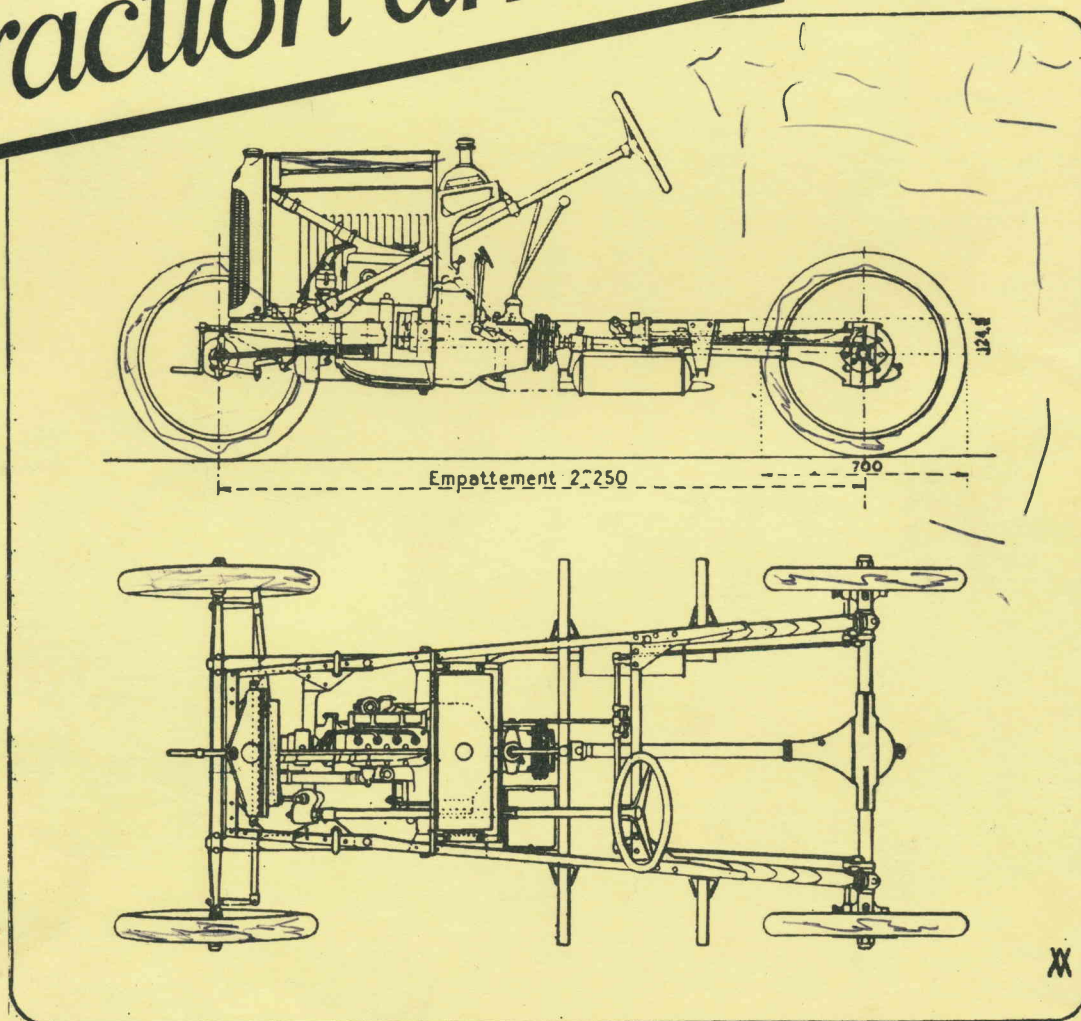


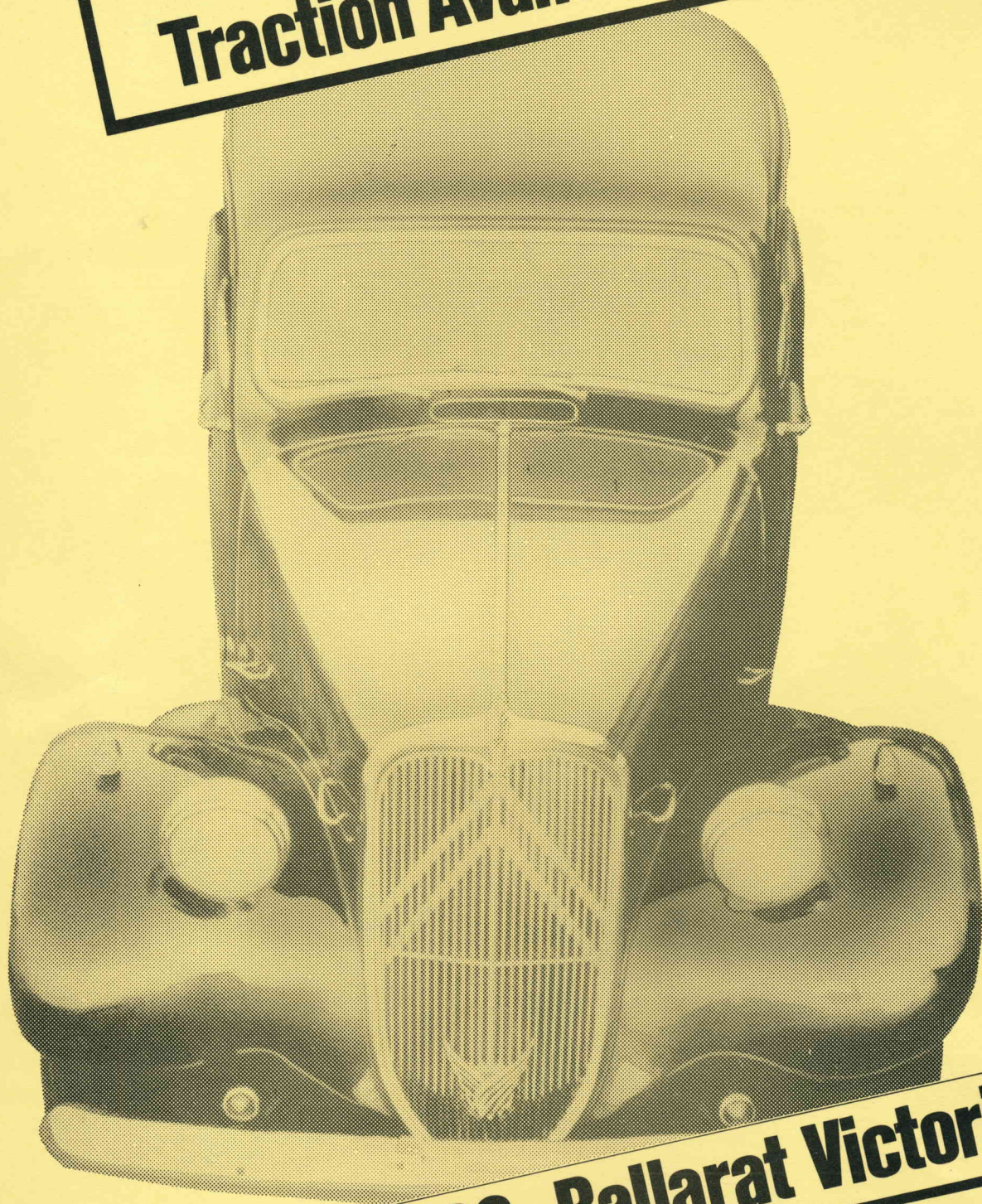


# *Traction arrière*





**CITRACTION 84**  
**50th Anniversary**  
**Traction Avant Rally**



**April 20-23, Ballarat Victoria**

**BOOKINGS CLOSE**  
**FEB 15**



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Your Editor's most frequent view of a Citroen during a recent trip to England (sorry, that's why this Front Drive will probably be late) was of the interior and bonnet of a bright red 2CV6 Club supplied by Two Horse Hire, Arch 71, Goding Street, Vauxhall, London SE11 5EW (reduction next time please).

Very reasonable rates, economical, comfortable and completely trouble-free. Great fun belting down the motorway at 70+ with front doors flapping like elephant's ears - even greater fun in the city and on narrow country roads.

Lots of GS and CX models on the roads, a lesser number of Visas and stacks of two-pots ranging from elderly French left-hookers to very smart Charlestons. Even saw RHD BX's - looked even better in white paintwork than the brochures showed.

A visit to England does bring it home how many small cars, in particular, are not marketed here which should be - Peugeot 305, Renault 5 and of course Visa.

2CV's still arouse a lot of comment - our "Two Horse Hire" sign on the doors helped too - "Where are the gee-gees then" was often heard in traffic jams. My favourite is still the man in Glastonbury replying to his wife who wanted to buy one - "No, everyone would think we're vegetarians"!

Happy Citroëning and Christmasing from your Editorial Sub-committee,

Peter Fitzgerald  
Bill Graham  
Peter Simmenauer

**FRONT DRIVE DEADLINES:**

January/February issue: 16 December  
March/April (Citrtraction issue): 18 February

**NEXT CLUB RALLIES:**

OPEN NIGHT, 25 JANUARY, NUNAWADING.

**CCOCA MEMBERSHIP:**

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

Annual Subscription: Full Member \$20.00

Associate Member \$15.00

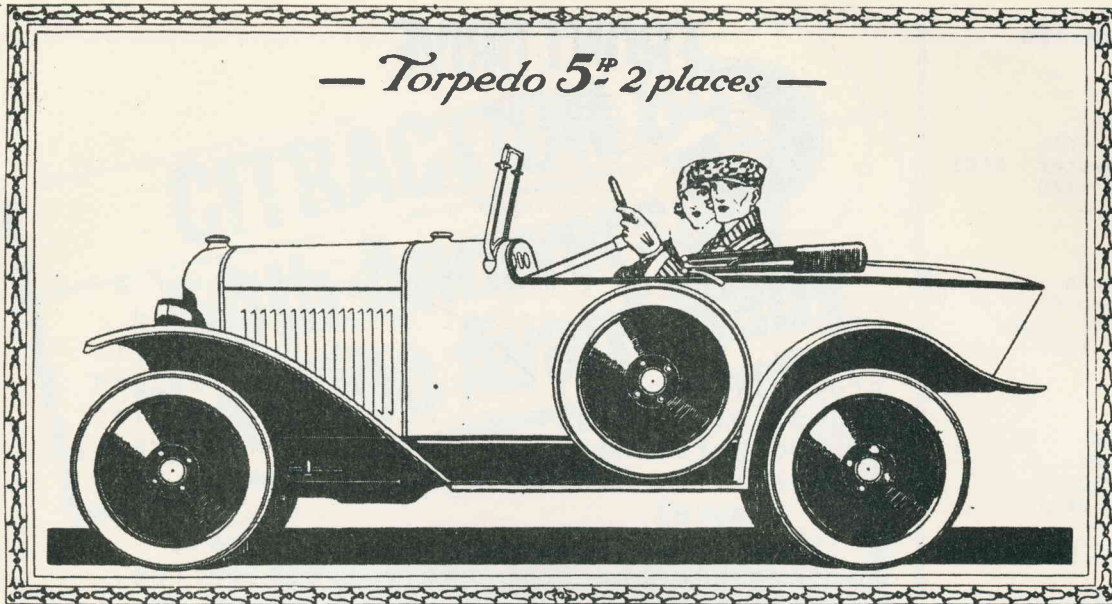
Joint Membership available to spouse of Full member, no cost.

Overseas Postage Rate: \$5.00

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



— Torpedo 5<sup>HP</sup> 2 places —



# CITROËN

## La 5 HP. CITROËN

To the uninformed, all Tractions, whether they be Big 15's, Family 9's, 11BL's or whatever, are "Light 15's".

The same situation is the case with vintage Citroëns. It doesn't matter whether they are B2's, B12's, Rosalies, to the uninformed, all are known as 5CV's.

The 5CV in all its forms, is probably the most famous Citroën of all time next to the Traction Avant, and has reached "cult car" status in many European countries where many of them are still in existence.

In Australia, the little cars are fairly thin on the ground, and are much sought after. There are only five of the model in CCOCA at this time, and at least two of those are basket cases. I know of only five or six others in various locations around the country, but there are probably a few more still stashed away in garages and paddocks. Hopefully, these too will one day emerge again.

In the early 1920's, 5CV's were in wide use throughout Australia, with many business houses and companies using them in fleets because of their economy and reliability. For example, in October 1924, the State Savings Bank of Victoria purchased a fleet of 10 Citroëns, eight of these being 5CV's. (The other two were the bigger 10 hp. cars and were probably for executive use.)

South Australian District Nurses also used a number of "Baby" Citroëns to help them complete their rounds.

Citroën's baby found itself in a wide variety of record attempts and trials over the years. In May 1924, Mr W.J. Phipps, accompanied by Mr Seerey drove from Fremantle to Sydney in a 5CV. The actual travelling time for the event was 176 hours at an average speed of 16½ mph. Fuel consumption varied between 35½ and 55 mpg.

One of the most famous of the 5CV's Australian exploits was the first successful circumnavigation of Australia by a motor car. The original car used in the attainment of

this record is still in existence, and is owned by a young lady in Western Australia.

In the early 1920's, the popular method of economy transport was the cyclecar. These devices were usually flimsy, underpowered and unreliable. Most had no springs, small 250 cc engines, motorcycle wheels and a thrashing chain drive to only one rear wheel. To a motor-starved public, however, they were cheap and at least offered motorised transport of some sort.

Andre Citroën rightly thought that the French public deserved more, especially the people on a very limited budget who, up until the introduction of the 5CV, bought second-hand vehicles or cyclecars.

Citroën wanted to offer these people a vehicle which was not a hybrid on which everything had been cut to the bone from a larger model, but a complete new alternative which was as well designed, well constructed and as robust as its bigger stablemates. Thus the 5CV was born as virtually a small-scale B2, on which only the overall dimensions and engine capacity had been reduced.

The 5CV Citroën was launched at the 1921 Paris Motor Show, and it continued in production for four years, from the beginning of 1922 until May 1926.

Technically, the 5CV came equipped with an engine of 856 cc capacity, with a bore of 55 mm and a stroke of 90 mm. At 2000 rpm it produced 11CV. The crankshaft revolved in two bronze main bearings, and was hardened by a new process called cementation. Oil capacity of the engine, at 3.5 litres, ensured longevity and reliability, as this was only half a litre less than the B2 which had almost twice the engine capacity. Lubrication was by the usual splash system.

Initially, the 5CV was fitted with an ignition system consisting of the well-known battery, coil and distributor. Later in 1923, however, the magneto ignition system from the 10 hp models was fitted.



Performance was not one of the 5CV's greatest attributes. With a maximum speed of about 60 kph, and acceleration times better measured with an hourglass than a stopwatch, it was not likely to win at Le Mans. Speed, however, was not what this little car was all about. Economy, safety, serviceability and reliability were its selling points - and sell it did.

From its release in May 1922 until the finish of production in May 1926, a total of 80,232 5CV's were built. Only two other rear drive model Citroens exceeded this figure - the B2 with 106,800 examples, and the C4 in 1928-29 with 134,000.

As with most other major manufacturers of the time, Citroen offered a wide range of body styles on the vehicles that bore his name, and this included, of course, the 5CV. Probably the most famous of the available body styles, and the one most often remembered, is the Trefle, or cloverleaf. Set out in such a way as to accommodate two passengers in front and one in the centre of the rear, the Trefle became a common sight on the roads of France, and earned itself the nickname of "Petite Citron" (little lemon) because of its usual lemon yellow paintwork, and as a play on the name of Citroen.

Initially, the car was launched only in the two seat torpedo form as the Type C on a chassis with a wheel base of 2.25 m and a track of 1.18 m. The rear end of the chassis side members finished roughly in line with the end of the running board rear brackets.

Unlike the 10 hp, which was fitted with double semi-elliptic springs at the rear, the 5CV rear suspension consisted of single quarter-elliptic springs with thrust tubes fitted. Subsequent strengthening of the frame, and the addition of a cabriolet body occurred when the Type C2 was introduced. The chassis of the C2 was the same size as that of the Type C, but had the rear of the side members projecting past the rear axle, at which point they were connected by a cross member. It seems that the main reason for this modification was to support the weight of the body. It was not uncommon to see slightly neglected Type C's with somewhat droopy bodywork at the rear cause by the lack of support or by overloading. A further increase of wheelbase to 2.35 m changed the designation to Type C3, and saw the inclusion of the famous Trefle mentioned above. It is interesting to note that on the cabriolet versions of the Type C3, the windscreen was mounted further back than on the Torpedo. This extended the bonnet line, and required the steering column to be tilted to a slightly lesser extent. I don't know the reason why this was done, but presume that it was to visually balance the car better, as it did not have a second row of seats to offset the rear half of the body.

The Type C3 chassis was the first 5CV to be equipped with the new low pressure "Confort" tyres, and was also used as the basis for the first commercial variation of the theme - a tiny, but popular, van with a payload of 125 kg.

The 5CV was never fitted with a saloon body at production level, however, some specialist body builders did construct such enclosed

bodies for those who did not like the open air feeling of the torpedo. Another variation often seen was the equivalent to the modern hard-top convertible, with rigid "hoods" that were removable when the driver wanted to let the sunshine in. Other "after-market" alterations to the vehicle included the addition of front-wheel brakes. This addition may have caused some problems with the standard factory half-elliptic springs winding up under braking stresses, as the better of the conversions also included reaction links parallel with the springs to lessen the load on them.

Other specialist firms turned their attention to the engine, and produced such items as the "superculasse" overhead valve cylinder head conversion. One or two of these conversions found their way into Australia and are still in existence. I do not know, however, of any that have actually been fitted to an engine. Similar conversions were also available to the owners of the larger 10 hp models as well.

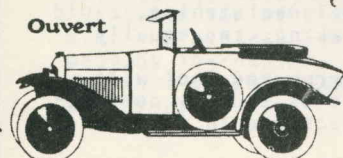
It is often said that imitation is the sincerest form of flattery. If this is so, then the 5CV was indeed flattered when Opel, the German manufacturer, copied the 5CV, line for line. The only difference between the Opel "Laubfrosch" (Frog) and the 5CV was that it was built as a right-hand drive car, had a door on the left, and was fitted with a slightly flatter radiator. The Laubfrosch was usually painted green, hence its nickname of Frog.

Andre Citroen was not flattered, however, and took Opel to court - an action which Citroen obviously won. As a result of the court decision, Opel were forced to modify their Laubfrosch, which was then replaced by another copy - of a Packard, complete in every proportion. It is interesting that some twelve or thirteen years later, when Opel had established its "Kadett" model on the market, Renault borrowed the design for their new "Juvaquatre" - and they say that Japanese auto builders are the best at copying someone else's design!

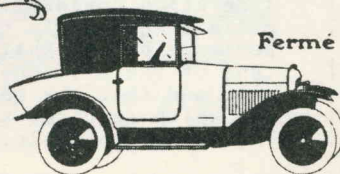
Over the years, the reliability and versatility of the "Petite Citron" became its trademark, and examples were utilised in the widest possible range of uses - from mobile saw benches to dual wheel, dual gearbox tractors, and even to a hearse. In Australia, one example in Western Australia was fitted with dual wheels at the rear, and was the first vehicle to cross the Gibson Desert.

Unfortunately for the 5CV, production ceased at the height of its commercial success, a short time before the introduction of the B14. The real reason for its demise may never be known for sure, but it is usually accepted that the cost of introducing a new model based on the B14 with front brakes, redesigned and improved mechanical components and all-steel bodies, would have been too great, and almost as much as the contemporary 10 hp models. It was abandoned before reaching the production stage, and so the 5CV died.

John Couche.

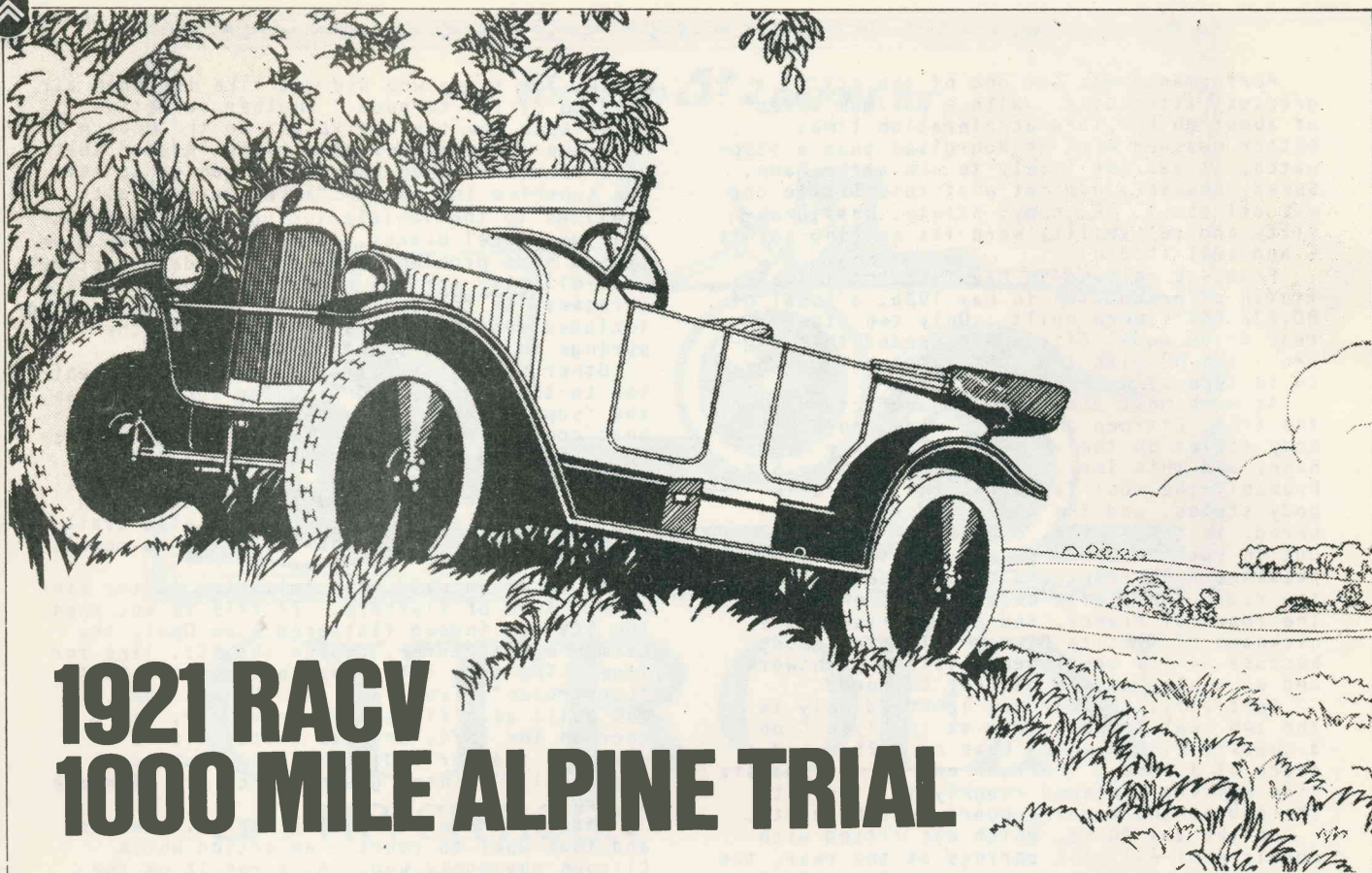


Ouvvert



Fermé





# 1921 RACV 1000 MILE ALPINE TRIAL

Early Citroens quickly developed a reputation for toughness and reliability in Australia. One instance of this was the entry of no less than four in the R.A.C.V. 1000 mile Alpine Trial held in November 1921, the first major trial held after the war, and one which was of a particularly punishing nature.

Three Type A models were driven by Miss K. Braithwaite, Wm. Dixon and W.G. McDonald, with a B2 driven by H.T. Curtis. They did not succeed in winning any of the major prizes, but nevertheless gave a good account of themselves, as can be seen by the following extracts from the report of the trial published in the *Australian Motorist* of December 1st, 1921:

One of the most, if not the most, strenuous automobile trials held in the world's history of motoring was concluded on Saturday, 26th November, when 29 out of 31 competing machines were driven into the last control and handed over to the technical examining committee.

This remarkable trial, organised by the Royal Automobile Club of Victoria, is destined to become a classic in the motoring world. The Australian 1000-mile Alpine Trial is a suitable title for Victoria's new annual event. More than one suggested at its conclusion the inclusion of the word "destructive".

The sports committee of the club supported the proposal to make the trial one of great severity, with the object of, if necessary, eliminating as many contestants as possible. Such a trial is of immense value to the industry and the public, because only by extreme stresses can the manufacturer's factors of safety be determined for the benefit of prospective purchasers.

Petrol consumption is an important consideration nowadays, but many tests have been misleading, due to the roads selected. Experience proves that in hilly country 15 per cent of the distance can be covered by coasting, and that the best road to make a test is one which requires steady pulling and coasting is not possible. Hitherto petrol con-

sumption trials have been determined by ton miles per gallon, but this method gave pride of place usually to the heaviest car and the lowest car miles per gallon. Today the prospective buyer wants to know how far he can travel on a gallon rather than how many tons can be shifted so many miles on each gallon. Ton miles kills all chance of an efficient lightweight winning, so a new formula was created by Mr. J.H. Grice, a prominent engineer, and his proposals were accepted by the R.A.C.V. The Grice formula is T.M. plus R.M.

The first day's run of the 1000-mile alpine trials provided a very suitable course over 199 miles to Lakes' Entrance, and to prevent adjustments solely for low consumption to the detriment of plenty of power no results were recognised unless the competitor was able to maintain his time schedule, according to the rules, to the top of Mount Buffalo.

A very complete organisation controlled the cars from the moment they arrived into control for the start until the owners received them back at the end of the trial.

On the second day's course 198 miles of strenuous roads were traversed, and this section provided the test for transmission, steering and brakes. Wet weather had made the road not only heavy, but dangerous in many places, and as the drivers became fatigued their mechanical sense became dulled, and the innumerable obstructions to a smooth road severely tested their cars. The drivers ended the day with sore hands - more than one steering wheel was smeared with blood from skin abrasions, whilst arms and shoulders ached. Sharp corners occurred in seemingly endless procession, and had to be negotiated with wheels turned hard on the lock. One driver describes the day as mostly a continual whirling of steering wheel, first to the right then left; continual declutching, rapid gear changing, sudden braking, and equally rapid acceleration.

Over many miles of narrow road, not wide enough to allow two vehicles to pass comfortably, clear vision was measured in feet, and



the eye concentration and rapid handling of steering wheel, clutch, brake and accelerator caused excessive fatigue. In cold type the average speed does not appear great, but, nevertheless, speed burst of 50 m.p.h. had to be made to maintain the schedule average. The roads were so rough in places that many suffered illness like sea-sickness.

Temporary blocking of the road led to frantic efforts to build up the average speed, and the drive from Lakes' Entrance to Tallangatta, including the miles of ascent over Mount Wills, with its step-like pinches, the greasy roads along the edge of precipitous banks or mountain streams, will be remembered by those who took part in what competitors claim was a race against the clock. The opinion was generally expressed that under normal touring conditions three days would be fully occupied in traversing what the competitors had to do in one day.

The next day was a further ascent into alpine country, the objective being Mount Buffalo. Many drivers, sorely stressed by the day before, felt nervy as the ascent led to the outcrops on the mountain side, when only blue air or mist was discernible, giving one the impression that he was suspended in mid-air.

The next day the drivers had a rest, and the following day the route was to Mount Hotham, returning down the mountain and on to Wangaratta. Up Mount Hotham a hill-climbing competition was held, to determine the "punch" left in the engine after the gruelling runs of previous days. It was in this event that the Dodge car, driven by Mason, turned over, due to the wheels meeting soft ground. The occupants were unhurt, and the car, which finished its upset with wheels in the air, was put right side up again, and continued in the contest, finishing in splendid condition. Had the turnover been in the other direction it would have tumbled over a 500-foot drop. Owing to twists and turns preventing officials from seeing the position of the cars, guns were employed to signal the safe arrival of each car at the control; then the next competitor was despatched.

The ascent to Mount Buffalo was made without meeting traffic, as the State Government closed the mountain road to all others whilst the competition was in progress.

The road from the foot of the mountain to Wangaratta was inches deep in dust, and the crowds which lined the route through town were able to realise what the drivers, passengers, observers and officials had been through.

On Friday the route was through Whitfield - another mountain ascent, the hill climb being held over 4 4/5ths miles of it. From Wangaratta to Whitfield the road is almost level for 36 miles, but this section imposed severe stresses on the cars. Inches deep in dust, the drivers could not locate the pot-holes, and it is probable that if they could have distinguished them they could not have been avoided. Over many miles the road was a series of holes, recalling the old Parramatta road in summer time. Numerous shallow creeks crossed the track; one was particularly strenuous, and, fortunately, all missed a six-foot hole in the centre of one of these splashes, from which, a week previously, a loaded waggon was with difficulty extricated. Had any car been driven to the edge of the approximate centre it would have been submerged, but by sheer good luck each car spanned the hole.

At the top of Whitfield hill the track over the plateau has been formed by timber waggons log-hauling from the timber forest. The soil is soft, and is submerged in parts with spring water. This caused the drivers

some anxious moments, as depth and bottom were unknown. Relief was felt was a good road was reached, which leads to the Broken River. The bridge being destroyed by floods, competitors had to ford the river. The Mansfield Shire had the river banks cut to an easy grade, but the small cars found the bed of the river very rough, and some engines were stalled. Trouble was expected, and provision was made to have cars promptly hauled out. A motrist showed keen sporting instinct by driving his Ford out to the river ford, and helping to haul out partly submerged cars until his own Lizzie dug herself in. But there were willing hands to lift him out.

Sorely tested, Mansfield was reached after a strenuous morning. En route to the night control a divergence was made to view the Eildon Weir, which meant another 30-odd miles of heavy going over a road formed mostly by horse vehicles employed carting materials to Eildon.

Good roads, but with steep gradients, completed the day's run, and the cars went into control at Gracedale House, after the tough climb out of the Acheron Valley. The Black's Spur, with its steep descent of over four miles, was a final test for the braking system.

The last day was through Healesville to Melbourne, thence Ballarat, returning via Geelong. The road to Ballarat was bad in places, but fast speeds were possible, and cars which might have been expected to be left on the roadside of the Alps country put up some remarkably fine turns of speed, showing that although about to be penalised for nuts lost off the muffler, or because a spring had sagged, the motor and transmission system were unaware that these things had happened.

A few minutes before 5 p.m., after 1009 miles of strenuous travelling, the first car reached the Haymarket. After the drivers signed off they were passed through the iron gates, and handed over to the cold, calculating examining committee, swathed in new, bright blue overalls, the members of which were soon among the vitals of the chassis looking for knocks, loose nuts, bent axles, broken springs, leaking petrol pipes, and the host of ills which a car, after such a trial, might reasonably be expected to suffer from.

What the examining committee found follows, (Citroens only). The asterisked comments are those of the A.M. Editor.

Car No. 1, Citroen, driven by H.T. Curtis - Cooling hose connection leaking slightly. (\*Hose coupling requires tightening with screwdriver.) Front wheel bearings slightly loose. (\*Many front wheels are adjusted loosely; if looseness reported was due to the trial, bearings are adjustable with spanner.) Front spring clips loose. No other faults.

Car No. 2, Citroen, driven by G. McDonald. One bolt missing off near side bottom rear spring; silencer pipe crushed ahead of muffler, due to collision with some object. (\*McDonald's car was hit by a sheep which ran out of a flock.) No other faults.

Car No. 28, Citroen, driven by Miss Braithwaite. (\*Note.- This car was purchased in France about two years ago and used for a tour of that country and England, and a few weeks before trial Miss Braithwaite drove it to Sydney and back to Melbourne. An old model.) Slight leak near drain plug of radiator. Bolt missing from starting handle bracket. (\*Can be replaced for a few pence.)



Slight end play in pinion shaft.  
 Hand brake ineffective.  
 (\*Requires relining.)  
 Front springs sagged.  
 (\*Require resetting; not braken.)  
 Outer case of muffler loose.  
 (\*Requires use of spanner.)  
 No other faults.

Car No.29, driven by Wm. Dixon, receives no mention and appears not to have finished.

Various comments on the trial by Special Correspondent, Jack Williams, are also of interest, particularly in relation to the Citroens:

... Trouble had begun to manifest itself, King's Siddeley-Deasy having blown a head gasket on the way to Omeo. He bought up all the rubber heels in town, cut them up and re-packed the head with them... Cheney had extremely bad luck with his Chevrolet on a rough piece of road between Mitta and Tallangatta. His crankcase struck a stone in the road, breaking off the drain plug. He drove nearly 30 miles without oil, the engine finally seizing a few yards from control and coasting in. Miss Braithwaite did not arrive at Mitta, the small Class A control, till after dark...

At Porepunkah, at the foot of Mt. Buffalo, there was to be a compulsory stop in order that any stragglers might catch up, so that the drive up the one-way traffic Mt. Buffalo road might be as close together and as quick as possible. Unfortunately an official book had been lost on the road from one of the cars, and the stop developed into a long wait while this was being searched for. The delay however, was far from being monotonous, for one of the crew of Bob Lane's Buick, Benton, had brought along a ukulele. This was produced, and the first public performance of the now famous Buick masterpiece, "Early in the morning," was given to a delightful (sic?) audience, including all the kids of the district... class A were all present, with the exception of W. Dixon, who had retired owing to overstrain on Manday's run. Miss Braithwaite reported having had her issue of trouble - wet magneto... Shortly afterwards the 14 mile climb up the mount commenced. In the last mile R. Graham Carey melted a big end bearing, but came over the top successfully after a rattling good ascent...

About a mile from Mansfield the Broken River was crossed. It was the deepest stream so far, and MacDonald's Citroen suffered a wet magneto... Saturday morning was dull but fine, and the first car was off at 6 o'clock. On this day only one car met with serious trouble. About four miles past Healesville Miss Braithwaite's car broke its front fabric universal joint, and the tail shaft dropped, catching in the road and getting badly bent.

The first car to reach the Melbourne control en route to Ballarat, Geelong and back to Melbourne, the last day's run, was the Citroen driven by Curtis... Miss Braithwaite, after her mishap near Healesville, replaced damaged parts and reached the Melbourne control at 12.30, and pluckily set out to chase the field to Ballarat and Geelong. She completed the course about 10 p.m. and pushed her Citroen into the place required by the examining committee, and, with friends and relatives, drove home happy in the knowledge that she had upheld the honour of the gentle sex. Her splendid performance is reported fully... (as follows):

Miss Braithwaite's Splendid Drive  
 The allotment of a special prize for

meritorious performance to Miss Braithwaite is well deserved, and the action of the sports committee will be supported in every direction. The route required great ability at the steering wheel, due to average speeds set; the trial also demanded physical fitness and determination.

The Citroen driven by Miss Braithwaite is one of the first batch turned out, and has left-hand steering. She purchased it in France, toured the war area, and, taking it to England, toured Great Britain. It was one of, if not the first Citroens to reach Australia, and has been in regular use ever since. A few weeks prior to the 1000-mile trial Miss Braithwaite and her sister (who was her "off-sider" in the 1000-mile trial) motored to Sydney and back. It was hard luck that the front fabric-disc universal should tear adrift through a nut working off and releasing a bolt just when 800 of the 1000 miles had been covered, and allowing the propeller shaft to fall and become bent through fouling the road. This type of universal is used on many makes of touring cars and heavy commercial vehicles.

Since the first batch of Citroens were turned out the design of Miss Braithwaite's Citroen has been abandoned, and the propeller shaft, coupling and arrangement has been entirely altered. Had she been driving a later model the trouble could not have occurred.

Help was sent and a new shaft fitted, and although all points for reliability had been lost through this trouble, Miss Braithwaite was determined to finish the trial. She was loudly cheered as she came into Melbourne control four hours late, dust and oil stained, and after stopping in control for the stipulated 15 minutes, she set out for the final run to Ballarat and Geelong, back to the finish. She reached Melbourne control shortly after 10 p.m., and secured the club's medal for finishing the course within the maximum time allowed.

The outstanding feature of her achievement was the night drive to Mitta Mitta, an ordeal, for the reason that in daylight the road taxed the best drivers in maintaining schedule speed. The Misses Braithwaite are daughters of Colonel Braithwaite, and appear to have inherited a temperament which enables them to brush aside all difficulties and keep smiling.

The engine finished in wonderful condition, and as the records show did remarkably well in petrol consumption, and scored well in the hill climb.

(Petrol consumption test, over 199 miles to Lakes' Entrance, saw Citroens of McDonald and Curtis take first and second places, with Miss Braithwaite sixth, with figures of 45.26, 46.38 and 37.30 mpg respectively; the two hill-climbs saw a second and third to Miss Braithwaite, a fourth and a ninth to McDonald and a third and eleventh place to Curtis.)

On a final note, an extract dealing with another Citroen competitor:

H.T. Curtis, on a Citroen, gave a whirlwind exhibition of speed to Omeo. He devoted about 36 minutes to aid a competitor, and failing to remember that such delays would not cost him loss of points, he drove to make up time to Omeo. An eye-witness is ready to swear he drove at 40 miles per hour, and at this speed hit two deep ruts, the first flinging him across the road, the second sending him flying in the other direction. It looked as if the Citroen could not recover its direction, but it did, and continued its meteor-like progress. Discussing this drive, the observer states that over one section he only touched the seat once in about 160 yards. Formidable!



# COMING RALLIES.

# PAST RALLIES

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 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. Don't forget the publicity sticker included in a recent issue of Front Drive - please help publicise and support the Rally by displaying this sticker on a window of your car.

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

January 25, Wednesday

Open Night, Nunawading.

February 29, Wednesday

Another Open Night (last one of these for four years, folks!)

March 28, Wednesday

CCOCA AGM, Nunawading. Start lining up for all those vacant Committee positions, now!

April 20-23, Friday-Monday  
CITRACION 84;

**50th ANNIVERSARY**  
**CITROËN**  
**TRACTION AVANT**  
**1934-1984**

**27TH APRIL 1984**  
**CELEBRATION DINNER**

**10TH IITH 12TH AUGUST 1984**  
**THE CITROËN CAR CLUBS**  
**CELEBRATION RALLY**

**KNEBWORTH HOUSE & PARK HERTFORDSHIRE**

**the Traction Club**

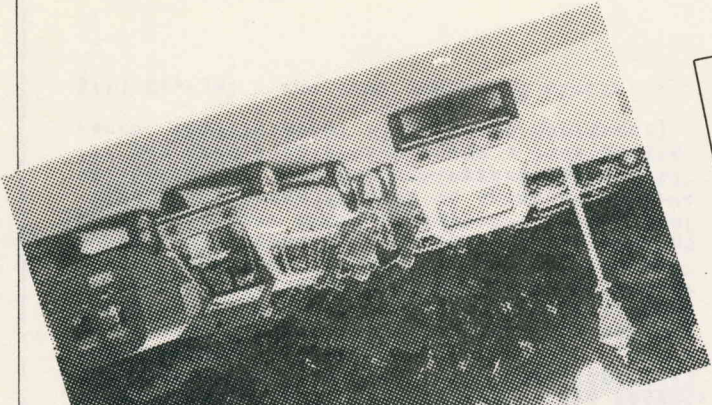
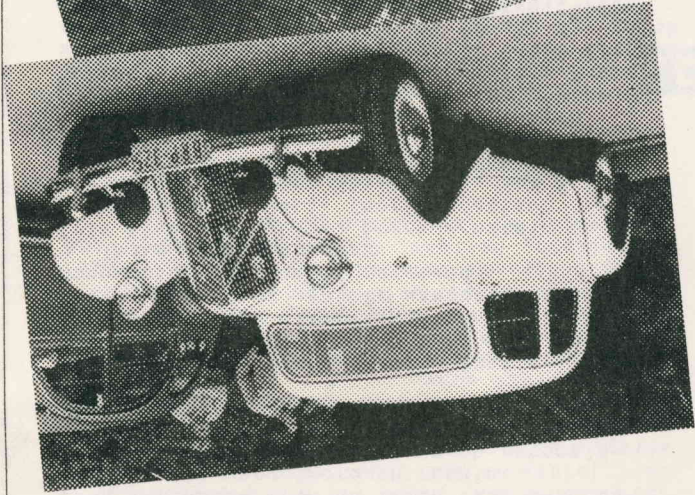
Sunday, September 18 presented excited Citroënists with a prospect of pleasant, if not sunny, skies as they pointed their beloved and glistening machinery towards "Como", the elegant white historic mansion which overlooks the river from the heights of South Yarra.

Some, such as the Fitzgeralds from Bendigo and Hughans from Ballarat, started their treks somewhat earlier than others.

For the TV buffs, which presumably include most of us, "Como" is notable as the setting of much of the action of the TV series based on Frank Hardy's novel "Poor without Glory". While such an interpretation may be regarded as askance by the non-Citroënist hot potlot, we Citroën cognoscenti would surely not consider it excessive literary licence to cast loving eyes over the chevrons gathered for the annual COCA Concours d'Elegance and think rather of "the Power and the Glory".

And quite a collection of chevrons it was. I counted 21 Citroëns lined up along the gravel facing "Como". These ranged from the jaunty glistening lemon-yellow (what else?) 1923 B2 roadster of Peter Boyle, through a gaggle of 2CVs and variants, and a dignified cluster of Traction and DS23, to the sophisticated, almost haughty elegance of the CX's of Ted Cross and Ray Fitzgerald. The solitary white GS was dubbed "ratty" (Ratty?) by its well-known but modest owner. Four more sets of chevrons were seen in the public parking area outside the mansion gates. At least one belonged to the CCCV, our sister organization.

Concours can be the occasion for a lot of fun, with both the vehicles and the owners suitably got up to catch the spirit of the day and the times. Perhaps it will be a while





before someone local emulates the attention shown in this area by the Dutch TAN Club (clog-wearing farm boys with real farm livestock in the back of a Traction Commerciale), but why not? Not surprisingly, the major discernible effort to catch the spirit of our day was within the ranks of the 2CV eccentrics. (Don't you mean cranks, Bill? - Ed.) Veteran 2CV man David Gries played the part of - well, David Gries, while new man Keith Madden in his motoring betet looked pretty smooth. A rather bucolic group gathered discretely, though not inconspicuously, on the grass behind a cross-eyed red AKS400 van, their leader a Francophile if ever I saw one, sheltering under a stuffed whale mounted on his cap and knocking off the chicken and champers. The slogan "Five million Frenchmen can't be wrong" across the back of the bottle-green 2CV clearly embraced a multitude of truths!

Turning now to the judging (by a distinguished and thorough panel!).

Centre of much of the attention in the bigger cars this year was Dennis Walton's 1953 Big 15, just finished its complete body and mechanical restoration. Immaculate white paintwork, new deep red leather trim, new cloth head lining and carpet - the lot. Fierce competition for other eye-catching Tractions such as Peter Hughan's fine black 1951 11BL (tres French), Mark Hatton's very smart red/black 1954 Big 15 and Jeff Pamplin's green 1954 Big 15, both very original.

**Results:** 1st, D. Walton, 1953 Big 15  
2nd, M. Hatton, 1954 Big 15  
3rd, J. Pamplin, 1954 Big 15  
4th, P. Hughan, 1951 11BL.

The main competition in the two-pots seemed to be between the striking bottle-green 1976 2CV6 of Russell Wade, Leigh Miles' very smart yellow 1978 Dyane and new-to-the-ranks Keith Madden's cream Dyane which had been purchased from an Irish lady and subjected to a very thorough repaint.

**Results:** The outcome after much reconsideration favoured Keith Madden for the very clean, original and straight Dyane - very nice to behold.

Jean and Liga Katona arrived just a little too late for their orange 1974 2CV6 to be included in the official judging; however their very smart vehicle warranted the Honourable Mention it received.

Those attending were:

Iris Nicolades (L15), Frank Arnstein (L15), Peter Hughan (11BL), Charlie Jackson (Peter Boyle's L15), Peter Boyle (B2), Ray Fitzgerald (CX2400 Pallas), Ted Cross (CX2400 Pallas), George Hamada, CCCV, (DS23), Jeff Pamplin (B15), Mark Hatton (B15), Kenn Gilbert (B15), Robyn Couche (11BL), Mark McKibbin (Ami), Dennis Walton (B15), Russell Wade (2CV6), David Gries (2CV), Peter Fitzgerald (AKS400), Leigh Miles (Dyane 6), Keith Madden (Dyane 6), Jean Katona (2CV6), Roger Brundle (GS), and in the car park, Jim Moody's DS21 and three CX Pallas' - BKA 696, ADS 234 and AOG 333.

Naturally, the cars attracted considerable attention from public visitors coming through the grounds to inspect "Como". One such was a gentleman from Canada, himself a Citroen owner and a member of the Citroen Car Club of North America - small world!

Here's looking forward to an even bigger collection of chevrons next year - go to it! (If you need inspiration, have a look at the August 1983 issue of Classic and Sportscar).

Bill Graham.

## CCOCA SPARES AUCTION

On October 16, 19 adults, two proxy bidders and a small tribe of children donned macintoshes and gumboots and braved the elements for a chance to bid for a bargain at the annual CCOCA parts auction and barbeque. Considering the appalling weather conditions, the turn-up for the day was excellent and says wonders for the new enthusiasm appearing in the club of late.

The day started with a BYO barbeque lunch under the shelter of the Thomas' back verandah, and progressed smoothly, helped along with a good supply of fermented hops and grapes. Leigh Miles proved to be the master cook of the day with his pile of "Miles special recipe" rice salad and his oh-so-hot sausages. After lunch came the serious (?) part of the day - the auction.

Our Social Officer, Peter (Do I hear two quid?) Boyle was volunteered to be the auctioneer, and had everybody laughing so much that most people were not sure what they had bought when the hammer fell, or even how much they had paid for it. Neil Rankine seemed to do the best for the day, and drove away with his Traction crammed with goodies he had purchased for the huge sum of \$20. What he will do with two dozen sets of front cradle bolts nobody seems to know! What I will do with a "mystery bag" full of engine mounts I don't know either, but I am sure they will come in handy one day.

The Spare Parts Officer, David Gries, couldn't make it to the auction, but I must take this opportunity to thank him for organizing the parts into some sort of saleable order from the jumble they were in previously. Thanks also to Alan and Marie Thomas for the use of their home on the day and for storage facilities over the years.

## BENDIGO SWAP MEETING 1983.

CCOCA was once again represented at the annual Bendigo Swap Meeting held this year over the weekend of 12-13 November.

As in previous years, the sites held by CCOCA were used primarily as a promotional exercise to show everyone present what real cars look like. Unfortunately, my Traction has its engine spread all over my garage at the present time, and no other Traction owners brought their cars along - the club's reputation was saved however by a trio of two-potters belonging to Russell Wade, Leigh Miles and Peter Fitzgerald, who shared the site with Robyn's GS Break.

This year's event was huge, but still didn't manage to produce a great number of Citroen bits and pieces. The sum total of what I saw was three Light 15 grilles, one radiator fan, one interior light, one workshop manual, one vintage wheel, one 2CV wheel, one 2CV head, one 2CV badge, one vintage 10 hp engine and radiator and one vintage C6 axle. That sounds like a lot of bits, but when compared to the total on sale, it was only a minute amount. A lot of the prices were very high, so the parts stayed where they were.

One highlight of the weekend must have been Leigh Mason's sprint across the Showgrounds on Sunday morning, when he thought he saw a 5CV from 3-400 yards away. It turned out to be an Opel Laubfrosch, fitted with a Cortina motor - Leigh's sprint was in vain (so was Opel's copy of the 5CV - see feature article in this issue.)

Let's hope for a bigger showing next year.

John Couche.



First Bryn Hughes of Classic Restorations sets the scene

'10 years ago we were breaking Tractions because we literally had nowhere to keep them. But now it's different; then there were no spares and the cars were worth nothing, but today Traction restorations have become much more viable.'

His partner, John Gillard, continued: 'In those days, Tractions were largely unappreciated - rebuilt, rechromed and run into the ground, especially by the French, who generally don't appreciate old things. In 1983, the odds are stacked more in the Traction's favour. However, one still has to be careful - and it doesn't pay at all to underestimate the amount of work involved in a 'basket case' restoration.'

'Structural soundness is very important, as is originality. If the car has a good monocoque, you're half way there. But detailing is equally significant.'

The ravages of countless British winters take their toll on Slough-built Tractions principally around the monocoque's centre and rear sill areas. South of France cars don't suffer so much in this respect but in extremis their bodies tend to crack. The condition of the sills is important, though, as to a large extent, they determine the structural strength of the car.

Checking the sills are sound isn't always easy, as the rust works from the inside out. Examine the door frames carefully, then; if the doors refuse to shut properly or their edges are scuffing the body, the monocoque is beginning to sag. The cure is to drop the rear suspension and fabricate new sill sections on either side - not an easy job, considering each sill comes in three sections (outer covering, inner box section and inner sill).

At the front of the body, the triple-skinned front arms rust around the steering rack mountings but this isn't too serious if caught in time. Because the monocoque has considerable inherent strength in this and other regions (Andre Citroen once had a Traction pushed off a cliff to demonstrate the fact), a securely welded patch is an acceptable repair, we're told.

Other common rust points include the door bottoms, guttering, boot floor, front wings - glass-fibre replacements are available but to date have had few, if any, takers - and the floor pan. Water drips through the front scuttle and, on Slough cars, the semaphore

slots, while the floor pan edges tend to suffer on all versions. However help is at hand, as the British Traction Club can supply ready-made repair sections for the floor pans as well as outer sills.

Engines are long-lived and generally reliable. Long-in-the-tooth examples succumb to big end wear, at which point most owners today elect to drop in the later 11D engine which looks identical, develops greater power and, most importantly, has shell-type big-ends. Remetalling one of the earlier engines fitted with white metal bearings has now become a specialist (read expensive) art so the 11D conversion has, understandably, won many friends.

On the subject of engine rebuilds, John and Bryn recommend the fitment of a piston and liner set every time and not a rebore.

The drive-line is the Traction's weak point. Gearboxes, differentials and drive-shafts need careful maintenance to avoid trouble, which usually manifests itself by assorted clunks, howls and whining noises. A badly worn crown wheel and pinion set is a serious and time consuming problem; with age it will howl consistently and alarmingly and, if the car is bump or tow started too often, the teeth will soon strip. Gearbox maladies usually occur due to the effects of worn second and third gear phosphor bronze bushes so check that the gearbox doesn't jump out of gear or crash its synchromesh. A driveshaft in need of attention will knock rhythmically while on the move and clunk on a tight lock. Test for wear by twisting the shaft against itself, and don't forget to keep the gaiters in trim and the grease nipples well lubricated - that's vitally important.

A violent judder on take-up could indicate worn Silentbloc front suspension bushes but a check 'off the car' is the only conclusive test for this. Check the front suspension ball joints in the usual manner but don't worry unduly about the brakes, they're conventional in operation and all parts are available. Spares also exist to counteract steering rack wear.

Regarding spares (always a big worry for an old car owner) the position is better now than has been for some time, thanks to a comprehensive and well-organised remanufacturing programme initiated by Traction clubs in Britain, Holland, Sweden and Germany, and the wealth of secondhand parts.

- from Classic and Sports Car, August 1983

## QUELLE BONNE IDEE

In an earlier issue of Front Drive, we considered the beguiling and svelte successor to the Traction (no, not the 2CV, the "D".) It was suggested that the abbreviation for the top-of-the-line model was derived from the French word "Deesse" - "Goddess". Since the letter D is pronounced "Day" = De in French, and "esse" = "S", the obvious and phonetically correct abbreviation for Goddess in French is DS. And that's what les francais did, comparez-vous? (Heavenly explanation, Bill -Ed.)

However, this plausible and widely circulated explanation for the DS has still left unresolved the origins of the abbreviation ID for the DS's down-market sister.

The January, 1983 issue of Classic and Sports Car, in its back-to-back comparison of an NSU R080 and a Citroen DS 21, provides a similarly plausible (though unauthenticated) explanation for the model identification "ID".

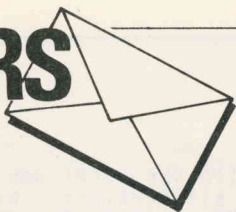
The letters ID would be pronounced "Eeday" in French. This sounds like the French word "Idee" = idea. Hence C&SC suggest that as DS = Goddess, so ID = Idea. Though a little less sophisticated, the ID is definitely still an "ideas" car. So as the French would say, "Quelle bonne idee!"

Bill Graham.

(Definitely Freudian, that one - Ed.)



# LETTERS



NEWS FROM FRED

Dear Bill, Barbara & Family,

we were at a "Holidays in Australia" show last Tuesday evening put on by our local travel agent, and Edna and I came away after seeing a film and reliving our short stay again, saying maybe we can revisit "down under" in January 1985. It was a well attended show at the Civic Hall and lasted for about 1½ hours.

Since I wrote last, we have been to France and stayed in a hotel for three days in the village where Olivier de Serres' family live. We spent a complete day with them and of course Olivier and I had most of that time on our favourite subject. I took him copies in the form of negatives of the pre-war brochures that I have for the publication of his book due out in April 1984. His collection of cars is fantastic to say the least - about 30 all told, and his intention is for a static display museum. The real beauty of them all is a 1938 Big 15 Coupe, so rare, he is at present at work on it.

I had a letter only last week from him, and he mentions the replies he had from yourself and John, and is greatly impressed with the love of the "marque" and the friendships it has created. My help has been to answer questions and get info. from Slough. He does say that Citroen (Paris) and the clubs are going to celebrate next year's 50th Anniversary by having in the first week-end in May "1,000 Traction just outside Paris". So all the stops will be pulled out to attend that - can you make it?

We had a really good turn-out at Stratford-on-Avon in July with about 50 cars total, including a very rare 11, a 1934 Roadster from Switzerland, it was quite sound but a little bit tatty, couple from Belgium, etc., a report will be in *Floating Power*. It certainly was the first time in ten years that so many have been together, the last time was at Biggleswade in 1973 when I managed to get 36 cars

gathering at the "Old Warden Aerodrome". At our own Citroen Car Club Meeting back in June our members turned up in glorious weather and we topped the 400 cars attending, plus 2CV's by the uncountable number - by far and away the best meeting we've ever had.

Barry finished second in the 2CV Cross championships this year; he missed a meeting and suffered a points loss. He loves to do it and to watch it is quite fun, why don't you approach "Citroen" to see if they've any film to send you, would be quite an entertaining Club evening. They withdrew their support a couple of years ago, but I know they made films of it.

Work for me down at the garage has been quite busy, I've had a couple of nice jobs to do on L15's. The most recent was when a chap rang me from Ireland about a French L15, 1948, he had purchased which had been in a barn since 1972, its total mileage 36,000 km, & could I do the clutch etc. So he drove it back to England and left it with me whilst he returned to France for a couple of months. Its state of repair is quite something, all original, no rust to speak of but lots of mud on the underside, colour silver grey, but he has decided he would like the colour scheme of the 2CV "Charleston", black and maroon. So the paint man has gone back to bare metal and will spray it next week. I'll take some photos of it, I think it will look good. Barry's getting more and more D's to repair, most of the Citroen garages are not so knowledgeable now on this model, and the spares aren't so easy to come by.

Well, Bill, I hope all is well within your club, get one of your richer membersto nip over to N.Z. and pick up a roadster (I in Wellington, I hear!), then you'll have something to copy. Perhaps Australia will have the largest collection of replicas in the end.

Best wishes to Barbara yourself & Family,

Edna, Fred & Barry.

## LIBRARY

CLUB LIBRARY - NEW ADDITIONS

Le 5e Rallye International des Clubs Citroen, Breda, 4-6 Sept. 1981. Eds. Christian, 1981.

AUTOMOBILE QUARTERLY, Vol. 13, no.2. Pp. 192-221: The Legacy of Andre Citroen, by D. Owen, with lots of coloured illustrations.

BORGE & VIASNOFF. La 2CV. Balland, 1977.

DUMONT. Citroen. (Auto Historia, no.8) E.P.A., 1981.

MacQUEEN & McNAMARA. The Life and times of the 2CV. Great Ouse Pr., 1982.

RUSSEK. Citroen 2CV/6 and 2CV/4 repair guide 1975.

SABATES & SCWEITZER. Andre Citroen: les chevrons de la gloire. E.P.A., 1980. (\$)

TAYLOR. The 2CV and its derivatives. 1982.

All of these are for loan (\$10 dep. on Les chevrons de la gloire' only.)

## From other sources

On a Good Thing

As any traveller fresh back from his (or her) 21-day, 12-country tour of Europe knows, the most popular, practical and prestigious way of motoring on the Continent is by Deux Chevaux. That literally means two horses, but several decades ago the people at Citroen managed to get them both under the bonnet of a funny little car that hasn't changed much since.

The Deux Chevaux, which looks very much like a ladybird beetle that has lost her (or his) spots, is as strong as an ox and as docile as a cart-horse. But its friendliness belies its new role in an intense political debate raging throughout Europe, and even elsewhere, we hear.

As you might realise, Deux Chevaux owners are sensible, liberal people, stoics and thinkers. Good people, and tears of nostalgia tumble down your diarist's cheeks when he recalls having to part with his Deux Chevaux last year.

Not usually militant, they nonetheless have their say. And it seems that NUCLEAR POWER - NO THANKS stickers on Deux Chevaux have proliferated so much that the Citroen people are putting them on at the factory. What is more, you may choose the message in four languages. STOP THE BLOODY WHALING may also be supplied (applied?) on request.

- from Melbourne *Age*, 27 October 1983.



# 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

## CITROENS FOR SALE (NO REASONABLE OFFERS REFUSED):

1975 D Special. Excellent condition and well  
maintained, N.S.W. reg. until 12/83. \$3700 ono.  
1968 DS21. Hydraulic gear change, good going  
order but unreg. \$1100 ono.  
1964 ID19 - make an offer on this one.  
Phone Gary Bickford (062) 81 1924 a.h.  
(062) 46 5881 b.h.

WANTED - URGENTLY: 5CV Trefle bits - radiator,  
radiator shell, radiator cap, bonnet catches,  
tail lamp, petrol tank cap, steering wheel,  
top bows. Top prices paid for the right bits.  
Tom Harper, Box 522, Sunland, CA 91040, USA.  
FOR SALE: Big 6 parts - front end & half-shaft,  
chrome headlights, wheel cover and more.  
J. Bergmeier, 161 Holdsworth Rd., Bendigo  
3550. Ph. (054) 43 9986.

COMMERCIALS: Guilio Tombolato, ex-Citro  
Motors, has moved to 1-9 Beavers Rd.  
Northcote. Guilio is also agent for IMSAF  
mufflers (which incl. Citroen systems).  
Phone no. 486 1286.

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.

## Pamphlet Boxes:

These will hold all Front Drive issues pub-  
lished 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.

# New members.

John Vanechop  
94 Wilson St.  
Newtown, NSW 2042  
Ph. (02) 579 3239

who has a '67 Ami 6,  
an Ami 8, Bijou, Sahara,  
Mehari, 2CV, B15, Coupe,  
etc.

Ken Lockwood  
2/17 Rangers Rd.  
Cremorne, NSW 2090

who has a '53 B15.

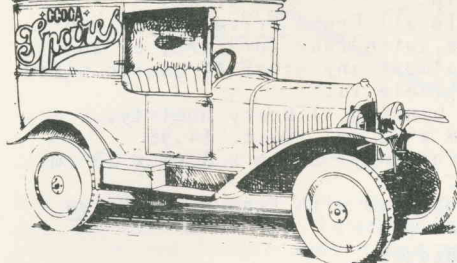
## CHANGES OF ADDRESS:

Darien & Michaela Pullen  
34 Vanbrook St.  
Forest Hill 3131

Mark Navin  
c/- Met. Division,  
P.O. 21  
Honiara,  
Solomon Islands.



# 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 (17 mm)	16.08
Changeover driveshafts	POA

### Rear Axle

Tapered roller bearing (L15/11BL)	8.80
-----------------------------------	------

### 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
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)	6.96
(dovetail bumpers)	0.65
Door springs ea.	

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.

STOP PRESS: English brake hoses are about to arrive. Order now. POA

## 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!

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!

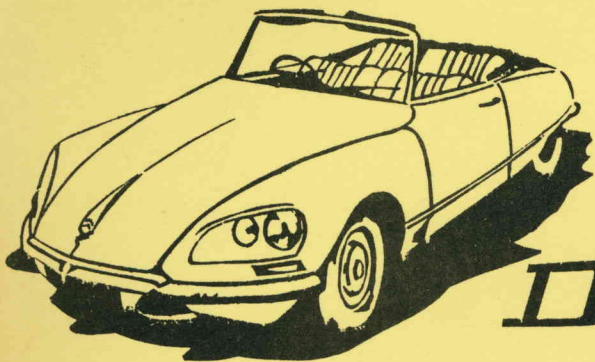
David Gries.



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

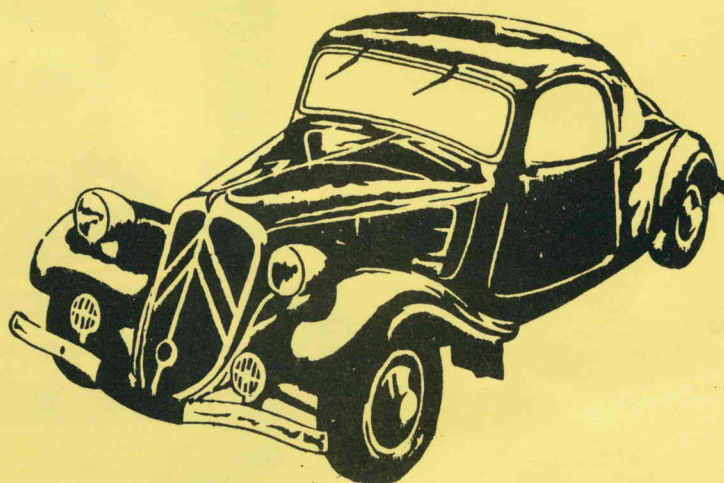
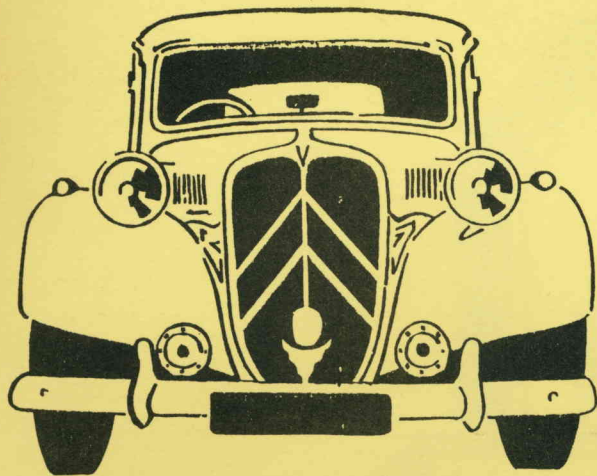
## LA CABRIOLET



**DS**



**La 2cv**



## CITROËN

## CITROËN



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