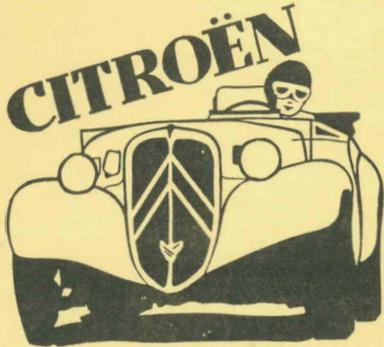




Whilst every effort is made to ensure the accuracy of information and advice in this magazine and in replies to readers queries neither the Citroën Classic Owners Club of Australia nor the officers and members thereof nor the authors accept any liability

Windcheater & T-shirt designs



ROADSTER



AVAILABLE ONLY TO
2 CYLINDER OWNERS
& ONLY GREEN ON
YELLOW COLOURS.



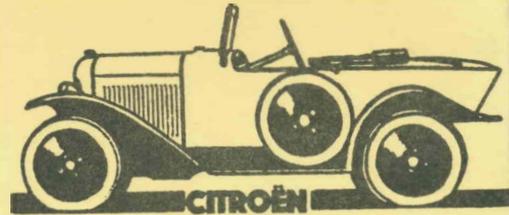
CLUB BADGE
3 SIZES:
SMALL (BREAST POCKET)
MEDIUM, LARGE



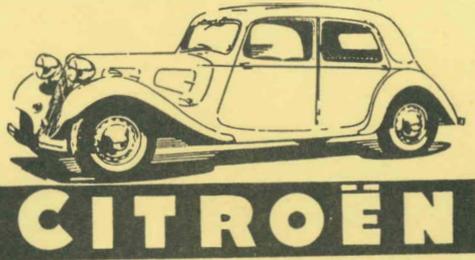
COUPE



2CV



5CV
BREAST POCKET
SIZE ONLY



LIGHT 15



ANNIVERSARY



SCROLL
BREAST POCKET
SIZE ONLY



BIG 6



DS



CHEVRON BADGE



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The magazine of the
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Club of Australia

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This issue - a BUMPER! --- and why not?

There's a lot going on in the club and a lot to report or describe. Read about the recent rallies (pages 8-11) - were you there? Members' cars on pages 4-7. Ideas for a restoration manual (page 2 - what about your own "fix-up" tips?). Restoration info?-- see pages 11-15. An overseas rally -- see page 18. What about some "chewy things" on page 16? Or "food for the brain" from the club library - see page 17. And the idea for an anniversary club tour.

Of course any club is only as good as the efforts put in by its members. If that well-known American had belonged to our club, he might have said: "Ask not what CCOCA can do for you" (and it can do lots!). "Ask what you can do for CCOCA". There is of course lots you can do for CCOCA and your fellow members. Perhaps you'd like to read the call for someone(s) to be the replacement Activities Officer following Robyn Couche? -- see the message inside the back cover.

Good reading and happy Citroëning

Bill Graham, Peter Simmenauer, Paul Chapman.

COMING RALLIES

July 31, Wednesday.

General meeting, Nunawading.

August 11, Sunday.

Workshop: Traction driveshafts (cont.) - Couches?

August 28, Wednesday.

Open night, Nunawading.

September 22, Sunday.

Club Concours d'Elegance "Como House", South Yarra.

September 25, Wednesday.

General meeting, Nunawading.

Cover: Gabriel de Figueiredo's 1938 11BL and other old-timers from the Illawara Vintage Car Club circle the Phillip Island Racing Circuit, Victoria.

* NOTE: THE COFFEE SHOP AT THE NUNAWADING CIVIC CENTRE IS NOW CALLED THE COURTYARD ROOM

MANUAL LABOUR

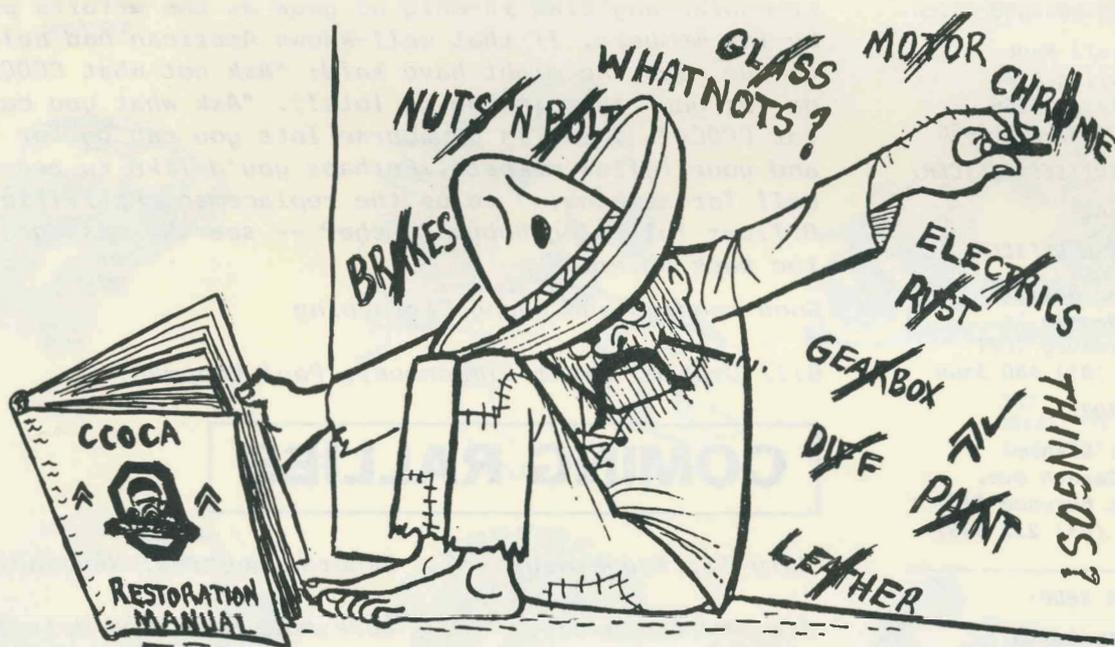
There are probably some people who still think Manual Labour was a Spanish bull fighter. Not true. I understand he was a Mexican bull-fighter!

But let us be serious for a moment to alert you to a serious proposal.

In the next couple of years or so, the Citroën Classic Owners Club will be 10 years old. Apart from a proposed tour round Victoria to celebrate this achievement, one committee suggestion is to compile a manual of restoration and other technical tips for the Traction Avant (owners of 2CVs, SMs etc stand in line -you should be next). Many such items have been published in Front Drive to date, and it

is proposed to hunt out and publish remaining items over the next dozen or so issues. The items would then be assembled into a stand-alone manual. With the continuing inflow of new Traction-owning members and many long-standing members still to complete restorations or carry out maintenance, such a manual should be a popular item.

So----- if you've got any restoration/technical information or ideas, especially on Tractions, jot them down and send them in to the Editor at home or the CCOCA postal address as soon as possible. That way our "Manual Labours" should be well rewarded ----- (and that's not bull!).



Incidentally, you may fear that your restoration ideas, suggestions or tips are too simple or too well-known to be of general interest? Then think again in view of the following example.

The simple technique suggested by Kenn Gilbert and Jack Weaver for coupling Traction driveshafts (FD Jul/Aug 84) has been reprinted in at least three other Citroën club journals to our knowledge. Two of these journals are

from overseas (UK, USA). So be assured that other Citroën enthusiasts will appreciate your restoration ideas! Let's publish those ideas for everyone's benefit.

As well as your tips for restoration, it is also important for the Committee to know what information members feel they need. Also, you may know of sources of information (people or references). Again, do the right thing and let us know - verbally or in writing!

CCOCA COMMITTEE.

CITRO DOES P.I.

A personal experience dating from May 1984. It showed me three things:

- a magnificent Traction restoration
- the revolutionary Traction handling
- the idea of a club tour.

Many thanks Gabriel!

I was strolling down the main street of Coves on my last "overseas trip" (actually a quiet family week end at Phillip Island, in Westernport Bay, not that other place in the English Channel), brain more or less in neutral when BAM! - my optical system was assaulted by this vision at the kerbside. I quickly checked if off against the catalogue of such things stored in Memory One.

Sleek mid-grey metallic paint-work, familiar flowing lines, parked tail to the kerb (odd!), french, Pilote wheels, bonnet flaps. Hev, I've got it - Gabriel de Figueiredo's 11BL. Strange, last time I saw it was at Ballarat heading off to Sydney. Putting a note under the wiper blade, I'd try to catch Gabriel later.

Next thing - sighted Tom Campbell from Sydney now piloting a bright green '75 2CV6 called "Kermit" (at Ballarat, he had his CX). And then the story unfolded.

1984 is the 150th year of the City of Woolongong, and as part of the celebrations, the local Illawara Vintage Car Club decided to tour to Melbourne, since Victoria is also celebrating 150 years. This tour ("Mayander" - a meander conducted in May?) is the fourth for the club, which caters for all vehicles up to 1942. Support vehicles of course were newer - Tom's 2CV, a 1948 NRMA Morris J van, Commodores, Toyotas etc. Some 30 odd "old-timers" as far back as 1917 presented a splendid sight and attracted much comment and attention when parked or in convoy around local roads. Their names included, Citroën, MG, Chrysler,

Chevrolet, Morris, Triumph, Rover, Essex, Alvis, Ford A, Studebaker, Sunbeam, Austin, Hupmobile, Oldsmobile, Dodge, Overland. Some came from Brisbane, Tamworth and Inverell.

The convoy was heading out of Coves to have lunch at the Len Lukey Memorial Museum and Gardens. The possibilities were intriguing and I followed along. The museum, just off Back Beach Road, features the racing cars of the late Len Lukey, old vehicles and various local and overseas antiques. Its generous and beautiful gardens provide for mini-golf, roller skating, swimming, fishing and both indoor and outdoor eating.

By now, I had caught up with Gabriel, his wife Eugenia (Jenny), son Isaac, and of course the immaculate 11BL. I learned that the club had permission to do a couple of laps around the Grand Prix course beside the museum area, and, yes, there was room for me in the Traction.

Phillip Island has featured car races since the 20s, initially on closed-off open roads, and then on the present course. The course provided a beautiful setting looking out over Bass Strait, and soon the old-timers were out and whizzing around it. The surface was narrow and a little broken in places, and the hairpin bends seemed treacherously tight, as from my back-seat position beside the completely unconcerned Eugenia, I watched Gabriel winding in at some 80 kph, en-grossed by the excitement of it all.

How did we go? No worries, not a twitch, slide, rattle or complaint from car or occupants. Complete comfort, silence and confidence. How clearly now I could understand the excitement, wonder, perhaps disbelief of the motorists of the mid-30s when they first encountered the "Traction Phenomenon". Even now, some 50 years later, I am sure that many of the world's motorists have yet to experience such motoring excellence.

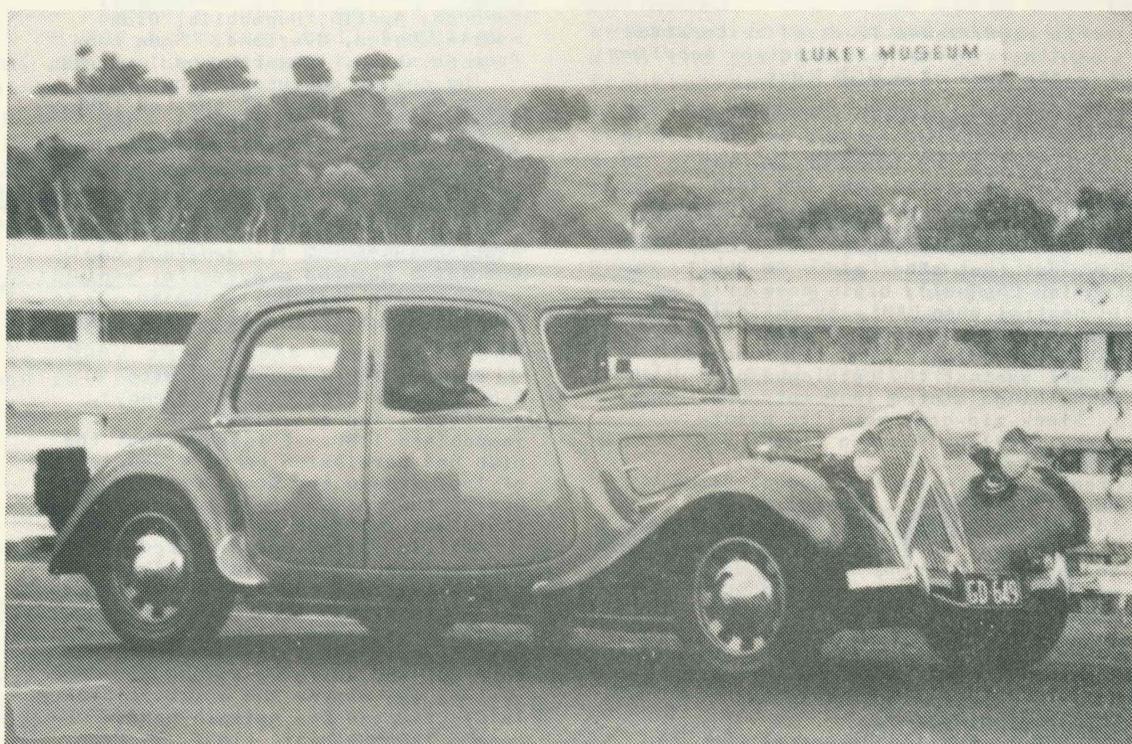
Next morning, a polish for the 11BL, photos, and they pushed off to Wilsons Prom. and Foster. There we are CCOCA members, a fortnight's camping tour. Challenging but not impossible.

Bill Graham.

P.S. Gabriel has provided details of his 11BL and its restoration for this issue of Front Drive. Tom Campbell's Normale is also approaching completion - more copy for the magazine I hope!



MEMBERS' CARS



MEMBER'S CAR - 1938 11BL Traction Avant owned by Gabriel de Figueiredo.

Mr. M. Humphries, an engineer from Coburg, Victoria, purchased the "Traction" on one of his visits to Europe. It arrived and was first registered in 1939 - it seems it was a model intended for the Swedish market. After the war, he was transferred to Sydney where the Traction has remained ever since. During the period to 1948, he drove it throughout Australia without any problems. He then gave it to his son who used to park it under a tree in his back-yard. In 1951, there was a storm and a large tree branch fell across the bonnet.

It stayed there until 1971, when I bought it for \$95. The Pilote wheels were there, but when I attempted to remove the tyres, they fell apart and disintegrated with rust. The bonnet was all corroded with all the rubbish lying on top of it, the rear section of the boot did not exist where water could not escape over the years, the left mudguard had also perished, but surprisingly the floor was completely free of rust, and the mechanicals were all in good condition apart from surface rust.

The body was totally stripped and hand scraped, and the metal treated. The motor and every other component in the car was reconditioned. Upholstery and

trim were restored to original.

Since January 1981, we have travelled 38 000 km so far in the Traction. We have been in many vintage car rallies and tours, and because it is unusual, it has caused a sensation wherever it has been.

The car has won the following prizes against stiff competition:

Best Classic Car

Wagga Wagga	Jun 1981
Albury-Wodonga	Apr 1982
Wagga Wagga	Jun 1982
Wagga Wagga	Jun 1983

Best Continental Car

Coffs Harbour	Oct 1982
Port Macquarie	Oct 1983
Shoalhaven	Nov 1983

Most Desirable Car

Harrietville	Jan 1983
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Best 30/40 Car

Tamworth	Apr 1983
Tamworth	Mar 1984
Parkes	Oct 1984

IVCC Tours

Silver Tour (3rd place)	May 1981
Mayander Tour (3rd place)	May 1984

The complete
CHASSIS
 number identification chart
 French

YEAR	TYPE	CHASSIS NO.
		0 - 7000
1934	7A (1934)	20000 - 21500
"	7S	10,000 - 30,620
"	7B	50000 - 56700
"	7C	350000 - 351500
"	11A (1934)	100000 - 103300
"	11A (1935)	71400 - 80,000
1935	7C	351501 - 353400
"	11A L (1935)	103301 - 107400
"	11A	80331 - 93000
1936	7C	356001 - 360000
"	11A L (1936)	107401 - 116600
"	11A	93000 - 100000 / 100001 - 4300
1937	7C	358801 - 360000
"	11A L	360501 - 386000
"	11 BL	116601 - 118000
"	11A	118001 - 127300
"	11B	204301 - 210500
1938	7C	386001 - 422400
"	11 BL	127501 - 139200
"	11B	290000 - 290990
"	11C (1938-1939)	210501 - 212000
1939	7C	212001 - 218600
"	7C ECO.	422000 - 428000
"	11 BL	422001 - 450000
"	11 BL PERFO	428001 - 450350
"	11B	139200 - 293500
"	11C	291200 - 293500
"	15-6 G	680000 - 683000
1940 - 1945	NO PRODUCTION.	
1945	11 BL	456600 - 457600
1946	11 BL	457601 - 469600
"	15-6 G	682479 - 68269

MAKE	CITROEN
MODEL	11 BL
YEAR	1938
CHASSIS NO.	417867
BODY	SEDAN
COLOUR	GUN METAL GREY
SEATS & TRIM	GREY CLOTH (ORIGINAL)
WHEELS	PILOTE
TYRES	MICHELIN
SIZE	165 X 400
REGISTRATION NO	60 649
CONDITION	TOTALLY RESTORED
TOTAL TIME	5 YEARS
TOTAL COST	\$3,300
WORK PERFORMED BY OWNER:-	
	MECHANICALS
	UPHOLSTERY
	PAINTING



THE DE FIGUEIREDO AND CAMPBELL TEAMS AT PHILLIP ISLAND.

MEMBER'S CARS - 1923 and 1924 Citroën 5CV's, owned by Leigh and Annette Mason.

It is unlikely that there are two more photographed Citroëns in Australia than the 5CVs owned by Leigh and Annette Mason of Albury. They have been rallied extensively, not only in the Border area but as far afield as Griffith, Canberra, Melbourne and Adelaide. Leigh and Annette have won the "Club Car of the Year" award of the Antique Car Club of Albury-Wodonga with the yellow "Trefle", and have held the attendance record for years.

The Trefle (three-seater body) was acquired from Hank Markus, a well-known Albury Citroën enthusiast. Robert Bonner had bought it from the original owner and after it had left his hands, it was nearly turned into a hot-rod. Hank saved from this fate, and brought it to Albury in 1967.

The Masons acquired it after a year, in slightly tidied-up condition, but were not able to give it their full attention for a while, as Leigh was concentrating on preparing a 1927 Chevrolet Capitol for the 1970 International Rally.

They rallied the Trefle unrestored - usually at about 15 mph, the top speed until the engine was rebuilt. They have clear memories of one trip up Mt. Buffalo around this time - "Little Toot" started the ascent with four cylinders, they're sure, but managed to lose one on the way. The climb was completed at a measured 0 mph to the accompaniment of a slow "tick tick" sound.

A fire on the way to Griffith one day may not sound too serious, except that it was under the dashboard and the petrol tank, all three-and-a-half gallons of it, lived on top. Luckily Leigh realized all of this quite quickly and took appropriate action.

Generators gave up the ghost from time (still a bit of a habit), and long miles have been spent navigating by roadside poles in moonlight, when available.

After the 1970 rally, restoration commenced in earnest, and the car was stripped down to the chassis. Annette remembers getting firmly stuck under the chassis rails while repainting it - the reason? - Melissa was well on the way at the time.

However, by November 1970 Leigh had built new body panels from scratch - a course at Albury Tech helped, the engine and gearbox had been rebuilt and 25 mph became possible. Naturally, a replacement gearbox became available just after new gears had been cut for the old one.

The panels were fitted and the car painted its current "Citron" yellow in January 1971. The seats were upholstered by Henry Annell in period style - not enough of the originals remained for even a pattern. The hood waited for another few years - the trick was to drive under a convenient awning, verandah or neighbouring carport while waiting in the scorching sun for the parade or procession to start. In any case, the original hoods blew off so often that owners got tired of retrieving them for the limited benefits that they conferred, and tended to drive without.

Leigh eventually worked out a hood pattern from an illustration in Dumont, and the hood was completed in time, as Annette thought, to protect them from cooking in the sun of a rally in Melbourne. So of course it decided to rain heavily!

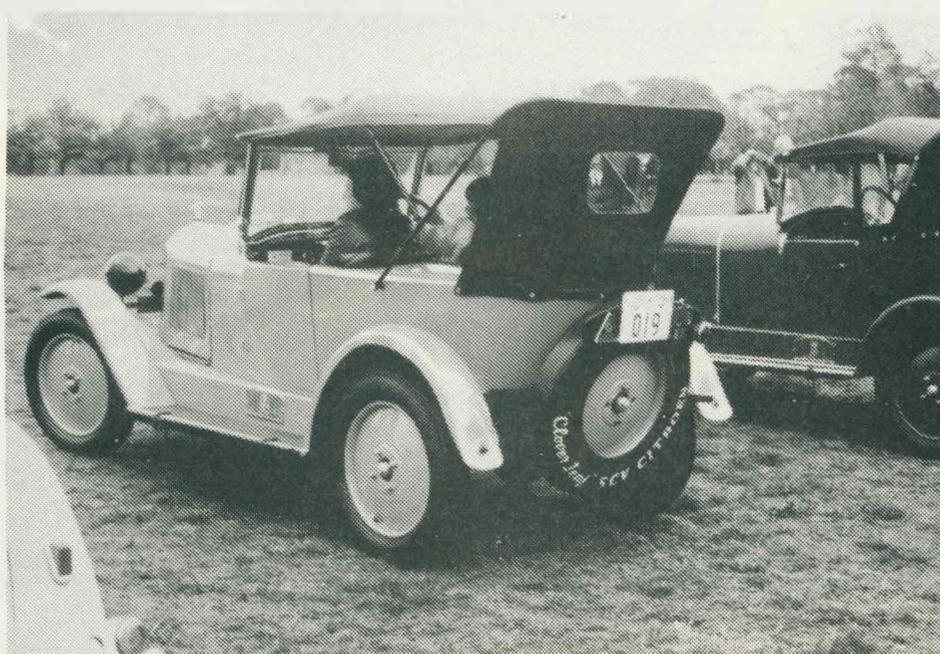
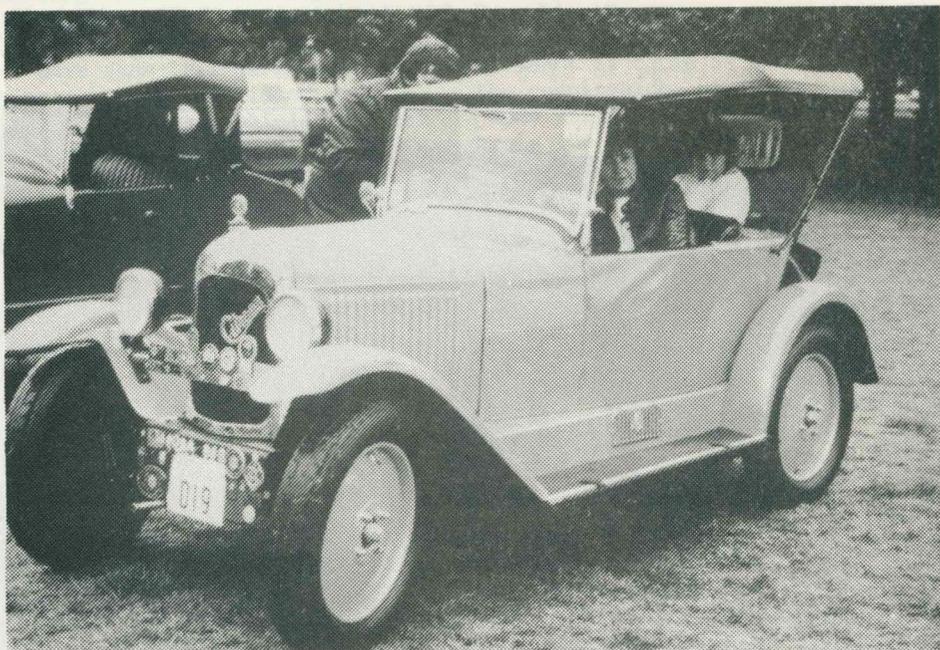
Over the next few years, the Trefle set out frequently, seldom trailered and then only if time was really limited. Balancing the crankshaft, raising the oil pressure from two to twelve psi and enlarging the carburettor jets increased its speed (to a dizzy 35-40 mph) and its reliability. As no speedometer is fitted, estimates are usually made by "vibration".

Tyres have been a problem. The last new set cost \$140 each nine years ago, and the required tyres are now unavailable. Eighteen inch non-beaded edge tyres tend to need about six tyre levers, a large bucket of soapy water and an appropriate number of helpers to fit them - easier to use proper beaded edge ones, Leigh believes (only four tyre levers needed).

Visitors to Spencer St. Station, Melbourne, will see Leigh, Annette, Melissa and the Trefle immortalized in the "100 Years of Transport" mural (without a hood).

The red 1924 5CV had been partly rebuilt in 1970 by Keith Hanley of Tallangatta for the International Rally. He had bought it from the Courtenay family in Mitta Mitta, who had owned it from new. It had served them for many years on and off the farm, and had finally been parked under a peppercorn tree to rest. When Keith found it, a tree was growing through its floorboards. He tuned the motor, replaced some panels and wood and rallied it for some years, but when he was injured and could no longer drive it, it sat in a shed for about three years until he finally felt able to part with it in 1978.

PAST RALLIES



Its first major outing in the Mason hands was not auspicious. It was on the last day of the Hub Rally in Melbourne in January 1979 that it started to trail a little smoke, then more, then much more ... Passing motorists tended to make remarks like "Bloody hell, mate, what you need is the fire brigade". It just made it to the safety of a trailer in Brunswick.

Motor and gearbox rebuild, side door, upholstery, a new hood and sundry other renovations followed, and it has been reliably (except for electrics) ever since.

Leigh has done a great deal of work on his B14 as well, although lack of time and competing demands from the 5 CV's have halted progress on it for a while.

What's it like to drive one of these vintage Citroëns? According to Annette it's physically quite tiring - all that fresh air kills you! She tends to sing

to keep awake. You do hear, see and smell everything along the way. Stopping can be a problem, particularly in the wet - transmission brakes and 730 x 130 tyres are not always an ideal combination, and as the only other retarders are handbrakes on the rear wheels, a fair amount of participation can sometimes be required. Worst moments? - being run off the road by semi-trailers like on the way to Citraction '84 - twice!

They're tremendous little cars, and it's great to see them on the road so often - keep it up, Leigh and Annette!

Peter Simmenauer.

P.S. There have been further developments since January in that the B14 is now for sale due to the fact that a 1953 2CV is in need of its place in the garage. Enquiries welcome - price negotiable over \$2,000.00.



UNWINDING AT CHEZ BODSWORTH AFTER THE RIGOURS OF THE ECONOMY RUN.

PAST RALLIES

ECONOMY RUN/NEW MEMBERS DAY (April 14 1985)

Sunday April 14 kicked off with weak but not unpleasant sunshine for what was to be the club's first economy run and new members day. The day even featured new members in the persons of Vi and Noel Cammock, New Zealanders who had brought their striking and original green Light 15 with them from the Land of the Long White Cloud. However, the weather was being threatened by an advancing cold front which was to bring various combinations of rain, wind and overcast as the day progressed.

With Peter Boyle and Bill Graham acting as marshals, the cars were topped up at North Melbourne and flagged off down the highway towards Geelong where they were to *rendezvous* (pardon the French) near Eastern Beach, a distance of about 48 miles (77 km) overall.

Pace down the Geelong Road could safely be described as leisurely since fuel economy was uppermost in most minds. However, reports that some competitors were seen tail-gating cyclists and ladies with prams can be dismissed with confidence, since we know such vehicles are not permitted on the freeway!

After topping up the fuel tanks at Geelong (wails from Robyn as the attendant filled her tank beyond the agreed cut-off point), the *entourage* proceeded to *chez Bodsworth*, a delight-

fully located and beautiful villa overlooking the waters of Hobsons Bay at Drysdale on the Queenscliffe road. By now, the weather had cleared again, and an *al fresco* *BYO* lunch could proceed at the rear of *chez Bodsworth*.

The marshals then laboured long and hard in applying the latest in solid-state computational technology so as to bring forth the truly staggering fuel consumption figures reproduced below. Particular attention was paid to the incredible figure of 109 mpg returned by Brian Bodsworth in his Suzuki 540. Discerning readers will note that the Suzuki was still away being swabbed by the stewards when the accompanying photo was taken. Driver Bodsworth, though present in the presentation ceremony photograph, was clearly subdued and shaken following *his* interrogation and swabbing by the stewards! Very creditable performances were also produced by other drivers, both Citroën and otherwise.

Overall, the day was rated first-class and certainly to be repeated. It also highlighted how pleasant it could be touring with the club in the countryside, visiting club members in their "home territory". Obviously a great way to celebrate the club's tenth anniversary when it comes up. Of course, special thanks to Brian and Nanette Bodsworth for their gracious hospitality and organization on this occasion.

Peter Boyle.

Results

Non-Citroën section		mpg	L/100km
1. Brian Bodsworth	Suzuki 540	109	2.6
2. Peter Hore	Datsun Stanza (auto)	51	5.5
3. Mark McKibbin	Matra coupe	45	6.3
Citroën section (Two-cylinder)			
John Couche	Dyane	66	4.3
(Traction)			
1. Noel Cammock	Light 15	36	7.9
2. Alan Thomas	Big 15	33	8.6
3. Peter Hughan	11BL	32	8.8
Hard luck section			
Robyn Couche	11BL	Overfilled tank	
Robin Smith	Light 15	Dodgy speedo	
Others participating: Ted Cross (CX), family supporting groups.			

AUSTRACTION 1985 - ECHUCA (June 8-10)

Austraction '85 got off to a troubled start with application forms for interstate members being waylaid in the post. Most however responded to followup forms sent in Front Drive.

Over the weekend, more than 80 people including kids attended the various functions and helped make the weekend such a success.

Echuca, on the Murray River and once Australia's largest inland port, was chosen for the rally site and despite being rather cold overnight, provided three days of excellent winter weather to ensure that everyone could get out and about each day.

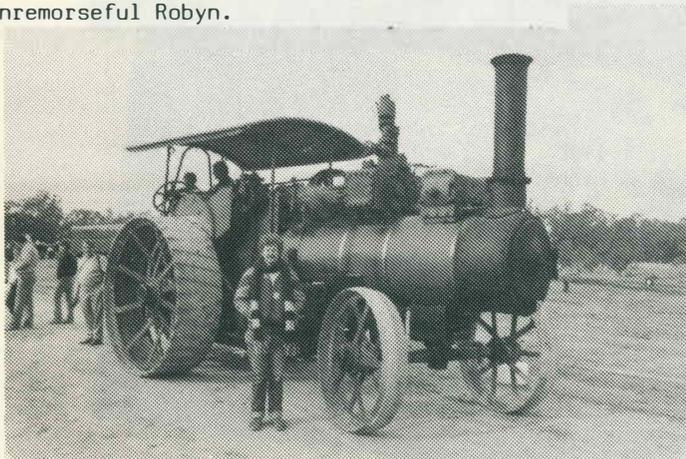
As usual, the rally began on Friday with the arrival of several Citroëns and "their" families to take up residence in the heated on-site caravans. The Couches however decided to carry on the pioneering traditions of the area and spend the next three nights "under canvas". So too did Graham and Jillian Stockfield who arrived on Saturday. Several members (nameless!) luxuriated in local motels and private homes.

Saturday morning was filled with registration and renewing contacts from past rallies. By lunch-time, most of those expected had arrived except the Boyles and Masons. Peter Simmanauer reported having seen P.B. (or at least his beloved Rosie PB 007) letting off steam at Tongala. Fancy boiling a Traction in mid-winter to try to get the Hard Luck Award!

After lunch, a rescue foray was mounted in the direction of Tongala, but we soon found the Boyles and PB 007 on the forecourt of an Echuca radiator specialist - surely the only one in Northern Victoria to be open on Saturday afternoon of a long weekend! Half an hour later, the Boyles reached Austraction '85.

The Masons had apparently been fog-bound at Albury and since SCVs have very poor eyesight, a delayed departure was called for. The two "babies" caused much interest in the caravan park when they arrived on Sunday morning.

An observation run was scheduled for Saturday afternoon and most elected to participate. Cars were lined up at the start, loaded down with all sorts of possible "bonus points" trivia and sent off who-knows-where by a relentless and unremorseful Robyn.



"Now, that's what I call real Chevaux Vapeurs ----!"

Mr. Hardluck contemplates an A40 alternative.

Chris Bennett (driving his D Super 5) put his thinking cap on before departing, since one bonus points question concerned the ratio of the crown-wheel-and-pinion of a Traction. Quick as a flash, Chris had his head under the nearest Traction, reading the ratio off the little tag on the gearbox! Nobody seemed to get lost around the course, which may mean that the questions were too easy. I wonder how many farmers found 20 cm pieces of wire missing from their fences next day? After a very close run, the event was finally awarded to Leigh Miles and Peter Fitzgerald in Leigh's Visa "Wombat".

The observation run finished at the Allambie Motor and Folk Museum, and most people took advantage of the club's concession price to tour the building. Unfortunately, no Citroëns were on display at the time.

Dinner on Saturday night was a barbecue at Neil and Nola Rankine's house, with plenty of time for social chatter and to look at Neil's partly restored 11BL. Thanks to Neil and Nola - your house will probably never be the same!

Sunday morning dawned bright and sunny for the photographic line-up on some deserted playing courts at the rear of Victoria Park. The sight of 20 Citroëns ranging from the Masons' 5CVs to Phil Ward's HY van created a great deal of interest amongst members of the club and public alike. It was good to see KSE 442 (the L15 of the late-Arthur Clark) back in the CCOCA line-up with new owner Brian Grant manning the polishing cloth. CCCV member (and now CCOCA member) Doug Clark's maroon L15 looked superb at its first club showing.

The next stop for the day was the Echuca Steam Rally in which the club was an official entrant. Our cars certainly seemed to impress the public, especially during the parade round the oval. The remainder of Sunday was spent at the Steam Rally for most, but some decided to head elsewhere e.g. to the River Murray paddle boats at the wharf area.

A BBQ was organized at the caravan park for Sunday night, complete with open fire and wine casks to keep everyone warm. Further "entertainment" was provided by another group nearby in the park. They provided strange sights which defied description - you had to be there to appreciate them!

When the rooster crowed on Monday morning, there were some sore heads and bleary eyes, but a "hair of the dog" was provided to remedy the situation, in the form of the traditional chicken and champagne (or orange juice and fruit) brunch at mid-morning.

Trophies were presented by the "SNAC PAK" (Société Nationale Australienne Citroën) court-

esy of Leigh Miles and Princess Panda (alias Steve de Silva), and by myself for the categories listed below. To list the SNAC PAK awards would take forever - suffice to say many thanks to Leigh and Steve for the entertainment. I believe that Joan Grant had a pink track suit for sale after the awards.

The hard luck award this year was awarded, after much deliberation, to Graham Stockfield. His starter motor had a haemorrhage on the way to Echuca, necessitating push-starts all weekend. Graham also received a SNAC PAK award for having his head under the bonnet more often than anyone else.

After final farewells, people began to drift away and Austraction was over for yet another successful year.

Present

Peter & Maria Boyle & family	Light 15
Roger Brundle & Faye & families	Pulsar Turbo
Walter Burkhardt	Mercedes
Noel & Violet Cammock & family	Valiant
John & Robyn Couche & family	11BL
Ted & Helen Cross & family	CX
Bill Graham	Kimberly
Bryan & Joan Grant	L15
David & Janet Greis	DS
Greg Hocking	Falcon
Mark & Sue McKibbin & family	DS
Leigh Miles	Visa
Andrew Rankine	DS Safari
Peter & Anne Simmanauer & family	Big 15
Donald Balmer	?
Robin & Sue Smith & family	L15
Alan & Marie Thomas	B15
Peter Fitzgerald	DS
Fred & Kathy Kidd & family	L15
Neil & Nola Rankine & family	11BL
Rod & Judy Greschke	L15
Leigh & Annette Mason & family	5CV (x2)
Mike & Wendy Neil & family	ID19
Chris & Bev Bennett	D Super 5
Phil & Regina Ward	HY van
Les Tapping	DS
Doug Clark & family	L15
Ernie Wild & family	DS
Graham & Jillian Stockfield	Austin A40
Steve de Silva & Debbie	Armstrong
	Siddley
Bob Coster & Gary Harris	?

Awards

Most popular car	Robin Smith (L15)
Greatest distance	Les Tapping (Glanville S.A.)
Observation run	Leigh Miles
	Peter Fitzgerald
Hard luck	Graham Stockfield

John Couche

GEARBOX / DIFFERENTIAL

TRACTION AVANT FOUR CYLINDER

FIG. 2:
SECTION OF
SECOND-
SPEED IDLER.

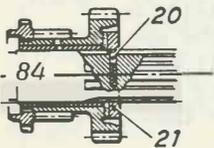


FIG. 3:
LOCKED THRUST
WASHER
IN POSITION.

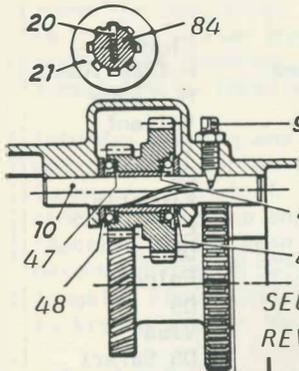


FIG. 4:

SECTION OF
REVERSE IDLER.

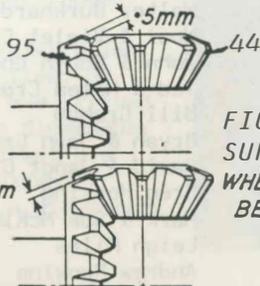


FIG. 5:
SUN & PLANET
WHEELS SHOULD
BE FLUSH

FIG. 6:
SECTION OF
SYNCHROMESH
GEAR &
CLEARANCE.

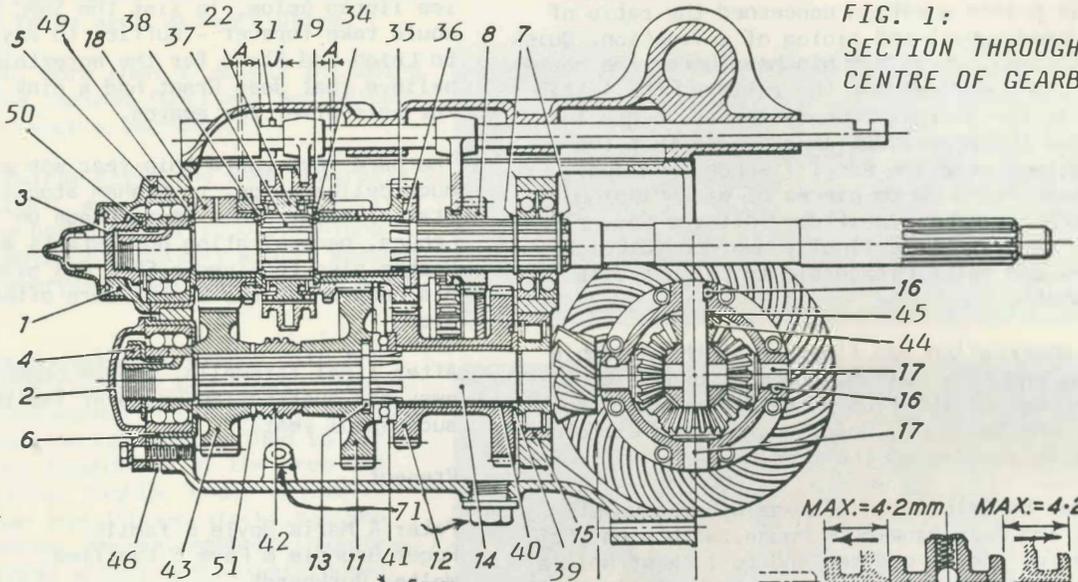
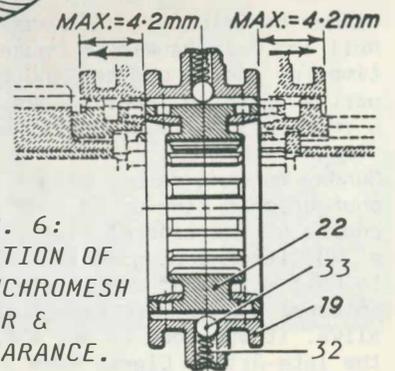


FIG. 1:
SECTION THROUGH
CENTRE OF GEARBOX.

IDENTIFYING AND NAMING THE PARTS

Names given to gearbox and differential parts vary considerably, depending on local and national practices. The problem is compounded when, as in the Traction, some parts have multiple roles. The names proposed here are intended to be reasonably descriptive, unambiguous(?), and acceptable to local users.

Bill Graham/Jack Weaver.

1. Mainshaft front-bearing cover
2. Layshaft front-bearing cover
3. Mainshaft end-cap & crank dog
4. Pinion (layshaft) nut
5. Mainshaft front-bearing housing
6. Layshaft front-bearing housing
7. Mainshaft circlips
8. First/reverse sliding gear
9. Reverse shaft setscrew & locknut
10. Reverse-gear shaft
11. Layshaft second-speed pinion
12. First/reverse cluster gear
13. Split collars
14. Layshaft/pinionshaft
15. Layshaft/pinion rear-bearing
16. Planet gear spindle retaining pin
17. Planet gear spindle
18. Third gear (upper)
19. Synchromesh ring
20. Mainshaft plunger & spring
21. Second-speed pinion retaining washer (locked thrust washer)
22. Synchromesh gear hub
23. Lockbolt for selector fork
24. Selector shaft (1/R)
25. Selector shaft (2/3)
26. Retaining cup & circlip
27. Lockshaft spring (1938-)
28. Gearshift lockshaft (1938-)
29. Threaded plug for locking slug (RHS)
30. Locking slug/piece
31. Selector shaft washers
32. Synchromesh gear springs
33. Synchromesh gear balls
34. Keyway washer (similar to 38)
35. Second-speed idler (cluster) gear
36. Celoron washer
37. Synchromesh locking key
38. Two-groove washer (non-rotating thrust washer)
39. Layshaft Celoron washer
40. Layshaft loose bush
41. Ball thrust-race
42. Speedometer drive-worm
43. Lower top-speed pinion
44. Satellite (planet) gear
45. Planet washer
46. Front-bearing shims
47. Reverse-gear pinion inner thrust washers
48. Reverse-gear pinion outer thrust washers
49. Top-gear thrust washer
50. Mainshaft bearing washer
51. Layshaft adjusting washer
52. Selector shaft welsh plug
53. Oil deflectors (2/3) (-1935)
55. Selector fork (2/3)
57. Selector fork (1/R)
60. Generator pivot bolt
61. Clutch dust cover (metal)
62. Gearbox cover studs & nuts
63. Extended studs & sleeves to mount horns
64. Gearbox cover (lid)
65. Cover gasket
66. Upper bearing cover bolts
67. Lower bearing cover bolts
68. Selector shaft plug
- 68a. Seal
69. Speedo drive bush & cable sheath retainer
70. Alternative to pinchbolt of 69
71. Gearbox drainplug & gasket (same as filler on RHS)
72. Gearbox casing
73. Clutch (bell) housing
74. Gearbox/bellhousing studs
75. Clutch cross-shaft bush & housing
76. Gasket/surface seal
77. Bellhousing lower cover
78. Cover fixing bolt
79. Auxiliary drive oil return ring (1954-)
80. Speedo drive shaft
81. Speedo drive lower bush
82. Auxiliary drive greaser
83. Mainshaft front-bearing
84. Primary (main) shaft
85. Third-gear (upper) bush
86. Second-speed cluster bush (2)
87. Mainshaft rear bearings (2)
88. Alternative to 87 (-1935)
89. Layshaft front-bearing
90. Reverse idler thrust balls
91. Reverse idler bush
92. Reverse idler gear
93. Output-shaft bush
94. Differential pinion carrier (spool, cage)
95. Output shaft & sun wheel
96. Celoron thrust washer
97. Planet-shaft centre
98. Crown wheel
99. Crown wheel/ diff. carrier bolt
100. Lock plate
101. Differential side bearing cone
102. Differential side bearing cup
103. Crown wheel adjusting ring nut
104. Differential side oil seal
105. Drive flange
106. Flange circlip
107. Flange retaining washer
108. Output shaft nut
109. Drive flange bolt, nut & lock plate
110. Differential side bearing cap, stud & nut (modified late 1940s)
111. Gearshift lockball (2)
112. Crankhandle-dog cover & seal
113. Mainshaft rear bearing spacer
114. Crankhandle-dog tab washer
115. Pinion nut tab washer
116. Crankhandle drive pin

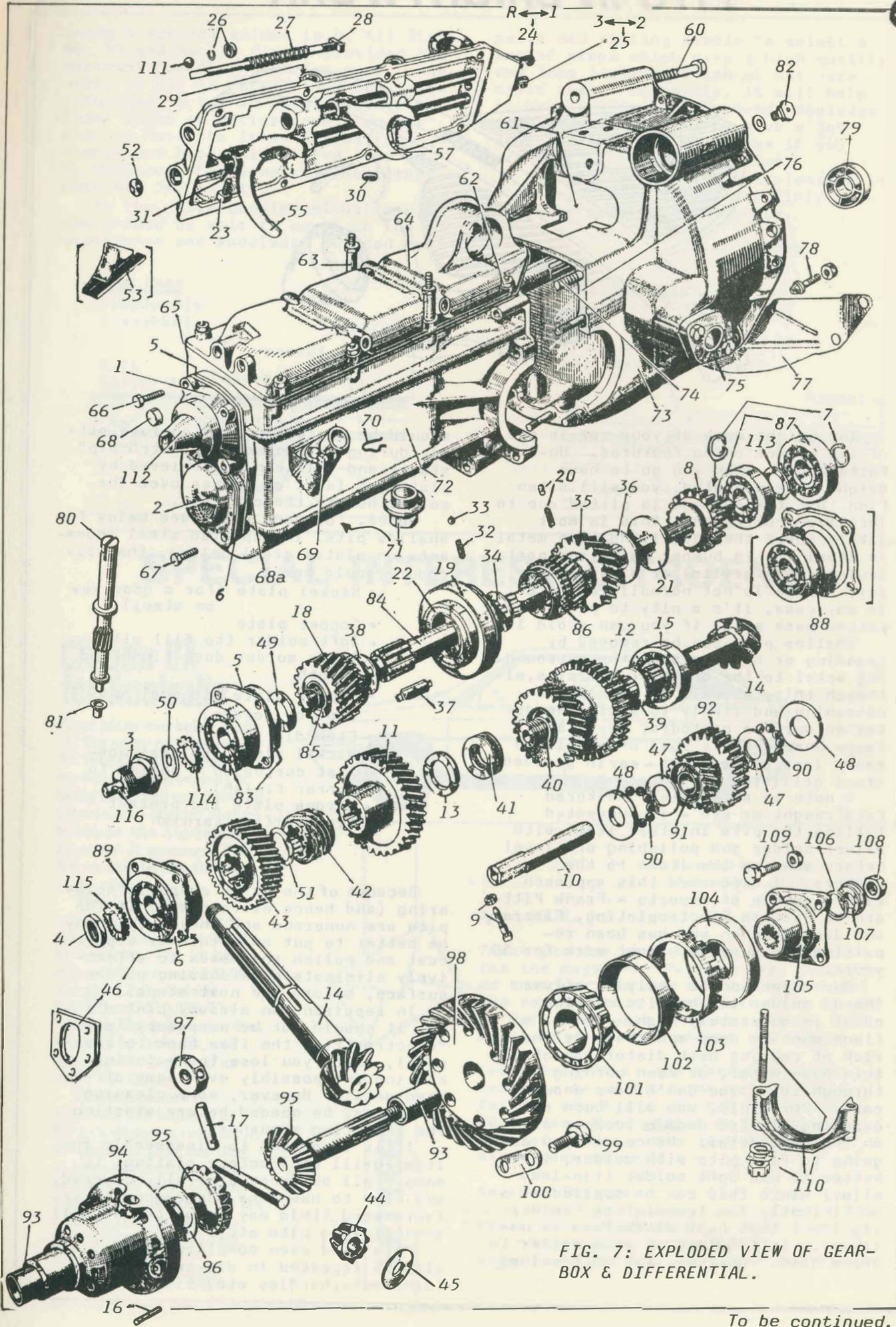
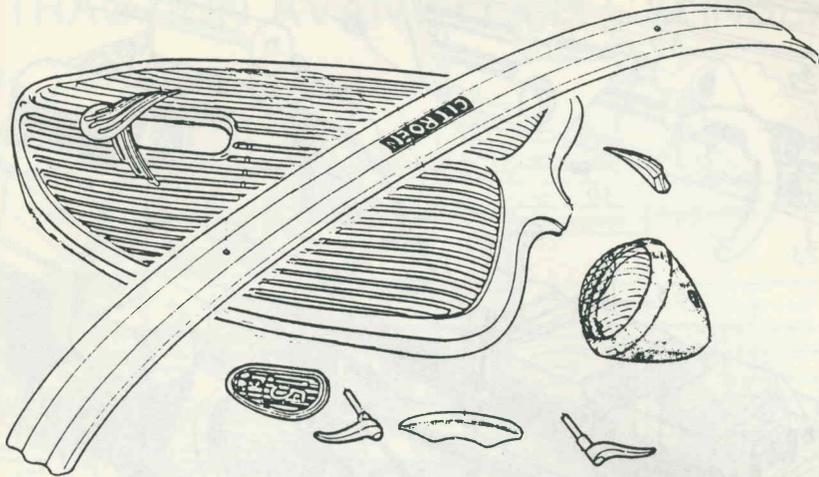


FIG. 7: EXPLODED VIEW OF GEAR-BOX & DIFFERENTIAL.

To be continued.

PITS IN BRIGHTWORK



The bright work of your car is one of its eye-catching features. Unfortunately, when you go to have bright work replated, you will often find that the surface is pitted due to localized corrosion. This is most likely where the underlying base metal is steel (as in bumper bars, and particularly, in grills) or die-cast alloy. Brass is not normally affected. In any case, it's a pity to plate over pitted base metal if you can avoid it.

Shallow pits can be removed by grinding or buffing away the surrounding metal to the depth of the pits, although this, as well as being time-consuming and likely to spoil the detailed surface contours, may also cause unacceptable loss of metal and hence loss of strength—say in pressed steel grills.

A note in an earlier "Restored Cars" caught my eye - it suggested filling the pits in steel items with silver solder and polishing off level before sending the items to the platers. I discussed this approach with a couple of experts - Frank Pittard of Pittard Electroplating, Fitzroy, and Jack Brennan who has been repairing top quality bright work for 50 years.

One objection to applying silver (hard) solder is that its melting point is moderately high. Hence, a flame must be used and there is the risk of causing heat distortion of the thin base metal, or even burning through it if you don't take enough care. Certainly, you will burn off existing electro deposits (copper etc) on the base metal. Hence, if you are going to fill pits with solder, it is better to use soft solder (tin-lead alloy) since this can be applied at a sufficiently low temperature (soldering iron) that heat distortion is unlikely. Soft solder is also easier to dress down. However, the soft solder

should be protected from surface attack during the subsequent "etch dip" stage, and this can be achieved by plating a layer of copper over the solder before the etch dip.

Hence, for deep pits (see below for shallow pits) in unplated steel (comments on plated steel below), the procedure would be:

- Nickel plate (for a good key on steel)
- Copper plate
- Soft solder (to fill pits)
- Dress solder down flush and smooth
- Copper plate (to seal and protect solder)
- Etch dip
- Nickel plate (to seal against corrosion — polish to mirror finish)
- Chrome plate (to protect from surface tarnish)

Because of the extra steps in soldering (and hence extra cost), if the pits are numerous and shallow, it may be better to put on a thicker copper coat and polish this back to effectively eliminate pits showing at the surface, before the next steps.

In repairing an already plated item, it should not be necessary to "electrostrip" the item back to base metal, since you lose the existing coating and possibly even some of the base metal. However, some cleaning up etc may be needed before starting the replating sequence.

It is important to disassemble the item (grill etc) before plating, to ensure all surfaces are fully covered, and even to have the odd component re-fabricated (this may be better overall than filling pits etc).

Pits (and even complete breaks) can also be repaired in die-cast items (ornaments, handles etc) with skill and

using a special solder (e.g. All State No. 53 and No. 53 flux), provided the die-cast hasn't "aged" too much. However, it may be cheaper and more satisfactory to try to obtain new or at least items in better condition, or even to have the items re-cast in bronze and have this plated (see ad. by Billmans, Castlemaine - Restored Cars No. 59, p. 41).

In the more complex situations, you should be able to count on the experience and knowledge of good re-

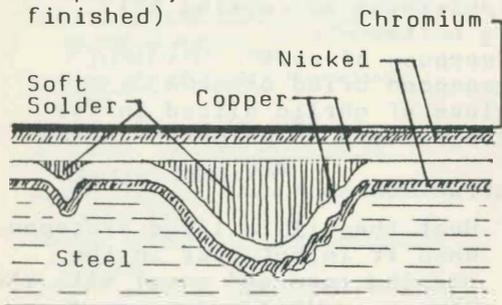
pairs and plating people to select a set of steps which give a high quality and long lasting finish at not excessive cost. Certainly, it will help to have a bit of background knowledge when you are looking to have a job done for you, and of course if you are looking to save a dollar.

However, your pride and pleasure in a good job will almost certainly outlast the memory of the costs.

Bill Graham.

Deep Pits

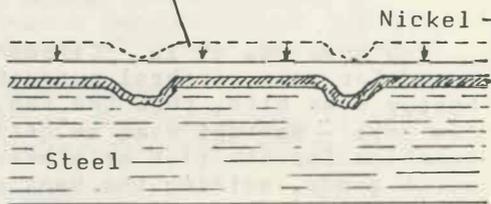
(completely finished)



Shallow pits

(initial steps)

Thick copper deposit polished back smooth.



SPECIAL INTEREST CITROENS

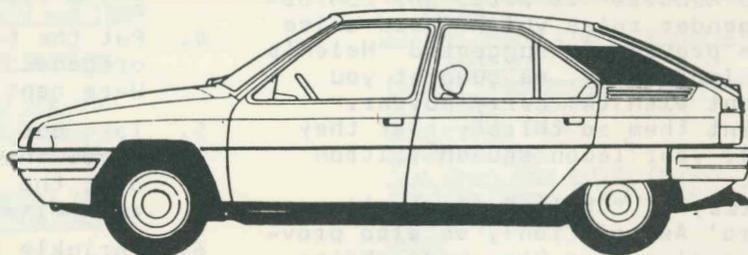
Citroen BX for Australia

Final plans are being made for the entry of the Citroen BX into the Australian market. The agreement is being thrashed out between Citroen and Maxim Motors Brisbane, the Australian importer. It envisages 300 BX on sale before the end of the year.

The cars will be variations of the 1.6 litre BX and a fuel-injected 1.9 litre version. The 1.9 litre will sell for around \$22,000 and the 1.6 for between \$17,000 and \$19,000. The flagship, the automatic, fuel injected 2.5 litre CX, will continue to be offered as will a few GTis.

Citroen dealers in Australia are hoping the BX will generate interest in the marque. They say that at present it's hard going, as for three years Citroen was not in Australia and it's difficult getting people to think Citroen again. The BX could help.

WHEELS July 1985.



Cronulla, NSW.
February 11th, 1985.

Dear Bill,

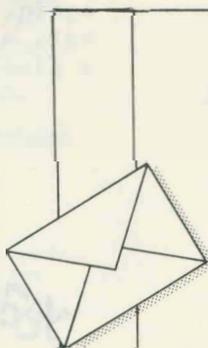
Thank you for your letter and report for the magazine. We were very surprised that you did not receive the photos and some history on the car sent to you in July last year. Anyway, please find enclosed some more photos and report.

Tom's Normale is now half completed, ready to be painted. He was in Paris for one month and visited "Depanoto" 80 km from Paris where he purchased lots of spares. They have everything either new or used.

So long for now,

Gabriel de Figueiredo.

Note: Some letters held over for later.



LETTERS

PARTY TIME



You know how it is. Citroën mates round for some cerebral pursuits, borrow some bits, chew the rag, sink a few jars - perhaps even an official function for the club or otherwise, scout group, wetting the baby's head etc.

What to give the brutes to nibble on?

Helen Cross provided a very "more-ish" concoction at the recent CCOCA Annual Presentation Night, to suit the very purpose described. We've called it "Helen's Nibbles" to avoid any confusion of gender roles which could arise from the previously suggested "Helen's Nuts"! Incidentally, we suggest you experiment with the curry powder. Don't want them so thirsty that they drink all your "lemon squash" (Citron presse)!

Courtesy of "Choice" (Australian Consumers' Association), we also provide the recipe for home-made cheese pop-corn to satisfy les petits Citroënists (and les grands Citroënists) at the same time. The kids can even make their own (with adult supervision).

Both recipes are probably a lot cheaper than the commercial alternatives.

Bon appetit!

Bill Graham.

Helen's Nibbles

1 small pkt Kelloggs NutriGrain (300g)
1 pkt salted peanuts (500g)
1 pkt dry French Onion Soup
1 pkt dry Cream of Chicken Soup
1 teaspoon to 1 tablespoon curry powder
 $\frac{1}{4}$ to $\frac{1}{2}$ cup oil

Mix and eat.

Store in an airtight container

Cheese popcorn

You will need:

1 adult to help
1 large saucepan with a lid
1 small saucepan
Half a pkt of popping corn (63 g)
1 tablespoon of cooking oil
20 g butter
 $\frac{1}{4}$ teaspoon of salt
 $\frac{1}{2}$ teaspoon dried oregano
1 clove of garlic sliced in two
2 tablespoons of parmesan cheese

Instructions

1. Heat the oil in large saucepan. When it is hot pour in the popping corn and cover with the lid.
2. Keep heating and shake the saucepan until the corn starts to pop, then turn the heat down and wait until the popping stops.
3. Put the saucepan of yummy popcorn aside to cool.
4. Put the butter, garlic, salt and oregano in the small saucepan. Warm gently for 1 minute.
5. Take out the pieces of garlic and throw them away. Pour the butter over the popcorn and toss until well mixed.
6. Sprinkle on the cheese and toss again. Your popcorn is ready to eat, or to take to the pictures in a plastic bag.





Books:

- Annells & Richards. Raid Maroc. 1978
 A.O.M.C. Submission to Government 1980
 A.O.M.C. Submission to Government 1982
 Bellu. Toutes les Citroens. 1980
 Borge & Viasnoff. L'Album de la DS. 1983
 Borge & Viasnoff. L'Album de la Traction. 1978
 Borge & Viasnoff. La Traction. 1975
 Borge & Viasnoff. La 2CV. 1977
 Broad. Citroen. 1975
 Chassin. Why Citroen. 197-?
 Christian. Le 4^e Rallye International des Clubs. 1978
 Christian. Le 5^e Rallye International des Clubs. 1980
 Citroen: les "Rosalie" vu par la presse. 1984
 Citroen Traction Avant 1934-1957. (Brooklands) 197-?
 Citroen Traction Avant 1934-1957 vu par la presse. T.1:1934-1939. T.2:1945-1957. 1983
 Citroen 2CV 1948-1982 (Brooklands) 1982
 Daniels. Citroen SM. 1981
 De Serres. La Grand Livre de la Traction Avant. 1984
 Dumont. Citroen. (Auto Historia no.8) 1981 & 1983.
 Dumont. Citroen: the Great Marque of France. v.1. 1976 (eng.)
 Dumont. Quai de Javel, Quai Andre Citroen. t.2. 1978. (Fr.)
 Dunham. Woodgraining, a new approach. 1980
 Edgware Motor Accessories. The Guide on how to retrim your Car Interior. 1981.
 European Automobile Museums. 1982
 Genealogie. 1979
 Layec. Au Long Cours en 2CV. 1968
 MacQueen & McNamara. The Life and Times of the 2CV. 1982
 The National Motor useum at Beaulieu. 1981
 Olysiager. Handbook for the 2CV. 1961
 Owen. The Legacy of Andre Citroen. in Automobile Quarterly. V.1, No.2, pp. 192-221
 Richards. Citroen's Flat twins. 1975?
 Russek. Citroen 2CV/6 and 2CV/4 Repair Guide. 1975
 Sabates & Schweitzer. Andre Citroen: les Chevrans de la Gloire. 1980
 Taylor. The 2CV and its derivatives. 1983
 Thorpe. The Book of the Citroen. (DS/ID) 1967
 Wallage. The Restoration of Post-war Cars. 1979
 2CV Evolution Technique. 1979

Manuals:

- Revue Technique Automobile reprints:
 1919-1926: A, B2, B10, B12, 5CV
 1926-1928: B14, B15
 1929-1934: C4, C6 et Rosalie: 8, 10, 15
 1934-1957: Traction Avant: 7, 11, 15-six
Citroen Instruction Book for Light Fifteen Front Wheel Drive Model. 1952 (1953 supp.)
Citroen Repair Manuals:
 4 cylinder*
 6 cylinder*
 Bodywork*
Citroen Spare Parts Catalogues:
 1944-1949 (4 cylinder)*
 1948-1949 (6 cylinder)*
Citroen 2 cylinder Owners Workshop Manual (Haynes) 1981
Dulux Technical pamphlets, incl. Car Colour Index.
Loctite Technical pamphlets.
SKF Automotive Service List. 1963



Citroen PR Brochures:

Les Jouets Citroen, 15-Six, 30 Ans de 2CV, Dates, Style, Ici Commence l'Aventure (1976 & 1984 eds.), En Avant la Traction, Asnieres, Rennes, Tremery, 1939 Citroen range (Slough)

Sales Brochures:

GS, LN, 2CV6, Dyane 6, Mehari 4 x 4, Acadiane, Visa, H van, C35, CX, BX.

Periodicals:

- Attraction
L'Auto (S.A.)
Avant Garde (Qld.)
Bill Bladet (Sweden)
The Chevrons (N.S.W.)
Citroen (Canterbury, N.Z.)
Citroen C.C. Newsletter (U.S.A.)
Citroen Owners Association of W.A. Bulletin.
Citroen Owners Club of Victoria Newsletter.
Citroen Traction Avant Club (Switz.)
Citroenews. (South Africa)
Citroenian. (U.K.)
Double Chevron.
East Coast Bays C.C.C. (N.Z.)
Floating Power. (T.O.C., U.K.)
La Feuille de Chou
Javel
New Zealand Citroen
North Island Citroen
Single Spoke (N.Z.)
South Island Citroen
Spheres and Gears. (A.C.T.)
Traction Avant. (Wellington, N.Z.)
Traction Torque. (S.A.)
Traction:medlemsblad for Dansk Citroenklub.
Traksjon. (Nederland)
2CV Gazet. (Belgium)
2CV Nyttiset (Finland)

Please note:

- # All items are for loan except those marked *, for which photocopies can be made at a cost of 5c per page. (A 4 cylinder Traction workshop manual currently costs \$13.00 plus postage)
 # Loan periods are usually until the next club meeting, but can be negotiated.
If a loaned item is requested by another borrower, speedy return is expected.
 # Members may borrow by mail, but must pay the cost of postage both ways.

Suggestions for additions to the Library are welcome, donations are even more welcome!

Peter Simmenauer.

NEW MEMBERS

WELCOME TO:

Donald Quilliam
4 Sandown Rd
NORWOOD
TAS. 7250
Ph. (003) 44 4442
1939 Light 12.

David Ellis
25 Hawthorn Gve
Hawthorn 3122
Ph. 818 8046
1955 11D.

Doug Ferguson
Box 28
Dartmoor 3304.

Peter Dougheney &
Lorraine Szolkowski
110 Perry St
Fairfield 3078
Ph. 481 7605.

Hilly & Steve van Zuylenkom
181 Cecil St
South Melbourne 3205
Ph. 699 9337.

Doug & Juliet Clark
110 Pleasant St South
Ballarat 3350
Ph.(053) 31 7530.
Light 15.

Peter & Marion Harbour
3 Amalfi Cres
Nowra 2541.

Steven Gulyas
17 Catherine St
Coburg 3058
Ph. 354 6481.
Light 15s various.

Ray Pitt
8 Walsham Rd
Blackburn 3130
Ph. 877 1105.
GS 1972 (x2).

Colin Riess &
Julie Contole
33 Willsmere Rd
Kew 3101
Ph. 862 2057.
Light 15 1954.

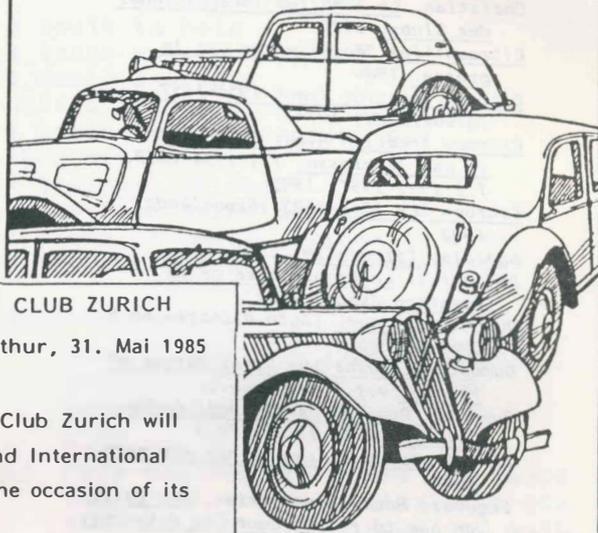
CHANGE OF ADDRESS:

Les & Eva Francis
296 Windsor Rd
Baulkham Hills 2153
Ph.(02) 639 4031.

Robert Joseph
44 Northcote Ave
Caulfield 3162
Ph. 528 5754.

Leigh Owen
Mail Service (MS) 1063
Samford 4520
Ph. (07) 289 9237.

INTERNATIONALES CITROËN TRACTION AVANT TREFFEN WINTERTHUR/SCHWEIZ 17. 18. 19. MAI 1986



CITROËN TRACTION AVANT CLUB ZURICH

Winterthur, 31. Mai 1985

Dear Tractionists,

The Citroën Traction Avant Club Zurich will organize next year the second International Traction Avant Meeting on the occasion of its 10th anniversary.

It will presumably take place on May 17-19 1986, on Witsun, in the region of Winterthur.

Please call your members attention to this event now already. The publication of our meeting-logo in your clubmagazine would be greatly appreciated.

Further information will be mailed to you next October.

Kind regards,

Robert Isler

Daniel Eberli

WHAT WILL I
USE THIS EDITION
- THE LETTER FROM
FRED OR THE
RESTORATION
SUMMARY FROM
CHRIS???



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

PHONE 20 7841
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**TRADE RATES TO
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CAN WORK ON OLD ELECTRICALS

In case you don't know, WINDSCREEN WORLD at
24 Main St Lilydale (Vic) have an old chap
who cuts laminated flat glass to shape (like
on Tractions mate), and they offer a GOOD
PRICE to CCOCA members. Phone 7355 966 and
ask for George or Bill.

CLUB SHOP

Contact:

Robin Smith
411 Glenhuntly Rd.
Elsternwick 3185
(03) 527 5429

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

Metal Grille Badges

Blue and White - \$12.

Awaiting new stock

Front Drive Back Issues

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

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ALL PRICES PLUS POSTAGE AND PACKING.



Wine glasses new supply
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(03) 481 7605.

CLASSIFIEDS



AND THE BAD NEWS, FOLKS:

After organizing some tremendously successful and very enjoyable rallies for the Club, ROBYN (SUPER SALLY) COUCHE wants to hang up her clipboard, motel list and receipt book and take a well-earned rest back in the work force! Well done and many thanks, Rob ---- after all, who could forget Ballarat etc.

AND THE GOOD NEWS IS:

The club now needs URGENTLY one or more members to take on the position of RALLY CO-ORDINATOR (ACTIVITIES OFFICER). This is your big chance to show what you're made of!

- Duties:
1. Organize Austraction '86 & CCOCA participation at Bendigo Swap Meet (sites already booked)
 2. Co-opt a sub-committee to assist as required
 3. Attend committee meetings (if member is Melbourne based)

Qualifications:

1. A desire to see two of CCOCA's main annual events continue in '86
2. Ability to offer a small amount of spare time to CCOCA

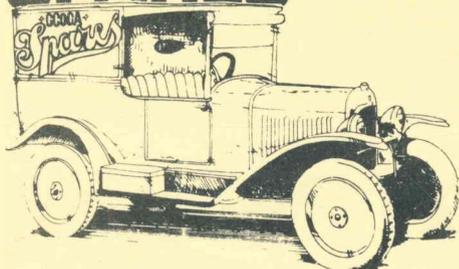
Consequence of no-one volunteering:

1. No Austraction '86
2. A huge gaping hole in the Club's reason for existing

Please consider offering your services now and volunteer to John Couche as soon as possible. N.B. You do not have to be a Melbourne-based member to do this job. Ring (03) 729 7470 now and do something for your club.

SPARES CONTINUED OVER

SPARES



SPARE PARTS, contact
 Russell WADE
 Phone 9 am to 7 pm No Sundays
 (03-5703486)

Order Forms take precedent over
 phone calls.

HOURS: 9 AM to 7 PM. MON to SAT

This is not intended to be a grumble page, but a few facts need to be emphasised. A few DONKEYS are spoiling things for the rest of you sensible club members. These ILLITERATES phone at all hours of the night, very annoying when we have just succeeded getting a very small boy to sleep. This has been the reason for spare parts officers giving up the job in the past. I intend to give it up if a few of you continue to abuse the system, so FAIR CRACK OF THE WHIP DIGGERS.

The next is not a grumble but rather an explanation, after all I don't own a Traction so the prices of parts do not worry me. Devaluation has pushed the price of parts up 25 to 30% (depending on country of origin).

The import duty has risen from 2½% to 25% (plus 20% s/tax) In the past we frequently were not charged any duty because it was not worth collecting 2½%.

Most of our overseas suppliers had supplied parts and were paid when we received the parts. They all require prepayment before supply now. Since they did not tell us of the changes, this has resulted in several orders failing to arrive.

PARTS IN STOCK. July 85

Liners, pistons & ring set	295.00	Big boot bottom seal	5.50
Head gasket 4 cyl	35.60	Petrol filler grommets	7.50
VRS gasket set 4 cyl	56.60	R/bumper seals pairs	21.00
Complete gasket set 4 cyl	76.44	Exhaust hanger rubbers	2.00
Sump gasket set 4 cyl	8.84	G/box gasket sets	7.00
VRS gasket set 6 cyl	60.00	Output shaft seals	8.50
Liner seals L15 thick set	7.50	Pinion shaft rear bearings	26.80
Carby gasket set 32PBIC	5.75	Springs g/change gate	3.50
32PBIC throttle shafts .5 OS	24.00	Woodruff key f/hub each	1.50
Fuel pump kit AC	9.75	D/shaft rubber boots each	12.30
Water pump shaft & bush	18.00	Clamp bands for most	1.00
Steering rack rubbers pair	26.00	Inner front hub bearing	16.80
Wiper shaft grommets below WS	4.00	Outer front hub bearing	16.80
Shocker end rubbers each	1.00	Door lock springs each	3.50
Pedal rubbers each	5.50	Bonnet strip clamps each	1.25
Radiator hoses each	10.50	French T/lights big boot	30.00
Fan belts	12.25	Master cyl kits	9.50
Door dovetail blocks set 8	6.96	Front brake hose French	28.00
W/screen rubber ali frame	9.18	Rear brake hose French	21.00
W/screen rubber steel frame	20.00	F/R brake hose Slough	28.00
Door seal rubber set	22.00	Rear wheel cyl 1" 4 cyl	40.70
Flat boot rubber seal	13.50		
Big boot top seal	11.00		