 8 cm x 23 cm. Cost: \$2.50.

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

Models:

Small quantities of models available from time to time - next purchases will be:
- 1/75 scale Tomica H Van
- 1/43 scale Polistil Dyane.
First in, best dressed!

Lapel Badges:

Coming soon!! Design will be similar to the old double chevron Citroen badge. Cost: approx. \$3.00.

ALL PRICES PLUS POSTAGE AND PACKING.

CLASSIFIEDS

FOR SALE: Six 185 x 400 Michelin X tyres.
NEW! Contact David Gries (03) 29 4586.

FOR SALE: GS reco. 1015 engine, gearbox, starter motor, one driveshaft & wheel carrier, two headlight glasses. \$500 the lot or will separate. Ph. Steve 754 6774 or Neil 578 5437.

FOR SALE: Citroen Light 15 parts from 1953 11CL and 1950 models: doors, boot, fenders, bonnets, front end, wheels and many smaller parts. Also one set of

pistons and barrels in excellent cond.
Contact: Bob Shackley, PO Box 1592 Canberra City ACT 2601. Ph. (062) 49 5640 B.H. or (062) 54 9171 A.H.

WANTED: Dead or alive - Lucas starter motor No. 255148/M418. It has holes for two mounting bolts that are four inches from centre to centre. The car is a British built Citroen Rosalie (Ten), 1934.
Contact: Marc Fellman, 583 Brookton Highway, Karrengullen 6111, Western Australia.

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An index to Vols. 1-5 appears in Vol.6, no.1.

The references are laid out thus:
Volume no./Issue no./Page no. (or IFC, Inside Front Cover; IBC, Inside Back Cover).

There are six classifications:

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

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

Please note: it is not practicable to supply photocopies of individual articles that have appeared in past issues.

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'51 11BL Peter Hughan	6/3/6
'51 11BL Brian Wade	6/6/5
'53 B15 Don Balmer	6/3/6
'53 L15 Cliff McCann	6/3/6
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