

*Christmas
Greetings*

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2CV



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ANNIVERSARY



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DTG 6



DS



CITROËN BADGE

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Now in stock. \$3 ea.

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Ideal for Xmas.



Dates of issue for magazine: Mid-January, March, May, July, September, November.

Closing dates for copy: Mid-February, April, June, August, October, December.



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The magazine of the
Citroen Classic Owners
Club of Australia

EDITORIAL

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Victoria.

Well folks, we're approaching the end of another grand year in the club, the birth of which we comment on in this issue. Season's greetings to all CCOCA members and families and to our friends here and overseas.

More technicalities, an exciting Member's Car, and a bit on the 2CV Bijou. Don't forget to check on the coming rallies below, and also the new meeting arrangements for 1987.

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

COMING RALLIES

**NATTER.
ANNUAL NOGGIN 'N NOSH!!**

Make sure you come to the Club's Christmas Break-up at Lou Molina's Anchor & Hope Tavern at 481 Church St, Richmond, starting 7-ish on Wednesday December 3rd. A great way to celebrate the end of the club year, with pleasant company and surroundings, including Lou's memorabilia. See you there!!



Start putting your photos together for the club's very successful Photo Comp. Subject material definitely Citroenish. Date to be announced. Out-of-town entries welcome.

January 22, Thursday: General Meeting,
Nunawading Civic Centre, Willis Room.

June long weekend, '87; Beechworth.
Early expressions of interest welcome.



CCOCA MEMBERSHIP:

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

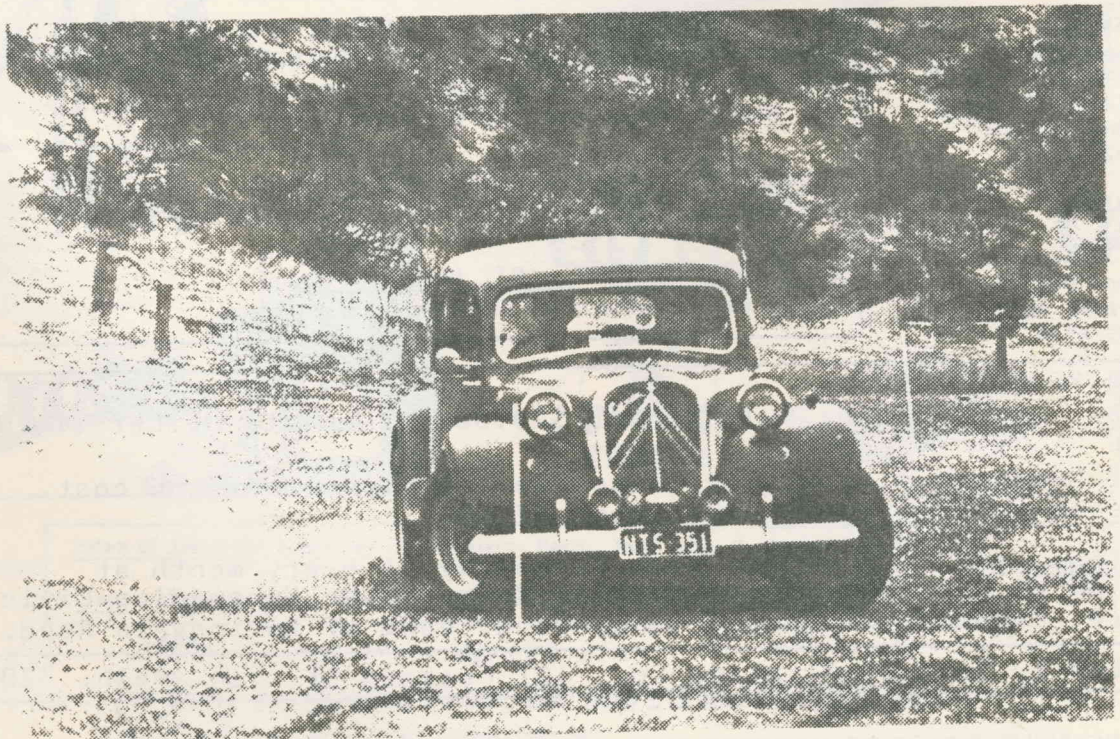
Joint Membership available to spouse of full member, no cost.
Overseas postage rate: additional \$7.00.

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

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

MEMBERS' CARS



1954 Light 15 (NTS-351) - Lance Collins.

Lance's Light 15 is a rather outstanding car in more ways than one.

In its present garb, it has a rather swash-buckling appearance, saying quite clearly that it is a performer, not a poser. Creamy-brown paint-work, in places quite thin and even flaking away to reveal the original light green beneath, wide wheels and a willing engine note immediately catch the attention. Closer examination reveals even more "character", consistent with its busy daily life.

Notwithstanding its striking present appearance, the car's earlier times were also dramatic, even historic.

The car was driven in the 1954 Round-Australia Reliability Trial, an event which was won by that great motoring notoriety of the day, "Gelignite Jack" Murray, driving his equally well-known Ford V8, "Grey Ghost". A newspaper photo published during the rally shows the Light 15 and its driving team, Keith Thallon and Ron Akers, both of Queensland, taking a break from the "rigours of the track". However, the car did not finish the rally, having suffered seemingly minor problems (timing, points or the like).

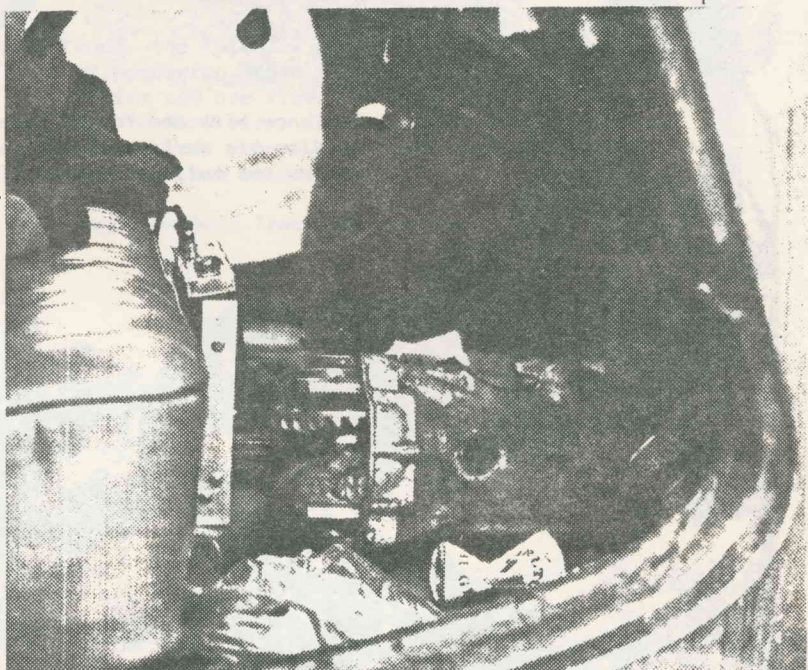
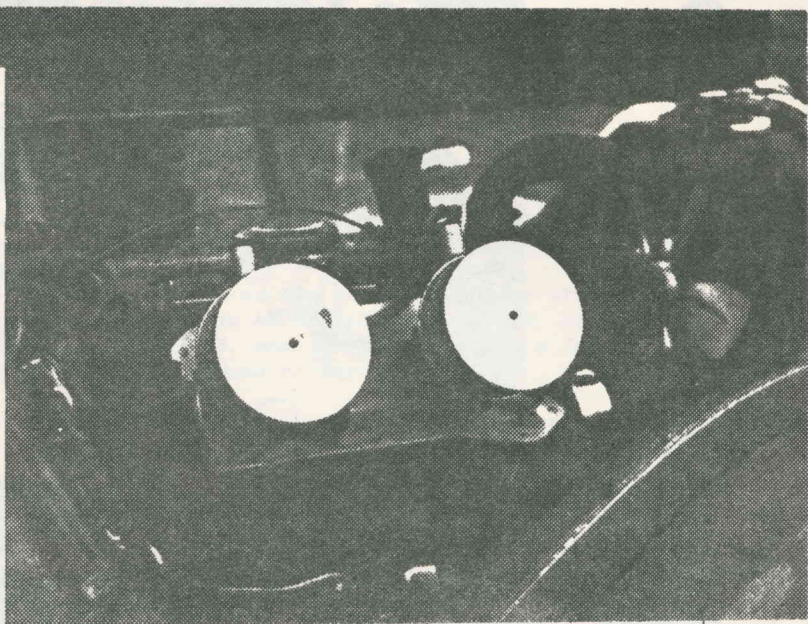
Lance obtained the Light 15 from Peter Dowling for \$150 in 1974, at which time the car was in a rather run-down condition. Dowling bought the car after the rally. He was working in the same Brisbane suburb as Lance, and ran a workshop with his brother. When Lance got the car, the driveshafts were bad, second gear had "gone", and the motor "fumed". The rest of the car (paint, trim etc) was as now. The seats and hood lining had been restored by the Dowlings and the body painted brown. They had also put on twin SU carburettors and an 11D head with larger inlet valves.

Lance did up the gearbox, put in other driveshafts, an ID block, an ID Ducellier distributor, new 1½ inch SUs and gave the camshaft a mild regrind. The ID block came from Lance's white 1954 Light 15 which was quite hot (Goddess motor, twin dual-throat Webers, twin-point distributor, hand-made extractors and an ID four-speed gearbox). However, the brown L15 has standard Traction bits in the transmission department.

The wheels also came from the white car about 15 years ago. These are six-inch wide, one piece with reversed rims, and are fitted with 185x15 textile radial tyres. Lance feels that steel cord radials give too harsh a ride on Light 15s. The track is four inches wider because the wheels are "set out" (if "set in", they would restrict the turning circle).

The Light 15 is used occasionally to go to work and similar excursions. On a trip, cruising at 65-70 mph (about 4000 rpm in top), it averages about 25 mpg. Above this speed, noise becomes excessive.

The Light 15 has been driven to all national rallies from 1980 onwards, has won the Traction class in every motorkhana and is usually in the top three or four overall.



Lance believes in good basic preparation before a trip. Just as well. Some trips to rallies in Australia are long and tough. For example, in coming to Adelaide for the Easter Rally, a total of 5500 km was covered, cutting down through Bourke, and including 600 km of dirt road. No water or oil was added during this trip.

He believes that a bit of weight helps the ride. A complete spare Traction gearbox and differential, covered by a towel, is bolted to the centre of the front floor as part of the preparedness for roadside repairs at or going to a rally. The gearbox also forms part of the "ballast".

Lance has never used other than second-hand crosses in restoring driveshafts for the car.

Lance is a Tractionist through and through. He thinks they are the greatest and his experience seems to bear this out. His association with Citroens and Tractiones especially is long and varied (see Profile).

Bill Graham.

PROFILE



Lance with the former Redex car in recent times. Also his earlier car in the snows of Tasmania and the bulldust of the Kimberleys (WA).



Lance Collins, Queensland - Citroenist.

Though he has other Citroen interests, Lance has been a fervent Tractionist all his driving life-time - a period of 23 years. His first car was a Light 15 and he has been driving them ever since.

He has even driven a Light 15 right round Australia in 1968/69, a distance of some 15 000 km.

Leaving Brisbane in a 1951 Light 15, he went down the east coast to Tasmania where he worked for a while. He returned to Brisbane for his sister's wedding, then went back down the coast to Lakes Entrance where, with Jim Reddiex, he joined the London-to-Sydney Rally as a service crew and returned as far as Sydney. In this rally, the lead car, a DS21, No.87, driven by Lucien Bianchi and Jean Claude Ogier, crashed only 100 miles from Sydney. A sad end to an unforgettable adventure.

Lance then drove solo down south again and across the Nullabor Plain to Perth where he again worked. Then, accompanied by his father who had flown from Brisbane to join him, he went north up the west coast and "across the top" - Katherine/Darwin/Alice Springs/Longreach and home. One photo taken on the trip shows the Light 15 half smothered in a "bulldust" patch in the

Kimberleys. Another photo shows his car covered by snow in Tasmania.

On this trip, he broke two windscreens and had brake master cylinder trouble. The last 500 km he was almost without brakes, and the last 300 km he was without a windscreen.

Lance started as the first apprentice at Jim Reddiex's Maxim Motors (Citroen agents, Brisbane) early in 1963, when there were still a few Tractionns around to service.

He now works at DS Motors, Citroen specialists at Red Hill, Brisbane. His other cars include:

1967 DS19 (short stroke) - now with DS23 5-speed transmission.

1972 SM 5-speed, carburettor model, bought in Ireland early in 1983 when he toured Europe for seven months in a 2CV after coming over with Jim Reddiex.

Lance, the faithful Light 15, and equally faithful companion Annie travel great distances to rallies and are likely to turn up literally anywhere in Australia, looking as if they'd just had a quick trip across town, and ready to compete with dash and competence.

Long may their Tractionns trundle.

Bill Graham.



PAST RALLIES



RAID LECOT: PARIS TO MONTE CARLO.

The trip was great though we had a couple of worries. However, we can now say: "We did it!". The French organizers did a great job, the hotels were first class, and the cars were under security at night for the whole of the raid.

We left England on the 6th of May and stayed with a friend of John and Josie Waghorn that evening. The next day, we motored to Paris and stayed that evening at another friend's. We went out to an Algerian restaurant for a smashing meal and then back to get a fairly early night, since we had to be at the Trocadéro opposite the Eiffel Tower at 8.30 am.

On arrival, there, we thought something had gone wrong as there were only three cars, We stood around for a bit - it was very cold with the wind blowing, and I was wishing it might warm up once we left Paris.

Suddenly, the world seemed to come alive with Tractions everywhere. From all directions they arrived - roadsters, sixes, saloons, family-lies - in all colours; yellow wheels, black saloons, two tones, white ones. Soon there were assembled some 40-50 cars. We were briefed that we'd go to Cartier's for breakfast and a talk by the organizers. Rally plaques to be fitted etc etc. The police outriders were on the scene to make sure we were not impeded by normal traffic. Fortunately, but most likely by design, it was a public holiday and so the traffic wasn't too bad,

We set off and soon formed a convoy. The cops on their BMW bikes zoomed past to stop traffic at junctions and crossroads. Crikey, it felt like it was Liberation Day over again! The cars hooted, people cheered, it was a fantastic feeling.

I could go on and on, but this is really just a letter and I hope to write a story about it. [Fred's full account is scheduled to appear as two parts, commencing in the September issue of Floating Power (UK)].

John took his video and I took some film of which two shots are enclosed. I met a lad from Sydney who remarked that he had never seen so many old cars. This was in Nice. I told him if he was so keen, he should contact John Vanechop! We made lots of friends - Swiss, Swedes, Germans, and of course French. The cars were superb. The treatment given by the concessionaires for Citroens was also magnificent - it included food and wine in great quantities.

There were four cars from England, but mine was the only Slough type and the other owners gloried in it. Was it for sale, I was asked many times. I won a lovely cup 12 inches high as winner of a class "Age of Car and Owner Combined". My total score was 110 points [How can that be Fred - neither you or ENE 442 look old enough!]. There were photos in the newspapers and we were also on television.

We went on to Monte Carlo and the Rolls, Bentleys, Porches etc didn't get a look by the crowds. We visited the casino, but I wasn't tempted. A guy was playing the roulette table and picked up a cool £300 000. I value my little bit of cash too much to risk it!

We are moving soon to a bungalow in a village near our daughter and the coupe will be laid up for a while so that I can attend to other projects.

Fred Annells.



Can you spot the part which is missing?

In the museum of Rochetaillee, home of Francois Lecot, an exact replica of his 75 Traction in which he covered 400 000 km in a year (July 1935 to July 1936), back and forth between Paris and Monte Carlo. To the right is a cardboard Lecot!



At the Citroën garage at Guegon - not all the cars! Left front, another Lecot replica. Centre rear, Fred's coupe and behind it, René Mauron's red and black Langenthal roadster.



présente



8-18 MAI 1986



CLUB DES TRACTIONS

Siège Social : 42, rue de Montauray - 30000 NIMES - Tél. 64.71.97

Monsieur DAVID Christian
Président du Club des Tractions

à
Monsieur MAURON René
Délégué pour la SUISSE
" Raid de l'Adriatique "

Nîmes le 30 Octobre 1985

FRANCE - ITALIE - YUGOSLAVIE - SUISSE

"CITRONS" AT VALLON: PASSION FOR TRACTIONS.

After the Raid Adriatic, a score of "old ladies" ended their trip in Val-de-Travers.

After more than 4500 km across France, Italy and Yugoslavia, about 20 of these rugged vehicles turned up on Sunday in the district of Neuchatel for the last stage of the journey. Several local enthusiasts who also own Traction came to encounter the teams and to talk about their "gems".

Raid Adriatic had been organized to mark the 10th anniversary of the Citroen Traction Club of Nîmes. Among its members, "Fleurian" René Mauron was keen for the last stop of the run to be at Val-de-Travers. Three quarters of the participants didn't know the Swiss who would be there right to the end!

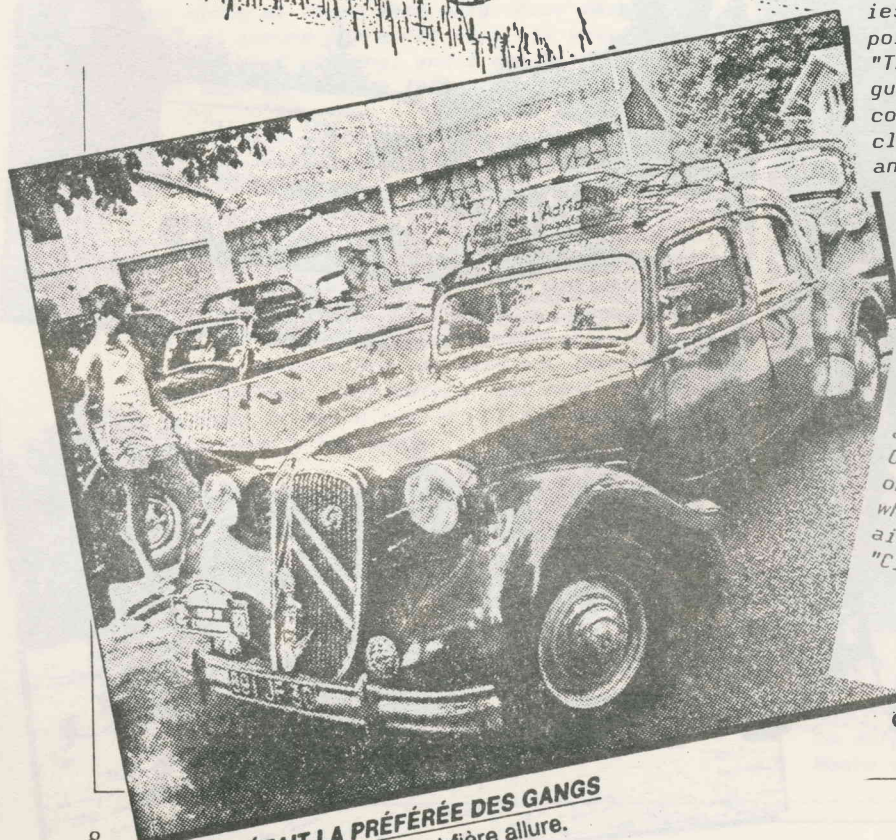
During the 17 day ramble, the 23 teams had no major hitches. "Only little mechanical worries of no great importance, but not a single crash!" emphasized Christian David, organizer of the raid. Only the support van was truly in difficulties. The Tractions swallowed up about 300 km per day, in conditions which put the equipment to severe testing. But despite many difficulties, the "raiders" arrived each night in a safe port. All the same, there were nasty memories: "The state of the roads in Yugoslavia and a guide who was not really aware that vehicles constructed between 1934 and 1957 might not clear such a track without damage!", the organizers stressed.

More than two years were needed for Christian David to set up this raid in which French, Swiss and English Traction owners participated.

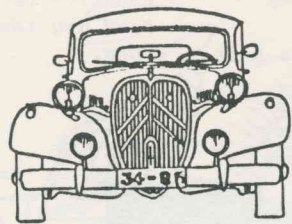
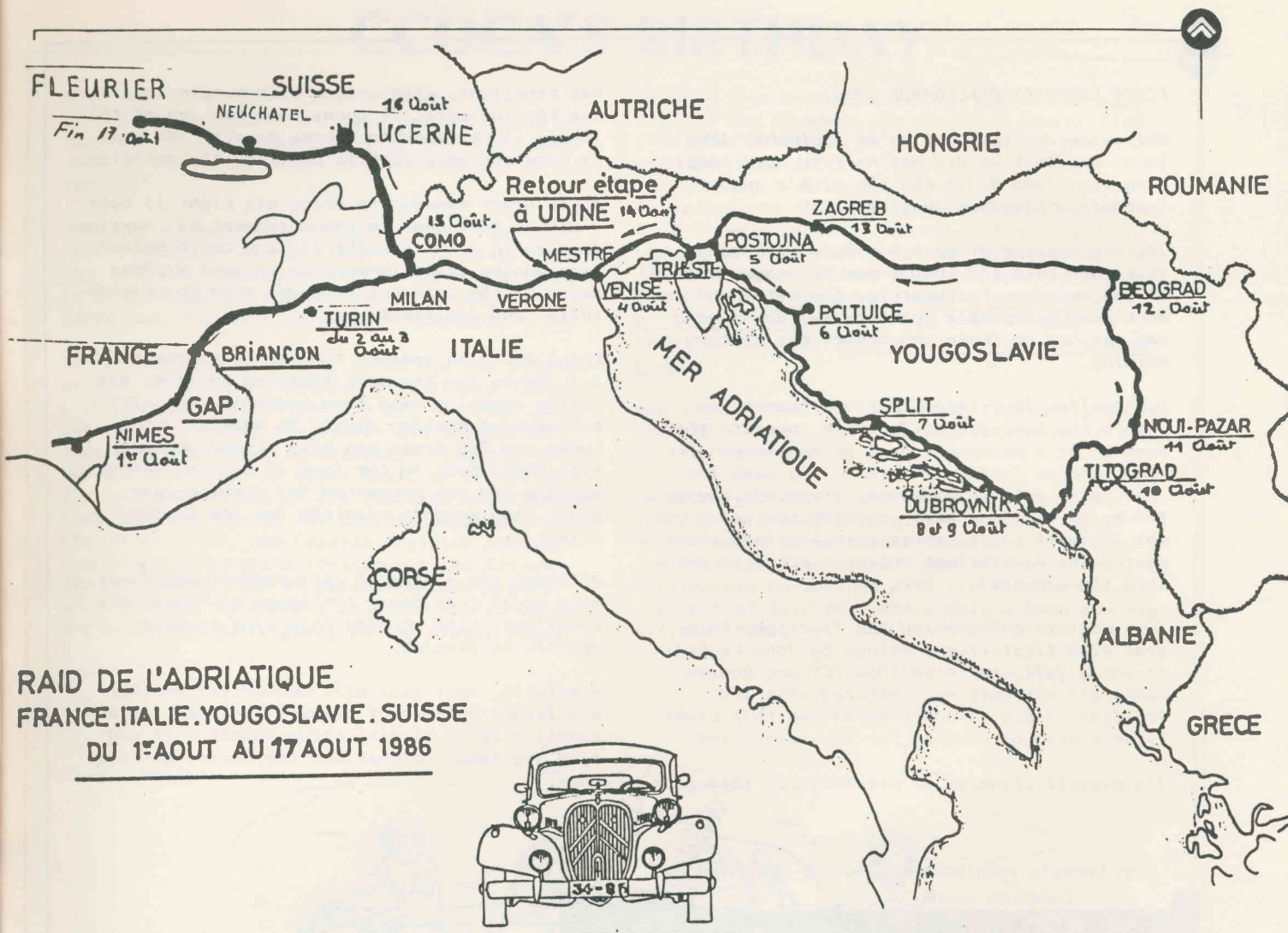
Among the teams, seven had previously participated in the Paris-Moscow-Paris run with their Citroens. In Switzerland, there are two clubs, one French-speaking and one German-speaking, which number more than 500 members. The main aim of these associations is to make the old "Citrons" go.

Va. R.-oir. (Trans. W.G.)
Le Matin (Switz.)
18/8/86.

Germond



□ ELLE ÉTAIT LA PRÉFÉRÉE DES GANGS
La vieille dame a belle et fière allure.



The personal transport of M. Rene Mauron
 - the magnificent Langenthal roadster,
 veteran of many rallies.

SUPERBE SPÉCIMEN.- La fameuse «citron» du Paris-Moscou-Paris.

(Avipress-P. Treuthardt)

CCOCA CONCOURS D'ELEGANCE 1986.

Melbourne did its best on 21 September 1986 to ensure that we did not have to turn poeple away from Como House and the club's annual Concours d'Elegance judging.

The day started of on a bad note with grey skies and rain and that's how it stayed most of the morning. Fortunately, the afternoon was much more acceptable weatherwise, and a good day was had by those who braved the wintery morning.

Eventually, 14 Citroens paraded themselves before the busloads of Japanese tourists that seem to be a permanent part of the scene at Como, and an impressive sight they made too (the cars, not the Japanese, stoopid!). One or two more Citroens were outside the gates (or at least their owners were hesitant about paying the exhorbitant entrance price to get into the grounds).

Twin-potters outnumbered the Tractions this year with first-time showings by John Locke's recently fully-restored 1954 2CV and Andrew Rankine's not-quite-so-restored 1956 2CV. Ted Cross's Big 6 and Brian Bodsworth's Light 15 were also on display for the first time.

The overall standard of presentation this year

was excellent, with only a slim margin separating the top cars. It seems that the job of the judges is destined to become harder each year as more and more work is put into the vehicles.

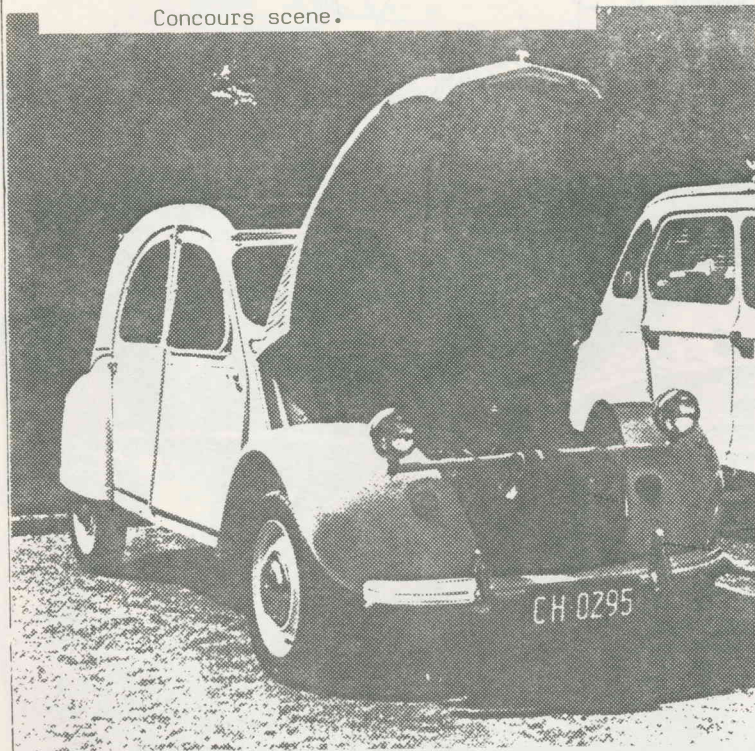
Bryan Grant managed to bring his Light 15 home a winner this year by the narrowest of margins from Robin Smith's Light 15, and Leigh Miles' Visa looked truly immaculate to make a clean sweep of the twin-pot brigade, much to Leigh's relief and satisfaction.

Leigh was also awarded the Arthur Clarke Memorial Trophy for the most improved vehicle. Not taking anything away from Leigh's great effort but special mention should be made of John Locke and Ted Cross who have worked wonders with their cars in the last 12 months. However, as they had not presented for judging last year, they weren't eligible for the Clarke prize.

Although the number of cars present was lower than usual this year, the range of models was excellent, with no less than nine types of vehicle on display.

Hopefully, next year will see better weather and larger numbers of members and cars. An alternative venue is also being sought - if you have any ideas, please let the social officers know.

John Locke's resplendent 1954 2CV hits the Concours scene.



Members present:

Leigh Miles	Visa
Leigh Miles	Dyane 6
Mark and Sue McKibbin	Dyane 6
John Couche	Dyane 6
John and Shirley Locke	2CV
David and Janet Gries	2CV
Andrew and Marita Rankine	2CV
Bryan and Joan Grant	L15
Brian and Nanette Bodsworth	L15
Robin and Sue Smith	L15
Peter and Matthew Simmenauer	B15
Jon Faine	Family 9
Ted and Helen Cross	Big 6
Detler Neumann	CX
Peter Boyle	L15
Peter Holland	-
Dennis Walton	-
Ron Lawrence	-
Haydon Chapman	-
Dilys and David Bradbury	-
Peter Hore	-

To sum up, the weather was inclement but it was "lovely weather for ducks!".

John Couche.

CCOCA'S BIRTHDAY

When did the Citroen Classic Owners Club of Australia (CCOCA) announce its existence and face the light of day? Surely, you might say, that should be an easy one! Just check the records.

However, as with many things in life, and even life itself, it was not meant to be easy. With the 10th anniversary of CCOCA's founding thought to be just around the corner, Secretary Peter Simmenauer has been doing some research.

To recapitulate a little, CCOCA has its origins within the Citroen Car Club of Victoria (CCCV), & the second half of the 70s saw the need to cater specifically for owners and enthusiasts interested in "Classic Citroens" (loosely described initially as those built up to the mid-50s when production of the Traction Avant ceased). From this need arose the Classic Register within the CCCV. Later, the Classic Register assumed a completely separate identity as the Citroen Classic Owners Club of Australia, now providing a service to members in other States as well and overseas. Quite early in the piece, Roger

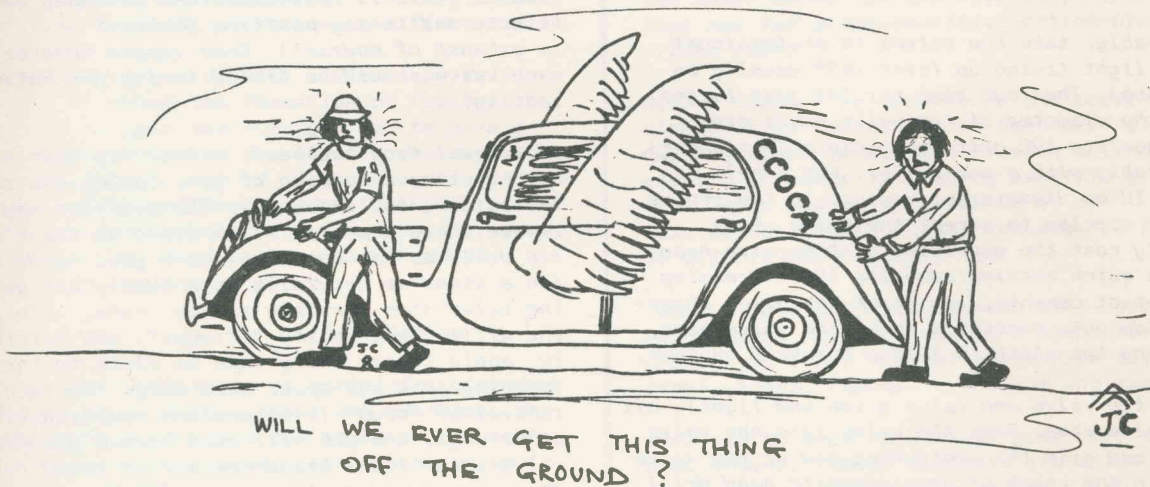
Brundle drew attention to the successful parallel in the UK where the Traction Owners Club (TOC) had developed as an offshoot of the Citroen Car Club (CCC).

Peter reports that the inaugural meeting of the CCCV Classic Register was on 21 February 1976 - the meeting which led to the formation of the TOC took place in Fred Annells' home in December 1975. The inaugural meeting of CCOCA was on 1 March 1978, and it has been decided to take this as the "date of birth" of our present club.

The first issue of Front Drive (Volume 1, No.1) is dated October 1977 so that it pre-dates CCOCA by about six months.

So there you have it. A bit over a year till CCOCA's 10th anniversary. Not a long time if we are going to celebrate it with a club tour and a restoration manual. And of course the 10th anniversary co-incides with the scheduled commencement of Raid 88 - definitely a busy and significant time.

W.G.



OBITUARY

Melbourne Citroen personality Dan Jones passed away in Peter MacCallum Hospital on October 26. Suffering from bone cancer, Dan remained in good spirits to the end nonetheless, and the Editor was able to visit him and share some of his Citroen recollections. The club's expressions of sympathy in their loss and an offer to assist in any way have been extended to Dan's family. It is hoped to provide an account of Dan's "Citroen doings" in a later issue of F.D.

W.G.

OOPS!!

Couple of hiccups in the last issue of F.D.:
 Page 7, bottom of first column. Missing last line was meant to complete the sentence:
 "The word for the figure "one" is "yet""
 Page 9, top of second column:
 The date proposed for Raid Australia 88 is of course 1 March to 2 April 1988, not 1986!!

TECH TIPS

DRESSING VALVE SEATS AND CLEANING VALVES

The following tips are provided by Jack Weaver.

When after many kilometres, it is necessary to do up the head of your Traction or other OHV motor, pitting and poor sealing may be found at the valve seats and valve faces.

Sometimes matters can be rectified by lapping with valve grinding paste alone, though this can be labourous if there is significant pitting present. The alternative is to use valve seat cutters or grinding stones to true the seats up, and, depending on their condition, sometimes the seating faces of the valves also. Both jobs can be done professionally or for the seats, hired seat dressers can be used by the do-it-yourselfer. Refacing valves is a bit trickier, but is worthwhile if the valves show "stepping" on the face. After long use, the valve heads may be slightly oval too.

In attempting to save a few shekels, you may opt for the D-I-Y job on the seats, but find as I have that the hired cutters won't bite into the seats (cutters too dull or the seats hardened or glazed). Jack's suggestion then is to use the valves themselves as a "grinder" to shape up the seats.

Preferably, take the valves to professional for a light truing up first (45° usually on the face). Then cut some circles just larger than the diameter of the valve heads from good quality 100 grit emery cloth (not paper), preferably with a wad-cutter. Cut a hole of about 10 mm diameter or a cross in the centre of the circles to accept the valve stems. Lightly coat the underside of the valve head with a quick setting adhesive (belt dressing or contact cement), and stick the disc, abrasive side out, centrally under the valve head, pressing the cloth to follow the head contour.

Clean the valve and valve guide and lightly oil the valve stem. Drop the valve into the valve guide and grip the protruding end of the valve stem in the chuck of your electric hand drill (a short length of rubber or plastic tubing may

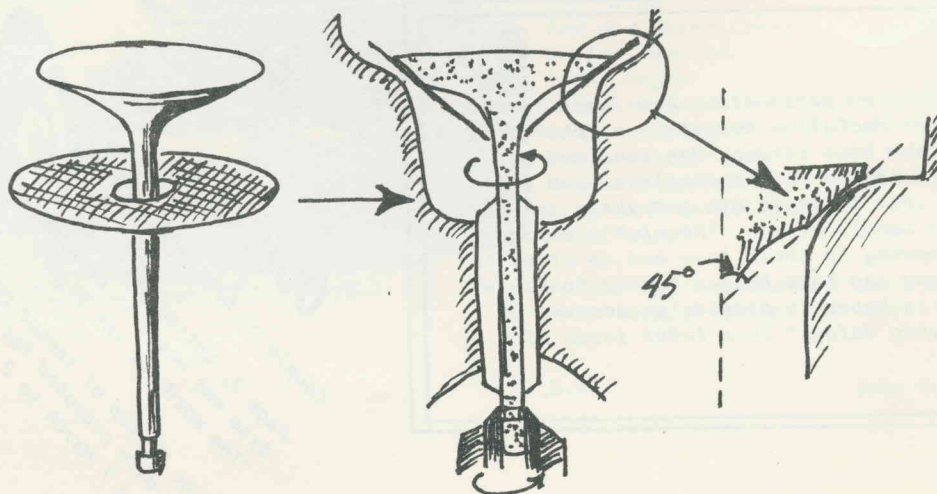
assist to get a grip on the stem). Now pull down on the drill and apply a series of short "bursts" of spinning to the valve, lifting and checking frequently to observe progress of cleaning and truing the seat. Don't overdo the operation or the seat will become "pocketed". The emery cloth will tend to form a slightly convex seating surface.

Remove the emery cloth when the seat is satisfactory and clean the valve, apply a little valve grinding paste to the seating surfaces, and lap the valves in lightly in the normal manner, checking the uniformity of contact finally with a smear of bearing blue. The lapping should produce a "flat" contact surface about 2 mm wide on the slight convex, simulating reasonably well and very effectively the proper shaping being sought when graded cutters (20, 45, 70° or similar) are used on the seat.

Valves should be identified or put in numbered holes on a heavy card or board on removal and returned to their original spots in the head. If they have been professionally faced as above however, this is less important and they can be returned to any position (exhaust to exhaust of course!). Once lapped however, each valve should be fitted to its own mating seating.

On removal from the head, valves may have a hard-to-remove coating of gum, carbon and scale (especially the exhausts). The quickest way to remove these deposits is to mount up the electric drill on the bench to leave your hands free (in a stand or carefully in a vyce), and grip the valve stem securely in the chuck. Spin up the drill, lock in the "trigger", and carefully apply coarse emery tape or cloth to the spinning head and upper stem only. The rate of removal of "crud" is miraculous compared with other ways, and you will soon have a gleaming valve which looks brand new and is ready for dressing up and seating in as above.

W.G.



CLEANING BAKELITE

There are several items made of bakelite on older Citroens (ash-trays, junction boxes for wiring, voltage regulator cover, control knobs, steering wheel etc). The surface of these items become very dull and grotty after 30 or so years of exposure.

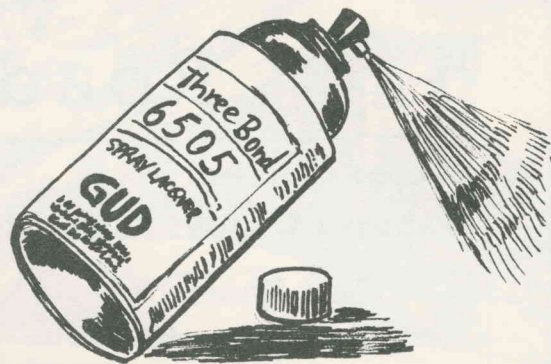
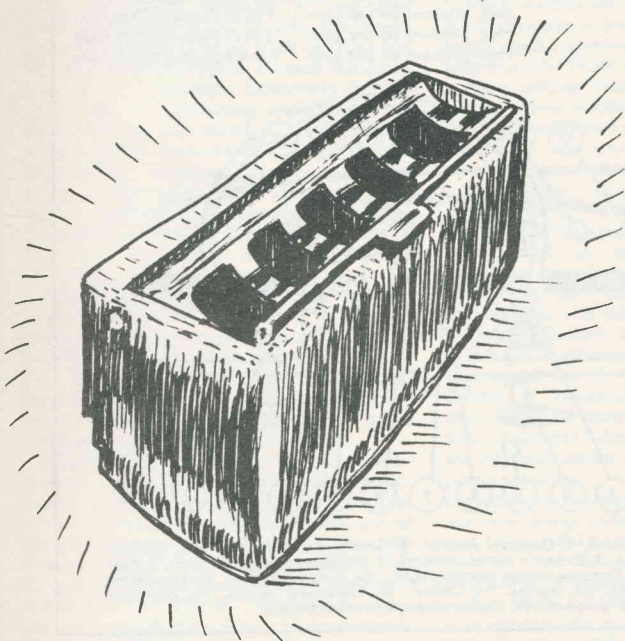
I have found that the common household liquid cleaner called "Handy Andy" (Lever and Kitchen P/L, Sydney) works magically in rapidly cleaning and restoring the colour to such surfaces. I apply the Handy Andy undiluted to the surface with a scrap of cloth, leave for about 10 minutes, and wash off with water. Sometimes, rubbing with the cloth may help, especially where there are bright but grotty metal components involved. Repeat application of Handy Andy if necessary to complete the job (rare).

Handy Andy contains ammonia and I suspect this is the basis for the dramatic action on the bakelite. When treating bits that have electrical functions (e.g. the base of a regulator etc), try to avoid getting the cleaner into the corrosion-sensitive "works" (contacts, coils etc) if possible, and dry off any wash-water quickly (hair dryer etc). If you have any doubts, spray a water repellent (Selley's RP7, WD 40 etc) into the corrosion-sensitive areas.

The bakelite comes up with a clean but dull finish. To retard the formation of further grot (not in your car surely!) and to give a beaut shiny finish to the object, you may consider applying a coat of clear non-yellowing lacquer. I am most impressed with GUD Three Bond 6505 clear lacquer for this purpose, once the surface is clean and dry (see Product Check in this issue of F.D.).

Bill Graham.

P.S. An old tooth-brush is useful for cleaning into intricate shapes, nooks and crannies. It is not recommended that the brush be re-used for its original purpose - better to put up with bad breath!



CLEAR PROTECTIVE LACQUER - THREE BOND 6505.

Many years ago, one of the service station chains (Mobil?) had a system where one could have the engine and engine compartment steam cleaned and then sprayed over with a resistant clear lacquer. The lacquer made the under bonnet area look sparkling and fresh like a million bucks. In addition, it sealed the surfaces against uptake of grime and water so that subsequent cleaning was easier and less likely to cause damage in itself. Just the system, I thought, to protect and enhance the under bonnet of the Traction, especially that new and grime-sensitive cotton-braided wiring loom.

Now, I think I've discovered the modern equivalent. It is called "Three Bond 6505 gloss-retaining clear spray lacquer with anti-corrosion agent". It comes in a spray pack (250 g nett) from Japan and is distributed by: Goss Gasket Manufacturing Company P/L (GUD), 30 Gilbert Rd, Preston, Vic.

"6505 is a clear lacquer with anti-corrosion agent which dries quickly and keeps surfaces glossy. It forms a clear protective film on steel, brass, copper, aluminium and rubber.

6505 can be used to lacquer your car, truck or boat engine, rubber bumpers, aluminium wheels, agricultural machines, bicycles, fishing rods, tools and general household applications. The dried film resists weather, salt water, oil and heat with no change in colour and stays firmly on plated surfaces"

Treated surfaces should be clean, polished if appropriate, and dry.

I did a quick check of the product over enamelled and paper surfaces, and on a restored Traction ash-tray (bakelite and chrome-plate). I also tried it on scraps of printed cotton cloth and velvet, and on upholstery vinyl and leather. The effect was good - a shiny, quick-drying surface which enhanced the basic underlying colours. The film seemed tough and adherent. A second coat is probably advisable (after 10 mins.) to ensure complete coverage, especially on porous surfaces.

My can cost \$3.65 from a local auto supply shop - perhaps a discount price. I thought it a real steal, and I have high hopes for it.

Bill Graham.

The Motor Road Test No. 1/61

Make: Citroen

Type: Bijou

Makers: Citroen Cars Ltd., Trading Estate, Slough, Bucks.

Test Data:

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CONDITIONS: Weather: Cold and damp with light wind. (Temperature 36°-40° F., Barometer 30.1 in. Hg.) Surface: Damp tarred macadam. Fuel: Regular grade pump petrol (approx. 83 Research Method Octane Rating).

INSTRUMENTS

Speedometer at 30 m.p.h. ... 10% fast
Speedometer at 50 m.p.h. ... 10% fast
Distance recorder ... 5% fast

WEIGHT

Kerb weight (unladen, but with oil, coolant and fuel for approx. 50 miles) ... 11½ cwt.
Front/rear distribution of kerb weight ... 59/41
Weight laden as tested ... 15½ cwt.

MAXIMUM SPEEDS

Flying Quarter Mile
Mean of four opposite runs ... 44.7 m.p.h.
Best one-way time equals ... 47.9 m.p.h.
"Maximile" Speed (Timed quarter-mile after one mile accelerating from rest)
Identical to maximum.

Speed in gears

Max. speed in 3rd gear ... 42 m.p.h.
Max. speed in 2nd gear ... 31 m.p.h.
Max. speed in 1st gear ... 15 m.p.h.

FUEL CONSUMPTION

75.0 m.p.g. at constant 20 m.p.h. on level.
68.0 m.p.g. at constant 30 m.p.h. on level.
61.0 m.p.g. at constant 40 m.p.h. on level.
54.5 m.p.g. at maximum speed of approx. 45 m.p.h. on level.

Overall Fuel Consumption for 934 miles, 18.3 gallons, equals 51.0 m.p.g. (5.5 litres/100 km.)

Touring Fuel Consumption (m.p.g. at steady speed midway between 30 m.p.h. and maximum, less 5% allowance for acceleration) 59.5 m.p.g.

Fuel tank capacity (maker's figure) 4½ gallons

STEERING

Turning circle between kerbs:
Left ... 33½ feet
Right ... 32½ feet
Turns of steering wheel from lock to lock 2½

BRAKES from 30 m.p.h.

0.87g retardation (equivalent to 34½ ft. stopping distance) with 90 lb. pedal pressure
0.76g retardation (equivalent to 39½ ft. stopping distance) with 75 lb. pedal pressure
0.44g retardation (equivalent to 68½ ft. stopping distance) with 50 lb. pedal pressure
0.15g retardation (equivalent to 200 ft. stopping distance) with 25 lb. pedal pressure

Maintenance

Sump 3½ pints, S.A.E. 20 or 10W/30

Gearbox (including differential): 1½ pints, S.A.E. 80 EP gear oil

Steering gear lubricant ... Grease

Cooling system capacity ... Nil (air cooled)

Chassis lubrication ... By grease gun every 1,000 miles to 4 points

Ignition timing ... 12° before t.d.c.

Contact-breaker gap ... 0.016 in.

Spark plug type ... Champion H 10

Spark plug gap ... 0.024-0.028 in.

Valve timing: Inlet opens 3° before t.d.c. and closes 45° after b.d.c.; Exhaust opens 45° before b.d.c. and closes 11° after t.d.c.

Tappet clearances (hot) ... Inlet 0.006 in. Exhaust 0.008 in.

Front wheel toe-out ... 0.040-0.120 in.

Camber angle ... 1½°

Castor angle ... 15°

Steering swivel pin inclination ... 5½°

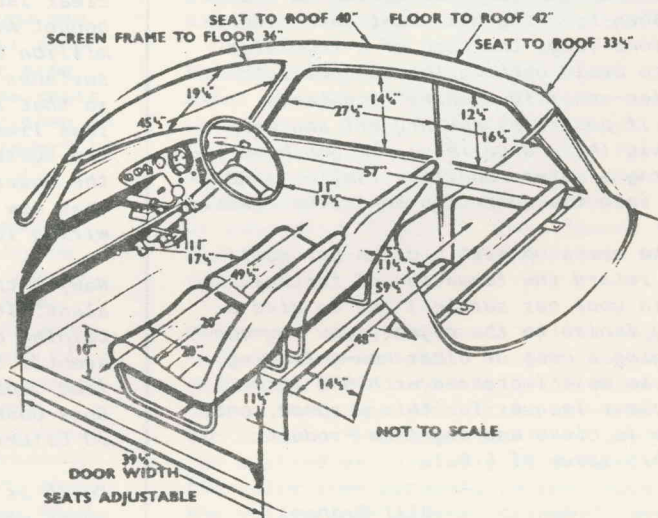
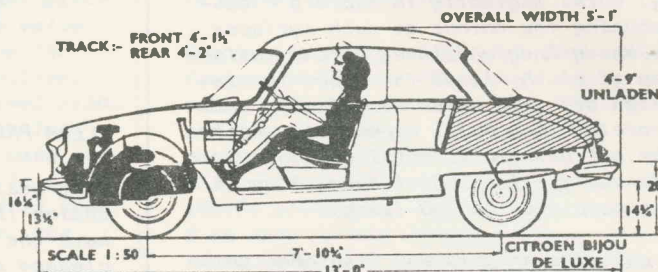
Tyre pressures:

Front ... 14 lb.

Rear ... 16 lb.

Brake fluid ... Castrol HF or S.A.E. Spec. 70R3

Battery type and capacity ... 6 volt, 57 amp. hr.



ACCELERATION TIMES from standstill

0-20 m.p.h. ... 7.6 sec.
0-30 m.p.h. ... 16.4 sec.
0-40 m.p.h. ... 41.7 sec.
Standing quarter mile ... 33.1 sec.

ACCELERATION TIMES on Upper

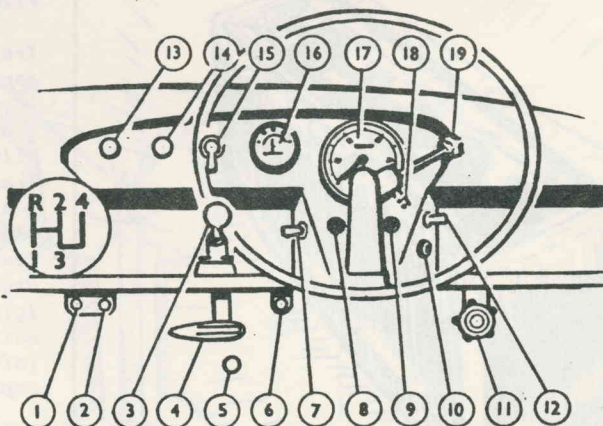
Ratios	Top gear	3rd gear	2nd gear
0-20 m.p.h. ...	—	—	11.7 sec.
10-30 m.p.h. ...	35.7 sec.	22.6 sec.	16.1 sec.
20-40 m.p.h. ...	54.7 sec.	36.5 sec.	—

HILL CLIMBING at sustained steady speeds

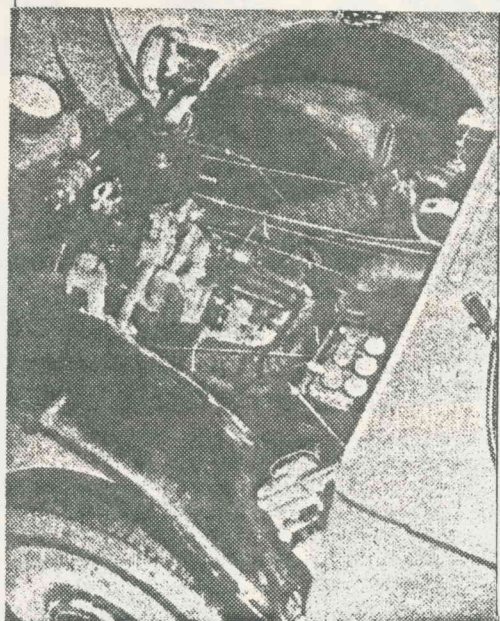
Max. gradient on top gear ... 1 in 25 (Tapley 90 lb./ton)

Max. gradient on 3rd gear ... 1 in 17 (Tapley 130 lb./ton)

Max. gradient on 2nd gear ... 1 in 9.9 (Tapley 225 lb./ton)



1. Passenger hot air control. 2. Demister control. 3. Gear lever. 4. Hand brake. 5. Foot-operated screen washer. 6. Driver's hot air control. 7. Windscreen wiper switch. 8. Fuel level warning light. 9. Dynamo charge warning light. 10. Ignition switch. 11. Headlamp trimmer. 12. Panel light. 13. Starter. 14. Choke. 15. Trafficator switch. 16. Ammeter. 17. Speedometer. 18. Trip re-set. 19. Lights, dipper and horn switch.



LOAD CARRYING possibilities (right) are enhanced if the rear seat backrest is folded to extend luggage accommodation forwards into the body—the front passenger seat is instantly removable to accommodate even longer loads.

The Citroën Bijou

ACCESS to the fan-cooled flat twin engine (left) is obtained by releasing two locks and tilting the whole body nose forward.



era when other small cars and heavy commercial vehicles are getting livelier in their acceleration, a 425 c.c. engine which never laid claim to high performance now feels embarrassingly low powered. An output of 12 b.h.p. provides such leisurely acceleration and hill climbing that, even making enterprising use of the gearbox, it is difficult to avoid obstructing the normal brisk flow of rush-hour suburban traffic.

Slowly but surely this car will go almost anywhere, thanks to low 1st and 2nd gears which let it plod up steep hills at around 10 m.p.h. and 20 m.p.h. respectively, about 50% more speed being attainable in these ratios during acceleration on the level. Something close to the Bijou's level-road maximum speed is attainable in 3rd gear, 4th providing little more speed on the level (although quite gentle grades allow the car to go 10-15 m.p.h. beyond its normal maximum without undue fuss) but giving better fuel economy and a lot less fuss. The gear-change is excellent, despite the widely spaced ratios which are needed to obtain both hill climbing and cruising abilities with a small engine, 1st gear engaging quite easily and the other ratios having really good synchromesh.

Two air cooled cylinders, with the out-

let from their exhaust silencer under the bonnet, do not make a quiet engine. An impatient driver is likely to use noisily high r.p.m. in the lower gears, and when slogging at lower r.p.m. the engine causes a good deal of resonant booming inside the body. Pottering very gently around town or cruising at a true 35-40 m.p.h. on the level, the Bijou can have an easy-going air, with only a subdued and leisurely beat from its two cylinders, but worked harder it is one of the noisiest of small cars. In town, the centrifugal clutch which looks after starts from rest (the pedal should be used when making changes of gear) is a pleasing trouble-saver.

Extreme Economy

Driven hard by various members of our staff, and comparatively seldom in the top gear ratio which can provide very good fuel economy, the Bijou nevertheless recorded better than 50 m.p.g. during our test, and ran happily on the cheapest grade of petrol. Gentler driving could readily give 60 m.p.g. or more, but the first-cost difference between the very economical Bijou and livelier but less expensive cars would only be recouped on smaller fuel bills after many years of motoring.

Normally a prompt starter after frosty

nights in the open (with air cooling, it needs no anti-freeze) the little o.h.v. four-stroke engine initially gave us some trouble in wet weather, but this seemed to originate in faulty sparking plug leads. A "radiator" cover such as was provided with 2 c.v. models to keep the engine warm and minimize carburation flat-spots in cold weather did not come with the Bijou, but a sheet of cardboard formed an effective substitute.

First experiment of the British Citroën factory at Slough in producing a model substantially different from those made by the parent works in Paris, the Bijou is an interesting venture, aimed particularly at meeting the needs of two-car families. Most potential buyers of small cars are likely to consider it a great deal too expensive in relation to its limited performance, roominess and refinement: as a leisurely runabout of good appearance which has exceptional ability to negotiate rough or slippery roads, it may have a certain appeal, its basis being a chassis of well proven sturdiness; but it is most unlikely ever to kindle the enthusiasm bordering on fanaticism with which other Citroën models inspire many owners.

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Mechanical Specification

Engine	
Cylinders ...	2, horizontally opposed
Bore ...	66 mm.
Stroke ...	62 mm.
Cubic capacity ...	425 c.c.
Piston area ...	10.6 sq. in.
Valves ...	o.h.v. (pushrods)
Compression ratio ...	7/1
Carburettor ...	Solex 26 CBI downdraught
Fuel pump ...	Mechanical
Ignition timing control ...	Centrifugal
Oil filter ...	Strainer on pump
Max. power (gross) ...	12 b.h.p. at 3,800 r.p.m.
Piston speed at max. b.h.p. ...	1,545 ft./min.

Transmission	
Clutch ...	Citroën 6.3-in. s.d.p. clutch and separate centrifugal clutch
Top gear (s/m) ...	5.71
3rd gear (s/m) ...	7.50
2nd gear (s/m) ...	12.56
1st gear ...	25.91
Reverse ...	28.1
Propeller shaft ...	None (front wheel drive)
Final drive ...	7/31 spiral bevel
Top gear m.p.h. at 1,000 r.p.m. ...	11.7
Top gear m.p.h. at 1,000 ft./min. piston speed ...	28.7

Chassis	
Brakes: Hydraulic, with front drums mounted inboard.	
Brake diameters ...	Front 7.9 in., rear 7.1 in.
Friction areas ...	74.3 sq. in. of lining
Suspension: All wheels independently sprung, by leading arms at front and trailing arms at rear, with coil springs inter-connecting front and rear suspensions. Inertia-type dampers on suspension arms, and light friction damping on suspension pivots.	
Steering gear ...	Rack and pinion
Tyres ...	Michelin 135 x 380

Coachwork and Equipment

Starting handle ...	Yes
Battery mounting ...	On scuttle
Jack ...	Screw pillar type
Jacking points, 4 external sockets under body sides.	
Standard tool kit: Jack and extension, wheel-brace/jack handle, sparking plug spanner and tommy bar, 2 double-ended spanners, screwdriver, pliers, grease gun, tyre pump, hub-cap remover, bonnet key, chock.	
Exterior lights: 2 headlamps, 2 side/amps/flashers, 2 stop/tail lamps, number plate lamp.	
Number of electrical fuses ...	Two
Direction indicators. Flashers (white front, amber rear) with time switch.	

Windscreen wipers. Electrical two-blade, self parking.	
Windscreen washers ...	Foot-operated
Sun visors ...	2, universally pivoted
Instruments: Speedometer with total and decimal trip distance recorders, ammeter.	
Warning lights: Dynamo charge, low fuel level, turn indicators.	
Locks:	
With ignition key ...	Ignition switch
With other keys ...	Driver's door and luggage locker.
Glove lockers ...	None
Map pockets. Broad wells on each side of rear seat.	

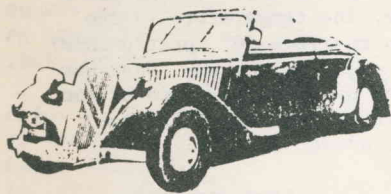
Parcel shelves. Full-width shelf below fascia, shelf behind rear seat.	
Ashtrays ...	2 inside doors
Cigar lighters ...	None
Interior lights. One above windscreen (manual switch only).	
Interior heater. Warm air from engine ducted to front floor and windscreen interior.	
Car radio. Optional extra Ekco 903 (6-volt, with special suppressors)	
Extras available ...	None
Upholstery material ...	Plastic leathercloth
Floor covering. Pile carpet with underfelt	
Exterior colours standardized ...	5
Alternative body styles ...	None

LETTERS

René Mauron fils

Carrosserie du Patinage

2114 FLEURIER



Entre-Deux-Rivières
Tél. 038 / 61.24.31

26 August
26 August 1986.

G'day from the "Little Swiss",

Thank you very much for the journal "Front Drive", it arrives at Fleurier regularly and without problems. Unfortunately for me, I don't read English, but it is still very interesting.

Yes, we did participate in the Paris-Monte Carlo-Paris this summer, but without the children. Stephanie had school and Sylvie had her work. A superb rally, without rain and with very hot sunshine. Receptions all the time put on by the Citroën agents in the regions traversed. Cordial welcomes for our valiant Tractions and for the teams - constantly being fed and particularly being given drink.

Superb reception by the authorities of the towns of Beaune, Nîmes, Nice, Monte Carlo, Annecy etc. We have excellent memories of this marvellous voyage.

Not yet the "day of glory" for our revue of the Swiss cabriolets, since I haven't the time to occupy myself with it at present.

We participated with the children in Raid Adriatic to commemorate the 10th anniversary of the Traction Club of Nîmes, going as far as Venice from where we returned to Switzerland to organize the finish of the raid which was at Fleurier. Thanks to the initiative of our family, they were able to spend Sunday August 17 here - a magnificent journey which the participants will recall for a long time, courtesy of their friends and the trade people.

I hope for you that all the family is well, the same as the Tractions!

Please receive, dear friends, the sincere kind regards of the little Swiss.

René Mauron.

53 Juliette St.
Annerley 4103 Qld.
3 July 1986.

Dear Bill,

How are things? Hope you're not responsible for sending that very cold 4° minimum up here last week - very un-Queensland-like. Sorry about being a bit slow in returning the information - must have been a delayed reaction from my dunking in the lake at Campaspe Downs. Have been sporting a beaut cold last couple of weeks, not to mention the work load lately, so consequently I haven't had the time to attend to your draft notes.

Never mind the excuses. Had a good run home from Kyneton and the old 15 is ready to do battle again. Canberra, I think?

A nice little write-up, should be of interest to members and the like. I've sent some large photos, hope you can use them. One may form a good cover shot - just a thought [modest - the problem was: to decide which of the historic photos to use - Ed.].

Enjoyed the weekend immensely - the drive down and the chit-chat.

All the best for now,
Lance Collins.

36 Main St,
Dyke, nr Bourne,
South Lincs.,
PE 10 0AF
England.
17 September 1986.

Dear Bill,

I thought I'd drop you a line to say thanks to the club for the magazine.

As you can see, my new address is above and so now my ties with the south of England are over except that Barry and his newly wed Gloria are still at Guildford. The move was on the cards once Edna retired and now we can be nearer to our two grandsons and will see more of them.

My days of being on the committees of the Citroën Car Club and the Traction Owners Club have ended because of the distance from here to London, but I am in contact fairly often. Now, I have a chance to get into my own work and my sights are set on getting my Big 15 roadster back on the road. It has not had any work done on it since 1969! My involvement with many other things Citroën occupied a lot of my time, but now my own work can take higher priority.

We've moved to a "bungalow" and I have a fairly large workshop, about 35x25 feet, fitted out with 3 phase power, ample space for cars.

My machines include a 7½ inch lathe and also a 3½ inch lathe, drilling machines etc. First job was to make a good solid steel bench, 6x2 feet, from 3x3x5/16 inch angle iron (can't lift it). I fitted a vice of 6 inch jaws, large enough to accept a gearbox. The movement of parts and machinery up here took best part of four weeks and a lot of lifting and carrying, plus the money side of it, but it was worth the effort.

We've had a very hectic year as you can imagine so far. We sold our house whilst on holiday in France, returned to Barry and Gloria getting married three weeks afterwards. and then three days later, we came up here. John and Josie of BWB Motors wanted us to go with them to Yugoslavia in the coupe but it just wasn't possible! They had a fantastic time. [Rene Mauron (Switzerland) sent us an account of the Yugo trip - see this ~~or a later~~ issue].

The talk now is next year's International in Germany and are we going to that! The story of the Paris-Monte Carlo trip is to be published in two parts. I've still not had news from others on that journey or seen their video tapes and I'm still trying to through Olivier de Serres to get some.

Speaking about videos, the Channel 4 program on TV showed the story of the 2CV and how fascinating it was. I am hoping we can get a copy sometime. I think everyone in the club must have taped it.

Had a nice letter from David Gries and also a thank-you letter from Jon Faine. Jon gave me the calendar from you featuring my coupe. If it is possible, I'd like to get another one for a friend [You're in luck Fred!]. As I said, there hasn't been any information on the rally in France. I would have thought that sponsors such as Le Figaro or La Vie de L'Auto would have featured it.

We had an autumn rally last weekend at Stratford-on-Avon. It poured with rain on the Saturday, but on the Sunday it was a beautiful day. The turnout was very well supported and the enthusiasm as strong as ever. I had a chat with one of our Light 15 lads who has done a DS19 engine/gearbox conversion in a 1950 L15. A very neat job with the gearchange in the normal place, but using the D setup so that it comes out horizontally. The throttle setup comes across the bulkhead and works beautifully. He wanted the car for everyday use, hence the conversion. A very professional job - he's a block maker by profession. The car has been transformed - perhaps 100 mph, and 33 mpg at normal touring speeds. Quite a car though the purists will groan. He took it to Holland and it created a lot of interest. He says it is reliable and to him that counts for a lot.

I did a similar job in 1968 to a Big 15 as an exercise, but with that size of body, the problems are not the same.

David mentioned that among cars recently acquired by John Vanechop, there was a Big 6 Familiale. Is this the one you sent me photos of a few years ago? [Yes]. I'm awaiting a reply from John to my questions.

Any news of people coming over to UK at the present time? How is everyone going? Typical news here is about the English weather. We've not had a good summer but it looks as if autumn will be good. Hope we don't get as bad a winter as last one. The temperature in the workshop went down to minus 10° -pretty cold! - lasted for four days. By the way, have you spotted the missing part in the photo of the Lecot replica? Give my regards to all the lads. Your news is always welcome.

Fred and Edna.

G.H. Millar,
206 rue Francois-Perrin,
87000 Limoges, FRANCE.

21 September, 1986.

Dear John,

Pleased to hear from you and glad to know that the photos arrived. Thank you for yours.

As in your case, I haven't touched a car for quite some time. And of time I have so little that I've pushed back my London-to-Brighton participation to November 1987.

I have sent you today (or rather will post tomorrow) a free copy of a weekly newspaper I receive here [La Vie de l'Auto]. I will try the car breakers shortly for parts for your Dyane.

If you decide to go to Germany for the ICCCR without bringing over one of your cars, then perhaps we could go together from Limoges with two of mine (in order to lodge my family as I don't have a Familiale). Let me know eventually on this score.

Its perhaps an unkind question but do you think my membership of your club worth continuing in your absence as I know no other members and I am unknown to them? [Well, you are known to them now, old son]. I've reorganized my business activities and hope to have some free time for cars in '87. One can only hope!

Best wishes,

Graham.

P.S. I'll write again once I've got your spare parts.

[Well, there you are troops. A friendly and very obliging French member who has about a million cars, understands English, and wants to develop more Aussie contacts or he might leave the club. Do yourself and the club a favour, drop him a Xmas card, introduce yourself and your cars to him, develop a correspondence and pass it on to the club editor so we all know whats going on Citroen-wise around Limoges, and you've got yourself a very handy mate for life, right in the middle of France. Limoges is about 150 km west of Clermont-Ferrand, the bustling centre of the Michelin empire].

NEW MEMBERS/ADDRESSES

Welcome to:

David & Anne Smith
26 Mary St
Dookie 3646 (PO Box 20)
Ph (058) 28 6391.
1949 L15.

Dilys & David Bradbury
13 Chowne St
Lalor 3075.
Ph. (03) 465 8763.
1952 L15.

Roger Evans
22 Laver St
Kew 3101.
Ph. (03) 419 1454 (bus.).
1977 Dyane 6.

Stephen & Rochelle Matthias
63 Parkhill Rd
Kew 3101.
Ph (03) 817 1680.
1954 L15.

Warren & Pamela Seidel
RMB 4230 Calulu
Via Bairnsdale 3875.
1954 L15.

Alisdair Frazer
88 Ivanhoe Rd
Ivanhoe 3171.
Ph. (03) 497 1492.
1952 11BL.

Jeremy Shaw
3/11 Milton St
Elwood 3183.
Ph. (03) 531 3983.
1952 11BL.

Change of address:

Roger Brundle &
Fay Marshall
109 Blyth St
Brunswick 3057.
Ph. (03) 380 9321.

CLASSIFIEDS

CHRYSLER ROYAL 1960, V8, reg
Mar '87, grey duco, driveable,
body law cond, no rust, radio,
brake booster, 66,700 orig
mils, \$600 ONO, 82 2440

CITROEN 1948, Light 15, reg.
Feb. 87 no. L0549, 1 owner, com-
pletely original, VG mech, cond.
Nr new Mich tyres, C-W many
spares, incl. reco gearbox, \$6,000
ONO, PH 489 7251, BH 669 1988.

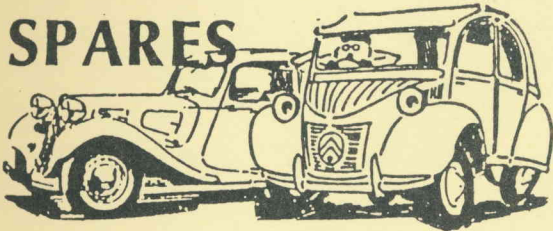
COMPLETE interior restoration
Specialist in all prestige cars.
SPECTRUM AVIATION AND
MOTOR TRIMMERS.
BH 553 3102

Chris & Jeannie Shields,
96 Westbourne Grove,
Northcote 3070.

For sale: 1953 Big 15. No motor, gearbox or
grill, otherwise fairly complete, including
lots of rust in floor. Best offer.
Chris Lamblin, 22 Buckmaster Drive, Mount
Evelyn. Ph. (03) 3477111 (A.H.).

Special, never-to-be-repeated offer: One set
only, Light 15 driveshafts, fully reconditioned
in France. At cost, last chance: \$820.
Contact Peter Boyle.

SPARES



SPARE PARTS OFFICER:

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

Refer to last issue for details of
recent spares holdings. Note: Lots
of new stock from overseas held up
on wharf. Will detail in later F.D.

HOURS:

10am - 5.30pm
Monday - Saturday



