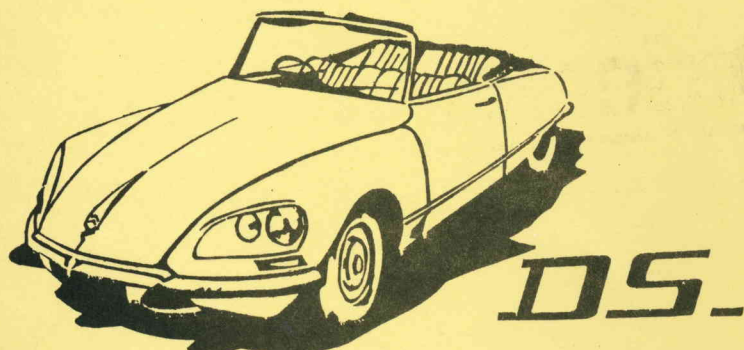


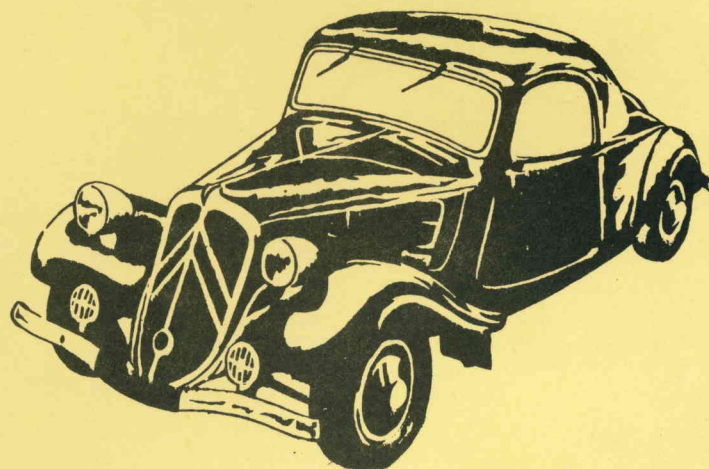
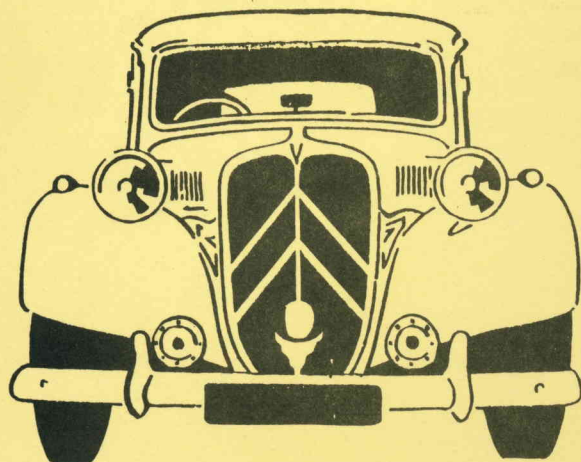
Whilst every effort is made to ensure the accuracy of information and advice in this magazine, and in replies to readers queries, neither the Citroën Classic Owners Club of Australia nor the officers and members thereof nor the authors accept any liability

Windcheater & T shirt designs

LA CABRIOLET



La 2cv



CITROËN

CITROËN



CCOCA IS A MEMBER OF:

ASSOCIATION OF MOTORING CLUBS

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Past issues of Front Drive have included a number of English and Australian road tests and comments on the "Queen of the Road" - the Big Six or 15-Six as it is known in its French version. We thought that it might be interesting to see how the French regarded their "Reine de la Route", and have therefore translated two articles from "Auto Retro: le magazine des 'fans' de l'automobile ancienne" for this issue. Unfortunately we have not found it possible to include all the photos from these articles, but the text proved a number of points: (1) how rusty the translator's French was (2) that French motoring journalist's style is just as bad as ours, and (3) it's still a great car. Hope you enjoy it.

Please note the section on the Spare Parts Voucher Scheme - it affects you vitally!

Peter Fitzgerald
Bill Graham
Peter Simmenauer

FRONT DRIVE DEADLINES:

September/October issue: 26 August
November/December issue: 21 October

NEXT CLUB RALLIES:

GENERAL MEETING: GUEST SPEAKER FROM CHAMPION. 27 JULY, NUNAWADING.
CCOCA ANNUAL CONCOURS. COMO HOUSE. SUNDAY 18 SEPTEMBER!!!!!!!!!!!!

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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 people's queen.

The "Traction" is a unique phenomenon in automobile history. After coming out with this ringing platitude, we will not go into all the details of this legendary model, which have been mulled over many times before.

The version with which we will concern ourselves here is the top end of the scale, the dream of all apprentice collectors who see in the "15" the most accessible legend in the history of the automobile.

Roll out the red carpet and make way for "The Queen".

In 1934, André Citroën was alive and still full of boundless ambition in the factory at Javel. The "traction" was to be his last sensation, his ultimate gesture of audacity and originality before the drama: the placing of the company into receivership in December 1934, and its official demise in July 1935.

On 18 April 1934, the press had gathered in every European capital for the unveiling of the "traction". Amidst general amazement and smiles of admiration, the new Citroën was a host of technical innovations which made it a truly revolutionary car, because of its front wheel drive, monocoque body, hydraulic braking system and torsion bar suspension.

The mastermind behind this achievement was André Lefevre, a man of 40, former test driver for Gabriel Voisin, who had come to Citroën in March 1933 after a brief period at Renault.

As the design proceeded, the specifications grew more detailed. What had started as a "Petit voiture" (Project P.V.) later became the height of luxury when it appeared as the V8 22CV at the Paris Salon of 1934.

America had always fascinated André Citroën. The production line, all-steel bodies, the publicity, had all been imported from the United States by Citroën. People talked of the "Chryslerisation" of the C4 and C6; they

saw Citroën in the pattern of Henry Ford and Charles Lindbergh.

With the 22CV, Citroën wanted a car to rival the trans-Atlantic product, while preserving a strong French character. Meanwhile, the V8 posed developmental problems, and the dream crumbled rapidly when financial difficulties piled up in 1935. Three years later, the idea of a "Grande Citroën" reasserted itself. The V8 motor was rejected in favour of the idea of a simpler six-cylinder one, as it was more logical and practical to add two cylinders to the four cylinder two litre engine of the "11 Normale".

The "15-Six" was unveiled just before the holidays, in the middle of June 1938, but the real launching took place at the Paris Salon in October of the same year. (From June to September, only 29 examples of the "15-Six" left the factory.)

A few months afterwards, in February 1939, a long wheel base family version appeared, backed up by a limousine. The production of the "Fifteen" was interrupted from February 1940 to February 1946.

In June 1947, the "15-Six G", that is to say the first version, was replaced by the "15-Six D". This change of initials signified a technical detail: the crankshaft which had turned to the left on the "15-Six G" (Gauche) had the direction of its rotation reversed, hence the new appellation (Droit).

From then on, only minor changes were made to the "15-Six" bodywork, and those were sometimes of more practical than aesthetic value. Large profiled bumper bars which were stronger were fitted from June 1950, while a rear luggage boot was introduced on the model shown at the Paris Salon in 1952.

In May 1954, the "15-Six", now the dethroned "Queen of the Road", which had dated as much

because of its old-fashioned appearance as by its characteristics, was given its first major revision. Citroen presented what was in effect a "15-Six H", a semi-experimental car fitted with the hydraulic suspension that was to be fitted to the DS 19 Series from 1955.

The Citroen suspension was not the first of its type, as General Motors and Firestone had previously designed one in 1953. The French system, however, featured a self-levelling device.

As we have seen above, 1939 was the first year of full production of the "Fifteen". This of course was temporary, and production did not get into full swing again until 1948, and took until 1951 to reach its highest figures. The "Fifteen" disappeared from the production line in 1955 to make way for the DS 19, while the "11" survived for another two years.

When the "15-Six" was introduced onto the French market at the 1938 Salon, the national motor industry had no more than nine marques putting forward cars of more than three litres capacity, as against 1951, twelve years later. The direct rivals in 1938 were the following:

- Peugeot 402 (6 cylinders, 2140 cc)
- Renault Vivaquatre (4 cylinders, 2383 cc)
- Matford F29A (V8, 2230 cc)
- Panhard Dynamic (6 cylinders, 2861 cc)
- Delage D6-75 (6 cylinders, 2729 cc)
- Talbot Baby (6 cylinders, 2696 cc)

We give this list as an indication, but it is difficult to rank them in terms of worth, because the press specialised at that time in giving only glowing descriptions of everything.

In the test of the "15" published in the Vie Automobile of October 1938, there was not one criticism, not one fault noted, not the slightest imperfection! "We must emphasise the sense of security at speed that the 15CV Citroen gives" read the first test, and again, "The car is very flexible, and very silent".

It is true that, apart from such blindly uncritical opinion, the "Fifteen" is remembered as being a safe and comfortable car, a reputation that was maintained, as can be seen some twelve years later when the Auto-Journal published a new test.

In 1951, the "15"s record production year, the French competition consisted of these quite different cars:

- Renault Fregate. 4 cylinders, 1997 cc, 60 ch at 4,000 rpm, 130 km/h, 11 litres/100 km, 860,000 F.

Presented for the first time in November 1950, the Fregate suffered from a lack of refinement, which took a year to remedy. In spite of similarities in performance to the "15", this modern sedan was more likely to take customers from the "11".

- Ford Vedette. V8, 2158 cc, 66 ch at 4,000 rpm, 134 km/h, 12.4 litres/100 km, 925,000 F. The Vedette, conceived in Detroit, had the faults and the qualities of other American cars. Its brakes were poor and its fuel consumption high, but it caught up largely by its comfort, silence and smoothness.

- Salmson Randonnee. 4 cylinders, 2312 cc, 70 ch at 3,800 rpm, 128 km/h, 13.71 litres/100 km.

Salmson was still on the crest of the wave. A rather bloated body hid mechanicals which were dated in spite of an overhead camshaft, and few examples were actually sold.

- Hotchkiss Anjou. 4 cylinders, 2312 cc, 72 ch at 4,000 rpm, 126 km/h, 13.2 litres/100 km, 1,448,000 F.

In spite of the elderly design, the Anjou was a well-liked combination and had excellent roadholding.

- Hotchkiss Gregoire. Flat-four, 2,200 cc, 65 ch at 4,00 rpm, 144 km/h, 11.4 litres/100 km, 1,898,000 F.

The most advanced of the contemporary French vehicles, with its front wheel drive and

aerodynamic lines. But unfortunately, its exceedingly high price limited its sales.

- Talbot Baby. 4 cylinders, 2,700 cc, 120 ch at 4,200 rpm, 144 km/h, 18.3 litres/100 km, 1,422,225 F.

This car was hampered by tremendous weight, which partly overcame the output from its remarkable engine. Here again, the ravages of time had made themselves felt in its design.

In 1951-52, the "15" was still capable of outdoing the opposition, which was weaker than before the war. Unfortunately, its technical lead was allowed to slip away to almost nothing, and it became harder and harder to maintain its market position.

In 1952, without doubt, the "15" styling looked out-of-date. Shortly after the Second World War, European styling had been divided between the temptation of following the odd fashions of American design or the clean lines inspired by Italian coachbuilders. The "15" was not troubled by such matters of conscience. Designed in 1933 by Andre Lefevre and Flaminio Bertoni, the "Traction" remained one of those rare sedans which had not yet adopted the "Pontoon" style, and had remained aloof from the passing "Streamline" fashion as well.

In 1952, Bertoni was already working on the DS design, and scarcely concerned himself with the future of the "15". This sculptor of Italian origin had modelled the first scale models of the "Traction", but had continued as an active artist while working on car designs.

The classical line of the "15" was hardly changed in the 17 years of its production, and by the End of the Second World War, its appearance could definitely be said to be old-fashioned. Citroen made no particular effort to modernise it, preferring, on the contrary, to let it age so as to astonish the public all the more with the futuristic DS.

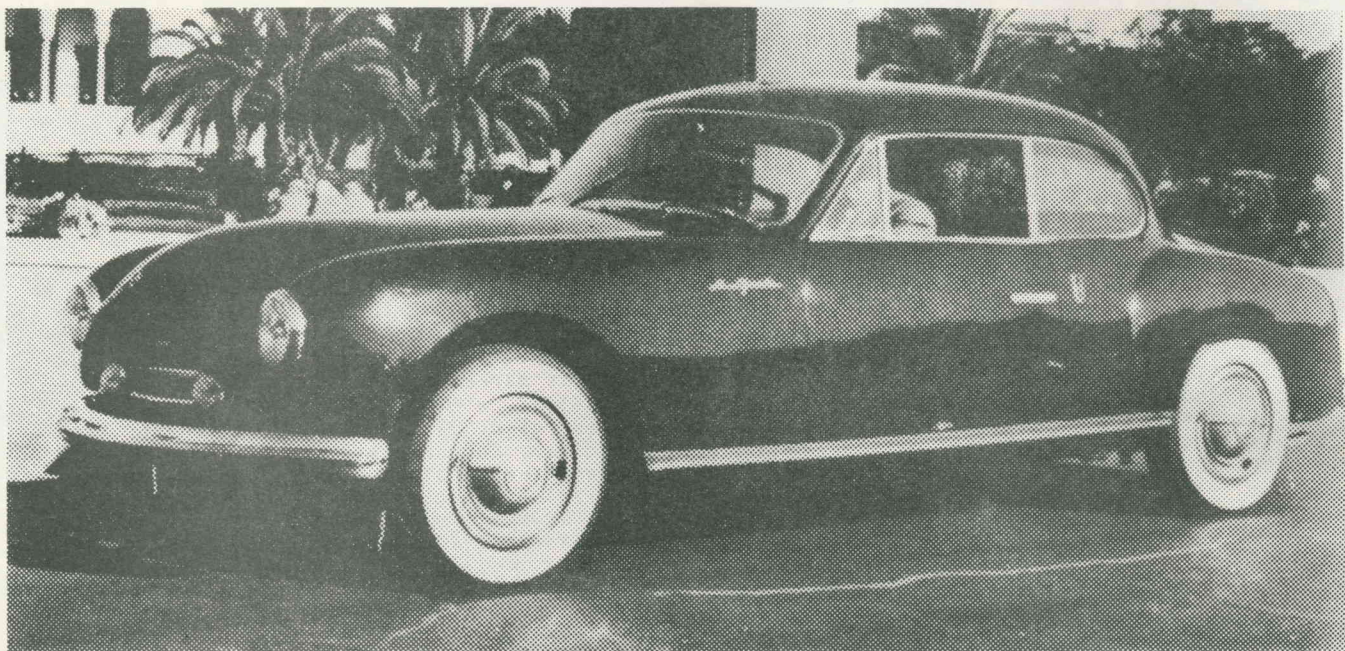
It is evident that the timeless aspects of the "15" contributed to the building of a legend. Whereas, for a number of manufacturers, the war was a brutal interruption, following which they resumed on a new basis, the "Traction" went through the hostilities without any obvious modifications.

To what can be attributed that image of continuity, almost eternity, which the "Traction" represented, and the sympathy which it evoked from the public? It is well known that the perception of old cars is often associated with childhood or adolescent memories. Now, the 17 years of the "15"s existence did a lot to swell the ranks of its admirers, while its longevity perhaps helped to erase some of the dark memories of the war years...

The austere silhouette of the "Fifteen", invariably black (except for the last series which could be bought in an imaginative grey) was an integral part of the French scene - everyone had one. But it was also well known as an official vehicle. Senior police, administrators, ministers, all the important officials spread their dignity beneath the unyielding roof of the "Fifteen". Majority and opposition alike, all the politicians went about in the "15" with the same formal smiles... From F. Gaillard to Antoine Pinay, and from Pierre Mendes-France to Robert Schumann.

The greatest one of all, General de Gaulle, was a fervent Citroenist. His driver, Paul Fontenil, had a "15 H" in which the General loved to cruise around the forest of Lorraine, or simply read and relax. He loved the car so much that he kept until it had done at least 130,000 kilometres.

Just about all cars, from the most hideous to the prizewinners, have been subject to the attentions of specialist bodybuilders. In the case of the "15", such work was always less successful than the original design, or



spoilt its unity. All the stylists who ventured to meddle with the chassis of the "15" fell flat on their faces.

- Antem. The Normandy coachbuilder used a 1939 Familiale as the basis for an attempt to create a large and tremendously elegant limousine. The main body shell was not changed, but enormous mudguards and a rounded radiator grille in a pseudo-American style were grafted on in an unharmonious combination.
- Figoni. This great coachbuilder, who was responsible for some fabulous bodies based on Talbot and Delahaye chassis, "committed" a very ordinary and rather thick-set coupe, which he named "Squale". It was unveiled at the Spring Concours d'Elegance in 1952.
- Worblaufen. This Swiss firm made a heavy-looking version, which had all-enveloping mudguards and a bulbous rear boot.
- Langenthal. This other Swiss coachbuilder made several Citroën cabriolets, more or less altered, one of which was a "15" with running boards and faired-in headlights.
- Beutler. This coachbuilder from Thun, Switzerland, made a four-seat coupe with pontoon bodywork in 1950.

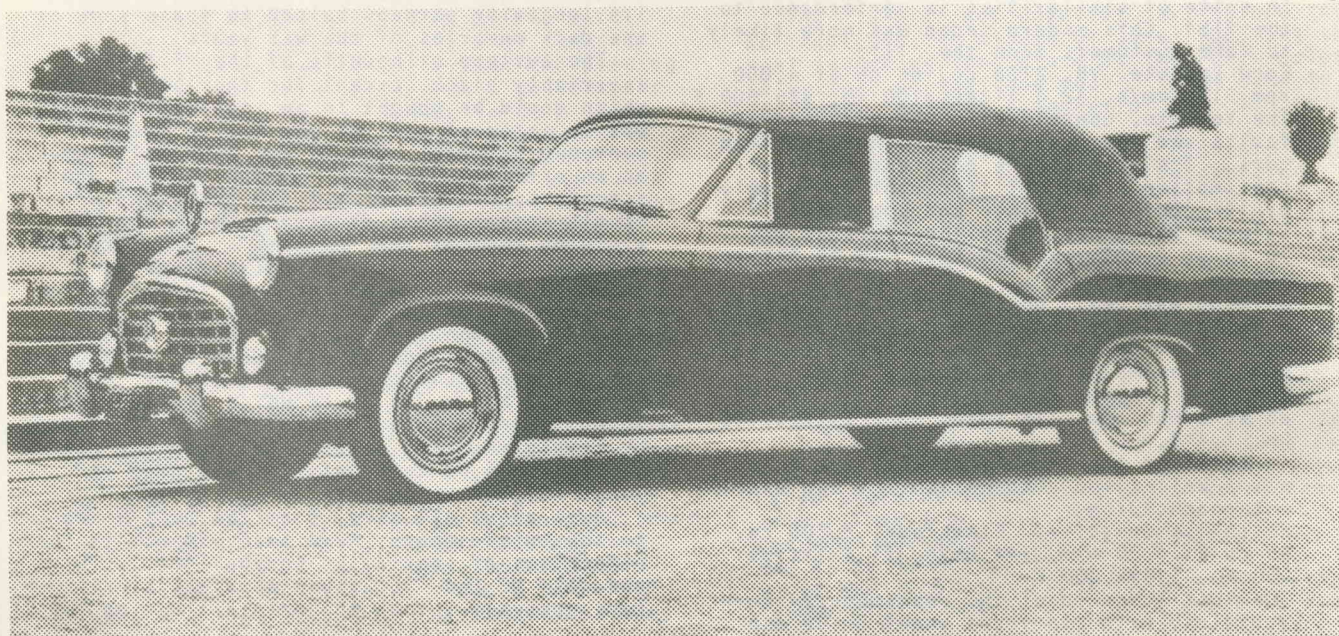
- Saura. Shown at concours d'elegances in 1947 was a "15" limousine with a very heavy front section added to a largely unchanged hull.

Among the special bodies constructed on the "15" chassis, two occupy an especially privileged place, as they were ordered by the French President, who was René Coty at that time.

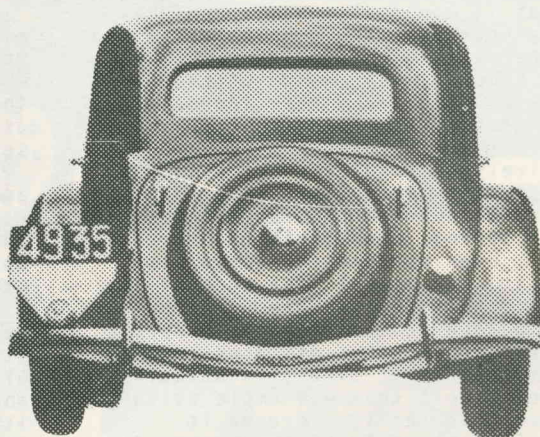
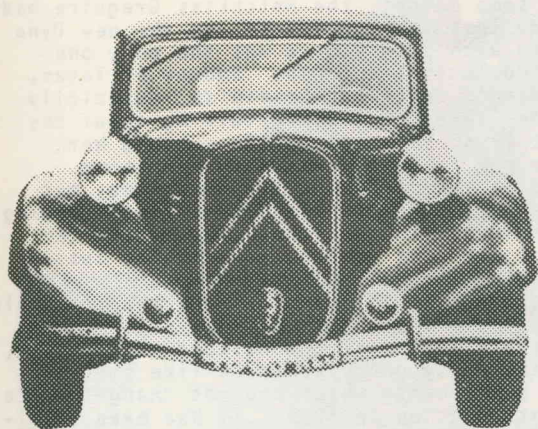
- Franay. The limousine appeared in October 1955. It had been designed by the young stylist Philippe Charbonneaux, but was made by Franay coachbuilders using the time-honoured procedure of wooden framing. As an economy measure, they used a good many parts from other luxury vehicles. The Franay limousine was last used in May 1968.
- Chapron. This huge convertible was a good example of the style of Henri Chapron, marked by elegant simplicity and a certain heaviness of style. And a number of details, such as the radiator grille, were definitely reminiscent of the Hotchkiss!

Written by Serge Bellu

Translated by Peter Simmenauer



Ask those that had one.



It is hard to judge a car that was ranked as highly by the public in its time as the "Queen of the Road".

The 15/6 is more than a great touring car, it is a national institution such as the French from time to time make to prove to themselves, and to the world at large, that they have a touch of genius ...

And the "Queen" achieved that position on the vote of the motoring population. It established its title over constant opposition and never let its reputation down. That is why it can be considered the greatest of the French popular cars, even though nobody's perfect, and the "Queen" was no exception to the rule.

When it first appeared, it only represented a consolation prize to those Citroënists frustrated by not being able to try the mythical "22" at least once. The 15/6 when launched was supposed to offer roughly what the "22" had represented four years earlier. What it had lost in panache, it had gained largely in handling, economy and simplicity.

In 1938, it was one of the rare production cars which could average more than 100 km/h on a trip, performance which was normally reserved for cars such as the Delahaye 135, Bugatti Type 57 or Talbot T23.

But at the time, the public's attention was being more drawn to other things. Although a champion when launched, the car would not be recognised as the "Queen" until peace had returned, France had returned to normal and an escapist demand had emerged.

After 1946, the French were anxious to forget the dark years, and wanted to be able to indulge themselves more, perhaps to remember a meeting with "those that had one". So little by little, the legend grew, not without some exaggeration along the way.

Before long, fantastic figures were being unblushingly quoted, such as "clocking 150 without even trying". Soon after, claims that no other car had comparable performance were circulating.

Such claims were not really untrue, they were only a trifle optimistic. It was certainly true that, on a highway, a Delahaye 135 could beat it, and that its 130 km/h effective top speed wasn't quite so impressive after the war. But all the same, one couldn't admit too many weaknesses in it when all of France and abroad had their eyes fixed on it.

A group of enthusiasts became established who were having far too much fun driving their cars to be truly objective, and who, even more than the factory, boosted the reputation of the "Queen".

In just a few short years, it became the preferred transport of leading citizens both in the country and in Paris. It was just as likely to be used by doctors, lawyers or

wealthy businessmen as it was by politicians right across the spectrum, including the Communists of the RPF (with the exception of Maurice Thorez, who displayed himself in a Delahaye, no doubt so that he could represent the people better).

The sober black sedan was perfectly suited to the needs of the time. It was at the same time luxurious and discreet, profoundly French in appearance, respectable and economical, and effectively hid from people's sight wealth that had been acquired more or less honestly.

The 15/6 could not be taken as an obvious sign of wealth. It cost barely 87,000 F in 1953, less than a Fregate or a Vedette. A moderate degree of luxury, in short, which suited perfectly those who wanted to travel comfortably without attracting too much attention. And for the price it gave well-made velour seats, plenty of room in the back (even the General was comfortable), a middle-class appearance without ostentation, and, above all, exceptional handling on the road.

But it did not only interest the middle-class, conservative or progressive. Since the war, it had been discovered by the thieves of Paris, Lyons and Marseilles, and they continued to employ it for some time to come.

Its exemplary discretion and its indisputable efficiency were real arguments in its favour. It was regularly associated with the most spectacular hold-ups and boldest getaways, and it achieved these tasks with incomparable vigour. All the leading lights of the underworld in their thousands used it for their foul deeds ...

The 15, always black and always stolen, took a malicious delight in nimbly eluding French police all over the country. "Pierrot le Fou" (Mad Pete) and his famous "Traction Avant Gang" used it regularly for three years, with boundless confidence, which was amply justified by results. Quai de Javel could hardly be displeased that "their" car made the headlines so frequently, or deny that the various events with which they were involuntarily associated were worth ten times the amount of publicity gained by the most spectacular publicity campaigns.

The "Queen" served the crooks as well as it had served the Gestapo or the FFI, without ever protesting. Later on, it would win the hearts of civilians as well, so that production boomed.

By the beginning of the fifties, it had quite naturally taken over all the French roads that were ready for it. And even new generations found it hard to beat ...

Where the Vedette would be likely to upend itself, where the Hotchkiss 1350 would run out of breath, where the Fregate would fail on power, and where an American car would end up

in a field after flying beautifully through the air, the 15 would go effortlessly, as it was known that it would always stay on the road. It was untroubled by unmade roads, and its tyres were equally at home on treacherous and slippery cobblestones and mountainous hairpins, where it left the rest for dead, leaving nothing more than the sight of the simple sign on the right rear - how symbolic.

It effectively reigned over all kinds of roads, and its manoeuvrability, superior to all the French production cars of the immediate post-war period, enabled it to overtake in an instant, even approaching dangerous bends. With it, car travel lost much of its adventurous and hazardous nature. It could recover from a good number of human errors, correct clumsiness, forgive mistakes and bad judgements ... and if at times, it actually refused to help, well that was ample evidence that the driver had really overdone it.

Theoretically, it could enter a curve far too fast and still leave it as though nothing had happened, its four wheels still stuck firmly to the road. It could be driven quite brutally, and still hold on. In most cases, it fell on its feet like a cat, and continued on its way with the unconcern of a thoroughbred. This is why, for many years, its chronic faults remained forgotten.

It had to be admitted that it could have done with at least 15 km/h more speed to really head the rest. It was often forgotten that its comfort over bad roads was rather less than legendary. It was seldom acknowledged that its fifteen fiscal horses were rather too thirsty at speeds over 100 km/h. It often irritated its owners on account of its lack of synchromesh on first gear, the heavy brake pedal pressures needed, without mentioning its very "standard" finish and its poor visibility. And it has to be said that the steering was reluctant, and needed a lot of effort, particularly when manoeuvring in tight spaces or at rest.

The "Queen" was perhaps a little too concerned with road-holding and didn't pay enough attention to the smaller pleasures of life. And as she was proud and somewhat arrogant, she refused to make the necessary improvements, considering that her lead placed her beyond the reach of threats from others.

But eventually it had to be admitted that she had had her day, and that it was becoming urgent to go on to the next stage of the Citroen revolution. By 1952-53, she was no longer really current, even though many would

deny the evidence before their eyes, and shut their ears to criticism.

To some extent, the Hotchkiss Gregoire had already lost its supremacy, and the new Dyna Panhard with only 850 cc was the only one which could fill the gap. Sooner or later, the Queen's reign had to finish, especially as everywhere people were talking about the secret Princess which was to succeed her.

The new pretender was very promising, according to gossip and the grapevine; but Citroen preferred to play extra time, keeping the old Queen in the running by making the most of her past record, so that the customers would take no notice.

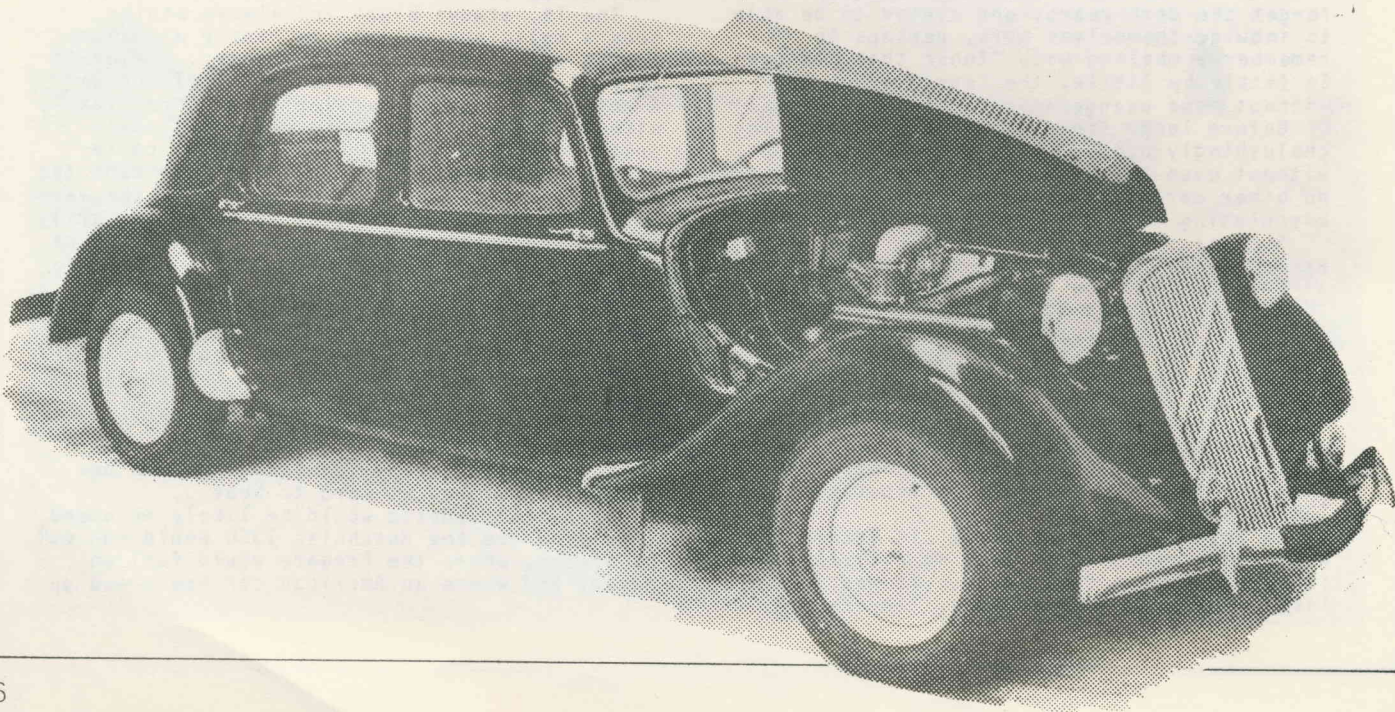
Unconquered until about 1950, the 15 should perhaps have stopped then so as not to lose its reputation; but it continued to carry on, with its noisy gearbox, truck-like steering and a performance which had not changed since its introduction in 1938. It had been revolutionary only at the beginning of its career, and in the next seventeen years, had remained permanently deaf to any calls for change.

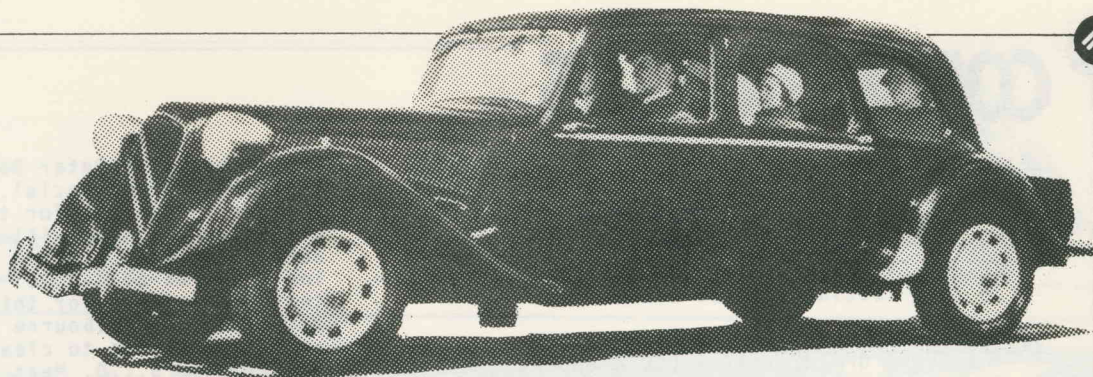
From being revolutionary, she had become fiercely conservative and unchanging. In short, she could not believe that she was only mortal ...

By 1955, many of those who would have chosen it in the past, only had eyes for her daughter, the DS. This car, more than anything else, shook the throne of the "Queen" with its revolutionary concepts and its regicidal ways.

The fallen queen withdrew from the Grand Palais where she had so often been greeted by crowds of admirers, and retreated with dignity. A number of respectable middle-class families meanwhile refused to admit that the coup d'etat had taken place. Against all expectations, they continued to place their confidence in the old monarch, leaving the daring show-offs to take the risks with her descendant, which had not yet been properly sorted out. For quite a few years yet, the exiled queen would display her familiar silhouette on the tranquil roads of the countryside, as if nothing had changed. And during this twilight period, the gates of certain aristocratic old dwellings still opened to allow its gleaming bonnet through. But the peak years had passed. In general, the death of grandfather (who had decreed that the 15 was the ultimate car) was followed almost immediately by its expulsion from the garage where it had beaten a happy retreat.

The "Queen" then entered a period of total decline, and rejoined the "11" at the bottom of the social pyramid. It often ended up in





the hands of heavy-handed drivers who were too broke to maintain it in the condition it deserved. For the next fifteen years, 15/6's were re-sold to impecunious students and the like for less than 500 F, and some were even given away.

However, at the beginning of the seventies, young people rediscovered them and took them up, as being consistent with their ideas. They started to revive the legend and restore its faded colours. The "Queen" had never been more

popular - wherever she went, people would be heard to remark "A 15" admiringly, and the stories about the cousin who "never had to open the bonnet in ten years" started to go the rounds again.

The "Queen of the Road" had become the "Queen of the New Collectors". It really had to happen sooner or later.

Written by Didier Laine
Translated by Peter Simmenauer

PRODUCTION CITROËN 15 SIX CYLINDRES

France

Années de production	Type	Carrosserie	Chiffres de production
Juin 1938 à			
Déc 1938	15 Six G	Berline	90
1939	15 Six G	Cabriolet	1
		Berline	1.818
		Familiale	277
		Conduite	
		limousine	213
1940	15 Six G	Berline	21
		Familiale	4
1946	15 Six G	Berline	202
		Cabriolet	1
1947	15 Six G	Berline	44
	15 Six D	Berline	64
1948	15 Six D	Berline	2.730
1949	15 Six D	Berline	6.047
1950	15 Six D	Berline	9.400
1951	15 Six D	Berline	11.752
1952	15 Six D	Berline	8.376
1953	15 Six D	Berline	2.199
		Familiale	189
1954	15 Six D	Berline	846
		Familiale	258
	15 Six H	Berline	1.679

1955	15 Six D	Berline	10
		Familiale	48
	15 Six H	Berline	1.349
1956	15 Six D	Berline	1
	15 Six H		49
Total			47.668

Nota : les différences constatées avec le tableau d'identification des chassis proviennent des voitures fabriquées hors de France.

Hors de France

1948	D.D.	102
	D.G.	120
1949	D.D.	225
	D.G.	300
1950	D.D.	400
	D.G.	520
1951	D.D.	275
	D.G.	360
1952	D.D.	75
	D.G.	200
1953	D.D.	75
	D.G.	140
1954	D.D.	25
	D.G.	20
1954 15 F	D.G.	20
1954 15 6 H	D.D.	27
1955 15.6 H	D.D.	50

Total :
Direction à gauche (D.G.) 1.680 (Bruxelles)
Direction à droite (D.D.) 1.254 (Slough)



COMING RALLIES.

July 27, Wednesday

General Meeting, Nunawading. Guest Speaker Alan Smith, Champion Spark Plugs.

August 31, Wednesday

Open Night, Nunawading. Michelin film on tyre testing will be shown.

September 18, Sunday

The EVENT OF THE YEAR - CCOCA Annual Concours at Como House - also Limited Registration Check if required.

September 28, Wednesday

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

October 26, Wednesday

Open Night, Nunawading. Films.

November 12-13, Saturday-Sunday

Bendigo Swap Meeting - Prince of Wales Showgrounds.

* Car Display - would you be prepared to present your car for display at the Showgrounds? A representative range of club is required - especially Tractions.

* Photographic Display - are you a handy carpenter person? We would appreciate the skills of someone who would be prepared to build a display board (materials supplied).

* "Wanted - For Sale" - are you looking for a special part, or have something for sale? Ads. are being taken for the Swap Meet Guide at 10c per word. Ads. must be in by 10 September to ensure publication. See Robyn Couche for details.

* Volunteers - Stand workers needed - please rush in and volunteer for duty to

Robyn Couche or Peter Boyle.

* Saturday Night Social. For those members who are in Bendigo for the Swap Meet, a wind-down barbeque will be held at Ray and June Fitzgerald's after the close of trading - approx 6.30-7.00. It's recommended that you join us for this prior to your drive back to Melbourne - as it gives the traffic a chance to clear - it's usually appalling! B.Y.O. Meat and drink - all else provided.

Contact Robyn Couche or Peter Boyle about any of the above.

CITRACTION '84 - Ballarat, Easter 1984.

Booking Forms

Plans are well under way for the 1984 50th Anniversary of the Traction Rally. Booking Forms are now available, and it is recommended that you secure your booking early. This not only helps planning go smoothly, but helps to ensure that you will be provided with your requirements.

Help is required for the running of the Display of Vehicles at Victoria Park, and for the Popular Vote Concours. If you feel that you are competent to direct traffic and collect and count voting forms, would you please contact Robyn Couche as soon as possible.

Publicity Stickers. Included in this issue is a Publicity Sticker for the Rally. Would you please help publicise and support our Rally by displaying this sticker on a window of your car?

PLEASE NOTE: BOOKINGS FOR CITRACTION '84 CLOSE ON FEBRUARY 15, 1984.

PAST RALLIES

WERRIBEE PARK; OR, DO CITROENS REALLY FLOAT?

The weather forecast for Sunday 28 May was cold, wet and miserable, with a top temperature of only 13°C. All this added up to an expected dismal turn-up for the club's day run with the Citroen Car Club of Victoria to Werribee Park.

Much to the delight of our Social Officer though, no less than thirteen Citroens and three "other makes" from CCOCA lined up outside Victoria Barracks together with about ten more Citroens from the CCCV.

The convoy set off over Westgate Bridge at about 11.00 am and everyone reached Werribee Park without incident except Bryan and Joan Grant. Unfortunately Bryan is having trouble with the Big 15's fuel pump, and he had to detour to his mother's house to leave the car there and continue on with the Thomases in their 11BL.

By the time we reached our destination the weather was still holding, but the smell of barbequing chops and sausages was too much for the officer-in-charge of rain and down it came - not heavy, but most consistent. (You would think that with Mark Navin working for the Bureau of Meteorology, we would be able to order some good weather. Oh well, perhaps Mark has got too used to the blizzards down at the South Pole).

No formal activities had been organised for the day other than the barbeque lunch, so when the chops were eaten and the wine drunk, a look around the mansion itself was undertaken. Unfortunately the rain meant that a good look at the beautiful grounds

and gardens was not possible, but the interior of the house was excellent. The large grassed area near the front of the house would make a fantastic site for a motor-khana - I wonder if the groundsman would mind?

By late afternoon, all that had to be seen had been seen, and people began to drift home at their own pace.

Of course, about this time the clouds began to clear and the rain stopped, but that's the way it usually happens - no grumbles were heard.

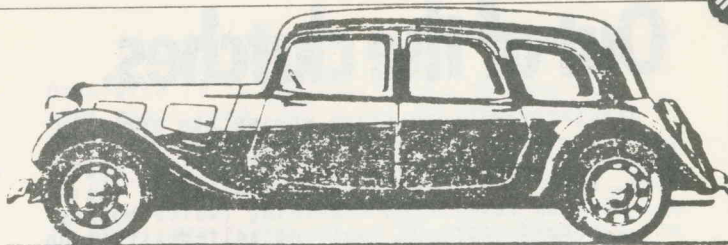
I would like to thank those members of the CCCV who supported our event and helped make a very successful day out of a very wet one.

John Couche.

CCOCA Members who attended:

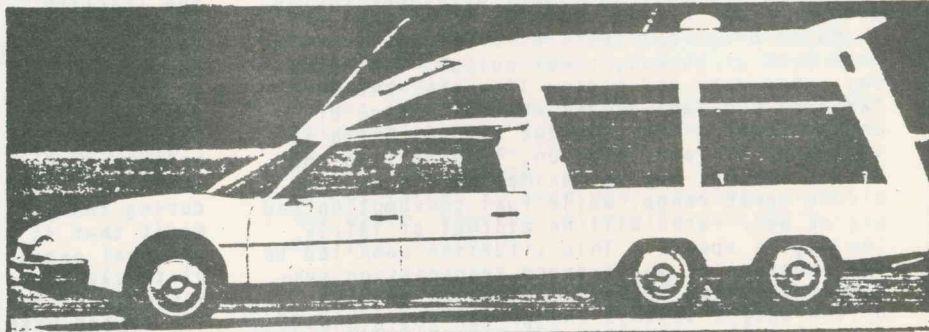
John & Robyn Couche +1 (11BL)
 Alan & Marie Thomas (11BL)
 Bryan & Joan Grant (Big 15)
 Peter Boyle (L15)
 Frank & Donna Arnstein +2 (L15)
 Peter Simmenauer +2 (Big 15)
 Mark & Sue McKibbin +1 (Ami 6)
 Russell Wade & Anne Farrow (2CV)
 Peter Fitzgerald (AKS400)
 Leigh Miles (Dyane 6)
 Mark Navin & Jan (GS)
 David & Janet Gries (DS)
 Ray & June Fitzgerald (CX)
 Ted & Helen Cross +3 (Renault)
 Bill & Barbara Graham (Ford)
 Fitzgerald friends x 2 (Commodore)

F9 OUT-CITTED



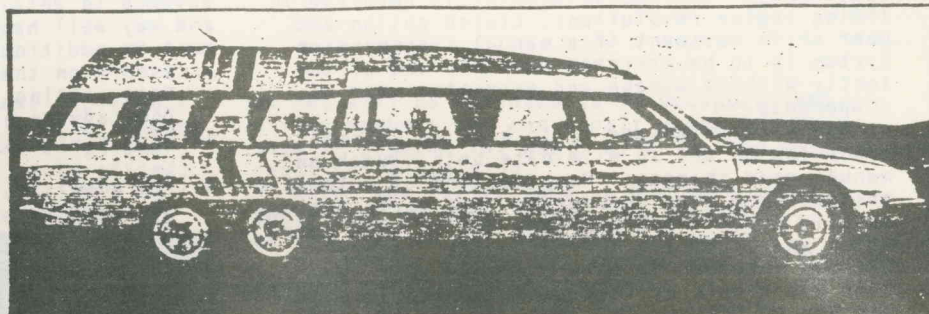
SO LONG

Stutz aren't going to like this! For after years of producing the longest car in the world — the Stutz Royale Limousine — they have now got a European rival which equals the Royale's 7.5 metre length, and looks good into the bargain! The enormous Citroën CX's are the product of the French company Tissier, who are responsible for the conversion of the Citroën saloons into ambulances. The six wheeled ambulances are a fairly common sight on the Continent, but with a height of only 1.8 metres and a length of 6.55 metres they look fairly small by comparison with the six door CX14 estate. The Tissier estate has no less than 14 seats, and with such luxuries as a refrigerator, bar and galley costs a very reasonable £17,475. Performance isn't exactly sparkling, with the 128 Bhp 2.4 litre dragging the 1829 kilo estate from rest to sixty in around 21 seconds and to a top speed of 99 mph. On the other hand the giant Citroën is remarkably easy to drive (provided that one stays away from narrow alleyways) and the enormous wheelbase ensures tremendous stability for motorway cruising. It makes a nice alternative to a Transit van if nothing else!



Still not big enough for your tastes? Well how about a Citroën CX based car transporter with room on the back to fit even the CX14? The immense transporter retains the standard interior of the Citroën saloon, but has three rear axles and an enormous load area on the extended chassis.

The standard price in Europe is around £11,500 though even that can be reduced by having the conversion work done on a secondhand Citroën with light rear damage. Mind you, parking meter charges are likely to be pretty hefty — if you can even find three adjacent spaces, that is! ▷ 12



Alternative Cars - April 1983

Round the bend.

Ever suffered from mysteriously difficult gear changes on your traction? Apart from unsuccessful searches for fourth gear and other problems which may be described as "characteristic", your Editor recently made an interesting discovery.

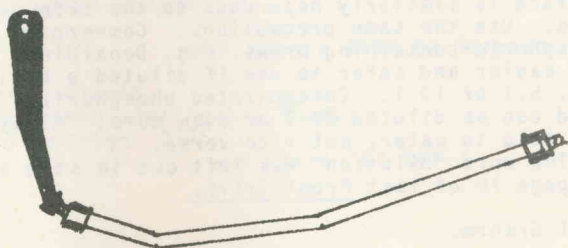
A very wise friend, peering under the bonnet of the Big 15 said, not for the first time, "that's not right" — "that" being the second-third gear rod which had two bends in it rather than the usual one. The rod was straightened, engagement checked and, after a few miles, second and third gears became close to unobtainable.

Nursing an aching wrist, Editor investigated — sloppiness of most of the connections defeated attempts at rational explan-

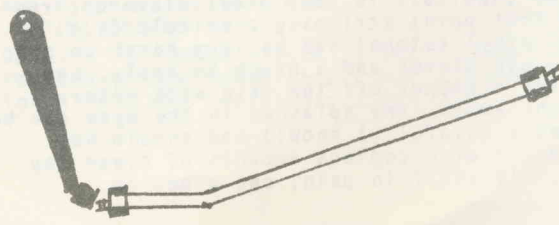
ation. So out with the lot — re-straighten, re-bush, re-paint, re-adjust, re-install — well, nearly. Engagement of second or third OK, but both, definitely not. Eventually, comparison of the second-third lever attaching to the gear tower with a spare one showed that the original had been bent, probably to give more clearance between it in the third gear position and the fan belt. This had of course shortened the distance available to the rod, which had been adjusted by adding a bend — which had gone un-noticed during both the straightening and renovation operations.

Cure — substitution of an unbent spare. With normal range of adjustment available to the rod, beautifully smooth changes, just as Andre intended, became possible (still got the knock in the engine though).

If anyone likes the sound of the mod., one bent second-third gear lever is going cheap!



Modified Lever



Standard Lever

Out of the clutches.

The internal combustion engine can normally operate over a relatively large speed range from idle (say 500 rpm) to flat out (say 5000+ rpm), when it is likely to be limited by factors such as restricted breathing (valve bounce etc.), rapid wear and imminent self-destruction due to the internal stresses produced. This range of 10:1 may of course be more than doubled, even trebled, in highly developed racing motors.

Major practical features of engine performance such as torque, power output, fuel economy, wear rate and engine life are, however, far from constant across the full range of engine speed. Thus, engine torque, which is important for acceleration, load pulling and hill climbing, may be maximal over a narrow middle-speed range, while fuel consumption and engine wear rates will be minimal at fairly low engine speeds. This situation soon led to the adoption of multi-speed transmission systems interposed between the engine and the driven wheels so that the driver could manually select either low gears to provide high torque but relatively low speed at the driven wheels, or high gears giving low torque but relatively high speed at the driven wheels.

A bugbear of the manual gearbox transmission is the need to incorporate a clutch in the drive train so that engine power can be disconnected during gear changing, and to permit the engine to be left running temporarily with a gear engaged but with the vehicle stationary. Considerable skill is required in timing engine revolutions, clutch action and gear shift movement if a manual transmission system is to be operated smoothly and efficiently without damage and excessive wear of components.

The obvious answer is to have an automatic transmission and so eliminate both clutch and manual gear changes. Many designs of automatic transmission were considered, but early designs usually experienced problems due to poor operation and excessive energy losses. Andre Citroen intended to gain a twenty year lead over his rivals by incorporating the automatic gearbox of Sensaud de Lavaud in the Traction Avant and by eliminating the clutch pedal. Alas, problems due to overheating in the automatic gearbox fitted to prototypes caused Citroen to abandon it within two weeks of the Traction's first release on March 24, 1934.

Citroen next dealt with simplifying the operation of the transmission with the introduction of a centrifugal clutch in the 2CV in 1955 and the hydraulic servo operation of the gear shift and clutch in the DS 19 in 1956. A fully automatic transmission did not appear until the Borg-Warner 3-speed automatic was fitted to the DS 21 in 1972.

In the intervening years, others had developed automatic boxes and devised systems to eliminate the need to operate the clutch man-

ually. These latter systems included the Hobbs epicyclic transmission and Manumatic systems in Britain and the Ferlec electro-magnetic clutch in France. Most such systems were designed for factory fitting.

However, the Bochory system produced in France provided for servo operation of the clutch in a normal transmission such as that of the Traction. It could be retro-fitted, and apparently worked very well. It is described in the Motor Yearbook of 1951. One might wonder why it did not become more widely used.

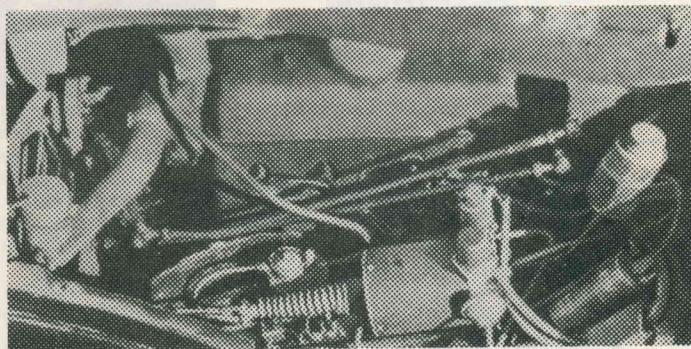
"A similar effect (to that of the Hobbs gearbox) is obtained by different means in the Bochory clutch and gear control which is now being produced by Bosch-Lavalette in Paris, and which was given extensive trials by The Motor during the past year. This device has the merit that it may be readily applied as an optional extra to a car with the orthodox plate clutch, spur-type gearbox, and consists essentially of a vacuum servo which withdraws the clutch both at idling speeds and when the gear change is moved. Suitable devices are added to give a smooth take-up of the clutch from rest and positive engagement of the transmission on the overrun, and above a certain car speed, irrespective of initial engine speed. Hence the engine is always available for braking purposes.

Although some of the principles of the Bochory mechanism have been incorporated in prior devices, it is certainly a considerable advance in detail on anything previously known and may well have a future as original equipment in addition to its present sale as an accessory on the Continent."

Note fitting to T.A. 11CV.

Does anyone have more information on the Bochory clutch system?

Bill Graham.



Acknowledgements: Reference material on the Bochory servo system was provided gratis to CCOCA by the Motor Bookshop, 1015 Burke Rd. Camberwell 3124.

Rust clean-up chemical.

Further to the notes on fixing a rusty panel (see last issue), some further comment should be made about chemicals and their hazards. If you use chemicals in your panel clean up, remember that paint stripping chemicals (e.g. methyl ethyl ketone) can be very harsh on the skin - use gloves and a brush to apply, and wash any stripper off the skin with water straight away. Any splashes in the eyes can be extremely painful (I know!) and should be washed out with copious amounts of clean tap water. If still in pain, see a medico.

Obviously, you should be wearing protective goggles.

Phosphoric acid used to neutralise the steel surface is similarly hazardous to the skin and eyes. Use the same precautions. Commercial phosphoric-containing brews, e.g. Deoxidine, are easier and safer to use if diluted a bit, e.g. 5:1 or 10:1. Concentrated phosphoric acid can be diluted 20:1 or even more. Always add acid to water, not vice versa.

The word "Dilution" was left out in step 4 on page 10 of last Front Drive.

Bill Graham.

SPARES NOTES

HELP REQUIRED FROM TIME TO TIME

From several members or members' wives who could pick up parts for me during the week.

I will arrange all details, including payment, with the supplier beforehand - leg-work only needed.

Please contact David Gries ASAP.

If you find useful sources of spares, new old stock, substitute parts etc., such as fan belts, bearings, seals, rubber ware - please let me know - the Club may well be in a position to purchase these supplies.

Ordering Parts:

- ** Only official parts forms can be used.
- ** Supply sufficient detail of the parts wanted. Be sure to quote details of the car that they are for:
 - model, type, year - quote the whole number on the identification plate to be on the safe side. Photos could be helpful.
 - state the condition of the parts wanted - new, second-hand, reconditioned.
 - say whether you would like the items listed as wants in the next magazine - increase your chances!

SPARE PARTS VOUCHER SCHEME

The Spare Parts Voucher Scheme replaced a Spare Parts Loans Fund in 1981. Both schemes had as their object the creation of an operating "float" so that the club could afford to extend the range of spares available to members. Any profits made were returned to the Spares Account so that the range could be further expanded.

Both schemes permitted a 10% to those participating, the former for as long as the loan was made, the latter until the expiry date (two years from issue) or redemption of the vouchers purchased.

The CCOCA Committee now feels that a big enough float has built up to provide a reasonable range of parts and allow for sizeable orders to be placed. We therefore propose to phase out the voucher scheme, which is fairly time-consuming to run, and apply a discount to all purchases after 31 December 1985.

No further vouchers will be issued after the 1983/84 renewals. Former parts fund members will be sent two vouchers this year instead of one this year and one the next. Expiry date for all vouchers not redeemed

Otherwise it is very difficult to work out your exact need, and a lot of unnecessary confusion can be caused!

- ** Let me know if you obtain the part from another source, or otherwise no longer require it.
- ** Sometimes items listed in club stock may have sold out by the time your order is received, and new supplies may have to be obtained. Sometimes extensive searching may have to be carried out, or there may be a delay before a minimum batch size can be ordered - in short, sometimes you may have to wait!
- ** Do not send money with an order; if we sell out we will only have to return it. Also, you will not know the cost of postage and packing in advance.
- ** Do not forget to send your vouchers with the order, however, otherwise you won't get your discount!

I am willing to be contacted by phone any week night between 7 pm and 9 pm or at reasonable times during the weekends. If I am not at home, please leave your name and phone no. 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!

David Gries.

as yet will be extended to 31 December 1985, giving members two and a half years to use them in payment for parts with the 10% discount still applying.

After the expiry date, a discount will apply (or, in other words, the margin will be reduced) on all purchases of appts.

A reminder on how the scheme will still operate until 31 December 1985:

- a \$10 voucher buys \$10 worth of parts plus a 10% discount on the listed price if sent to the Spare Parts Officer in payment of an order, e.g.

2 x outer wheel bearings @ \$16.08 ea.,
one \$10 voucher supplied, costs \$32.16

less voucher \$10.00

\$22.16

Less 10% \$ 2.22

\$19.94

Please ensure that you cash your vouchers before the expiry date, as there cannot be any refunds made.

New members.

Ronald & Robyn Humphreys
21 Stephen Street
Launceston, Tas. 7250
Ph. (003) 263130.

who have a 1923 B2 Torpedo.

Dare Watkins
"Goodwood", Springvale Road,
Keysborough 3175

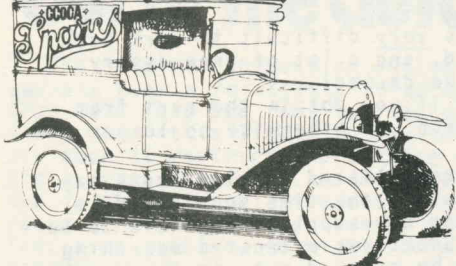
who has a '53 2CV.

CHANGE OF ADDRESS:

Doug and Raewyn Crossman are now at:
440 Murphy Street,
North Rockhampton, Q. 4701.
Ph. (079) 285409.

APOLOGIES TO: Donna Arnstein, who should have been on the membership list; and to Leigh Miles, who really has a Dyane 6.

SPARES



SPARES PRICE LIST

Gearbox

Pinion shaft rear bearing 500367	26.80
Output oil seals	4.55
2 only Crown wheel & pinion sets L15/B15 - new from Dutch Club	350.00

Clutch

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

Front Axle

Outer wheel bearing 425654 (17 mm)	16.08
Changeover driveshafts	POA

Rear Axle

Tapered roller bearing (L15/11BL)	8.80
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Brakes

Front brake hose 11BL/11B	16.29
Rear brake hose 11BL/11B	12.55
Rear wheel cylinders 1" (4 cyl.)	40.70

Gaskets

Head 4 cyl.	POA
Rocker cover 4 cyl.	POA
Manifold 4 cyl.	POA
Carburettor 32 PBIC	4.67
35 FPAI	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	14.39
Big boot bottom rubber	5.50
Door seal rubbers (set) L15/11BL	POA
B15/6/11B	POA
Filler cap (grey) post '52	7.00
Windscreen rubber (Alum. frame) L15/11BL	3.80
B15/6/11B	4.00
Big boot rubber clips(set 12)	POA

Electrical

6 volt brake lamp switch	2.70
12 volt wiper motor mount (exchange)	POA

Cooling system

Radiator hose (pair)	20.34
Water pump overhaul kit (original)	POA
Water pump shaft & rear bush (local)	18.00

Body fittings

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

POA = Part temporarily out of stock, but on order or about to be ordered.
Prices subject to change without notice, as new stock may cost more.
Prices do not include the cost of postage and packing, if applicable.

SPARES WANT LIST

The following members require help in locating and purchasing second-hand parts. If you can help, contact the person concerned. Addresses and phone numbers are in the Membership List. Or get in touch with the Spares Officer should you want to sell or exchange parts, so that they can be listed in the magazine.

- Brian Wade requires 1 x Cibie headlight lens, 1 fuel cap for 11BL, 1 radiator cap, 1 Lucas headlight rim
- Rob Thorburn requires 1 x 2nd gear, 1x 12 volt generator
- E Hoffman requires 1x air cleaner
- Jon Duggan requires 1 front bumper bar and 1 rear bumper bar for 1951 English 11CL, 1 x number plate bracket, 1 x tail light assembly
- Tom Campbell requires 1 x number plate bracket
- Robert Stewart requires 1 set of five wheels to suit 1949 11CL, 1 set of wheel nuts and locators, 1 set of hub caps, four reasonable 165 x 400 Michelin tyres, wooden dash and wooden strip above dash for 11CL, visors & screw for same, steel interior windscreen surround (screws to the body), Citroen badge for boot and grille motif, set of four mudguards in good order to suit '54 English L15, 1 x hubcap to suit '54 L15, four armrests, one set of ashtrays for 49 L15.
- Robert Shacklet requires 1 x steering wheel, Citroen name plates
- Paul Mantje requires front bumper and a brass grille
- Scott Bennett requires 1 x three-speed gearbox, 1 x French grille
- David Hayward requires 1 x bonnet strip hinge
- Roman Jade requires 1 x gearbox casing
- Robert Joseph requires 1 x window winding handle
- Tim McPhee requires 1 x radiator cap, 2 x bonnet hinge dress plates

Some of these "wants" may now be superseded. If they are, please let me know. Those who have not yet replied to my letter asking whether these items are still wanted, please do so ASAP.

If you think that you may be able to help, but are unsure as to the exact part wanted, please contact the member direct.

-- 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:

New design - Light 15 - available!
Club design (as on back cover) also available.
*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
* Limited no. of light grey windcheaters with new screen design (L15), sizes 14, 16, 18. Cost: \$15.00. Order now!
PLEASE SPECIFY SIZE COLOUR AND DESIGN WHEN ORDERING.

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

CLASSIFIEDS

WANTED: Buy or swap. Lucas Headlights for '54 L15 with tapered down rims, 6 1/2" lenses.
Swap: Original front wheel hub puller for comparable tool, preferably front end.
Swap: set of four chromed wheel trim rings for L15 for suitable item.
Contact Alec Protos, 75 Market St.,
Randwick, NSW 2031. Ph. (02) 399 6688.

WANTED TO SWAP: Big 6 workshop manual in perfect condition for 4 cylinder manual in equivalent condition. Contact John Couche, 2 Wimborne Crt. N. Bayswater 3153 Ph. 729 7470.

FOR SALE: 5CV Citroen engine, front and rear axle, chassis, wheels rebuilt, radiator, bonnet, gearbox, windscreen, rear body section.
B12 Citroen engine, chassis, gearbox, radiator, firewall, bonnet, headlights.
Contact Lyle Gardner, Junee (069) 241557 after 7.00 pm.

WANTED: Front hub puller. Contact Brian Cleaves, 11 Oatlands Cres., Dundas 2117 Phone (02) 630 3847.

FOR SALE: 1975 2CV6. Fully restored by Hekas. New clutch and pressure plate, Proof-koted. Orange duco, Reg. & RWC, only 50,000 km. \$7,695 ONO. Contact Jean-Marie Katona, 56 Richie Ave. Blairgowrie 3942. Phone (059) 88 9282.

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.

Metal Grille Badges:

New stock available now! Club badge in blue and white. Cost: \$12

Front Drive Back Issues:

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

Models:

Currently available - 1/75 Tomica H-van \$2.50
Coming soon - 1/43 Polistil Dyane
- 1/43 Pilen SM
- Heller plastic kits - Trefle, Big 6, CX, 2CV etc.
Occasionally available - 1/75 Majorette - Dyanes & Acadianes, various liveries - \$1.75 ea.

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.

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.

