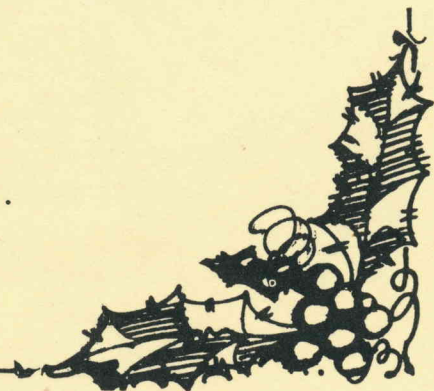


Christmas Greetings



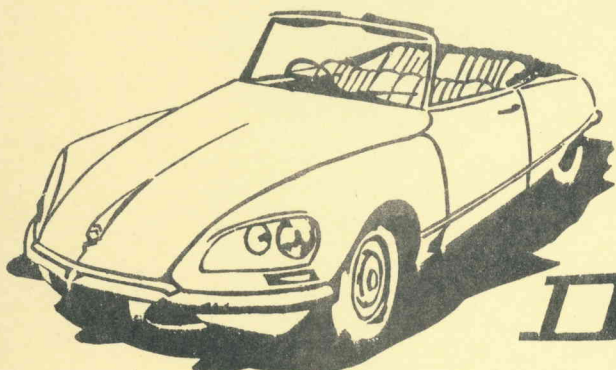
FRONT DRIVE: Volume 8, No.4: November/December 1984.
Registered by Australia Post - Pub. No.VBH 2127.



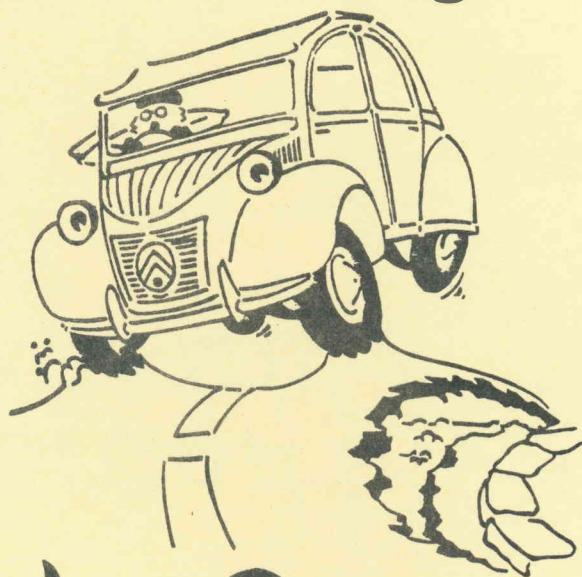
Whilst every effort is made to ensure the accuracy of information and advice in this magazine, and in replies to readers queries, neither the Citroën Classic Owners Club of Australia nor the officers and members thereof nor the authors accept any liability

Windcheater & T shirt designs

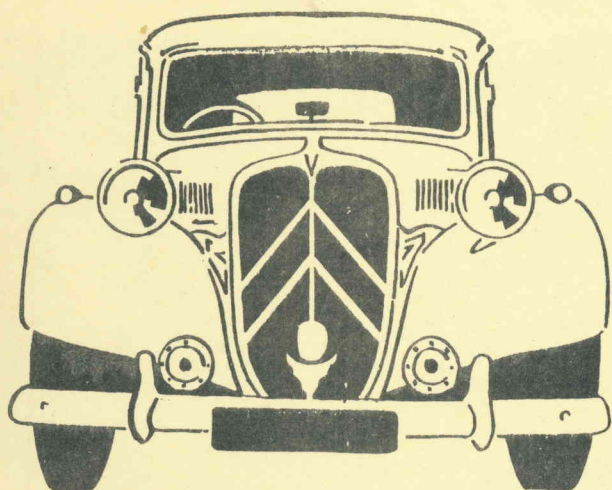
LA CABRIOLET



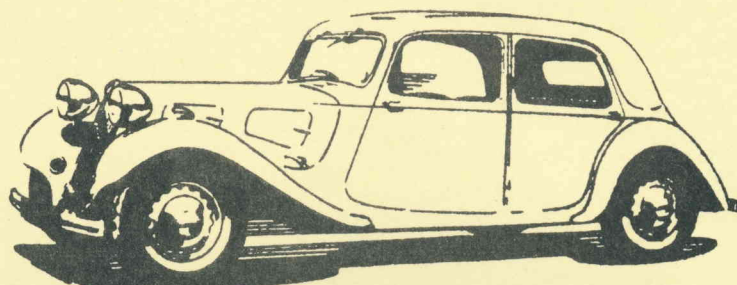
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La 2cv

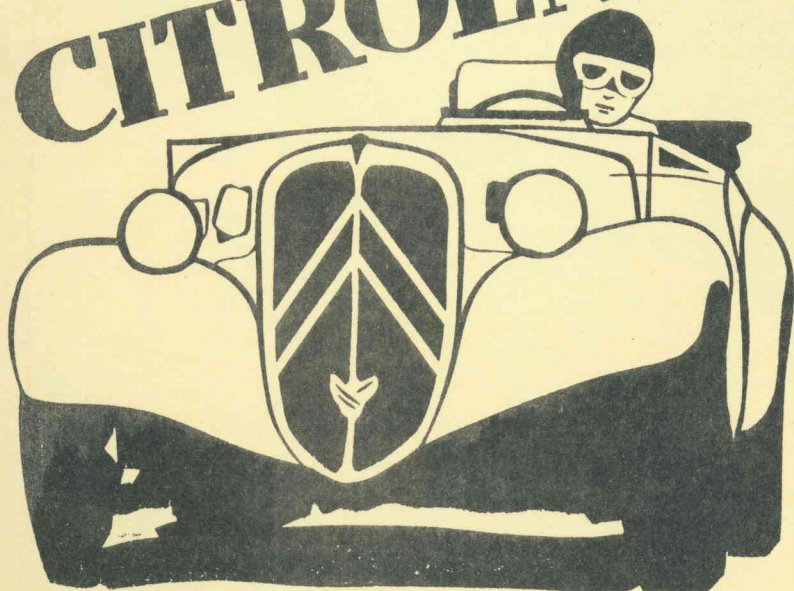


CITROËN



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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Boronia, Victoria 3155

'Tis Yuletide. Hopes rise as a darkened shape approaches slowly but surely through the driving snow in the alpine pass. "Nein, Fritz, nein. Ist nicht eine St. Bernhard mit eine fass von brandy. Ist eine Citroën C6 von PTT, mit der raupenbande Kegresse. Wunderbar! Climb inside, we'll be warm and dry and safe. What a machine."

Being the year of the Traction, more on the 6th International Citroën Car Clubs Rally and not surprisingly, lots of Tractions. Also, more soberingly, Tractions at war.

Thanks to members for contributions which have had to be held over in some cases. Fear not, we even had to hold over M. Citroën's message for the Festive Season (of 1923!). A healthy and promising sign.

Finally, best wishes to you and yours over Christmas, and let us look forward together to a great 1985.

Paul Chapman Bill Graham.

Cover: Citroën C6 Familiale Kegresse - Swiss Post.

NEXT RALLIES:

Camping Weekend, Frazer National Park
- November 10-11

Bendigo Swap Meet - November 17-18

General Meeting, Nunawading - Nov. 28

Christmas Break-up - December 5

FRONT DRIVE DEADLINE:

For January/February Issue - December 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.

Printing and screening: Veevers Printing Co., 24 Macquarie Street, Prahran, 3181.



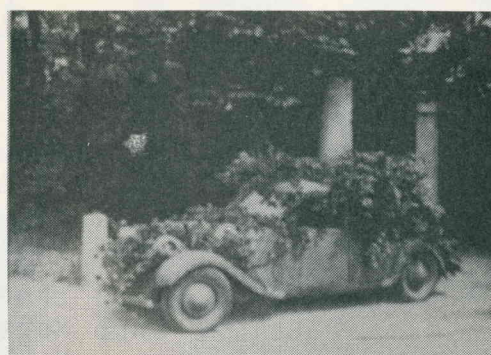
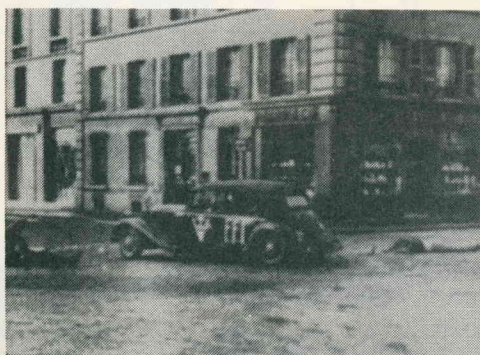
LIBERATION OF PARIS

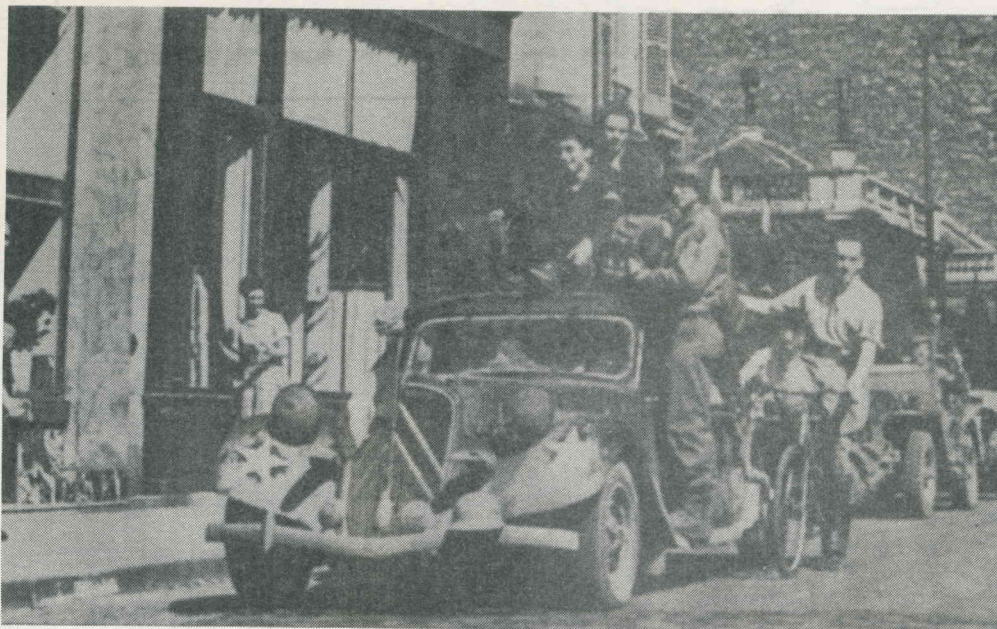


Fleeing



Fighting





Liberating

A couple of press reports and some television coverage has drawn attention to the fact that 1984, as well as being the 50th Anniversary of the Traction Avant, provided other reasons for the French to celebrate. As well as being the centenary of the motor car (according to the French), 1984 has been celebrated as the 40th anniversary of the Normandy Landing (6 June 1944), when French and Allied troops commenced the drive to free Paris and the rest of France from German occupation and control.

Following German entry into Belgium and Holland on 11 May 1940, troops entered Paris on 14 June 1940, and a four-year-long period of stress, misery and for many, death, followed. Though a French government survived (based in Vichy in the south), fighting and reprisal killings continued. The FFI (French Forces of the Interior) which had developed from the underground resistance - the maquis, took a leading part in the fighting. Allied bombing, aimed at preventing use of French facilities, included attacks on the car plants of Citroën and Renault; but overall, much of the beauty of the city survived.

Following the Normandy landing, Le Clerc's Second Armoured Division struck out for Paris and the people of Paris rose up against their captors. General de Gaulle, having left his base in London, travelled overland and entered Paris on 25 August 1944, and although fighting continued elsewhere in France, this marked the liberation of Paris.

Massive week-long celebrations of the anniversary of the liberation involved veteran troops and equipment,



En victoire - l'amour

and culminated on the evening of 25 August in front of the Town Hall, with huge projected images of de Gaulle on its facade, repeating again his first message to the freed city. Clearly a time of great emotion for the people.

1984 has also seen confirmation of French-German reconciliation at a meeting of the national leaders at Verdun, recalling President de Gaulle's reconciliation with Chancellor Adenauer in 1963 - both timely and encouraging.

BILL GRAHAM.

WEEK END CAMP

During our participation in the 6th ICCCR at Knebworth, England (Photos elsewhere in this edition and story in the last F.D.) Robyn and I were invited to attend a camping weekend with the Swiss Traction Avant Club, in Switzerland of course, three weeks later.

We had a close look at our schedule and decided it could be fitted in to work around the rest of our holiday, so we decided to accept.

The weekend was held at a little village high up in the Swiss Alps with snow capped mountains and bell-adorned cattle surrounding us on all sides. The scenery was truly magnificent.

Twenty-five Traction's turned up for the weekend ranging from a beautiful 1936 11B (pre-rack-and-pinion steering) to three or four other pre-war 11BL's and post war-models including 11BL's, 11B's and 15 Six's. All the cars were in immaculate condition which seems to be the case with all Swiss Traction's.

Also included in the line-up was a CX, a GSA and our own canary-yellow Dyane.

Part of the weekend included the club's annual general meeting which was well attended and seems like an idea that may be worth giving some thought to.

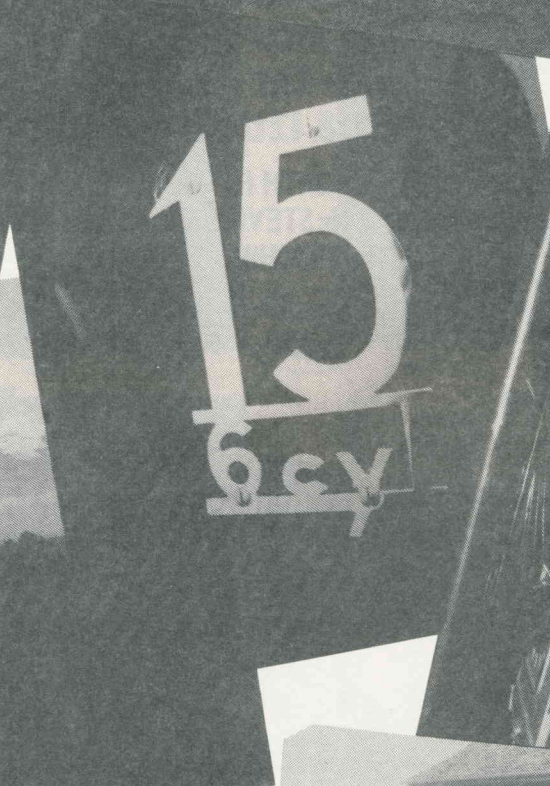
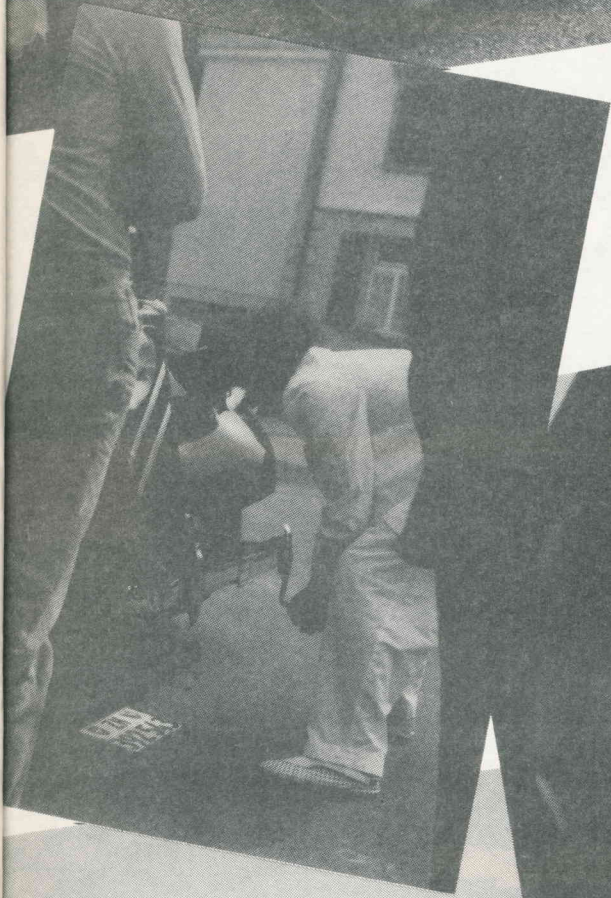
Lunch on Sunday was held at a restaurant on the other side of a very big mountain from Saturday's activities and necessitated 1st and 2nd gear in the Dyane much of the time - thank goodness for the syncro on 1st gear. The Traction's didn't have it so easy and a number of them boiled.

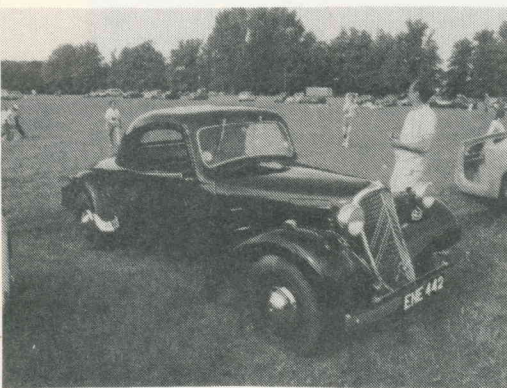
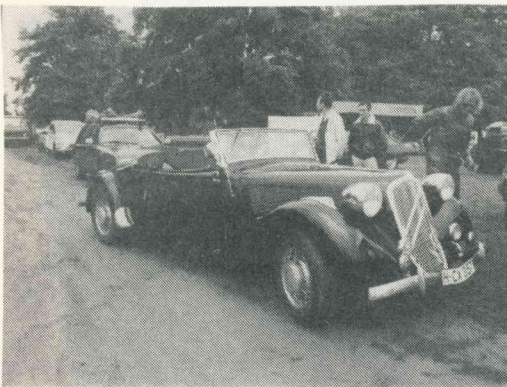
Overall the weekend was most enjoyable and Robyn and I wish to express our appreciation to Daniel and Agi Eberli and Jurg and Trudi Deller for inviting us to attend.

I hope that our planned CCOCA camping weekends are as well attended and enjoyable as this one was.

John Couche.

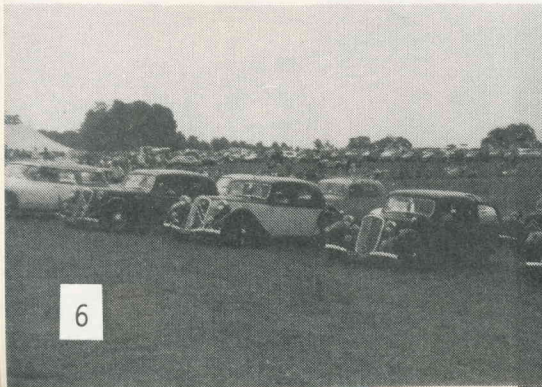
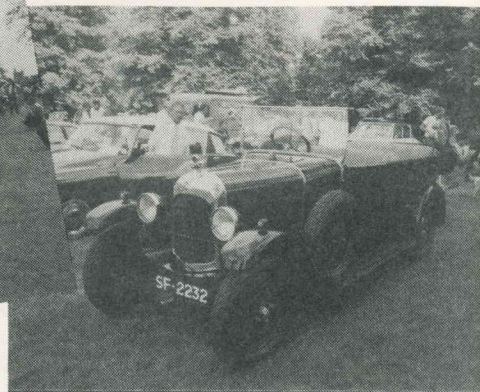


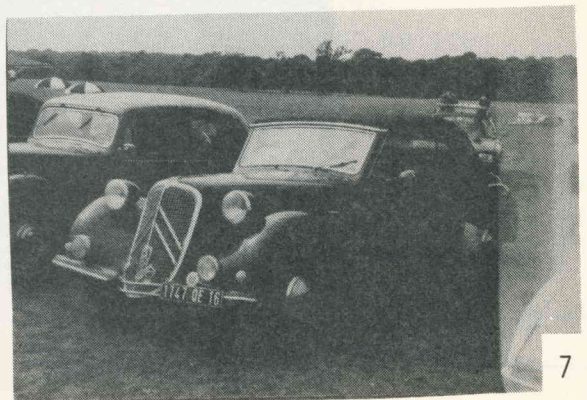
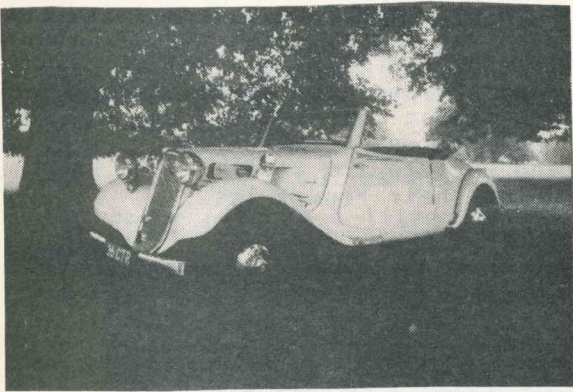
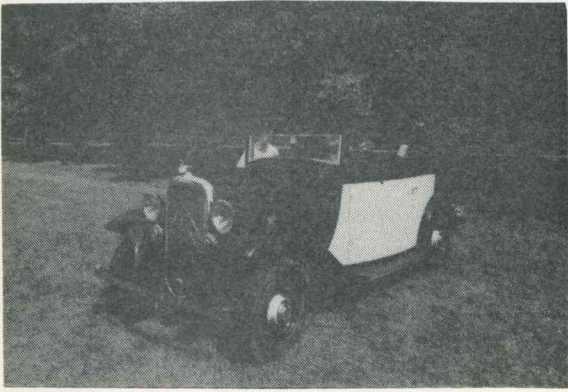
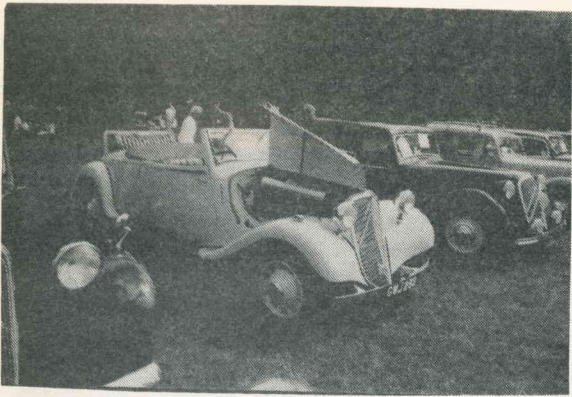




**6th International
Citroën Car Clubs Rally
10th, 11th & 12th August 1984**

**KNEBWORTH HOUSE & PARK
Nr. STEVENAGE,
HERTFORDSHIRE, ENGLAND.**





PAST RALLIES



Practical workshop on Traction gearboxes.
"A delicate touch is necessary":
Kenn Gilbert.

CCOCA CONCOURS AT COMO

The annual club concours at Como House was again a pleasant social and motoring function. The weather was not unkind, and the always eye-catching line-up of "Andre's finest" again, as usual, attract the attention of the visiting public as well that of members. This time many Japanese visitors were attracted and used the cars for back-drops to personal photographs. One professed to being an ardent D-man, hoping to acquire one back home.

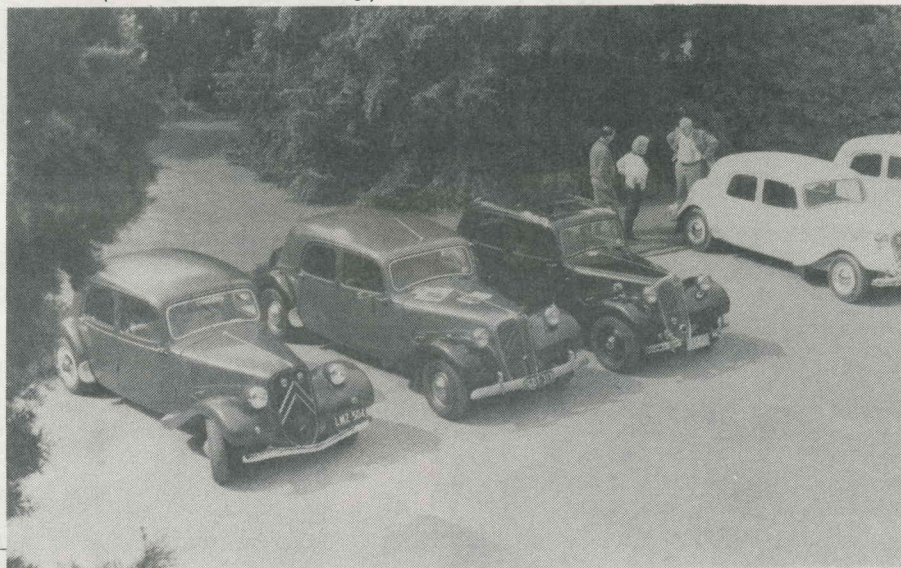
Those attending were:

Brian Grant B15 -most improved car
Roger Brundle DS
Peter Fitzgerald AKS 400
Ted Cross CX
David & Janet Greis 2CV
John & Robyn Couche 11BL
Dennis Walton B15 - overall winner
(2nd year running)

Robin Smith L15
Alan & Marie Thomas DS23
Peter & Anne Simmanauer B15
Russell Wade 2CV - 2-pot winner
Keith Maddern Dyane
Richard Frazer-Blackman Dyane
Peter & Maria Boyle L15
Jack & Verna White CX
Bill Graham "Austin Avant"

The day was also notable in that it saw the famous and resplendent Walton B15 pass into the very appreciative ownership of Alan and Marie Thomas. Our view from the Como balcony actually captures the negotiations going on at the rear of BRP 325! The Thomases are now rearranging their stable (see ad.) and are taking the Big 15 for a run to Canberra and points north, south, east and west to try it out -- we hope to bring their report later.

Peter Boyle



COMING RALLIES

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

*Please ring Peter or Maria Boyle to
confirm attendance before Sunday, Decem-
ber 2 to permit booking of tables.

NEW MEMBERS

Brett and Anne Comans
P.O. Ovens 3738
Ph. (057) 521 737.

ADVERTISEMENT

POST- TRACTION CITROEN OWNERS!

It's worth checking prices with Arthur
and Heather Greaves before buying parts -
see under for stocks available.

Oils LHS2 & LHM - \$4.50 litre
'T' - \$4.25 litre (now recommended
by Citroen for C matic &
manual CX gearboxes; also
for GS Convertisseur)
80W90 - \$2.50 litre (D & GS manual
gearboxes)
ATL33 - \$2.75 litre (Full auto-
matique D series gearboxes)
\$2.00 deposit on 4 litre bottles
or BYO.

Filters (Engine oil) D - \$5.60
CX - \$9.30
GS - \$9.55

Brake Pads Front - ID/DS19, GS, CX
(late D - Nil stock
at present)
Rear - GS, CX
H/brake - GS, CX

Disc Rotors Front - Late D (5 stud
wheels), GS (1015/
1220), CX, (2000,
2200, 2400)
Rear - GS, CX

Drive Shaft Boots Late D triaxle (5
stud wheels), GS &
CX (triaxle & spline)

Distributor points Ducellier DS21/23
SEV/Marchal GS 1220
(Cassette type)

Headlights GS, CX(2200/2400)

Thermostats DS20/21/23, CX

Water Pumps ID/DS19, Late D, CX

Drive shafts Late D (5 stud wheels),
GS (2 types)

OILS & FILTERS IN STOCK. SOME PARTS
ON HAND (Limited stock) - OTHERS
AVAILABLE 2-3 DAYS (usually).

LIMITED NUMBER OF FACTORY 2 VOLUME
WORKSHOP MANUALS FOR GS AND CX
AVAILABLE - \$50.00 (English)

HYDRAULIC HANDBOOK - \$7.50

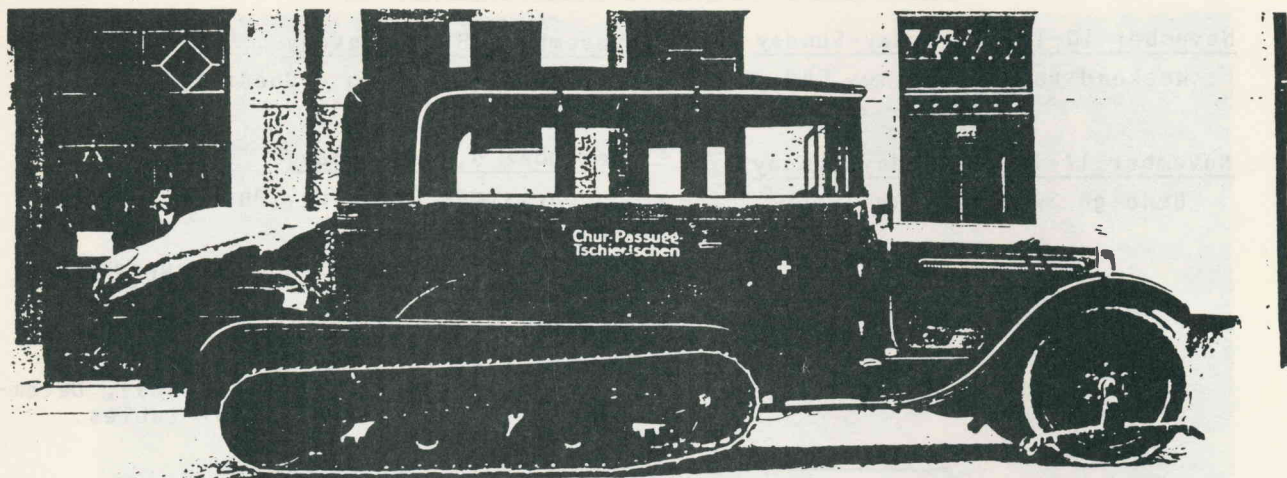
PRICES MAY CHANGE WITHOUT NOTICE.

PARTS PRICES AVAILABLE ON APPLICATION
(DUE TO CONSTANT CHANGES)

A.W. & H.T. GREAVES
8 FARLEIGH AVE.
BURWOOD 3125.

Ph. 288 4117 (after 6 pm or weekends)

SNOW MOBILE



CITROËN C6 KEGRESSE OF THE SWISS POSTAL ADMINISTRATION

Citroën cars with the Swiss Post? The Black Cruise — yes. The Yellow Cruise — yes. The White Cruise — that was a failure and was therefore not used in publicity by André Citroën.

But Citroën with the Postal and Telegraph and Telephone Service (PTT)? Is that possible? Yes of course that was so, and it happened like this.

After World War I, the Postal Service gradually opened up the Swiss alpine passes for motorized postal coaches. Initially they used Saurer and Berna chassis which were no longer used by the army after the war, and modified the bodies into alpine coaches [the PTT provides a comprehensive system of yellow passenger coaches which complements and extends the very dense transport network provided by the railways].

Soon, a need arose to keep certain sections open through winter, and the first snow-plows were developed — first pulled, then pushed. These were inadequate for the sections with deep snow, and tests were carried out with the Swedish Nyberg traction system. They were only partly successful (1925/26).

In November, 1929, André Citroën introduced a new model at St. Moritz: the "Conduite intérieure P15N". The basis was a C6 Familiale to which was fitted a Kégresse track-system at the rear.

The Postal Service apparently was impressed and ordered two chassis (Nos. 3508 and 3509), and asked a body-builder in Geneva to fit them up. The chassis cost SF 12 187.50 each and the bodies SF 8000 each — even at that time, a substantial price.

Both cars were used on the 11 km section from Chur to Tschierschen [in the canton of Grisons], but they did not perform too well. In the very tight bends, the tracks came off. Soon the cars were transferred to the Ofen Pass

(Zernez-Ofen-Müstair) where the bends were not as tight and the passenger numbers not so great. The Citroën had only 9 seats. The cars were fitted with new bodies at least twice — the first time, they were given solid roofs; the second time, all the superstructure was made up in aluminium and the top painted in silver.

The cars had the registration numbers P (for Post) 1551 and P1552. What happened to them later, I don't know. The engines were transferred to other postal vehicles (which ones?) and the chassis were apparently lost or wrecked.

It is still interesting to note that the Swiss departmental management was interested in [experimenting with] the Citroën vehicles over a period of 10 years (1929-1938). [The Austrian Post Office also utilized C6 Kégresse in the nearby snow-covered regions of Tyrol and Vorarlberg up to 1948.]

Andreas Rutishauser

Sources:

The book of the Alps. Postal Administration, 1937.

From postal-coach to motor-coach. U. Bretscher, 1982.

The last long-nosed postal cars.

J. Bieggar, 1982.

Original photos kindly provided by the Auto Mobile Section, General Directorate, Swiss Postal Service.

From the Journal of the Swiss Citroën Traction Avant Club 1/84. Translated from the German by Erwin Weinmann.

[---] - notes added in translation.

SWISS CENTRAL POSTAL ADMINISTRATION ACCOUNTANCY INSPECTORATE - TECHNICAL VEHICLE DESCRIPTION

(Vehicle 918 10.35)

MOTOR

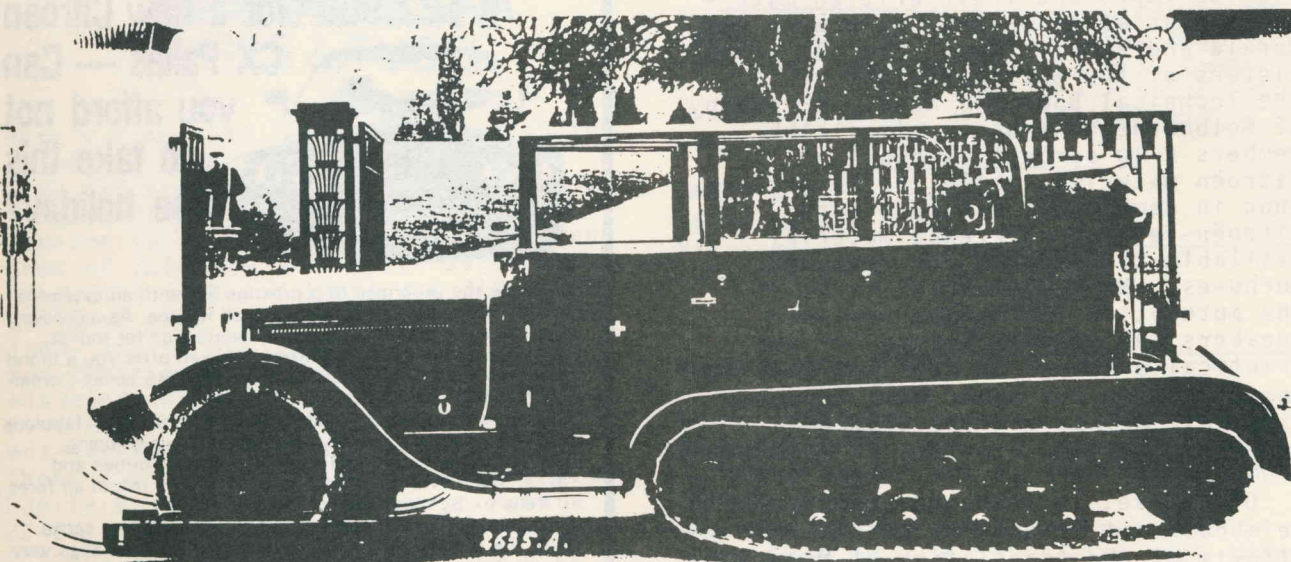
Cylinder No.: 6
Cylinder head: Removable
Cylinder bore: 75
Cylinder stroke: 100
Piston: Alloy (? 12/37)
Normal r.p.m.: 2600
Horsepower: 15/35*
Valve position: Side
Ignition system: Scintilla
Ignition system type: NBN6
Ignition system No.: 20027
Dynamo: Scintilla
Dynamo type: 80 W 1½
Starter: Scintilla F6V
Carburettor: Solex 67934
Carburettor No.: 1
Petrol pump: Vacuum
(Motor fitted to vehicle
P916 30/10/45)
(Old 1551)
(---) annotations
[* capacity/DIN. H.P.(?)]
200

CHASSIS

No.: 3508 Net load: 1100
Steering: Left
Gear & brake handle: Centre
Clutch: Plate
Power transfer: Tail shaft
Ratios: I: 1.6/7.78, II: 2.76/13.3,
III: 5.125/24.8, IV: -
(with and without reduction)
Overdrive: -
Reverse:
Maximum speed:
Differential ratio: 7:51
Kind of frame: Low
Petrol tank: Rear
Tank capacity: 40 litre
Hill holder: None
Signals: Hand horn, electric horn
Outside lights: Electric
Turning circle: 6.6 m
Wheelbase: 2.95 Track width: 1.34
(between centres of tracks)
Brakes: 2
Brake kind: Servo
Hand brake: Operating on the track drive
Foot brake: Operating on front & rear wheels
Tyres - Front: 600 x 20
- Rear : Kegresse caterpillar track
(at the time, without tyres)
Chassis weight, unladen: 2020

BODYWORK

(Alteration B/46.31.55 3750 Fr.)
Type: Omnibus - Kegresse
Producer: Seitz & Co. Kreuzlingen
Seats: 9 Standing places: -
Upholstery: Embra cushions
Roof system: Solid roof of alloy & fabric
Windows: 3
Doors: 2
Heating: Gally
Inside lights: 2 white, 2 blue
Odometer: O.S. Clock: O.S.
Wiper system: Bosch No.: 1
Signal system: Trafficator
Size: 5300/1750/2180
Length: 5300
Width: 1750 Height: 2180
Empty weight: 2490 kg
Loaded weight: -
Luggage space inside: 850 x 125 x 380
Inside width: 1580 Inside height: 1500
Paint: Berryloid sprayed, frame
anti-corrosion
Body skin: Aluminium
Body top: Aluminium painted
Spare wheel location: Luggage carrier
Trailer coupling: Slip ring
Height from ground 650



THANKS

As we approach the end of the calendar year it is worth thinking of people and organizations contributing to the club's well-being and success in recent times.

Of course club office-bearers are always deserving of thanks since they are game to step forward (or be pushed forward!) and make themselves conspicuous and accept responsibilities for identified club functions. You yourself may have been an office-bearer in the past and are thinking you should put shoulder-to-wheel again, or maybe you haven't but think that you can and should. By all means pursue these thoughts to fruition - you can be sure that it will contribute to your personal development, will give satisfaction to you and others, and will be appreciated.

Club members (and members of other clubs) who contributed to the success of the Easter Rally at Ballarat have already been acknowledged for their great and successful efforts. Other club members who have made special contributions such as organizing and demonstrating at practical workshops and staffing the Bendigo Swap Meet stand are greatly appreciated.

Outside the club circle, we must acknowledge financial and other support from the Citroën agencies for the Easter Rally. Other organizations have generously given approval to the club to reproduce their written material in our magazine (the Melbourne Age, Herald and Weekly Times, and the proprietors of the Australian Motorist). The Technical Book and Magazine Company of Melbourne generously gives club members a 10 percent discount on Citroën material, while the Motor Bookshop in Camberwell has made much Citroën-related reference material available to the club for research purposes. Many commercial firms in the automotive field have provided speakers and demonstrations for our practical evenings at the club meeting rooms. Former 2CV owner Mike Veevers, with Phil Baines and the team at Veevers Printing, provides us with prompt high quality work at the "right price".

Of course, in this year particularly, we should not forget the persistent efforts of the Association of Motoring Clubs which have now enabled Victorian members to benefit from a more accommodating Red Plate Scheme for vehicles over 25 years old.

We should also acknowledge those in the community, who while not members, share our Citroën interests and provide assistance, information and the like. Many such people have in fact been the source of members' cars!

Lastly we should mention you the members of the Citroën Classic Owners Club of Australia who, with your families and friends, believe in the memory of André Citroën and appreciate the innovative and bravely, refreshingly different motor cars which have come from his efforts and those of his collaborators and successors.

SPARE PARTS

The Spare Parts listing has been held over. Refer to last issue for current holdings.

At \$22,900* for a new Citroën CX Pallas — Can you afford not to take this free holiday?



Combine the purchase of a prestige car with an extended holiday overseas — and save a small fortune. As a division of Citroën's No.1 representative worldwide for tourist deliveries of new cars in Europe, we can offer you a brand new, warranted, luxuriously equipped 1985 series Citroën CX Pallas for \$A22,900*.

This price includes comprehensive insurance for a fabulous 6 month motoring holiday in Europe, return shipping, marine insurance, and all Australian import duties and taxes. We'll even provide 2 complimentary return air fares to Paris ex Sydney, Melbourne or Brisbane.

A Citroën CX has always meant sound motoring sense. With the current \$A/F. Franc exchange rate it makes very sound financial sense. Excellent prices are also available for shorter periods of use overseas, and on other Citroën models. Phone for our free 'European Sales Programme' folder. *Based on exchange rates and government regulations as at 31/5/1984.

▲ CITROËN T.T. AUSTRALIA

A division of Wheels Abroad Pty. Limited

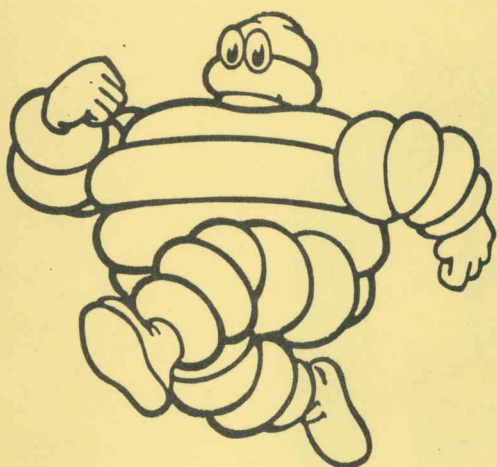
Head Office: Mona Vale Plaza, Bungan St. MONA VALE, NSW 2103 Tel: (02) 997-7000 Toll-free nationwide (008) 22-6911
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A member of The Travelabroad Group

CLUB SHOP

The Club Shop listing has been held over. Refer to last issue for current holdings.

**185 x 400
Michelin Xs!**



**MICHELIN
TYRES & TUBES**

Here's some good "pneus". According to "Floating Power" (UK), the Dutch Car Club has persuaded Michelin to run off a batch of 1000 185x400 Xs, but this appears to be dependant on a sufficient show of interest. The price suggested at printing (March 1984) was 310 Dutch guilders each (about \$Aus. 115) ex-Holland. If you are interested, we suggest you contact John Gillard in UK promptly assuming the offer hasn't closed. Payment would only be required if sufficient interest warranted going ahead. These are the right tyres for your Big 6, Family 9, and if you happen to have a 22 CV, they'll be passably close to the correct 180x400s for it too - as a 22 CV owner, you could probably get away with a bit of licence in certain matters!

John Gillard
Arch 124
Cornwall Road
London SE 1
ENGLAND.

CLASSIFIEDS

For sale: 1922-23 Citroen B2, 70% restored overall, mechanicals restored, new woodwork throughout, new 730x130 B.E. tyres, upholstery OK, spare engines, gearboxes, 21 inch wheels & numerous other mechanical & electrical spares. Best reasonable offer.

Peter Makehan (062) 811850.

Wanted: Citroen Light 15 or Big Six, preferably in good enough condition to be able to drive back to WA, but not essential.

Barrie Morgan
P.O. Box 150
Kalamunda
WA 6076.

For sale: 1961 ID 19F (Safari), runs (needs battery, rear bumper, fan). Straight, needs little work to be a good road vehicle. Spare gearbox, some hydraulic and other odd parts. \$1200 firm.

Gerald Propsting (03) 726 9128.

For sale: "Victor X-ray" (VX 699) 1951 11 BL. Body sound, excellent mechanical condition, 12 volt conversion, requires paint and trim for concours condition. Open to offers. Also: 1975 DS 23, fuel-injected auto. Complete engine rebuild, complete electronic check recently by Duttons, brand-new metallic paint (white over brown), tailored lambswool seat covers. Close to concours condition. Brand-new auto transmission and diff. unit available with sale. P.O.A.

Alan & Marie Thomas
36 Hedge End Road
Mitcham
(03) 874 2302.

Wanted: Big Six.

Garry van Dendriesen
(03) 592 5029.

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

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

