

## Citroen Cars

# The CITROEN NEWS

DEVOTED TO CITROEN  
HAPPENINGS IN AUSTRALIA



Published and Edited by  
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Vol. 1. No. 2.

June 10th, 1924.

### The Man and his Greeting

As in former years, at this season, I desire to convey to you my best wishes for your health and prosperity in the coming year.

It is with much pleasure that I am able to inform you that my appeal of last year has met with so much success, thanks to your assistance, that the output of 1923 has exceeded all expectations.

To-day, the Citroen car is known throughout the entire world. It is seen in town and country, in the Oceanic Isles, and in the most remote and savage deserts of Asia and Africa. The car of the Double Chevron enjoys an ever-increasing popularity, and is found in every country in the world.

The number of motor-cars exported by us during the season of 1922-1923 is three times greater than that of the preceding season, and the contracts which we have made for 1924 justify us in predicting that this result will be doubled during the coming year. I should like to express to you my deep appreciation of the part you have taken in the realisation of so satisfactory a result.

One of the great events of the past year has been the crossing of the Sahara by our Citroen-Kogresse car, which has gained a world-wide celebrity. This extraordinary achievement has introduced a new method of locomotion, with almost unlimited possibilities. It has also established the superiority of our 10 h.p. engine, and we have thereby been amply rewarded for our efforts. The French Govern-

ment has shown its appreciation of this triumph. One of the motor cars which made the historic journey is in the Palace des Invalides (the Army Museum), and another is in the Conservatoire National des Arts et Métiers (the Museum of Arts and Crafts).



From the technical point of view we are continually trying to improve the quality of our product. Every day a more intimate knowledge of our cars, and also of the demands which are

made upon them, enables us to conceive, to experiment, and finally to succeed in introducing modifications and improvements.

The improvement and enlargement of our plant is our constant care, and much of our success is due to the judicious choice of machinery, and the use of the most modern appliances which are known to the trade.

I should like to touch briefly upon the efforts we have made in the matter of publicity, firstly recalling the writing of our name and trade mark in the sky, and secondly the intensive publicity campaign that we have carried out, in the press of the entire world, and finally our participation in all the most important industrial and sporting events of the year. I would point out also the care with which our catalogues are revised and enlarged, and the attractive nature of our folders; also our posters and mechanical toy-cars.

Finally, I would mention the double-faced, hanging signs, which we have distributed throughout the world; the new catalogues of spare parts, and the elaboration of our repair catalogues, which the automobile world has undoubtedly appreciated as an effort towards the standardisation of repairs.

The foregoing, my dear agent and friend, is a short resume of our joint efforts during the past year. Let us work still more in union, as it is by so doing that we have the best assurance of future prosperity.

In April, the output of cars from our factories will be 200 daily. It is essential, therefore, that you should immediately begin to take measures for the disposal of as great a number as possible among your customers.

I am convinced that, owing to your efforts, our commercial horizon will be enlarged year by year, and on my part, you may rely upon everything possible being done to further these efforts, and to aid you in every possible way.

I am proud, my dear friends, of the cordial relations which exist between us, and I am confident that this cordiality will not diminish during the coming year.

*André Citroën*

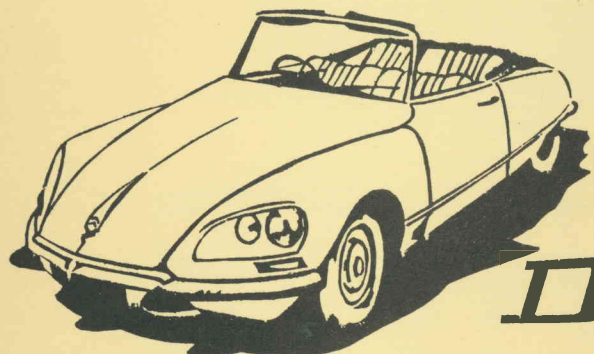
*You see them everywhere*



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

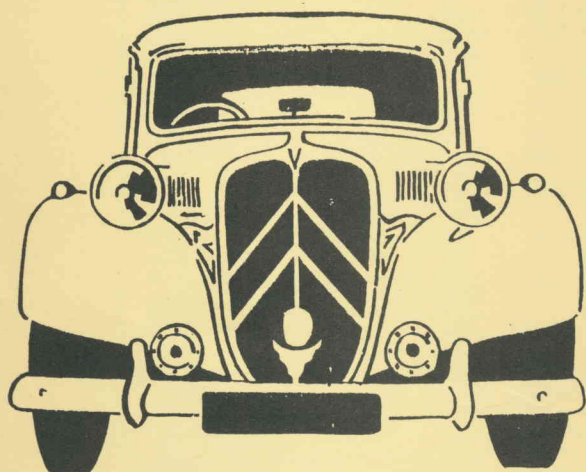
## LA CABRIOLET



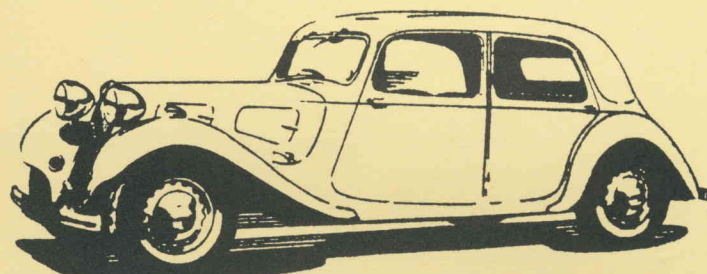
*DS.*



La 2cv



**CITROËN**



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CCOCA IS A MEMBER OF:  
**ASSOCIATION OF MOTORING CLUBS**

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

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Christmas and New Year have now come and gone, hopefully with no motoring mishaps or other holiday season problems to mar the festive season for CCOCA members.

A calendar of events in 1985 is presently being formulated and will be published in Front Drive as soon as possible. If you have any suggested activities you would like to see incorporated, please do not hesitate to contact the Social officer with your ideas - they will always be welcome.

Don't forget that the Annual General Meeting is coming up very soon - on March 27th to be exact. Every member who can is urged to attend at least this one meeting each year and help formulate the future of the club which you have chosen to be part of. Remember, without you, the member, CCOCA cannot exist. Further details, proxy vote forms etc. will appear in the next edition of Front Drive. Please consider volunteering for a committee position NOW.

John Couche

### NEXT RALLIES:

- |               |                                       |
|---------------|---------------------------------------|
| 30th January  | - open night                          |
| 27th February | - general meeting                     |
| 27th March    | - Annual General meeting              |
| 5th-7th April | - Cit-in 85, Tawoomba National rally. |

**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., 121 Ferrars Street, South Melbourne, 3205.



## 2CV ENGINE SWAP

Sunday April 15 1984.

I write this on the eve of having the 2CV running again. The motor has been in New Zealand for two weeks, but a minor communication problem with the Port Agricultural Officer, and the transport (road) company have made for a short delay. At the present time we are running \$123 over budget which can't be bad. In this the 50th anniversary of Front Wheel Drive I know of 3 "A" series cars for sale in New Zealand, with at the moment no takers.

A 1962 L.H.D. 2CV is for sale in Auckland privately for \$1200, it was owned by Rex Carkeek for 4 years, and is in a tired state. Another AZ model waits in Auckland with a price tag of \$2500 and a "death knock" in the motor as an added extra. A 1977 Dyane 6 in red hasn't found an owner, its existing one having bought Japanese. The 'A' series scene is a complete reversal then to 1980-82-83, when no cars were for sale and demand was high. As with the articles in previous issues of FRONT DRIVE, the owner or prospective owners have to be keen to own a 2CV, and then be prepared for minor hassles, and perhaps delays in locating parts. After several years of 'A' series ownership it is all worthwhile, and with an earlier model they are not too hard to work on!!

Monday April 16 1984.

At 12.11 p.m. a white Ford Courier arrives with a large packing case!! Don Stokes helps me lift the crate out and we remove the brass screws and lift the lid. A rather dirty 2CV engine inside, so we remove some more packing and remove the motor. During the afternoon I clean the exterior, bolt on my carb-and oil filler, generator and oil cooler. Come 5.30 my friend James arrives, and with a spell

for T.V. and tea, fit the "new" motor to the car. This engine has a small hand pump on the petrol pump, so with timing set and plenty of spark we turn the key. Nothing just a faint "pop" "pop". Disgruntled I drop James off and clamber into bed, fixing a tow-rope to the front of the 2CV before retiring..

Tuesday April 17 1984.

Get up ultra-early (6.30 a.m.), tidy up the garage and ready the 2CV for its tow to Lucas in the City. Here John Neilan checks the timing, cleans and rechecks the NGK's - still no action. His boss is an ex-mechanic - checks all clearances still no go. Now we squirt CRC "Gasistart" down the carburettor, advance the timing and whammo KA 425 roars into life and continues to run with the fuel line attached. 1st gear is gingerly engaged we are mobile again!. Its a short drive to the local Citroen Agent to fit the exhaust system. With a slight difference in manifold design a small piece of exhaust tubing has to be welded onto the front pipe. This completed, the exhaust fits together well, with yours truly supplying the labour and Len McKenzie cutting and welding. Back home to fit bonnet, valances and mudguards and a late lunch at 3 p.m. In the post arrives Citroen magazine from U.K. and an Otago newsletter - drive to work in the 2CV for the remainder of the afternoon.

Wednesday April 18 1984.

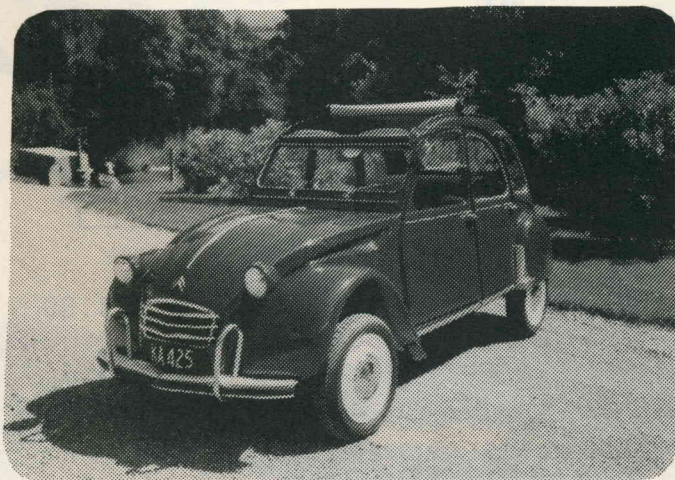
2CV starts on the third churn, and seems to be running really well.

Thursday April 19 84.

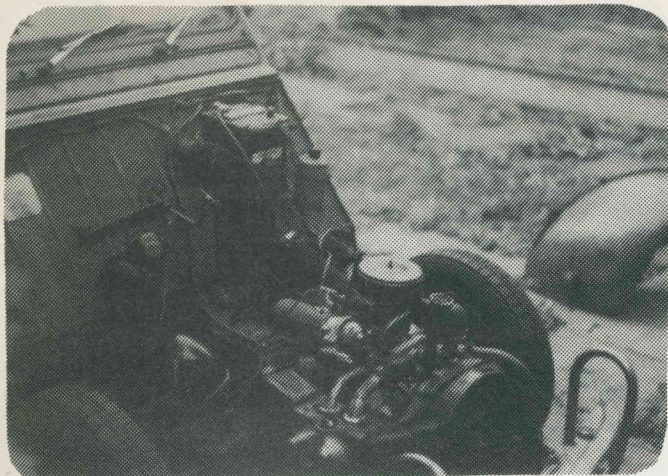
In the afternoon, 2CV trundles back to the agents for an oil change, engine flush, and refill with fresh oil. This completed, its into a warrant of fitness check. A tweak to the rear lights, STOP and PARK, adjustment of the right hand headlight, and fitting of a new (shudder V.W.6 volt horn) and the 2CV is grinning inwardly.

Was it all worth it? Financially yes as a new crankshaft ex-Citroen Distributors was quoted at \$1050.

With the car mobile again I can turn my attention to rebuilding the existing engine with new parts, bought and posted to New Zealand by James, (he left with a shopping list from me!!).







#### Final Balance Sheet.

425cc engine complete -	
and crate for shipping	\$132.00
Shipping from Tilbury -	
to Port Chalmers	\$288.00
Import Duty and	-
and Sales Tax	\$144.00
Agents Fees	- \$ 43.50
Lucas	- \$ 20.12
Citroen Agents	- \$ 74.00
Exhaust and warrant of	
Fitness	
Total	-
	\$701.62

#### Thanks to:-

Invercargill Branch Customs for their enthusiasm and efficiency.

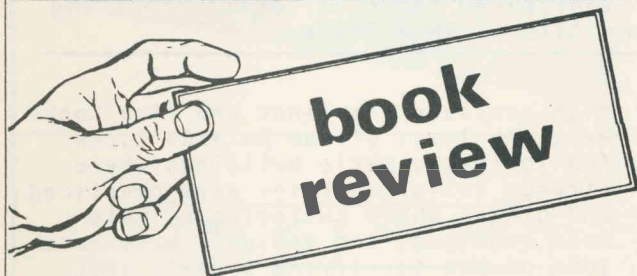
Len McKenzie of Newfield Auto Service, for his initial letter backing up my case, and later help with exhaust system and fine tuning.

Jon Colley, for finding the motor and general co-operation.

Don Stokes, of Stokes Shipping and travel, for keeping me informed and his efficiency.

Viva La Deux Chevaux!!

Struan Robertson



#### LES ALMANACHS DU CITROENISTE.

That tireless writer about Citroëns, Fabian Sabatès, has done it again.

Seeking to re-establish the Citroën Almanach which was published in four volumes between 1932 and 1935, Fabian Sabatès has now produced the first two volumes of what he plans to be a long series, to be issued each year in the (northern) autumn.

The first of the new volumes was issued in 1983, with a special volume for the 50th anniversary of the Traction Avant being issued in 1984. Both are handsome collectors volumes of over 250 pages, hard bound with hand-coloured photographic covers, high quality paper and profusely illustrated with B & W photographs and line work. The text is in French and appears to be mainly reprints from often inaccessible sources from Citroën itself, journals and revues, and club bulletins world-wide.

"This Almanach is the outcome of a long but passionate research work though the archives of the Citroën factory, of collectors around the world, of the dealers specializing in old documents" - Fabian Sabatès, 1983.

Each volume features 40-50 articles covering all sorts of things of interest to the Citroëniste. Everyone will enjoy "reading" the photos, old adverts, technical drawings etc. Most will find the effort of slugging through the French text well worth while.

Fabian is keen to borrow any Citroën material which could be used in later issues. Mark Navin of CCOCA is acknowledged in the 1983 volume. Perhaps you can help to put Aussie Citroëns into the world scene and help secure our place in history. Fabian can be contacted via Editions François Reder. Let CCOCA committee know if you need assistance in putting info.together.

Almanach du Citroëniste 1983, 1984.

Editions François Reder.

68 rue de Vaugirard,

75006 Paris

~120 FF each.

My Copies from:

River Seine Publications P/L,

Shop 5,

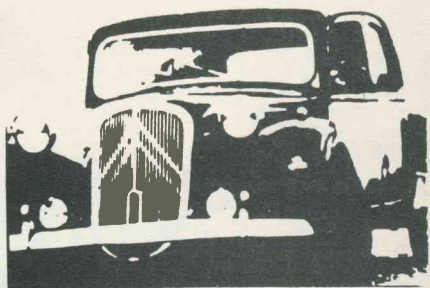
Fitzroy, 3065, Victoria.

Price (surface mail) \$25 each approx.

(Copies have been ordered for CCOCA library - Ed.)

Bill Graham.





## PAST RALLIES

### DISADVANTAGES OF CCOCA MEMBERSHIP

Date: 31 October 1984.

Time: 2030 hours.

Place: Nunawading, Victoria.

Weather: Fine, dark.

Assignment: Motorized CCOCA Night Hike.

As the dusk gathered, so did the teams - tense, grim-faced, determined. Last minute checks of equipment were carried out - torches tested, tyre pressures checked. Likely bonus items such as elephant's feet, crow's foot spanners, odd shaped pieces of metal rumoured to be fragments of the very first Traction's chevrons were furtively secreted about competitors' persons (most uncomfortable!). Balaclavas and burnt cork were kept accessible, in case of need.

The organizers circled the groups, reassuring the nervous, shrewdly assessing each one's chances of surviving the night, turning away from some with a suspicion of moisture in their eyes (will we ever see this brave comrade again?).

The moment of truth approached.

The Gercovich team were briefed and disappeared into the twilight, prepared (as we thought) to conquer or perish in the attempt. Hands were shaken, the Cross team silently sped away, followed by the fully equipped Miles-Fitzgerald combination (not so silently). The tall timber, McKibbin and Chapman, chose the Matra as their chariot, no doubt hoping to gain an advantage by being inconspicuous. The Gries-powered D glided off, while the wily Simmenauer-Graham-Hocking group showed their experience by reading the instructions first, referring to the pair of Melways carried front and back, which were to be always at the ready during the long night to come. At last, the Big 15, battle-scarred veteran of many a campaign, moved off, shaking off assorted Couches as it sped into the shadows.

For reasons of security, the exact route followed by those intrepid raiders that night cannot be disclosed. Sufficient to say that sudden draughts, green, white and black arrows, jumping cats, poles looming out of the night,



Practical workshop on Traction front-ends - the experienced hands of Gerald Propsting and Kenn Gilbert show the way.

high pressure gas lines and fish hooks were the least of the hazards faced. Add to these, eerie buildings where strange religious rites were practiced and others where suffering animals were confined, and you will have some idea of the terrifying ordeals that were experienced. The fact that no panic envelopes were broached reflects credit on all concerned.

Words cannot express the relief felt by all the crews as, one by one, they reached the haven of Chippewa Avenue where mugs of steaming tea and coffee and heaped plates of food had been prepared by Margaret and Rex in an attempt to restore the shattered participants to some semblance of their former selves (that is, until they realized that they had missed the half banana on the front doorstep).

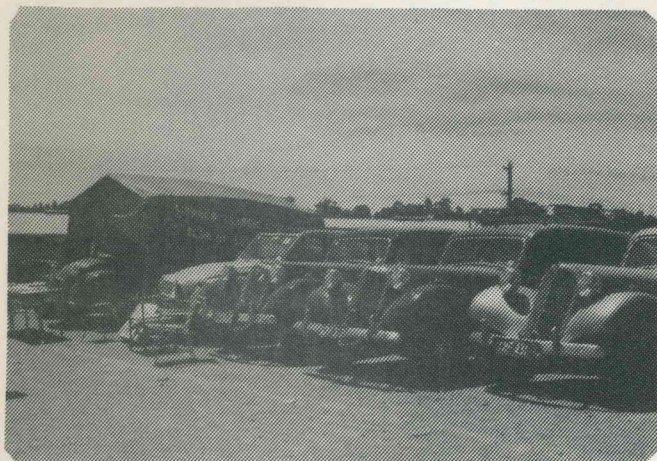
The Miles-Fitzgerald team took the honours by half a point from the Crosses, who remained calm throughout the event; the Matra team finished ahead of the Big 15, a minor triumph for French high-tech, and about the Gries', the less said the better.

The Author is left with the problem of trying to reduce the turning circle of a Big 15 sufficiently to enable tight roundabouts to be negotiated in one go. Will he succeed? Come and find out next year!

Peter Simmenauer



## BENDIGO SWAP MEETING



The annual migration of CCOCA members to central Victoria for the Bendigo Swap Meeting happened again on the weekend of 17th and 18th November, 1984.

This year's event was a great success for CCOCA but not so good for those elusive Citbits. We had 5 cars on our stand that created a lot of interest among the passing throngs and the club shop did a brisk business - especially in selling hats to hold the Bendigo heat a bay.

The cars on display were Fred Kidd's Light 15, Peter Simmenauer's Big 15, Rex Gercovich's Family 9, my own newly imported Dyane 6 and Russell Wade's 2CV6.

The quote for the meeting would definately belong to a confident young man, who in answer to his scantily clad female companion's query as to what Russell Wade's 2CV was, replied (in a very authoritative tone) "well, that's an American Volkswagen". They both departed in the knowledge that one of life's great mysteries had been solved.

Members seen at Bendigo were:

Fred & Kathy Kidd & the Kidd Kids  
Peter Simmenauer, John Couche,  
Ted Cross, Bill Graham, Russell Wade,  
Rex, Margaret & Scott Gercovich,  
Paul Chapman, Peter Boyle, Leigh Mason,  
Leigh Miles, Mark McKibbin, Peter  
Hughan, Greg Hocking, David Gries,  
Andrew Rankine, Robert Stewart.

John Couche.

## LOOKING A MILLION

It is certainly not an everyday occurrence for Australian Citroën enthusiasts to be able to take in a million dollars worth of their favourite brand of vehicle in a single glance. However, such was the case at A.O. Dutton and Sons in Melbourne recently when the long awaited shipment of 30 CX Pallasés was delivered on the 15th and 16th of August. Six truck loads were required to shift them through the city (a striking sight), from the docks to the bond storeyard at the dealership where they awaited the fitting of anti-intrusion bars and carbon canisters.

At retail prices of \$34-35000, the cars have a value in excess of \$1,000,000. They form part of the shipment of 99 CXs brought in by Jim Reddiex.

Bill Graham.



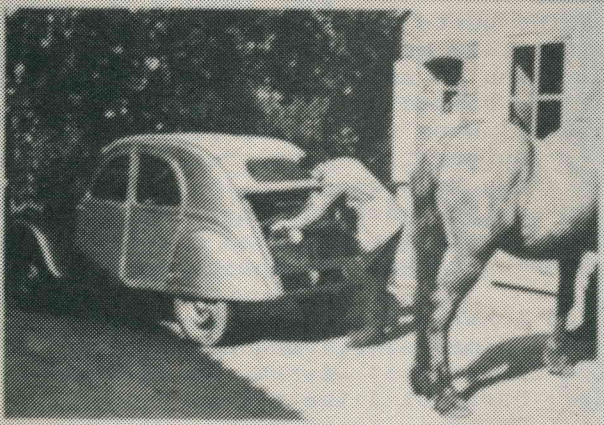




*Le boulanger*



*Le représentant de commerce*



*Le vétérinaire*



*L'apiculteur*



*Le représentant en clôtures*



*Le fumiste*



*Le tueur de cochons*



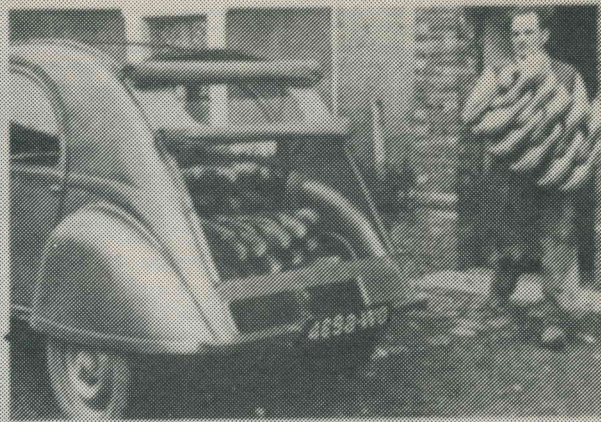
*Le réparateur de tracteurs*

**999 USES FOR A 2CV**





*Le quincaillier*



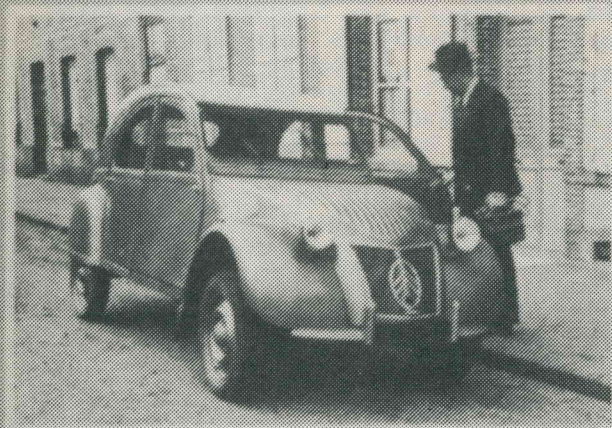
*Le sabotier*



*L'assistante sociale*



*Le photographe*



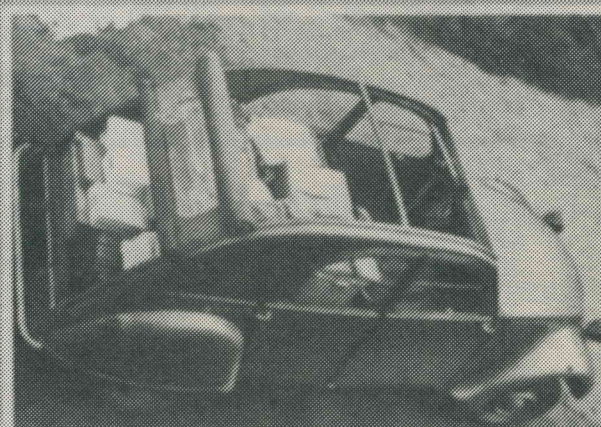
*Le médecin*



*Le viticulteur*



*Le bimbelotier*



*Le petit forain*

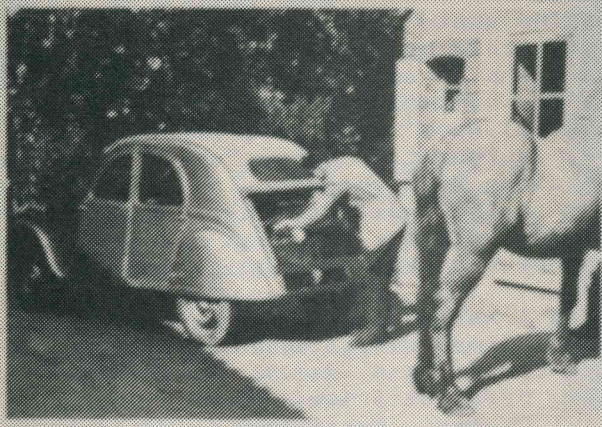




*Le boulanger*



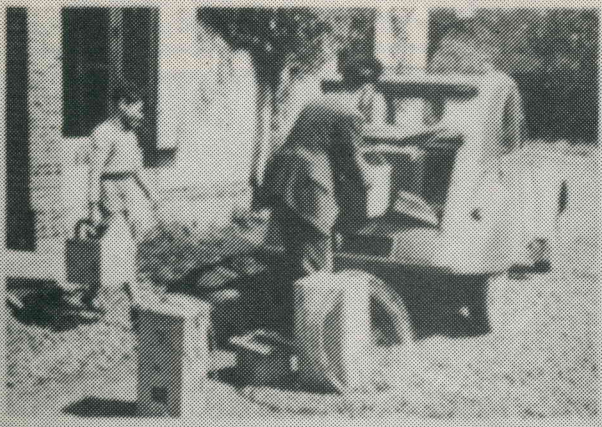
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*Le vétérinaire*



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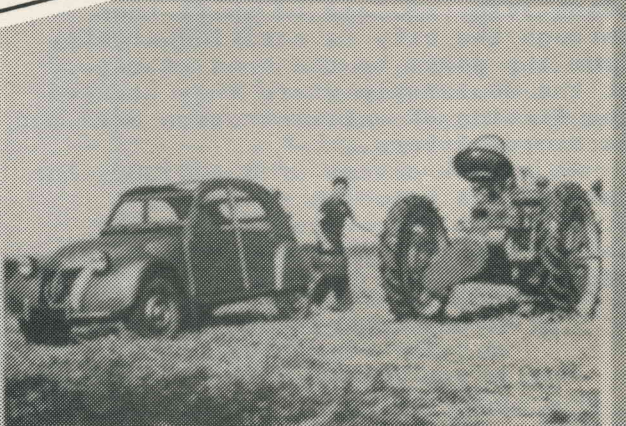
*Le représentant en clôtures*



*Le fumiste*



*Le tueur de cochons*



*Le réparateur de tracteurs*

**999 USES FOR A 2CV**





*Le quincaillier*



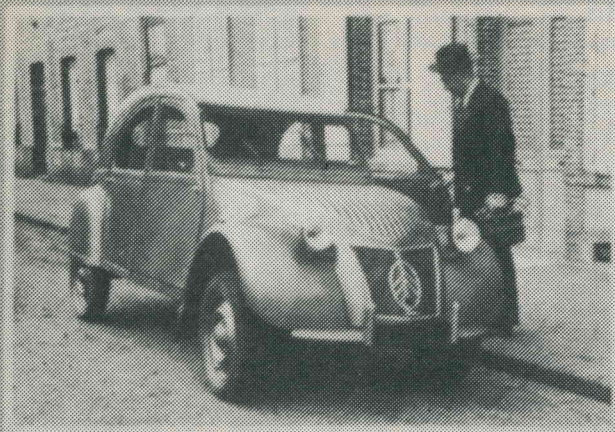
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*L'assistante sociale*



*Le photographe*



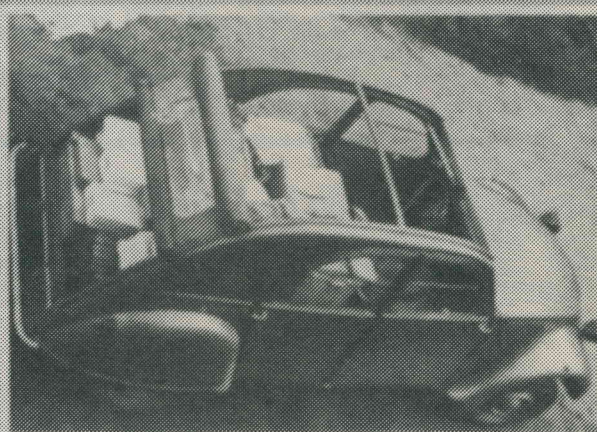
*Le médecin*



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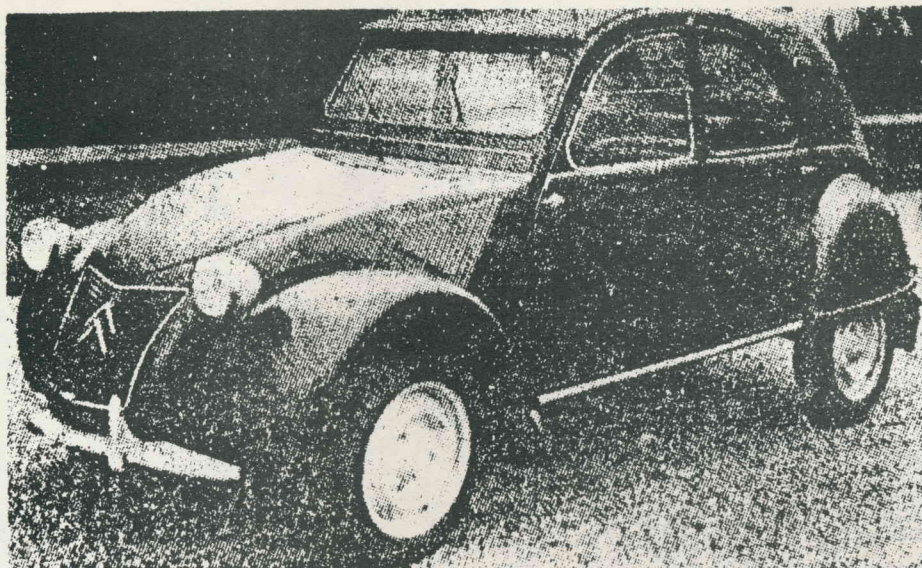


*Le bintelotier*



*Le petit forain*





# THE FLYING SHEDS—

By PETER  
GAVAGHAN

ENTHUSIASTS lovingly call them "Flying Sheds" — but to the outsider and the uninitiated they are the Citroën 2CV, one of the ugliest cars ever produced.

Although several hundred were imported into Australia during the 1950s, few remain today.

Their numbers dwindle each year as enthusiasts "cannibalise" them in their rebuilding operations.

"They are certainly the ugly duckling of the car world, but they have plenty of character," said Mr Don Faulkner, of Alfred Rd., Burwood.

Don is biased — he has two models, a 1948 and a 1957 version, and has just spent about 12 months renovating one of them.

"They never really caught on in Australia

because they were not fast enough and didn't have the degree of ruggedness required," he said.

Don said the cars were first produced in France in 1949 and were equipped with an air-cooled overhead valve two-cylinder (horizontally opposed) engine with a 375cc displacement.

Which explains why they are not a ball of fire in the performance department.

In fact, top speed is a whopping 48 mph, although a long, long road is needed before the four-seat, four-door 2CV will reach this.

Headwinds and in-

clines reduce this to a very legal and sedate 35 mph.

Of course, the car does have advantages. At a steady 20 mph, you get 77 mpg, with a minimum consumption of 50 at top speed.

It also came equipped with a centrifugal clutch which disengages when the engine speed drops below 1000 rpm. This means when changing into first after stopping there is no need to use the clutch.

And the height of the headlights can be adjusted from the driver's seat by a control on the fascia panel.

However, by no stretch of the imagination could the dashboard be called comprehensive. It houses one instrument, two controls, one light and a diagram.

The instrument is an ammeter, the controls, the starter and choke and the light is a direction indicator.

The diagram indicates what position the gears are in.

The speedo is mounted next to the windscreen in between the driver and his front seat passenger.

Five years after their introduction the engine size was increased to 425 cc, which pumped out no less than 12 bhp.

All saloon models were equipped with a canvas sun roof which could be rolled back as far as the top of the rear window. Below the window there was a further canvas section which could be rolled up, although deluxe versions had a proper compartment lid.

The suspension is something that has to be experienced to be believed.

It incorporates a long coil spring housing on both sides of the chassis. Each housing contains two springs for front and rear suspension; the front and rear wheels being connected to the springs by means of rods under tension.

All wheel suspension arms are equipped with friction shock absorbers and an inertia shock absorber.

The 2CV is the only car that appears to be turning over when it rounds corners at speed. Even though they do lean more than any other car, their cornering ability is rarely equalled.

Purists have described the 2CV as an automobile accident of the worst kind — but enthusiasts like Don Faulkner plan to help the name live on.

Melbourne Herald

(about 1972 or 1973)



# WOODWORK RESTORATION

The following notes apply to Slough built post war Big 6s but presumably could be applied to other Slough built cars.

Our decision to renovate the woodwork was not taken lightly. I was tempted to try and patch up the bare spots on the door cappings (at the opening edge where the weather strip has long since given up) and cracks in the finish on the dashboard, OH! that dashboard!! carrying on it the original and intact transfer of the dealer Commonwealth Motors which I was so loath to remove.

So I approached this job with great apprehension, and, could I match the original finish??.

Fortunately we have woodwork from other cars to experiment with, so I stripped several door cappings and a dashboard with its capping piece, using paint stripper. What a shock!! each piece of bare timber was revealed as a different colour but showing a beautiful grain that had been hidden under the finish.

After showing these pieces to several building tradesman who could not identify them, and finally seeking advice from an old established furniture maker and restorer it was decided, after taking into consideration the year and country of manufacture that the dashboard and its capping is an imported mahogany, and that the door cappings are of cedar. Further, on inspecting some original finish pieces he proclaimed that they were done in what the trade called 50/50, a common practice in woodwork to disguise various types of timbers used in one article as it gives a full even colour. It's made from a mixture of shellac and varnish with a body colour included.

To add insult to injury, on my enquiry regarding French polish, I was told that motor vehicles have not had this type of finish on interior woodwork since the early 1920s, as genuine French Polish will not stand the rigors of heat and damp.

So, what a dilemma! Should we go back to the 50/50 finish or work on the beautiful natural colours and grain?.

Armed with the best advice and tips from the old masters, we began experimenting with various preparations and finishes and decided after much soul seaching to work on the natural beauty of the timber so, lets go step by step.

1. Remove door cappings and dashboard capping all secured with self tappers.

2. Dashboard removal should be done very carefully to ensure no damage is done. The instrument panel is attached with two chrome headed bolts, which unless you are going to rewire as well, is advisable to separate from the board as you ease the panel back towards the steering wheel after first removing the self tappers.

The ancillary controls e.g. choke, starter button, speedo cable, dash light switch, trafficator control, advance and retard, should be detached at this stage allowing the board itself to be lifted free. I found opening the windscreen made it easier to juggle the board out and off the gear-shift lever.

3. Brush on and remove stripper as per the instructions. Allow plenty of time for the timber to dry completely after completing the varnish removal.

4. Repair any cracks or splits with Liquid Nails or similar glue (after glueing clamp parts together for 24 hours). Use Woodstop to putty up any bruises or chips - this is available in a range of colours so take care matching. I found walnut was the most versatile.

The putty used originally is very light in colour; if you find any of this in your woodwork it should be dug out and done again in a better matching colour or use "Colourwood" stains (again Walnut Brown was pretty close to the door cappings). As far as colour matching is concerned, it can be built up to the required strength gradually after STEP 5.

5. Rub down with glasspaper (not wet and dry) starting with F2 and progressive grades down to 00, then finish sanding with steel wool. At this stage do not handle the surface, keep it clean and dust free.

6. Treat all pieces with Wood-grain Filler, again choose your colour carefully.

7. Final finishing is easy, using Instant Estapol Spray Gloss. This will protect and seal your work, a light rub over when completely dry with steel wool and another coat and you have finished.

This method takes a lot more time and effort than the original 50/50 finish but the rewards are certainly worth while.

Mel Carey.  
(Readers may like to refer back to volume 5, No. 3, page 6 (September/October, 1981) for comparison with Gerald Propsting's experience and advice on dashboard restoration - Ed.)

Mel Carey



# LETTERS



"Citroën Traction Register  
(d'Afrique du Sud) Cinquantenaire  
de Traction Avant 1934-1984."

P.O. Box 391285,  
Bramley 2018 TVL  
SOUTH AFRICA

8th October 1984.

Dear Bill,

Well that's about all the French I managed to pick up in France so I'd better use it. Hi, Bill I trust it is going well in this the Traction's 50th Year. We have just returned from our annual Concours d'Elegance combined with our 50th Anniversary Celebrations at Parys on the River Vaal, as opposed to Paris on the River Seine.

It was a fun week-end for all, starting on the Friday afternoon, until the Sunday morning. Accommodation was in bungalows overlooking the River and the judging took place on Saturday in the blistering heat in a grassed area in front of the bungalows specially reserved for us. Our police-escorted parade through the streets of Parys was thoroughly enjoyed by participants and spectators. We aimed to have 50 Traction's for our 50th and we finished with 54; although admittedly not all Traction's, certainly all Citroëns!

Saturday evening saw a barbeque (braai) followed by the prize-giving by the mayor of Parys, Mr. Mosbert. Apart from the usual categories, prizes were also awarded for most enthusiastic non-member (lady), best self-restored car, and longest distance travelled (from East London) ±900 km with a 15/6 Cyl. - Mrs. Jean Wium!

1984 has been an exceedingly busy year Traction-wise what with twelve of our members visiting our friends of the Traction Owner's Club in England followed by the Celebrations in Paris/Le Bourget/Place de la Concorde where I met tractionists from T.A.N. and Switzerland.

Bill, the Langenthal has now reached a stage where virtually all that is left to do is the interior, upholstery, carpets and convertible top. So I took a few photos for you to give you an idea of the reinforcing that went into the body. As you can see it is quite extensive! I hope this will be of help to you!

Best wishes,

John Groen.

Invercargill, N.Z.

Dear Bill,

Here is the letter I promised that follows on from the one printed in the January/February 1984 issue. You will see that costs have increased from \$345 to \$701.32 (still cheap) but this latter figure includes \$94.12 of "outside" work as I have a basic home workshop with no welding gear.

Plans are underway in this neck of the woods to celebrate 50 years of FRONT WHEEL DRIVE.

Canterbury are organising a dinner at Cokers Hotel in Christchurch, and before this on 5th & 6th May 1984, the Southland and Otago Clubs are combining to commemorate this event. The weekend is to compose of a Road Trial on the Saturday afternoon which is to centered around the Mataira area. Saturday night a BAR-B-Q staying with the Graeves - they have a ½ acre section (ideal for tents and caravans).

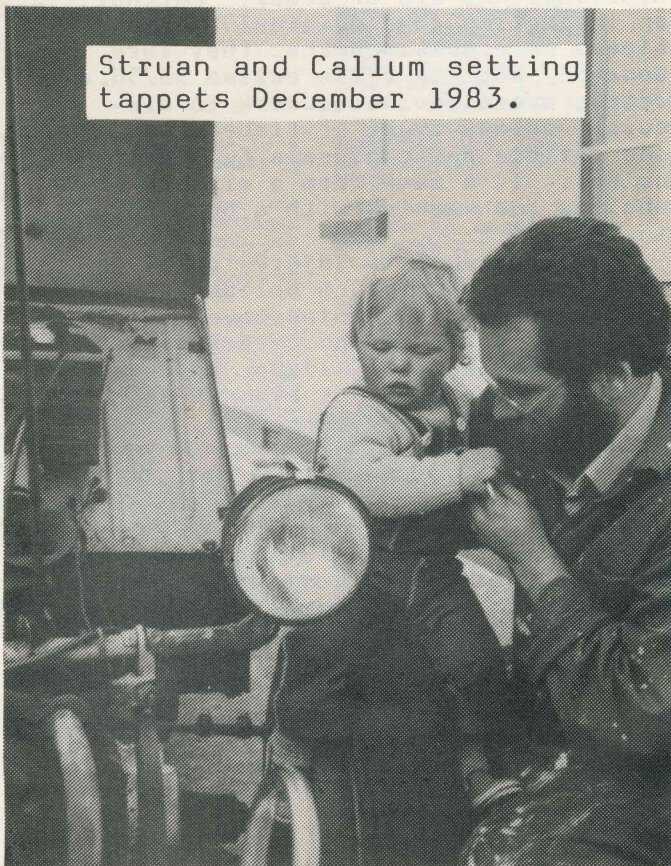
You may wish to abbreviate the article, I wrote it as I went along - its a thrill to have the 2CV going again and someone in your club may benefit by importing a motor for a 2 CV or Dyane.

All the best for your May 4th celebrations,

Regards Struan Robertson.

(Struan's chronicle of perseverance and triumph appears separately. Well done - Ed.)

Struan and Callum setting tappets December 1983.





Dear John,

Having read the cry for help in Vol.8 No.2 for copy, I thought I might be able to help a little with some information from Bill Buckle who is my second cousin. He raced L115 sedans in 1950-51 as you are probably aware and he also built the first stages of the Special later completed and raced by Don Wright. I don't know how much I can get out of Bill and it may be that you have previously published information on this subject. (If so I would like a copy). Anyway if you are interested, let me know and I will contact Bill and see what I can find out and whether he has any photos.

Good luck with the mag. I look forward very much to each issue. I agree with what Bill Graham says in his plea - that the quality of material is very good and that the mag is very important to country/interstate members. In fact, without it, such membership would be pointless. One suggestion: I and maybe others would be interested in a list or information on books etc re Citroëns. Maybe you could list one or two books in each issue with a few comments on the contents, usefulness, whether available new and where etc. Maybe members could send details of books in their possession.

Since writing the previous page I have received your reply to my last.

First, thanks very much for the copy of the Traction Owners Manual - I didn't expect you to go to so much trouble. On reading it I realised that the grease nipple on my fan belt pulley drive shaft was missing - no wonder it rattles.

Second, no problem re leaving club shop items until you return from holidays - hope you have/had a great trip - we are globetrotters ourselves - as often as possible.

Third, re the 2CV and Traction articles, let me know when you need them and I will send them. I'd rather do that than send them now while you are away. I also have a few high quality 10" x 8" glossy black & white prints of various Tractions and an early 2CV which would reproduce very well. These photo's were used in advertising material by Buckle Motors (my dad was manager there for many years). You could also borrow these if you like.

I don't now that I have much to offer about my car - about the best thing about it is that it is fairly original, straight and rattle free - only 93,000 miles. The car and my interest in Tractions were inherited from my father. He bought the car from its original owner (unknown to me) in 1965 or 66 just after he left Buckles. It is a 1955 model, English with the late 11D motor. If I remember correctly I did include a bit

of history in an early letter to you - if suitable I could probably get that into shape for a mag. article - let me know I've probably got a copy somewhere in the mess that I live in.

Well, once again a few lines has turned out to be a few pages.

I hope to hear from you when you recover from the trip and get round to the hum drum routine again.

Regards  
Peter Lowrie

Dear John

Having read the pleas in Front Drive I am again prompted to put pen to paper.

The following notes describe woodwork restoration on my Slough-built post-war Big 6.

Hope you can make something out of this for a future Front Drive John.

(We have indeed - see separate technical notes - Ed.)

We made a special trip down to Shannons to see John Reeds' old car, and were surprised to find how non-original it was, the Rev. counter and soundproofing were a bit much for me! And at \$15,000!!?

After reading the notes on our woodwork you can imagine how much further our car is stripped down since I wrote last. We have decided to re-wire and rebuild the brake system completely before the respray.

All the chrome work is at Prahran Platers less the headlights and grill which have already been done.

I have been in touch with David re the silentblocs and I hope Kym Harding has passed a set on to him for re-conditioning for me.

Trust "Smelly" is still performing and you are all well.

Kinds Regards  
Mel Carey.





# nostalgia

## Victoria starts a CITROEN CLUB

In response to repeated requests from Citroen owners for the formation of such a club, a meeting was called for the 21st of December last, and, at this meeting which showed an excellent attendance, it was decided to form the Citroen Car Club of Victoria," and to hold the first run on January 17th, 1926.

This first outing was to Mornington, and on the morning of the 17th over twenty cars moved off from the "Citroen" Showrooms in Franklin Street, this number increasing to just on forty cars as the party passed through the outlying suburbs. Over a hundred people were present, and on the arrival at Mornington the hampers were spread out in true picnic fashion and lunch was followed by competitions and games by the members of the party.

After tea the party assembled for the return journey, and the long procession of cars coming down the mountain roads created considerable interest among the hundreds of people who watched them go by and left no doubt as to the significance of the gathering, as each car carried a pennant made up in the Club's colours and bearing the words "Citroen Club."

We are intensely pleased to hear of Victoria's start in this direction, and sincerely hope that the remaining States will soon follow their excellent example. Such gatherings will tend more than anything else to further the feelings of goodfellowship, both between the Citroen owners themselves and between them and the dealers who serve them, and it is this which engenders that "esprit de corps" which so enhances the popularity and fame of an undertaking of such importance as Citroen Cars have already become.

We invite letters in this connection from Citroen enthusiasts in all States, and will be pleased if we can further any other scheme along these lines.



Reprinted from :  
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Vol 3 No 1. Feb. 1926.

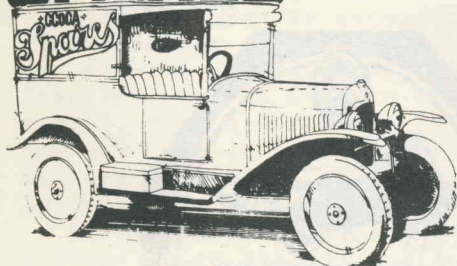
## New members.

Peter George Holland  
1 Alva Close  
Eltham, Vic. 3095  
PH. 439 2173  
Associate member

Chris and Ann Heyring  
264 Urch Road,  
Roleystone, Perth  
W.A. 6111  
PH. 3975215  
1954 Light 15

Robert J. Barton  
RMB 8348 Balfours Road  
Bairnsdale, Vic., 3875  
Ph. (051)568430.  
1948 Big 6.

## SPARES



### SPARES SUPPLY

Unfortunately, due to the geographic isolation of Australia from the mainstay of Tractions in Europe, coupled with the fact that Europe is where most of our parts come from, supply can sometimes be most difficult and erratic.

During the last 12 months, CCOCA's main source of parts "went off the air" and response to orders submitted, letters etc. was simply not forthcoming. This situation now appears to be improving and a club order is due to arrive very shortly.

I ask you, in the meantime, to be patient and accept that when the parts are available they will be supplied as soon as possible.

CCOCA spares apologises for any inconvenience caused to members waiting for urgent parts.

The present parts availability list is as has appeared in recent past editions of Front Drive.

David Gries.

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.



## CLUB SHOP

## CLASSIFIEDS

### 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.

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Traction "Oil and Grease" chart - \$1.00

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New stock available - Club Badge in  
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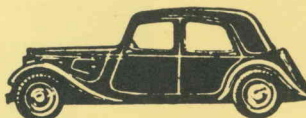


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