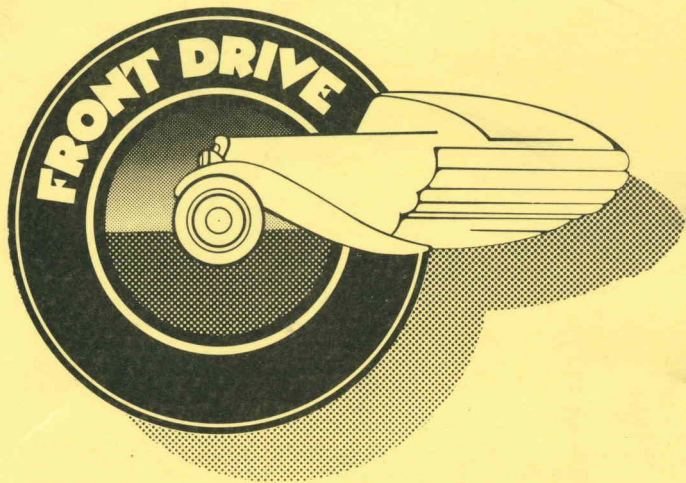


FRONT DRIVE Volume 8 No. 1 May/June 1984
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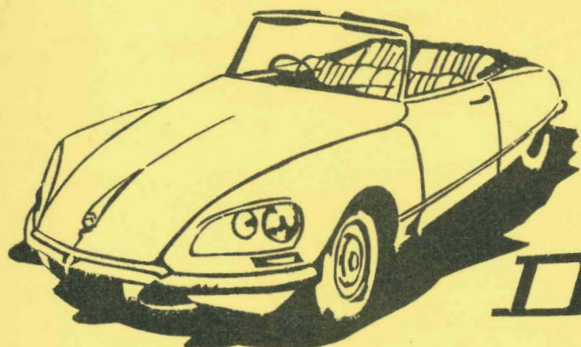


THE COURIER, Ballarat, Monday, April 23, 1984

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

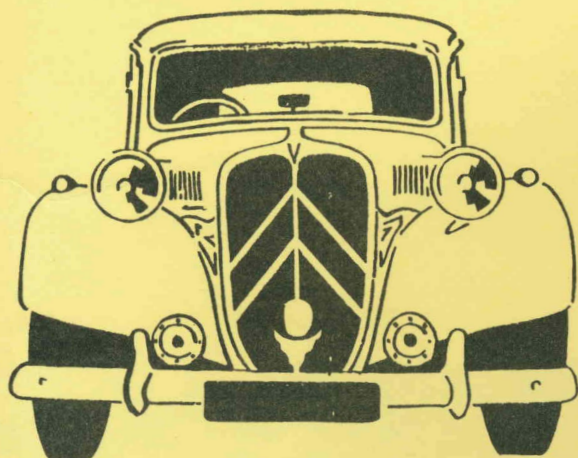
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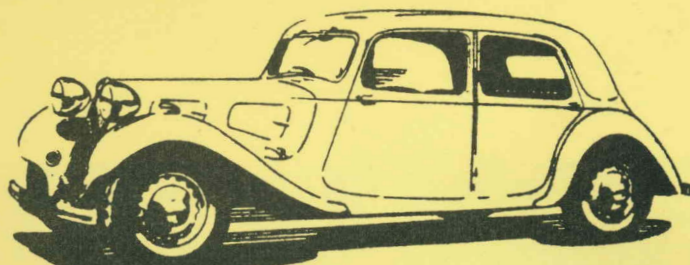
DS.



La 2cv



CITROËN



CITROËN

CITROËN



CCOCA IS A MEMBER OF:
ASSOCIATION OF MOTORING CLUBS

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

ISSN 0810-8625

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If you have forgotten to renew your membership, please do so immediately - otherwise this will be the last Front Drive you will receive.

This magazine is still in dire need of an Editor, someone to organize its content and production. There are a number of willing helpers around, who just need direction. If this is not forthcoming, the future of Front Drive is likely to be uncertain. Contact John Couche or Peter Simmenauer for further details of what is required. This is urgent.

NEXT RALLIES:

Open Night, Nunawading - June 27

Noggin & Natter, Anchor & Hope, Richmond
- July 1!

Workshop afternoon, topic and place to be notified - July 22.

FRONT DRIVE DEADLINE:

For July/August issue, June 22.

CCOCA MEMBERSHIP:

Annual Subscription: Full Member \$20.00, Associate Member \$15.00

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

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

Overseas Postage Rate: additional \$7.00.

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

Citracti^{on} 84

Citracti^{on} '84 has come and gone but to the 300 or so people who attended over the Easter weekend, the memories will last a long time.

Despite the rain, the wind and the cold, the general consensus of opinion was that the rally was an overwhelming success and was the biggest and best Easter rally so far.

Good Friday was the first official day of Citracti^{on} '84, with the bulk of the daylight hours being taken up with registration of the arriving rallyists. A handful of people had actually arrived on Thursday, Robyn and myself included, to either assist in setting up for the coming weekend or to miss Friday's traffic buildup out of most major cities.

A number of clubs set up their Club Shops throughout the day and did brisk business selling anything and everything Citroen, from rally T-shirts to models, posters, books and even lounge cushions emblazoned with an impressive print of a 22CV.

When the sun began to sink over the Sovereign Hill poppet-heads, most people who were expected to arrive on Friday had arrived, and an excellent dinner was served by the Old Ballarat Village catering staff. Having eaten more than most normally would, the conversation soon returned to the most popular subject of the weekend - Citroens. The next most often heard subject was from the Queensland and New South Wales entrants and concerned the appalling condition of the Hume Highway near Yass. Apparently the road had been washed away in places to such an extent that even the hydropneumatic suspension of Citroen's highway cruisers had trouble handling some of the potholes.

Talk of gearboxes, spheres, potholes and chevrons ceased at about 8.00 pm,

and the stage was handed over to me for the official opening of the rally and a warm welcome to all those who had arrived from all corners of Australia to celebrate the 50th Anniversary of Citroen's front wheel drive supercar, the Traction Avant. Supper was served following the formalities and the conversation returned to Citroen for the rest of the evening and into the early hours of the morning for some.

Saturday morning was a late start for some and an early start for others - depending upon the time that particular person went to bed the night before. The big activity for the morning was the motorcade of vehicles from the Old Ballarat Village through the main street of Ballarat to Victoria Park for the lineup, photographic session and lunch.

By 10.30 am, approximately 680 metres of French class had lined up along the side of the road and was ready to depart when horns started beeping and cheers began to be heard. The Armstrong Siddeley were coming along the road in the form of 15 or so cars. Following the noisy start to their arrival and sighting of the first few Citroens, they became very quiet by the time they had travelled over half a kilometre and were still passing Citroens. After discreetly motoring past the lead Citroen, they disappeared and were not seen again over the weekend. Having no police escort as hoped for the motorcade, the line became a little fragmented through busy Ballarat, but the impression left on the locals was satisfactory nevertheless.

Once at Victoria Park, all the cars lined up in chronological order round the allotted oval, and by the time the last car, Chris Bennett's SM, came through the gate, there were 98 Citroens lined up - a most impressive sight.

The total number of cars present was boosted by another six or eight parked outside the oval, the day trippers who turned up at various times over the weekend and the two or three cars that were immobile at the time. The maximum number of cars seen over the weekend would have been at least 115.

Lunch on Saturday was gracefully and most capably provided by our own





"Citroen Women's Association" after a last-minute pull-out by the local service club that was originally to provide it. The hot coffee slowly but consistently brewed by Russell Wade and his single kettle and camp stove was greatly appreciated by those who literally waited for the billy to boil. The rain occasionally eased enough to allow a comfortable look at the cars or to have a munch on a sandwich before running for cover again.

A special mention should be made of the Queensland contingent who presented a superb collection of Tractions and modern cars for the show.

Two activities were available after lunch, a planned observation run and a free afternoon of sightseeing around Ballarat.

Most people elected to participate in the observation run and were flagged off at close intervals by Peter Boyle and Robyn with only a set of instructions and their imagination to get them to the finish line. It seems that everyone was puzzled by a clue at a drive-in theatre which required the driver to turn left at a corner when, in fact, a right turn should have been made. Everyone eventually found the correct road to take, so I won't tell you who made the typing error on the grounds that I might incriminate myself. A local family having a picnic on top of Mt. Buninyong was rather puzzled when sixty or so Citroens and an Austin A40 roared up the mountain one after the other with the occupants running around reading plaques and counting radio repeater discs.

Leigh Miles and Co. decided that there might be a prize for rear drive cars, and therefore drove the Dyane backwards through the starting gate to confuse the officials. Unfortunately there was no rear drive prize and in any case, Leigh didn't drive the whole course as a rear wheel drive.

Eventual winners, after a very close countback, were Chris and Jeannie Shields who seem to be making a habit of winning observation runs.

The next official function of the rally was dinner on Saturday night. A superb meal was provided once again

by the Old Ballarat Village in their Marble Hall, and the usual conversation this time included suggestions on what should be done to the observation run organisers.

Sunday was to be motorkhana day if the rain held off on Saturday night and it wasn't too wet at the airfield. Fortunately, both criteria were met, and the event went ahead as scheduled. The only problem during the day was the wind, which was blowing so strongly at times that it was difficult to stand up. It was quite amazing to walk past Peter Fitzgerald's 2CV van and watch it literally rocking in the wind.

Four events were held out of the six listed together with the Maxim Motors novelty event before the wind became so strong that a halt was called to the proceedings.

Some excellent runs were put in by many contestants, with two of the more notable being the efforts of those driving DS Safaris and Paul Blank from W.A. in his Honda Prelude (what was that doing there?). The huge Safaris were amazing to watch darting through the flags, and Paul's combination of front wheel drive and rear wheel handbrake made for some spectacular handbrake turns. Even the nimble GS could not improve on this effort.

The novelty event provided a good amount of amusement both for those competing and those spectating. Briefly, it consisted of two rows of five tyres laid out about five metres apart and a single tyre in the centre at the end. Each tyre had a rock in it but only three of the rocks (in random order) had double chevrons painted on them. The three members of each team were required to use one car of their choice and drive from the start to the end tyre and back again, stopping at each set of tyres for the passengers to leap from the car, pick up the marked rock (if it was there), and leap back into the car to the next set of tyres until all three marked rocks were collected. Just to keep the driver busy, he was required to



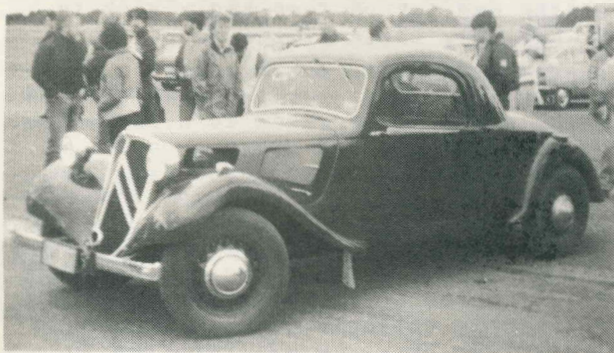
circumnavigate the car while the passengers searched for the chevroned rocks.

Unfortunately for CCOCA, the defending champions, we didn't quite make the grade and were, in fact, even out-paced by a "ring-in" team in a 3-tonne Ranger truck towing a 5CV on a tandem trailer. Keith Madden's immaculate Dyane didn't quite have the punch to battle the headwinds, and a sticking handbrake didn't help much either - oh well, maybe next year.

Right at the end of the day when the flags were being pulled up, most people's attention was distracted by the arrival of John Vanechop from Sydney in his Traction Avant Coupe. Being one of only four Slough built coupes in the world today, this car obviously attracted many admiring glances. I managed to have a ride in the car before the rally was over and that nicely rounded off my weekend.

Sunday was the usual trophy presentation and film night together with a light supper. A full list of trophy winners is printed at the end of this article.

During my closing address, congratulations were directed to Mr Jim Reddiex of Maxim Motors in Brisbane who is the current Australian concessionaire for Citroen cars. Jim was recently made a Chevalier de l'Ordre National du Merite by the French Government for his work in trade relations between French and Australian industry.



The award was sanctioned by the Queen, and is the French equivalent to the MBE. Congratulations Jim.

A lighter aspect of the presentations was conducted by members of the SNAC (who choose to be known as the SNAC Pak) when they presented their nominees and Logie awards. Judging by the laughter, the SNAC Logies may well become a regular feature.

Club shops were again operating on Sunday night and doing brisk business, and amidst all the other activities of the weekend, Fearless Fred Kidd from CCOCA was busy selling raffle tickets to anyone who stood still long enough. Five prizes were offered to the winners to choose from in order of the draw, and included a Citroen tool kit, CIG welding accessories and a vintage Citroen beach towel. The movies shown were kindly supplied by Maxim Motors, Sydney and were on the development of the BX prototype and on the history of Citroen.

The last official event for Citraction '84 was the farewell brunch at Eureka Stockade on Monday morning. About 150 people made their farewells over copious amounts of delicious bar-b-que'd chicken and fruit with champagne and/or orange juice to finish the meal. By midday nearly everyone had departed on their journey home and Citraction '84 was over.

Special Thanks

So many people helped in the organisation and running of the rally in one form or the other that it is impossible to name them all - what I want to do is just list a few, and to all those not listed, thank you very much.

My wife Robyn deserves about as much thanks as can be bestowed on her. Literally, without Robyn's efforts, Citraction '84 would not have come about.

The Hughan and McCann families from Ballarat for their invaluable local assistance.

Heather and Arthur Greaves for their efforts in organising the motorkhana and supplying equipment.

The "Citroen Women's Association" and Russell Wade for supplying the food on Saturday and Sunday.

All those who supplied sponsorship either financially or with goods.

Dedicated members of CCOCA and CCCV for all that hack work undertaken.

Thank you.

John Couche.

CITRACTION '84 AWARD WINNERS:

Observation Run

- 1st - Chris & Jeannie Shields (CCOCA)
- 2nd - Ian Bristow (CCCV)
- 3rd - Colin Bates (CCCV)

Popular Vote Concours

Class 1, Rear Wheel Drive
Annette Mason (CCOCA)

Class 2, Traction Avant
Alec Lowe (CCCQ)

Class 3, Twin Cylinder
Phil Ward (CCCSA)

Class 4, Flat Fours
Keith Cornford (CCCNSW)

Class 5, Post 1956
Ferdi Saliba (CCCQ)

Class 6, Most Popular Car
Ferdi Saliba (CCCQ)

Motorkhana

Class 1, Rear Wheel Drive
Peter Boyle (CCOCA)

Class 2, Traction Avant
Lance Collins (CCCQ, CCOCA)

Class 3, Twin Cylinder
Keith Madden (CCOCA)

Class 4, Flat Fours
Richard Bickhoff (CCCQ, CCCNSW)

Class 5, Post 1956
Ray Males (CCCQ)

Class 6, Non-Citroen
Mike Neil CAC Inc., CCOCA)

Outright:

1st - Richard Bickhoff (CCCQ, CCCNSW)

2nd - Les Cate (CCCNSW)

3rd - Ray Males (CCCQ)

4th - Chris Carder (CAC Inc.)

Highest Placed Lady Driver:
Barbara Richards (CCCNSW)

Highest Placed Lady Traction Driver:
Georgi Laguna (CCCQ)

Longest Distance Travelled

COAWA (Club Award)

Hard Luck Award

Brian Wade (CCCQ, CCOCA)

Special Trophies

Easter Teams Event: 1st - CAC Inc.

2nd - CCCNSW

3rd - CCCQ

Maxim Motors Novelty Event: 1st - CCCNSW

2nd - COAWA

3rd - CAC Inc.

Citation
84

SIX WHEELS AND FLOATS

The annual motor show at Geneva is said by some to be the greatest there is. The 1983 show seemed to prove the point.

As well as putting on display the everyday vehicles which in most cases become common on the roads of the world, the Geneva show caters especially to the styling studios and the automotive innovators who want to test public reaction to their latest ideas. Some of these automotive creations are strikingly beautiful and often windcheating designs. One at this year's show, from designer Volanis, was a family-sized bubble with a wind-drag factor (C_x) of 0.22. The Swiss designer, Zbarro, produced some striking variations on well known machines such as Mercedes and VW Golf, as well as impeccable full- and half-sized replicas of the classic BMW 328 and Mercedes 540K.

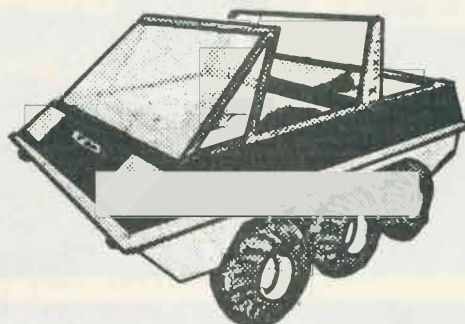
The well-represented off-road category included three vehicles to which "off-the-road" can mean "on-the-water". Of these, the French entrant was the red and white six-wheeled Poncin VP 2000, a wedge-shaped floatable device powered by a 27 BHP Citroen motor - presumably from the 2CV. Caterpillar tracks were an option!

Still want to hear about Bertone, Ital Design, Zagato, Pininfarina and so on?

Bill Graham.

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- 6 WHEEL DRIVE
- 29 HORSE POWER
- 4 SPEED MANUAL TRANSMISSION
- EXCELLENT MANOEUVRABILITY and FLOATATION



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CNR MATHEWS AVE. & HALSEY RD,
AIRPORT WEST

TEL. MELBOURNE 338 2674, 338 8317

(Test samples of these vehicles are in Australia, and we hope to make first-details available later. - Ed.)

An Easter Idyll

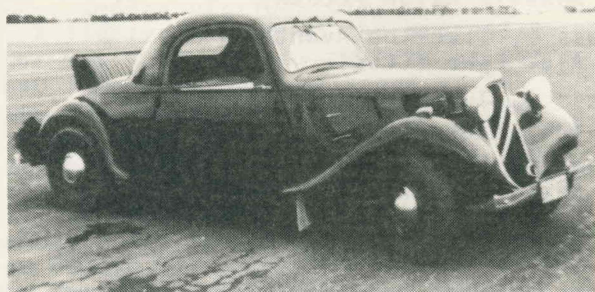
Easter '84 was well in the sights of all Citroenistes, and I was no exception. In my three years or so with CCOCA, I hadn't made it to any rallies of much significance, but Ballarat I had to see.

The weather on Friday was grim in Melbourne, so I resolved to head off on Saturday morning in my trusty "Traction Arriere Six" Falcon. I was all kitted out with tent and gear for an economy weekend, but hoping a little ingenuity and graft would save me from such a fate, which in Ballarat could indeed be worse than death.

I cleared the city, encountered some incredible potholes near Sydenham and was soon negotiating the green Pentland hills for which the torure of the recent drought was now but a memory.

In good time, I encountered the Citroen crew at the "Old Ballarat Village", a delightful motel complex near the Sovereign Hill folk museum. There were Citroens of every size, shape and colour all around. My first impressions were of the immaculate dark grey 11BL of Gabriel de Figueiredo, outstanding with its Pilote wheels and bonnet flaps, and that ubiquitous red AKS 400 van and its "distinctly garbed" owner.

Soon it was the line-up for the Motorcade, with good old PB up front in the yellow B2. "Here, grab it on film for me", said PB, handing me his movie camera. And so I did, the whole ka-boodle, almost the full length of Sovereign Hill. Bit rough on my eyes though - the camera viewer was set up for PB's optical formula, and to me, every darned Cit was all wheels and



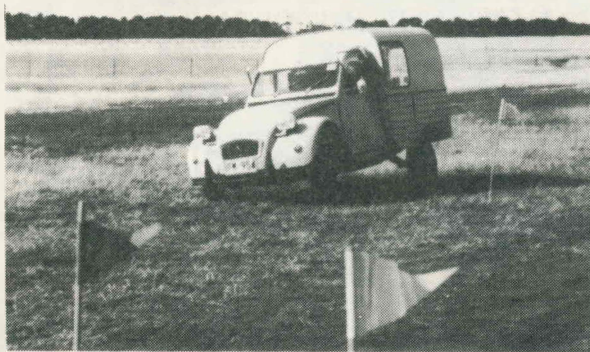
fuzzy edges!

Then thro' the town and out to Victoria Park and the concours line-up - 90-odd vehicles in a giant circle from cheeky little 5CV's to the deep blue SM from South Australia. What caught the eye? So much, so much. Number one, I think, was the almost black nigger brown Normale from Queensland, beautiful inside and out. Others of appeal to me were the yellow 5CV Trefle, the red and black Charleston "DUCK '83", the deep blue Queensland 11BL, the black ID 19, the "Hot Wheels" DS 23 Safari and the Normale with the "unmoving" rear wheels.

A delicious sandwich lunch prepared by the ladies, some rapid trading with the very friendly Les Tapping yielded two Lucas side lights, and then out with the traction-weilding Grieses as their assistant navigator in the observation run. Beautiful country south of Ballarat, some funny clues and great views from Mt. Buninyong. We should have won, but obviously didn't pay the judges enough!

That night, a delicious dinner with drinks and great company. And little Claire Cross painted my portrait in colour, beard and all.

A little cheap and cosy accomodation (why don't these kids give up the TV and pool so I can go to sleep?), up for some early morning photos of dozing Citroens (LMZ 504 "Couchant"?), collect some buttered hot cross buns for my breakfast back at the motel, then early out to the aerodrome and preparations for the Motorkhana. This was the very spot where Peter Damman raced his Traction six in 1950. Nostalgia.



Lots of musical chairs on wheels, a driving cold wind, dedicated portable lunch catering by Russell and Anne Wade, and then the chance to test drive Stef and Georgi Laguna's 11BL with its ID 19 motor and gearbox and Austin 1800 driveshafts. Smooth, reliable and very long-legged. Thanks, Stef.

Still no sign of the Sydney Traction Coupe. So much for Fred Annells and his Pommy grapevine. People packing up to go back to town. Then in through the airport entrance rolled the burgundy coupe, cool as you like. Instantly, the centre of attention and admiration. John Vanechop had battled failing electricals for two days on the track. Yes, another job for the magic fingers of David Gries.

Supper and presentations on Sunday night. The recently honoured Jim

Reddix presenting the brilliant trophies by Chalmers Watt. And that crazy SNAC pack. Sacre Bleu!

Next morning - farewells, and across past the brilliant Mt. Franklin, Castlemaine, collect some Lucas bits from an abandoned A40, look over a Light 15 and Big Six nearby (for sale- interested?), meal-on-wheels (Gillies pastie) with the dragon-watchers at Bendigo, then on to my folks at Deniliquin!

Overnight and a look at the rural scene. "You must come and see this Citroen ute" (it was an Armstrong Siddeley!). Heading back to the city, look over "Allambie" motor museum at Echuca, photograph Peugeot Quadrilette for my brother. Home for tea, Tuesday evening. As I said, idyllic.

Bill Graham.

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There are six classifications:

- General
- Technical
- Specific Models
- Members' Cars
- Events
- Advertisements

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

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

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1934 Citroen Range 7/6/5

COMING RALLIES

CLUB CALENDAR 1984

May 30, Wednesday

General Meeting, Nunawading - Films

June 3, Sunday

Day run to Montsalvat, Eltham.
BBQ & BYO.

June 9 - 11, Queen's Birthday Weekend

Hamilton Rally - forms available
from John Couche.

June 27, Wednesday

Open night, Nunawading

July 11, Wednesday

Noggin & Natter - Anchor & Hope,
Richmond.

July 22, Sunday

Workshop - topic and place to be
notified.

July 25, Wednesday

General Meeting, Nunawading - Films

August 12, Sunday

Workshop - topic and place to be
notified.

PAST RALLIES

Apart from Citraction '84, which has been fully reported on elsewhere in this issue, two other club events took place recently, the Interclub Concours organized by the MG Car Club at Warringal Park, Heidelberg, and the CCOCA Club Dinner held at the Cafe Lutece, Ormond.

This year, MG judging classes had been changed, so that Dennis Walton's superbly restored Big 15 was up against a wider range of eligible later model cars than would have been the case in previous years. Result? Not as good as usual for Dennis or for CCOCA. Not to be deterred, however, Dennis cleaned up the Mountain Motor Show with the Big 15 on the following weekend, with a handsome trophy to show for it.



August 29, Wednesday

Open night, Nunawading - Films

September 23, Sunday

CCOCA Concours at Como

September 26, Wednesday

General Meeting, Nunawading - Films

October 21, Sunday

Club Spares Auction & BBQ

October 31, Wednesday

Night trial - starts from Nunawading.

November 10-11, Saturday-Sunday

Weekend run - camping, BBQ.

November 17-18, Saturday-Sunday

Bendigo Swap Meeting.

November 28, Wednesday

General Meeting - Guest Speaker.
Nunawading.

December 5, Wednesday

Christmas Break-up, Anchor & Hope,
Richmond.

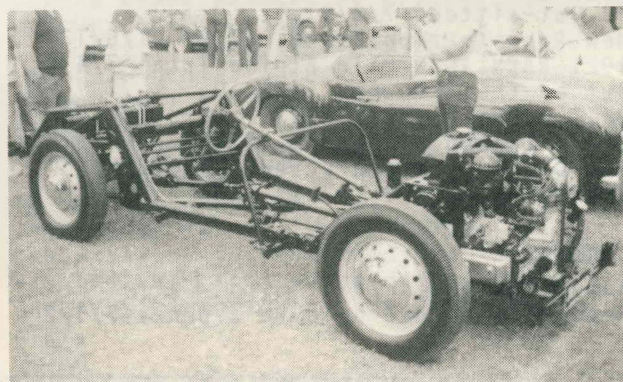
MARK THESE DATES ON YOUR CALENDAR NOW

Further details will be notified in "A-Tractions" or "Front Drives" as they are confirmed.

It seemed that there was a thinner turn-up than usual at Heidelberg this year, both of Citroens and of other makes. Nevertheless, there were quite a number of interesting and attractive vehicles, for instance, no less than three Jowett Jupiters, one of which was a most thoroughly restored rolling chassis.

A happier occasion was the Dinner, where John Couche presented awards to the CCOCA Concours winners, Dennis Walton and Keith Madden and the Club-person of the year, Ted Cross, to the applause of the 24 members present. An enjoyable end to the club's social social year.

Peter Simmenauer.



NEW MEMBERS

WELCOME TO:

Phillip GALL
16 Henrietta St.
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Ph. 819 2008

Peter LOWRIE
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Mosman NSW 2088
Ph. (02) 969 3952

Mowat USHER
P.O. Box 21
Te Anau, New Zealand
Ph. 7757

Ian FORSTER
34 Freda St.
Inverloch 3996
Ph. (056) 74 1843

CHANGE OF ADDRESS FOR:

Edwin WOODWARD & Robert CHARLES
4 Tuck St.
Cheltenham 3192
Ph. 584 4382

Paul & Fiona LYONS
Unit 6, 28 Forest St.
Subiaco, W.A. 6008
Ph (09) 381 5096

The background of the advertisement is a large, stylized Citroën double chevron logo. The chevrons are formed by a series of parallel lines that create a three-dimensional effect. In the center of the logo, the text "Toutes les voitures de tourisme" is written in a serif font. Below this, the word "CITROËN" is written in a large, bold, sans-serif font. Further down, the text "sont munies de l'articulation" is written in a smaller serif font. Below this, the word "SILENTBLOC" is written in a large, bold, sans-serif font. At the bottom of the logo, there is a detailed illustration of a Citroën Silentbloc suspension component, which is a cylindrical metal part with a central hub and a flange. Below the illustration, the word "REPUSSEAU" is written in a large, bold, sans-serif font. At the very bottom, the address "75.RUE DANTON.77 LEVALLOIS-SEINE" is written in a smaller sans-serif font.

Toutes les
voitures de tourisme
CITROËN
sont
munies
de l'articulation
SILENTBLOC

REPUSSEAU
75.RUE DANTON.77 LEVALLOIS-SEINE

NEW CITROEN BOOK

By the end of May 1984, a new book written to commemorate the 50th Anniversary of the Traction Avant will have been released in France.

The book is called "Le Grand Livre de la Traction Avant, 7, 11, 15, 22". It has been compiled by Olivier de Serres and will be published by E.P.A. It has 450 pages, 32 colour illustrations and about 550 in black and white.

A special section of the book has been devoted to Tractions in Australia and should include photographs of a number of our vehicles.

CCOCA will be ordering a copy for the Club Library shortly. It is suggested that if you want your own copy, you should place an order through the Technical Book and Magazine shop in Melbourne or a similar establishment.

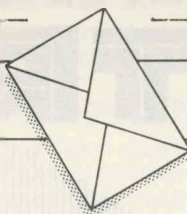
The price at this time is unknown, but is expected to be in the \$45-55 bracket.

John Couche.



Olivier de Serres with his wife (standing) and sister and his 1938 11B Normale fixed head coupe.

LETTERS



Dear Peter,

the following is a story about what can happen to a traction owner who, whilst madly trying to finalise the organisation of a national rally, decides he doesn't like the second gear in his gearbox, so tears a handful of teeth off it.

The scene is set with me motoring along in Smelly, my well known and sometimes loved 11BL, being warned by a red traffic signal to stop. The location happened to be on a rather steep slope, and when I began to let the clutch out to again proceed along the Queen's highway, there came a violent shudder from the front end. A rapid depression of the clutch followed by another attempt to move forward was greeted by a sudden and very loud bang. "Oh dear, what a shame, I seem to have broken my gearbox" thought I - or words to that effect.

A pleasant roll backwards down the hill and a park off the road was the next event and then a wait to be towed home. Luckily there was not a huge lake of oil underneath the car when I rolled away, so at least the casing was still intact.

The date was Saturday 14 April, 12 days before the planned departure time for Citraction '84.

Sunday morning saw the donning of the greasy overalls and, with the aid of my brother-in-law, out came the gearbox. Surprise, surprise, the crown wheel and pinion was still intact. Maybe the clutch was the problem and not the gearbox after all - a quick inspection proved negative, so off with the gearbox cover. There it was, second gear staring me in the face (or at least part of it) - the rest lay in many pieces at the bottom of the casing.

A quick check of my spare parts collection unearthed a serviceable looking gearbox with worn crown wheel and pinion (read noisy) and two good second gears. I decided a quick swap was better with the amount of time available, so the spare box was elected to be fitted rather than rebuild the original.

Here started a comedy of errors that I have never encountered before and hope never to encounter again.

Deciding that there was plenty of time to fit the gearbox the following weekend, I turned my attention to other matters for the next week. That was mistake number one.

The following Saturday and Sunday, now only four days from Citraction '84 were, however, almost all taken up by Army Reserve activities, so only night work could be undertaken.

Somewhere along the way, I also discovered that my water pump had stripped a woodruff key and the fan was dangling in the breeze. That problem was easily fixed with a re-built replacement supplied by Dennis Walton. Following the water pump, in went the "new" gearbox and the car was reassembled except for the bonnet.

That was mistake number two. When I filled the gearbox with oil, it came out around the output seals almost as fast as I put it in. "Oh dear", said I again, "something seems to be amiss."

To cut a long story short, the next three days and nights were filled with a frantic rush to get to the car to Ballarat.

In that time, the following occurred:

1. I discovered gaps between the bell housing and gearbox, so the gearbox was removed again, cleaned up and copious amounts of Silastic applied. An interruption by a neighbour meant that the Silastic had begun to cure before fitment of the gearbox and had to be cleaned off and a second lot applied. Of course, before this could happen, the grille, radiator, gear linkages, cross member, etc. had to be removed again and the drive shafts uncoupled.
2. The gaps were not filled to my satisfaction, so the engine and gearbox assembly was removed in-situ to see what the trouble was. It was discovered that the output seals were not round.
3. A new set of seals was fitted and more Silastic applied - looked good.
4. As the clutch had been shuddering before, I decided to have a play with it while the gearbox was off. It had previously been set up according to the book and never worked properly, so I set it up the way I thought it should be.
5. The whole shooting match was re-assembled. Great - no oil from anywhere - time for a test drive. Mistake number three.
6. The clutch could be fully released in second and third gear without the motor stalling - obvious conclusion was that the set up was wrong.
7. Engine and gearbox again removed from the car and the assistance of Gerry Propsting enlisted to cure the clutch problem.
8. Gerry measures my settings and finds that they should have worked. A slight re-fiddle and it all goes back together again.

9. Mistake number four. I don't feel desirous of putting everything back together only to have to pull it apart again, so I decide to gently test the clutch with only the bottom radiator mounts in place. Result - through physical exhaustion on my part, I miss something, and when the engine is started, it jams on full throttle and the brand new water pump fan merrily rips my radiator to shreds. Result - totally destroyed radiator and the clutch still slips.

10. A rummage through the spares again turns up my best spare radiator which is rather clogged up, but with the day now being the one before we are scheduled to leave, in it goes with fingers crossed.

11. Ted Cross arrives on the scene and the brains trust goes to work. We decide to do a super rough last minute attempt at adjusting the clutch plate through the inspection hole and promptly do so.

12. At about 10.30 pm we give up and decide that Smelly is not going to Ballarat, as a test drive reveals an acceptable clutch but an incredible banging noise that could not be diagnosed.

13. Ted departs and John retires to bed a defeated and dejected man.

14. Mistake number five. After tossing and turning for about an hour and a half, the cogs in my brain go click and the notion springs to mind that we didn't re-connect the front gearbox mounts - there is hope yet!

15. An early morning start on Thursday to fit the mountings and a quick trip around the court confirms that all is fair and that the Couches are taking two cars to Ballarat.

16. All that remained now was to hold the gearstick in first and second whenever they were engaged as my untried spare parts gearbox seemed to have a problem or two in that respect.

17. The trip from there on until we reached Melton was a breeze - that's where the radiator boiled for the first time. It subsequently boiled again about every five to ten kilometres all the way to Ballarat, but that is another story altogether - the main thing is that we made it - phew!

First conclusion: If you own a temperamental Citroen that has become old and stodgy in her ways, don't try to organise a national rally at the same time as convincing the car that it really will be a good weekend.

Second conclusion: It really was worth the effort to get my car to the 50th Anniversary rally. Thanks to Dennis, Russell, Ted and Gerry for their assistance.

John Couche.

SPARE PARTS

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.

PLEASE - Always send money for parts separately from other payments to the club - otherwise high level financial entanglements ensue.
Cheques for parts should be made out to "CCOCA Spares".

Engine

78.5 mm barrels - set 4	54.00
78.5 mm pistons & rings	ea.30.00

Clutch

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

Front Axle

Outer wheel bearing 425654 (17mm)	16.08
Changeover driveshafts	POA
Outer universal crosses	20.80

Rear Axle

Tapered roller bearing (L15/11BL)	8.80
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Gearbox

Pinion shaft rear bearing 500367	26.80
Output oil seals	4.55

Rubber Ware

Scuttle vent rubber	14.39
Big boot bottom rubber	5.50
Door seal rubbers (set)	L15/11BL
	B15/11B 17.00
Windscreen rubber	L15/11BL
(Alum. frame)	B15/11B 9.18
Big boot rubber clips (set 12)	POA

Brakes

Front brake hose 11BL/11B	16.29
Rear brake hose 11BL/11B	12.55
Front brake hose 115/B15	11.00
Rear brake hose L15/B15	12.67
Rear wheel cylinders 1" (4cyl.)	40.70

Gaskets

Head 4 cyl.	POA
Rocker cover 4 cyl.	POA
Manifold 4 cyl.	POA
Carburettor 32 PBIC	4.67
35 FPAI	3.50
Sump set 4 cyl.	9.24
Exhaust pipe/muffler 6 cyl.	1.00
Timing case 4 cyl.	2.10

Electrical

6 volt brake lam switch	2.70
12 volt wiper motor mount (exch.)	POA

Cooling System

Radiator hose (pair)	48.82
Water pump overhaul kit (orig.)	POA
Water pump shaft and rear bush (local)	18.00

Body Fittings

Citroen name plates for 11BL	5.50
Door rubber bump blocks (set 8) (dovetail bumpers)	6.96
Door springs ea.	0.65

Citroen Tools

Front hub/brake drum pullers	104.00
Lower ball joint extractors	61.10

POA = Part temporarily out of stock, but on order or about to be ordered. Prices are subject to change without notice, as new stock may cost more. Prices do not include cost of postage and packing, if applicable. If the item you need is not listed, send in an order form anyway - this is how we know what stock to order.



CLUB SHOP

Contact:

Robbie Couche Maria Boyle
2 Wimborne Crt. 35 Newman St.
Nth. Bayswater 3153 Thornbury 3071
Ph. 729 7470 Ph. 480 3560 (A.H.)

ALL MAIL ORDERS TO: P.O. BOX 377
BORONIA, VIC. 3155.

Windcheaters & T-shirts

Designs: as shown inside front cover,
plus: Club design as on back cover.

Supply your own windcheater or T-shirt
and we will print your chosen design
for \$2.00 each, or

Order a T-shirt printed from our stock
for \$6.00.

Fiftieth Anniversary T-shirts at \$6.50.

PLEASE SPECIFY SIZE, COLOUR AND DESIGN
WHEN ORDERING.

Windscreen Stickers

Club Emblem - \$1.50

Cloth Badges

Club Emblem in blue on white oval
background - \$1.75

Lubrication Charts

High quality reprint of original
Traction "Oil and Grease" chart - \$1.00

Pamphlet Boxes

These will hold all Front Drives 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 x 8 x 23 cm - \$4.95
- Cardboard "Foldaway" 23 x 8 x 23 cm -
\$2.50.

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

Metal Grille Badges

New stock available - Club Badge in
Blue and White - \$12.

Lapel Badges

Coming soon! Design will be similar
to the old double chevron Citroen badge.
- approx. \$3.50.

Front Drive Back Issues

Cost \$1.00 each, plus postage.
If issue requested is out of print, a
good quality photocopy will be supplied.

Posters

Full colour Light 15 - \$2.50.

ALL PRICES PLUS POSTAGE AND PACKING.

CLASSIFIEDS

FOR SALE: 1938 Citroen Light 12 in
orig. genuine condition. Fully
restored in every detail to make this
vehicle the best of its kind in Aust-
ralia. \$12,500 ONO - all offers
considered. Contact Greg Flint
(02) 929 0038 (home), 925 1765 (bus.)
(Greg has also given the following
information about the car: 98,332
orig. miles, Pilote wheels, painted
from bare metal up, no rust, new
chrome, new exhaust, 4 new doors,
new carpets, exc. Michelins, new
master cyl. & brake lines, new rear
shock absorbers, completely overhauled
motor, gearbox & starter motor, reg.
to 3.2.85.)

FOR SALE: CX Super, 1976, with power
windows and air. Has been repaired
after a light roll. All receipts and
photographic record of repair avail.
Mechanically fine, interior very good,
body and paint OK. Needs tyres, light
switch and window washer for RWC. To
be sold with 12 months reg. Offers
over \$4,000 invited. Ring Paul
Chapman (03) 848 4658.

FOR SALE: 1953 Light 15, reg. & RWC.
Mech. excellent, interior half done,
exterior good. Receipts for \$2,500.
Has been in almost daily use for last
5 years. \$3,600. Contact Neil
Rankine (03) 578 5437 (home)

WANTED: One radiator grille for
Normale/Big 15 in good condition.
Big 6 grille suitable. Contact
Les Hay, Peter Huth, "Rosalie",
30 Tableland Rd., Gayndah, Qld. 4625.



10th, 11th, 12th August, 1984
THE CITROEN CAR CLUBS
CELEBRATION RALLY
KNEBWORTH HOUSE &
PARK HERTFORDSHIRE

This will undoubtedly be the largest gathering of
Citroen cars ever to be seen in the U.K. combining
the Traction Owners Club annual rally, the Citroen
Car Club annual rally and the International 2CV6B
rally. The first two days will be entirely for the
Citroen Clubs, activities include gymkana and pa-
rades, demonstrations, club shops, autojumble,
Citroen Museum, barbeque and evening entertain-
ments. Sunday will be a public day.