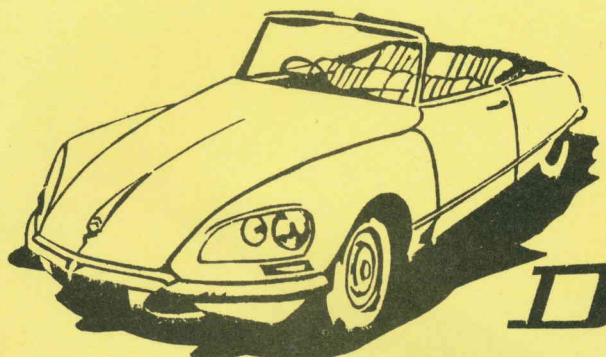


Whilst every effort is made to ensure the accuracy of information and advice in this magazine and in replies to readers queries, neither the Citroën Classic Owners Club of Australia nor the officers and members thereof nor the authors accept any liability

Windcheater & Tshirt designs

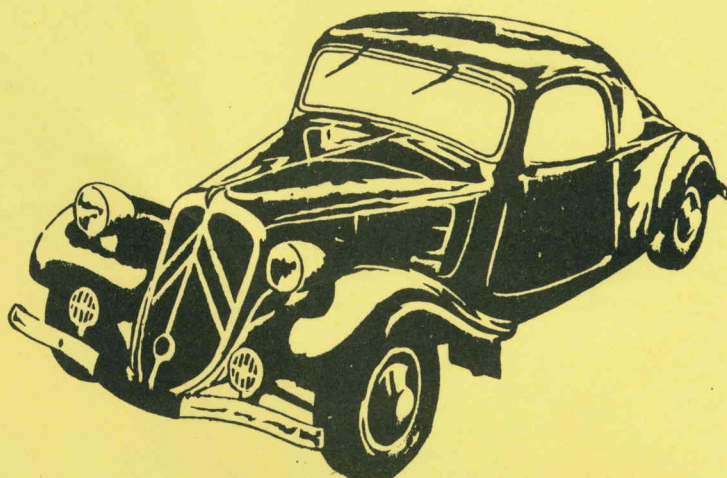
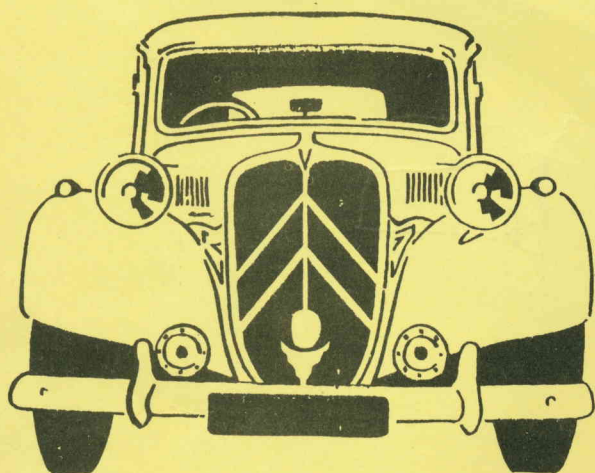
LA CABRIOLET



DS.



La 2cv



CITROËN

CITROËN



CCOCA IS A MEMBER OF:

ASSOCIATION OF MOTORING CLUBS

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ARTHUR CLARKE

We were saddened to hear of the sudden death of Arthur Clarke, one of our earliest members, on 25 January 1984.

Arthur was widely known as the winner, on no less than four occasions, of the CCOCA Concours with his beautifully restored Light 15, "KSE". The car also achieved many class wins against strong competition in inter-club events such as the MG Concours, which were a tribute to the efforts of Arthur and his wife Nance in maintaining it to such a high standard.

Apart from his distinguished record as a club member, his many friends within both CCOCA and the CCCV will long remember his kind and generous personality, his innate courtesy and his infectious enthusiasm. He was, quite simply, a "good bloke", and we will miss him greatly.

The Committee and members of the Club extend their deepest sympathy to Nance and to his family.

FRONT DRIVE DEADLINE

March/April issue: 18 February. The 50th Anniversary Issue.

NEXT CLUB RALLIES:

50TH ANNIVERSARY OF THE TRACTION PARTY - COUCHES - 3 MARCH! BYO.
CCOCA AGM - ELECTION OF OFFICE-BEARERS - WEDNESDAY 30 MARCH!

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.

WHAT'S IT WORTH?

When buying a Traction, there are two vital things you must consider. First and most obvious is the price you are prepared to pay and the second is the standard of car you are looking for.

It is not much use, obviously, setting out to buy a concours condition car with only \$500 in your pocket and, conversely, it is pointless putting a \$5,000 price tag on the wreck in your back yard that has rust half way up the doors and a tree growing in the engine bay.

What I have set out below is a guide to what you can expect to pay for a Traction if you are buying one, or what you can expect to get if you are selling.

It should be emphasised that the figures quoted are a guide only for four cylinder cars in Melbourne in early 1984. Prices for Traction in other parts of Australia will vary both up and down depending on supply and demand. Prices in Sydney, for instance, can be expected to be anything up to twice what they are in Melbourne. Whether the cars ever sell for the advertised prices or not I don't know, but that is what is being asked for in that city.

Prices that are asked in the motoring columns of the newspapers like the *Age* tend to be on the high side. Some people who know little about the cars feel that because their car is old it must be worth a fortune -

regardless of how much rust there is or whether or not it is complete. Be very careful in cases such as these and be prepared to look elsewhere.

The standard of the car you are looking for is also a point that must be decided on then weighed up against the total cost of the car.

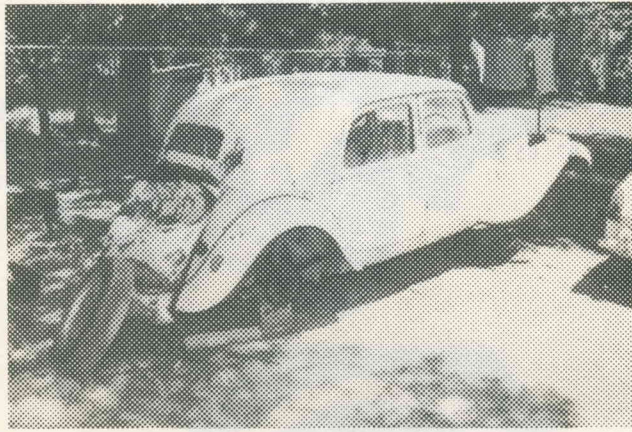
You must decide whether you are looking for a car to restore, and if so to what extent; whether you want a tidy car to drive around in, whether you want a concours winner or whether you are simply looking for a supply of spare parts. If you are looking for a car to restore, you must decide how much of the work you can undertake yourself and how much you will have to pay someone else to do.

Once you have decided upon cost and condition you can then go about looking for your car.

In Australia at the moment, about 95% of the cars you will find are post-war four cylinder sedans, with the vast majority of these being of Slough manufacture. Prices vary very little from 1948-1955 or from English or French manufacture. The larger Big 15 or Normale models are rarer than the Light 15 or 11BL's, but do not usually command a higher price. Very hard to get cars such as Family 9's or 1956 11D's tend to be more valuable, so an allowance should be



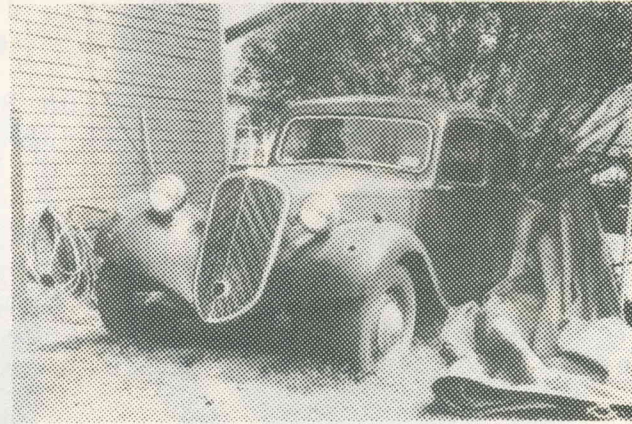
Category 1: Beyond hope



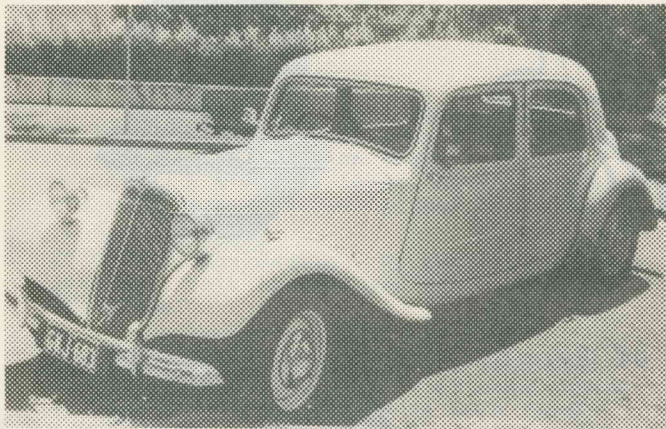
Category 3: Missing wheels are with the spiders - inside



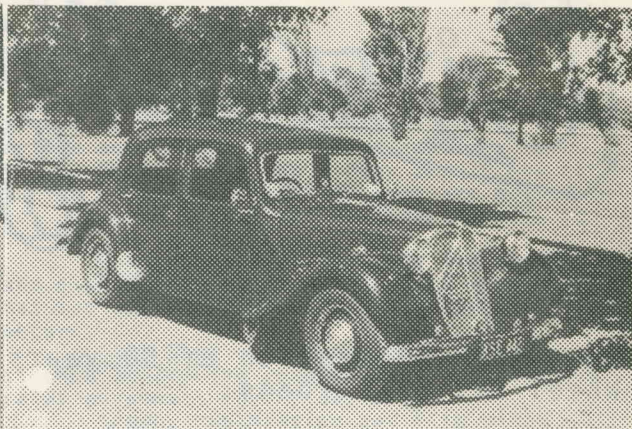
Category 2: Rent-a-wreck



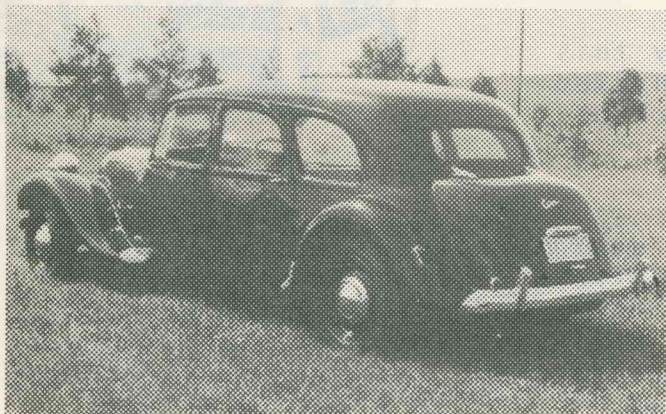
Category 4: Go to it!



Categories 5/6: But can I afford it?



Category 8: No comment needed



Category 7: Next year, R-x?

made for that fact.

Six cylinder cars are very few and far between. Prices at the bottom end of the scale tend to be higher than for the smaller vehicles, but this price difference decreases as the condition of the car improves. For a rough estimate, you would need to add between 20% and 50% for the rarer models.

Pre-war cars are so rare in Australia that an estimate cannot really be made of their worth. Again, a very rough guide could be taken in line with the six cylinder cars. As for roadsters and coupes - well, how long is a piece of string?

Remember, if you are buying a car to restore, the final estimated cost of the job should be considered. For instance, a \$250 wreck may take another \$7,000-8,000 to bring it to concours condition, and a \$3,000 car may only take another \$2,000 to bring it to the same condition. In the long run, the car that is dearer to buy often works out to cost less.

The following eight categories are set out below for your reference:

1. Beyond restoration, spare parts only. Car is incomplete, probably no gear box, but with plenty of rust.
Range: \$0 - \$100.
2. Could be restored, or suitable for parts. Car is relatively complete, including gear box, and has some rust. Not going.
Range: \$100 - \$500.
3. Restorable and complete but not going. Interior very rough and paint very poor. Little rust.
Range: \$500 - \$1,000

4. Good restorable condition. Engine runs but needs work, gear box OK. Paint and interior tatty but complete. Panels straight and relatively rust free. Driveshafts, brakes, etc. OK. Not registered or RWC.
Range: \$1,000 - \$1,500.
5. As above, but registered and possibly RWC or little work required to get RWC.
Range: \$1,500 - \$2,500.
6. Excellent restorable car. As above again but with good paint and interior. Only needs detailing and minor mechanical work. A worn but good original car. Registered and RWC.
Range: \$2,500 - \$4,000.
7. Restored car or excellent original car. Good paint and interior. Good mechanicals especially gearbox and driveshafts. Good tyres, minor tidying up only required. Registered and RWC.
Range: \$3,500 - \$5,000.
8. Concours condition. Car is excellent in all respects and requires no work at all to be done. Registered and RWC.
Range: \$5,000 - ?

The top price for a car in Category 8 depends entirely on the quality of the work that has been carried out during restoration, standard of materials used, etc., the financial climate at the time of purchase and, quite simply, how much you are prepared to pay or receive to buy or sell the car. I have seen cars advertised for as high as \$15,000, but to the best of my knowledge, they have never sold unless the price has been reduced considerably.

Remember, the above is only a guide, and the bottom line is always that a car is worth only what you are willing to pay for it.

John Couche.

(It would be interesting to see if readers of John's article believe that there is any market preference for a completely original, low mileage car over a very well-restored example, and if any believe that the amount of work required to bring a tired car in say Category 2 or 3 up to standard is much more than for a higher-priced car in Category 4 or 5. Any thoughts? - Ed.)

?

Citroen 84

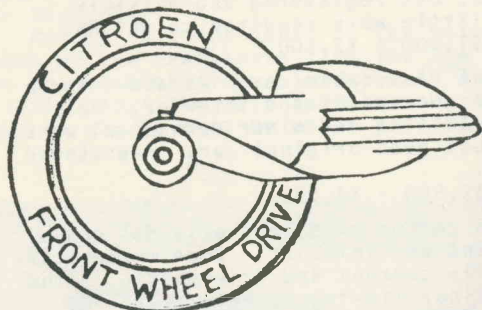
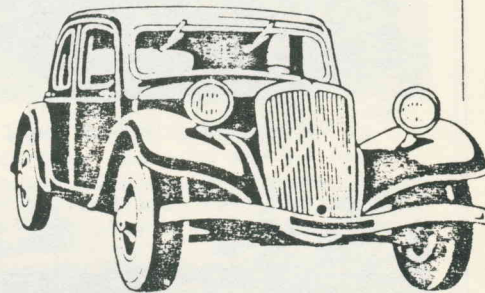


BALLARAT - Easter 1984

Sees the celebration of 50 years of Front Wheel Drive Citroens.

Citroen have and will continue to be World leaders in automotive design and technology.

In order to celebrate and display this to the general public, you are invited to join in the combined Citroen clubs of Australia's national rally.

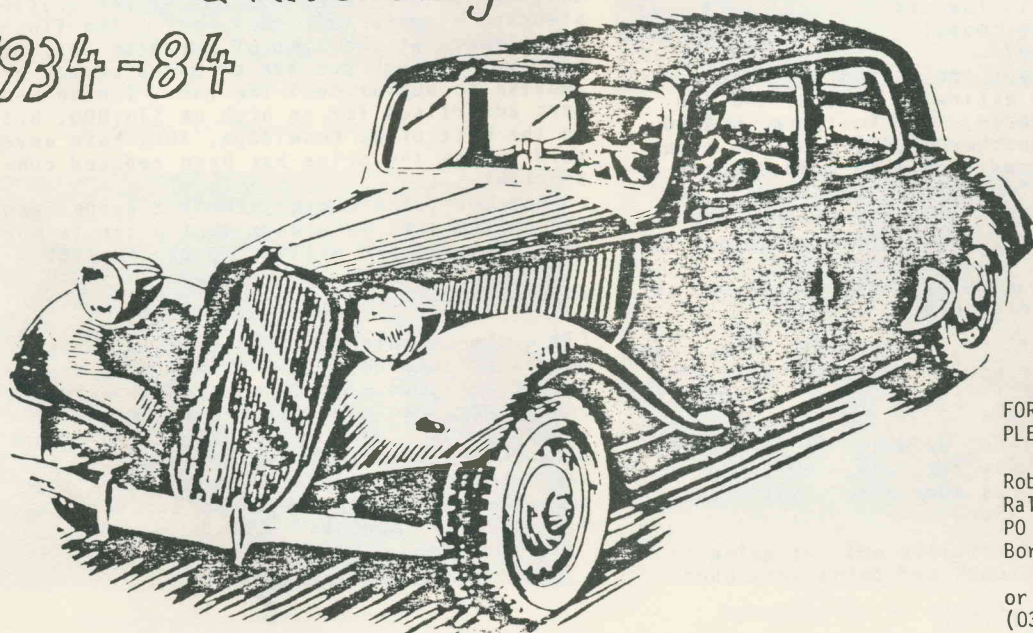


50th
anniversary
1934-84

This year's rally is being hosted by the Citroen Classic Owners Club of Australia, and will be held in historic Ballarat, Victoria. Sight seeing attractions and tourist facilities abound.

The motel/lodge complex chosen as the site for the rally provides world class accomodation.

All we need is you and your Citroens to make this rally a great success.



FOR FURTHER DETAILS
PLEASE CONTACT:-

Robbie Couche
Rally Coordinator
PO Box 377
Boronia, Vic. 3155

or Telephone:
(03) 729 7470

COMING RALLIES.

February 29, Wednesday
Open Night, Nunawading

March 3, Thursday (Yes, Thursday!)
Party for the 50th Anniversary of the release of the Traction Avant - at the Couche's, 2 Wimborne Court, North Bayswater
BYO everything, including your Traction.

March 30, Wednesday
CCOCA AGM, Nunawading. Do not miss this meeting - this is when you elect your new Committee!

March ?, ?
CCOCA Annual Dinner. An A-Traction will be issued with full details of when, where and how much when these have been finalised. Help to make this one as good or better than last year's!

Easter - CITRACTION!

CITRACTION '84

HAVE YOU BOOKED YET?

IF NOT, WHY NOT?

BOOKINGS CLOSE 15 FEBRUARY!

A number of people who have expressed their intention to go to Citraction have not sent in their forms yet. Please don't leave it any longer - I expect a rush of last minute bookings from interstate clubs, so please make my job a little less difficult by sending in your form now!

N.B. Bookings for Lodge accomodation are now closed, as the lodge is full!
There are still good places left in other categories, however.

If you have already booked your accomodation, you will be receiving a receipt and confirmation shortly. Please check details so that any discrepancies can be corrected in good time.

If you have not booked for meals, including breakfasts and wish to do so, please let me know by 15 March at the latest. The Old Ballarat Village requires a minimum of a month's notice on numbers for the meals, so these details are essential. No bookings for meals can be accepted after 15 March.

- * Do you intend to be a day visitor to any events? If so, please lodge a form stating which events you are attending.
- * Do you intend to arrange private accomodation and attend events? If so, please lodge a form stating which events you are attending also.
Please include your Rally Fee with this form. This will ensure that you receive all relevant information about the Rally, as well as your Rally Pack at the Rally itself.

At this stage, I would like to thank those people who have already contributed much to the planning and organisation of the rally. These include Ballarat based members Peter Hughan and Cliff McCann. Thanks heaps guys!

Volunteers for the following tasks are needed:

Raffle - to help Fred Kidd over three days of "hard-sell", we need at least three other people.

Motorcade and Vehicle Display - to help Mike Neil and Peter Boyle, we need at

least three marshals at the start and a further three at Victoria Park.

Popular Vote Concours - we need two people to coordinate the distribution, collection and counting of the forms.

Observation Run - four people who hate taking part in observation runs are needed to act at check points and to judge results at the end of the day.

Motorkhana is already in the capable and experienced hands of the CCCV team who has successfully conducted these events before.

Club Shop - this presently under-stocked enterprise requires two enthusiastic sales persons - for Friday only.

Trophy Presentation and Film Night - Peter Boyle is handling the projectionist duties, but may need a reminder about the take-up spools.

Chicken and Champagne etc. Brunch - quite a number of people will be need for bar duties and serving of food (as there will be considerably more people at this event than at Austractions, it won't be self-serve). We'll also need some help with preparation, so please make yourself available for this.

At each meal or "paid-up" event, we will need a couple of volunteers to check tickets. If you haven't volunteered for anything else, please allow your arm to be twisted for this not very tedious task!

Your help to make this rally a great success will be gratefully received and greatly appreciated. Please relieve some of the pressure that is building up by breaking down the door in the rush to help!

Robbie Couche.

TECH INFO.

Club Spares have recently been supplying Mahle 78.5 mm pistons to members who are re-boring their cylinder barrels.

A few precautions should be observed when using these excellent pistons, in particular the tolerances set out in the manual for:

- diametral play of connecting rod big end bearings = 0.044 - 0.061 mm (original white-metalled bearings)
- play between barrel and piston = 0.06 - 0.08 mm

as well as the other dimensions and checks contained in this section of the manual.

Traction engines, with their relatively low oil pressures rely for adequate lubrication on a certain amount of "slop" in these areas, and if this is not provided, the two oil control rings of the Mahle pistons will clean the upper cylinder area of needed oil quite effectively.

Some engine reconditioners even recommend the drilling of a small hole through the con rod from the big end bearing to give an extra supply of oil to the cylinder wall.

In any case, it would appear, from my recent (unfortunate) experience, that less than three thou of play between barrel and piston will have dire results - like one or more pistons collapsing through overheating!

Peter Simmenauer.

DIVINE WIND

Perhaps in your case as in mine, the phrase conjures up visions of attacks by the brave but tragic airborne Kamikaze, or, if such has been your experience, in a perverse way it might evoke fearsome memories of some frightful flatulence of your past - the violence, pain and even terror of an attack of that subtle Asian internal crisis called Delhi Belly, or, should you have stayed somewhere South of the Border, the not so subtle delights called Montezuma's revenge. In a less exotic setting, even the discomfort which reputedly follows the unwise consumption of a meat pie in a railways tea room!

But no, Gentle Citroeniste. These were not the things which prompted my recent cerebral wanderings on "divine wind", though there could be a tenuous connection as you will see.

I had heard tales of a sporting gentleman who had taken in hand a female deity (well not quite a Goddess - actually the more soartan but none the less divine sister of one), and he had proceeded to breathe real fire into the normally placid but rugged internals which lurk beneath the lady's shapely external form.

My plodding enquiries ("Nothing but the facts, Ma'am") led me eventually to the door of one J. J. Weaver in a southern Melbourne suburb. Jack Johansen Weaver is a rather legendary figure, long established among the ranks of those antipodean Citroenistes who like to "plant the foot" a little without sinking up to their knee-caps through a rust-ridden floor. We hope to bring details of Jack's other exploits later, so let us for the moment stay with this yarn about his ID 19.

Jack's ID 19, currently deep blue in colour, is an Australian assembled unit made in 1963. He purchased it second-hand from Buckle Motors in Sydney in 1977 when it already had 70,000 miles behind it.

His main reason for getting the ID was to use it as a tow car to transport his Traction-based open wheeler Grand Prix racer to meetings. (Patience - remember, there will be more details later.) However, he considers a basic ID 19 is not a particularly good tow car, and in fact he feels that a good Light 15 is a better proposition. So, something had to be done to give the ID 19 a bit more pep. Even with the cross-flow alloy head which most ID's have, restricted breathing is the main limitation to their performance.

Jack had had some experience with superchargers in earlier times, and had vowed never again. However, by now, exhaust driven turbo-chargers were becoming available. Jack had some long hard talks with David Inall, then with Tetron Engineering in Newcastle and now with Garrett Airesearch in Melbourne, about the kind and size of unit to meet his needs.

The upshot was the purchase of a Rajay turbo-charger of appropriate size, to be run without waste-gating or water injection. Ideally, engine compression should have been lowered to give some relief to the engine from the effectively increased compression due to the force-feeding by the turbo. As a precaution, Jack renewed the bearings, rings and valves and fitted an external full-flow oil filter. He was prepared nonetheless to have a motor blow up before he got the turbo right. The manifolding which Jack built couples into the standard exhaust and the car can be easily converted back to normal aspiration if needed.

The results in terms of vehicle performance are very impressive and have turned the ID into a "real car". The first major run with the turbo ID was a "scenic drive" to Sydney

and back, a distance of 1,550 miles, with Jack driving "the way he likes it". Conditions were very hot (into the '40's Celsius), and Jack regularly took the ID to approximately 100 mph in third, and cruised in the '90's. The car had no problems, and returned 27.8 mpg overall for the trip, which included quite a bit of city driving.

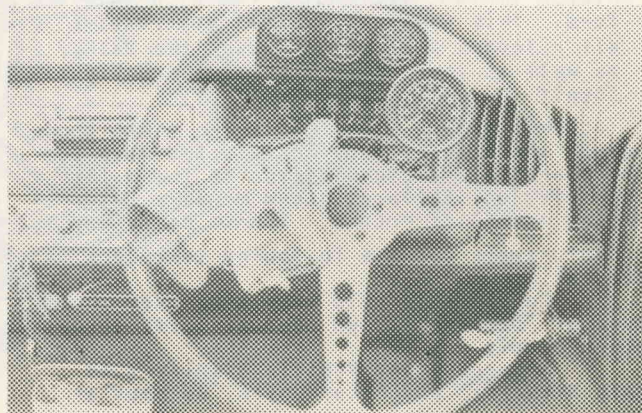
Of course, the slippery shape of the ID means that once up to speed, little throttle and turbo boost are needed and about ten inches of manifold depression can be maintained.

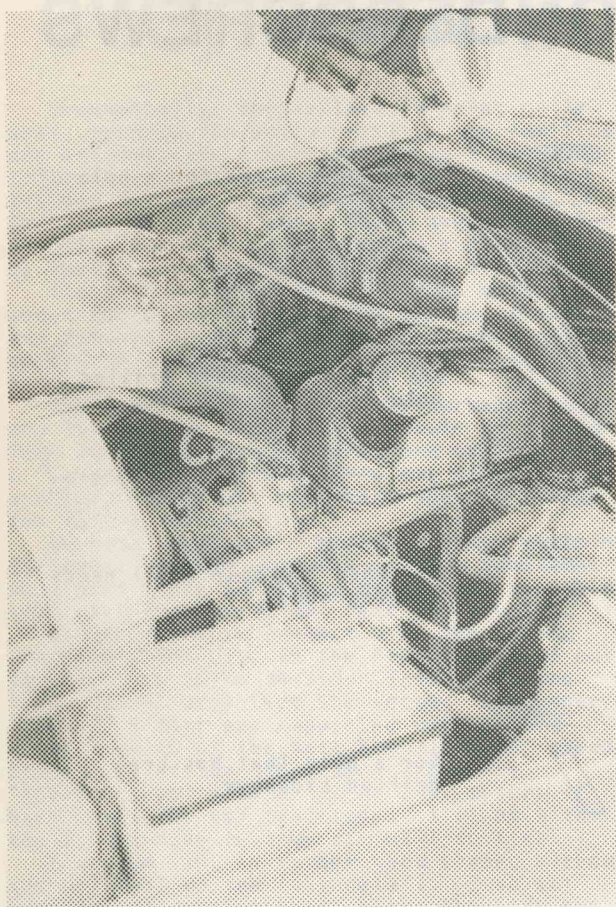
The ID wheels have been changed to 14 inch, and are set up with 175x14 ZX's on six inch rims. These almost retain the original rolling radius but increase the stability and grip.

The improved performance due to the turbo is shown by the engine reaching valve bounce (5,400) rpm in all gears. At a gearing of 22-23 mph per 1,000 rpm, this equals 120 mph in top gear. Putting shims under the valve springs raised valve bounce to about 6,000 rpm, giving a top speed of almost 140 mph (224 kph). A standard ID/DS 19 has a maximum of about 87 mph (139 kph).

Naturally, fuel consumption increases when the car is fully set up in tow condition with crew, gear (including welder, etc.), race car and trailer as load. Perhaps under these circumstances, 22-23 mpg (approx 12.9 L/100 km) is more realistic on a long run e.g. to Adelaide. However, the main thing then is the extra flexibility and go on the flat and in the hills.

Prior to turbo-charging the ID, a tow trip to Sydney meant most of the time not being able to get into top gear. Now the fully laden car and trailer can come through the Adelaide hills without balking traffic, and





even passing some. On the open road, the loaded combination readily cruises "above the limit".

The tow trailer is worth mentioning too. This is a four wheel unit of Jack's own design and construction, featuring independent torsion bar suspension, Michelin ZX's, its own brakes and it is designed to transfer load to the rear of the tow car on braking. The trailer has been towed at over 100 mph.

There are numerous stories of a "devilish" kind relating to the ID. A favourite trick is to "knock off" unsuspecting boy racers who drive supposedly powerful but rather mundane machinery. Valiant V-8's are a speciality. "You let them slowly creep up to overtake at about 80 (mph!), backing off a little if necessary, then when they are alongside, plant the foot. No need to drop into third. The effect on them is devastating." Or pulling away with many mph to spare from a Falcon at 110 mph (some Falcon actually!). Or the incredulous fellow in a Holden who caught up with the loaded tow combo at a coffee stop. "No, nothing special mate, just a standard ID - of course it is turbo-charged!". Certainly, it has been put round the Sandown racing course faster than the open wheel Formula Vees.

The ID cockpit is properly set up with a pair of rally seats, full harness seat belts, three spoke wood rim wheel and full instrumentation. A set of good quartz halogen lights are fitted, but the car still tends to outrun these when pushing along at night.

The car has travelled over 30,000 miles since the turbo was fitted, a fair measure of reliability bearing in mind the kind of work it is called upon to perform. No other major work has been needed either (gear box, drive shafts, etc.).

		Normal ID/DS19	Turbo ID19
Max speed (mph/kph)	1st gear	26	138/221*
	2nd gear	55	
	3rd gear	75	
	4th gear	87/139	
			* Calculated
Acceleration (Seconds)	Standing $\frac{1}{4}$ mile (400 m)	22	-
	Standing $\frac{1}{2}$ km (500 m)	-	17
Fuel Consumption (mpg/L/100 km)	Driven fairly hard	29.6/9.6	-
	Driven very hard (road and city)	-	27.8/10.2

Now, back to where we started with the divine wind and so on. Picture a turbo-charged French deity, screaming along the Australian bitumen like a Japanese Kamikaze, causing great internal discomfort and embarrassment to innocent and not-so-innocent motorists. Surely a Divine Wind; or maybe we've discovered a Japanese-Australian-French Connection?

Sacre bleu!

Bill Graham

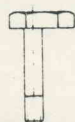
(We are most grateful for Mr Weaver's assistance in the preparation of this article - Ed.)

THE ULTIMATE WONDERSCREWS

At last we have a wonderscrew that up till now has been missing. This sensation of the screw world market has been perfected. As any tradesman knows all the fastening problems that have proved difficult can be solved with the wonderscrews. Below are illustrations of 15 problems solved. With the wonderscrew, it is a pleasure to work in the workshop.



For the hole in the wrong place.



For the sideways hole.



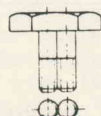
For the deep countersunk hole.



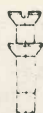
For a hole which has been drilled to the wrong diameter.



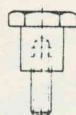
For the reverse countersunk hole.



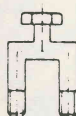
For the double drilled hole.



For the inner countersunk hole.



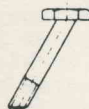
Telescopic screw for a hole of unknown depth.



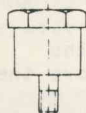
For when the double drilled hole still doesn't fit.



For when the hole still needs reaming out.



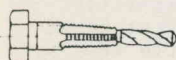
For a hole that has been drilled sideways.



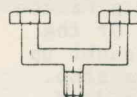
For a very big hole.



Milled head so that you can still fasten the screw when you've forgotten the screw-driver.



Combined drill and threaded screw for when you've forgotten the hole.



Double headed screw for difficult threads and maximum pressure for double locking.

Freely translated from Citroen Traction Avant Club magazine, Winter 1983.

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.

CITROEN IN SWITZERLAND

Economically, Switzerland is doing quite well, despite the world crisis. Few families are without cars. Switzerland is a neighbour to France, which makes it a good ground for Citroen friends. There are thousands of 2/4CV's, GS's, CX's, etc. There are even a lot of DS's, some ID's if they haven't been killed by rust! and several hundreds of Tractions.

The Citroen Traction Avant Club unites about 200 enthusiasts in the German, Italian and Romanic parts of Switzerland, most of them owners of a Traction, 95% of German native language..

There are 11BL (Legere), 11 Normale (Large) and 15/Six. We even have a couple of cabriolets owners as club members, one of them with a "Langenthal". Spare parts are normally no problem, except for some very special things for 15/Six and cabrios.

We have three great meetings every year in different regions (one day only). Sometimes on a good sunny Sunday, a phone call assembles some cars for a ride out into the country.

We are in close contact with the other Traction Avant club in the French part of our country, the "Club 34-57". This year, the "Club 34-57" organises the second "Randonnee Alpine", a four day happening with a hard drive over 15 of the most beautiful and steepest passes of the alps, among them the "Stilfserjoch" with a top of 2757 meters - hard bread for our tractions! I'll be with it and I sure hope that my car will do fine.

I own an 11BL in rather good shape, although not original to the last detail. I do not know the production year, since the body number once has been changed (!) by an unknown predecessor. Car papers show 1950, but this cannot be possible, because my car has all the attributes of a post-1952 model. One of the unoriginal details of my car are an oil pressure and a water temperature gauge mounted in the dashboard. But it looks nice and might prove useful.

Of course, in Switzerland it is not only comparatively easy to get spare parts for our cars, it is easy too to find models of all scales, finished or kits for self-assembling of all kinds of Citroen. So many of us are collectors of models and specialised for Citroens.

You see, Switzerland is not only a nice country for farmers and cows. Why don't you visit us on your next holiday trip?

Daniel Eberli
Chairman, Swiss Citroen Traction Avant Club.

LES PETITES CITROENS SUISSE

One of our overseas correspondents is Rene Mauron, who has a body building and repair business in the delightfully named Swiss town of Fleurier (the town of flowers).

Rene belongs to the Club Citroen 34-57 Suisse and to the Amicale Citroen Traction Cabriolet et Coupe Carrosserie Suisse. Apart from owning a striking red and black 1950 11B Langenthal roadster, Rene is a keen collector of model Citroen Tractions in all scales, and has about 150 in his collection. He wonders if there is a list of such models in Australia.

Obviously, he would like to hear about model Tractions in local collections. You could write to him at the address below or else send details of your collection (manufacturer, model, material, scale, etc.) to the CCOCA Secretary and a composite list could be prepared from the club.

Rene uses French, but seems to cope with the odd letter in English.

In helping Rene, you could be helping yourself to turn up another rare model or two.

Rene's address is:

M. Rene Mauron,
Carrosserie Rene Mauron,
Entre-deux-Rivieres,
2114 Fleurier, SUISSE.

Bill Graham.

New members.

Welcome to:

Robert Charles & Edwin Woodward
22 Macorna St.
Frankston 3199 who have a 1951 Light 15

Michael Gill
4/151 Hotham St.
East Melbourne 3002 with a 1956 11D

Robin Smith
411 Glenhuntly Rd.
Elsternwick 3185.

CHANGE OF ADDRESS FOR:

David Gries, to: 274 Elgar Rd.
Box Hill 3128.
Ph. 890 3266.

WHEN WORDS FAIL... (extract
from Citroen range brochure)
... cross flow hemispherical
combustion chambers and a
duel choke carburettor enable
efficient burning of fuel...
(Pistons at dawn? - Ed.)

CLASSIFIEDS

WANTED: Light 15, complete. Will pay up to \$2,000. Contact Norman Jones, 14 Rangeview St. Warragul. Ph. (056) 23 1273.

FOR SALE: Gearbox for 375 cc 2CV. Price negotiable. Contact Norman Jones as above.

FOR SALE: Range of 5CV mechanical parts.

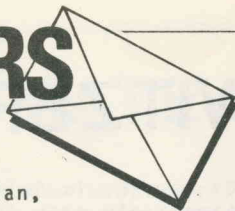
Contact Jim Reddiex, PO Box 90, Newstead, Q, 4006. (See letter).

FOR SALE: C6 Citroen, unrestored but complete. Body and spare diff. \$650. Contact Arie Valk, (03) 555 9716.

WANTED: Greg Hocking needs ID19 motor and gearbox complete, pref. in good order; 5CV bits, especially differential; 10 hp motor for B2, and also wants to rent storage space for one vehicle. Ph. 589 2358 priv. 555 8388 bus.

FOR SALE: 1953 Big 15 (Round dial), part restored. Complete ex. CWP. No rust. Orig. upholstery and trim, rewired, prep. and some col. coats done, three v. good tyres, some spares. What offers? Contact Tim Farmilo, 10 Holberry St. Nunawading. Ph. (03) 877 6860.

LETTERS



Dear Peter and Editorial Clan,

Congratulations on the Sept/October 83 issue. It's encouraging to see other bitten by the 2CV disease. Two days after the magazine arrived, we had crankshaft hassles again. When my engine was reconditioned, the crank was welded - and although I haven't dismantled the motor, I'm picking that it's broken again - as the sounds (NOT NICE) are the same.

KA 425 was pushed into my garage in disgrace while I pondered. I rang my English pen friend Jon Colley (2CV6B) and asked about the possibility of a second hand engine. "No problems" - will ring you Sunday. Jon drove to London, didn't find anything suitable, but rang in on the Monday after locating a 425 cc motor from a tired Bijou - for £45.

Then it's along to Customs with a letter from my local Citroen agent confirming that he can't supply the parts I need. Import licence granted in 1 day (a N.Z. record), and it's simply a matter of organising a money draft and a good shipping agent, Brantford International in my case.

Jon rang again last Thursday to say that the motor is on its way. Citroen distributors could have supplied a basic crank ex France in one month - for \$1,050 approximately.

Cost of the exercise? \$345 for the motor, packing crate, shipping, sales tax and import duty. I have spent some of my annual holidays painting the inner guards light grey, the chassis lignite (dark brown) and some smaller fitting a "Robertson original green".

When it's all in and ticking over, we will write again with a progress report. According to the agents here, a crank should give no problems if the correct oil level is maintained. Somewhere in the car's early continental history it's been run short of oil. I don't recommend welding an "A" series crank, it's better to buy a "new kit" - or another complete motor. 602 cc motors sell for £50-£75 in Britain.

If any members need parts, try Jon, I'm sure you will not be disappointed.

His address:

Mr Jon Colley
274 Greasby Road
Greasby, Upton Wirral,
Merseyside L49 2PW

or phone: 051 677 7746.

The membership secretary is:

Colin Jackson
18 West Drive
Great Sankey, Warrington
Cheshire WA5 2SY

Subscription is £6.50 for Australian Members.

I'm looking forward to reading Leigh Miles' account of importing a Dyane into Australia.

Regards,

Struan Robertson.

Dear Bill,

Yes I have a Kegresse or more specifically parts of one.

I have a chassis which has been cut in half (I have both halves), a radiator in very good condition, steering box, gear box and rear diff/half track unit (no tracks), bonnet, cowl panel (no frame), front guards and frame of dray type body.

The story behind it, as much as I know, is that it was on a farm just south of Brisbane for many years. The chassis was cut and the front half complete with engine wheeled down to the creek and used to drive a pump. The cowl which had been removed was ravaged by a bush fire, hence the panel only and no wood work. The insides of the diff assembly are like new but some of the rollers are corroded where they have sat on the ground. My guess is that it did very little work before the rubber tracks gave out so it was left to rot.

I don't have the original engine but have one that should fit.

There was an old magazine with photos of them in Brisbane, but I have lent it out and never got it back. It showed them being driven up the "Trades Hall Steps" in Brisbane. The body consisted of bonnet, cowl, no wind-screen, front guards and a dray body with the seat built on the front of the tray. It is left hand drive.

According to an old fellow who came to our stand at our first motor show and who used to work for the Queensland agents (Brisbane Equipment Coy.), three were brought in for working the cane fields. He said they weren't really successful in the wet, grassy conditions but he didn't know what happened to them.

Nothing has ever come to light about the other two. The one I have was retrieved from the farm by the fellow I got it from. His father had known of its existence, but not of its history.

I will try and get the pieces together in one pile and take some photos for you. It's on my list for restoration, but the DS Convertible comes first.

Will try and organise photos this weekend and forward them as soon as processed.

If you know of anyone looking for 5CV parts, I have quite a few mechanical bits and pieces which may be of some use.

No doubt we'll meet at Easter.

Regards,

J.J.Reddiex.

P.S. You wouldn't read about this in Pix! Got home last night and there was a packet there for me from Singapore with the magazine that I had lent in 1978! The fellow had left it for his wife to post when he was posted to Singapore and somehow it got in with some stuff that they had in storage. He was very apologetic, but at least I have got it back and have photocopied it in full for you.

(The magazine is Volume 3, No.1, 1926 of The Citroen News, and a copy has joined the others in the CCOCA Library - Ed.)

The Editor, Front Drive.

Dear Sir,

recently I heard a whisper of a strange looking Citroen with tracks instead of wheels lurking somewhere west of Alice Springs and so decided that an article on it would make interesting copy.

Having some time to spare, I thought I would try to track it down - not an easy task with no address and no names, but just a very general location (west of Alice Springs).

Not to be foiled by a few minor obstacles however, your intrepid reporter set out with my friendly photographer to find the half-

track, sign up the owner as a member and then write the report.

I had not been foiled by a whisper yet and this report would prove a real triumph (shouldn't that be Citroen??).

After driving around the country for a few weeks searching for the elusive half-track, we had just about given up hope. Out of the blue, my photographer received a phone call from a bloke called Regie Renault (really), asking whether we knew where there were any parts for a 1941 Citroen half-track. Our tiny minds boggled!! Had we heard what the man had said???? Yes! A half-track!

"Where are you?" we cried! Having extracted the man's address, off we went to sign him up and get the scoop. To cut a long story short, we got Regie and the story exclusively. (Pulitzer Prize, here we come.)

Regie told us that he first purchased the car in 1968 as a wreck and had fully restored it to its present state. When asked if the car was a genuine half-track built by Citroen, Regie replied that it is one of only two known surviving in the world out of the original five prototypes built during the Second World War. Apparently, according to a book that Regie showed me entitled Famous Half-tracks and Bulldozers the cars were never put into production after the war as they tended to be difficult to manoeuvre in city traffic. The other remaining prototype is a family Nine model and it is owned by a wealthy oil sheik who uses it to transport his eight wives around the desert.

Regie, who is a taxidermist by trade, decided upon the Citroen when he saw it advertised in the local paper under the agricultural section. The car's previous owner was using it to pull a plough. He decided to part with it after his son drove it backwards into a neighbour's cow shed, damaging the car, the shed and the cows.

The car came 99% complete ... right down to the rubber inserts for the tracks for city use. It was rather battered around the rear end following its argument with the cow shed. However, a bit of panelbeating has brought the car up to its present immaculate standard.

Regie had a surprise when he first purchased the half-track. Although the vehicle has a conventional steering wheel, it does not actually steer the car in the normal way. Rather, it slows down the track on the side of the car in the direction you wish to turn, as on more conventional tracked vehicles.

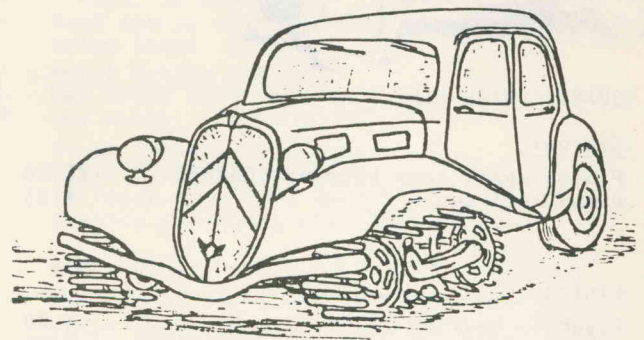
Regie does not put a value on the car, but says that he wouldn't consider selling it as they tend to be a bit hard to come by. Regie also stated that he would be driving the car to as many club functions as possible in the future as long as they were held at Bongchangdaling, where he lives.

As can be seen by the accompanying drawing (my photographer forgot to put a film in the camera), the car is indeed a most unusual model combining all the best features of a

sedan, a Lanz Bulldog tractor and a half-track.

We wish Regie "good luck" and welcome both him and his unusual car to the club.

Sid Troon.



Dear Peter,

Have you ever noticed how, when you are driving your Traction along the road, minding your own business, a certain number of other road users must always pass you?

I guess that the same problem is the case with 2CV drivers also.

I have a pet name for these people - I call them "MP's", short for "Must Pass".

It does not seem to matter how fast or slow you are travelling at the time - they simply must pass you because you are in an old car and could not possibly be travelling at the speed they want to travel.

Why am I telling you this you may well ask? Well, it's really to relay the message that we are not alone with this problem and it is not only the much put-down Australian driver that is to blame.

I have just finished skimming through the latest copy of the Finnish 2CV Club magazine, Nyytiset and in the brief English translation at the back is a digest of the editorial.

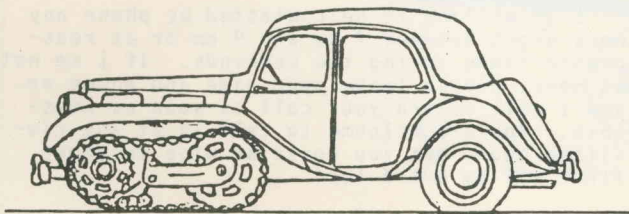
Oltermanni (President?) Raimo Nevala discusses "the unjust way of some people's driving on the roads. They want to show their, as they think, superiority to other people by driving too fast, overtaking dangerously, etc. Especially this is easy to note while driving a 2CV. Obviously, many of these drivers would like to make a law to forbid driving a 2CV on common roads. In fact this is the direction to which the new rules of constructional safety are going".

I would like to suggest to any other members who are harassed by one of these tail-gaters that you make every possible and safe effort to let the person past and get him (or her) out of your way without risking any unwanted dints in your car. On most occasions I have found that once you have been passed, the other driver is quite content to return to his normal sane driving style - much safer for everyone.

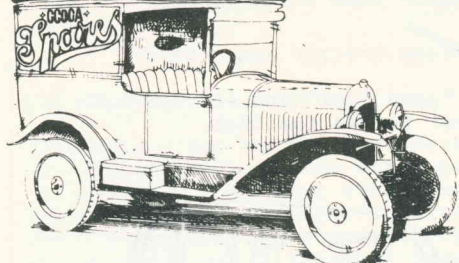
Happy Tractioning,

John Couche.

(Knowing how fond you are of MP's, I would rather refer to these types as BF's - they also tend to cut in sharply, and then proceed along at five mph slower than you were going in the first place. In the interests of safety however, I agree that there is no alternative other than letting them past and hoping that the neck they break is their own. - Ed.)



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
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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
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 STOP PRESS:

These parts and tools recently received and not yet priced; order now, prices will be similar to earlier stock.

- 1 set new barrels & pistons 4 cyl.
- 1 set O.S. Mahle pistons & reco. barrels 4 cyl.
- outer universal crosses
- 2 combination wheel hub/bearing pullers
- 2 lower ball joint pullers.

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.

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

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. plus postage.

If issue requested is out of print, a good quality photocopy will be supplied.

NEW! SPECIAL T-SHIRTS WILL BE PRODUCED FOR THE FIFTIETH ANNIVERSARY OF CITROEN FRONT WHEEL DRIVE - TRACTION AVANT - 1984. THEY WILL BE AVAILABLE AT AND AFTER THE CITRACITION RALLY HELD AT EASTER 1984.

COST: \$6.50. ORDER NOW (SIZES PLEASE!)

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.



50TH ANNIVERSARY
CITROËN
TRACTION AVANT
1934-1984

27TH APRIL 1984
CELEBRATION DINNER

10TH 11TH 12TH AUGUST 1984
THE CITROEN CAR CLUBS'
CELEBRATION RALLY
KNEBWORTH HOUSE & PARK HERTFORDSHIRE



