



Christmas Greetings

*How straight is
your nation*

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



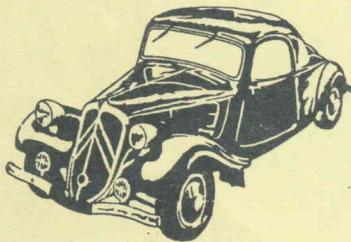
ROADSTER



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



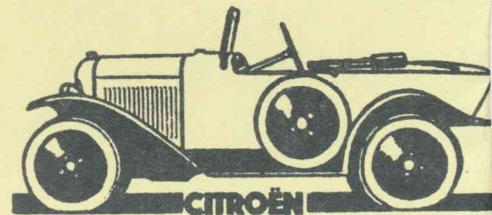
CLUB BADGE
3 SIZES:
SMALL (BREAST POCKET)
MEDIUM, LARGE



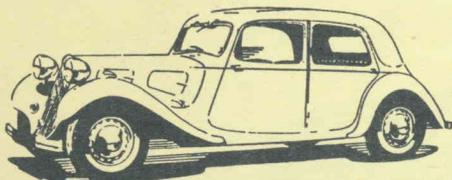
COUPE



2CV



5CV
BREAST POCKET
SIZE ONLY



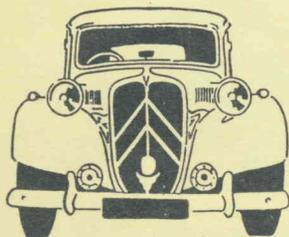
LIGHT 15



ANNIVERSARY



SCROLL
BREAST POCKET
SIZE ONLY



BIG 6



DS



CHEVRON BADGE

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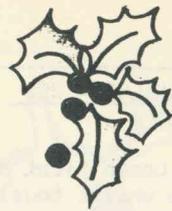
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The magazine of the
Citroën Classic Owners
Club of Australia



The Festive Season approaches once again, the time for particular goodwill toward your fellows, especially to your fellow Citroënistes. We were a little concerned when the Committee directed us to: "Give it to them, good and proper". "Hardly sounds like the Christmas spirit", we said. "No, give them plenty to read in the magazine", they said, "Otherwise, they'll just sit around eating and drinking and generally damaging their health, and not think of their cars at all. No, it won't do at all!" "Right", we said, "We'll hit them with another bumper issue!"

Club membership has reached 120. Well done. A record? It shows that old Citroëns have a fascination for many people, as we found at the recent Classic Motor Show. Read about the Show and other Club events. And how about Peter Boyle "parlant francais?" France may never recover.

Mark McKibbin has stepped into the role of Activities Officer. Well done. And now we want to relieve Paul from the Editorial Sub-committee for a while. Perhaps you could help?

Perhaps this is the time to follow Jack Johansen (Weaver) and start to check alignment of your Traction. Unfortunately, Jack is in Prince Henry's Hospital (Ward 3 North) for a while. Please call in, introduce yourself, and talk Citroëns to cheer him up! Auto reading welcome.

Good reading and happy Citroëning

Bill Graham, Peter Simmenauer, Paul Chapman.



COMING RALLIES

November 27, Wednesday

General Meeting, Nunawading

December 4, Wednesday

Christmas Breakup, Anchor and Hope Hotel, Richmond. European Motor Show.

February 16, Sunday

Cover: A rallying Citroën in hot pursuit, somewhere in the Australian outback. It could be almost any time of year, but perhaps it is summer, even near Christmas? Perhaps someone knows and can tell us?

CCOCA MEMBERSHIP:

Annual Subscription: Full Member \$20.00, Associate Member \$15.00

Joint Membership available to spouse of full member, no cost.

Overseas postage rate: additional \$7.00.

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.

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

MEMBERS' CARS

JOHN LOCKE: 1954 2CV

John Locke first became interested in 2CV's whilst touring Europe and decided, upon return to Australia, that he had to have one. Contact was made with David Gries and John became a member of C.C.O.C.A. in early 1978.

The search then began for a suitable car for John to restore. The "right" machine was finally tracked down in a paddock at Wonthaggi. It had been some local kids' paddock car until the engine had been removed and dismantled (which was the state that John had found it in). The car was almost complete down to the front wheel drive emblem on the bonnet and was painted a faded green with purple wheels. The only part missing is the petrol dip stick.

John decided that this was to be his new car and arrived at the property with his Peugeot and tandem trailer ready to negotiate a price. Upon reflection John agrees that it is very difficult to only appear semi-interested in the hope of a better price when you arrive with a rented trailer and cheque book in hand. However, a price of \$165.00 was agreed upon and in April 1979 the 2CV moved to the big smoke.

The car was identified as being a 1954 slough built model and is equipped with the "big" 425cc motor and traffic clutch. An unusual feature of the car is the rear window panel which is fabricated in steel rather than timber, which is more common in 2CV's of this era.

Restoration has been undertaken, so far, in three definite stages. The initial stage following purchase was a complete strip down and sand-blasting to reveal how much body work would need to be undertaken. The body was shown to several panel experts who all suggested he should throw the car in the tip as it was not worth spending the amount of money on it that they were going to charge for

repairs. John was disappointed but undeterred. Unfortunately though, for the 2CV, two domestic problems arose at this time being the purchase of a house in Canterbury and the arrival of a second child, both delaying further work.

Stage two of the restoration began late in 1983 when an uncle of John's wife agreed to undertake the necessary body repairs at a realistic price. A new floor was fitted, cracks welded and rust cut out and replaced with new steel. The 425cc engine was reassembled to a point where it ran and the chrome bits were sent away for re-furbishing. The body was painted a bright yellow (Citron?) and a new roof was made and fitted. John obtained most of the new rubber & bits and pieces for the car through Hillman Spares in Melbourne and Chevron Motors in Sydney. Much help and advice was available from David Gries.

The commencement of the third stage sees the car in its present state awaiting final reassembly of all the removeable body panels and completion and re-fitting of the interior. The mechanicals will then be re-fitted and the car will be complete. John hopes to have all the work finished and the car registered by Christmas 1985.

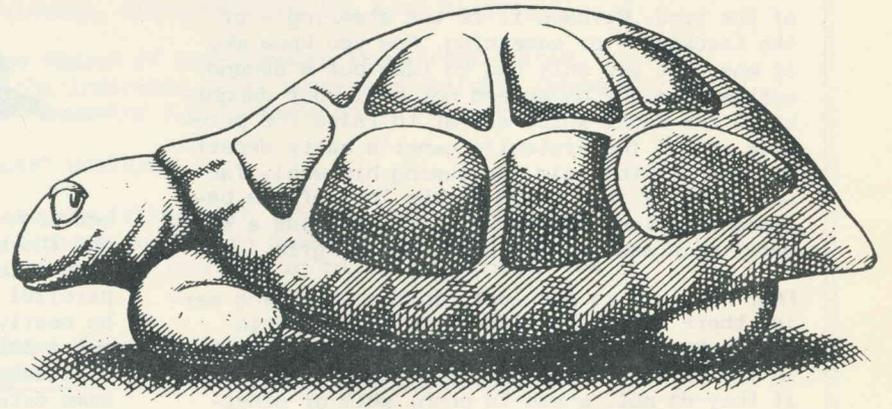
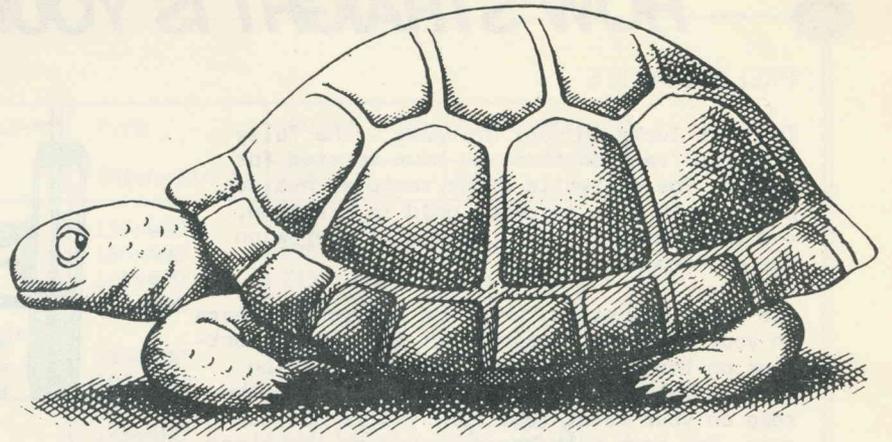
The 2CV is not John's first restored car as he also owns a TC MG and 1921



and 1927 Morris Oxfords. All the cars are registered and going.

Hopefully we will see John and his bright yellow 2CV as regular features at club rallies early in 1986.

John Couche



IT TAUGHT US ALL WE KNOW.

It's not all bad being a tortoise.
They do live to a very old age.

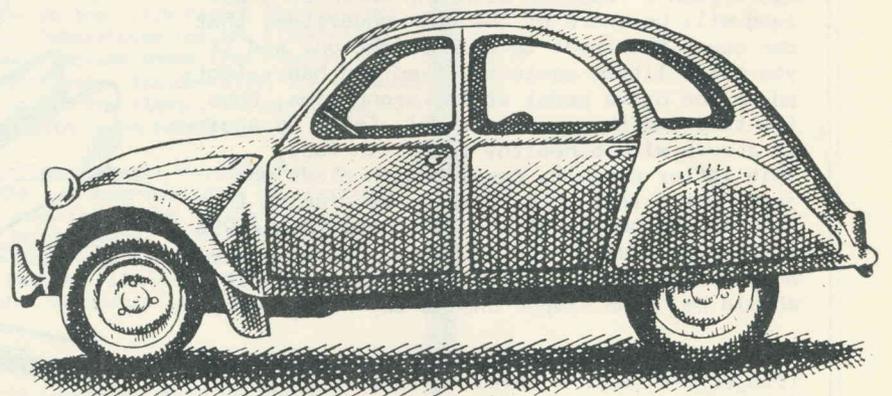
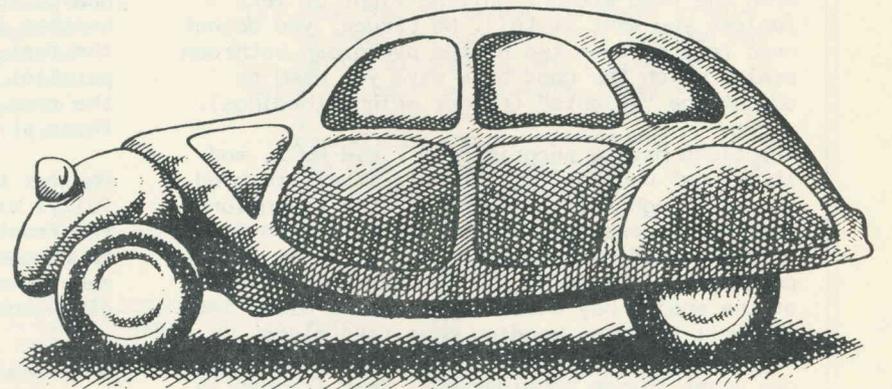
They suffer few mechanical
breakdowns.

They have a very poor appetite
for consuming petrol.

They're not, as we know, the
swiftest of creatures.

But need we remind you of the
story of the tortoise and the hare?

CITROËN 2CV £2674.



PRICE CORRECT AT TIME OF GOING TO PRESS AND INCLUDES CAR TAX, VAT AND FRONT SEAT BELTS, DELIVERY AND PLATES EXTRA. CITROËN CARS LTD, MILL STREET SLOUGH SL2 5DE. TEL SLOUGH 23808
D.O.T. FUEL FIGURES URBAN CYCLE, 41.5MPG 6.8L 100KM . CONSTANT 56MPH, 52.3MPG 5.4L 100KM

HOW STRAIGHT IS YOUR TRACTION ?

PRELIMINARIES

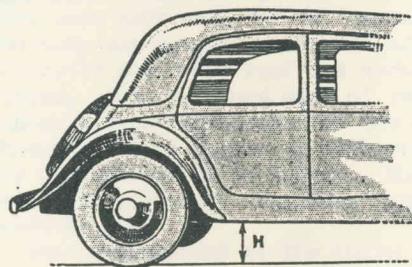
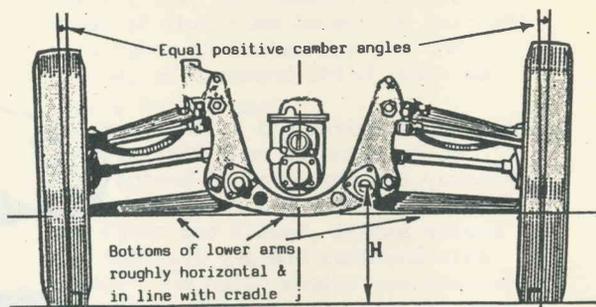
There it lurks in your driveway - the fully restored Traction that you have coveted for months. The erstwhile owner/restorer has departed with your hard-won gold in his hand, and what seems to be a grimace of sorrow on his countenance.

And there you stand, keys and ownership papers in your hand and feeling that the second mortgage on the house was well worthwhile. Ten minutes later, and half a kilometre down the road on your first test run, you're not so sure. You have both hands locked on the steering wheel and one foot firmly braced against the dashboard to hold the device on your side of the road. Perhaps it is the steering - or the tracking - or something. Now you know why it was that you only had to take out a second mortgage on the house and not sell your daughter to the local white slaver to raise the purchase price! The erstwhile owner's hasty departure was not to avoid you seeing his manly facade dissolve into tears at the loss of his beloved Traction, and what you thought was a sorrowful mein was in fact a triumphant grin.

Fear not, all is not lost. In the following series there will be outlined the simple basic checks to ensure that all four wheels co-exist in the correct relationship to each other. And if they do not, where to push, shim or otherwise adjust to ensure that they do. Also how to set up your Traction so that it will proceed down the road without pulling right or left (unless you want it to!). No Claude, you do not need four or even two of the overgrown bathroom scales which the good book says you need to adjust the "weights" (corner weight loadings).

Tractions have a surprisingly rigid hull, and it is most unusual for the hull itself to bend. Not so though for the sponsons (the extensions forward of passenger compartment), and in fact, a "distorted" hull usually is not. It is at the point just forward of the windscreen or rear of the engine bay where the sponsons blend into the hull that any bending does take place. However, shunting curbs, particularly sideways, can upset things considerably. Very frequently, some panel damage may also occur at these times! Don't laugh about the sideways bit. Anyone who has driven a Traction with any verve on a wet road will be aware of the bulk understeer that can cause the front to go straight on, and if you get a little panic-stricken and heavy-footed on the brake pedal at the wrong time, have the tail and thus a rear wheel, fetch up against a curb with a healthy thump. In fact, this latter assault, coupled with clods who jack up the rear of a Traction by placing the jack in the centre of the axle beam, causes 99% of rear axle alignment problems. Consequently, when on the surface all seems well and as it should be, some simple checks may not go astray.

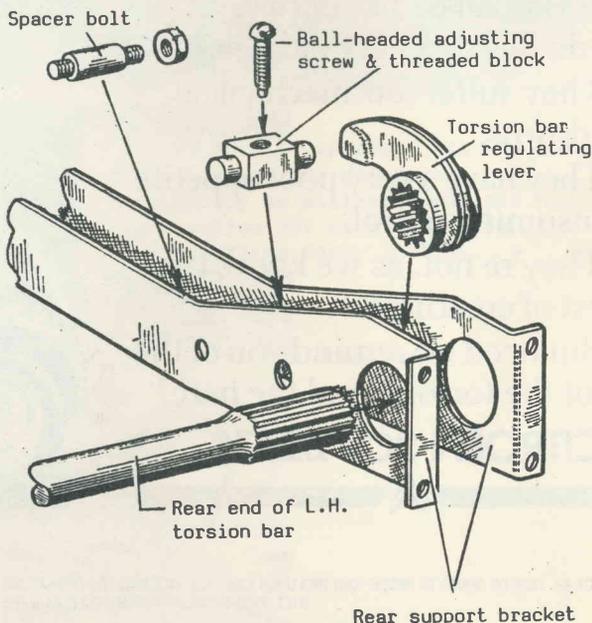
Firstly, a simple visual check. Get the bolide (projectile) onto a level surface, with the front wheels pointing straight ahead. A certain amount of space fore and aft is needed. If your local service station is closed at weekends, its forecourt should be ideal. Go 3-4m in front of the car, get your head well down,



and look at the lower suspension arms. They, and the bottom of the suspension cradle should form an almost straight line, approximately parallel to the ground. The front wheels should be nearly vertical, but with the tops leaning out a little (this is called "positive camber"). Obviously, the wheels should lean out to the same extent on both sides. All seems as it should so far? Great!

Now go to the back of the chariot and have another look from 3-4m away. Is the bottom of the fuel tank and the underneath of the body parallel to the ground? It is? Fine. How about the rear wheels? Are they angled similarly to those at front?

Now for those who want to check the heights fully. With the vehicle on a level surface, the front height is measured from the ground to the centre of the splined silentbloc in each lower arm. The standard height (H) for a given model is shown in the table.



Model English (French)	Tyre (Michelin X)	Height - mm (Tyre pressure - psi)	
		Front	Rear
Twelve (7CV)	155x400	267 (17)	257 (20)
Light 15 (11 Légère)	165x400	275 (18.5)	264 (20)
Big 15 (11 Normale)	165x400	275 (19)	274 (20.5)
Family 15/F9 (Familiale)	185x400	287 (20)	317 (22.5)
Commercial (11 Commerciale)			
Six Cylinder (15-Six)	185x400	275 (20.5)	295 (22.5)
- (15-Six Familiale)	185x400	275 (22.5)	313 (24)
- (15-Six H)	165x400	251 (22)	277 (24)
Six H** (-) }	185x400	261 (20.5)	287 (22.5)

These are recommended minimum heights. Front height can be +5 mm, rear height can be +10 mm. Obviously, set both sides the same height.

Aim to retain same rolling radius if non-standard tyres/rims fitted. If this is not so, alter the indicated total suspension heights (above) so as to retain suspension geometry i.e. suspension arm angles etc.

* Rear suspension in "Route" position.

** English hydraulic Sixes were fitted with 185x400 tyres - heights quoted are based on retention of suspension geometry i.e. whole car is lifted by an amount equal to the increase in rolling radius of the larger tyres.

Tyre pressures may be altered after setting heights so as to achieve desired combination of ride and handling.

Adjustment is made in a manner similar to that involved in adjusting tappets. A vertical ball-headed adjusting screw bears upwards against the end of a short regulating lever splined onto the rear end of each front torsion bar. The adjusting screw is screwed in (upwards) to raise that side of the vehicle, out (downwards) to lower that side.

Note: (a) There are no locknuts on the adjusting screws.

- (b) A special tool is advised but not essential.
- (c) Jack the car under the front cradle to take the load off the torsion bar before attempting any adjustment.
- (d) After each adjustment, lower car to ground and bounce it up and down vig-
orously to ensure everything is in its working position before checking the height measurement etc.

TECHNICAL TIPS FROM FRED

Batteries to suit English Tractions: Bosch Part No. 01806 56618 ex-certain Saabs, Toyotas, Mercedes. Also Bosch 6560048. Have posts right way round and lifting handles [available in Australia?].

Wheel nuts: Renault 20 nuts are perfect for Slough cars except that they are chromed ((invisible under hub cap). The R12 nuts appear to be the same, while R16 nuts will also do the trick though they are not complete cap-nuts. Substitutes for the French-type TrACTION wheel nuts include those from Peugeot 404, 504, Renault 10 and Dyane. Incidentally, the standard nuts are 19 mm (across the flats), though oddly, some have been made up with 16 mm hexes).

Core plugs for cylinder heads: Vauxhall Part No. 11067433 & 1107296. Also available as standard metric item from Repco in Australia.

Suspension ball joint covers: Cut off the first convolution from drive-shaft rubber gaiters for Mini and 1100 - Part No. 18G/9028. They last longer than the leather ones which are now virtually unobtainable.

General: Peter Simper (T.O.C.) still gets a lot of bits and pieces (gaskets, valve springs and steering-rack gaiters etc) from Citroen Cars, so the spares situation looks better every day.

Fred Annells (U.K.).

Jack Johansen.

(To be continued)

CITROËNISTES ARE SPECIAL

That's the message from our Social Officer, Peter Boyle, who recently returned from a trip to France and England. His reminiscences have been edited slightly so as to concentrate on Citroën interests and to avoid attracting the attention of the censors. So we will pass over his accounts of the 643 English pubs that he visited, and start with a memorable bus trip to the Lake District. Having booked only two days before, the only seats available were cancellations, and he found himself sitting beside a rather elderly lady who had booked the previous January. In the course of conversation, he found that his luck in obtaining a booking was due to the lady's sister dying in the meantime. This discovery cast gloom for a while, but soon our man, true to form, was entertaining the fair-sized if generic audience on the bus. His efforts as a sheepdog, mustering the vaguer members of the party when they wandered off at stops, was appreciated greatly by the driver. Only one passenger actually got temporarily lost, and was threatened with deportation to Australia, "where they nail one foot to the floor," if she did it again.

The Citroën interest lay chiefly in visits to Slough, John and Bryn at the Arches, and Alan Sibley at Tottenham. Alan is the owner of the historic racing Traction that was featured in "Floating Power" and made an appearance at Knebworth. Unfortunately, it was away undergoing a further stage in its professional restoration when Peter called, but he was able to spend some time with Alan. John Gillard and Bryn Hughes were available for lunch and were, as usual, a mine of information on the spares scene. They now have available, ex-stock, complete one-piece floor pans for L15s, including cross members, for about £250, and front mud-guard ends from Germany, but no longer supply outer sills except in the course of a restoration. The Dutch Club now supplies new tow bars of an excellent design for L15 and B15 which clamp onto the suspension. John recommended Beatties off High Holburn, London, as a good source of models, and Peter found there an excellent range, at prices considerably cheaper than in France (for French Solidos etc). Intending callers to Classic Restorations should note that John and Bryn will be moving from Central London in about six months.

Slough is now a sales administration and spares centre only. There are no spares held for Tractions. Peter still found the visit interesting. The PR staff were very willing to show visitors around, and are generous with brochures etc. The site is rather hard to find, being in a maze of roads near the railway station, but is identifiable by the factory signs and the large number of BXs, CXs, Visas etc parked outside.

Andy's Autos, near Reading, is a 2 CV and D owners paradise. Original and replica parts, panel, mechanical and electrical for most models are stocked. Unfortunately, it is basically a one-man mail-order business, and with restrictive export regulations, mail orders from outside U.K. are ignored due to necessity. Very useful however if you have a contact in the U.K. who is willing to obtain and ship parts for you privately. Citroën agents in Reading will ship spares e.g. 2 CV floors, left and right, approx, £19 ea., sills £12, metal mudguards at

£25, bumpers, fibre-glass repro guards, etc. Pop-on Panels Ltd. are a large firm which include in their range complete panels for 2 CV, Dyane and Ami. If you want items too big for posting, remember that most shipping agents have a minimum handling charge of about \$30, which tends to inflate the cost of small orders excessively. Nobody appears to supply driveshafts except on an exchange basis.

Peter's researches extended to books as well. After finding Foyles unsatisfactory (as I did), he progressed to Motobooks in Kensington, which is a very well stocked specialist supplier.

Citroëns on British roads appear to be limited to 2CVs, BXs, CXs and Visas - Ds are already rare sights. Many Citroëns appeared rusty - a CX was even spotted without window pillars! In France, by contrast, even the occasional Traction could be seen in everyday use.

Paris had its disappointments. Although there were no language difficulties eating at McDonalds - Big Mac is the same in English, French or German - they serve beer in plastic cups - not on! Better to find the "Hippo Citroën" in the Champs Elysees, which contains a restaurant, street cafe, bar, coffee lounge, upstairs disco and car showroom! Local distributors, take note. Unfortunately "non parlons anglais", at least when Peter was there, but words were not needed to admire the 1934 Traction Coupé and 5 CV which were on display one day, and the latest CX range on another. Renault had a similar affair on the other side of the street but with a museum instead of the disco. After having an eyeful of the Eiffel and other tourist attractions, it was time for Pierre to visit hallowed ground - the Quai André Citroën. Oops! Guess who had forgotten that it had been vacated and mostly demolished, after he had paid off the CX taxi driver who had told him he had a "probleme". Not even a street sign left! (in other words, other Citroënists had beaten him to it). He was bereft and wandered down the banks of the Seine, headed in the direction of Neuilly, only to come across a "Citroën Promotion" - a line of cars, marquees and a barge - not operating. A further walk took him to 62 Bvd. Victor Hugo, the Citroën hiring and service centre - at lunch time. The only available English speaker from the PR department couldn't understand Australian, which resulted in mutual frustration and embarrassment. Peter left with two pictures, some brochures and a series of "Bon voyages".

EPA, the big publisher of transport books, runs a bookshop in Paris which Peter found much more promising. Not only were the staff friendly and helpful, but they gave the "Citroëniste d'Australie" a discount without even being asked - a most unusual occurrence. Peter collects in other Citroën areas also so he spent some time shopping around. He spotted a 1/24 scale Citroën B 12 sedan in yellow and black in one shop and was most attracted. Upon enquiry, the price was revealed as 5 900 F (about \$ 1200). Passing onto another shop - identical model - bad luck Pete - identical price! The topper was probably a genuine 1920s Citroën tinplate B 12 delivery van seen in an antique shop in a rather exclusive part of town. Peter approached negotiations gently - "Parlez-vous anglais?". "A leetle" - actually quite a lot. Eventually the conversation turned to the price



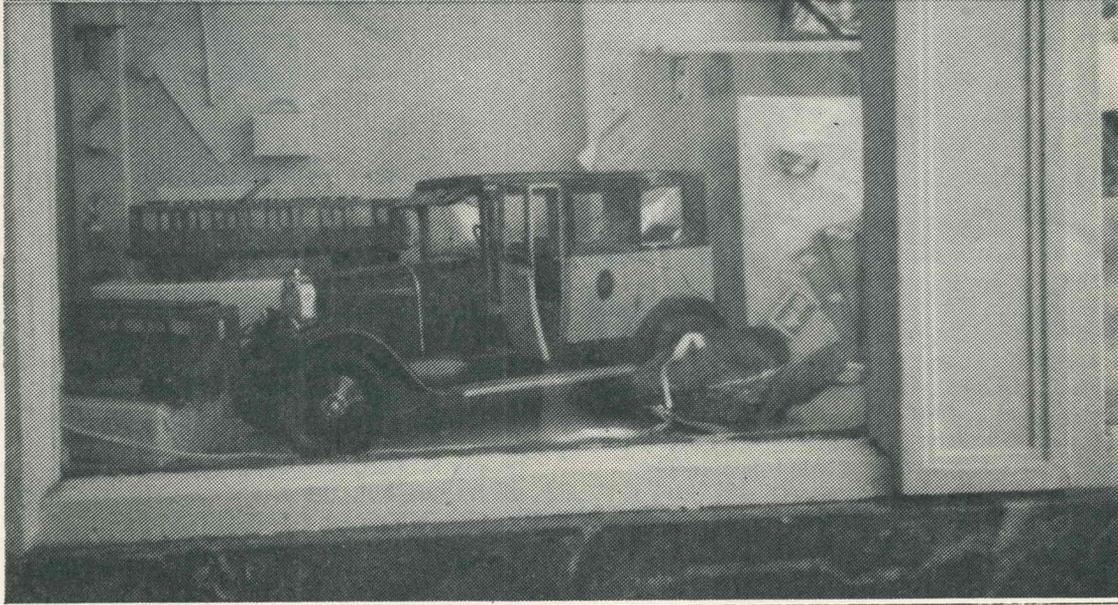
By the Seine.



62 Blvd. Victor Hugo, Neuilly.



B 12: 5900 F.



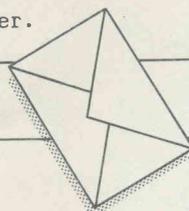
of the toy-"17 000 F, m'sieur". Peter's response, I'm afraid, was along the lines of "Jeez, cobber, I wanted to buy the model, not the whole bloody shop. I could buy a full-sized one for that!" The proprietor's English vanished, the language barrier came down and diplomatic relations were broken off forthwith. Qu'importe! The highlight of the French part of the trip was yet to come - a visit to Depanoto.

Depanoto is a spare parts firm established about 1911 which has an enormous range of new, new-old-stock, and second-hand parts for a wide range of mainly early European cars, motorcycles and aeroplanes. It is still run by a son of the founder, and is located 112 km south-west of Paris in a little village called Nogent-le-Rotrou. Peter's French is, to put it kindly, rather dodgy, so through the tourist bureau he found an English-speaking travel agent to write him a return train ticket. He arrived about midday and was confronted by a CX taxi waiting at the station. On production of his wad of photos of Australian Citroëns (his usual passport), he was immediately recognized as a Citroëniste and whisked off to Depanoto's sales office - closed for lunch(!) which in France is usually a lengthy affair of about two hours. The taxi driver, undeterred and at no extra charge, continued on to a farm which boasted a 5 CV, B2 Roadster, Rosalie, 1928 B 14 (for the equivalent of \$3 000), but the proprietor soon recognized that this Citroëniste was more interested in parts than in whole cars and shrugged "Depanoto, Depanoto". Lunch was by now the familiar "bière et un sandwich" - the sandwich consisting of a long roll, un-buttered and filled with pate and cucumber. The rolls got longer with the distance from Paris and often needed several "bières" to wash them down. After completing his frugal meal, the subject of much attention from the locals (this was not uncommon; Peter often felt as if he had a red light flashing on his head while in France), he strolled back to Depanoto, only to find that the sole English-speaking staff member was not there that day. However, his photo passport and his Citroën T-shirt introduced him once again as a "Citroëniste d'Australie" (doubly worthy of regard) and when the staff found that he had come by train from Paris, there were many exclamations of "Expedition!"

During the next three hours, Peter managed to establish three things: driveshafts were only available on exchange; there were no 2 CV bits; but there was every imaginable spare part for Tractions and vintage Citroëns of all models, even some English. When the three ladies had completed Peter's order, with both dictionaries out, they confessed they had never worked so hard in their lives. The youngest one, whose English was the best, was nearly in tears from exhaustion. Peter thought it appropriate to offer them something for their trouble, which caused them some embarrassment and lots of chatter. He was told to sit down and wait for "Garcon" who appeared when the counter closed, and steered him, after many "Bon voyages" from the ladies, to an Arcadienne van and drove off down the street. Peter wondered what was happening when they passed the railway station, and wondered even more when they pulled up at a military-looking establishment complete with sentry-box. When they entered the building, he realized that he had been granted a rare privilege - a look at Depanoto's main warehouse. He was confronted by endless rows of engines, gearboxes, differentials, chassis, body panels, radiators etc. Maybe 23 000 tyres, but, alas, no 730x130 beaded edge. "Garcon" was very pleased by his reaction to the veritable smorgasbord of vintage bits. The whole place was immaculate in layout, consistent with the efficient and business-like counter service. He had plenty to think about on the long and slow (stopping all stations) trip back to Paris, concluding that there was not much point searching for vintage Citroën parts in Australia when everything was available at reasonable prices at Depanoto. Peter's "French Affaire" certainly contained frustrations, chiefly due to language problems, but he found the French extremely helpful once he had identified himself as a "Citroëniste d'Australie". There was considerable curiosity about Australia, and much amazement that there were actually Citroëns (and Renaults!) there. But the moral of the story is - when in France, never arrive at lunchtime!

Peter Simmenauer.

LETTERS



86 Burnet Ave.,
Burpham, Guildford,
Surrey, G.U.I.I.Y.F.,
England.
October 15, 1985.

Dear Bill & family,

I do owe an apology for such a long delay in replying to your card. The arrival of the magazine has jogged my memory - perhaps it's old age catching up !! [know what you mean, Fred].

I had a letter from David Greis some time ago to which I did reply. I see he has moved. Barry has moved into a flat and we are thinking of selling our 4-bedroom house and getting a bungalow near our daughter - I'll let you know when [hope this doesn't mean any of Fred's fleet of Citroëns will be thrown out unless of course the coupé or the roadster - hmmm?].

I had a call from John and Josie Waghorn of BWB Motors a couple of weeks ago to see their new home and to celebrate their return from North Cape. They had set off with a club from France for a 5-week trip, all in Tractions. [Those who, like me, don't have a clue where North Cape is, look it up in your atlas. It is just about the northernmost point in Norway, about latitude 71 North. You'd need more than a dash of anti-freeze in the Traction in winter there!]. The photos which John took without a flash at 1.30 a.m. - it is light for 23 hours at that time of year. It was a journey he won't forget, John says. The roads are full of holes, but the scenery is magnificent. The people are very friendly, especially the Laplanders, who depend on their reindeer herds for all their needs.

All the cars ran without trouble, except for one minor problem. One of the cars had been converted to 12 volts with an alternator and the bearing packed up. John found a water pump bearing was the same size, so they were able to continue, mostly camping in tents, but above the Arctic Circle, huts were more appropriate. John's car [Family Nine?] has been on the Paris-Moscow trip and now this trip within 12 months.

I see that the next International is to be in Germany in 1987. Do you think any of your club members will be able to come? It seems the Germans are very keen on the 15-6 - I believe they have quite a few. I really hope that I can have my Big 15 Roadster ready for that event - if not, it'll be Light 15 Coupé.

A while ago, I sent the official registration paper for his coupé to John Vanechop - ex-Mrs. Smith (N.Z.). Based on the chassis numbers, I could never believe it was a 1936 car. It was actually imported into New Zealand in November 1937, but it really doesn't make much difference does it? Anyway, the papers will be more use to John than to me.

I see in your magazine a good idea for members concerning adapting spare parts from other cars - here are a couple for a start [we have printed Fred's tips elsewhere as a technical note].

Have you got the BX in Australia yet? I bought one about six months ago and am very pleased with it. I got the 19 RD and am amazed at its performance and economy. I've been up to my daughter's a lot and return a figure of 57 mpg.

If I cruise at 80-90, then it drops to about 51-52 mpg [disgraceful Fred!]. The Estate version has just started to come in and it really is roomy. The sales are going very well and so the Citroën Car Club membership is growing.

I must say the story of the 1938 Light 15 was very interesting to read. No doubt, it must be the only one in the country. I own one very much the same (colour, interior etc) but it was built in 1947 and is left-hand-drive. The French built these RHD also for export, much the same as we built cars for the Continental market - Belgium and Sweden being two countries I know of.

Well, Bill, I think that's my news for now. I did hope that next year I would be able to come over to re-visit. Perhaps I still will. It depends on the sale of the house etc. Anyway, I'll let you know. I must say, my club activities have curtailed a bit this year for various reasons, but I hope next year will come with less problems. I did manage to go in the Coupé to Motor 100 at Silverstone back in May and it rained and rained. A friend has his 1936 French Light 15 at Motor Fair next week, making it worth going to.

With kind regards to Barbara and your sons, and to the lads in the club. I will write again and hopefully it will be with news of more tips and photos.

Fred Annells.

P.S. Had a nice letter from John Groen [South Africa] on his Langenthal roadster.

SPECIAL INTEREST CITROENS



Australian versions of the Citroen BX are reportedly on their way. Meanwhile, the innovative French car maker has introduced a wagon version in Europe. The BX wagon is available in three versions — 1580cc RS; 1905cc TRS; and 1905cc diesel RD — all with five speed manual transmission. Typically, the BX wagon features a low loading lip and excellent load carrying capacity. The styling is, well, different. . .

PAST RALLIES



1985 CONCOURS D'ELEGANCE AT "COMO"

The weather forecast for Sunday 22 September 1985 was for fine and sunny with a top temperature of 17 C - an almost perfect formula for the annual CCOCA Concours d'Elegance.

And a perfect day it was with a record number of classic Citroëns turning up, together with about 12-20 visiting "modern" Citroëns and John Locke's beautiful vintage Morris Cowley.

Ten Tractions, ten two-pots and one vintage Citroën again, as last year, distracted the large number of tourists from looking at Como House. A full list of those who attended is at the end of this article.

Judging for the event was carried out by two guest judges, imported at great expense: Arthur Grieves of Citroën Car Club of Victoria Mike Neil of Canberra Citroën Owners Assoc. Inc. Our own Peter Boyle assisted. Each car was judged by all three and the scores added.

By lunch-time, almost everyone had arrived and a picnic atmosphere emerged, with blankets spread over the croquet lawn, champagne corks popping and roast chicken being devoured, while the kids tired themselves by running around the grounds.

Robyn was adding up the scores and some inter-

esting figures were emerging. Standards of the cars appears to be rising, though there are still some striking "before" examples being displayed (my own "Smellie" included) as candidates for the Arthur Clarke "Most Improved" award. However, it is most encouraging to see these unrestored cars as they are equally of interest and importance as the gleaming "as new" examples.

The final points gained by the first five cars in each class were:

Tractions: (max - 350 points)

Brian Grant	Light 15	314
Alan Thomas	Big 15	306
Robin Smith	Light 15	294
Louis Belcourt	Light 15	266
Noel Cammock	Light 15	228

Two cylinders: (max - 340 points)

John Couche	Dyane 6	268
Leigh miles	Visa	266
Charles Scott	2 CV	261
Leigh Miles	Dyane 6	253
Greg miles	Dyane 6	242

Members present:

Frank & Donna Arnstein	Light 15	Russell & Ann Wade & family	2 CV
Peter & Maria Boyle & family	B2 Roadster	Dennis Walton	-
Roger Brundle, Fay & family	-	Lyn & Russell Kenneady	-
Noel & Violet Cammock	Light 15	Mike & Wendy Neil & family	-
John & Robyn Couche, Jacquie	Dyane 6, 11BL	Ray Pitt	GS
Ted & Helen Cross & family	CX	Louis Belcourt & wife	Light 15
Christopher Ellam	ID 19		
Jon Faine	Family 9		
Phillip & Liza Gall	-	<u>Non-members with classic cars:</u>	
David Giddings	-	Peter Fitzgerald	2 CV van
Bill Graham	-	Charles Scott	2 CV
Bryan & Joan Grant	Light 15	? (IQP 062 ?)	2 CV
David & Janet Greis	2 CV (2)		
Peter & Hazel Hore & family	-		
Stephen & Annette Jauhari	-	I hope I haven't missed anyone, apologies if	
John & Shirley Locke & family	Morris Cowley	I have, there were simply too many people	
Leigh Miles	Dyane 6, Visa	coming and going through the day to keep track	
Greg Miles & wife	Dyane 6	of with complete confidence.	
Enes Selimovic	-		
Peter Simmenauer & family	Big 15	Thank you to all who attended and to those who	
Robin & Sue Smith & family	Light 15	just came to look - it all helped to make the	
Alan & Marie Thomas	Big 15	day a great success.	

John Couche.

WORKSHOP DAY: REMOVING TRACTION DRIVESHAFTS

Have you ever tried to remove a driveshaft from a Traction without first referring to a workshop manual and without special tools.

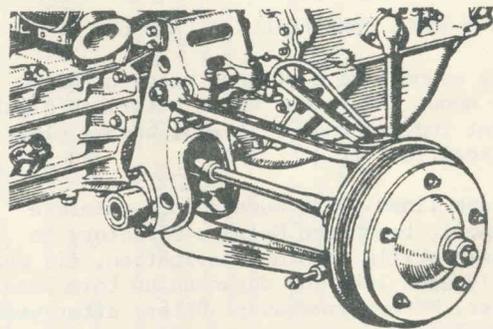
If you have, you probably ended up breaking something, selling your Traction and are now driving round in a rusty 1961 FB Holden, just to spite everyone.

What you should have done (like about a dozen or so members did) was to come to the Workshop Day on July 20 and learn how to do the job properly - both with and without the special tools.

Peter Boyle and I worked through the steps using the correct tools, and then several of the "audience" had a go and found it wasn't so hard after all. Peter then demonstrated a method of removing the hub without the special tools. While strictly an emergency method, it is effective and well worth knowing (see separate note in later issue).

An enjoyable discussion of "things Citroën" followed, topped off by afternoon tea prepared by Maria Boyle. Many thanks to Peter and Maria for allowing to invade your home, and for ensuring an enjoyable and profitable day.

John Couche.



WORKSHOP DAY: DISMANTLING TRACTION DRIVESHAFTS

Following on from the previous workshop covering driveshaft removal, this demonstration showed how to dismantle the driveshaft for inspection and for repair once it has been removed from the car.

Gerald Propsting was Master of Ceremonies for the day, but had two problems. Firstly, you the members stayed away in busloads, and secondly, the shaft to be stripped was most unco-operative to start with and then virtually fell apart due to wear and neglect.

The half dozen members who did turn up though were given an excellent explanation and description of procedures and where things can and usually do go wrong. Gerald pointed out the importance of lubrication and maintenance of Traction driveshafts, the shaft examined being a classic example of how neglect can ruin a shaft.

Hopefully, the knowledge gained by members at the workshop will contribute to their understanding and appreciation of their cars and help to keep more Traction on the road.

John Couche.

FIRST ANNUAL CCOCA PHOTOGRAPHIC COMPETITION

The highlight of the club's August Meeting was what will be the Annual Photo Competition.

Three categories were established: colour prints; black-and-white prints; and colour slides. Judging for this inaugural event was left entirely to the judges' own guidelines, the only requirements being that the photographs should have a Citroën theme and be pleasing to the judges.

It was encouraging to see the large number of members who produced an even larger number of photos and slides for the night. Overall quality was excellent, with several entries being outstanding.

After much deliberation, the judges made the following awards:

Colour Print	(1)	Peter Boyle	B2
	(2)	Brian Grant	Big 15
B/W Print	(1)	John Couche	2 CV van
	(2)	Bill Graham	Big 15
Colour slide	(1)	Darien Pullen	Ami 6
	(2)	Leigh Miles	Visa

Next year, the competition will include points for presentation, originality, composition etc. SO, start polishing those lenses and get your photos ready.

John Couche.

WHEN IS A SMALL CAKE REALLY A CABBAGE?

That may sound like a strange heading for an article about the recent CCOCA motorized night hike, but the reason for it will become clear as you read further.

Five teams lined up at Nunawading, complete with pencil, torch and Melways Directory to test their skills at night navigation. All were gleefully sent into the darkness by this year's organizer, Peter Simmenauer. Peter, after years of being on the receiving end of observation-run clue sheets, this year decided to seek revenge and write the clues himself. Maybe the article should have been headed "Simmenauer's Revenge"?

Several problems for competitors became obvious immediately upon opening the clue sheet. Firstly, Peter had imposed a time limit of 90 minutes for the course, with a one point penalty for every minute over - no leisurely cruise tonight while trying to decipher some meaning from the directions. Secondly, one of the bonus points was earned by singing one verse of a song to a judge at the end of the course - this could cause a rash of complaints from the neighbours due to noise pollution. Thirdly, how could one commit grievous bodily harm to the organizer and not end up in jail?

So, there we were; Jillian Stockfield, my navigator for the trial, and myself, pondering over which road was "English road" with one eye, keeping another eye on the clock, yet another eye out for competitors, and the last of the four eyes between us on the road flashing past. We gave up on the "English road", and with some local knowledge, managed to find the next clue. The "English road" by the way was really Albion Road - apparently the Romans called England "Albion" (Ha, Ha!).

Onwards we went to the "university" (Oxford St.)

and to drive in a closed carriage (Brougham St). Good Grief, we thought. When will it end? The local flashers in Canterbury Park must have gotten quite a shock to see crowds of people running all over the park trying to find out when the bandstand was built.

When the end was reached, Jill and I had two minutes to spare and greeted Peter with a rousing chorus of "God save the Queen".

The McKibbin/Pitt team had already arrived as had the Holland/Holland team. The defending champions, Miles/Fitzgerald, arrived several minutes overtime and were penalized for it, but the Stockfield Equipe was nowhere to be seen. They finally arrived about 18 minutes overtime. Only one team had to resort to opening the emergency envelope.

The final destination was in fact the Giddings home. I would like to express the thanks of the club to David and Ann for catering so well to the weary adventurers.

Final positions were:

1. John Couche/Jillian Stockfield
2. Ray Pitt/Mark McKibbin/Peter Boyle
3. Leigh Miles/Peter Fitzgerald
4. Graham Stockfield Equipe
5. Peter Holland/Laurie Holland.

Oh, yes! The story of the cake and the cabbage. One of the bonus points was to produce "un petit chou". The organizer interpreted this literally as a small cabbage. Competitors took it to be a small cake and several were produced. The problem was resolved by dropping this bonus point, and the petits choux were eaten on the spot. Now, wasn't that waiting for!

John Couche.



"Dad, Dad! Look at this one!"

CLASSIC CAR SHOW

The first annual Classic Car Show was held at the Melbourne Exhibition Buildings from November 2 to 5, 1985.

The theme of the show was the display to the public of a wide selection of classic cars on both the car club level and the professional restoration company /spare parts etc. level. A selection of 50 or so beautiful vehicles was also presented for auction.

CCOCA and CCCV shared a display stand and after a few teething problems to be expected in a first-time operation, gained a good exposure for our cars and clubs to the public.

Classics are as you find them.
Riley with fowl.

The following cars, drawn from both clubs, were displayed:

1923 B2 Roadster
1948 Light 15
1976 Duane 6
1970 Ami 8 Break
1973 DS 21 Pallas

Peter Boyle
Robin Smith
John Couche
Colin Bates
Bob King

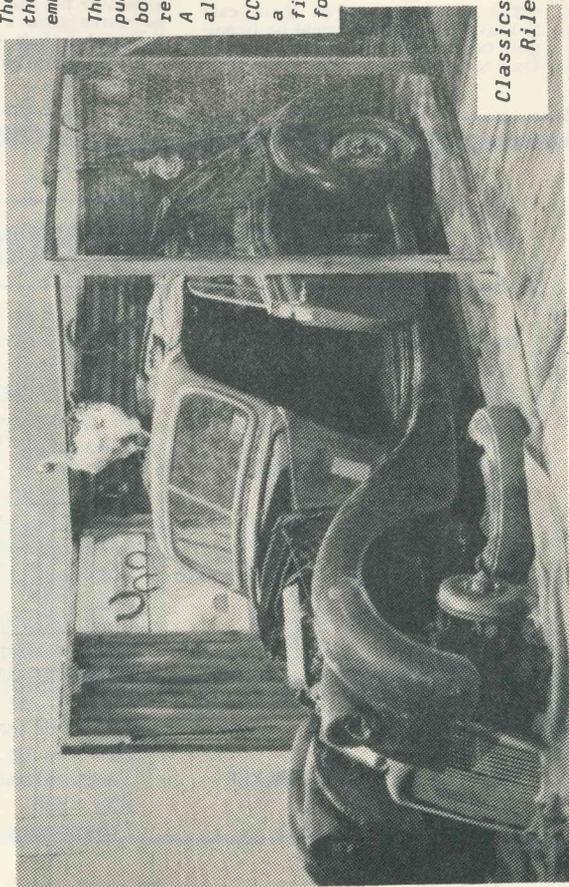
The following CCOCA members also volunteered to supervise the display over the four days, for which I am most appreciative:

Roger Brundle
Bill Graham
Russell Wade
Robin Smith

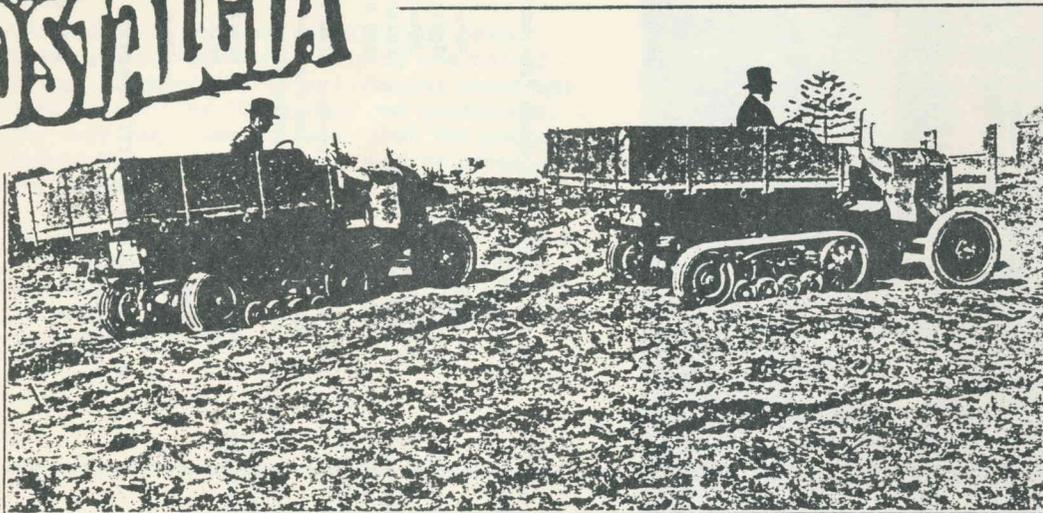
Peter Simmenauer
Peter Boyle
David Giddings
Robyn Couche

A similar number of CCCV members also provided supervision.

John Couche.



NOSTALGIA



Oil Expedition into Central Australia, using Citroen Kegresse Cars

The above illustration was taken in Fremantle, where the two Citroen Kegresses, to be used in the Oil Expedition into Central Australia, were transhipped from the "Katoomba" to the "Charon," for shipment to Broome, whence these little cars will start out on their adventurous journey into the interior.

The Expedition is in charge of Dr. Clapp, and there is a geological expert accompanying the Expedition, which is up-to-date in every way, including the installation of a wireless outfit for communication with the coast in case of any trouble.

The photograph shows these cars in heavy sand, which would be impossible for any other form of transportation; and, as quite a lot of sandy river

beds will be encountered on their journey, it will be seen that transportation per medium of the Citroen Kegresse will be absolutely necessary. The use of these cars in place of the only other means of transportation, i.e., camels, will save about half the time that would otherwise be occupied on this journey.

The front seats of these two cars are comfortably upholstered for passengers, enabling them to carry three abreast; and the backs are built with a lorry type of platform body, to hold stores, petrol, scientific instruments, and a complete wireless outfit. The generator for the wireless outfit will be driven from a grooved pulley on the driving shaft of one of the cars.

We hope to get some interesting

photographs of the Expedition, and arrangements will be made to publish these in "Citroen News."

FIELD WIRELESS Message From North-West

Wireless communication has been established with the field party led by Doctor Clapp, which is examining the oil possibilities of the far north-west of Australia.

Mr. A. E. Broue, of Sydney, to-day received a message sent by the portable wireless set, via Broome, from Hamilton's Well, in the bush at the back of Broome.

From the press 13-5-'24.

Reprinted from :
"The Citroen
News"

Vol 1 No 2
June 1924.

NEW MEMBERS

David & Wendy BEECH
32 Sonia St
Ringwood 3134
870 6674.

Lucien & Jean CHABAUD
RMB 1275
Chiltern Valley 3683
(057) 261 565.
'54 11 BL, '21 5 CV torpedo.

Andrew BEGELHOLE
157 Drummond St
Warrnambool 3281
(055) 628 169.
'54 B15, '51 L15.

Anton & Margaret WALKER
15 Forfar Rd
Hamlyn Heights 3215
(052) 782 139.
'47 L15.

CHANGES OF ADDRESS:

Roger BRUNDLE
88 Clarence St
Brunswick 3056.

Peter DOUGHENEY
Lorraine SZOLKOWSKI
1A Richmond St
Portland 3305.

Paul CHAPMAN
Lot 24 Vernon Ave
Beaconsfield 3807.

Ted & Helen CROSS
26 Fyfe Dr
Templestowe 3106
850 4938.
(temporary address).

Late Ad.

FOR SALE: 1955 LIGHT 15

Gearbox, engine, brakes, suspension in very good condition - clutch is a little shaky. Interior head and door linings excellent, seats worn in front, good in the back.

Body has no rust but rear boot lower shelf is very bent. Minor dints in guards. Needs paint. This car has been stored for 18 months and has great restoration potential.

Price:- \$800.00

Contact:- Stan O'Shaughnessy
On A.H. 8982255
B.H. 8132000



SHANNON'S CLASSIC CAR CENTRE PTY. LTD.
SHABON INSURANCES (VIC.) PTY. LTD.

October 29, 1985

Dear Club Secretary,

Re: Shannon's Classic Car Insurance.

It is now fifteen years ago that the insurance scheme started operating in Australia. During this time we have been able to contribute in a major way to the preservation and survival of the Vintage, Classic, Sports and Special Vehicle movement in Australia.

Currently we have ten thousand of these cars insured in every corner of the country. We are now seeking to make the benefits of our special insurance cover available to more club members and thus a revision of rates and of category schedules shows great improvement for members. Examples of changes are indicated on the attached schedule for your reference. Please call our office if individual members would like further advice or details.

Members will be aware that our unique policy offer --:

- * Agreed value cover
- * Free windscreen replacement
- * Choice of own repairer
- * Pre 1955 vehicles: keep the wreck in the event of a total loss
- * No restrictions of usage or mileage
- * All modifications accepted

... information being passed onto the members perhaps ... Also when time permits, would you please fill out the enclosed form so as to upgrade the club information that we currently ... If your club would like any special help or support for your key events, please contact us in Melbourne, some examples might be

- * Concours sponsorship
- * Trophy donation
- * Guest speaker at club meetings

We thank you for your previous support of our services and look forward to assisting further in the future.

Yours faithfully,

K.T. Shannon
K.T. Shannon,
Managing Director,
SHANNON'S CLASSIC CAR CENTRE P/L.

Head Office VICTORIA
321 Warrigal Road, Cheltenham, Vic.
P.O. Box 492, Cheltenham, Vic., 3152.
Telephone: (03) 564 7266

NEW SOUTH WALES
4/2 Rogal Place
North Ryde, N.S.W. 2113
Telephone: (02) 987 3754

SOUTH AUSTRALIA
182 Brighton Road, Somerton Park, S.A., 5044.
Telephone: (08) 294 9000
(08) 295 8775

● CLASSIC CAR SPECIALIST

● ALL GENERAL INSURANCE

● LIFE AND SUPERANNUATION



Example of new rates/schedule
(These rates for Car Club members)

SECTION 1

FULL COMPREHENSIVE COVER:

Standard, non-modified cars of classic nature, from 1901 to 1985, including vintage bikes.

	Say Value =	Shannon's Premium
Category A (generally to 1955)	\$5000	\$ 63.00
Category B (" 1956 to 1965)	\$5000	\$138.00
Category C (" 1966 to 1975)	\$6000	\$297.00
Category D (" 1976 to 1980)	\$10,000	\$517.00
Category E (" 1981 to 1985)	\$10,000	\$759.00

Note: From time to time, there are some overlaps in model years, eg: MGB's made from 1964 to 1974 are all Category C.

SECTION 2

FULL COMPREHENSIVE COVER:

Modified customised cars of classic nature, or of special interest.

Category A (generally to 1950)	\$5000	\$130.00
Category B (" 1951 to 1965)	\$5000	\$275.00
Category C (" 1966 to 1975)	\$5000	\$528.00
Category D (" 1976 onwards)	\$5000	\$650.00

SECTION 3

LAID-UP COVER (COMPREHENSIVE)

For Section 1 and 2 vehicles, above, and historic and modern racing cars.

* Available on application.

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.

Posters

Full colour Light 15 - \$2.50.

ALL PRICES PLUS POSTAGE AND PACKING.

WINE GLASSES:

Now in stock. \$3 ea.
Elegant gold
"Citroen" script.
Ideal for Xmas.

Citroën



CLASSIFIEDS

For sale: 1961 ID 19F (Safari), runs
(needs battery, rear bumper, fan).
Straight, needs little work to be a
good road vehicle. Spare gearbox, some
hydraulic and other odd parts.
Best offer over \$800.

Gerald Propsting (03) 726 9128.

FOR SALE: LIGHT 15-SEE PAGE 14

WANTED: Two English hub-caps, one bonnet-
joining strip, one RH stone-guard with
pattern.

Andrew Begelhole
153 Drummond St
Warrnambool 3280
(055) 628 169.

WANTED: Now that Mark McKibbin has
stepped into Robyn (Super Sally)'s
shoes (and performing with commend-
able enthusiasm), we find that Paul
Chapman of our Editorial Sub-comm-
ittee is having to spend a lot of
time working on his mud-brick house.
Therefore, it would be nice if some-
one would come forward and help with
collating etc every second month and
perhaps become familiar enough to
become Editor in due course.

There are some valuable skills to be
learned. Think on it and have a talk
with Bill Graham or Peter Simmanauer
or John Couche.

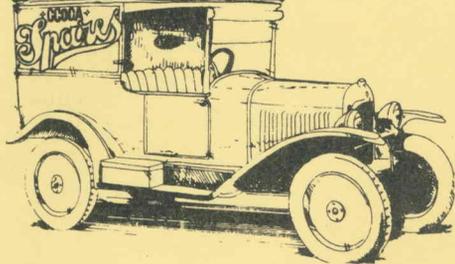
CHRISTMAS SPECIALS

With Christmas coming on, one thinks
of gifts, and even what one might get
oneself. Surely, there's someone who
knows you well enough to realize that
something Citroënish is what you really
want? A copy of Le Grand Livre perhaps?
Or something else? Have a word with
Robin Smith.

Big on quality. Small on price.

Yes, that describes the three copies of
Olivier de Serres' superb book being held
in the stocks of the Club Shop. Le Grand
Livre de La Traction is essential for the
shelves of the serious Tractionist. At the
special club price of \$47.20, it's a steal,
even if you aren't 100% on the French -
the marvellous photos in colour and B&W
are worth the price. Lots of Aussie material,
including CCOCA members' cars.

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

HOW THE PARTS SYSTEM WORKS:

Considering that we have had a large influx of new members over the last 2 or 3 years, I will give a few details of how the Parts System works:

1. Parts Order Forms serve 2 purposes:
 - (a) You can use it to order parts listed in the magazine
 - (b) You can order new parts which are not so listed. This gives me a guide as to what people want and how many to order.
2. Method of payment:
You order your parts on an order form or other paper (read the fine print on the order form), and I will send what is available. Several days later, I will send an invoice when I know full package and postage costs. You should send the money to match the invoice (we have only had one bad debt so far!).
3. Second-hand parts:
I can't justify the time needed to chase up second-hand parts, so if you need them, please advertise for them in the Classified Ads in the magazine.

CURRENT PARTS SITUATION.

Since the last magazine a few problems have occurred with the parts supply. Firstly crown wheel and pinions, we received enough to cover back orders that had been backed up by a deposit. The supply as far as we know in Europe has now dried up and they do not intend to produce more in the immediate future. I did not even get one for myself.

The prospect of getting more driveshaft uni joints has also collapsed as the supplier after accepting our cheque and quoting a supply date has just returned our cheque and indicated that the supply has run out, so don't throw away any old uni joints as rebuilding may be the only answer.

CURRENT PARTS STOCK AS OF NOVEMBER 1985.

Gasket set, valve regrind set	50.00	Gearbox gaskets,	8.00
Gasket set, complete engine	76.44	Gearbox output shaft seals	8.50
Sump gasket set	8.84	Pinion shaft rear bearings	26.80
Gasket set, VRS 6 cyl	70.00	Springs, g/change gate	3.50
Liner seals L 15, set	7.50	Woodruffkey, f/hub each	1.50
Carby gasket set, 32PBIC	5.75	Inner front hub bearing	16.80
32PBIC throttle shafts .5mm OS	20.00	Inner front hub seal	6.00
Fuel pump kit AC	9.75	Outer front hub bearing	16.80
Water pump shaft and bush	18.00	Outer front hub seal	6.00
		Rear hub seals	6.00
Steering rack rubbers, pair	26.00		
Pedal rubbers, each	5.50	Door lock springs, each	3.00
Radiator hoses, each	10.50	Bonnet strip clamps, each	1.50
Fan belts	12.25	Tail lights French big boot	20.00
Door dovetail blocks, set of 8	6.96	Lock barrel sets & 2 keys	
W/screen rubber, alu. frame	9.19	French big boot	22.00
W/screen rubber, steel frame	20.00	French small boot	22.00
Door seal rubber set	22.00		
Flat boot rubber seal	13.50	Track rod end kits, pair	130.00
Big boot top seal	11.00		
Big boot bottom seal	5.50	Master cyl kits	9.50
Clips for above, set of 8	10.00	Front brake hose French	28.00
Petrol filler grommets, 2 sizes	7.50	Rear brake hose French	22.00
Scuttle vent rubbers	20.00	F/R brake hose Slough	28.00
Paint protector rubbers, under		Wheel cyl & 1" rear 4 cyl	40.70
h/lights, d/handles etc,	25.00	Muffler & tailpipe L 15	95.00
		Muffler & tailpipe Big 15	105.00



**CITROËN CLASSIC OWNERS
CLUB OF AUSTRALIA**