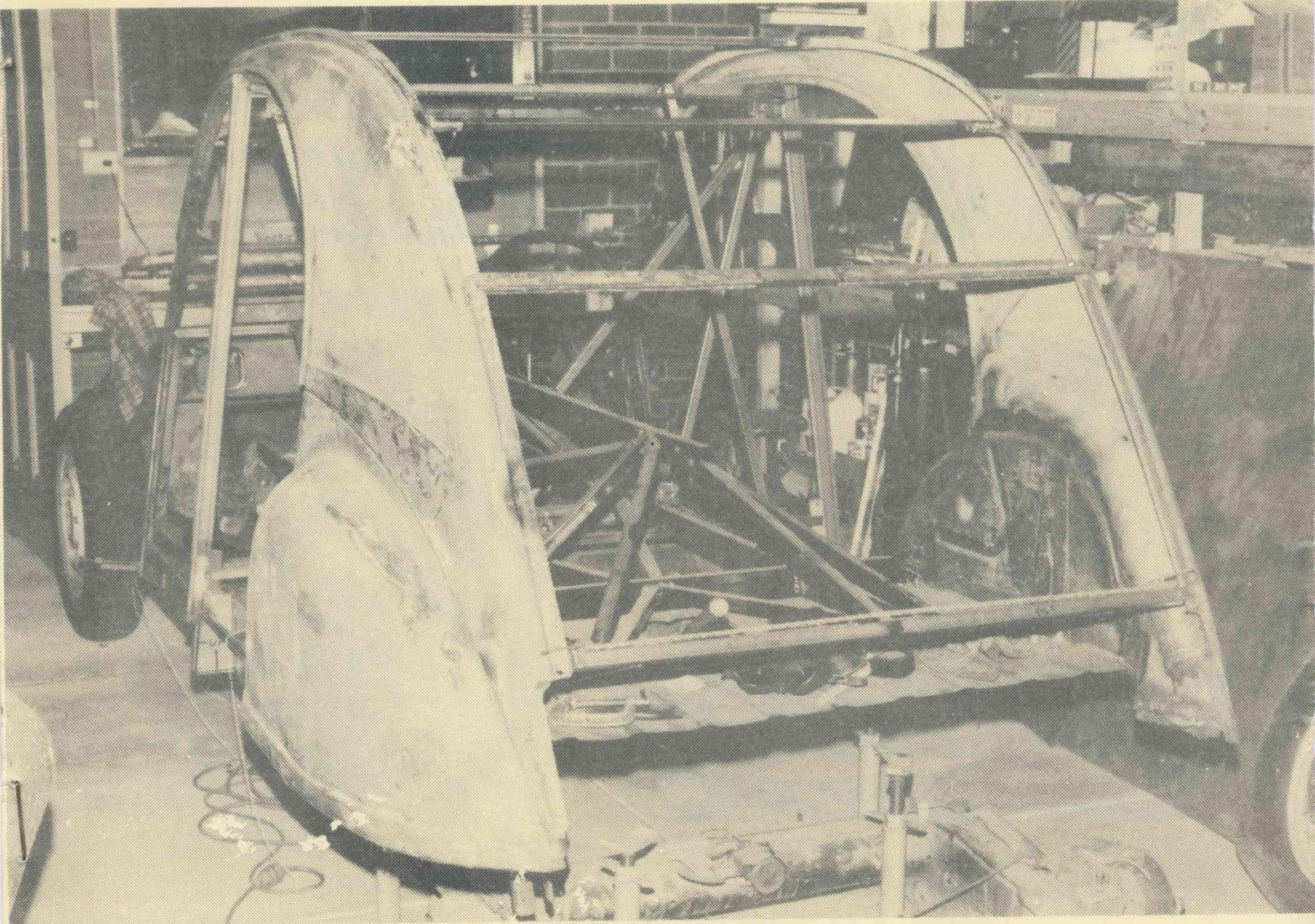


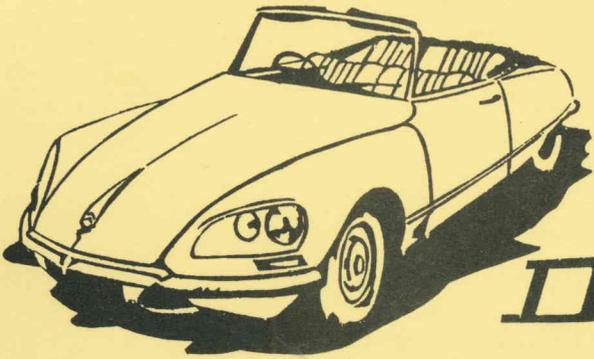
FRONT DRIVE Volume 8 No. 3 September/October 1984
Registered by Australia Post Pub. No. VBH 2127



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

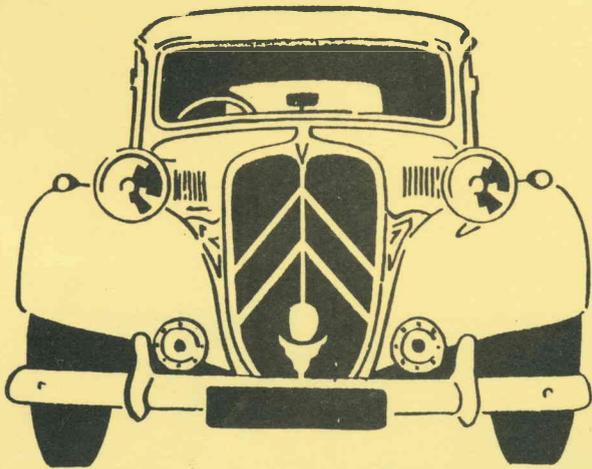
LA CABRIOLET



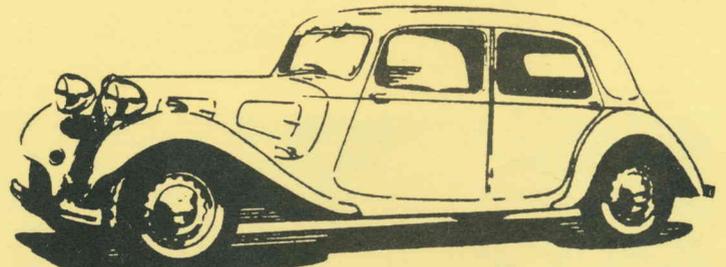
DS



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



FRONT DRIVE

The magazine of the
Citroën Classic Owners
Club of Australia

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

Single patch - 107

1984 continues as a great Citroën year. CCOCA people attended the Sixth International Rally in UK, and tales of great adventure should emerge from the Paris-Moscow-Paris re-run. The annual Club Concours holds the attention of all here.

The good news for Victorian members is that the Red Plate Scheme now applies to vehicles over 25 years old, permitting you to prepare for and attend approved rallies for an annual all-up of \$75.25 (presently). An excellent booklet (\$1 + postage) on the scheme is available from A.O.M.C., Box 2374V, Melbourne, 3001.

There have been encouraging responses (thank you!) but more material for Front Drive is needed.

Bill Graham Paul Chapman.

NEXT RALLIES:

CCOCA Concours - September 23: Como.

General Meeting - September 26.

Club Spares Auction & BBQ - October 21.

Night Trial - October 31.

Weekend Run - camping, BBQ - November 10-11.

Bendigo Swap Meet - November 17-18.

FRONT DRIVE DEADLINE:

For November/December Issue - October 31.

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.

2CV OR NOT 2CV?



We do not know if the Immortal Bard anticipated the eventual coming of Citroen and his Immortal Cars. Could Will, wandering by the River Avon, surely thinking at times of the comely Miss Hathaway, have dreamt of even more comely and some not-so-comely shapes to be produced by an equally imaginative Frenchman? Sadly, no historian thought to provide such a record.

However, what we do know is that Shakespeare had developed the right turn of phrase to cope with the Citroen phenomenon when it appeared some 300 odd years later. Perhaps he would have made the ultimate unflappable automotive francophile, coping philosophically with all that befell him.

For example:

Shakespeare (head lost in cloud of steam from opened Traction bonnet): "Double, double, toil and trouble; like a hell-broth, boil and bubble". (Macbeth IV(i)).

Shakespeare (sadly surveying the onset of the dreaded tin-worm in his GS): "My little body is weary of this great world". (Merchant of Venice I(ii)).

Shakespeare (gazing longingly in showroom window): "Yon CX has a lean and hungry look". (Julius Caesar I(ii)).

Shakespeare (cloth in hand, before the concours): "Out damned spot! Out, I say". (Macbeth V(v)).

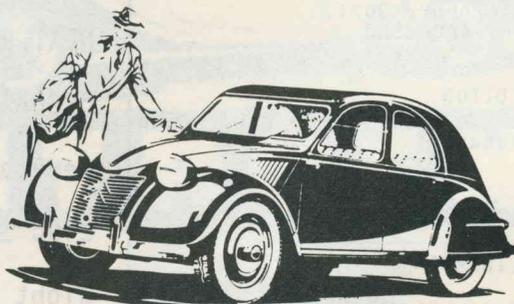
Shakespeare (a harsh and unseemly cacophony issuing from somewhere on the far side of the scuttle): "Friends, Romans, countrymen, lend me your gears". (Julius Caesar III(ii)).

Shakespeare (wearily tramping home, his B2 having fused its electrics in the darkness behind him): "But soft! What light through yonder window breaks!" (Romeo and Juliet II(ii)).

How now if Sweet Will should foresooth stroll casually through one of Melbourne's gentle urbs, and glance into an innocent Citroeniste garage there (garage, Will - it rhymes with carriage. It's where you keep your motor -- oh, never mind). What manner of vehicle might he see? Surely, it is one of those Deux Chevaux, being returned from rust to former glory? But is it? Seems its demeanour is a little too robust, its underpinnings show an uncharacteristic degree of ruggedness, as maybe from another taken. Patience, Will, hopefully all will be revealed in the fullness of time.

Let Shakespeare have the last word on this mystery for the present: "Two CV or not 2CV? That is the question". (Hamlet III(i)).

Bill Graham



Q: Why do French policemen have Roman numerals on their caps?

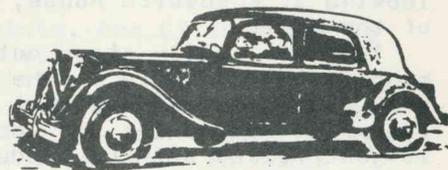
A: Because they would look funny if they had French letters on them.

(I don't get it - Ed.)



6TH ICCCR 10th, 11th & 12th August 1984

KNEBWORTH HOUSE & PARK HERTFORDSHIRE, ENGLAND.



The 6th ICCCR at Knebworth, England was held from the 10th-12th August, 1984 and was an absolutely amazing event - especially for the 9 CCOCA members who made the journey half way around the world to attend.

CCOCA members at the rally were Brian & Ester Wade, Russell and Ann Wade, John Vanechop, Wal Burkhardt, Robbie, Jacqui and myself. For our trouble, CCOCA was jointly awarded the prize for the longest journey to Knebworth.

Robyn, Jacqui and I started our rally the day after we arrived on the 5th by picking up our 1976 Dyane 6 which has been christened 'Percival'.

On Thursday we set off north from London for Knebworth. We decided to arrive a day early to avoid the rush and set up our tent among the hundred or so other campers who had the same idea. Before long, the Australian flag was flying above our tent and the rally was under way. The flag created a great deal of interest throughout the weekend with a number of people wanting to know whether we were from New Zealand. I was amazed to note that, although this was an international rally, we had the only flag flying.

On Friday morning, club shops were set up by those who had things to sell. The numbers of shops increased greatly until the end of the rally but the contents were disappointing. Traction bits and 2CV bits were not as common as I would have thought and those that were available were very expensive. Models, knick-knacks, books, posters etc seemed to be the most common items for sale.

All day on Friday, a constant stream of Citroëns of all types entered the gate. Everything from B2's to BX's by the hundreds. Such mind blowing items as a 15-Six roadster, a 15-Six coupe, numerous Light 15, 11CV and 11B roadsters, immaculate Rosalies of various types, several D-series roadsters, Meharis, a 2CV Sahara and countless "ordinary" two-potters, Tractions, D's, GS's, CX's, BX's etc were almost too much to handle.

During the afternoon of Friday, driving tests and a motorkhana were held for those who wanted to try their luck. It seems that most people were more interested in socializing or settling in as pleas were often heard

over the P.A. for entrants. Robyn & I tried the events in the Dyane and amazed some of the locals with the enthusiastic driving style. Most other entrants, even in modern Citroëns, just putted around the course. The events were continued on Saturday in which we did not compete as there was so much else happening that we wanted to see. On Sunday morning the top nine drivers met in an elimination final to find the winner.

On Friday night, we met up with some Swiss Friends that we have and spent the night talking about anything and everything and sampling various Swiss wines.

Somebody did a rough count of Citroëns in the sumping area on Friday night and came up with a figure of around 400. By Saturday afternoon when the day-trippers had all arrived the figure would have been at least 1000 - maybe many more. There were literally Citroëns as far as you could see in every direction - hundreds and hundreds and hundreds of them in line after line. There was no way you could get around to see or photograph all you wanted - there were simply too many cars and not enough time.

People and cars were present from England, France, Switzerland, Holland, Germany, Kenya, South Africa, Norway, Belgium and, of course, Australia. There may have been other countries also and probably were but I didn't notice them.

The three big events for the Saturday were the continuation of the driving events, club shops and the preliminary judging of the Concours D'Elegance. A large number of truly magnificent vehicles paraded for the latter with several of the entrants appearing in period costume. The Swiss were especially good in this respect.

On Saturday night, a BYO bar-b-que was set up with a local band supplying the live music for the night. Socializing and consuming beverages was the order of the day (or should I say night).

Sunday morning dawned - the last day of the rally and the final of the driving events and the Concours D'Elegance.

A 2CV Pop Cross meeting was held on Sunday arvo but was missed by us due to the lack of time again taken up by

looking at Knebworth House, the site of the rally.

Two cars really stood out in my mind in the Concours. The first was a 10 year-old D Safari that had only travelled 3000 miles and looked like it just rolled off the production line. The second was a black 11BL that made the Safari look rather used - Wow!! Some of the paint jobs that, from a distance, looked superbly became worse and worse the closer you got - very shiny finish but not very smooth; others were truly brilliant.

After the final judging, four of the cars that had just returned from the Paris-Moscow-Paris rerun of the Francois Lecot epic appeared in the main arena complete with original dirt and dust and created quite a lot of interest.

By this time the official functions of the rally were over and plans were under way for the next meeting in

two years time.

Highlights of the weekend, (apart from the obvious size and numbers present) included 6 merry Frenchmen in an 11B roadster driving around in true Gallic style singing at the top of their voices, & the seemingly miles and miles of 2CV's leaving for their parade along the motorway on Saturday arvo. 400 was a number quoted.

Of course the Traction roadsters and coupes - well what else can you say.

During the weekend we met many people we have known only as names on the bottom of letters previously, including the world known Fabian Sabatès. We also received invitations to attend two more Citroën gatherings in Europe in the next few weeks, at least one of which we hope to attend.

The next ICCCR is in two years time - hmmm, food for thought!

John Couche.

SPECIAL INTEREST CITROËNS

CX CABRIO

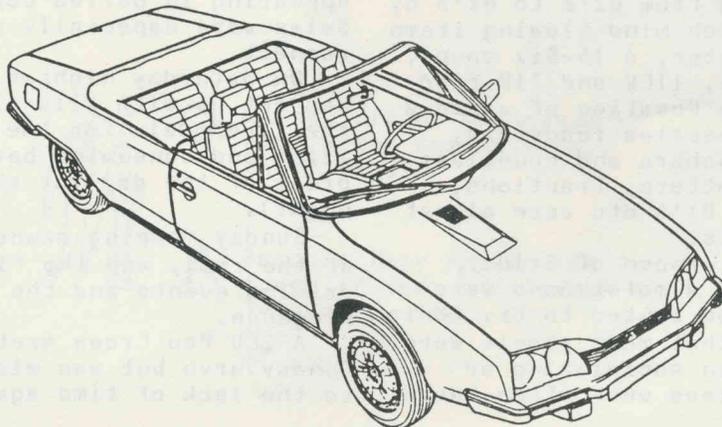
In our earlier notes on Traction coupés and cabrios, it was observed that there is a renewed and rising interest around the world in the cabriolet (roadster) body style, leading one to wonder about the possibility of current model Citroëns appearing "topless". As in the case of the D-series and earlier Citroëns, some of the modern cabrios are post-market conversions by amateurs or specialist body builders, but increasingly as the demand grows and regulations/economies of scale permit, manufacturers themselves are starting to offer the cabrio style direct to buyers once again (e.g. Porsche 911 and the K-series (front-drive) Chryslers in U.S.). In Australia, we are at the after-market

stage, with excellent conversions available for example on Toyota Celica, Porsche Targa and Honda Prelude, and at a humbler level, on numerous VW Beetles!

A note in the winter '84 issue of Le Double Chevron, the Citroën house journal, regarding a CX cabrio was therefore very interesting. The vehicle was displayed at the Geneva Motor Show in March, 1984 and was named "Orphée" (Orpheus) by its creator, Guy Delandes from Villeneuve-Sur-Allier. The handsome four-seater attracted great interest.

Perhaps one day availability, regulations and finance permitting, we might see a CX cabrio in Australia. Of course, someone would be bound to dub it "Orpheus in the (Down-)Underworld".

Bill Graham.





CX 2500 GTi 5 SPEED

One of the latest Citroëns to arrive in Australia is this current model CX 2500 GTi 5 speed. The GTis may be fairly common in Europe, but are a rarity in Australia. From personal knowledge, there are 3 GTis of various ages in Victoria. But this new GTi is the only one, to the writer's knowledge, with the new 2500 petrol motor. The vehicle is currently owned by the Melbourne Citroën dealer A.O. Dutton and Sons. The car to date has covered only approximately 6000 kilometres.

In the flesh, the car looks magnificent. The colour is Silver Pearl (lighter than the old CX Silver). The interior is in high quality black leather. The GTi comes complete with metal sun roof and all the GTi features including stiffer suspension, alloy wheels, spoiler etc.

The car knows how to draw a crowd. As I was taking these photographs, I was amazed at the number of people who stopped whilst driving past, or doubled back to take a second look. The car looks fast, and after driving it, I can say it is fast. Gone is the day of the underpowered CX slug. The injected power unit delivers smooth, clean, controllable power. This is in contrast to the normal unit which I have found to give a slightly 'hoppy' acceleration on occasions. It handles very well but still has the 'Heaven is like riding in a Citroën' ride.

The interior is similar to the normal CX, but of course with the GTi detailing, and the fact that everything is black except for the roof lining. I have only 2 criticisms of the CX as far as the driver is concerned. The seat does not have quite the same side support as the CX Pallas, and the gate on the gearshift has changed slightly. In my family's 2400 Pallas 5 speed, you have to push down on the lever to put it into reverse. There is no such movement in this box. So you have to be careful not to put it in reverse when changing out of fifth. But apart

from these points, the CX interior is a joy to work with.

It is also nice to drive a European car that does not have all the emission junk on it. You can really experience how they were meant to drive without the 'make the engine run badly' anti-pollution equipment.

Citroën Australia is currently waiting on their first delivery of new CXs in a couple of years. They will be the Pallas version not the GTi, but with the same power plant as the GTi. They will be in automatic form only, and will have the GTi style alloy wheels. Victoria is expecting 30 of the 99, and has sold 5 already before arrival.

My overall impression of the GTi: a truly great CX; a joy to drive; and a delight to look at. I have driven various CXs, and the GTi would have to be cream of the crop.

Finally if any one would like to own this GTi, it is for sale at A.O. Duttons in Melbourne. A piece of Australian Citroën variety.

I would like to express my thanks to A.O. Duttons for their help in preparing this article.

Peter Fitzgerald.

We understand the shipment of new Pallas CXs is to arrive on August 10th. The cars will be essentially as for the Swedish market, but with certain features added here to bring them up to local requirements - anti-intrusion bars in the doors, carbon canister to trap petrol vapour etc. They will use the ZF auto transmission and probably 185-14XVS Michelins. With jersey trim, they are expected to cost \$33950, with leather - \$34950.

Ed.



MEMBERS' CARS

1953 Big 15, BRP 325,
owned by Dennis Walton.

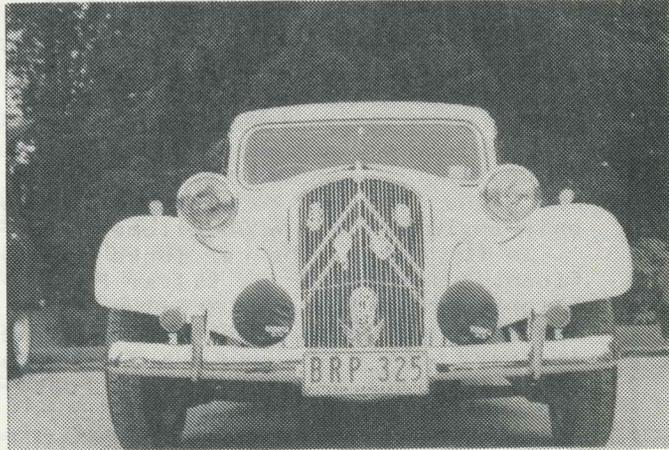
Dennis had no intention of purchasing a Citroën. He had been a Riley fan for many years, but it may be said that fate played a part in Dennis acquiring the car and joining CCOCA.

It all happened early in 1981 when due to the breakdown of his son's car, they enlisted the help of a nearby Snake Valley farmer for a tow. Ralph Wilson towed the broken vehicle for Dennis and in return, Dennis gave Ralph a tow rope. At Ralph's property, a Citroën was noticed lying in the yard, and in the conversation, another was mentioned as being in the garage. Dennis's son was taking an interest in the cars for a restoration project, while Dennis was working out how much would be involved in the restoration and what was a fair price to pay. In the absence of a Riley to restore, Dennis purchased both cars for \$1200, in April, 1981.

The cars had originally been owned by Ralph's wife, who got them from her uncle after a lottery win. At the time Dennis got the cars, one had been garaged for 10 years, having travelled 81 000 miles in its 16 or so years on the road. It was in good condition with no rust but a big hole in the petrol tank, and the usual collection of residents and copious evidence of their tenancy in the upholstery work and in the hood lining.

When transported home, the restoration task was sized up and begun. A total restoration was decided upon and so the car was completely stripped for the task.

Dennis spent the following three months at sea (he worked as engineer on coastal shipping) and two months at home, so he was able to do the work in intensive bursts instead of the more usual way in which the nine-to-five operators must desert the family and burn much midnight oil. When completely stripped, engine

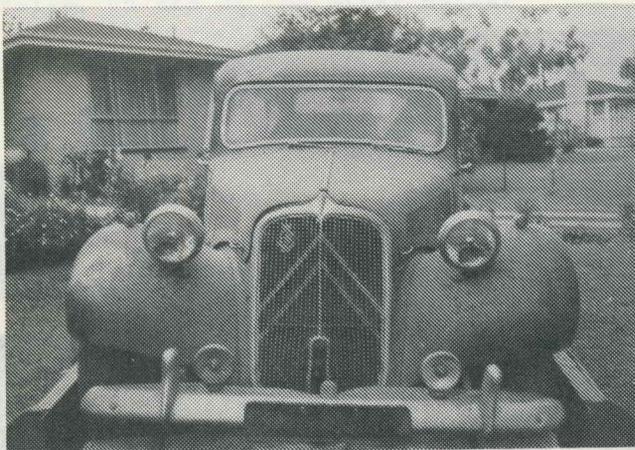


rebuilding commenced. Dennis rebored the cylinder liners 30 thou oversize and fitted Holden pistons which, though they have shorter skirts than the original, work quite satisfactorily. The block was chemically cleaned to ensure no overheating problems would occur. The original crankshaft was fitted with new mains and the rods had new big end bearings cast and bored. New valves and springs were fitted, Dennis machining the valves himself from blanks. When reassembled, the engine was put aside till required.

During this time, other work had been going on. The underside of the car had been sand-blasted and the engine bay painted. Since the car was straight and rust free, no major body work was needed. A replacement petrol tank was fitted. The brakes, steering and suspension were inspected and parts replaced where worn or perished, and the lot were cleaned and painted. The chrome work was pitted but was not flaking or rusty. However, in keeping with the no-holds-barred restoration policy, the brightwork was replated fully by Pittard Bros. of Fitzroy.

The interior and trims were completely redone. The leatherwork was handled by Cartrims in Hartwell. Les Severino, ex-proprietor of Lahona Trimming Service, did the roof lining and other trim. Dennis did the dash and instrumentation. The wiring loom was reproduced in Sydney, using the original type of cotton-covered wire rather than PVC covered modern material.

The paintwork was applied by Dondas, using Polar White acrylic. The car was completely assembled and registered in early 1983, and looked better than new, as is the case with many first-class restorations. Dennis completed the car in under two years, involving an estimated 2000 hours work with no expense or attent-



ion to detail being spared.

Since its restoration, the car has attended a number of club runs and wedding car invitations. The car took the honours at the 1983 CCOCA Concours d'Elegance at Como House where there was a large turnout and some very strong competition for the title. The car was also present at Citraction '84 at Ballarat during Easter. However, on this occasion, Dennis was beaten in the popular vote by the owner of a later model (ID 19).

Now that the car has been completed, Dennis is getting itchy fingers and the tools are beginning to rattle in the workshop. There is now a Riley Pathfinder in the garage, awaiting the same treatment as the Citroën received. Hence, the Citroën is for sale. No doubt, someone is going to end up the proud owner of one of the finest restorations around. The Big 15 should be a source of enjoyment and satisfaction for many decades to come.



Paul Chapman.

NEW MEMBERS

WELCOME TO:

Tony COSTELLO
17 Van Diemen Ave.
Launceston 7250
Ph. (003) 441198

Timothy BEECROFT
3 Browne St.
Tocumwal 2714
(058) 742192

Q: When is a DÉCOUVRABLE not a car body style?

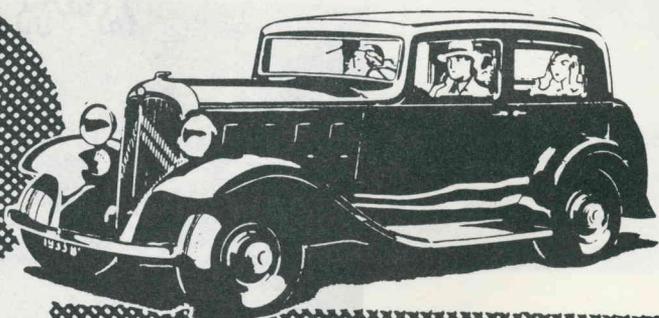
A: When it is a GARAGE style!
(One of our members had his garage try to go TOPLESS on him when a weakened roof timber gave way. Fortunately, neither son retrieving ball from roof nor the Traction stored below suffered more than minor damage).



CITROËN

*Sehr billige
Qualitätswagen*

8



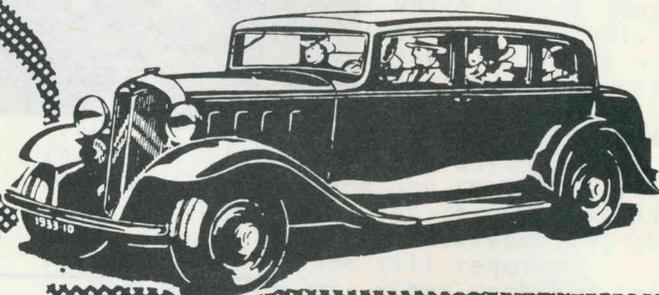
PERSONENWAGEN :

8 C.V. = 30 HP. — 4 Zylinder

10 C.V. = 36 HP. — 4 Zylinder

15 C.V. = 56 HP. — 6 Zylinder

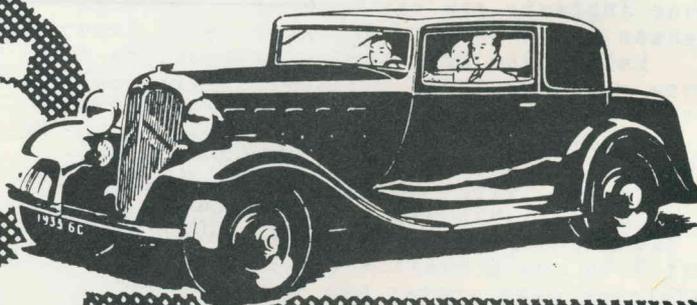
10



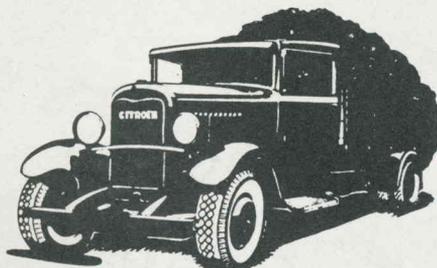
CITROËN - VORTEILE :

Ganzstahlkarosserie, Kastenchassis, therm. Oelstossdämpfer, Synchrongetriebe, Freilauf, schwebender Motor „Floating Power“ splitterfreie „Securit“ Verglasung, Superballonreifen.

15



ELEGANT, BEQUEM, RASCH UND SICHER!



LASTWAGEN :

Für 500, 800, 1200 und 2000 Kg. Tragfähigkeit.

Verlangen Sie unverbindliche Offerte von der Generalvertretung für die Slowakei und Podkarpatská Rus
J. LIPPERT, Bratislava, Lamacska 43/45. Tel. 335.

COMING RALLIES

CCOCA ANNUAL CONCOURS D'ELEGANCE

Get the spirit. Yes indeed, the Concours Spirit - at stately Como House overlooking the Yarra on Sunday, September 23.

You can be sure your Citroen pals will be there, you can be sure their resplendant cars will be there, you can be sure the spirit of Le Patron himself will be there. No doubt you too will be there, at least in spirit. Better still, be there in body to enjoy the action in person and to show off your Citroen.

All Citroens will be admitted to Como on this day. There will be no charge for the cars, but the normal admission will stand (Enter Main Gate off Como Avenue from 11-30 am).

All are welcome to picnic in the gardens that surround Como, but barbecues are not permitted. So it's Champagne and



Chicken Sandwiches, or if you like, Fosters and Strass Sandwiches - and don't forget the picnic seats. If your Citroen is not mobile, come along and join in the picnic.

I urge all members to attend with their cars, so as to make this a worthwhile lineup of Citroens. Looking forward to seeing you there - don't forget the cameras.

Peter Boyle.

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

NOGGIN AND NATTER 11th, July, 1984.

In the last issue of Front Drive, Peter Boyle reported the day run to Monsalvat as being the most poorly attended event he could remember - well the last noggin and natter must have ran a good second.

Thirteen people only turned up at the Anchor and Hope to partake in what was a most enjoyable night of socializing and consuming legal amounts of alcohol (to wash down the usual excellent meal).

For those who have not been to the Anchor and Hope before it is a motoring fans Mecca with the Bugatti room being adorned from floor to ceiling with thousands of automobile badges, signs, wheels, grills, motifs etc.

On our night the old man himself, Lou Molina, was even there to add some classic live history to the decor.

The only thing that would have improved the evening would have been to see you there - maybe next time.

John Couche.

Members who attended

Dennis & Avril Walton
 Alan & Marie Thomas
 Brian & Joan Grant & daughter
 John & Robyn Couche
 Ted & Helen Cross
 Robin Smith
 Bill Graham

PRACTICAL WORKSHOP:

TRACTION FRONT-END

The practical day on Traction front suspensions was particularly successful, with 20 adults and numerous kids attending. The adults were catered for by a barbecue in the cautious shelter of the Couches' garage and by the day's practicalities, while the kids were soothed by the delightful guitar-playing of Jenny Shields.

Gerald Propsting and Kenn Gilbert did a great job of demonstrating the major features of front ends and their overhaul - so much easier to grasp than trying to work it out on one's own with the workshop manual in one hand.

PRACTICAL WORKSHOP:

TRACTION GEARBOX

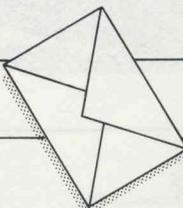
About 10 members attended the workshop at Chez Boyle in Thornbury, on the topic of Traction gearbox dismantling and inspection. Alfresco dining at a BYO barbecue was the order of the day.

Kenn Gilbert was in command of the after-lunch practicalities, and very much in command of his topic. He showed how a tired Traction gearbox can be attacked with vim and confidence, and also showed where to look for critical areas of wear - for example, how wear in the second-gear bush is a major cause of loss of teeth of this important component.

Thanks to the ladies for the regular supplies of snacks during the demonstration, and to Kenn for the competent display of practical skills.

Peter Boyle

LETTERS



P.O Box 21,
Honiara,
Solomon Islands.
24 July 1984.

Dear Bill,

Just got the latest 'Front Drive' to-day and was finally motivated to reply to your letter.

I was disappointed to read that the search for an Editor goes on. Mind you it really shouldn't be too much of a surprise as it has always been the hardest job to fill. It is also the most thankless as EVERYONE expects the magazine on time AND full of useful bits and pieces. Of course you realise that there is no reason in the world why the Editor couldn't be an interstate member (not overseas though, whew!). It would create some logistic problems but they are not insurmountable. For that matter there is no reason why the committee couldn't be taken interstate, after all there is an 'of Australia' attached to the club name. The constitution was set up with this possibility in mind.

I'd like to be able to tell you that I'm living in a Citroen paradise here but that would be stretching the truth. The Solomon Islands have had the grand total of three (count them - three) registered in this country. You know you are in a small country when the number plates haven't reached five figures yet. We brought a motorbike with us and that is 7884 in the line of registrations but I digress. There are two Citroens left - an Ami Super very similar to the white terror I had and a Visa Super etc. The Ami is looking a bit rough around the edges but still trundles up the main drag in spite of the best set of square wheels I've ever seen. The Visa is a bit boring. Once you get out of good ole' Oz and see the range of other little cars produced, in terms of looks the Visa is pretty much like the rest of them. Shame really but maybe I'm showing my prejudices for the 2CV, DS19 and Traction which WERE interesting both inside and out.

The third vehicle is a bit of a mystery - all evidence seems to point to it being a 2CV but nobody is really sure. In any event it had a brief holiday of 12 months here before taking its owner home. There are a lot of interesting vehicles in the registration figures (I know the head of that section so I took the original records home to study - really!) such as 'Russian Saabs' (a misprint but almost right), Fiat 500's, and lovely motorbikes like Royal Enfields. If I had more time I

CLUB SHOP

Contact:

Robbie Couche
2 Wimborne Crt.
Nth. 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

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

WANTED: 1. An Instruction book
(owner's manual) for a late model
Light 15.

2. Copies of "Le Double
Chevron" (the French publication put
out by Citroen for distributors and
agents of Citroen). All numbers
other than 4-11 are requested.

3. The paint formula for
the maroon colour used by Slough in
the 1950's - 1955 in particular.

If you can help with any, or all,
of the above please contact:-

Peter Lowrie,
9 Prince Street,
Mosman, N.S.W. 2088
or telephone
A.H. (02) 9693952
B.H. (02) 2113000.

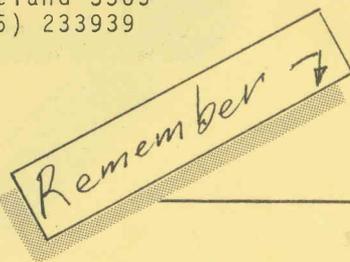
(Peter is also seeking a cover for
the crank-handle dog on the front of
the gearbox).

Wanted: Grill for Big 6 - purchase or
swap for Light 15 grill with cash adjust-
ment as appropriate.

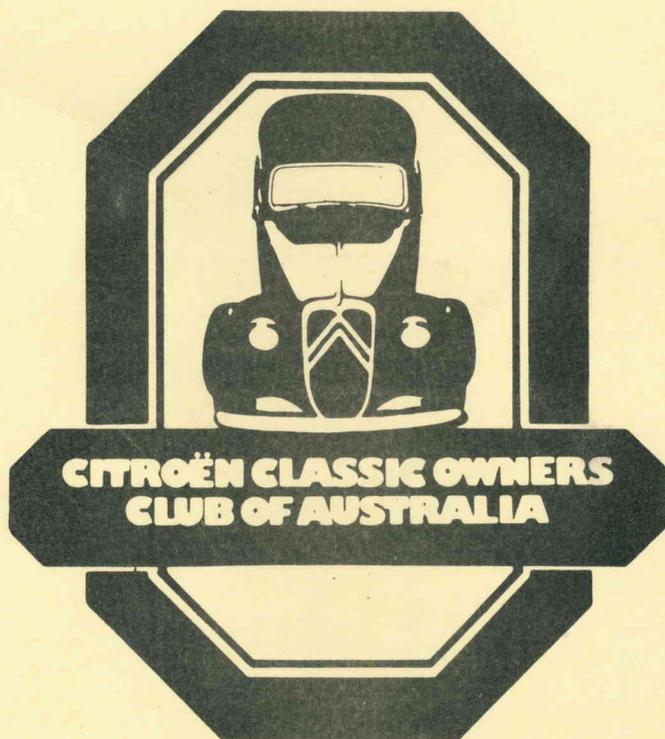
Ted Cross
17 Centaur Grove
East Doncaster 3109
(03) 842 6659

Citroen C6 motor and gearbox. Offers
or swap for Packard parts.

David Punton
212 Bentinck St.
Portland 3305
(055) 233939



This is a portrait of
our "editor" waiting
for your article or
letter!



**CITROËN CLASSIC OWNERS
CLUB OF AUSTRALIA**

might be persuaded to chase some of these up. I was hoping that a B&you might surface, being an ex-British colony but no such luck.

Managed to drop down to Vanuatu where the pickings are better, lots of Meharis on the road but not much else. Found a few D's and Ami's (8 and Super) gently propping up trees in the fields. A very nice CX swished by which turned out to be the French Consul's transport. Have also managed to get to Singapore where I saw my first BX (hmm, not sure about that one) and Hong Kong where I saw some GS's but nothing else worth mentioning except a Rolls on every block.

I will write separately to M. Mauron. I really can't remember how many Citroen models I have - hundreds but 3, 4 hundred who knows? I'm not trying to be coy, I've never got around to cataloguing them - my buying always outstripped my best intentions of keeping track. I've got a fairly comprehensive list of what was available as of about 1981 which I was slowly working through as quickly as Bankcard let me. I also had come to the eventual decision that there would always be one more model to buy so I decided to be a little restrictive and concentrate on 2CV, Traction, PreTraction and the occasional interesting other model. Even with this restriction I still managed to maintain a healthy Bankcard balance. There are some interesting books around on models though I know of none solely devoted to Citroens. The problem of collecting always seems to be whether you will have one of each OR one of every variation. If you decide on the latter, Good Luck!

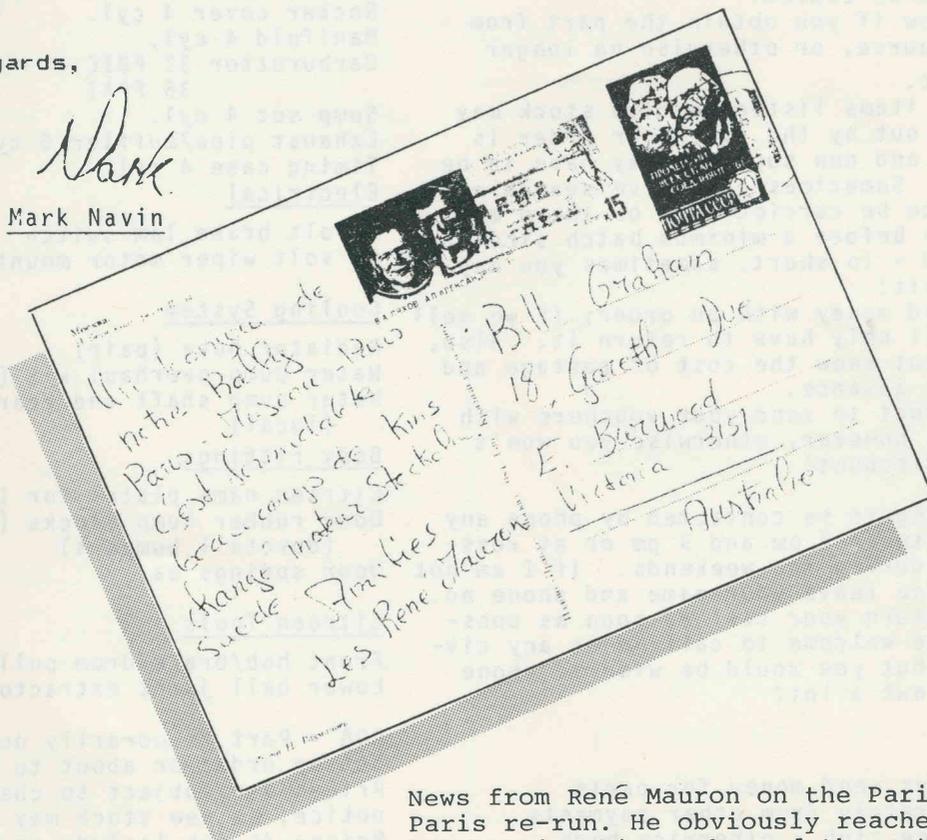
My other preoccupation (apart from lying in the sun sipping Gin Slings or the equivalent) is trying to make sense of the reams of Citroen material I managed to collect over the years. In particular the registration lists of about a thousand Australian Tractions. As this letter is coming to you via a microcomputer, one of its other uses is that I'm attempting to put all the information onto a database for sorting, crosschecking etc. I think it's fun (?). I will work up an article or two for 'Front Drive' but don't hold me to when.

I won't bore you with tales of work or what it is like here but if you can imagine tropical weather 25+ temps all year round, long white sandy beaches, dusky maidens enticing you against swaying palms and brilliant sunsets, let me just say one thing. You're in the WRONG country!

Regards,

Mark

Mark Navin



News from René Mauron on the Paris-Moscow-Paris re-run. He obviously reached Moscow but what's this - changed the motor in Stockholm? More to follow!

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.