

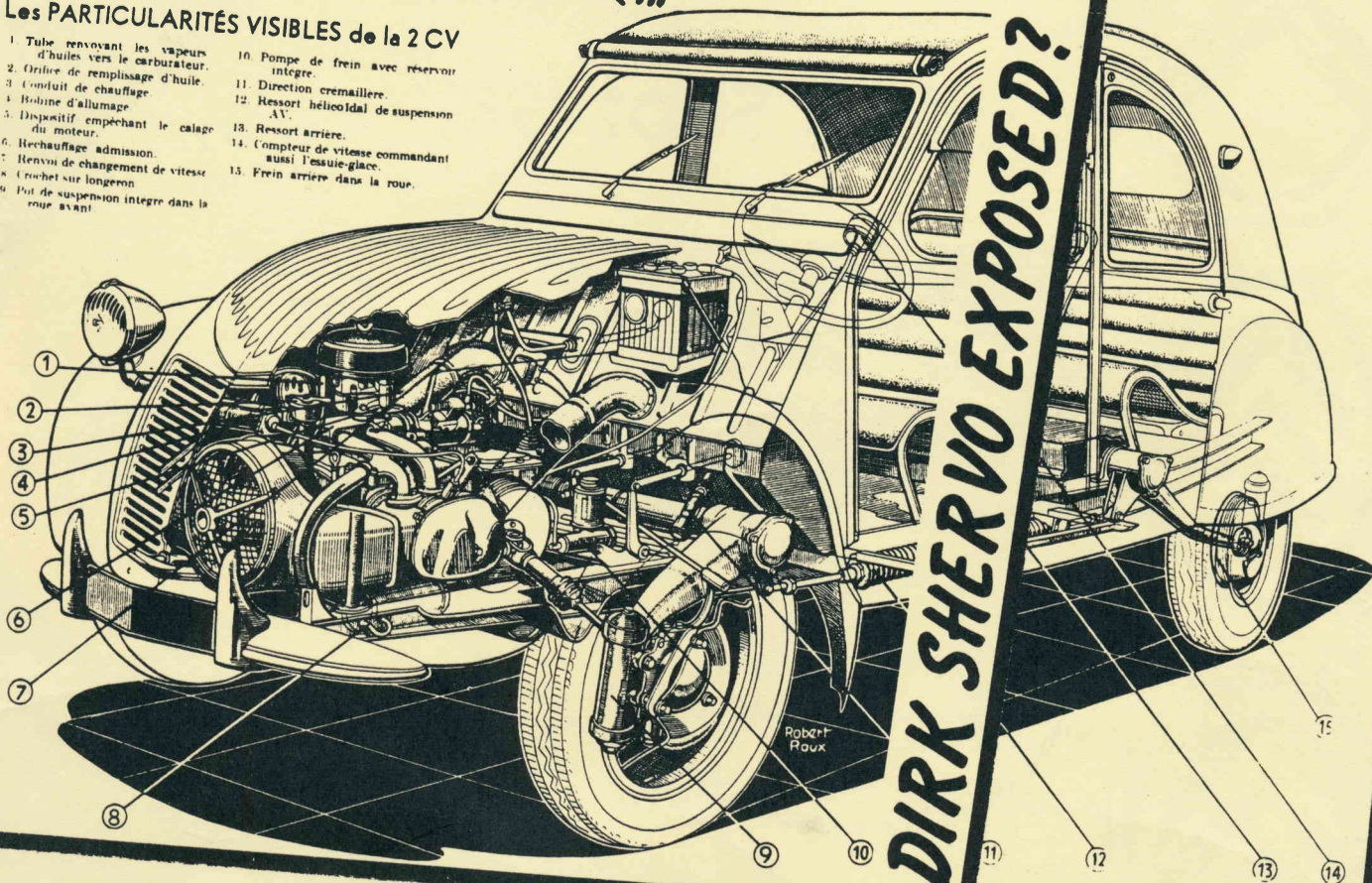
RAID AUSTRALIA '88 —

GBH of the 2CV!

La 2 cv cette inconnue...

Les PARTICULARITÉS VISIBLES de la 2 CV

1. Tube renvoyant les vapeurs d'huiles vers le carburateur.
2. Orifice de remplissage d'huile.
3. Conduit de chauffage.
4. Bobine d'allumage.
5. Dispositif empêchant le calage du moteur.
6. Rechauffage admission.
7. Renvoi de changement de vitesse.
8. Crochet sur longeron.
9. Pout de suspension intégrée dans la roue avant.
10. Pompe de frein avec réservoir intégré.
11. Direction crémaillère.
12. Ressort hélicoïdal de suspension AV.
13. Ressort arrière.
14. Compteur de vitesse commandant aussi l'essuie-glace.
15. Frein arrière dans la roue.



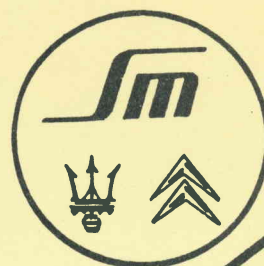
DIRK SHERVO EXPOSED?

part 1/2

VII. ICCCR CITROËN-WELTTREFFEN LORELEY

GERMANY

4.- 6. Sept. 1987



Seventh International Citroen Car Club Rally,
Loreley in the Rhine Valley, 4-6 September 1986.

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This issue sadly notes the passing of two more "Citroen characters" - Len Dutton and Arthur Baxendale. Perc Carey (Mel's uncle), who sold TAs at Bacchus Marsh (Vic.), died at a fine old age early this year. Dan Jones (Northcote) is very ill. Please see if you can jot down the highlights of the life of any automotive old-timers you know and pass the info to us so we can record it for everyone, and as a mark of appreciation and respect.

Reflect on some recent social/technical meetings - how enjoyable. Do come to the next one (the Auction/Experts Day). Also the AOMC American & European Days in February/March.

And in the longer term, 7th ICCCR on the Rhine (magnificent!!) in a year's time. What a hell of an adventure to go Raid Australia '88. You would never forget it. Start talking about it with a mate or two, and give it your support - it would be a pity if the greatest Aussie effort died for want of local input.

Dirk Shervo (who?). More spares. More Traction repairs. Appreciative comments. Wow!! Did you win the Concours?

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

COMING RALLIES

September 24, Wednesday

General Meeting, Nunawading.

October 19, Sunday

BBQ/Auction/Experts Day
(Canterbury Gardens/R.S Carpark
Melways 46 D11.(Confirm)).

October 29, Wednesday

Night Trial, Nunawading.

November 8-9, Sat/Sun.

Camping Weekend.

November 26, Wednesday

General Meeting, Nunawading.

December 3, Wednesday

Christmas Break-up.

Hey!!
Put these in your
calendar NOW!!

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.

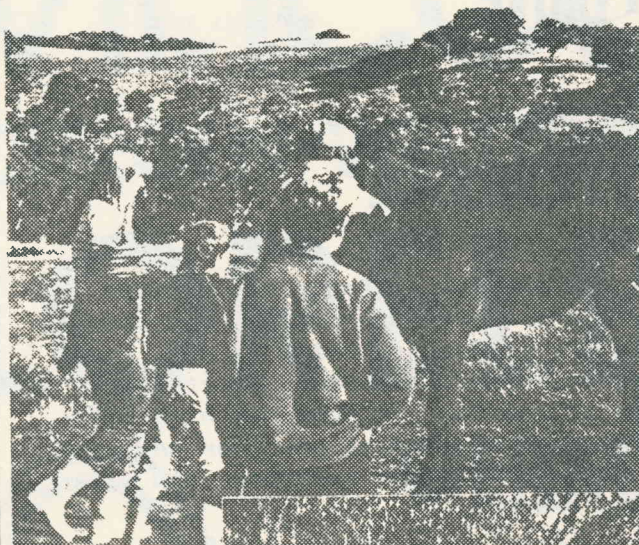
Meetings are held on the last Wednesday of every month at 8.00 pm at the Coffee Shop* Meeting Room at the Nunawading Civic Centre, Maroondah Highway, Nunawading, east of Springvale Road.

Printed by Veevers Printing Co., 121 Ferrars St. Sth. Melb. 3205

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

PAST RALLIES

ECONOMY RUN/NEW MEMBERS DAY/BBQ



Remember that delicious film, "The Sting", with Paul Newman and the fake race call? And the character they fleeced through the trick, and his embarrassment? Well, that's a bit like I feel. I'm trying to write up the Economy Run for 1986 and I wasn't even there. Not an easy task. Since I got no details from anyone else, I might be persuaded that no one else went either! However, I have picked up a couple of casual comments, and Vi Cammoch (now in NZ) gave me some photos to prove that the event did take place. In fact, most of those who went can be identified in Vi's photos.

So let's see what we can do. The event this year followed a route through the northern suburbs of Melbourne on Sunday, April 13, end-



ing at the McKibbin Ranch at Kangaroo Ground, an area replete with horses, gum trees, mud-brick houses and not surprisingly, kangaroos. The weather was pleasantly warm.

I don't have much more info than that. Apparently just about every car competing won in at least one of the numerous categories, so that virtually everyone received a prize. I'm told that Bryan Grant won the Traction class, and that the Cammocks (V8 Valiant Wagon) recorded well into the 30+ mpg range, due it is thought more to the sloping filling station forecourt than to true Chrysler frugality.

The extent of El Rancho McKibbin provided a great open air setting for the BBQ, with space and horses to entertain the kids.

Vi's photo of the picnic lunch conjured up Edouard Manet's then-scandalous "Dejeuner sur L'Herbe", such are the perversities of the mind. However, as rendered by CCOCA, no one seemed to be taking the part of the artists' model. Sue McKibbin seemed to be closest to adopting the model's location and pose, but Sue was fully clothed. The only naked bodies to be seen were the cars and the horses. But then CCOCA has always been a family show, representing the utmost in respectability!

Bill Graham.





AUSTRACTION '86 - the CCOCA June weekend away.

Austraction '86 is I think the first I've been to (shame, shame!). However, it was certainly interesting and enjoyable, due to a combination of setting, people and cars.

The setting was Campaspe Downs, a holiday camp on extensive acreage beside the Little Coliban River, seven kilometers south of the historic Central Victorian town of Kyneton and eighty kilometers north-west of Melbourne. The timing was the Queen's Birthday weekend of June 7-9.

Barbara and I had planned to go in our Ford Falcon (the Big 15 is becoming a very long-term project), However, I had been twisting Geoff Dutton's arm to put one of the new BXs on display at Kyneton, even if only for half a day. Checking with Geoff on the Saturday morning about the BX revealed that no one in the firm was available to drive it up to the rally. Grim Jim! Then he asked me what I was driving to the rally and if I would like to take a BX for the weekend instead. Silly question, Geoff!

Ditching the Falcon at Duttons, we collected a splendid BX19GT 5-speed manual with air-conditioning at about 12.30 pm. By then, any potential Saturday morning purchasers had gone for lunch. "Our BX" was in very distinguished metallic mid-grey with a fine red waist stripe. NSW-registered, it was a demo-car from the Sydney importers, Franczars, and was the very same vehicle tested and written up in Car Australia for June 1986.

Peter Dutton gave us a quick run-down on the operation of the controls, considered there was enough fuel in the tank for our needs, and waved us off. Gingerly, we edged out into the lunch-time traffic extending between Richmond and the city's northern boundary. After all, we were in \$30 000 worth of someone else's motor car, of a marque known for its ideosyncracies which could catch us unawares in a tricky traffic situation. We took particular note of the non-cancelling indicators, and found any other fears groundless. Well before we had cleared the city, the BX had gained our confidence, with its responsiveness, its smoothness and comfort, and the feeling of safety projected by its combination of designed features.



Soon we were on the Calder Highway doing somewhere in the 100-120 kph range and approaching Sunbury turnoff. Then I noticed the oil level gauge showing way below "Min.". Hell! Off the road, stop the motor, out and under the bonnet. Oil level was OK, even quite a bit above "Max.". Check the owner's manual. Finally we found the answer. The oil level gauge only operates with the motor stopped and for a few seconds after firing up. Then it shuts down to avoid giving false readings as the oil is thrown up into the innards of the motor. Sigh of relief (a big one), and off to Kyneton where we topped up the tank just to be on the safe side. 34 L and an odometer reading of 11 550 km.

Down to Campaspe Downs, but no troops. Over to Hanging Rock. Still no troops. Blow them. We have a cup of tea in the kiosk and climb to the top of the rock. Still no troops and fortunately, no cinematographic metaphysical happenings either! The last thing we wanted was that sort of "Picnic at Hanging Rock". In the car park, we noted the effortless manoeuvring of the BX, thanks to its excellent "speed-desensitizing" power-steering.

Well, let's go up to Mount Macedon to the bush-fire aftermath. By now, we were becoming very confident in the BX. With its supple suspension and wheel-at-each-corner, it was clear that one



"Our BX"

Citroen BX 19GT Five Door Manual Hatchback 1.9 Litre

could traverse the straight or winding very quickly and confidently, though I'm never one for door-handle cornering. Fog or low cloud on Macedon. We ease our way along in absolute control, grateful for the standard anti-brouillards, front and rear.

Back at the camp, our group was gathering for tea in the huge and homely dining hall/lounge with its great stone open fire-place. The magnificent fire was to hold like a magnet each evening as we talked, imbibed, and once, played a mad Citroen version of Trivial Pursuits. Kyneton has a reputation for being damned cold in winter!

We did not have the camp to ourselves. A large and noisy religious youth group (promptly labelled "The God Squad") was usually round about but they didn't worry us. However, two of our group, perhaps somehow influenced by the God Squad's presence, tried unsuccessfully to walk across the water from their canoes to the shore of the camp lake!

Accommodation was mostly in four-berth bunk-style cabins. A little spartan, but for us, adequate. Others were not so sure. Barbara and I shared the pleasant company of Mike and Wendy Neale from Canberra.

Sunday morning was an informal photo line-up for the cars. Some members went off horse-riding. We slipped into Kyneton to look over the numerous antique shops and the impressive local museum. Sunday afternoon was the Observation Run. Fred Kidd had brought his family down from Bendigo for the day and we had Tony as a valued assistant on the run. We thought we fared pretty well. Certainly the BX made the hunt enjoyable. After all, with a 0-100 kph of 10.8 seconds, it gets away quickly from each stop to find some item of trivial information.

Monday morning involved packing up and moving over to the pavillion at Hanging Rock for a chicken-and-champagne late breakfast/early lunch ("brunch") and the presentation of various awards before heading homewards. The list of awards was long and in often mind-bending and outrageous categories. The devising and presenting of the prizes was carried out in truly inimitable style by Handlebar Hank (Leigh Miles) and Princess Panda (Peter Fitzgerald). Once again, the observation trial was won by the Bennett Team from South Australia.

While there was a large and impressive line-up of Citroens at the meeting, three vehicles made the greatest impression on me. These were: Chris Bennett's SM, Brian Wade's pre-war Tracton, and Lance Collin's warmed and aggressive Light 15. All three of these cars (and Phil Ward's HY van) will be presented in more detail in later Front Drives.

The BX created much interest. Those who drove it or travelled in it were impressed. The Neales in particular were sold on it after a half-hour drive. Others have questioned its value-for-money however. This is really beyond Citroen's control, and anyway, bedevils all imported cars coming into Australia.

After farewells, we took the winding roads through Trentham and Blackwood to Melbourne, and checked the excellent cross-wind stability at about 140 kph on the exposed Western Highway through the Pentland Hills. Nearer Melbourne, the zip and flexibility in third gear was appreciated as we threaded through the returning long weekend traffic on the narrow back road between Melton and Keilor.

Before we returned the car to Duttons, we topped up the tank again at 11 947 km - 36.4 L over 397 km since filling at Kyneton or 9.1 L/100 km (31.2 mpg). This is very similar to Car Australia's overall figure on test in the same car of 9.5 L/100 km or 29.8 mpg. On a long trip at ca. 100 kph, I would expect near 40 mpg.

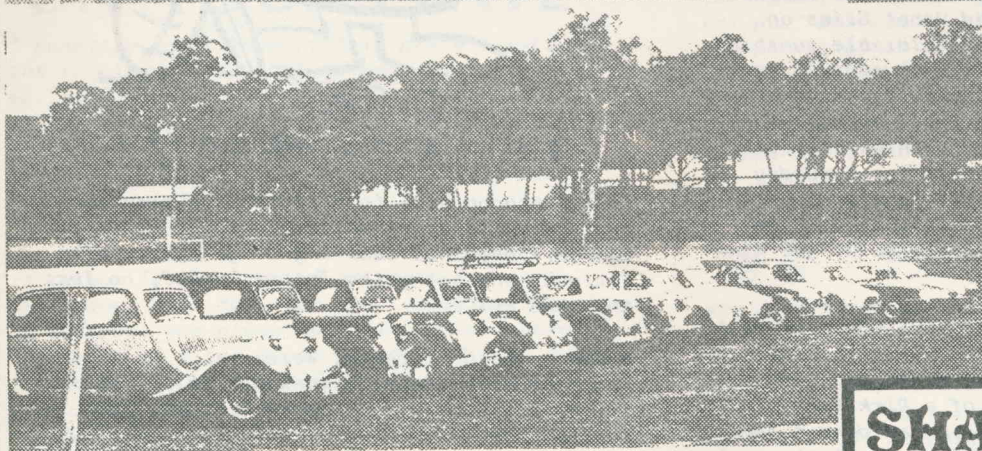
Complaints? A minor twitter somewhere in the back, a slight balkiness in getting into second gear at times, and difficulty in getting the heater to demist properly. Hopefully, all easy to overcome or correct with attention or a bit more familiarity.

Truly a great car, the BX, and a most enjoyable excursion with the club.

Attendance? Some 40-odd (no, not 40 odd, Jim!) booked in for the weekend, with perhaps another 10 or so coming on the Sunday. There seemed no question that they all enjoyed themselves. We certainly did.

Finally, mention should be made of the McKibbin-Smith efforts in organizing the rally and venue. An unobtrusive effort on which the success was based. Many thanks from all who benefitted.

Bill Graham.



CHINESE YUM CHA

"Ying-tong-iddl-i-po!", Major Bludknock might have exclaimed. "A chance to try some genuine Chinese tucker - definitely a jump ahead of McDonalds!".

CCOCA decided to visit the Shark Fin Inn Chinese Restuarant in Melbourne's China Town in Little Bourke Street on Sunday, July 20th. The idea was to have a mixed-course late-breakfast/lunch (Yum Cha) as one of the club's social activities. In my role of club official and occasional gourmet, it seemed only proper that I should grace the occasion with my presence. I proclaim the day a (burp) thundering success.

Apart from incredible difficulties in finding a parking spot for our car - something to do with a football match at the nearby MCG and some other uncivilized activity - the event was very enjoyable. Lots of little servings of many, many tasty Chinese dishes on the lazy Susan, all washed down with with a BYO light white wine.

Judging from the packed condition of the place, Yum Chas are very popular with the Chinese, and no doubt they have had a few years to ref-

ine the techniques. Definitely an event worth repeating (if you'll pardon the expression).

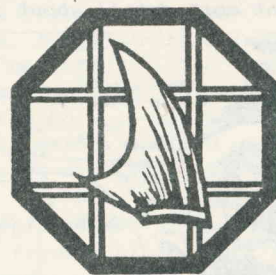
The twenty or so club members and families who attended thoroughly enjoyed themselves.

See you at the next one?

Bill Graham.

SHARK FIN INN

Chinese Restaurant
WHERE THE CHINESE EAT
CITY & KEYSBOROUGH



YUM CHA DAILY, DINNER & LATE SUPPER TILL 1.30 A.M.
WINNER: AGE GOOD FOOD AWARD 1984-85

CITY 662 2681 OR 662 2552
50 LITTLE BOURKE STREET, MELBOURNE

KEYSBOROUGH 798 8788
CHELTENHAM RD. (OPPOSITE PARKMORE SHOPPING CENTRE)

食為先酒家

B.Y.O.

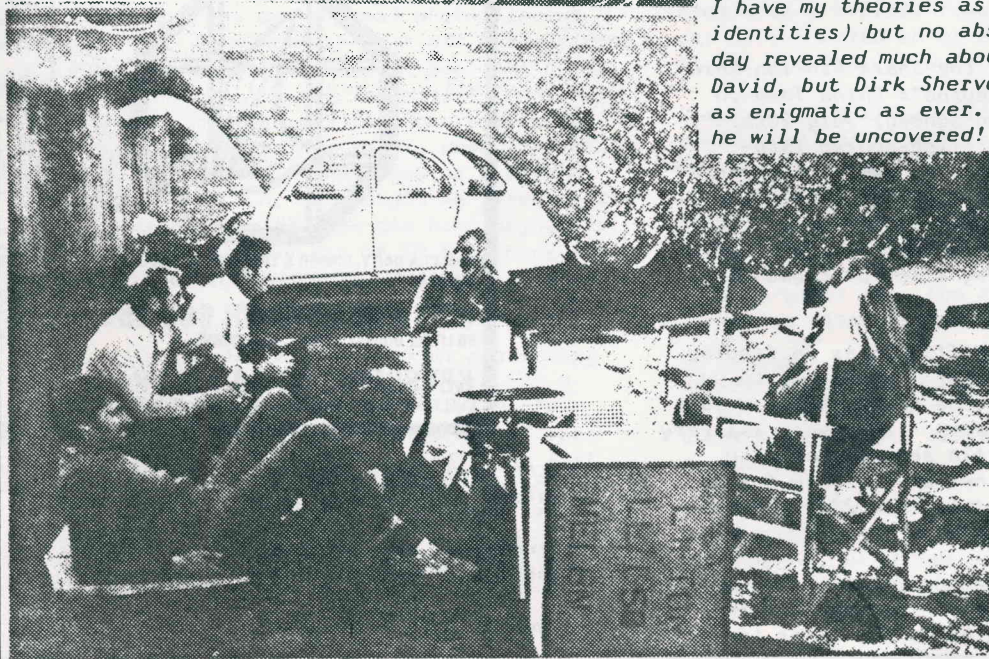
DIRK SHERVO UNCOVERED? - 2CV WORKSHOP.

Those who have been in the club for a few years (heavens - that even includes me) will have heard vague and somewhat confusing references to a character who calls himself Dirk Shervo. I used to think of Dirk as a Viking type, bearded, sword and shield in hand, plundering his way around the country and generally having his wicked way with the local maidens.

Later, as I came to appreciate the phonetic possibilities of Dirk's name as rendered by a genuine practitioner of "Australian English" or "Strine" as it is known - for more detail, refer to the standard text on the subject, "Let stalk Strine" by Aufferbeck Lauder, or for Kiwis, the other text, "Newzild and how to speak it" by Arch Acker - I realized that Dirk Shervo = Deux Chevaux = 2CV! Dirk Shervo is simply a nom-de-plume used by a twin-pot enthusiast in the CCOCA ranks when he (she?) writes on his (her?) favourite topic. Vikings and maidens be gone!

And so not a word of Dirk Shervo as I rolled up to the home of David and Janet Gries on Sunday, August 10, a day of tolerable sunshine to be passed in the Gries's backyard and workshop. Some members were already esconced around the barbecue and wine-cask (well perhaps they were a bit tiddly but I don't think that is what esconced means!). Eventually, a goodly dozen or so had gathered, 2CV fanatics and saner types together, enjoying the sunshine, the BBQ (another Strine expression?), the wine-cask, and the conversation.

Eventually, it was time to leave the wine-cask etc and move into David's workshop for the subject of the day - a general discussion and examination of the workings of a Dirk Shervo - sorry, make that a 2CV. David had done a remarkable job in dissecting and laying out the works for all to see. Moving from section to section - motor, transmission, suspension, ancillaries - David gave a liesurely and lucid account, fleshing out the story as interest mounted and members sought more detail about specific features.



It soon became obvious to those not already convinced just how ingenious, practical and efficient the 2CV design is. The French again "daring to be different", but clearly to very worthwhile ends. It was also obvious to all just how well suited David was to the task of providing 2CV instruction - the lessons of many years of patient and sympathetic study and practical experience having well and truly left their mark on him. No doubt there is much more on 2CVs that he could pass on.



DIRK
(AS SEEN BY THE WRITER!!)

The afternoon drew to a close, conversation drifted on to other matters and the group disbanded. There had been a good gathering of Citroens and among the "other ranks", no less than two MGTCs.

Present (with Citroens) were:
Roger Brundle, Peter Simmenauer (B15), Robin Smith, Ted Cross, John Locke & Andre, John Couche & Jacquie (Dyane), Robin Couche (GS), Mark McKibbinn, Peter Boyle (L15), Russell Wade & Evan, Anton Walker & Andre, David & Janet Gries (2CVs), Bill Graham.

And Dirk Shervo, he of the nom-de-plume? Perhaps he was there too, perhaps he wasn't. I have my theories as to his identity (even identities) but no absolute convictions. The day revealed much about Deux Chevaux thanks to David, but Dirk Shervo, true to form, continued as enigmatic as ever. Perhaps, one day, even he will be uncovered!

Bill Graham.

P.S. We should acknowledge the Gries hospitality for the day. I think they even supplied the wine cask!



ON YOUR PLATE

I honestly don't know if this plate exists, but it was passed on to me and its ingenuity warrants recording. **6UL-DV8** - get it? Say it again slowly. Reminds me of what was supposed to be Liberace's English phone number - Middlesex RU12. Anyway, enough of this nudge-nudge humour.

The Chinese and their interest in numberplates is rather fascinating. I am indebted to a colleague, W.Y. Moo, for the following details. My interest was prompted while chasing down the owner of a red Volvo No. AC 168. The owner turned out to be one Alf Chu (A.C.), but in discussing this with Moo, it appears that the digits 168 are no accident either. The Chinese with strong Western contacts have both a deep belief in omens, good luck charms etc, and a keen appreciation of the verbal and visual pun-like interactions between their own and Western writing. This is particularly so for people of Cantonese background, who are also more "superstitious".

Now let us start with the number "8". In Cantonese dialect, the number 8 is called "putt" (as in golf). However, there is a rather similar sounding word which is pronounced "phutt" or "futt". It means "prosperous". The number "6" is called "lok", but a phonetic variant, "lo'" means "way". The word for the figure "one"

Thus, 168 can be pronounced "yet lok putt" meaning "168", or "yet lo' phutt" meaning "one way prosperous" or "prosperous all the way, go ahead and prosper". Hence for the Cantonese, 168 is a very desirable number to have.

The number "8" also has another desirable "visual pun" associated with it. Being visual and not phonetic, it is independent of differences due to dialect. Thus it is also known in Mandarin as well as in Cantonese. In written Chinese, there is a character 喜. This means "happiness", and two of 喜 these characters side-by-side mean "wedding" or literally "double happiness" or "happiness for two".



This symbol usually appears in banners etc at Chinese weddings.

Now at a distance, the Chinese see the character 喜 looking like 8 or 8. Hence,

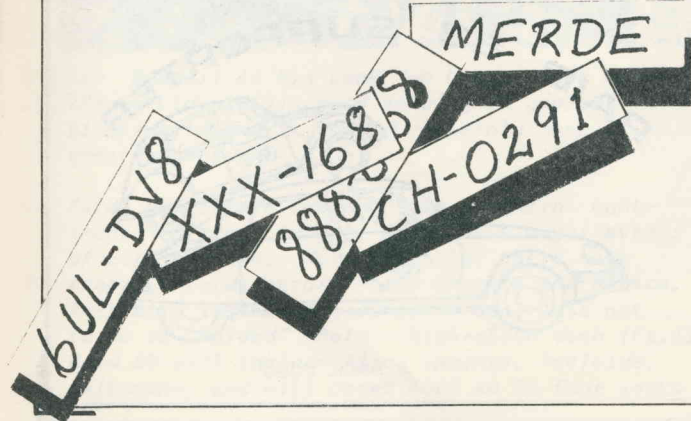
they have come to associate the symbol "8" with "happiness". Thus, a numberplate having a combination of 8s is very desirable e.g. 8888, since it means both "prosperity" phonetically, and "lots of happiness" pictographically.

On the other hand, the Chinese avoid the number "4" if possible. The number four is pronounced "say↑" (with a rising inflection). However, a slight variation, "say↓" (with a falling inflection), means "death"!

Hmm! I wonder if the Chinese saw a hidden meaning when rising oil prices shifted us from "happy and prosperous eights" into "deathly fours"?

Another notable registration plate is CH 0291. Save yourself the trouble of looking for some deep and subtle meaning - it is simply the first of the new red-&-white Classic & Historic (CH) plates to be issued to a Victorian CCOCA member - none other than Club Treasurer Ted Cross who has fitted the plates to his handsomely re-furbished Big 6. Nothing like having a treasurer in the red!

And just to finish up! I've heard one CCOCA personality, less than satisfied with current transport, is considering acquiring and fixing to it the plate "MERDE". No one seems able or willing to specify the no-doubt deep and perhaps not-so-subtle meaning of this expression, except that it is continental, unflattering, and has nothing what-so-ever to do with either Agatha Christie or the Orient Express. And yes - the vehicle in question is a Citroen!



COMING RALLIES

COMING RALLIES ADVANCE NOTICE

The SEVENTH INTERNATIONAL CITROEN CAR CLUBS RALLY (VII ICCR) is to be held at Loreley by the Rhine, downstream and about 75 km west of Frankfurt, over 4-6 September 1987.

Loreley lies in the upper part of the stretch of Rhine lying between Cologne and Mainz, a stretch thought by many to be the most beautiful of what is a truly beautiful region. In this stretch, the Rhine is plied by graceful cruisers, and characterised by vineyards extending down steep valley sides almost to the river, frequently defined by steep rocky cliffs, majestic castles on hill-tops and on islands in the stream, and pretty villages and towns by the river - the houses uniformly white with red roofs.

The Loreley is a particularly steep and high section of river cliff, known for its legends of alluring maidens and seven-fold echo. Nearby are the dangerous "reefs of the seven virgins", and the Katz Castle and the derisively named "Mouse Castle".

We understand that the German Citroen clubs organising the rally don't actually guarantee that every entry will be supplied with a graceful Rhine maiden like the one shown in the publicity, but that should hardly deter the average Aussie punter!

Well, think about it folks. If you think you might be in Europe next year, see if you can organise it to take in the 7th ICCR in Germany. Imagine - wine, sun, music, scenery, Citroens by the score - and maybe the odd Rhine maiden. ICCRs have a great reputation for fun!

VII. ICCCR CITROËN-WELTTREFFEN LORELEY

GERMANY

4.-6. Sept. 1987



roens by the score - and maybe the odd Rhine maiden. ICCRs have a great reputation for fun!

More info will be available later.

RAID AUSTRALIA '88

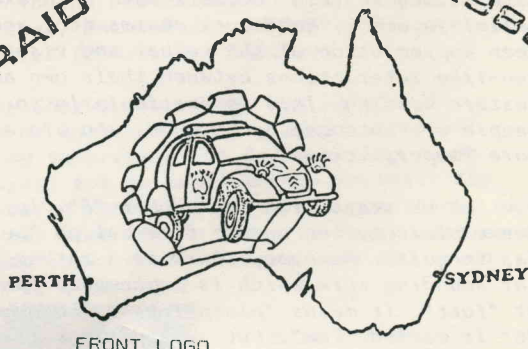
RAID 88 - GBH of the 2CV?

Those followers of that notorious Pommy Pair, Arthur Daley and Terry McCann, will know that GBH means "grievous bodily harm" in the lingo of London's fringe world of Mr. Plod, "real little earners", Japanese Scotch and other dodgy deals. "GBH of the ear'ole" is what we call an earbashing.

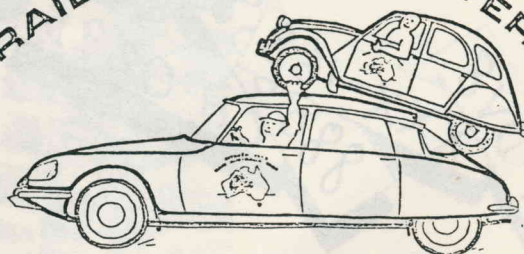
However, with the looming of Raid 88, a crossing of Australia from Perth to Sydney in 2CVs and support vehicles and spectators, GBH might enter firmly into Citroen vocabulary as synonymous with GUNBARREL HIGHWAY.

The Gunbarrel Highway (so named because in parts at least, it literally is "as straight as a gunbarrel") runs some 900 miles (say 1300 km) west through the very low-rainfall country ("desert") from Victory Downs (about 200+ km south of Alice Springs) to Carnegie Station which is about 600 km north of Kalgoorlie. For much of its length, the GBH skirts the southern edge of the Gibson Desert, and until its construction after WW2 (in part to service the Giles Meteorological Station), the area had only been seen by aborigines and a few explorers. The construction of the road and details of the country are described by

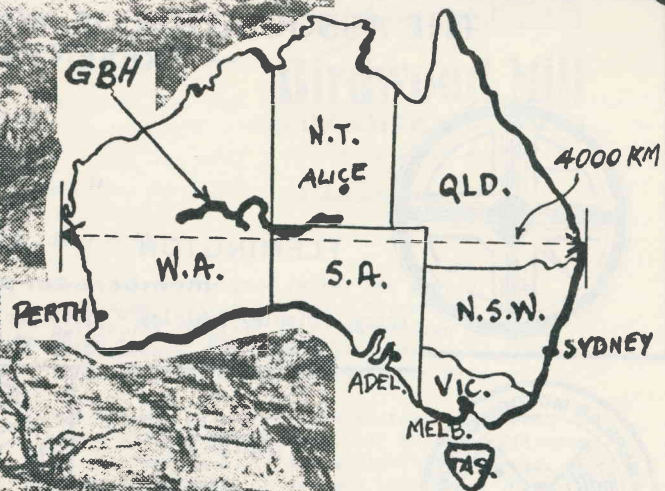
CITROËN 2CV'S
RAID AUSTRALIA 1988



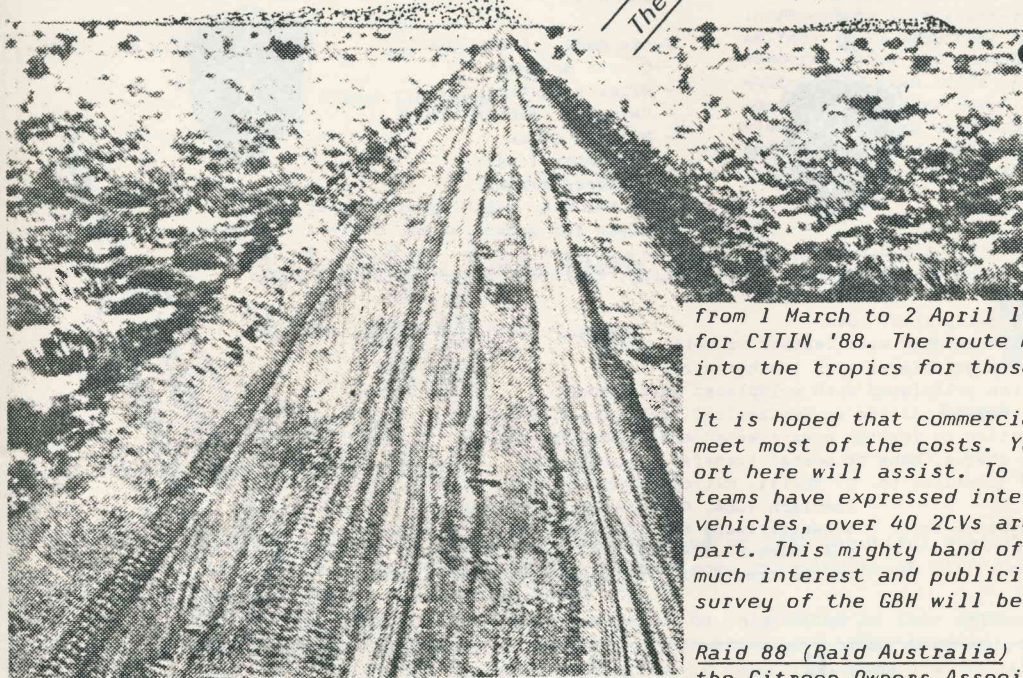
RAID 88 SUPPORTER



BACK LOGO



The Gunbarrel !!



Len Beadell in his book *Too Long in the Bush* (Rigby Ltd, 1965) - good reading if you're planning to go. It should certainly make a great adventure.

Raids by Citroën teams across northern continents (Africa, Europe, Asia) were major events of earlier times. More recently, there have been 2CV raids across North America and Africa. Australia is the only isolated land-mass not to be so "Raided" (Raid = high-speed dash (Fr.)). Raid 88 will include Alice Springs, Adelaide, Melbourne, and will cover 6000 km in four weeks

from 1 March to 2 April 1986, ending in Sydney for CITIN '88. The route may be extended north into the tropics for those interested.

It is hoped that commercial sponsorship will meet most of the costs. Your interest and support here will assist. To date, some 30 overseas teams have expressed interest, and with local vehicles, over 40 2CVs are expected to take part. This mighty band of 2CVs should attract much interest and publicity. A preliminary survey of the GBH will be made before Xmas '86.

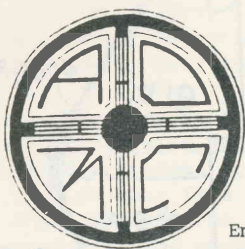
Raid 88 (Raid Australia) is being organised by the Citroën Owners Association of Western Australia, with assistance from other Australian Citroën clubs. The CCOCA co-ordinator is:

Roger Brundle, 88 Clarence St, Brunswick 3056.

Raid Australia 88, PO Box 604, Gosnells 6110. is the address for registration and further details.

Raid 88 T-shirts can be ordered from the above (WA) address with front or front & back logos for \$10 ea + postage (\$1 Aust/ \$2 O/S) in small, medium, large, extra large sizes (please specify).

THE ASSOCIATION OF MOTORING CLUBS. — PRESENTS —



at
FLEMINGTON • RACECOURSE
members car park

Entry - Display Vehicles - \$2.00 per car including occupants.
- Spectators - \$2.00 adult, \$5.00 family.

REMEMBER !!



SUNDAY

22ND FEBRUARY 1987.



SUNDAY

29TH MARCH 1987.

BADGES FOR BOTH SHOWS AVAILABLE BY PREBOOKING ONLY
\$5.00 DEPOSIT FOR EACH BADGE WITH BOOKING
BALANCE PAYABLE ON COLLECTION AT EACH SHOW
MAKE CHEQUES PAYABLE TO SHOW OF YOUR CHOICE
PLEASE POST BOOKING TO ---
A.O.M.C. 8 FARLEIGH AVE. BURWOOD. 3125.

*Ed. has a coloured brochure on
there.*

SPECIAL EXCLUSIVNESS

TRACTION - WATCH

In the set: 1 watch - 3 versions ! - wrist watch
- pocket watch
- necklet

Swiss made - Swiss quality
- Quartz movement
- Water resistant
- Calendar, center second
- Mineral glass
- Guarantee 1 year
- Numbered series
- In the set: watch, grey leather strap,
chain for pocket watch, chain for necklet.

Measures: 3.5 x 2.5 x 0.5 cm

Prices: Set chromed: with watch, leather strap, chain for pocket watch and chain
for necklet

Set goldplated, idem	SFr. 235.-
Watch chromed with leather or metal strap	SFr. 265.-
Watch goldplated with leather strap	SFr. 185.-
Watch goldplated with goldplated metal strap	SFr. 235.-
	SFr. 245.-

Prices do include mailing in Switzerland (delivery with bill).

For exportation to foreign countries an additional fee of SFr. 15.- and advance
payment by cheque, bank or postal transfer is requested.

Orders and questions to: D. Eberli, Citroën Traction Avant Club
Postfach 1066, CH-8058 Zürich-Flughafen
Advance payments to: Schweizerische Kreditanstalt Zürich-Flughafen
post account 80-634
to the credit of 0383-601554-80 Daniel Eberli

Order form:

I order: Citroën L/L watch ☒

☐ Chromed set ... pcs. à SFr. 235.-
☐ Goldplated set ... pcs. à SFr. 265.-

Included in the price: 1 watch, grey leather strap, chain for pocket watch,
chain for necklet, tools, Citroën-box and mailing in Switzerland.

☐ Chromed watch with ☐ leather ☐ chromed metal strap ... pcs. à SFr. 185.-
☐ Goldplated watch with leather strap ... pcs. à SFr. 235.-
☐ Goldplated watch with goldplated metal strap ... pcs. à SFr. 245.-

Included in the price: 1 watch, luxury box, mailing in Switzerland.

For exportation to foreign countries I have added an additional SFr. 15.-/each
watch and payed in advance by ☐ cheque ☐ bank transfer ☐ postal transfer.

Name:..... Christian name:.....

Street:..... No:.....

PN + locality:.....

Country:..... Phone:.....

Date:..... Signature:

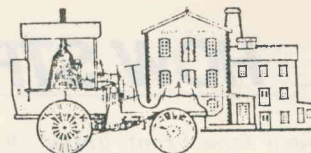
Please write legible and send order form to: Citroën Traction Avant Club
Postfach 1066, CH-8058 Zürich
Switzerland

**THE ULTIMATE CITROËN
ACCESSORY ?**

1 SFr ≈ 18A
12/9/86

LETTERS

10 Grandison St
Moonee Ponds 3039.



Birdwood Mill
NATIONAL MOTOR MUSEUM

Birdwood, South Australia
5234.

20 August 1986.

Dear Bryan and Peter,

Thanks for the letter dated 30 June 1986.
I'm very sorry for not letting you know my situation. Unfortunately, I've just bought a house and my wife has just made me a father, so as you might guess, the ultimate sacrifice has had to be made! The Cit's new owner is David Cameron of 107 Ogilvie St, Essendon. I must say how impressed I was with the Citroen Classic Owners Club. Unfortunately, I didn't take part in many club functions, the only one being the Concours at Como which my wife and I thoroughly enjoyed. However, if the standard of the club magazine is anything to go by, the club should provide the Citroen owner with everything he or she might need from a car club. In fact, I would go so far as saying that if anyone bought a classic Citroen and didn't join your club, it would be like buying only half a car!

I hope to be a part of your club again one day, as the Traction Avant Citroen is one car that has really stood out in my life, and I hope to buy another sometime in future.

I would like to take this opportunity to thank the club for all the informative reading and technical information I have received, and I wish it all the best for the future.

Yours in Citroens,

Steve Cavanagh.

Dear Bill,

Many thanks for your letter and copy of the July/August issue of "Front Drive". As our particular interest is in Australian motoring developments, the museum is grateful for additional information for its Hartnett file.

Our increasing emphasis on Australian content and a lack of space means that the only Citroens on display are a 5CV and a Light 15. However, we would be happy to see you over here.

I must comment on your magazine. We receive club magazines from all over Australia which I quickly scan. I found myself reading "Front Drive" - it consisted of more than the social activities of club members. Should more clubs achieve this standard, I'll never get any work done.

Thank you once again.

Yours sincerely,

Jon Chittleborough
CURATOR.

[Modesty, especially within the Editorial Subcommittee, obviously causes some hesitation in reporting such flattering comments. However, we feel it is important to pass them on to members, since the comments do serve to show what a good club CCOCA obviously is, and that your contributions serve to make it a good club. It is very encouraging to us all that both members and authoritative "outsiders" take the trouble to pass on such kind thoughts Ed].

CITROËN · TRACTION · AVANT · CLUB

Postfach 1066, CH-8058 Zürich-Flughafen



Zurich, in June 1986

Dear Citroën friends,

A Swiss factory is producing since the end of 1985 beautiful quality watches styled like a Traction radiator. The Citroën Traction Avant Club can offer these watches with a discount of about 40%.

We are convinced that your members will be interested in this offer.

Thank you for printing the enclosed information and order form in your club-news and for showing the inclosed prospectus in your club-room.

Please write, if you need more order forms and/or prospectus and how many.

For customs reasons the watches will be sent singularly. For this reason collective orders are possible, but we need the complet address of every buyer.

We are convinced to offer very interesting terms to your members.



With tractional greetings

Citroën Traction Avant Club

Daniel Eberli

HOW STRAIGHT IS YOUR TRACTION ?

Continued from Front Drive 9 (4), p4.

Pending completion of the next section of notes on checking the alignment of your Traction, you might care to consider what is involved in straightening the body.

STRAIGHTENING THE BODY

In the preliminary notes in this series on checking and straightening your Traction, we observed that the Traction hull is basically a stiff structure, not normally damaged in itself. However, the protruding sponsons which carry the power unit and front suspension are more liable to be distorted in a collision. Further, a surprising number of Traction have been damaged from having a shunt in the rear at some time, perhaps because their brakes are so good.

Both types of impact are likely to produce some form of foreshortening, and in the likely event that the impact was not dead centre at front or rear, assymetric or "diamond-like" distortion of the wheelbase.

In earlier times, when the Traction was a current model, it was relatively easy to obtain replacement body sections which could be let in to replace the damaged area. It may still be possible to cannabalise a discarded body for pieces, but often this is not feasible. Thus one must resort to returning the existing body as an entirety to its original shape and alignment.

The Traction Body Manual shows how some of the various forms of distortion of the hull can be rectified, using a threaded body makers' jack to push between various points on the hull (Figure 8).

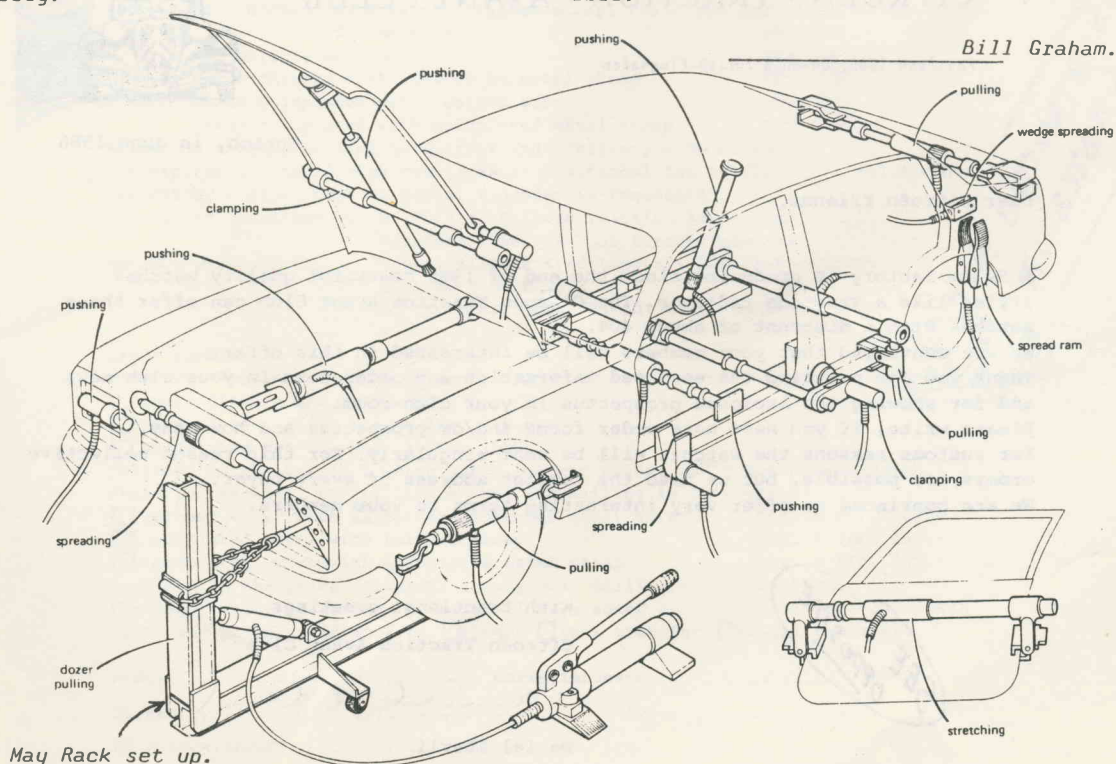
Fig. 3: Porto-Power equipment applied to modern body.

The simple, versatile equipment to do this sort of work is now called a Porto-Power. This is a refinement of earlier attempts to use ordinary ratchet, screw and hydraulic lifting jacks for body repairs. Such set-ups usually had significant disadvantages and where possible, the Porto-Power is easier to use and handle. Basically, the Porto-Power consists of a hydraulic pump unit (reservoir, pump, handle, flexible hose, release valve), a ram or rams, and various end-fittings and attachments (flex-heads, bases, extender-tubes, clamps, wedges etc).

By the use of double-acting cylinders or adapters on push-type rams (including the more massive dozer-type unit), it is possible to pull rather than push body pieces into the correct places. Various ways in which the Porto-power equipment is applied to a modern unitary-construction body is shown in Figure 3.

Fundamental to the use of Porto-Power equipment is the location of suitable jacking or anchorage points from which to push or pull. With a bit of knowledge and experience, it is possible to identify strong enough jacking points in the Traction hull to enable major misalignments of the body to be rectified. For misalignments of the front and rear of the body as mentioned above, the fundamental jacking point is the tubular member which carries the rear suspension (Figure 7).

While it may be possible to hire or borrow a Porto-Power unit and attachments when you are straightening your Traction, the facts are that your time is likely to be broken up (week-ends etc), and that being a "one-off" job for you, the job could be a bit protracted. Hence, it may be preferable to conserve your hiring dollars or borrowing friendships and knock up your own device. For the front or rear straightening we have in mind, this is entirely feasible.



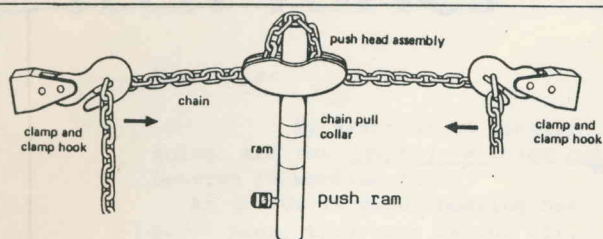


Fig. 4: Chain-pull adapter for push ram.

Now having read with interest the fore-going, and looked with horror at Figure 3 which shows a Port-Power of the Black Hawk type, with all attachments, one could pensively enquire how we are going to duplicate all this equipment. Simple, you aren't! - see Figure 6. For our purposes, all that is required are simple push type operations in a basically horizontal plane.

Ha, ha, you say. We've got him there - a hydraulic jack won't work on its side. Well, it will, provided the inlet to the pump is below the fluid level. So if it is used with the pump underneath, the only problem can be the operation of the pump handle when in certain locations in the car. However, a little thought will always overcome that problem.

A cheap hydraulic bottle-jack of 1-1½ tonne capacity forms the basis of the device. A piece of steel plate of ¼ inch (6 mm) or greater thick, cut to the same size as the jack base and bolted to it with 4 high tensile bolts of approximately ½" diameter, preferably via holes drilled in each corner of the jack base and the steel plate. Don't be too concerned if the presence of the jack's pump prevents drilling of the fourth hole (refer to Figure 6).

A 1½ inch (36 mm) steam socket (black, ungalvanised) is now welded to the steel base plate at the centreline of the jack's ram (i.e. directly below the ram). To avoid cooking the jack, the welding should be done with the baseplate detached from the jack.

Then obtain (even purchase from your local plumbing supplier) a few heavy-walled 1½ inch nipples (a nipple is a short length of pipe threaded at both ends). These can be obtained in a variety of lengths. Use heavy-walled pipe or nipples for all extensions and steam sockets for all joints. Remember there can be quite a lot of compressional force built up in the device and thin-walled tube can compression bend unexpectedly. This rather defeats the pushing process.

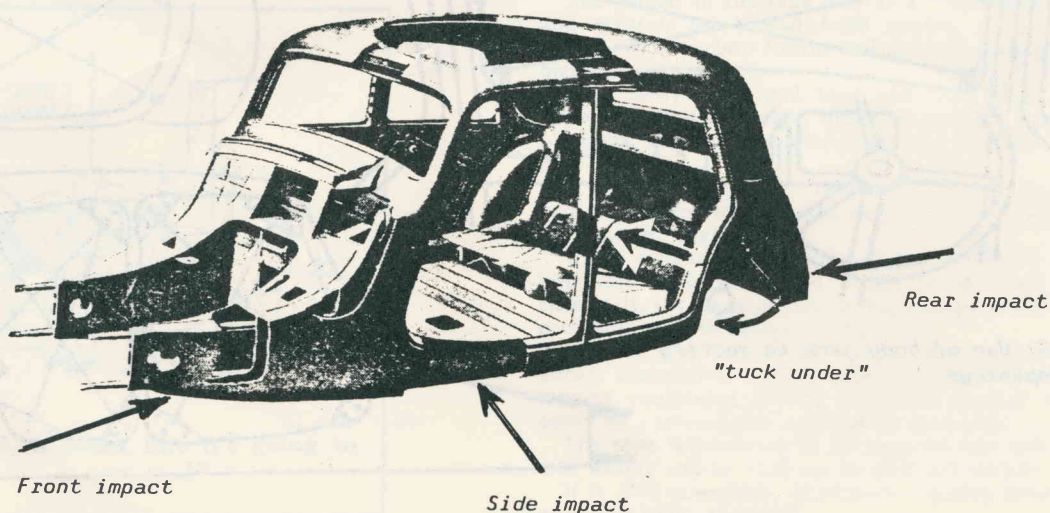
Put the push pad of the jack ram against one surface and the heavy-walled pipe against the other and simply pump. Do not try extending the ram with pipe or you may develop some strange bends in the ram. Keep the number of joints to a minimum in the extension. It is better to employ two 500 mm nipples than six of 170 mm. Use a block of hardwood at either end of your device where the pressure is being applied to thin metal to avoid unwanted dimpling. Remember, the place you push from must be as solid and immovable as possible. Otherwise, in trying to correct one problem, you may produce another.

It may be as you swing mightily on the jack handle, trying to get the last mm of movement, the jack starts to bypass internally. This problem can frequently be overcome by draining and refilling the jack with 20-50 multi-grade oil - with cheaper jacks, it might be better to do this before you start.

Jack Johansen Weaver.

(To be continued).

Fig. 5: Traction body shell showing:
Rear impact with compression and "tuck-under".
Front impact with compression and distortion.
Side impact with collapse inwards.



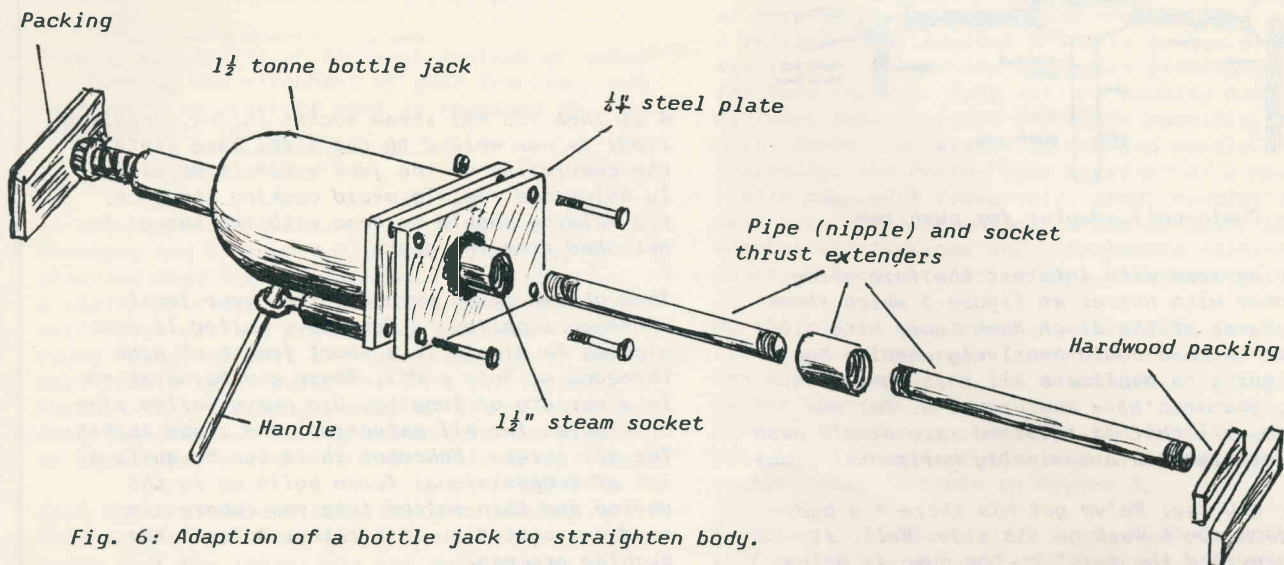


Fig. 6: Adaption of a bottle jack to straighten body.

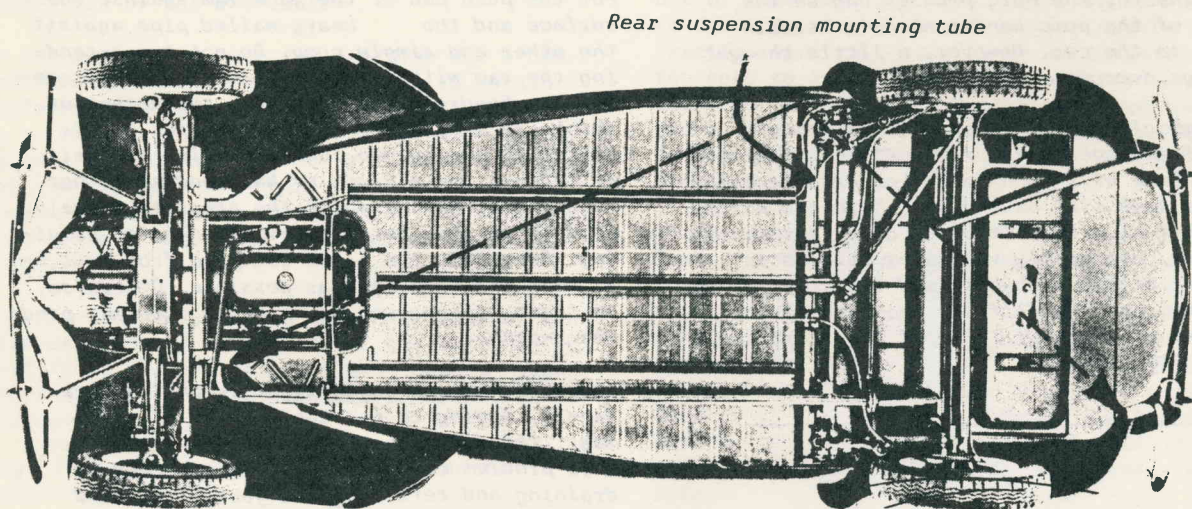


Fig. 7: Underside of Traction body showing rear suspension mounting tube as thrust anchor.

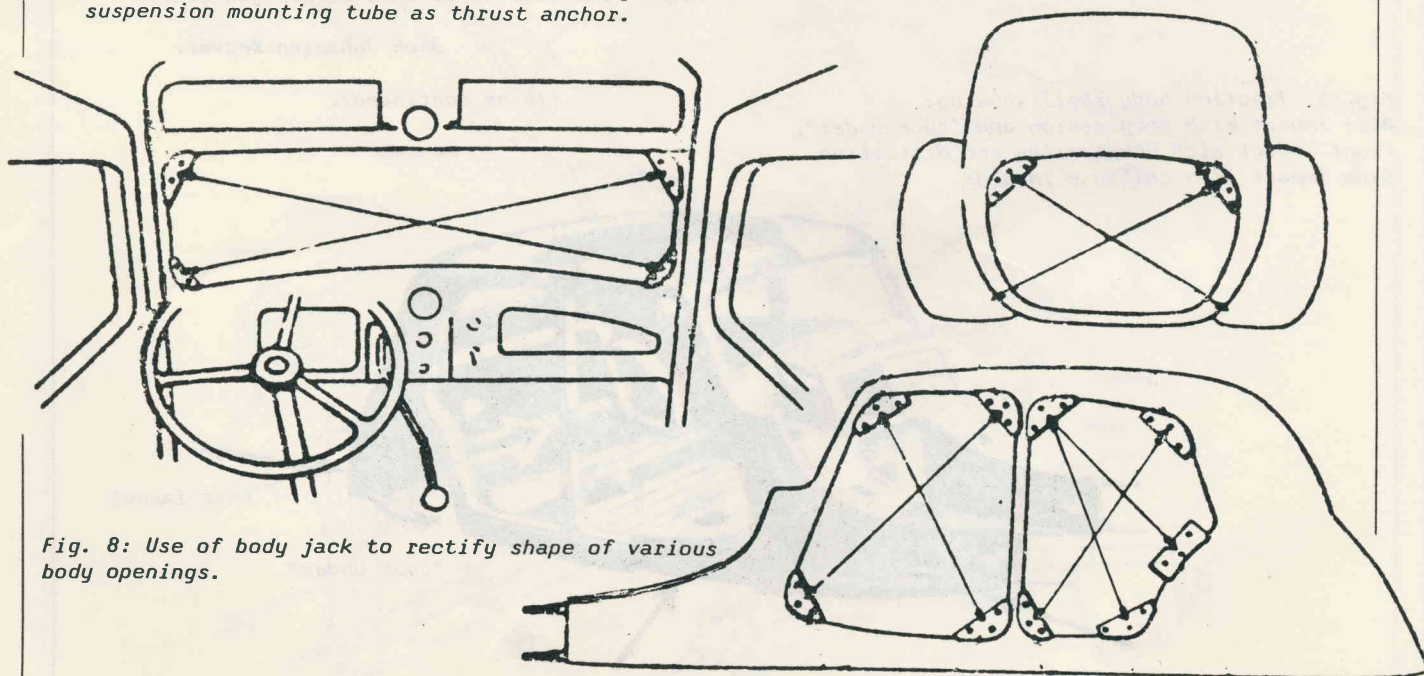


Fig. 8: Use of body jack to rectify shape of various body openings.

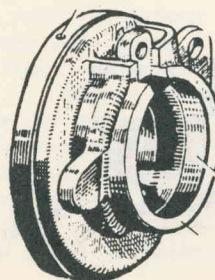
Dear Peter,

My Traction is finally going, and the adapted VW throw out bearing is working fine.

As the VW throwout bearing has pivot pins, they must be cut off, thus allowing it to fit in the traction housing.

Next step is to drill four holes around the housing and tap threads in, placing screws in with Loctite, leaving one screw longer so the return spring can be attached. This makes the completed throwout bearing fractionally longer, but this is overcome by grinding or cutting the back edge of the traction housing, giving it the same length as the original.

If possible, would you be able to send me some photos or a pamphlet showing interior trim of my '47 English model Light 15, particularly trim down inside of windscreen pillars.



Would it be possible for you to find out the correct year of the car from the stamped chassis number BPVS 11493, as the identification plate is missing.

John Cox
P.O. Box 222, Scottsdale, Tas. 7254

(Can any member help with the photos? We cannot trace any with sufficient detail.

We can only check dates by means of the chassis plate; the stamped BPVS numbers do not seem to be related to them.)

PRODUCT CHECK

G.M.C. PRODUCTIONS,
C/o 29 Kimberley Drive,
Chirnside Park, Vic.
3116. Ph. (03) 726 4422.



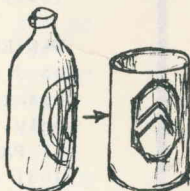
Gil Campbell
(057) 742 2274

GMC PRODUCTIONS

The Aussi Stubby
The Dinky Di Aussi Beer Glass

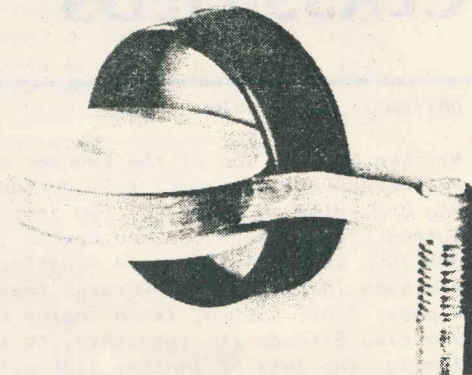
for

Sport — Advertising — Trophies
Souvenirs and Personal



After Hours
726 4422

Designs deeply sand-blasted into "Stubby" drinking glass and then colourfully enamelled. Many standard designs. All \$3.50 each. If a new design is wanted e.g. "Citroen", "Traction Avant", "Deux Chevaux", minimum order of 50 to cover effort of producing new template. Very macho, very you! Let's know if you're interested and we could order a batch if warranted by numbers.



Keep the right connections

A copper-based anti-seize tape has been produced by Unasco Pty Ltd to give better connections to bolts, nuts and fasteners.

It is especially suitable wherever high temperatures are a problem and where anti-seize connections are a 'must'.

The copper in the tape acts as a "ball bearing" and protects the thread from seizure, corrosion, galling, rust, carbon fusion and galvanic pitting (as pictured above).

This newly developed tape can successfully be applied to nuts, flanges, studs, threaded fittings, bushings, spark plugs, valve shafts and valve assemblies.

It is also particularly suitable for cylinder heads and stud assemblies of stationary diesel and heavy duty marine engines.

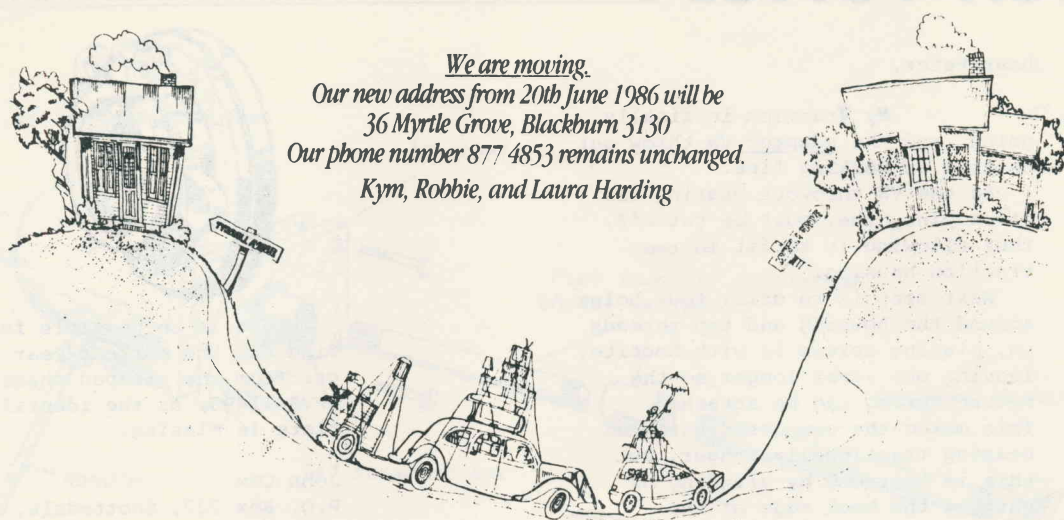
When exhaust manifolds and sleeve threads are immersed in fresh or salt water, or in steam or chemicals, the Unasco Copper Tape helps overcome problems such situations create.

Threads and fittings of boilers, turbochargers, burner assemblies, trucks, trailers, farm and earth-moving equipment can be protected speedily and easily by applying the tape before assembly.

The tape is available in 12 mm, 19 mm and 25 mm widths and in 1500 cm or 3000 cm lengths.

It is .088 mm thick. Maximum working temperature is 1200°C (2192°F).

NEW MEMBERS/ADDRESSES



We are moving.
Our new address from 20th June 1986 will be
36 Myrtle Grove, Blackburn 3130
Our phone number 877 4853 remains unchanged.
Kym, Robbie, and Laura Harding

New Addresses

Ted Cross
16 Buvelot Wynd
East Doncaster 3109
(03) 842 4845.

OOPS!!

Max Graham's phone number was incorrectly reported in last issue. The correct number is:
(053) 674 116. Sorry!!

CLASSIFIEDS

OBITUARY: LEN DUTTON.

Mr. Len Dutton, son of the founder of the Melbourne Citroen agents A.O. Dutton & Sons Pty Ltd, died on June 2nd. Two sons of Len Dutton, Peter (Service) and Graham (Spares), continue in the business. A daughter, Ann, has been looking after overseas leasing. Nephew, Geoff Dutton, is in charge of Sales. The club extends its sympathies to the Dutton family. The loss of another link with Citroen history in Australia is saddening.

OBITUARY: ARTHUR BAXENDALE.

The club notes with particular sorrow and regret the death on August 8th of Arthur Baxendale, a Melburnian who spent virtually a lifetime in repairing and enjoying Citroens. His death followed a short illness. We hope to bring a more detailed account of Arthur's life in a later issue. Our sincerest sympathy is extended to his widow and family.

Wanted: Second gear pinion (for top shaft)
for Traction gearbox. Usable/restorable condition.

David Gries
274 Elgar Road
Box Hill 3128.
(03) 890 3266.

For sale: B14 (B12?) radiator, surround,
badge (damaged but usable).

Heather Greaves
(03) 288 4117.

FOR SALE 1939 Plymouth sedan.
Good straight body, rust in boot
only. All complete and running.
\$1,000. Phone Dave Hancox
(059) 44 3423

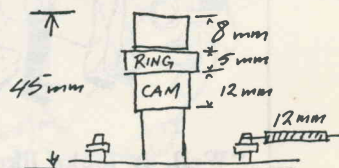
WANTED Light 15 or Big 15 in
good mechanical condition, preferably requiring paint and trim
only. Contact Stephen Matthias,
63 Parkhill Rd. Kew 3101, phone
(03) 817 1680 (home) or 419 1551
(business).

FOR SALE 1954 Light 15. Generally
good mechanical condition, easy-
clean wheels, tyres near new. Some
rust, needs paint, trim, upholstery
and TLC. Best offer over
\$2,500. Contact Colin Reiss or
Julie Contole (03) 862 2057.

For sale: SCV, not complete, ideal parts car
or to restore. No body, 2 motors, 2 chassis etc.
B2 parts: 2 chassis with excellent chevron CWP.
Further information etc:
\$750 or best offer. (Moving house).
Greg Hocking (03) 5892358 (after 7 pm).
(03) 555 8388 (Bus.).

Wanted: One SEV distributor cam and springs for
1951 11B, as per diagram. Rather urgent as restoration is almost complete (Chevron Motors
unable to help).

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



CLUB SHOP

— Held over - see last issue of Front Drive.

SPARES



SPARE PARTS OFFICER:

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

HOURS:

10am - 5.30pm
Monday - Saturday

PLEASE NOTE THE NEW HOURS FOLKS. Please, oh, please try to restrict your calls to these hours. Remember, the name's not Arkwright and we're not open all hours.

NOTE: ORDER FORMS TAKE PRECEDENCE OVER PHONE CALLS.

PARTS LIST (TRACTIONS) as at 1/9/86.

Big boot top rubber	\$12.80
Big boot bottom rubber	11
Rubber door seal	25.60
Scuttle vent rubber	25
Pedal rubber	5.50
Rubber grommet petrol filler (2 sizes)	7.50
Rear bumper grommet	12.50
Rubber V-blocks for doors (8)	34.50
Bonnet rubbers	0.30
Big boot paint protectors (under handles & lights)	25
As above (small boot)	25
Windscreen rubber - alum frame	15.50
Steering rack boots (pair)	26
Gearbox gasket set	8
Complete gasket set motor L15/11BL	76.44
Sump set "/"	10.20
VRS set "/"	50
Complete gasket set motor Big 6	70
Exhaust muffler incl. tail pipe L15	95
" B15	105
" B6	140
Rubber exhaust hanger	2
Gearbox output shaft seal	8.50
Front hub outer seal	6
" inner "	6
Rear hub seal	6
Door lock set French big boot	22
" Small "	22
Radiator hose upper/lower	13
Fan belt	12.25
Door lock springs	3
Piston & liner set	360
Liner seal	7.50
Exhaust valve	15
Inlet valve	15
Outer cross (driveshaft)	43.80
Water pump shaft & bush	18

Water distributor tube (head)	20
Tie rod ball joint kit	65
Upper/lower ball joint boot (leather)	12
Wheel cylinder rear 4-cyl (1" diam)	40.70
Brake hose front/rear Slough	28
" rear French	22
Brake master cyl kit	9.50
Shocker mount rubber	1
Throttle shaft 32 PBIC 0.5 mm O/S	20
Hub & bearing puller	105
Lower ball joint puller	65
Bonnet strip clamp (internal)	1.50

DYANE

Brake hose	22
Seat rubber	1
Wiper blades pair	10

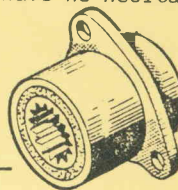
Early 2CV parts, all new unless indicated, **LIMITED STOCKS, NEVER TO BE REPEATED OFFER!!**

Clutch linings	\$15
Exhaust valves	\$9
Rear engine mount	\$9
Tie rod covers (metal)	\$3
Suspension arm seals	\$8.50
Engine push rods	\$2.50
Suspension bumper rubbers	\$4
Starter motor (reco)	\$40
Crown wheel & pinion	\$200
Front brake drum	\$15
Rear brake drum	\$15
Starter Bendix unit	\$10
Windscreen wiper speedo worm & drive	\$8
Front over-riders	\$5
Head gaskets 375 cc	\$2
Lock & key set - 2 barrels, 2 keys	\$15
Oil pump bodies, bronze, no gears	\$10
Valve rocker arm & shaft	\$15
Valve springs	\$1
Steering pinion & bearings	\$15
Brake bleed nipples & caps	\$1.50
Dip stick & holder rubber	\$1.50
Door catch, righthand front	\$6
Ditto LHF	\$6
Accelerator pedals	\$1

STOP PRESS

Wanted, wanted: Your old silentblocs for re-conditioning. The Spares Department needs any amount, be it one or 10, we will be pleased to purchase them off you, or if you'd like to donate them, we'll have no hesitation in accepting your offer!

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



By the way, I just can't justify the time to chase up second-hand parts, so if you need them, please advertise in the classifieds in the magazine.

Don't forget the firm's motto:

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

P. Boyle

