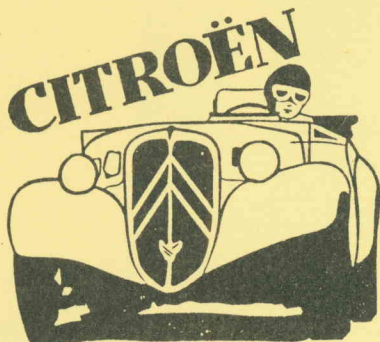


FRONT DRIVE VOLUME 10 No. 1 May/June 1986  
Registered by Australia Post Pub. No. VBH 2127

*drive shaft &  
front suspension*

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# Windcheater & Tshirt designs



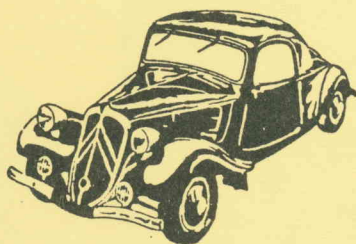
ROADSTER



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



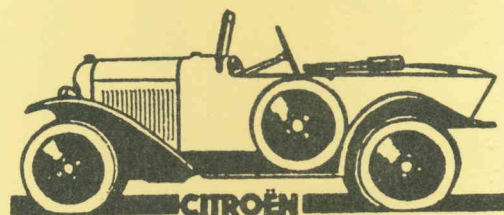
CLUB BADGE  
3 SIZES:  
SMALL (BREAST POCKET)  
MEDIUM, LARGE



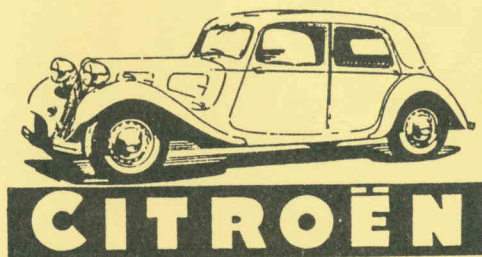
COUPE



2CV



5CV  
BREAST POCKET  
SIZE ONLY



LIGHT 15



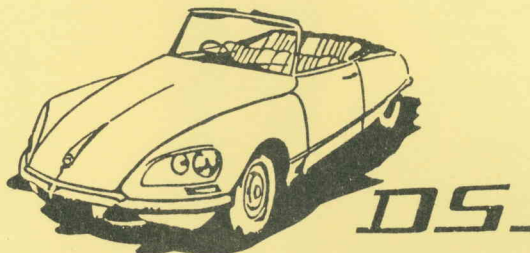
ANNIVERSARY



SCROLL  
BREAST POCKET  
SIZE ONLY



BIG 6



DS



CHEVRON BADGE

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Victoria.

Another bumper issue folks. Our thanks on your behalf to several people, local and overseas, who have provided contributions to fill the pages. As in the recent past in particular, we are pushing technical information on Tractions with a view to a 10th anniversary issue of a restoration manual.

In the face of continuing, even increasing, interest in Twin Pots, Peter Boyle is proposing an expanded 2 CV parts service. Please let him know your needs. And a 2 CV workshop.

The club has a new president in Bryan Grant. We wish him well. In this issue, Bryan describes his impressions of Citroëndezvous '86 in South Australia, one of the more adventurous social activities offered to club members.

When you receive this, there should still be time for a snap decision to come to Austraction '86 at Kyneton - ring Mark on (03) 719 7587. We'd love to see you there.

Bill Graham, Peter Simmenauer, Paul Chapman, Peter Hore.

## COMING RALLIES

June 7-9, Sat. - Mon.  
June 19, Thursday  
July 20, Sunday  
July 30, Wednesday  
August 10, Sunday  
August 27, Wednesday

Austraction '86, Kyneton.  
Open Night, Nunawading.  
Yum Cha b'fast, Bo Bo's Mt. Wav.(?).  
General Meeting, Nunawading.  
2 CV Workshop (?).  
Open Night, Nunawading.

Cover: A proud line-up of Smiths (Alister, Cameron, Susanne, Robin and Coco) line up in front of the classic lines of the St. Kilda City Hall to contemplate the classic lines of Emily, their gleaming black 1948 Light 15.



## MEMBERS' CARS

MEMBERS' CARS - 1948 Light 15, owned by Robin and Sue Smith.

One of the more enjoyable consequences of participating in CCOCA events is to see a fellow member's car progress from a state of extreme weariness or dis-assembly to a shiny, gently purring state of elegance. There really is nothing like a well-presented traditional black small-boot Traction. If you are wise, and do not seek unflattering comparisons, you do not park next to it. Well, guess who I parked Florence (slightly worn Big 15) next to at the 1st European Motoring Show at Flemington on 16 February last? Emily, of course, Robin and Sue Smith's shiny, black, gently purring small-boot black 1948 Light 15. Grr!

Emily came to Robin's notice about a month after he had joined the club. He had been interested in cars and bikes from an early age in New Zealand where, as he says, his father had usually been surrounded by hordes of new teenage drivers with £50 cars which "needed work". Robin stretched the parental patience a bit too, with a succession of items which included a 1935 Hudson Terraplane (the axle breaker), a Series E 4 door Morris 8 sedan, a BSA Bantam and a 175 cc Jawa bike (this was his last bike; either rider or bike proved unstable, and they crashed). So when Robin and Susanne were back in NZ for a holiday in August 1983, the enthusiasm for Citroens of a family friend entered willing ears. A bit of reading soon convinced Robin that Traction's were very interesting machines both mechanically and historically, and he joined CCOCA a few months after their return.

Fortunately, the owner of Emily-to-be was about to move to W.A., and rang John Couche to ask what he thought it would be worth. Another phone call and Robin was round in a flash to scrutinise it before she had actually made up her mind to sell it. He scented a "good restorer". It had had only two previous owners, having been sold new by Shields Motors on 20 June 1949 as NJ 110 to a Mr L F Williams, who had disposed of it to a second owner after a fairly short time. The second owner had kept it for about twenty years, and the lady had bought it and kept it for a further fourteen. She eventually yielded to Robin's persuasions, and Emily (named after Robin's grandmother) was trailed back to Elsternwick.

It had not run for about four years. Paint was poor and interior likewise. Mudguards were battered, but rust was confined to the front guards and a couple of doors, and it was very straight and complete. The engine had seized and was full of water, but the gearbox was good and the driveshafts quite usable. It was fitted with 16 inch wheels, fairly common after the war, when many metric sizes were not available, and came with seven new 5.25.16 tyres. These were later sold to a Morgan enthusiast, which financed the purchase of a new set of Michelins, some French wheels from club second-hand stocks and some change.

The state of the engine and Robin's (very) limited workshop facilities dictated the services of a professional engine reconditioner, and George Russell performed the task to Robin's satisfaction. While the engine was away, Robin took care of the engine bay and cleaned and repaired accessories and electrical items such as generator, starter motor, carburettor, etc. Rewiring had already been done, incorporating new blinkers, and the semaphore indicators, which had been disconnected, were brought back to life.

By the time the engine was returned, with a brass water distribution tube in the head instead of the original radiator destroyer, the interior was well on the way to transformation. Susanne had created a new headlining, the faded door leatherette had been sprayed back to the original red, the rear seat rejuvenated, and new matching leather applied to the front seats. Carpet was bought, cut out and sent out to be overlocked, and Robin refinished the wooden door trims and dashboard. Furflex draught excluders were dyed to match. Instruments were all functional and the brake cylinders required only new rubbers and cleaning. Brake shoes were OK. The original toolbox, with most of the tools, was still with the car (although there was little left of the box but the frame).

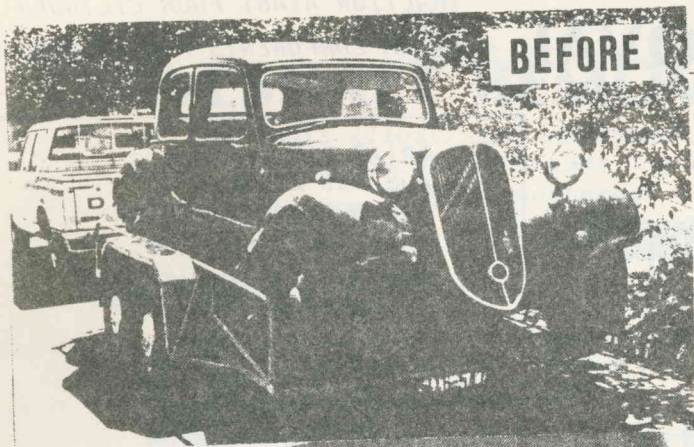
Robin and Susanne had obviously put a lot of work into the car in a relatively short time, because having bought the car in February 1984, they had it back on the road by April. They ran it, making more improvements as they went until just after that year's club concours at Como, when the body work began. The body was stripped of guards and "jewellery" and they set to and stripped the car down to metal. The worst of the cracks in guards, etc. were welded by Robin, and Donders were entrusted with the remaining rust elimination and respray. Pittards took care of rechroming the appropriate parts. These processes kept the car off the road until March 1985 and the result appeared at the Echuca Austraction in June.

The main mechanical imperfection remaining was the driveshafts. Due to local scarcity of parts, and to favourable Australian to New Zealand currency rates at the time, Robin extracted (with difficulty) the offending articles and sent them to NZ for reconditioning c/- his father. This proved a wise move, as they were returned completely reconditioned with new universal crosses, re-sized yoke eyes and accompanied by two brand new wheel carriers, two new steering arms, a new gearbox coupling flange and rubber boots for top and bottom ball joints.

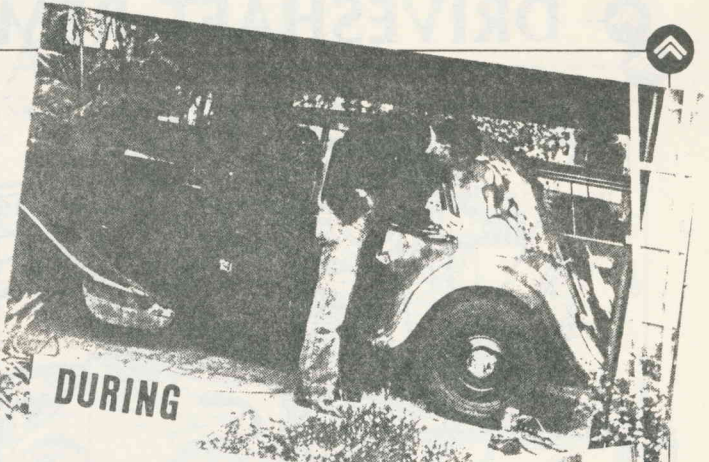
Emily is now in excellent condition, sporting cheeky red wheel trims, and is one of the best Victorian cars in the club. Robin and Susanne's evident pleasure in the car is well justified, and, hopefully, is sufficient reward for all the hard work that they have put into her. Will she gain a brother? Read future issues of Front Drive!

Peter Simmenauer.

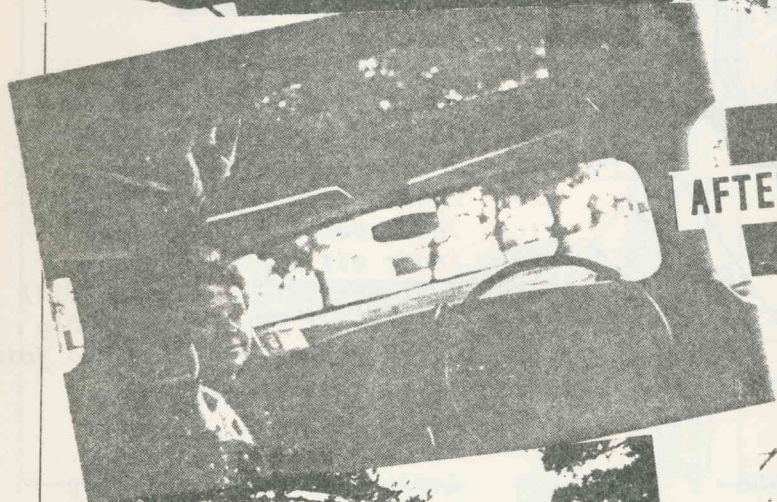
[You may recognize the Smith's car from photos appearing (unidentified!) in a recent issue of Sports & Classic Cars Australia - Ed].



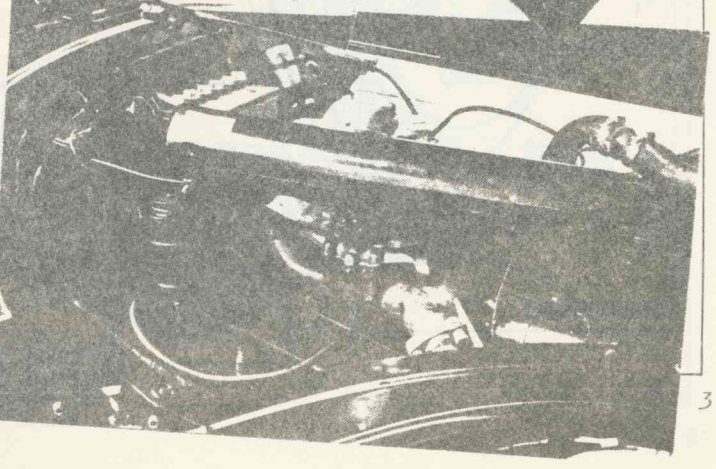
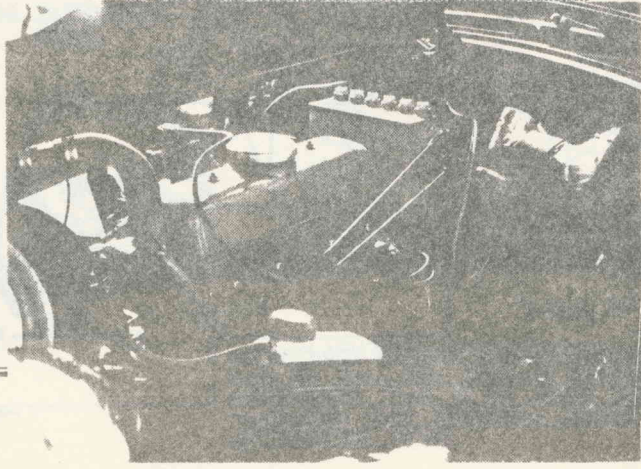
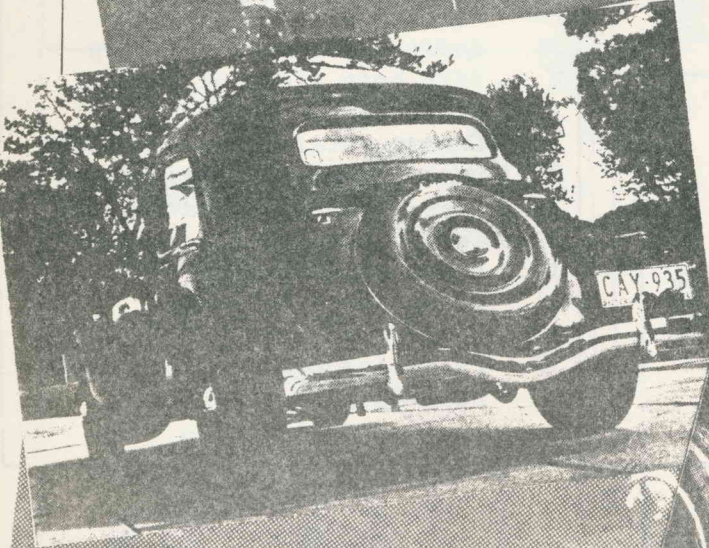
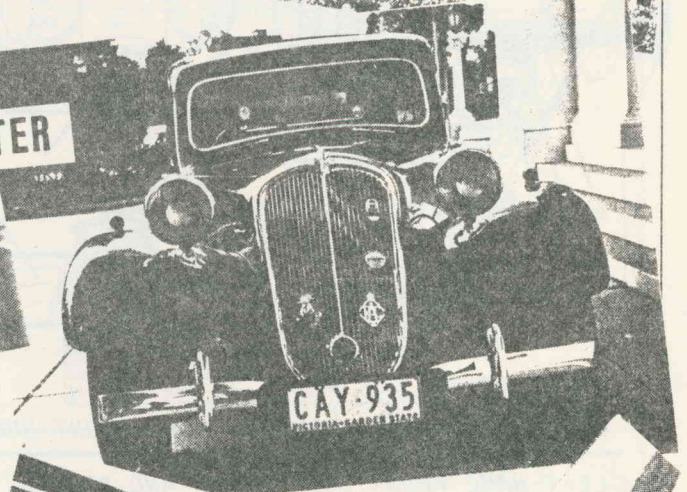
BEFORE



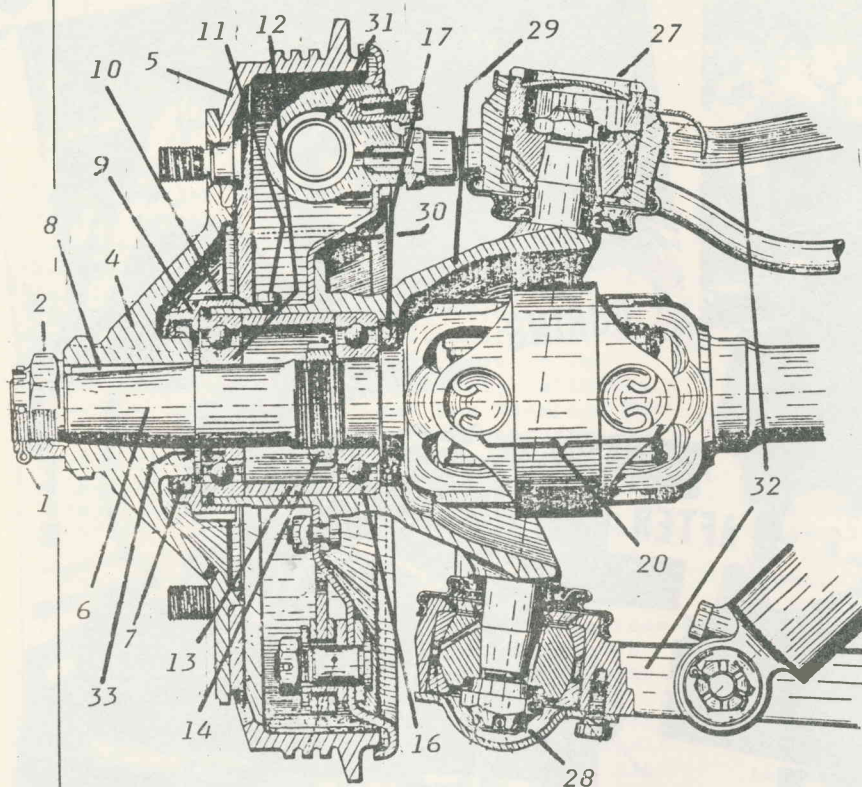
DURING



AFTER

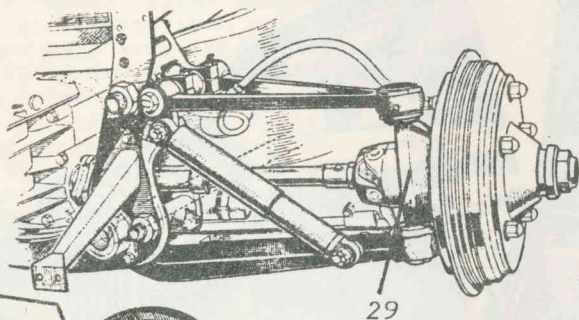


# DRIVESHAFT REMOVAL - MAJOR COMPONENTS AND ASSEMBLIES

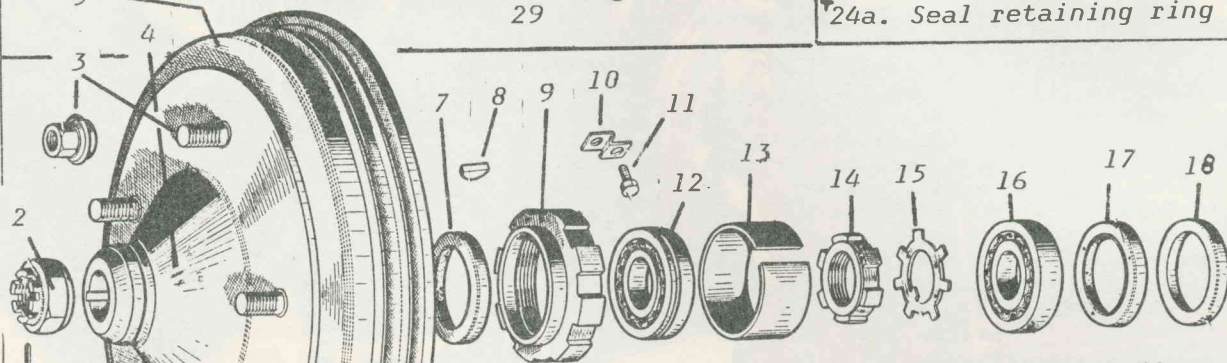


VERTICAL SECTION THROUGH R.H. FRONT HUB

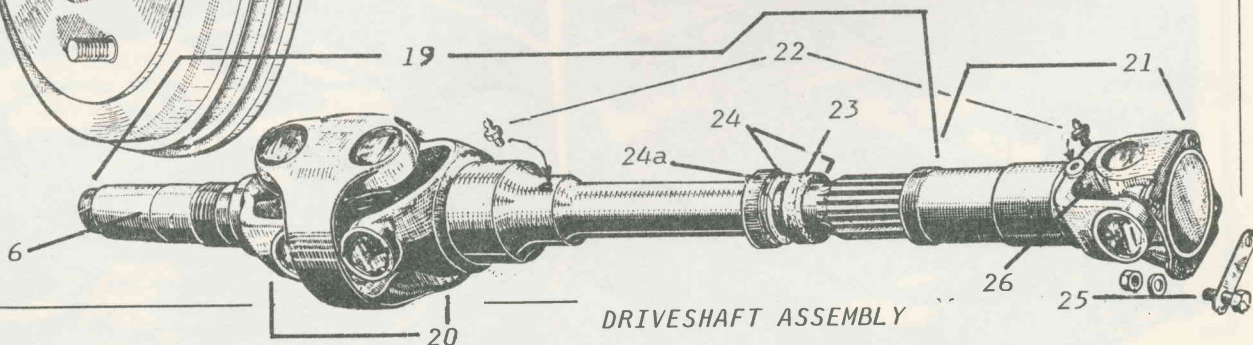
LEFT-HAND FRONT SUSPENSION AND DRIVE



1. Split pin
2. Hub nut 25 mm (38 mm across flats)
3. Wheel nut and stud
4. Hub assembly
5. Brake drum
6. Stub axle (L&R)
7. Outer oil seal
8. Woodruff key
9. Outer locking ring
10. Locking tab
11. Locking screw
12. Outer bearing 32x72x17/19
13. Spacer to suit (36 or 34)
14. Inner locking ring
15. Locking tab washer
16. Inner bearing 35x72x17
17. Inner oil seal
18. Seal adapter-ring (pre-1938)
19. Driveshaft (outer) assembly
20. Outer (constant velocity) joint
21. Inner (cardan) joint
22. Grease nipples
23. Felt seal
24. Split seal retaining ring (fit both sides of felt)
25. Drive flange bolt
26. Grease retaining welsh plug
27. Upper suspension ball joint
28. Lower suspension ball joint
29. Swivel housing/hub carrier
30. Brake backing plate
31. Brake wheel cylinder
32. Suspension arms
33. Essential clearance to avoid bearing damage
- \*24a. Seal retaining ring



HUB AND BEARING COMPONENTS



DRIVESHAFT ASSEMBLY

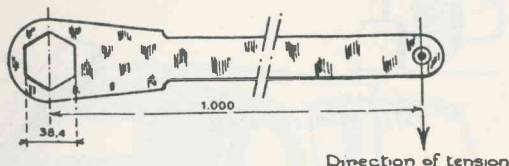
# DRIVESHAFT REMOVAL

Note: Not all the tools illustrated are essential—see text. Alternative tool designs may be encountered.

## SPECIAL TOOLS

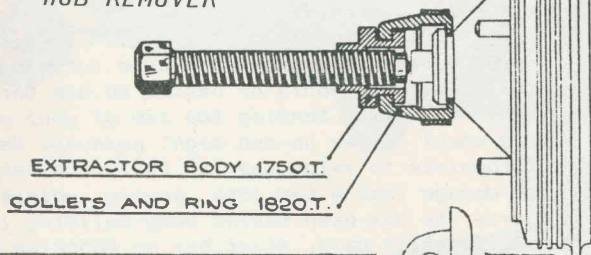
SPANNER (1810.T)

THIS SPANNER IS USED WITH  
TORSION WRENCH 2472.T.



HUB NUT SPANNER

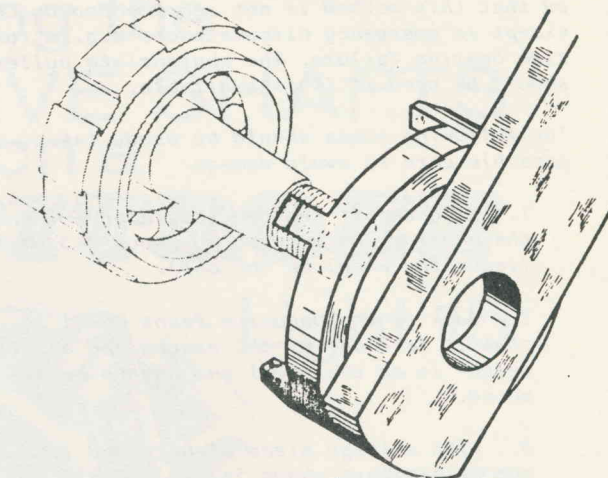
HUB REMOVER



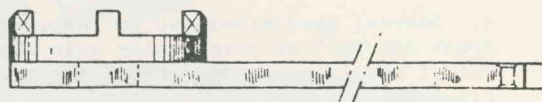
EXTRACTOR BODY 1750.T.

COLLETS AND RING 1820.T.

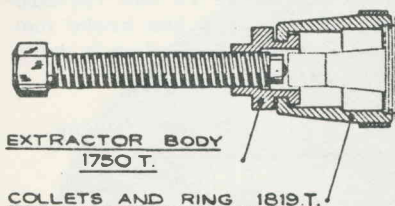
OUTER LOCKING RING REMOVER



SPANNER 1825.T.



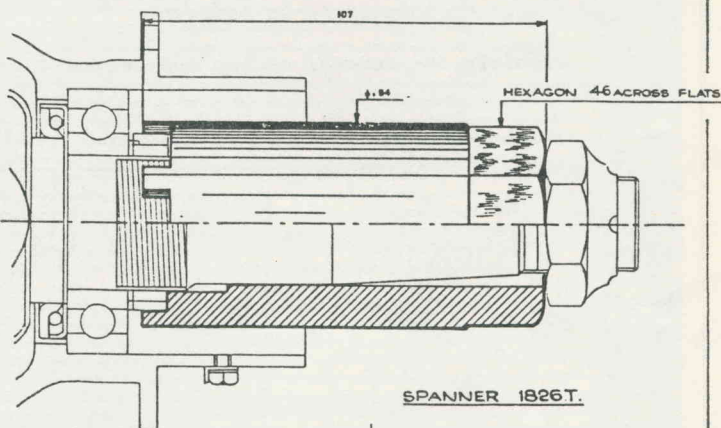
OUTER BEARING REMOVER



EXTRACTOR BODY  
1750.T.

COLLETS AND RING 1819.T.

INNER LOCKING RING REMOVER

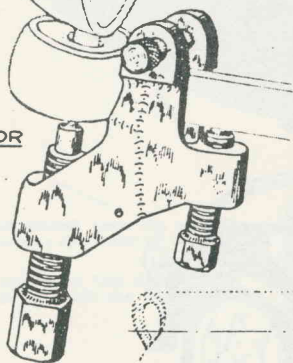


SPANNER 1826.T.

LOWER SUSPENSION BALL PIN EXTRACTOR

STEERING BALL PIN EXTRACTOR

BALL EXTRACTOR  
1851.T.



EXTRACTOR 1964.T.

KNURLED CAP  
to be screwed  
tight on ball pin to  
be removed.

Steering arm.

Ball pin to be  
extracted.

Track rod end.

IMPORTANT: DO NOT OMIT TO SCREW KNURLED  
CAP ON BALL PIN THREAD BEFORE PLACING  
EXTRACTOR. THIS IS TO AVOID DAMAGE TO  
THREADED END THROUGH PRESSURE OF  
EXTRACTOR STUD.

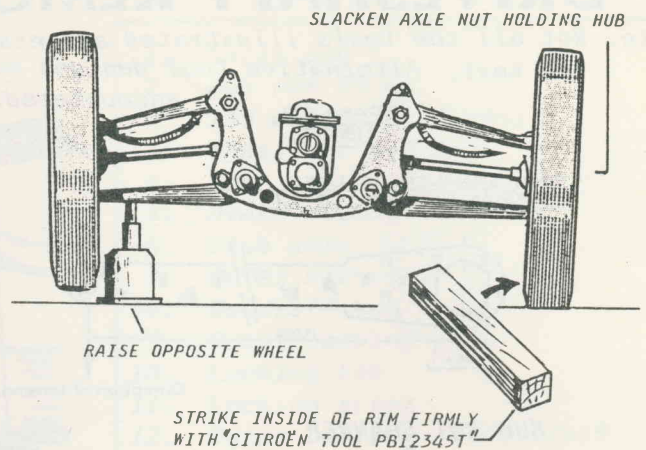
# SIMPLE HUB REMOVER

## REMOVING A TRACTION FRONT HUB WITHOUT A PULLER

During the workshop day covering the removal of a four-cylinder Traction drive-shaft, Peter Boyle explained how to remove a front hub without using the proper tool. It is emphasized that this method is not recommended by CCOCA except in emergency circumstances e.g. a road-side bearing failure. The appropriate puller should be used if it is available.

The following steps should be used, taking all possible care to avoid damage:

1. Slacken off the hub-retaining nut on the wheel to be removed by about 2-3 mm (leave the wheel on the car).
2. Jack up the opposite front wheel so that it is clear of the ground and all the weight is on the wheel and hub to be removed.
3. With a large piece of hardwood (red-gum or similar) about 5x3 in (120x75 mm) or a sledge hammer, strike the inside rim of the wheel to be removed.
4. Several good blows may be required to break the initial grip on the axle taper but it should give way without too much trouble.
5. Lower the opposite side of the car and raise that of the hub to be removed.
6. Complete the removal of the hub retaining nut.
7. The hub should now come off the car



without too much trouble by wriggling the wheel outwards.

If you have an old wheel and tyre (or even your spare), it would be better to use this rather than risk bending the rim of your good road wheel. Super he-men might persuade Madame Citroëniste to swing the 5x3 to reduce the risk of damage (not a bad idea anyway, unless of course she has been taking body-building lessons; in which case, start her on knocking the dents out of your mud-guards!).

Rumour has it that the above is the factory-prescribed method of removing the brake hub on Model-T Fords, or maybe they didn't have enough hub pullers either!

John Couche.



Heureusement que les vaches ne volent pas !

(« Le Phare »)

# renewing the DRIVE SHAFTS on a **CITROEN** Light 15



By JOHN THORPE

There's no  
tool problem—  
you can  
hire them

FOR many years, the Citroën Light Fifteen was virtually the only front-wheel drive car readily available, and as the basic design enjoyed a production run of some 20 years, a considerable number of these cars are still in service.

Generally speaking, they are of straightforward design, although no Citroën has really been conceived with the idea of owner-overhaul as a prime requirement. Most jobs, ideally, require the use of service tools, some of which can often be hired from Citroën agents. None the less, a reasonably well-equipped owner can still undertake much work himself.

A case in point is the removal of drive shafts for servicing. The actual servicing itself calls for the use of special press tools, and cannot normally be attempted, but there is no reason why the dismantling and reassembly should not be carried out at home, thus saving a considerable amount in labour costs.

Before work can start in earnest, the front hub covers must be sprung off, and the wheel spindle nuts loosened. Each wheel spindle is held by a single 25mm. centre nut, with a split-pin retainer. Naturally, the correct spanner to use is a 25mm. ring; however, a 1½-in. Whitworth ring spanner will also fit the nuts.

On the nearside wheel, a right-hand thread is used, but the offside wheel nut has a left-hand thread. To avoid left-right, right-left mental contortions, however, the simplest way of memorising which is which is to remember the purely practical aspect—both nuts must be turned towards the front of the car to loosen them.

Most owners will be able to remove these nuts without first taking off the wheels, but an exception must be made in the case of cars with "boat-shaped" wheels, in which the spindle nut lurks coyly behind the welded-on bracket for the wheel disc. In the case of this model, the car must be jacked up, the wheels removed, and the nuts then unlocked. To prevent the shafts rotating, the brakes must be applied.

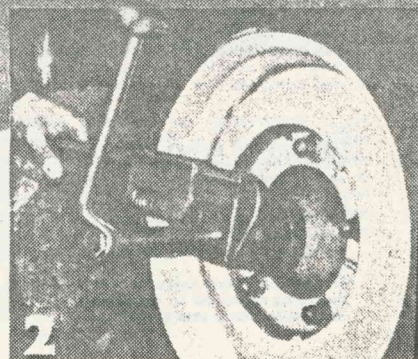
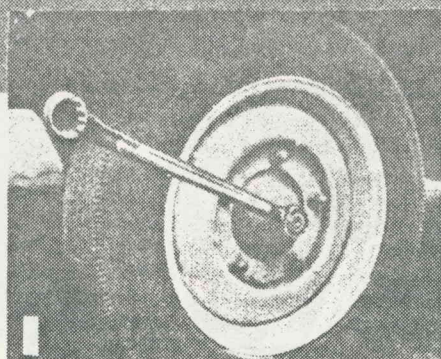
If the front of the car has not previously been raised on blocks, it should be done now, before commencing the next stage—drawing off the hubs. For this, a special hub drawer/race puller is required. This costs just under £4 to buy, but it should be possible to hire it from a Citroën agent. Normans, the London area distributors, charge a nominal fee of 5s. for the loan of such a tool—subject to a returnable deposit of £6.

The drawer is fitted to the hub, and screwed up—using heavy spanners—to pull the hub and brake drum off the spindle. This done, an 8mm. open-ended spanner is used to loosen

Continued over

1 On both wheels turn the spindle nuts towards the front of the car.

2 Use a combined hub drawer/race puller to draw off the wheel hub.

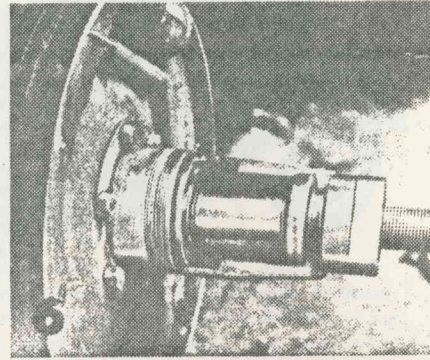
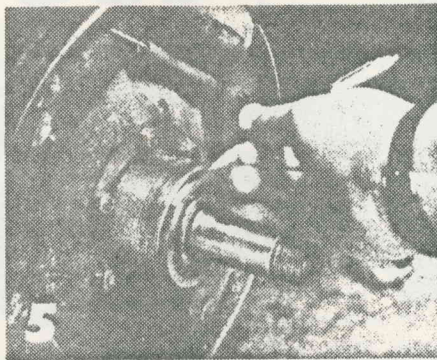
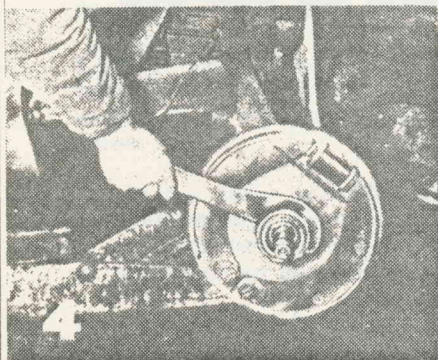
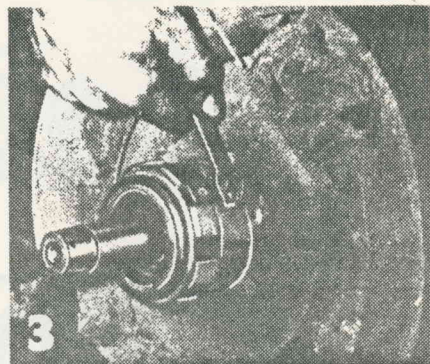




3 Although only the rearmost of the two 8mm. bolts locks the bearing, both should be removed.

4 A large C-spanner is the correct tool for undoing the locking ring on the bearing housing.

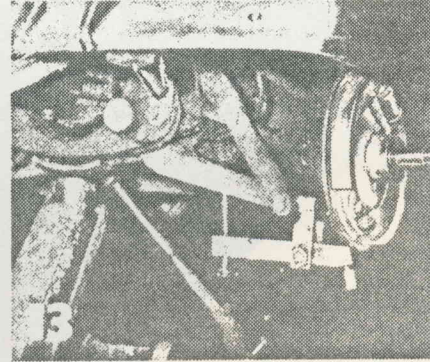
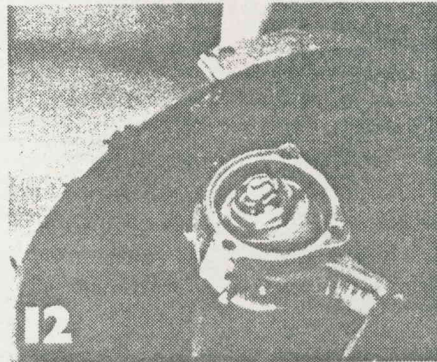
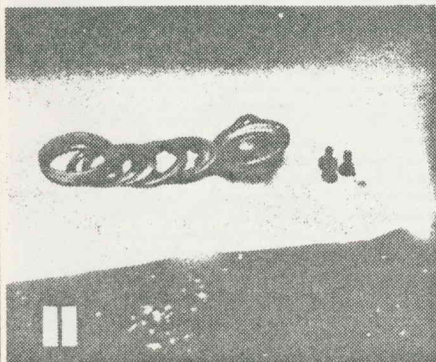
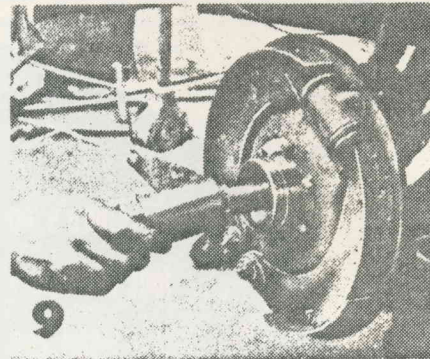
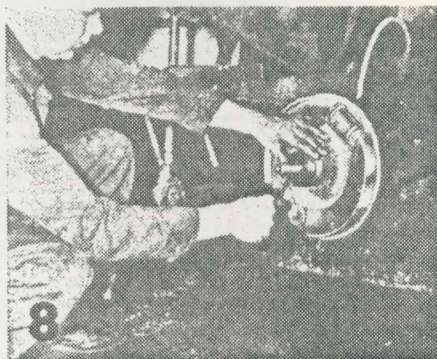
5 The flange in which the puller engages is very thin and brittle. Make no attempt to hammer it.



8 After removal of the bearing, the distance piece can be hooked out.

9 The nut inside the housing can be reached with this box spanner.

10 This simple tool is normally used to break the ball joint taper.



11 Take care not to lose the shims under the cover plate on the swivel housing of the ball joint.

12 A split pin secures the 29mm. nut which locks the ball against pressure of a spring below it.

13 To free the swivel joint, a puller should be clamped to the lower suspension arm and tightened.



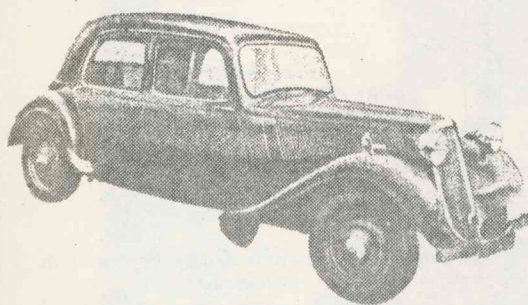
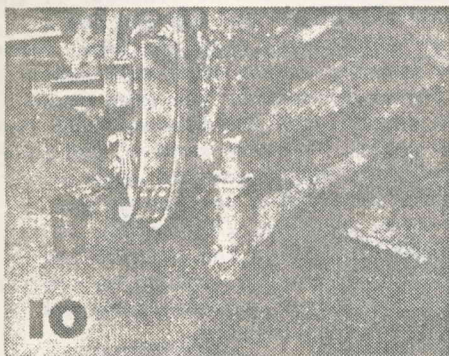
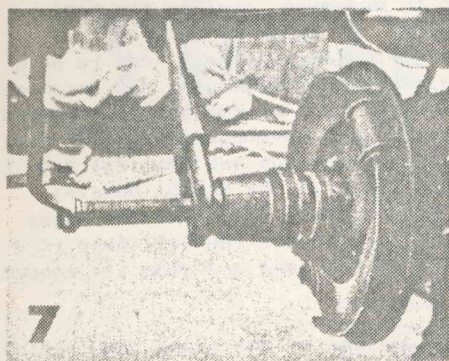
14 To free the shaft, the entire unit is lifted until the splined end of the shaft disengages.

15 Using a soft-faced hammer, the shaft can now be driven backwards out of its housing.

Don't follow this article too literally.  
Illustrations 12 & 14 are upside down!

continuing

- 6 The race puller is of split design, and must be accurately positioned on the flange.
- 7 An adjustable spanner can be used to hold the puller while the screw is tightened.



## Renewing the DRIVE SHAFTS on a CITROËN light 15

the race locking screw, which is actually the rearmost of the two small screws located on top of the race housing. Since the front screw may foul the inner sleeve, however, it is perhaps better to play safe and remove both.

A large C-spanner is the "pukka" tool for loosening the large diameter race locking ring, although careful use of a soft-metal drift and a hammer can be equally effective.

When it comes to the races themselves, though, no liberties can be taken. The hub drawer/race puller *must* be used. It engages on a thin flange cut into the periphery of the race, which is made of hard metal, and attempts to lever or tap the race from its housing are fated to end in disaster.

It may even prove difficult to engage the puller. If so, it is permissible to tap gently on the rear of the shaft's universal joint housing to bring the race a little farther out of the hub.

Once the bearing has been drawn, a piece of bent wire can be slipped into the hub and the distance piece hooked out.

Now, another special tool is needed—a large diameter castellated box spanner, which costs 25s. approx. to buy. This is needed to remove the interior nut, which is locked by a tap washer, which must first be flattened.

For the time being, this terminates work on the hubs, and attention must be switched to ancillary jobs connected with the actual removal of the shafts. This requires that the entire shaft assembly shall be lifted about a foot, and to enable this to be done the track rod and the swivel spindle must be disconnected.

### Special Extractor

On the outer track rod ball joint is a 21mm. nut, secured by a split pin. This should be removed. A special extractor is made for forcing the rod and its pin away from the steering arm, and one should be used if possible. If necessary, however, the taper can be broken by maintaining leverage on the track rod with a suitably stout type lever, and knocking the ball joint housing smartly with a mallet.

Beneath the lower ball joint on the suspension arm is a cover plate, held by three bolts with 12mm. heads. Remove these, and gently detach the plate, taking care not to lose the shims which you will find behind it. These are used to adjust play in the ball joint.

A split-pinned 29mm. nut holds the actual ball. It should be loosened—a 1 1/2 in. A.F. spanner will fit if the correct metric size is not available—but should not be removed at this stage. Instead, run it down to the bottom of the thread, where it will protect the pin from damage during the next part of the dismantling procedure.

Here, it is essential to use the special bottom ball joint puller—it costs nearly £6, but can again be hired for 5s. This is clamped to the suspension arm, braced by a hand screw, and the extractor bolt is then tightened to press the ball joint spindle upwards, out of its housing. A somewhat desperate makeshift, however, is to press a powerful jack against the spindle, and then to jar the joint by hammering the suspension arm downwards.

Once the joint has been freed, the remaining work is extremely simple. The 29mm. nut is removed—it will automatically clean up any burring of the threads on the spindle as it is unscrewed—and the ball will simply fall out.

Slip two fingers into the housing, and pull out the spring which supports the rubber grease bag. Then—again using one's fingers—unscrew the knurled cap on the gearbox end of the drive shaft.

To free the shaft, it is now necessary only to lift the entire back-plate/shaft assembly, so that the shaft disengages from its splines. Then drop the shaft so that the backplate rests on the lower suspension arm, and using a soft-faced hammer drive the shaft backwards, out of the hub.

### Different Threads

Normally, it will not be necessary to disturb the inner drive shaft coupling, but if this is to be removed for any reason it is only a matter of undoing the four 14mm. head bolts which hold it to the gearbox flange. On older models, these bolts have an 8mm. thread; later models use a 10mm. thread.

Reassembly is straightforward, and requires the use of only one special tool—the castellated box spanner. It is important to note, however, that when refitting the shaft in its splines the grease nipple on the shaft *must* be aligned with the nipple on the inner drive shaft coupling. This keeps the universal joints "in step." When reassembling the lower ball joint, the ball must be engaged on its key, and held against the pressure of the spring while the nut is tightened. There is a trick of the trade, too, for simplifying replacement of the shims and cover plate. After the ball has been fitted, and the nut tightened and locked, a lever should be inserted under the drop arm. Then, using the lower suspension arm as a fulcrum, the swivel is raised while the shims are greased into place, and the cover plate is fitted.

Finally, a word of warning regarding the replacement of the bearings. Here, if new races are to be fitted, it is essential that the original bearing is first measured for width. Two different bearing widths have been employed—17mm. on earlier light 15s.; 19mm. on later cars. Different distance-pieces are used with each bearing, and if a 17mm. bearing chanced to be used with a 19mm. distance-piece, it would sink in to the housing sufficiently to blanket the flange, and make subsequent removal very difficult indeed.

## SOME LOCAL COMMENTS ON THE DRIVESHAFT NOTES

A. The terminology for nut and bolt sizes as used in the article is a bit variable, sometimes referring to the "across the flats" size of the head, and sometimes to the major diameter of the threaded item (bolt etc). Thus on the first page, the nut on the end of the 25 mm stub axle will be fitted by 1½ inch AF (across flats) ring spanner. A spanner fitting a 1½ inch Whitworth nut (i.e. the major diameter of the thread = 1½ inch) is too big by a country mile.

B. In Illustration 3, either locking screw may be holding the outer locking-ring tab plate since choosing between the two enables a more accurate "vernier" setting of the castellated locking ring to be obtained.

C. The C-spanner (Illustration 4) is not as good as the workshop tool (1825T or equivalent) as it bears on only one tooth of the locking ring. A square edged hard drift is preferable to a soft drift, and certainly not a cold-chisel.

D. It is difficult to bend back the inner locking tab-washer as it is hidden in the grease. Put on the special spanner 1826T (Illustration 9) and drive it onto the locking ring with a firm thump from a soft hammer to get a complete grip. Then simply unwind it. If the axles are correctly fitted (left-hand thread on right-hand side of car and vice versa), the inner locking ring needs only firm tightening since driving the vehicle briskly soon brings these rings up very tight. The tab washer is not much of a locking system anyway. (Perhaps I'd go for "two-bob each way" and fit the tab-washer as well - Ed).

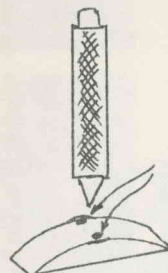
E. The method suggests just removing the outer axle/driveshaft and leaving the inner cardan joint in place. It is far preferable to unbolt the cardan joint from the driving flange of the differential and have the lot out for examination. By undoing the track-rod ball-pin nut and detaching at the taper, the swivel housing (swivelling hub carrier) can be hauled well round and the whole shaft assembly pushed inwards and removed. (You may have to remove the inner bearing to get enough clearance. This is not hard to do with careful drifting once the shaft has been driven inwards. Even more clearance can be obtained by driving the splines firmly back into the cardan joint, so pushing out the grease-retaining welsh-plug). The main thing is that you then don't have to undo the lower suspension ball joint.

F. Check the Woodruff key used to locate the hub on the stub axle. Note the deliberate use of the word "locate". The Woodruff key should transmit only very light loadings. Most of the driving torque should be transmitted by the correct tapered fit of the hub onto the stub axle which provides a powerful wedging action. If the fit is poor and you are relying on the key for drive, then you have problems! [However, do note that wear of the taper, especially in the hub, is not the end of the earth and repairs can be made - perhaps more later]. Anyway, if there are any signs of fretting on the key due to movement, replace the key.

Unfortunately, replacement keys seem to be a few thou thinner than originals, and they can rotate in the key seat as the hub is advanced onto the taper. Such movement could well foul up the fitting of the hub and bearings and leave a nasty taste in the mouth! However, two small indentations made near the edges of the curved face of the key will make it a light tap fit in the seat and stop its wanderlust.

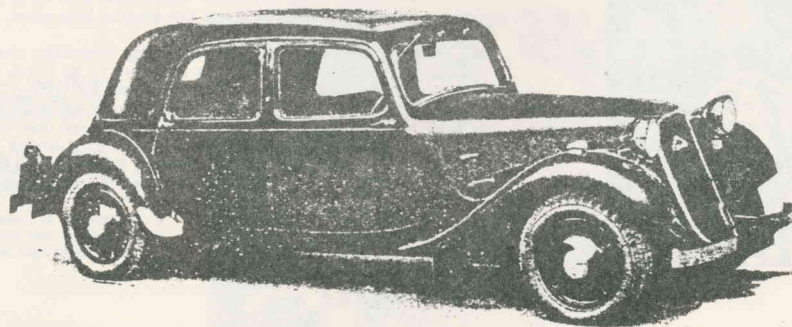
G. As noted the use of the wrong combination of bearings and spacer must be avoided. If the combination is too long, the hub may put a great deal of end loading onto the inner runner of the outer bearing as the stub axle nut is tightened. [Peter Simmenauer can give personal testimony as to how long the bearing will last from then on - Ed]. The same kind of end loading can occur due to excessive wear on the hub/axle taper, permitting the hub to again contact the outer bearing. Incidentally, it is possible to greatly extend the life of the bearings in arduous use, e.g. racing, by reducing the length of the spacer appropriately and fitting a second outer bearing.

Jack Johansen Weaver.



Centre-punch pips on bottom of Woodruff key.

Note: The essential clearance between the hub and the outer bearing is shown (33) on the accompanying sectional drawing. To prevent working between hub and stub axle, the hub nut is pulled up to 216 ft.lb (30 m.kg).

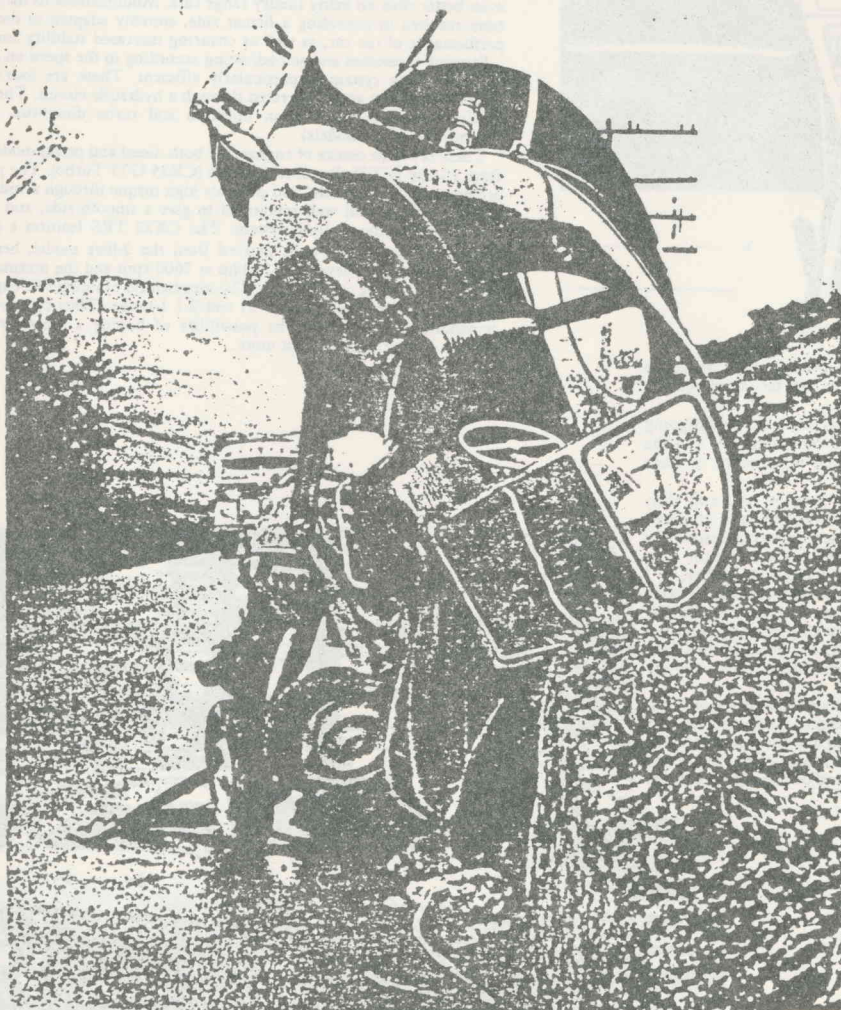


# Take-off to terror for vicar's car

AS the Rev John Douglas drove his tiny red Citroen along the winding roads of his country parish on a bright sunny morning, he spotted a huge juggernaut heading towards him around a gentle curve.

Mr Douglas was not perturbed as the vehicle was keeping well to its side of the road, but even so he instinctively moved closer to the nearside kerb.

by BRIAN DUFFY



What was to happen in the following seconds was to terrify him.

As the car and the lorry passed each other, just feet apart, Mr Douglas felt the Citroen shudder and then, apparently, lift off the road.

For a split second the 600cc car flew along in the air as it was caught helplessly in the powerful suction of the juggernaut's slipstream.

As the car bounced back on the road it began to drift to the right, towards the truck whose wheels dwarfed the little red runabout.

The vicar realised it would mean almost certain death if the car was sucked under.

To his horror the car's fabric roof suddenly began to lift from its fastenings.

As it did so the rush of air began to whirl his documents and maps about the interior of the car.

## Rip

And with a ripping sound the top of the car and rear window were stripped clean away by the draught of the lorry.

Through his rear-view mirror 61-year-old Mr Douglas could see them bowling along the road behind him.

A moment later the juggernaut disappeared round a bend, its driver unaware of the drama he was leaving behind.

His eyes streaming as the wind buffeted him Mr Douglas managed to halt the slewing car 200 yards on. The emergency had lasted no more than about 30 seconds — and, incredibly, he and his passenger, the 14-year-old son of a parishioner, had survived.

For a couple of minutes, they sat in stunned silence. Then, shaken by his narrow escape, the vicar got out and walked unsteadily back along the road to retrieve the car's roof and rear window.

Mr Douglas, Vicar of Kilburn, near Thirsk, Yorkshire, said: "It was amazing we escaped serious injury."

"Like most drivers I have felt my car shudder a little as

a large lorry goes by. But I was quite unprepared for an experience as terrifying as this.

"Fortunately the car was under warranty so the roof has been replaced at no cost."

A spokesman for Citroen said: "This was obviously a freak accident. We have never heard of the roof coming off except where it was incorrectly fastened."

A technical expert said yesterday: "A large, fast-moving vehicle causes enormous wind turbulence around it."

"As an oncoming lorry approaches a car it is pushing air ahead of it, like the bow wave of a ship. This area of high pressure air buffets the car around and pushes it away."

This monument to highway safety was left when a truck sideswiped a small car parked on a highway near Madrid. There were no casualties. The distant sign (right) pleads for careful driving

The message seems to be that no matter how sedate—even saintly—your lifestyle, a peaceful existence can no longer be assured once you own a 2CV. No wonder James Bond is a convert (to 2 CVs!). Thanks to Citroenews, South Africa —Ed.

# SPECIAL INTEREST CITROENS

## CX — SERIES 2

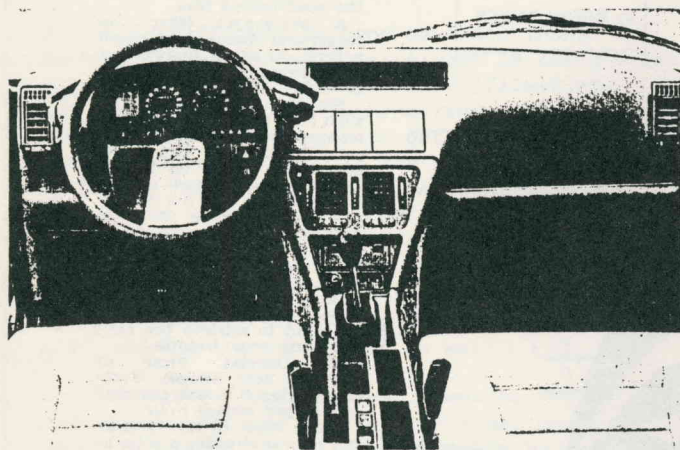
The new Series 2 CV range (1986 models) comprises a choice of six different engine sizes (75-186 bhp) and 24 saloon and estate models. Its overall shape differs with the fittings of front and rear shields and lateral protective strips. The cockpit has been completely redesigned (interior and driving area), the suspension settings have been modified and a new engine size is available.

The CX fits into the top of the range market, which comprises 1.5 million car in Europe. The sector (H1 + H2) represents 15% of the entire tourist and utility car market.

Top of the range customers expect their car to be powerful, safe, comfortable, with low noise levels, good overall quality and well-designed roomy ergonomics. They should also be long lasting (not just reliable but should not go out of fashion as quickly as other lower range models), and should feature sophisticated equipment, driving should be both pleasurable and comfortable, it should also impress... Such customers cannot be pushed; they want value for their money.

Thus the CX's exterior design was carefully modified. The bodywork is better protected by dark synthetic shields toned in to suit the colour of the car. They replaced bumpers. The radiator grille has been redesigned. Lateral protective strips have been added to the side panels. New wheel hubs are featured. There are two new rear view mirrors. All CXs, apart from the 20RE and the 25RD, have been fitted with a rear streamlined spoiler, larger on the GTI turbo.

By integrating the protective elements into the basic design, the car actually looks sleeker and more robust and gives an overall impression of safety and power, well in keeping with its performance figures.



*New passenger compartment, new dashboard*

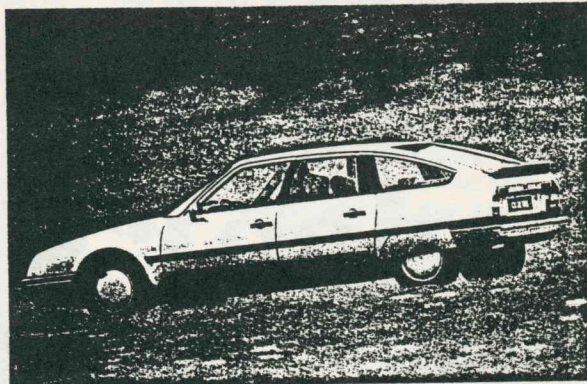
The interior has been completely rethought to provide more space, to improve on unity of style and to obtain a more up to date feeling of comfort and pleasure.

Both the driver's and front passenger's visibility has improved by designing a more harmonious dashboard. There is an integral central console and the new door panels have been redesigned so that even more space is made available.

The seats have been upholstered with different interior trim and that, together with their actual shape, makes them more comfortable and produces a firmer ride for a more dynamic drive. Upholstery material (especially luxurious on the TR, GTI and Prestige versions), which also cover the door panels, are effective in providing a feeling of warmth and high quality.

The driver's seat has been the subject of careful thought, especially with regard to the information he receives: clear, legible, and also an efficient lighting up of dials such as the gauges as well as making other information available whenever required; warning lights for doors left open, broken light bulbs, icy road conditions; a horn sounds when the driver leaves the car without turning off the lights.

The completely redesigned dashboard comprises four round dials—speedo, rev counter, fuel gauge, oil gauge. The car's shape comes up on a screen so a check can be made to ensure that all doors are closed and that the rear lights are working. Suspension height can be adjusted by means of an electrically operated device, the driver simply slides a cursor fitted on the central console for the desired height.



*The new CX. Note change of styling*

There is a centralised door locking device on all saloons. An infra-red remote control is used on all saloon models, and on estates from the TR. The interior of the car lights up as soon as the doors are unlocked using the remote control device.

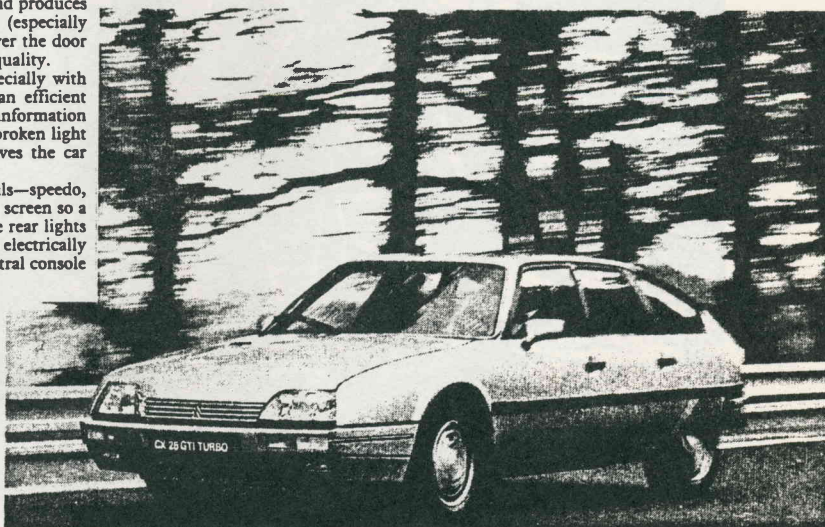
The restructured 1986 CX range, called "Série 2" offers the prospective saloon carbuyer four styles and six engines to choose from. Estate car customers have two styles to choose from and four different engines. Citroën thus offers a complete range of top models comprising 24 versions.

Further improvements have been made to the hydro-pneumatic suspension to ensure a flat base and constant height above the ground, whatever the load or driving conditions. It offers the best road holding/comfort compromise, even better than on many luxury range cars. Modifications to the suspension have resulted in providing a firmer ride, suitably adapted to the improved performance of the car, as well as ensuring increased stability and less roll.

Steering is assisted and self-adjusting according to the speed on all models.

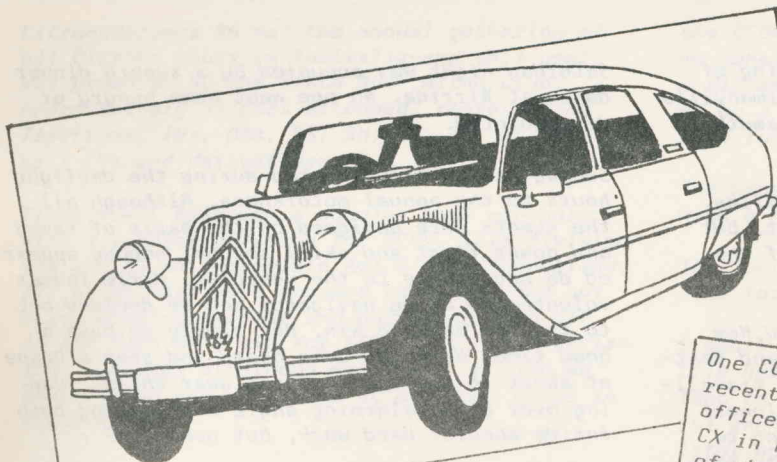
The braking system is particularly efficient. There are four discs with improved cooling and is operated through a hydraulic circuit. The ABS anti-locking device is optional on injection and turbo diesel-run models (in autumn for estate models).

There is a wide choice of engines for both diesel and petrol models, varying from 75 bhp (CX25 diesel) to 168 bhp (CX25 GTI Turbo). The power units are powerful and flexible, and produce high torque through a wide rev band. The turbo has been well integrated to give a smooth ride, and there is an integral electronic ignition system. The CX22 TRS features a new petrol-engined 2165cc power unit, derived from the 2-litre model, hence a bore figure of 88mm. It develops 115 bhp at 5600 rpm and the maximum torque figure is 18.1 m.kg at 3250 rpm. The idea behind building this engine was to provide a wider choice within 21 and 2.5 l range. Thus customers in this demanding category have the possibility of buying a more dynamic car, without having to pay much more.



*The Series 2 GTI Turbo*

*The above description of the CX Series 2 is courtesy of the Citroënian (U.K.) November 1985.*



One CCOCA member (no names but let's say he recently retired after a long spell in high office in CCOCA) on hearing rumours of the new CX in Europe, was moved to sketch out his idea of what the new car would (should) look like. The result is shown here and differs substantially from the "real thing". Is the artist revealing something of his subconscious preferences, or is he yet another across-the-board Citroeniste?

Geoff Dutton of A.O. Dutton in Melbourne reports that the "Series 1" CX has been seen as excellent value and stocks in Australia have been cleared. Duttons sold 85. The Series 2 CX is not yet available for unleaded petrol (now mandatory for new cars sold in Australia) and Geoff expects them to be in the \$60 000 - \$70 000 range when they reach Australia in perhaps a year or two. He reports that the BX is selling very well in the meantime - currently one every 2½ days on average.

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FINANCIAL REVIEW, Friday, May 2, 1986

## MOTORING

# The self-propelled magic people mover

By PETER BURDEN

What a strange motor car. We welcomed the lightweight motor car because of its logic - modest engine size, good performance, good economy. With the Citroën BX 19GT we have the ultra-lightweight. It's a composite of high-strength steel and plastic which comes in at 1,000kg, light indeed for its size.

And Citroën being Citroën, this is a very clever contrivance which we hesitate to call a motor car. Perhaps a self-propelled magic people mover would be better.

A few words about lightweights. There has been a ground swell of badspeak recently from old fogies saying that cars are no longer built as they used to be.

They aren't. They are no longer built with the crumple rate of an iron girder, but are designed to fold up progressively when there is that impact with an immovable object. The theory is that the structure absorbs the energy, not you. You step out when it is all over. And in reasonable shape.

The arrival of the lightweight car has made this theory hard to swallow, and we suppose the arrival of the Citroën BX 19GT will make more than a few stare in astonishment. But the test data



The new BX Citroën ... rare enough to make jaws drop

are convincing. This is the safe way to go.

We mentioned the high-strength steel and plastic used in this car. It is also made up from a small number of large pressings. This further reduces the weight. Overall, Citroën claims the weight of the body structure has been shaved to a mere 241kg.

This translates to something pretty curious on the road. A fuel consumption of 5.8 litres/100km (48.7 mpg) is achieved at a constant 90 km/h, and is still as low as 7.5 litres/100km (37.7 mpg) at a constant 120 km/h. Fuel consumption in urban driving is 9.2 litres/100km (30.7 mpg).

The light weight also brings a performance advantage.

While the Citroën BX 19GT has the modest engine displacement of 1,905cc (105 horsepower), maximum speed is 185 km/h (115 mph). Power-to-weight ratio, expressed on the old Imperial scale, is a robust 106 horsepower a ton.

All this is pretty interesting and its points up the advantages of building light. But this is also a Citroën. We will mention some of its strangeness, strangeness, that is, in comparison with other cars which are merely cars.

This car has the low coefficient of drag of 0.340, but unlike mere cars for which similar figures are claimed this one achieves this figure on the road. It manages this through its hydro-pneumatic suspen-

sion which gives constant ride height and vehicle attitude regardless of load and which at the same time controls dive and squat on braking and acceleration.

Citroën's suspension system is well known - it has been around for three decades - but a few points bear repeating. Ride height can be raised to enable the car to be driven - slowly - over rough ground. It can be raised still further to take the place of jacking when changing wheels. Just slip the jack under when the suspension is at its full height.

Then there is the braking system. This, too, has been around for a long time, but it is also worth mentioning. You

don't brake this car the way you do with a mere car. You tap into the high-pressure hydraulic system with a feather touch of your foot. You don't stamp, or the result is unduly dramatic. Once you are familiar with the Citroën way, all other braking systems seem silly.

Citroën has been building cars with unusual properties for a long time. It was one of the first carmakers to build all in steel, in 1924, and switched to front-wheel-drive in 1934. It has built cars of all sizes, and one of its smallest is possibly its most well known - the Citroën 2CV.

Citroëns have been sold in this country for many years, but in penny packet numbers and in off and on marketing attempts. Their idiosyncrasies have never gone down well because we are a conservative motoring nation. We like the bumpy ride of live-axle motoring. Yet those brave few who have gone the Citroën way have found the habit hard to break.

The arrival of the Citroën BX 19GT marks another attempt to get the marque moving here. On the whole we are enthusiastic. The car itself is technically interesting, it is nice to drive, and it goes a lot better than most things on the road. Convincing buyers might be something else.

This is a car which is not

only strange, but looks strange. And little things are sure to put some off. Direction indicators don't self-cancel, for one. They never have in Citroëns. And while the logic might be unassailable, the fact remains that no one else does it this way.

Another one of those little things is the price, a not inconsiderable \$28,500.

For this you get air-conditioning, power steering, central locking, polycarbonate windows, composite construction and a host of mechanical tricks too numerous to mention. The hydro-pneumatic suspension and high-pressure hydraulics are in a class of their own and probably should be mandatory on all cars. But whether you get a motor car is a perplexing question.

We are inclined to believe you get a Citroën. If you are into Falcons, Holden Berlins and Nissan Bluebirds don't even pause to look. The BX 19GT is not for you. It is right over your head.

But it could be right over other heads as well. Self-propelled magic people movers are rare enough in this country to make jaws drop just about everywhere.

Defeated by the thuds, as it were, we wish the Citroën BX 19GT well. Once looked at, it is amazing. Once tried, it is convincing.

[For further enthusiastic comment on the BX, see Car Australia for June, 1986 - Ed].

# PAST RALLIES

## CITROËNDEZVOUS '86

The Easter break this year saw the staging of Citroëndezvous '86 at Wirrina, (near Normanville on the Fleurieu Peninsula, about 90 km south of Adelaide).

Compared to previous Easter national rallies, the numbers this year were down somewhat, but that did not detract from the quality of the event.

Citroën enthusiasts came from Queensland, New South Wales, Victoria, South Australia and Western Australia to attend. The people who travelled the longest distances also had the slowest vehicles - a Dyane 6 from W.A. (belonging to new CCOCA member Robin Norton) and a very rare Ami 6 Break from Qld, owned by Les Hay, Peter Hirth and Pam Izzy.

CCOCA was reasonably well represented with the following members being present:

|                                |                |
|--------------------------------|----------------|
| Roger Brundle & Faye (Vic.)    | Pulsar Turbo   |
| John Couche (Vic.)             | Dyane 6        |
| Bryan & Joan Grant (Vic.)      | Light 15       |
| David & Janet Greis (Vic.)     | DS             |
| Chris & Jeannie Shields (Vic.) | CX 2200        |
| Alan & Marie Thomas (Vic.)     | Sigma          |
| John Vanechop (NSW)            | Traction coupé |
| Chris & Bev Bennett (SA)       | SM             |
| Laurie & Annie Collins (Qld)   | Light 15       |
| Robin & Carol Norton (WA)      | Dyane 6        |

Activities for the weekend followed the well-tested format for national rallies. Good Friday was registration day for visitors and an evening for getting together. Club Shops were open for business. Qld friendships were re-kindled and new ones made throughout the night.

On Saturday morning, the popular vote concours was held on the oval at the camping ground. Thirty seven or thirty eight Citroëns (lost count John?) lined up for all to admire and created a great deal of interest with the other residents of the camping ground. A bright shiny red very new BX 19 GT supplied by an Adelaide dealer was the star attraction in the middle of the line-up. It even featured genuine "Citroën numberplates". When the votes were added up however, the winners of the concours were the Grants' Light 15 (CCOCA) and the Ami 6 Break from Queensland.

The next planned event was the observation run through the Southern Vales winery area. I set off in the Dyane with Janet Greis and Liz Power as navigators, full of confidence that we would show these "Crow Eaters" how to win an observation run. Unfortunately, the best laid plans of mice and men do not always succeed and neither did we. A great great time was had by most however and plenty of time was allowed to see all the sights along the way. We may never really know if there were 113 or 114 seats around the outside of that confounded oval. David Greis and Martin Power set the record for the longest time taken by coming in at about 7.30 pm after rebuilding the fuel pump on the D several times. The event was won by Colin Bates of the Citroën Car Club of Victoria.

Saturday night was occupied by a superb dinner dance at Wirrina. No one went home hungry or disappointed.

Sunday was totally devoted during the daylight hours to the annual motorkhana. Although all the events were designed on the basis of speed and power first and skill second, nobody appeared to do any damage to the vehicles. Marie Thomas volunteered as my navigator and we decided not to try too hard to win, but simply to have a good time. Have you ever heard and seen a Dyane at about 18 000 rpm in first gear whilst leaning over at an alarming angle and lifting both inside wheels? Hard work, but good fun!

The novelty teams event produced much hilarity amongst both competitors and spectators alike, and consisted of four cars and four drivers from each club chasing eggs with umbrellas around a slalom course, swapping cars, dropping eggs in baskets, driving over eggs etc. Sounds weird eh? It was!! The CCOCA Team consisted of Bryan Grant (L15), Alan Thomas (borrowed DS), Robin Norton (Dyane 6) and John Couche (Dyane 6).

Sunday night was occupied by a smorgasbord barbecue dinner, followed by movies and prize presentations. CCOCA won awards for the popular vote concours (Bryan Grant's L 15) and the hard luck award (Alan Thomas' Big 15). A video of the motorkhana was also shown - it was most interesting to see yourself driving.

The now traditional chicken and champagne/orange juice brunch was served on Monday morning following which people began to drift away home.

Citroëndezvous '86 was at an end. All in all the rally was a great success (though down on numbers) and those attending are now looking forward to Canberra in 1987.

Thank you again Club Citroën of South Australia.

John Couche.

## BY TRACTION TO CITROËNDEZVOUS 86

Having owned KSE 442 for some months, I decided to put her to the test by driving to Citroëndezvous 86 being held at Normanville south of Adelaide. As the car had not been driven hard for some years, faults with brakes, shockers and electrics had to be rectified in the weeks leading up to our departure.

We finally left early one morning fully laden for a week's stay, but not without some apprehension as we had just heard from Alan and Marie Thomas that their elegant Big 15 had suffered an internal haemorrhage some days earlier as they were passing through Bacchus Marsh on the way to the same event. During our first hour of driving, the car felt quite sluggish, but improved dramatically once on the highway. After this, with the advance full on, we happily cruised all the way to our destination. "Terrific", we thought.

*Citroendezvous 86* was the annual gathering of all Citroën clubs in Australia and this year was promoted by the South Australian Club. Approximately 35 cars attended, representing Tractions, IDs, DSs, GS, SM, CX, BX, as well as 2 CVs and derivatives.

First event held was a popular vote concours, with a special division for 2CVs. This division was won by an immaculate Ami 6 from Queensland. All other cars were grouped together, and our early morning washing and polishing paid off in the form of a win for KSE 442 in this division. Saturday afternoon was taken up with an observation run, followed by a dinner dance in the evening.

Sunday was set aside for a motorkhana which was dominated by the highly competitive Queensland team, led by Lance Collins' famous modified Light 15. A highlight was the performance by

the CCOCA team in the novelty event in which we upheld the club's reputation by finishing a distant last. An evening barbecue was followed by a presentation and film night where the hard luck award was won by Alan Thomas.

The program was concluded on Monday morning with a farewell champagne and chicken brunch.

The South Australian club are to be congratulated for what was a most enjoyable event.

I would like to be able to report that our trip home was uneventful but yours truly decided to push a lot harder after such a successful week, with the result that we blew a radiator hose at Ararat. Luckily, we had a spare and completed the trip with no further problems. In all, we drove 1100 km. Fuel consumption worked out at a shade better than 30 mpg.

A trip well worthwhile.

Bryan Grant.



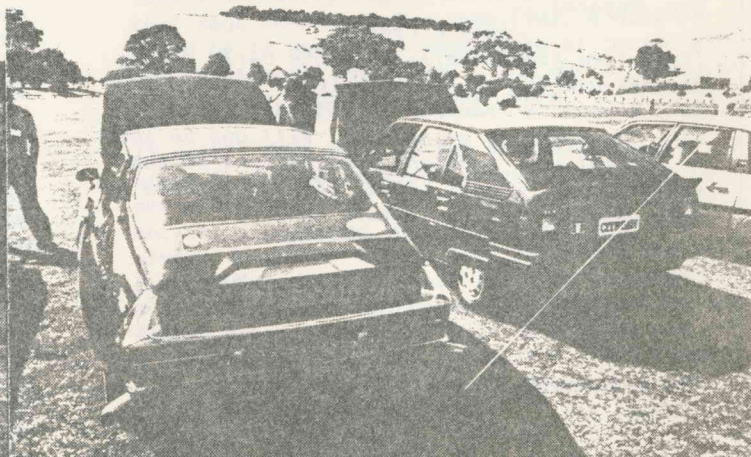
*Couche, blindfolded, in reverse.*  
"Stop that man!"



*Fire-breathing Collins in flight*



*Classic line-up*



*Pride of the fleet*

# LETTERS

15 Forfar Rd  
Hamlyn Heights 3215.  
25.3.86.

Dear Bill,

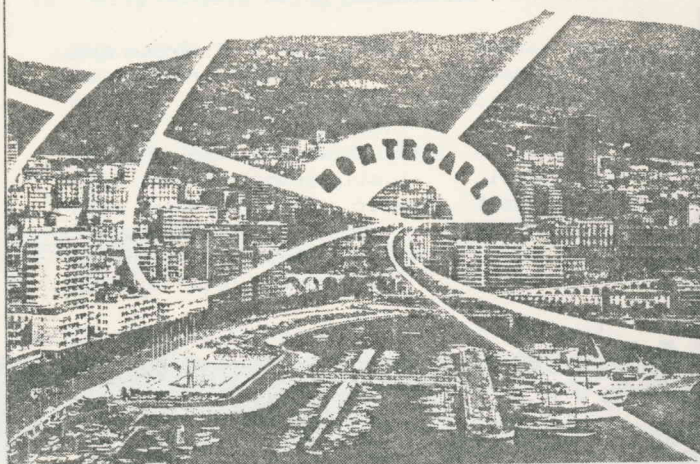
We are thoroughly enjoying the magazine - That is my son who is 12 years old and myself. The mechanical articles are of great interest e.g. gearbox in this current issue.

I have a 1946 L 15 which we are about to start work on; it is a one owner car which has done 698 000 miles!

Would you please put a classified ad in the next issue for me? [Yes - see classifieds].

Regards

Anton Walker.



06 Nice Grimaldi  
Alpes- Maritimes  
15-5-86.

Dear Bill & family,

Fantastic trip so far. Police escort from "Trocadero" Paris to breakfast at "Cartiers" 20 km away. Forty cars left. Met the other clubs en route at Beaune, Lyon etc. Had slight elect. problem, condensor, OK now. Videos, photos will send later. Hope all is well with you. Regards.

Edna & Fred

[Card from Fred Annells at Monte Carlo during the celebration of Francois Lecot's 400 000 km in a year in a Traction in 1935-36. Sounds like the coupe is going well. Will you be able to control your gambling inclinations at the tables Fred? Cheers, Edna. Looking forward to more details when you return to UK].

8 O'Shanassy St  
Curtin ACT 2605  
31.3.86.

The Management,  
CCOCA.

Will COCA stop at nothing to get me to send in my renewal form? Last year it was threats against my personal property and this year you send me a stamped addressed envelope!

It is true that police wages aren't as good as they could be, and this hasn't been a good year for bribes, but just the same, I'm sure I could have raked up 33 cents without the children having to go without shoes. Nevertheless, your gesture has prompted me to renew my membership only a little late rather than very late (as it was last year) so it is greatly appreciated. Thank you.

Judi and I, the children and "Simone" will not be joining you for Austraction this year. We had intended attending but realized that the dates clash with another commitment from which I can't be excused. On the public holiday Monday, I commence a 6-week, live-in training course for a promotion. I know where I'd rather be that weekend but I can't risk having John Couche think he can pull rank on me one day, so I have to make this terrible sacrifice. I hope the rest of you enjoy the weekend anyway.

Regards

Rod Greschke.

[Doesn't a bit of applied psychology work wonders? When Rod completes the course, does it mean he will be even more rank? - Ed].

7/33 Royal Tce  
Sandringham  
Auckland, NZ.  
23.3.86.

Dear Bill,

Going through my papers the other day & came across a postcard you sent me way back in Sept. Being laid low with food poisoning, I decided that you definitely deserved a reply. Please accept my apologies for the delay. Hate to think what would have happened had I not got sick!

Well, I can't remember what I was driving last time I was in touch with you. Was it an R 16 TS or was it a 1973 D Super 5? Anyway, since then I've sold the D, beautiful car that it was, and have been driving a 1974 R 15 automatic for the last year. I wasn't fussed at having an automatic but now I'm rapt. Must be getting old I think (48 next Sept!). Citroen scene is much the same. Could be a lot more sold with the right sort of backing which just doesn't seem to happen. We've seen Volvo, Alfa, even Opel come ahead in leaps and bounds while Citroën languishes. A real shame as the CX especially is a great car and good value compared with the opposition. 2 CV Charlestons have been the "in" car with the trendy set which surprised me - \$17000 NZ. Quite a few BXs and a few GSAs also, even one or two Visas with one GTI example which is a real flier - though not so Citroën according to my brothers who have driven it. Not a lot of CXs being sold which is a shame as they are a brilliant motor car and much under-rated. There seems to be some sort of conspiracy among Citroën dealers (not all) to put them down. Don't know why this is so.

# PRESIDENT'S REPORT

It is a thrill and a source of satisfaction to be taking up the position of President of CCOCA for 1986/87. Certainly, it is a challenge, the outgoing committee under John Couche's presidency being a hard act to follow. However, many old faces remain to provide continuity, though some have swapped positions. The new committee is:

|             |                  |
|-------------|------------------|
| President   | Bryan Grant      |
| Secretary   | Peter Simmenauer |
| Treasurer   | Ted Cross        |
| Spare parts | Peter Boyle      |
| Activities  | Mark McKibbin    |
|             | Robin Smith      |
| Editor      | Bill Graham      |
| Club shop   | Robin Smith      |
| Librarian   | Peter Simmenauer |

Note that the positions of Social Officer and Activities Officer have been amalgamated with shared responsibilities.

The current state of the club finances (as at 28.2.86 and reported to the club AGM) is as follows:

|                                |           |
|--------------------------------|-----------|
| Club Account                   | \$162.08  |
| Citin Account                  | \$437.19  |
| Parts Account                  | \$3960.01 |
| Total cash assets              | \$4559.28 |
| Parts stocktake                | \$3904.00 |
| Stock consigned awaiting payt. | \$816.00  |
| Total cash & stock assets      | \$9279.28 |

It will be seen that the club assets have been re-organized to provide maximum service to club members via the provision of spare parts. A fully itemised statement is available on request.

Thanks to members who returned questionnaires on how they feel about club services. We hope to analyse and report on the responses soon. Have you sent you sent your reply yet?

Are you going to Austraction at Campaspe Downs? I hope to see you there.

Bryan Grant.

## OBITUARY: BRYAN PARNELL

It is with regret that we learnt that Bryan Parnell died last December after a long illness.

As he lived in Geelong, his opportunities for participating in CCOCA were limited, but those of us who were fortunate enough to meet him knew a most pleasant and knowledgeable motoring enthusiast. Sadly, his efforts to restore his Big 15 were severely hampered by his illness, and remained incomplete.

Our sincere condolences go to his wife, Ann, and to his family.

My younger brother has a fuel injected C-matic which is a really beautiful car and of course, a real goer. He also has a '75 DS 23 EFI but it is up for sale (mint condition) as he can't afford both, much as he loves the D too. The CX is a lot quieter mechanically than the D.

Japanese cars are what your average Kiwi drives these days. As an old Citroën adherent from wayback, I can only smile when I hear of the exciting innovations that the Japs are now offering - you know - FWD, wheel at each corner rack and pinion steering Blah, Blah. The sort of thing Citroën drivers have been enjoying for years. Roy, my other brother who runs a small Citroën service facility had a chap enquiring about an ERSA 4-speed box that he wanted some information on. Turns out that it is out of a Cooper racing car brought over in the early '60s by none other than Jack Brabham. The chap was under the impression that it was a D box, but of course Coopers used the gearbox from a Traction. Have you seen the book called "Toutes les Citroëns" by Rene Bellu [yes]. Very good. Covers from the first models right thro' to 1983. Unfortunately, all in French so you need to do a bit of swot first unless you are up with the play French-wise which I'm not. I haven't built any more of my 1/8 scale Traction model to date. It is still stored, but hopefully I'll soon be moving into a place of my own, so I'll be able to get back into it. It's about 2/3 complete I suppose. If you wanted some photos of it, I could oblige. Just say. [Thanks Max. Yes, I'd be interested to see how they would print up]. What's the Citroën scene

like over there. Fairly sparse, I suppose?

Have you finished your Familiale yet? I'd like to see some photos of it if you have any [No, yes - I'll see what I can turn up]. I've only ever seen one and that was a fleeting glance about 25 years ago. Just never got them here in any number. Do you see the odd good Light 15 or Big 15 around still? [Yes, at a price - say \$4000 - \$8000 Aus. But there are some good restoration propositions around - see this issue and last]. I'm quite amazed how many are still used as regular day-to-day transport I work for Air New Zealand and there are two that I see every day (a '53/'54 and a '51) - so that says something for them [Yes, a handful would be in daily use here, more of course if you count occasional use]. You don't get much of a 15 for under \$3000 over here.

15 April: Well Bill, a few days have passed since I stopped writing. I have moved into my own place and like most shifts, it was pretty hectic. I unpacked some model cars that I'd almost forgotten I had. They include a Solido Citroën Six, a 1/43 scale Traction roadster, a 1/43 scale hardtop coupe, a 1/24 Traction in French Marqui markings, a CX as a rally car, a 1/16 Bugatti Type 37, Renault 6, 16 & Fuego, a large remote controlled CX. Where do I put them? Well I'd better close.

Cheers

Max Poole.

[Struan Robertson (NZ) sent me some material on his own Citroën doings and the scene in the country as well. This was about a year-and-a-half back, and somehow it still hasn't been put in Front Drive. I think it's too much for this issue. I'll try for next one. Sorry Struan. -Ed].

Fred Annells, as an outstanding "friend of the Traction Avant" has been awarded Life Membership of our sister club in the U.K., the Traction Owners Club which Fred helped to found. Fred's response to the honour is recorded in the pages of T.O.C.'s "Floating Power".

Dear Roger,  
I would like to convey to you my feelings and say how proud I am that I've been given life membership in the Club – it is indeed an honour I cherish.

Some ten years ago a group of enthusiasts did meet in my house to express their hopes and ideas to form an independent club purely for the Traction – a breakaway from the Citroen Car Club. I must be honest, I had very mixed feelings and a fear that should it fail it would do harm to these people within that following – they'd be disillusioned and would give it up. I felt it would be better to expand the section 'Light 15 Corner' than to take that step. However, I was wrong as the years have proved; the effort and work done by those concerned at that time contributed to the success the Club enjoys today.

As with all clubs, it is the committee members who deserve a big pat on the back for their work. At this point I'd say to club members who do need their services – don't phone unless it is really a desperate situation; an s.a.e. is more convenient and so much more appreciated – you might even be stopping them from working on their own car – I know!

The jobs I used to do at one time that were so easy are now becoming that little more of an effort – lifting out engines, gearboxes without a hoist just isn't on now! Time does catch up with us all eventually; now I have a very nicely-framed picture of my Certificate that takes its place amongst the other many reminders I have of this very special Citroen. Someone said 'Beauty lies in the eye of the beholder' – it is true for me that the car has such eye-catching appeal with great sense in its engineering.

I'll part with a little something to whet your appetite – I'll be along to next year's meetings in my red 1934 V8 Roadster, and I hope the weather's fine just to show it off! Well, I can dream, can't I?

Sincerely,  
Fred Annells

## NEW MEMBERS

### NEW MEMBERS – WELCOME

Paul Kempen  
12 Oak Cres  
Hawthorndene SA 5051  
(08) 278 6522.  
'51 L15.

Frank & Wendy Anderson  
5 Foulden St  
North Mackay Q 4740  
(074) 424 643.  
'28 B14G.

Richard Blackman  
2 Lois St  
Ringwood east 3135  
(03) 860 8665.  
'78 2CV6.

Serge Couturier  
9 Marriage Rd  
Brighton 3186  
(03) 592 0732.  
B15 (2).

Dear Traction Drivers,  
We are in the process of celebrating the 50th Anniversary of the 'Raid Lecot'. Francois Lecot drove 400,000 kms during one year (1935/36) in order to prove that the Traction Avant was a solid thing. His journey was made in a 11 AL 1935, but this car has unfortunately disappeared, but we intend to try and reconstruct a similar car which will be unveiled at the 'Retromobile' exhibition in Paris during February 1986.

The tour, Paris – Monte Carlo – Paris, will be made from May 8th to May 18th and will follow Lecot's route closely. Our intention is to gather around 100 vehicles with roughly 200 participants. Costs are estimated to be 1,000,000 frs, and half of this amount is to be financed by sponsors. We have already been in touch with the companies that originally financed Lecot: Yacco, Eychem, BRB, Fulmen aso., and we think that companies producing champagne and perfume could be interested by the publicity.

Each participant will pay around 3,000 frs (approx. £300) and this figure is fairly comparable with one week on a charter holiday like 'Club Méditerranée'. We would be grateful if you could inform your members of our tour, the proposed route of which is as follows:

**Thursday 8 May**  
Paris 0800h Gathering at Place de la Concorde  
1000h Departure  
Fontainebleau 1200h Buffet  
1400h Departure  
Beaune 1800h Arrival  
325 kms 2030h Dinner plus hotel

**Friday 9 May**  
Beaune 0900 – 1030h Sponsor activity  
Macon 1200h Lunch  
Afternoon free

Rochetaille Evening (home town of Lecot)  
Dinner plus hotel

Lyons 157 kms

**Saturday 10 May**  
Lyons 1000 – 1130h Sponsor activity  
1200h Lunch  
1400h Departure from Lyons  
Avignon 1800h Arrival, dinner plus hotel  
225 kms

Richard Fraley  
Cr. Sturt & Stanley Sts  
Townsville Q 4810  
(077) 722 799.  
'49 Big 6, '54 B15,  
'82-CX 2400 GTI.

Alan Hurst  
PO Box 1432  
Cairns Q 4870  
(070) 55 1777.  
L15.

Robin & Carol Norton  
198 Westfield St  
Maddington WA 6109  
(09) 459 2435.  
'80 Dyane 6.

Garth & Anne Foxwell  
15 Jefferson Gve  
Doncaster East 3109  
(03) 842 4854.  
'24 5CV.

Some preliminary details of the "Raid Lecot" (Paris-Monte Carlo-Paris) which Fred Annells has now participated in are shown in the organizers' note in Floating Power.

**Sunday 11 May**  
Avignon 1000h Departure  
Nimes  
Arles  
Aix-en-Provence 1800h Arrival at Aix, dinner and hotel (a lunch will be served during this tour)  
150 kms

**Monday 12 May**  
Aix-en-Pce 1000h Departure Aix  
Draganin 1200h Lunch  
Frejus/St Raphael 1800h Arrival  
200 kms St Raphael, dinner and hotel

**Tuesday 13 May**  
St Raph/Fréjus 1000h Departure  
Monaco Grand GALA

**Wednesday 14 May**  
Monaco Departure  
Free Day  
Nice Dinner and hotel

**Thursday 15 May**  
Nice 0800h Departure  
Gap 1200h Lunch  
Grenoble 1900h Dinner and hotel  
340 kms

**Friday 16 May**  
Grenoble Sponsor activity  
1200h Lunch  
Annecy 1900h Dinner and hotel in Annecy or nearby

**Saturday 17 May**  
Annecy 0900h Departure  
Dijon 1700h Dinner and hotel (a lunch will be served on the itinerary)

**Sunday 18 May**  
Dijon 0900h Departure  
Chablis 1300h Lunch  
Paris GALA at the Automobile Club de France, Place de la Concorde

So far our thoughts up till now – do you think that the Tractionists in the UK might be interested in a tour of this kind?

Yours sincerely,  
C. Gabrielson,  
21, rue des Martyrs,  
75 009 Paris, France

Stephan Zimmermann  
137 Mahoneys Rd  
Forest Hill 3131  
(03) 877 1342.  
'51 11BL KCS 190.

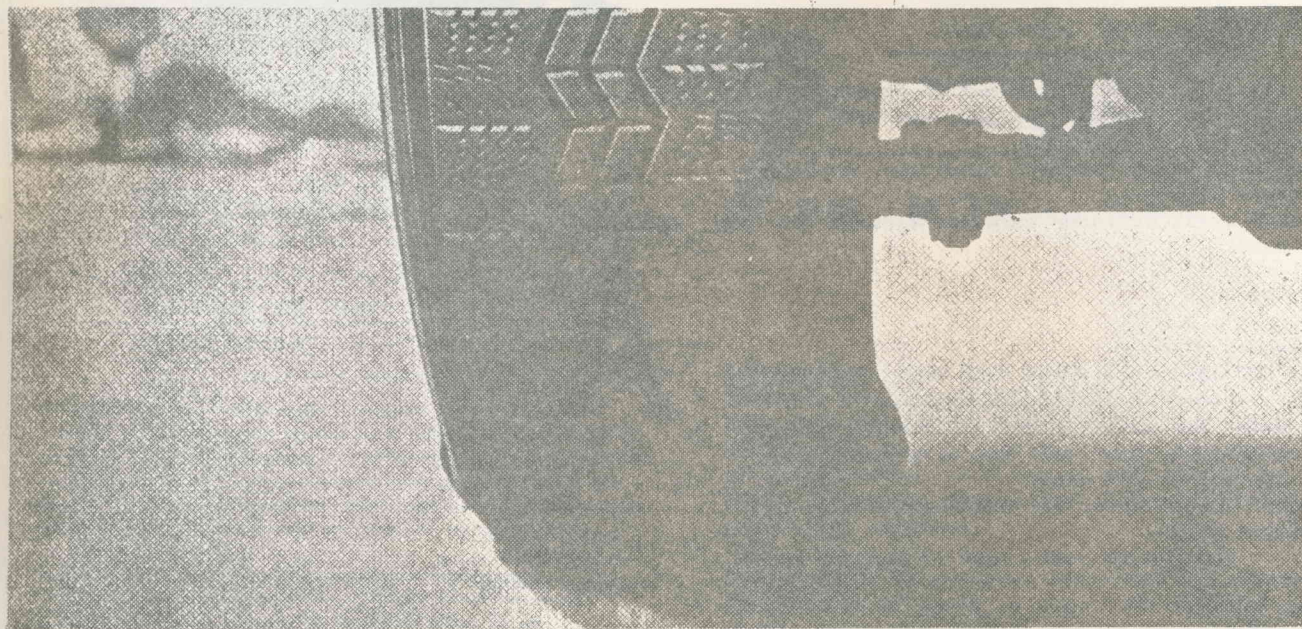
### NEW ADDRESSES

Kristianne Lucas  
60 Snowdon Ave  
Caulfield 3162  
(03) 523 5856.

Tom & Helen Campbell  
49 Boyce St  
Glebe NSW 2037  
(02) 692 9975.

Laraine Finn  
6 Pymble Crt  
Mastings Vic 3915  
(059) 79 8604.

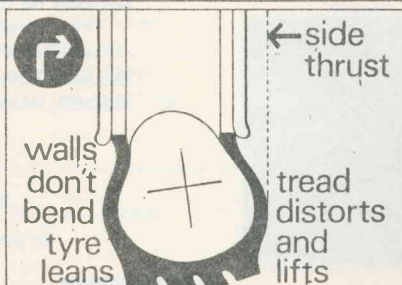
**Watch that car cornering.  
Its tyres look flat. Excellent.  
That means he's driving on Michelin X.**



MICHELIN X are quite different from conventional tyres. They have their treads braced with layers of steel cords, their strengthening wall plies laid *radially* following the *natural profile of the tyre*. **Result:** Their walls are much more supple, their tread grip much more stable.

#### Conventional tyre

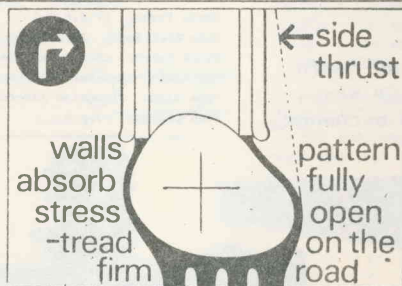
**Stiff walls don't bend:  
Tread lifts off road.**



When you corner on conventional tyres their rather stiff walls can't bend sufficiently to take up all the sideways cornering stress, so the tread can lift up and off the road.

#### Michelin X

**Supple walls absorb stress:  
Braced tread holds  
flat to road.**



When you corner on Michelin X their very supple walls bend easily to *absorb* the swing of the swerve, and the tread, braced, has its *whole area* of gripping surface held flat down and fully open, firmly gripping on to the road.

**Result:  
You definitely do get  
tighter cornering control  
with Michelin X.**

#### LIKE TO KNOW MORE?

Like to know the constructional supple secrets that make Michelin X so special? Ask your garage man. He's the expert. And pick up our free book. There's one at your local Garage. Now.



**MICHELIN X**  
THE WORLD'S LEADING RADIAL TYRE

# CLASSIFIEDS

Free: One complete set of pre-war narrow Traction mudguards (front & rear) for that almost complete roadster. "Rust free" & tear free but need panel beating.

John Couche  
(03) 729 7470

For sale: Two Light 15 bodies on wheels, small boots. One ~~stripped~~ in primer, one with sunroof. Price: \$400 for both ONO.  
Front hub puller, perfect condition, ex-Dennis Walton - \$60.  
Facsimile six cylinder workshop manuals (3) \$15 each.

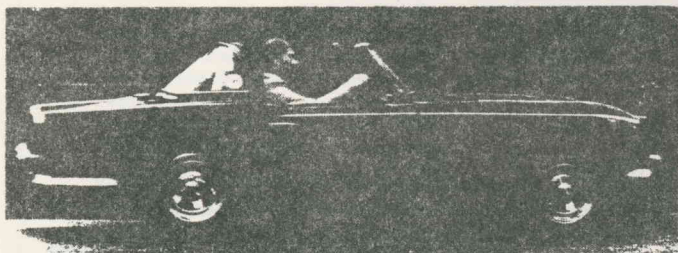
Kim Harding  
26 Tyrrell Ave  
Blackburn 3130  
(03) 877 4853.

For sale: Six wheels Light 15, French, converted to 16 inch, neat job, two very good tyres, \$70 the lot or \$12 each.  
Wanted: Winged cover for crankhandle hole in radiator grill.

Hub cap to suit Light 15 English wheel.

Anton Walker  
15 Forfar Road  
Hamlyn Heights 3215  
(052) 78 2139.

For sale: Triumph TR4A, black, drives very well, rebuilt in England, four-speed plus overdrive, soft and hard tops, roll bar, rally seats, sports steering wheel, alloy wheels, new clutch, best offer vicinity \$12 500. (1966 model).



Mr. Preston  
592 4891.

[yes, we know its not a Citroën, but you could say you were slumming it while your 2 CV was being fixed - and it would be nice for a change].

Wanted: Rear half of a big boot Big 15.

Kenn Gilbert  
133 Badger Creek Rd  
Healesville 3777  
(059) 62 3782.

For sale: 1951 Normale, motor redone (valves, rocker shaft, bearings), floor rust cut out (not finished), many spares, original cloth, stripped for restoration, stored under tarp (ex-Gerald Propsting). \$1300 ONO.

Scott Bennett  
3 Pinewood Ave  
East Ringwood 3135  
(03) 729 5368.

Wanted: Left front mudguard, right front kick plate, to suit Light 15.

Peter Holland  
1 Alva Close  
Eltham 3095  
(03) 439 2173.

## NEW TRACTION FLOOR PANS (UK)

(See opposite page).

Price floor pan ± crossmember (£)

|              | (+) | (-) |
|--------------|-----|-----|
| L15/Legere*  | 230 | 150 |
| B15/Normale* | 250 | 150 |
| Big 6/15/6   | 250 | 150 |

Familiale/  
Commerciale P.O.A.

\*Includes roadster versions.

All plus V.A.T. if applicable.

Discount for quantity.



## ALL FRENCH AUTOMOBILE DAY

SEPTEMBER 21st 1986

1986 is South Australia's Jubilee Year and it seems likely that there will be a number of one make and special interest Car Rallies.

As part of 'MOTORFEST', on September 21st 1986 the first every coming together of French automobiles in S.A. will take the form of a rally and picnic day, leaving from Burnside Town Hall Car Park and finishing at the Balhannah Oval for a picnic/barbeque and static display.

A highlight of the afternoon will be a visit to the Wick's Auto Museum and Historic Cottage, a short drive from the Oval.

The All French Automobiles Day Committee believe that we will be holding an event which is quite unique.

The French provided Australia, and the World, with some of its earliest motor vehicles, and over the years they have been noted for individualistic vehicles, often pioneering new ideas and designs.

All French vehicles from 1890 to the present are invited and we hope to see a large display of the various marques. An entry fee of \$5.00 will be charged to cover administrative costs.

The organising committee will arrange a Registration Permit for road worthy vehicles if required at \$3.00 per car. Advice and assistance for Interstate visitors is offered.

\* If you have a partially restored French car, please feel free to trailer it to the event. We and others would like to see it!

For Entry Forms please contact John Chapman, 14 Jenkins Avenue, Rostrevor, S.A., 5073, before 30th June 1986 (Ph. (08) 336-8673).

Yours sincerely,

*Chris Parker*

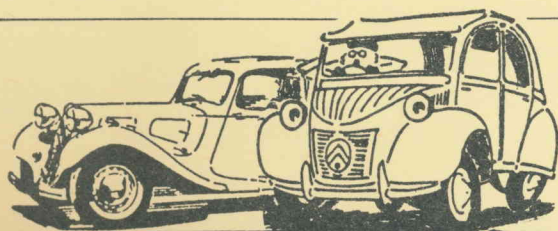
Chris Parker  
Chairman Organising Committee

### Organising Committee

|                                  |                 |
|----------------------------------|-----------------|
| Chris Parker (V.S.C.C.)          | Phone: 381-4559 |
| John Wien-Smith (S.C.C. of S.A.) | " 44-2011       |
| Bruce Porter (S.C.C. of S.A.)    | " 278-7405      |
| Max Foale (Amilcar Register)     | " 278-2364      |
| John Allen (Traction Avante)     | " 258-9509      |
| John Chapman (V.S.C.C.)          | " 336-8673      |



AOMC Rally at Flemington  
(see last issue).



# CITROËN SPARES

HOURS: **9** AM to **7** PM. MON to SAT

As this magazine goes to press, I am familiarising myself with the papers which have come from Russell Wade with the job as Parts Officer.

All the CCOCA stock of parts are now lodged at my place, and I hope to be able to build on the excellent work put in by Russell. In particular, it is obvious that 2 CVs and derivatives are very popular with members and that an expanded parts service for these little beasts would be appreciated. So..... I'm planning to get in good stocks of 2 CV bits from overseas as soon as I know what 2 CV owners want. The message then to 2 CV cobblers is:

**GET YOUR 2 CV PARTS ORDERS IN ASAP!!**

If I don't know what you want, how can I get the bits for you? Please send your orders direct to me at the above address so as to save your time and mine!

Floor pans for Traction: We understand a Queensland member is checking about getting one pressed locally. In the meantime, we include details of the excellent productions from UK. Unfortunately, they would be pricey landed here (Perhaps \$1000).

## SPARE PARTS OFFICER:

Peter Boyle  
35 Newman St  
Thornbury 3071.  
Phone: (03) 480 3560

Silentblocks: See last issue for important comments about reconditioning these items. Note that Mel Carey, R.M.B. 8382, Bairnsdale 3875 is now able to organise reconditioning of silentblocks for 4-cyl as well as for 6-cyl Traction. Please deal direct with Mel as in last magazine.

Please refer to previous magazines for general indications of parts in stock. Of course, stocks vary with demand, and we only really know you need something when you tell us. So please try to anticipate your needs and order ahead.

And in conclusion and when you're feeling low about your restoration of your classic Citroën, remember the firm's motto:

Never fear!  
Luigi's here,  
When your motor needs new gear!

Peter Boyle

## Peacock Automobile Engineers

TRACTION RESTORATION & PARTS



Old Hathern Station,  
Normanton-on-Soar,  
Near Loughborough,  
Leicestershire

LE12 5EH

COMPLETE, ORIGINAL PATTERN

FLOORPANS

FOR ALL TRACTIONS

NOW AVAILABLE OFF-THE-SHELF

Peacock Engineering, foremost Traction Specialists in the U.K. are now manufacturing superbly engineered full Floorpans for the entire Traction range.

During the course of our own restoration work - for which we are already renowned - we have been able to develop the floorpan to the most exacting standards. We can therefore guarantee their total authenticity and suitability.

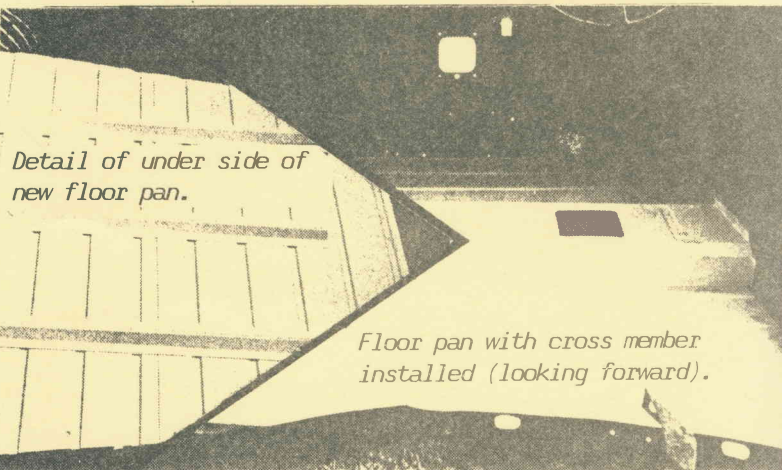
OUR COMPLETE FLOORPAN HAS ALL THESE ADVANTAGES OVER CONVENTIONAL REPAIR:

EAST TO FIT: Each floorpan is hand made on our specially developed jigs, to ensure it will fit your car perfectly. No special restoration techniques are needed - any proficient welder can fit one.

COST EFFECTIVE: This is perhaps the most surprising aspect of fitting a replacement Floorpan - it is usually quicker and cheaper than cleaning, cutting back and measuring rotted-out areas, and making patches. We know, because the whole concept was born from the necessity for us to find the most cost-effective way of repairing rusted floors on our customers' cars.

SUPERIOR STRENGTH: There can be no better solution to a rusted floor than complete replacement. Even after conventional patching, remaining areas are likely to be weak even though not rusted through - requiring yet more repairs in the future.

BETTER APPEARANCE: What betrays a car more than a patched-up underside? Invisible patch repair on a grooved floorpan such as that on the Traction is all but impossible. Complete replacement is the only practical way to make your car as good underneath as it is on top.



Detail of under side of new floor pan.

Floor pan with cross member installed (looking forward).

## CLUB SHOP

Refer to Jan/Feb issue for details.

Prices: See box on previous page.

