

FRONT DRIVE Volume 8 No. 2 July/August 1984
Registered by Australia Post Pub. No. VBH 2127

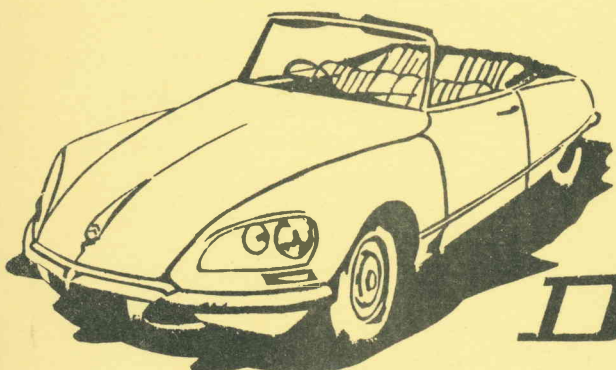
PARIS REVISITED



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

Windcheater & T shirt designs

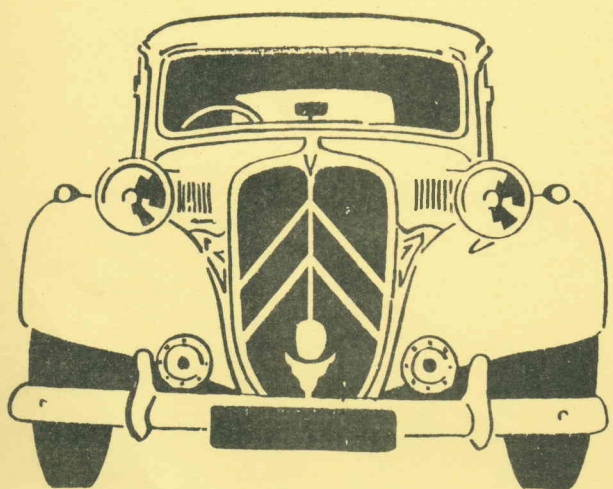
LA CABRIOLET



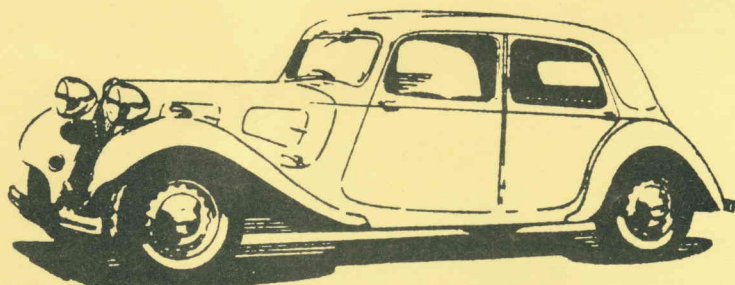
DS



La 2cv



CITROËN



CITROËN

CITROËN



CCOCA IS A MEMBER OF:

ASSOCIATION OF MOTORING CLUBS

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

ISSN 0810-8625

CCOCA COMMITTEE

PRESIDENT:

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

SECRETARY:

Edward Cross
17 Centaur Gve.
East Doncaster 3109
Ph. 842 6659

TREASURER:

Russell Wade
6 Dallas Ave.
Oakleigh 3166
Ph. 570 3486

SPARE PARTS OFFICER:

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

ACTIVITIES OFFICER:

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

SOCIAL OFFICER:

Peter Boyle
35 Newman St.
Thornbury 3071.
Ph. 480 3560

EDITOR:

Vacant

LIBRARIAN:

Peter Simmenauer
6 Rubens Gve.
Canterbury 3126
Ph. 82 6539

CCOCA POSTAL ADDRESS:

P.O. Box 377
Boronia, Victoria 3155



This space in Front Drive is usually reserved for the Editorial, but as you will notice by the word 'vacant' at the bottom of the committee listing opposite we have yet to fill the position.

Two members, namely Bill Graham and Paul Chapman have volunteered to help with the production of the magazine but neither, for various reasons, is able to act as co-ordinator or 'editor' as the position is usually called. The details of the position are as listed in the Situations Vacant column on the inside back cover.

Please remember Melbourne Metropolitan members, that for the 50% or so of CCOCA members who live in the country or interstate, Front Drive is the main contact with the club.

Volunteers please for a queue.

Thankyou Peter Simmenauer for extending your reign to assist with the last two editions of Front Drive.

John Couche
President.

NEXT RALLIES:

Workshop afternoon - July 22: Couches,
2 Wimborne Crt., Bayswater North.
BYO Bar-b-que lunch. Topic: Traction
front end.

General meeting - July 25: Films

Workshop - August 12: Boyles,
35 Newman St., Thornbury. Topic: ID
gearbox conversion, Traction gearbox
overhaul

CCOCA Concours - September 28: Como.

FRONT DRIVE DEADLINE:

For September/October Issue, August 29.

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.

A POMMY IN PARIS.

Celebration Dinner: We had about 12 South African enthusiasts over before Easter, and Edna and I took a day off to take them to the Beaulieu Motor Museum. The weather has been really great for this time of year. The leader of the South Africans was Steve Le Roux who is very enthusiastic and repairs most of the Tractionns in South Africa. He recently bought a coupé from Olivier de Serres and hopes to restore it in time for their rally in September.

Their eventual destination was Paris, and so they came to our Celebration Dinner at Ladbroke Mercury Hotel, Bracknell on Friday 27th April, the night before the trip. This was part of the combined celebrations of the Traction Owners Club, the Citroën Car Club, the 2CVGB Club and the 2CV Racing Club. We had a 1935 coupé on display - John Savelli's from Scotland - he'd worked hard to get it ready. Unfortunately, Bryn Hughes' 1934 Slough-built 7A couldn't be completed in time.

We had a great night. Citroën have produced some smashing goodies including a video of Tractionns and most amazing, it contains a cine-film showing the 1934 car being sent over the cliff. Four chaps show the glass in the doors unbroken and although the front is badly bent, they get in and drive it away! I never dreamt they had made a film of this as I had only seen pictures in the books. Other things like a model L15, picture cards, line print drawings of a BX and the 1934 car were a package given out by the dealers to the public. Citroën must have spent a fortune on this publicity.

To Paris: Well, come Saturday morning after about two hours sleep, a convoy of about 15 set off for Newhaven. Local papers took photos at 6.30 am (!). I led them into Guildford, hoping they wouldn't get lost in the one-way system, but it did happen. We got split up, but we had rejoined again by the time we reached the port. I left my GS there and went with John and Josie Waghorn of BWB Motors in their Familiale (Fred's deep-blue 1938 7A coupé was to be completely resprayed for the trip, but didn't get past primer stage. Understandably, Fred was very disappointed). We were joined by other Tractionns and our total from U.K. was 29 cars. Norman Moore came from Ireland in a 1938 L12 looking as if it has just left the show room.

At Dieppe, we took photos of our assembly and now were keen to get to Paris. Many people gathered and remarks from old Frenchmen were re-

peated over and over: "Ah, I remember my Onze Legere. Now I drive this rubbish today".

The rally: We got to our hotel, "Jaure's", in part of Paris. After a wash and cleanup, we dined in a restaurant and eventually went to bed. We rose early, polished the car and set out for the Place de la Concorde. A cycle race and runners including Steve Ovell made our journey slow. It was all happening. Parisians must have wondered what was going to take place next. When we got to our destination, all one could see every where were Tractionns and more Tractionns. Anyone in the Light 15 scene was there - Bernard and Jacqueline Citroën, René Mauron, Olivier de Serres, thousands of people milling around taking photos and chatting. The police were great and at 11 o'clock we set off in convoy for the airport at Le Bourget.

The sight of line after line of Tractionns as far as you could see stopped the traffic. Outrider cops kept us all going. Horns blasting out a terrific din brought people to their windows. Everyone was waving and cheering. Paris must have been like this on Liberation Day at the end of the war. It took an hour to go eight miles on the Periphique (ring-road). Cars coming the other way flashed their headlights and sounded horns. We were in two or three lanes solid! We were amongst the first couple of dozen and the Press cars kept well ahead, filming. I have a feeling it was also being televised as a CX Safari had a chap on the roof with a TV camera. Three major newspapers carried pictures and we were smack in the middle of one in "France Soir", complete with wedding tape and a Union Jack which John had put on the car. Two other pictures showed Slough-built roadsters.





Next year, I've said I'd like to take a party of us to Monte Carlo, about 15 cars to do it, with the party made up of people we know, should be fun, join up with some of the French people on route and generally enjoy ourselves. No doubt it will be sorted out at our rally at Knebworth in August. It will be an international get together and we are looking forward to it.

I forgot to mention - at the dinner, there were some Australians but I didn't get to them - too many people, over 100. I understand some Australians might come over in August and it would be nice to see them.

Well, I'll close for now with my best wishes to the club members, and go back to dreaming a bit more about that marvellous weekend in Paris.

Fred Annells.

PARIS MOTOR SHOW TRIP

Have you been wondering what the new 4WD Citroen BX rally car will look like, or maybe the design projects for the eventual replacement of the 2CV?

Did you may be not know that either of these two projects even existed?

Well, here is your chance to find out in person.

Max J. Wellman from South Australia has contacted CCOCA to inform us that he is organizing a group tour of the 1984 Paris Motor Show.

Reprinted below is a copy of the letter from Max - if you are interested in the trip please contact him direct.

Max J Wellman
Phone (08) 497936
Citroen Classic Owners Club of Australia
P.O. Box 377, Boronia, VIC, 3155, Vic

82 Hall Street
Semaphore
South Australia 5019

I wish to advise the latest arrangements for the proposed trip to THE 1984 PARIS MOTOR SHOW with the cost at \$1275 per person, share twin accommodation, subject to a minimum party of 30 persons, share a maximum of \$0. Single supplement is \$306. To secure a booking a deposit of \$200 per person is required by July 23rd. with full payment by the first week in August 1984.

The proposed trip will now consist of the following:-

- Economy return airfare with AIR INDIA to PARIS from Brisbane, Sydney, Melbourne or Adelaide departing on October 2nd and arriving in Paris on October 3rd.
- Extension in Paris on October 3rd.
- 7 nights accommodation in Paris at the Celtic Hotel, situated near the Arc de Triomphe, including continental breakfast.
- Group transfer from the airport to the hotel is included.
- 2 coach tours in Paris (tour of the city and tour to Versailles)
- Entry to the Motor Show.
- 3 day stopover in Singapore on the return flight to Australia including 3 nights accommodation and continental breakfast at the Ming Court Hotel. Airport / hotel / airport transfers included.
- Coach tour of Singapore.
- Open return valid for 12 months.

Those who use the extension to London will subsequently fly direct to Singapore and not return to Paris, others not using this option will fly direct to Singapore from Paris.

The airfare is based on the economy return excursion fare to Europe and to comply with the conditions of this fare it is necessary to spend a minimum of 21 days in Europe.

All of the above trip is being organised with the Commonwealth Bank Travel Department - TRAVELSTRENGTH LIMITED.

Not included are:- Australia departure tax, airport taxes, meals other than stated, passport or visa charges, travel insurance, accommodation other than stated, excess baggage charges, all items of a personal nature (phone, laundry, gratuities, etc.)

All of the above information may be subject to alteration and is based on information current at the time of preparation.

Address all correspondence to "PARIS MOTOR SHOW TRIP" care of me at the above address. All monies should be made payable to "PARIS MOTOR SHOW TRIP".

Yours faithfully,
Max J Wellman

MORE ON PARIS

We departed in three cars mid-day Friday, taking the national routes rather than the auto routes, reaching Avallon where we made our first stop to see again the restaurant hotel where we slept in 1977 during another trip to Citroën at Quai de Javel, an effort memorable for having seen the part of the factory where the Traction were built.

After attending to the thirst of the group, we passed onto the petrol station to fix the thirst of the cars. At about 8 pm, we stopped at Joigny and a superb hotel with a park for birds - pigeons, peacocks, owls, larks - very, very pretty these 30 - 40 birds. We passed an evening full of laughter, laughing till we cried - slept very little - good memories indeed. We departed at 9 am Saturday for Paris, the capital, where we arrived at midday in the centre of this grand city. So many beautiful things to discover in a short time. We passed through the capital, not taking our eyes off the map without which we would be lost.

We arrived at Bourget (Airport), the assembly point for our party. We were disappointed because Citroën had nothing special organized to commemorate the 50th anniversary. Yes, problems for Citroën, for they had limited staff available. However with about 4000 people there, I feel they should have mounted a more ambitious meeting. On arrival, each participant received a little Citroën dossier - some photos of Traction, brochures, and a small souvenir plaque inscribed "50 years of Citroën Front Drive". A very big place had been allocated for gathering our Traction and between 1 pm and 7 pm without interruption, sedans, coupes and cabriolets 7, 11 and 15 horsepower, arrived from all over France and similarly from various other countries. All these vehicles were very impressive, parked side by side. As regards excitement during the afternoon - nothing.

In a hangar could be found several models with special French bodywork, and in the centre were several sellers of T-shirts, books, toys, spareparts and brochures - the whole occupying about one hour. In the evening, nothing organized. Our group went to see the capital by night, a very pretty sight with illuminated streets, and then went to our motel some 15 km from Bourget.

Sunday, 9 am on arriving at Bourget, we received a special card to enable us to get a position in the Place de la Concorde in the centre of the capital. Only 200 cars received this authorization out of the 1800 - 2000 which were there.

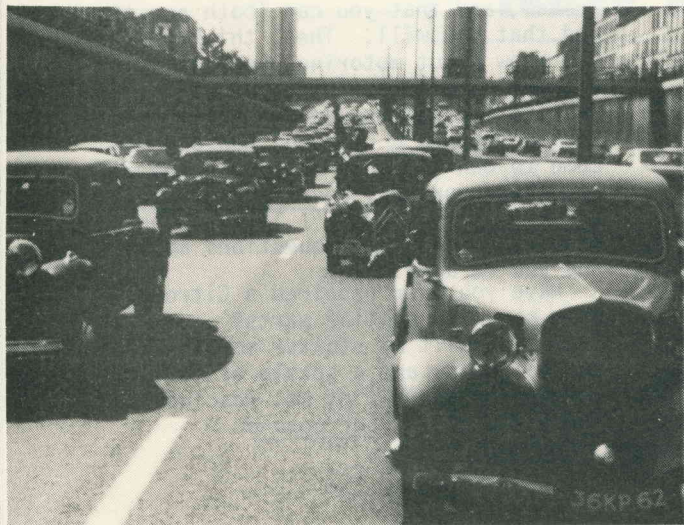
It was impossible for all the Traction to go into the city because of traffic problems. Formidable, a procession of Traction ranged in double file the length of the major streets accompanied by 10 police motor cycles. At each cross-road, the police blocked the traffic to give precedence to the Traction, very impressive for us and for the public. How many traffic jams at each crossing, what a great spectacle, horns blasting non-stop. How much noise, unbelievable but true. We were very well escorted - the police had us cross at least half the capital with other motorists intermingled in the column. Then, the police used their sirens to make the others get out of the line. Terrific, the most beautifully organised part of Sunday. A big thank you to the police who guided us as far as Bourget, where we arrived at 12.30 pm. Our best memory was of a capital full of traffic-jams.

Nothing was organized for the afternoon. We were too numerous. The day's crowd was fearsome. For the young, the dreams --- for the old, the good memories. Ah, Holy Traction! Being solicited from all sides. One couldn't be annoyed. You see how well I know the French Tractionnistes, and how quickly the afternoon passed. The weather was splendid though cold.

Nothing special was organized by Citroën for the evening, so it became a "historic evening" in which we returned to the city to make new discoveries, spending a pleasant evening in the "little Switzerland".

And yes on Monday, we had to return to Switzerland, a little disappointed it is true. Certainly, it is not easy for 2000 Traction and 8000 people to undertake such a big gathering. However, two days in the sun, with many friends, and without a breakdown over 1320 km, it is very good don't you think?.

René Mauron



COPY BOY PLEASE!



Leaving the hyphen (copy-boy) out of our heading transforms the news writer's call into a plea to CCOCA members to come forward with material for our beloved "Front Drive".

It doesn't take much thinking to reveal that gathering interesting new material on older cars such as those preserved, restored and adored by CCOCA members could be as difficult as keeping up a social column on Ally Oop, Fred Flintstone or the dinosaurs. However, although they don't make old Citroëns any more (obviously), CCOCA has managed to gather interesting and valuable information from and for its members and to present it in the pages of "Front Drive" over quite a long period of years. In fact, the overall quality of content in "Front Drive" would have to be one of the best, perhaps the best, of any such motor club magazine in Australia. It ranks equally well against those from overseas.

I think it is fairly obvious that maintaining this standard of content will require the same or an even greater level of effort in the future, and these efforts will be the more easy and more successful, the more people who contribute. Before you avert your eyes, or start to think about the bone in your leg, consider these points:

- CCOCA's stable annual membership seems to be in the range of 100-120 people (plus members of their families)
- previous members of CCOCA, no longer active, but probably still with an interest in Citroëns to varying degrees, could number 50-100 extra
- each of these people almost certainly has friends and contacts with some interest in Citroëns.

Thus there is a pool of several hundred "Citroën people" in Australia who could help by providing some sort of input to "Front Drive". Staggering, isn't it?

Now, how do we tap this pool of contributors out there? It seems that very few of them will come forward voluntarily. They have to be approached, talked to and invited, often assisted to make their contributions.

Let's look at what makes good reading in "Front Drive". There is no editorial policy as such, but I think "Front Drive" should publish motoring material which will interest the classic and special interest Citroën-istes to whom we cater. I have not heard anyone disagree with this suggestion. This would mean that the published material would (or could) relate to Citroëns principally in the above categories, but need not relate to Citroëns alone.

What type of article can be used?

The main groups of topics are *social*, *historical* and *technical*. Sometimes they are also *comical*, and often when they are in the form of letters or descriptions of reader's cars or experiences, *personal*.

Let's think of past examples: Don Wright Special and Peter Damman's racing Traction (historical), fixing the motor, gearbox, electricals, suspension, etc. (technical), recent rallies here and overseas (social), the report of the Traction half-track in Australia by Sid Troon (*category uncertain!*) and so on and on. Often, "Front Drive" reprints interesting material from other sources, especially old road tests, adverts, etc. Recently we have received and printed, interesting material from Citroënistes overseas (Britain, New Zealand, France, South Africa, Switzerland, Arabia) and we hope to get more from these and other countries (we have two contacts with Japanese Citroën Club members - does anyone want to write to them and develop a correspondence on Citroën in Japan? Are there Citroëns in Russia, China, South America, Iceland, etc.?)

Well now, what can you do? Firstly, decide that you need to assist "Front Drive", and that you can (both are true), and that you will. Then, think what you know about motoring, especially Citroën. The first thing you will realize is that you do own a Citroën. Why do you own a Citroën? How did you come to own it? What are you doing with it? There you are, your first contribution to "Front Drive"! Tell us the answers to the three questions above and you're away!

Have you ever repaired a Citroën or a car with similar parts?

"How I rebuilt my starter motor with two hair pins and a bottle of nail varnish on the top of Mt. Kosciuszko." There you are - your second contribution!

"Why my father (Uncle Harry, Grandpa, etc.) was crazy about Citroëns."
 "My first memories of a Citroën."
 "Who sold (sells) Citroëns in my town."
 "Touring Australia, New Zealand, Mozambique, etc. in a 2CV."
 "How I found true love in a Citroën."
 "Bleeding the brakes on a GS, Traction etc."
 "The hydraulic fluid controversies and the Citroën."
 "Family outings in our Citroën."

The list is truly endless, provided you think about it and talk to your Citroën contacts. At present there are about six more people on my own list for their personal Citroën experiences, and I can think of probably a dozen technical matters to be pursued on Tractions alone. Perhaps you feel you can't write well enough. Rubbish! Jot down your comments and ideas. We can always contact you back for more detail if it's not clear, and we'll give your written construction a tidy-up if needed.

Illustrations? Fine if you can get them. We can use black and white prints, coloured prints, slides, even good photo-copies. For technical tips, etc. - a sketch, even a rough one if it seems at all easier to explain that way. Personally, I think people in photos are good - it helps us to get to know one another.

Previously published material? Let us know what you've got. (We've got approval to reproduce stuff out of the old "Australian Motorist" - would anyone care to look them up in the State Library and get copies of any interesting bits? One photo in A.M. shows a Citroën half-track going up the steps of Parliament House, Melbourne in the 20's. True!)

Where to send your material? No one has formally accepted editorship at present, but feel free to send your ideas, notes, etc. to John Couche,

Paul Chapman or myself. Remember, all published contributions will be acknowledged by name (you see, fame if not fortune!).

So go to it please. Even if the glory doesn't appeal to you, remember there are bound to be many fellow Citroën enthusiasts who may not have your knowledge and experience and who will be very grateful and appreciative for your efforts.

Bill Graham.



GIVE YOUR EDITORIAL COMMITTEE A HARD TIME!
 - MAKE THEM WORK OUT HOW TO FIT YOUR ARTICLE OR LETTER IN THE NEXT EDITION!

NEW MEMBERS

WELCOME TO:

Paul SMYTH
 216 Wollombi Rd.
 Cessnock 2325
 Ph. (049) 901 391

Ilya KOSTEZKI
 Research Rd.
 Warrandyte 3113
 Ph. 844 2068

Graham LEWIS
 59 The Esplanade
 North Shore 3214
 Geelong
 Ph. (052) 78 2306

Gregory Alland MILES
 440 Lygon St.
 Carlton 3053
 Ph. 347 4073

Peter HORE
 46 College Pde
 Kew 3101
 Ph. 818 5409

CANNES-CANNES ?

A prominent billboard photographed by a friend at Cannes on the French Cote D'Azur suggests to all and sundry that in 1984, everyone should "Va décoiffer". The message clearly relates to Citroën, and the Traction 50th anniversary celebrations, but the colloquialism is a bit more obscure.

The expression seems to cover "go with your hair undone, with your hat off, with your head undressed", and perhaps even "without make-up". In Australia, we would probably cover the situation with: "Let your hair down in '84", or even "Let it all hang out in '84".

It is not known if this particular poster is on display elsewhere in France, but its appearance at Cannes seems particularly appropriate. Cannes is after all the place where hopeful starlets and others seeking notoriety do indeed "let it all hang out" to catch the eyes of the producers and photographers at the annual film festival.



Obviously, Citroënistes around the world got the message ('though perhaps not so literally!) and are whooping it up in '84. Certainly this was so at Ballarat, and as Fred Annells and René Mauron report, in Paris too. As Citroën says:

84 ça va décoiffer!
En avant Citroën!

Bill Graham.

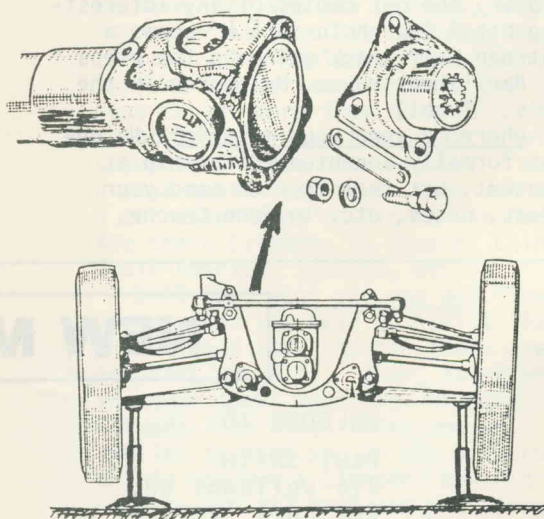
UNCOUPLING CARDANS

A few little tips are worth knowing about when you set out to un-couple the driveshafts of your Traction to permit removal of the motor-transmission assembly, particularly in the way the front end is jacked up.

People have found the complete uncoupling of the cardans from the driving flanges very difficult because the bolts won't clear the cardan flanges. Some have even detached the hub-carriers at the steering ball-joints to gain clearance.

A peculiarity of the geometry in this area is that the clearance is maximal when the suspension is loaded, not when it is drooping without load. Therefore, the trick is to lift the front of the car via the lower suspension arms, placing the jack and supporting stands as far out as possible i.e. near the lower ball joints. This will give about 4 mm more clearance than if the car is supported elsewhere e.g. at the front suspension cradle.

If more clearance is needed, the bolts can be carefully tapped back towards the transmission case (careful not to damage the oil seal). It may be possible to judiciously shorten the bolts. When tight, they should protrude through the nuts by about half the thickness of the nut.



The nuts are held tight by lock-washers and for greater security, a drop of Repco Lock Nut can be put on the thread before tightening. Alternatively, the nuts can be ground down to half thickness, and locked up with a second half thickness nut in each case. The latter technique was used in the racing Don Wright Special.

Jack Weaver
Kenn Gilbert.

HONOURS FOR JIM.

A French honor, L'Order National du Merite, has been conferred on Brisbane motor industry figure, Mr. Jim Reddiex, in recognition of his contribution to Australia-France trade and motor sport success in French vehicles.

Mr. Reddiex is Managing Director of Maxim Motors Pty.Ltd., dealer for Peugeot and importer and national distributor for Citroën cars. He also is an international class rally driver competing in Citroën, and has won the World Cup Rally.

The honor, of similar status to the Imperial honor the M.B.E., was conferred with the permission and approval of the Queen.

Mr. Reddiex received his French Order of Merit today from Monsieur Henri Lombard, Senior Representative of the French Government Office for Trade and Economic Affairs.

Maxim Motors press release.



COMING RALLIES

July 22, Sunday

Workshop - afternoon BYO BBQ
Couches - Traction front end.

July 25, Wednesday

General Meeting, Nunawading - Films

August 12, Sunday

Workshop - Boyles - ID gearbox conversion, Traction gearbox overhaul.

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.

PAST RALLIES

DAY RUN TO MONSALVAT

Unfortunately this outing was the worst attended run I can remember. The weather was threatening but the rain held off and those who attended picnicked by the pool, and wandered around the artists' colony.

The run must go down as a triumph for the 2-pots as it is the first time

I can remember where they outnumbered the Traction Avants! (What next?)

Participants:

Peter Fitzgerald 2CV van

David Greis 2CV

Leigh Miles Dyane

Robbie Couche & Jacquie GS Break

Robin Smith & family Light 15

Peter Boyle & family Light 15.

Unfortunately, none went on to the largest model steam train layout in the Southern Hemisphere - that at a nearby Eltham Park. Both venues are well worth seeing.

Peter Boyle.

LITTLE WHEELS

Carrosserie René Mauron,
Entre-deux-Rivières,
2114 Fleurier,
SUISSE.

20th May 1984.

Hello, Bill,

Thank you for the "Front Drive" brochure (our 50th Anniversary issue). Your friends and yourself have done a good job for the passionate Tract-ionnistes who are interested in such information. I have collected the photos (of the Paris rally). Have you sent a copy of the magazine to John Groen (in South Africa - yes).

Don't ask me about the Swiss brochure (on special Swiss-bodied Traction coupés and cabriolets). I don't dare phone Citroën in Geneva any more. Each time they say "Yes, Yes" but how soon?. Financial problems, text, photos?. You must understand, Bill, that Citroën is going to provide me with this brochure free - so patience!

Well, the note on "Les petites Citroëns Suisses" was very good. The collection has increased greatly during February through the purchase of the models of a collector who was quitting, and I found versions which I didn't have. Now I have 265 different models, scales 1/1 (the Langenthal ?) to 1/160. For 1984 about 15-20 new models will be made by different producers. In Paris, I found 28 items - very impressive and I am very happy with that. After the war, 14 rare items were missing.

Have you received the golden 50th Anniversary model by Eligor in Australia, in 1/43 and 1/20 scales?

René Mauron.

(René has been very generous in providing information for our magazine, and he is obviously a keen collector of models. Please drop him a line about your collection. His reply will be in French, but we can help with translation if you need it - Ed.).

HUMOUR

« — Vous bossez aussi dans le désert ? »

ARABIAN NOTES

Dieter Ackerknecht is the proud owner of a silver grey 11BL Langenthal cabriolet (see FD 7(6) p.8), past President of CTAC (Citroën Traction Avant Club of Switzerland), and joint producer with René Mauron of a booklet on the Swiss-bodied TA cabrios and coupés.

At present, he is serving as Associate Professor of Architecture, University of Petroleum and Minerals, Dhahran, Saudi Arabia. (Dhahran is on the coast of the Persian Gulf, just north of Bahrain).

Dieter passes on his observations:

Dear Bill,

Thank-you very much for your letter and the special issue on cabrios and coupés - very good. Thanks for the good translation of my article. I am glad that you got good connections for your Langenthal projects. May be you should write to Citroën in Switzerland enquiring about the booklet to give it a push.

One of my colleagues here at UPM is a member of the Japanese Citroën Club. (He is US-Japanese). Small world!

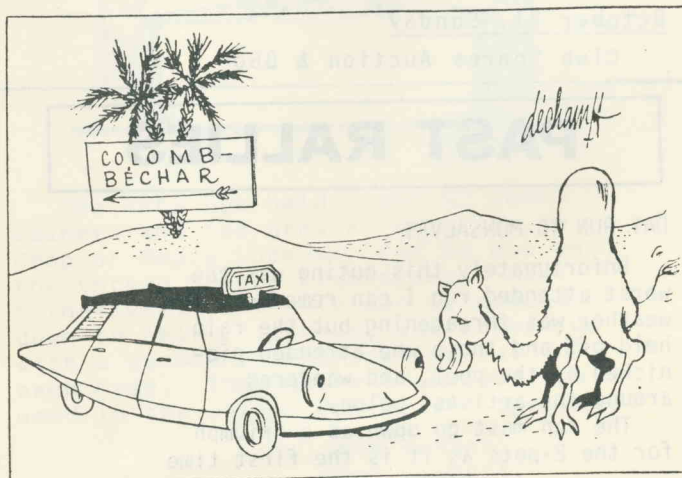
The main cars in Saudi Arabia are Japanese and American, Mercedes, very few Citroëns. Photography is difficult. Freeways, cheap gasoline, sand, heat, camels. We have a nice beach for sailing (Laser) and windsurfing. Most of the time it is too hot for cabrios and too much sand in the air. My work here is interesting, but it is more difficult for my wife (no female driving).

I would like very much to see your country - may be one day we will come to Australia. In June, we will be in Zurich. May be I will write more later on Saudi Arabia.

Thanks again. Warmest regards.
Tractionnellement,

Dieter Ackerknecht.

P.S. I am still in touch with John Groen, Republic of South Africa.



KALORAMA CAPERS

The Annual Vintage Car Rally at Kalorama can usually be counted on to provide the basis for a pleasant Sunday drive and picnic in the hills east of Melbourne. The 29th gathering on May 18 this year maintained this record.

The participating groups are Vintage Driver's Club, Vintage Sports Car Club, Alvis Car Club, Bentley Driver's Club, Riley Motor Club, Rolls Royce Owners' Club, Stutz Owners' Register, and Pre-war MG Register. Competition is based on the results of four gymkhana events run on the oval of the Kalorama Sports Ground.

In addition to the fine competing motors lining the perimeter of the oval, the general parking area for spectators usually provides lots of interest for the auto buff. Last year, there was a Tryking (a sort of "modern Morgan" using Moto Guzzi bits). CCOCA members often attend, and there is usually good representation from Mercedes and Bristol, among others.

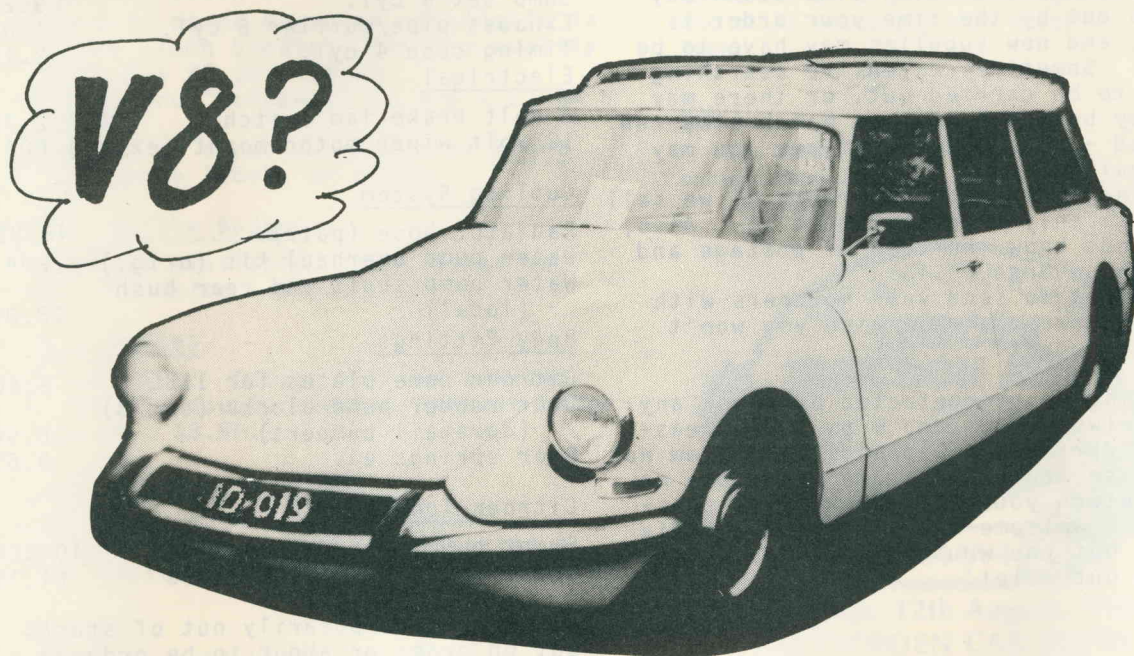
A feature last year was the Chamberlain brothers' restored and rebuilt Napier L48 racer, a giant among motors with its 15 litre capacity, 1.7 m crankshaft and 16 cm cylinder bore. Its withering acceleration could only be glimpsed within the confines of the Kalorama oval. This year's guest of honour was Phil Irving, particularly known for his design work on Vincent motorcycles and the Formula 5000 Repco Holden racing motors.

Looking round for things in the Citroën/Traction vein this year; only two items caught my attention. Firstly, there was Gary Bonato's white ID19 wagon with the numberplate showing (what else?) ID-019!

The second thing to catch my eye in the visitor's park was a recently completed and splendid restoration of a 1936 Cord 810 Sedan in white with blue upholstery. Said to be one of an experimental shipment of four brought in as factory-produced RHD cars by Stokoe Motors of Melbourne, it is of course a massive "Traction Avant" with a 4.7 litre V8 driving the front wheels. Shades of the fabulous Citroën TA 22CV V8, and not excelled until the 7 litre front drive V8 of the Oldsmobile Toronado coupé in 1966.

Which brings me to the well-founded story of a local engineer who is investigating the possibility of coupling a 4.4 litre alloy V8 into a DS 23! Now, if that were to turn up at Kalorama --- who knows?.

Bill Graham.



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
-----------------------------------	------

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

SITUATIONS VACANT

A situation exists for one person
to fill the position of editor of
Front Drive.

The duties include the co-
ordination of the editorial sub-
committee of about 3 people, some
two-finger (or more) typing mail-
ing of Front-Drive and attending
committee meetings once a month.

Conditions of employment

1. Flexible working hours
2. No taxation worries
(no salary)
3. Choose your place of work-
home, office, chookshed etc.
4. Electric typewriter supplied
free.

Initial guidance will be supplied
by the previous editor and comes
complete with enough copy to get you
started and the satisfaction of doing
something for your club and the
marque of Citroen in Australia.

The prospective occupant should
live in or around Melbourne. Pros-
pective occupants of the position
please contact the club president or
anyother committee member immediately.
THIS POSITION MUST BE FILLED FOR
CCOCA TO CONTUE TO FUNCTION.
PHONE NOW ON (03) 7297470.

FREE FREE FREE

Roof of a 1938 Traction complete
with sunroof mechanism (except act-
ual roof panel) and pre-war type
indented rear window. Just the
thing for building up a realistic
pre-war replica or for letting the
sun-shine in on your existing Traction
and still retaining that original
look.

OR

WANTED

All parts of a 1938 Traction
except roof and rear window.
- Contact John Couche on (03) 7297470



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

