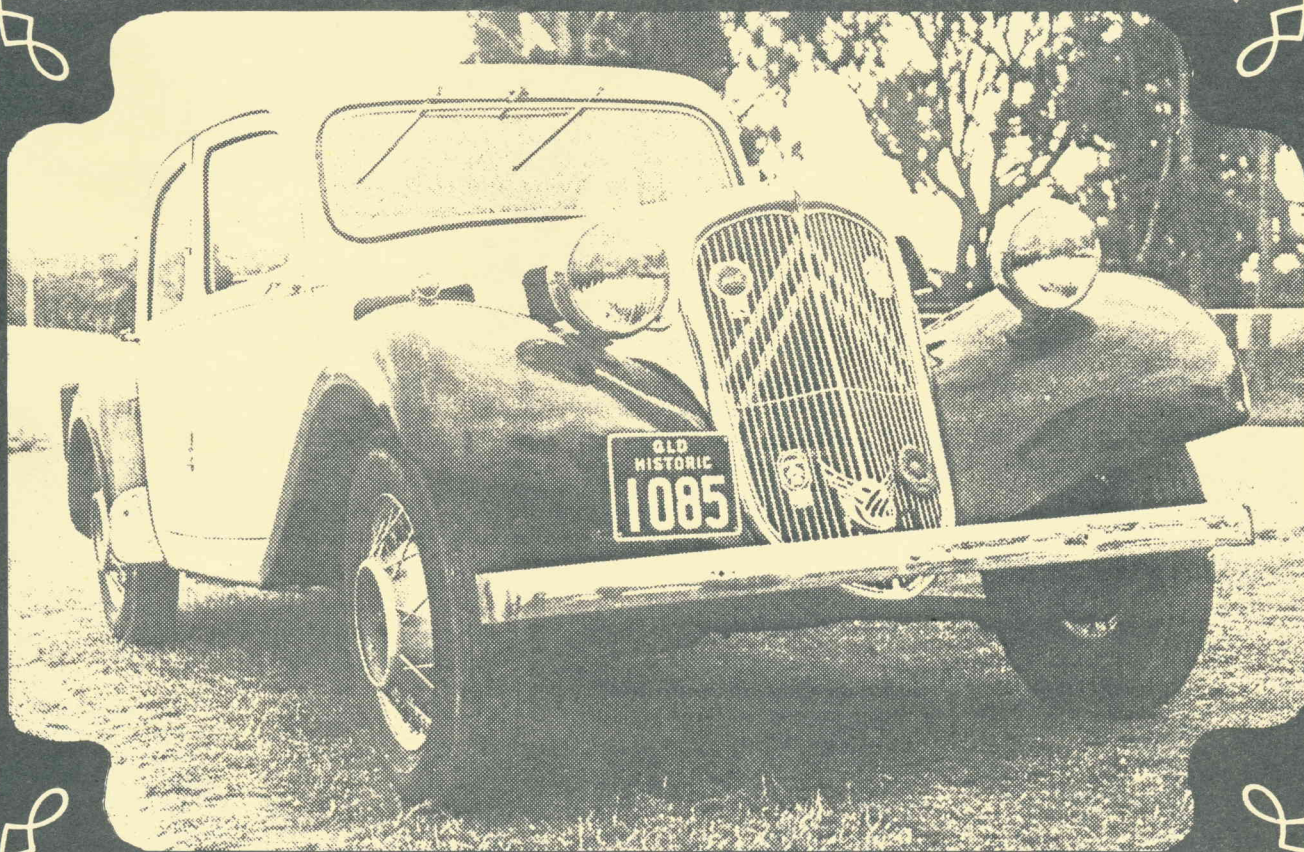


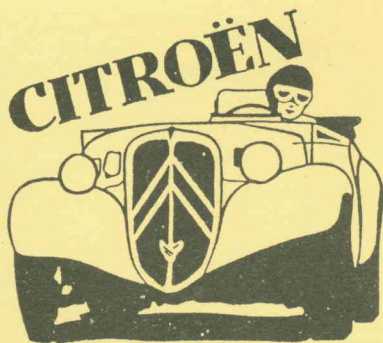
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FRONT DRIVE- Volume 11 No. 2 July/August 1987.
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Windcheater & T shirt designs



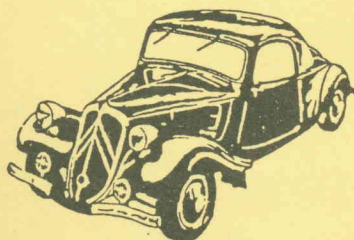
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AVAILABLE ONLY TO
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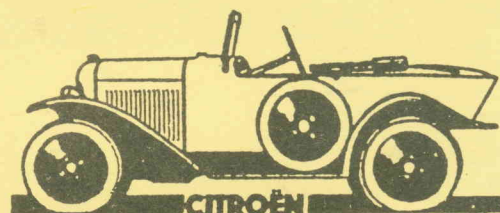
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3 SIZES:
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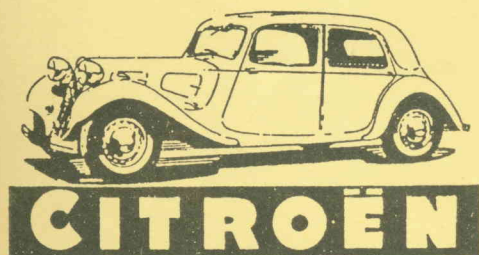
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2CV



5CV
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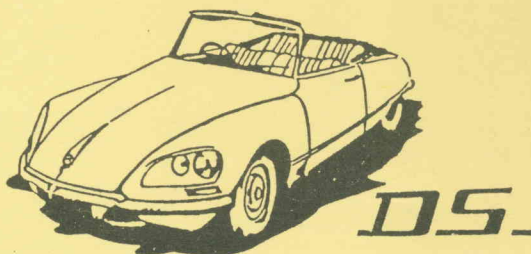
ANNIVERSARY



SCROLL
BREAST POCKET
SIZE ONLY



BIG 6



DS



CHEVRON BADGE

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

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



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Meetings are held as follows: Thursday January 22, 1987, then the third Thursday of each month following. The meeting location is the Willis Room at the Nunawading Civic Centre, Maroondah Highway, east of Springvale Road, at 8 pm.

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EDITORIAL

Putting together "Front Drive" is not always an easy task - in fact it is rarely a push-over, as you might appreciate. Still, it is very satisfying.

We try to be "all things to all people" - to recognise that CCOCA is aiming to provide information and material of interest to members who, collectively, enjoy and appreciate all the older and classic Citroens - rear-drives/half-tracks, Traction, 2CVs, Hs, SMs and Ds, as well as providing a "watching brief" on later cars - CXs, BXs, AXs etc. To do this involves constant alertness to spot and ferret out interesting material, and help/encourage others to provide stuff as well.

Then there is the battle to keep costs down, and here CCOCA must hold a world record - one subscription increase in 10 years! We want to give you as much reading as possible, but none-the-less, every extra sheet (two pages) we put in FD costs \$26 for paper and printing (leaving aside all the voluntary and uncharged inputs).

Throw in a week or so in bed for the Editor to deal with the 'flu, and say no more.....

At the moment, one way you could help though is to chase up and jot down your restoration tips for our forthcoming Restoration Manual. Let's make it a beauty - the kind of up-front positive action that CCOCA is known for. Of course, your name goes on anything that is published.

And now, thank you for your contributions and GOOD READING!!

Bill Graham, Peter Simmenauer, Peter Hore.

July 11, Saturday

July 16, Thursday

August 2, Sunday

August 20, Thursday

August 30, Sunday

September 4-6

September 13, Sunday

October 3, Saturday

October 4, Sunday

October 11, Sunday

Dinner, Mt. Lebanon Restaurant, Toorak.

General Meeting/Photo Comp, Nunawading.

ID/TA conversion workshop/BBQ, Smiths.

Open Night/Armchair Rally, Nunawading.

Sunraysia National Rally (7 days).

Shell Mileage Marathon, Amaroo Park.

ICCCR, Germany.

Shepparton Swap Meet.

Castrol 500, Sandown.

Spring Rally, Wangaratta.

James Hardy 1000, Bathurst.

Classical Gas, 1946-66.

Calder Park, Touring Car Champs.

CCOCA Parts Auction - Cross's.

COMING RALLIES

MEMBERS' CARS

1939 Citroen Light 15 - Brian & Esther Wade (Q).

The car came into my possession in 1978 when my father and I purchased a restored '48 Light 15, several trailer loads of Light 15 parts, and the remains of a "pre-war" Traction. The vendor was selling all his Light 15 bits and pieces to raise some cash to enable him to restore the 1949 Big 6 that he had recently acquired.

Not much of the vehicle's early history is known except that it ended up at Maxim Motors (Brisbane) minus engine and gearbox. It then changed hands several times in this condition, ending up in the hands of the vendor's son who fitted an ID motor and box and put it into everyday use. Unfortunately, it was involved in an accident shortly afterwards and deemed to be beyond repair. It was stripped and the body dumped. Some of the parts including the bonnet and steering wheel were fitted to the 1948 model.

As we were well aware of the rarity of pre-war tractions (the previous owner claimed it to be a '37), we decided to restore it if possible. I showed it to a panel-beating friend and he stated that if I could find a RH front corner section, it could be repaired.

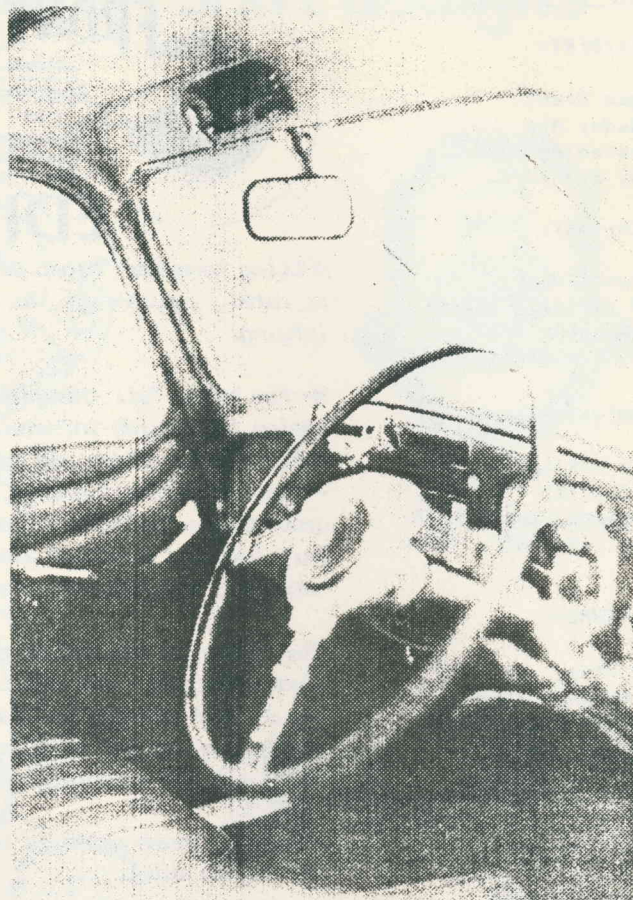
After several months of fruitless searching, John Couche (then Parts Officer of CCOCA) came to the rescue. He had been informed that a body had been dumped at the Maryborough (V) tip, and he arranged to have it removed to John Avard's property at Colbinabbin. My father and I drove down from Queensland, cut out the required section, and returned home again.

From there on, the restoration was pretty straight forward. A post-war motor and box were built up, using new parts where possible. A new crown wheel and pinion had been obtained in Holland by the previous owner, and this was used in the gearbox. New driveshafts came from Maxim Motors. After the body repairs and painting were completed, the car was completely re-wired, mechanicals installed, and brightware refitted.

The car was then driven down to Brisbane and given to Horry Fludder to execute the trimming - Harry had previously trimmed my 11BL. Les Francis had kindly lent me a pre-war front and rear door trim, and under a tartan cover, the original rear seat upholstery was intact, thereby enabling the pre-war trim to be faithfully reproduced.

The car was presented for registration in December 1980 and was given the number H1235. A month later, I moved to Sydney and left the car with my father in Queensland.

A year later, I learnt that instead of returning north, I was being posted to Wagga for two years. I cancelled the registration. On my return to Queensland in 1984, I set about preparing the car for registration again, and in February 1985, it was given the number H1085. Between December 1980 and February 1985, it had travelled only 127 miles.



I have taken the car to two rallies; Citin 85 at Toowoomba and Austraction 86 at Kyneton.

The only problems I have had are as follows. Firstly, shortly after putting it back on the road in 1985, I started to experience severe brake judder. Examination revealed that brake fluid was leaking between the wheel cylinders and the brass sleeves I had used. The problem was solved by resleeving in stainless steel and replacing all the brake linings.

The second problem occurred on our way home from Kyneton last year. About 10 km north of Benalla, there was a loud bang and the motor suffered loss of power. Lifting the rocker cover revealed a stuck valve and bent push rod. We removed the bent rod, refitted the cover, and drove back to Sydney on three cylinders. The only difference was the loss of power on the hills.

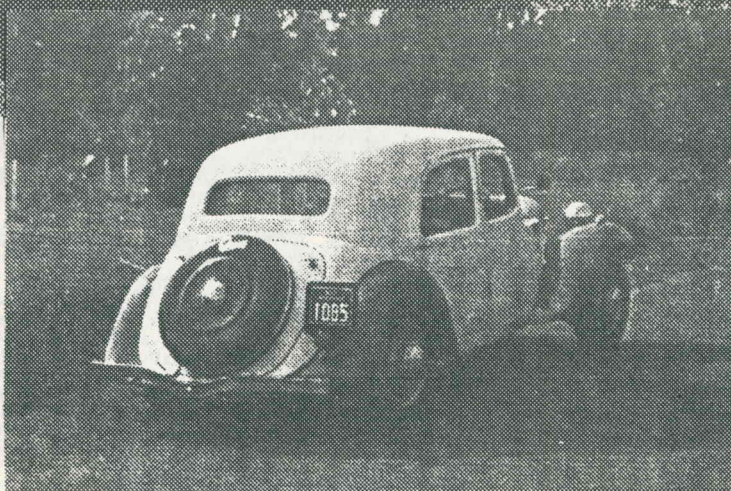
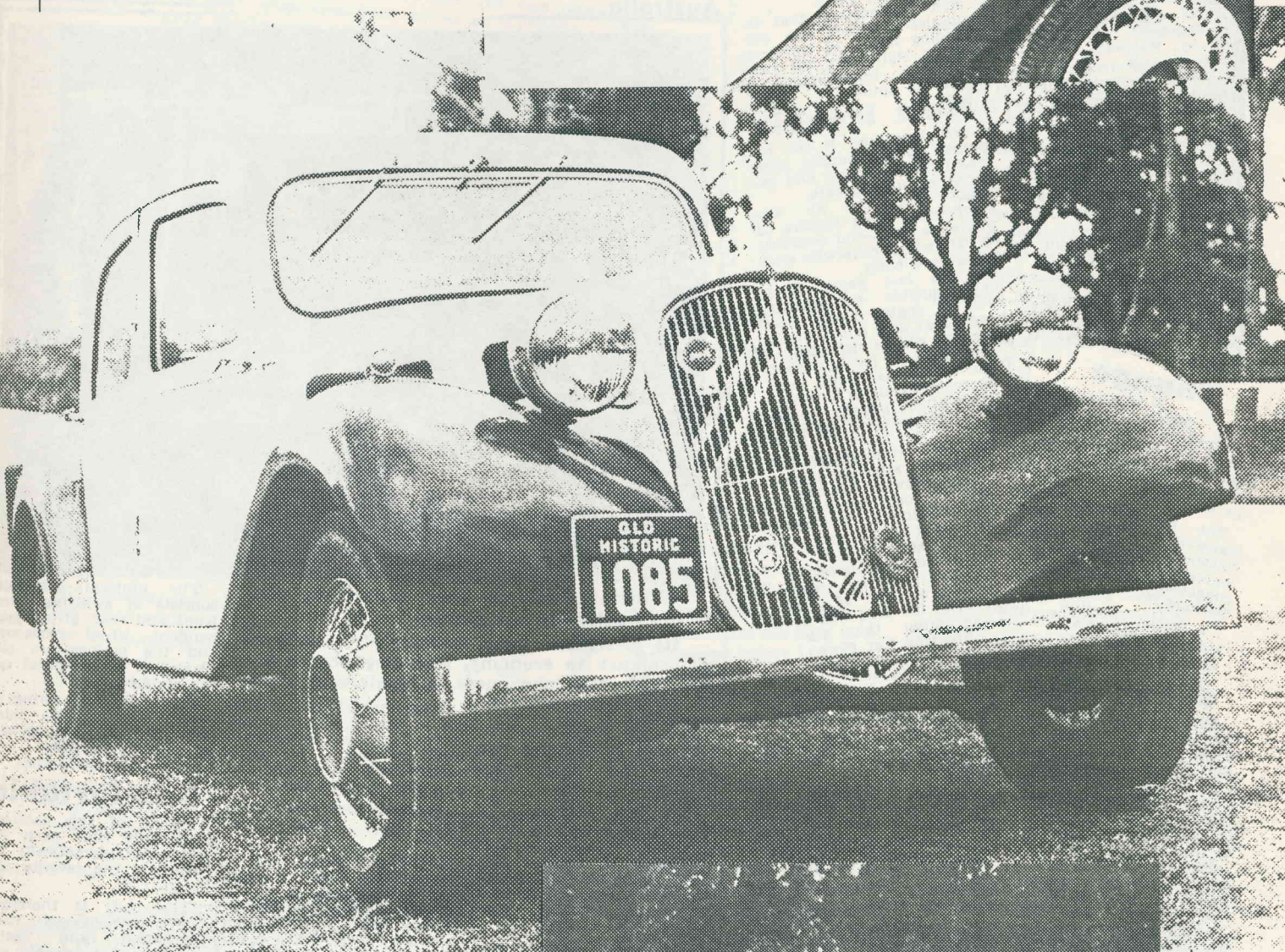
Brian Wade.

At the time of the above notes and the early photos (at Kyneton), the car was without hub caps, something which Brian has been seeking for a long time. More recently, he has fitted GS caps (at the suggestion of John Vanechop) and is very pleased with the improved appearance. The car has lost its body number plate over the years, though its production number is BPVS 5770. From correspondence with the Traction Owners Club (UK) and examining cars at the ICCCR in UK in 1984, it appears that the car was produced between August 1939 and May 1940. The model was continued virtually unchanged through

to 1946, except that the wipers were moved from above the windscreen to the scuttle.

The paint scheme is cream body with maroon guards. The predominant interior trim colour is dark red. The colours were chosen as being likely options at the time of production.

-Ed.



ACU rules changes

Auto Cycle Union rules now permit regular passengers to compete in restricted events.

The passengers need not be members of the combining clubs.

The change of rules was not

Twin Topics

Hartwell guest club on Parade on January 29. Tickets are available from Col Sampson, 386 Camberwell rd., Hartwell.

Col is also receiving entries until Saturday for the scramble at Poowong on February 7, in which Gippsland Centre and Leongatha are combining with Hartwell.

Hartwell will hold working bees at 2 p.m. next Sunday and the following weekend to get the Lysterfield circuit ready for their Grand National meeting on February 1.

Entries close on February 1. Mr. M. A. Cooper, 1024 White Horse rd., for the 30x Hill M.C.C. scramble.

Race dates change

The Harley Club races scheduled to be held at Little River on March 8 have been transferred to a Preston M.C.C. meeting at Darley on the same date.

The Harley races were transferred because Queen Elizabeth will visit Geelong on March 8, and heavy traffic congestion is certain on the Geelong road.

A Harley meeting will be held on Queen's Birthday holiday (June 14).

draws 418

The 1954 Redex Trial 10,000 miles starting in Sydney on July 3 has drawn 418 tentative nominations.

The organisers, the Australian Sporting Car Club Sydney, said this week, the emphasis this year would be on reliability.

Secret controls and expanded control boundaries would be used to regulate average speeds more closely.

Major prizes already donated by Redex Pty. Ltd. total £4,100, with £2,000 for the outright winner.

Many more prizes and trophies are expected to be donated.

National road safety plan

The Australian Road Safety Council has organised a national campaign in connection with the Royal visit. All advertising will stress the slogan "Let Courtesy Reign on the Queen's Highway."

It is hoped not only to minimise accidents during the period of congested traffic, but to achieve permanently improved road behavior.

Drivers critics Redex trial

drivers of the Redex trial are in a string of

vers were particularly critical of the rule about replacement of parts.

They complained that the organisers missed the outstanding lesson of last year by not tightening up rules governing replacement of front-end units.

Most trouble

The front-end is the assembly which causes most maintenance trouble and expense on modern cars.

Last year the air was black with flying rumors of wholesale front-end renewals on cars which otherwise were doing excellently.

As in last year's trial, main outside components, such as engine blocks and heads, rear axle and gearbox housings, will be stamped.

But this is far different from sealing, as it still permits replacement of internal parts without penalty — so long as original housings survive.

The draft rules make no provision for separate trade and private-owner classes — probably the only practicable way of running a big event active to both types of enthusiasts.

Entrances containing regulations, entry forms, and information of the trial for 1954 will be held from the Australian Sporting Car Club, 1 Regent st., Redfern, Sydney January 25.

Tougher car needed here

Vehicles produced by Chrysler Australia Ltd. would be similar to their American counterparts, but would have some important modifications. Mr. R. J. Vowles, the company's design engineer, said this week.

In Australia cars were expected to retain their condition longer than in U.S.A., and required particular attention to suspension, wheels, and interior trim.

Brighter

Mr. Vowles, a former chassis engineer for the company, is now responsible for the whole field of experimental engineering and testing in Australia.

After a six months' tour of U.S.A. and Britain, he said the most noticeable trends in American cars were to brighter colors and more interior space.

Longer body lines had become fashionable — even at the expense of manoeuvrability — but the competition for increased horse-power seemed to have reached its peak.

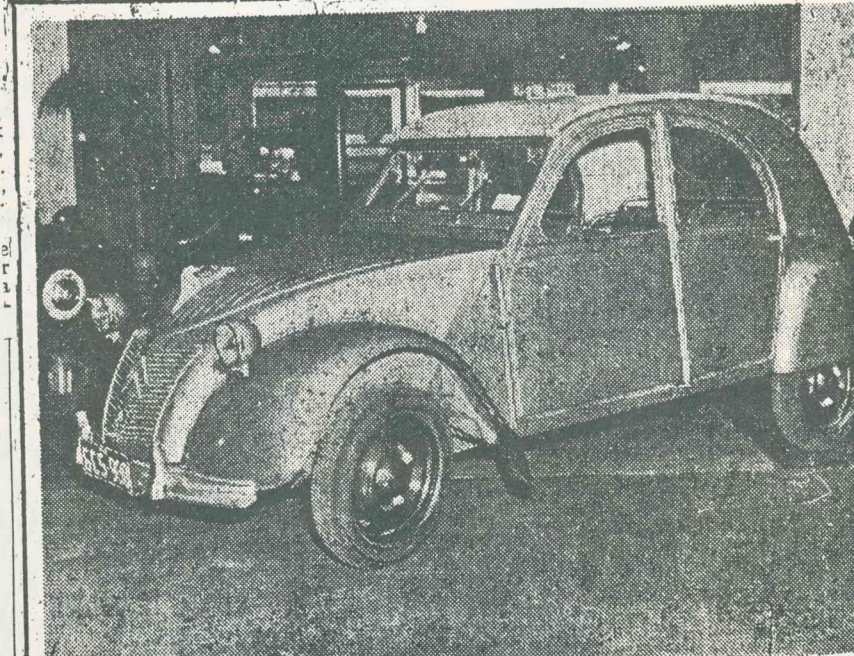
Citroen pioneers new field in economy

By JOHN WILLIAMS

THE new 2CV Citroen, one of the most interesting cars for a long time from the technical viewpoint, pioneers a new motoring field in Australia.

Melbourne Argus March '54

Designed for economy, all-round service, and cheapness to repair, the 2CV Citroen (above) is intended to be the civilian what the jeep was to the Army, says John Williams, "Argus" motoring writer.



It differs radically from everything else on the Australian car market.

Its designers have deliberately sacrificed performance to economy, and elegance to low cost production, cheapness of repair, and, above all, to weight reduction.

But the result they've achieved is 70 miles per gallon on open-road driving.

This week I registered 55 m.p.g. in peak-hour traffic so heavy that three miles were covered in 30 minutes, followed by a further 14 hours' driving in normal off-peak city and suburban conditions.

The other outstanding feature is that the 2CV has riding comfort which would do credit to the largest car, and is something incredible for a 9 cwt. "baby."

Performance

The performance picture is maximum speed 43 m.p.h. with a similar cruising speed on flat road; maximum speed of 23 m.p.h. with driver and passenger, in second gear, from a standing start on the hill in Punt rd., South Yarra, from the traffic lights on the bridge.

Considerable gear-changing is needed, but all four forward speeds are synchronised and silent; control is exceptionally easy, and first is a true go-anywhere gear.

Acceleration through gears was: 0-20, 8.8sec.; 0-30, 18.4sec.

In a suspension test, I crashed the car through deep potholes at 40 m.p.h. without feeling a bump or steering shock, and where they were water-filled mudguards were so good that not a drop landed on the screen.

Air-cooled

The engine is an air-cooled flat twin of only 375 c.c., and even this has had its power output held down to 9 b.h.p. by use of a small carburettor and intake pipe.

It has a four-speed gearbox and front-wheel drive — which Citroen certainly know how to build — and is cooled by a powerful blower, which also cools a small radiator through which the engine oil passes.

This cooling system was completely effective in the traffic conditions mentioned earlier, which was a searching test.

The unusual suspension consists of swinging arm front and rear, giving independent wheel movement and the springs are placed in a horizontal alignment amidships.

Front and rear springs each side are interconnected, and are operated by the swinging arm through adjustable rods.

Comfortable

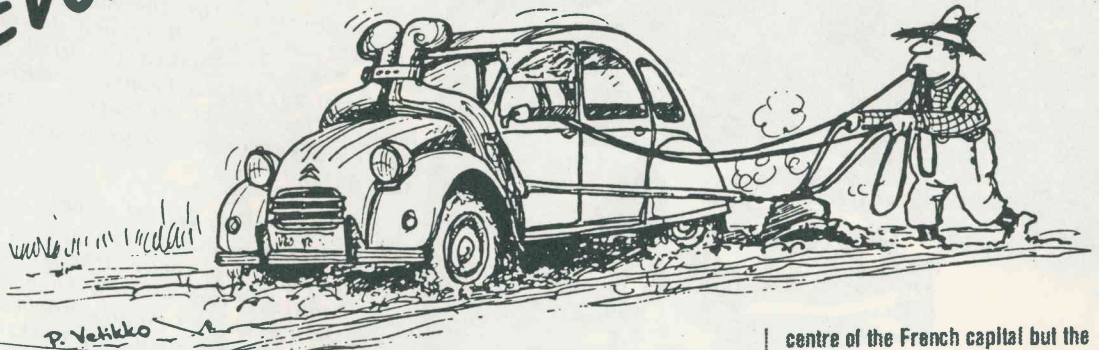
Result of this interesting feature is that each spring is automatically adjusted to the severity of bump.

The body is thoroughly comfortable, has good ventilation, and heating system, and a "rip-off" shine roof.

It takes only a couple of minutes to remove a mudguard in event of damage and replacements are changed in a moment to make way for bulky luggage, if the pile is high you take the roof back.

Price is £782, including tax, and agents are Commonwealth Motors Pty.

AU REVOIR?



It is now some 50 years since the 2CV was designed to meet what the then chief of Citroën, M. Pierre Boulanger, perceived as the essential adjunct to the Traction Avant in putting France, and rural France in particular, on wheels.

He called for a light, cheap and economical vehicle, roomy and soft in its suspension. It should carry a man wearing a top-hat, together with a basket of eggs, across a ploughed field, without either dislodging the hat or breaking any eggs. In short, it should be "like four wheels under an umbrella".

The rest "is history". M. Boulanger's request was met probably much more successfully than he could have imagined. Destined to be launched in 1939, but deferred until 10 years later, it was to become a long-lived sensation.

Over the years, there have been many rumours that Citroën was going to stop production of the 2CV but nothing came of them. However, the latest reports of its imminent demise sound more plausible, taking account of the blossoming of the new AX, and the uneconomic site at Levallois. Production in Portugal now seems the only hope.

The Australian press was enthusiastic when British built 2CVs became available here. Now, at the announcement of the virtual demise of the 2CV, the local press is still very appreciative and filled with nostalgic recollections.

However, as John Couche points out, even the present depressed rate of 2CV production looks respectable in the context of the struggling industry in Australia. The combined French and Portuguese production would make the 2CV about third or fourth on the Australian market, and there would be a few locals who would settle for that spot.

FEBRUARY SALES

	Feb 87	Total Sales	Daily Sales Rate
1. Falcon	4164	8827	208
2. Commodore	3863	8122	193
3. Magna	2411	4631	121
4. Laser/ Meteor	2312	4338	116
5. Corolla	1914	4093	96
6. Pintara/ Skyline	1759	3658	88
7. Corona	1378	2962	69
8. Sigma	730	1330	37
9. Fairlane	684	1307	34
10. Colt	653	1195	33
11. Camira	616	1062	31
12. Telstar	536	1129	27
13. Pulsar	489	989	24
14. 626	342	663	17
15. Hyundai	287	678	14

W. G.

* Levallois: 30 000/year
Portugal: 50/day.

CAR AUSTRALIA June '87

END OF THE ROAD FOR 2CV?

IT LOOKS VERY MUCH AS THOUGH that wonderful French anachronism, the 2CV Citroën is in line for the chop. The French company has announced the historic Levallois works near Paris will end production of the air cooled, twin cylinder front drive ugly duckling during the first half of next year, and although Citroën has also stated production will carry on at its Portuguese factory, I feel the writing is on the wall.

On 27 March the 1000 Levallois workers were told of the impending factory closure, but at the same time were given details of a reemployment scheme to locate new jobs both within and outside the Citroën organisation.

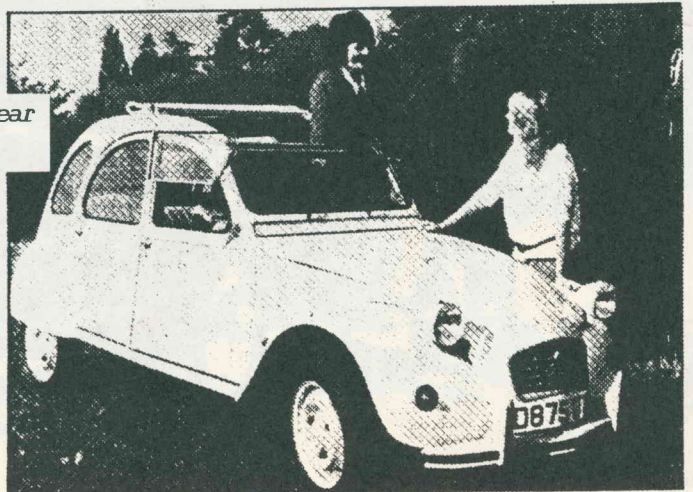
Levallois was built in 1893 and acquired by Citroën in 1929. It is situated in a densely populated region just ten kilometres from the

centre of the French capital but the age and location of the premises have rendered it unsuitable for reinvestment and modernisation, says Citroën's brass.

Since 2CV production began in 1949 (38 years ago) a total of 6,721,500 twin cylinder 2CV and Dyane sedans and light vans have been manufactured, nearly 3.5 million of them at Levallois. It is clear, however, that Citroën is in the stage of moving to major production of the recently introduced four-cylinder mini-hatchback AX, no doubt projecting it to the everyperson's sector enjoyed for so long by the Deux Chevaux.

Production rates of the AX in France began at 300 a day late last year, quickly rose to 830 by February 1987, and had reached a thousand a day by March. By the end of the year Citroën expects to be making 1300 AX models a day, and there is little doubt the neat, but more complex, water cooled front driver will become Citroën's people's car, although there are all sorts of exciting variations in the production pipeline.

The AX already takes four percent of the entire French market, and is on course to meet the sales target of 227,000 cars for 1987. In addition to the current 954, 1124, and 1361 cc (49kW) AX hatches, it is an open secret a really hot stuff variation with larger engine is in the pipeline. It is likely that one will make its debut at the Frankfurt Show in September...



SMELLIE JOINS THE GESTAPO

John Couche and "Smellie" (Smereldina), the 11 BL are back in showbiz again.

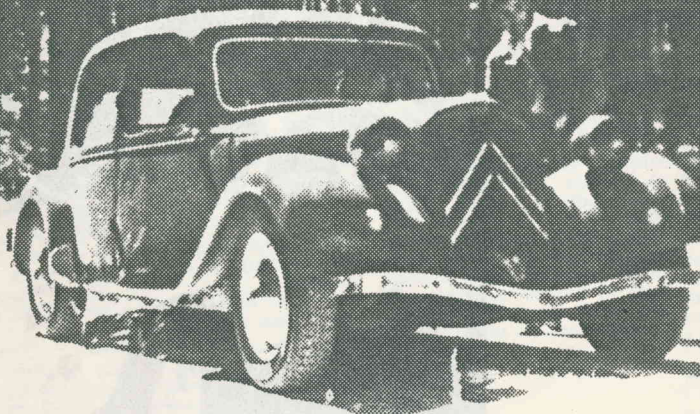
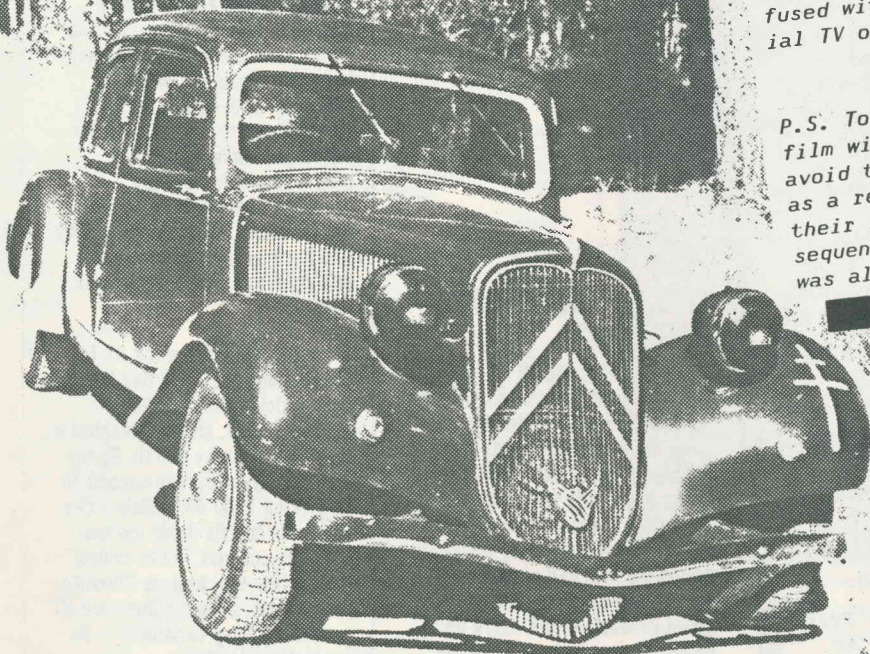
This time it is for the Australian Broadcasting Corporation and a 60 minute documentary on Nancy Wake, the Australian girl who spent most of World War II in France, working with the Maquis (the French Resistance Forces) helping Allied servicemen who been shot down to escape to England.

John plays the part of a Gestapo agent and Smellie the means of transport for him and a second agent in their attempt to infiltrate the Maquis. Eventually both agents are killed together with two Maquis members, and the car crashes off the road. In reality, the car scenes took place in pine forests near Creswick.

The documentary will be shown on ABC TV around the middle of the year and should not be confused with a mini series being made for commercial TV on the same topic at about the same time.

J.C.

P.S. To cope with Smellie being a RHD car, the film will be reversed where appropriate. To avoid then having too many "left-handed actors" as a result, soldiers carried their weapons in their left hands in the scenes which were subsequently to be reversed. The cross of Lorraine was also put on the "wrong" mudguard. Cunning!



TALES OF DARING DO



AUTO ELECTRICALS

RE-JUVENATING A BATTERY

Despite wide-held views to the contrary, it is possible to bring some failed lead-acid batteries back to life. I've had a pretty good success rate (~80%) with the methods below which are based on those in "EMERS". EMERS is the colloquial name given to the vast collection of general maintenance and servicing notes used by the Commonwealth Armies' Mechanical and Electrical Engineers units (e.g. RAEME in Australia).

The two major causes of battery failure are internal short circuits and sulphation.

Internal shorts cause "dead cells" and are due to conductive material flaking off the plates and building up in the sediment space below until it forms an electrical bridge between the positive and negative plates. Sometimes, evidence of this build-up can be seen as a rising of the plate separators.

Sulphation is due to the reaction of sulphate (from the acid) with the lead plates, producing lead sulphate which resists normal charging. It is caused by old age, insufficient fluid or standing in a discharged condition.

While these problems can be treated separately, both are age-related and likely to occur together. A combined treatment procedure is therefore advocated, as below.

1. Battery acid can be injurious. Protect your eyes, hands and clothes before you start.
2. Remove the battery caps, take up the battery, shake it to suspend any sediment, and tip out the acid into a suitable waste receiving area e.g. a distant corner of the garden (not onto your feet or the carpet).
3. Fill the battery with tap water carefully (not by hose), shake and empty as in 2.

MANUAL LABOURS

You may recall that almost two years ago (FD 9 (2)), the idea was tossed up to produce a manual of restoration and maintenance tips and related information for Traction Avants? The idea was to celebrate the tenth anniversary of the founding of CCOCA. 1988 is that year.

A small group of us (Peter Boyle, David Giddings and Bill Graham, with Robyn Couche shouting encouraging comments from the sidelines) is determined that this project should go ahead. We expect it to be a great success, meeting a need here and overseas. We are approaching other clubs for approval to reproduce tech. stuff, and of course, you will have noticed the extra technical info in Front Drive in recent times as part of our efforts to get more ideas into print form. The manual will aim to collect all the available tips and restoration experiences into one handy reference book, which as well as being a valuable reference and reading matter for "old-time" Tractionists, would also be virtually indispensable

4. Repeat 3 until there is no sign of sediment coming out.

5. Fill with good quality tap-water (Melbourne), distilled water, rainwater or refrigerator defrost water, and add two teaspoons of Glaubers salts (sodium sulphate from your pharmacist) to each cell.

6. Charge up the battery at 1-5 amps for 24 hours (for a car battery - motorcycle batteries should have about 1 amp max. put into them).

7. Flatten the battery by leaving a 15W globe (approx.) connected across it (5W max. for M/C battery).

8. Shake the battery to suspend any sediment present and pour out the Glaubers solution.

9. Repeat steps 5-8 until no more sediment appears in the drained water.

10. Flush once more as in 3, and fill the cells with new battery acid of 1.2 specific gravity (35%) from your service station, auto parts store or hardware shop.

11. Add $\frac{1}{4}$ - $\frac{1}{2}$ teaspoon of Glaubers salts to each cell, charge the battery up again, and put it back into service.

12. 300-400g (say a pound) of Glaubers salts should be enough for a 12 volt car battery.

The most recent battery I "restored" with this method was an 11 year old motor bike type which had packed up and had stood for 2-3 years. Its revival was, I must admit, a great surprise!

Jack J. Weaver.

[A very similar method is described in Earth Garden No. 47, August 1985. The Citroenian (UK) of April 1986 has a method using EDTA instead of Glaubers salts, but there is no local experience with this method. - Ed.]

ible for those just entering the Traction ranks, especially if they intend to restore and maintain their car.

We aim to keep the cost of the publication down by obtaining commercial backing and selling advertising space in it.

So how about swinging in behind us to help realise another CCOCA activity that you can be proud of. The main thing you can do is to jot down any restoration/maintenance tips you know of/have invented /have tried, in brief notes with a sketch if appropriate for clarity, and send them to The Editor. The ideas could be purely Traction, or could be general but applicable to Tractionists.

And if you can think of possible advertising or other support, leap in, twist some arms, and put us in touch. We haff vays of making them touch their kick!

Bill Graham.

TRANSPLANTS

The notion of replacing tired Traction Avant engines and/or gearboxes with something a bit more robust seems to be in the air quite a bit of late. The most common transplant involves the use of an ID19 motor and four-speed gearbox to make the car a more confident proposition for everyday use (though we are aware that several unmodified Tractions remain as regular or even sole family transport).

Jack Weaver believes the first such Traction transplant was in the United States (or UK?), and involved the motor only, with the traction gearbox being retained. A similar transplant of motor only (DS) was by Roy Poole on a LHD Normale called "Froggie" in New Zealand in the late 1950s, and this was possibly the second performed. Froggie was last heard of with Archibalds in Christchurch. It also sports a replacement floor taken from a VW Combi, and a boot scavenged from a wreck at Shorters in Auckland.

What was possibly the third transplant performed was the "full package" of ID motor and gearbox. This was carried out by Jack himself in Queensland in 1963 or '64. The car was a L15 for which he paid £65. It eventually came to Victoria, but its subsequent fate is unknown.

It is appreciated that others may have different opinions or further or alternative information on this subject. We hope therefore to stir up a healthy and vigorous correspondence on the matter, and look forward to your comments, PLEASE!

W.G.

And while we are talking of TRANSPLANTS, don't miss the BBQ/BYO/workshop, starting at 12 noon at Robin and Sue Smith's on August 2. The topic?

The ID/4-speed conversion on the Smith Light 15! Have a look at how Robin has done it, learn by his mistakes rather than your own!

Remember: Let Robin know if you are coming by Friday 31/7 on (03) 527 5429. Set this Sunday aside and come along to:

9 St Albans Ave
North Caulfield.

Bring your own grub 'n grog and make a very pleasant afternoon of it with your CCOCA mates.

CCOCA AWARDS

NEW AWARDS AND TROPHY POLICY

At a recent committee meeting, the following new awards and trophies were created:

1. Club Person of the Year - to remain the same.
2. President's Trophy - to awarded at the discretion of the President annually.
3. Bi-monthly "Merit" Awards - to be awarded in recogniton of special contributions made to the Club and its members.
4. Occasional Trophy Awards - for the annual photographic competition, the observation run and display of cars at invitation events.

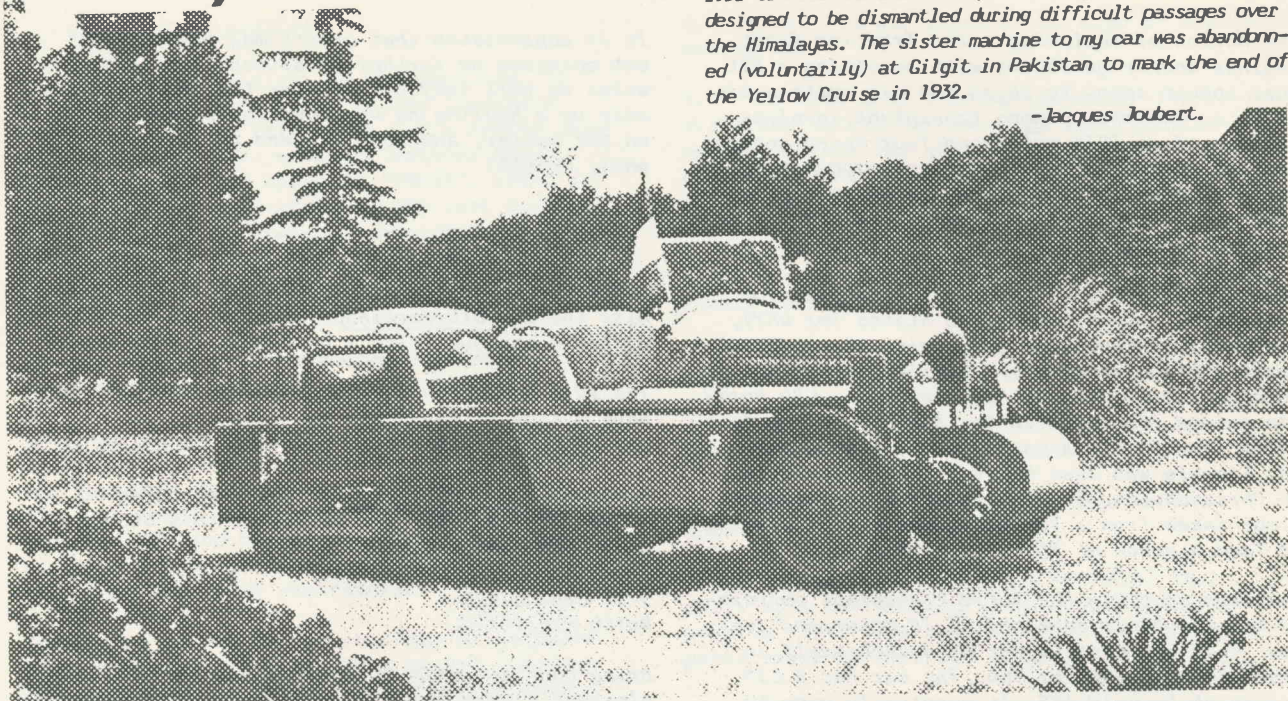
The awards as presented at the annual concours and at the Austraction weekend will remain unchanged.

Recipients of the "Merit" Awards will be announced in Front Drive and awards presented at the following General Meeting.

Robbie Couche



Half Tracks



THE SILVER CRESCENT OF JACQUES JOUBERT

A meticulous restoration of one of the celebrated half-tracks used on the Yellow Cruise.

As soon as a Citroën is fitted with half-tracks, it is invariably publicised as being a survivor of an expedition of such and such a colour... Popular culture, influenced by the immense publicity campaign that was mounted at the time of the Black and Yellow Cruises, was quick to seize on superficial similarities, to the detriment of accuracy and authenticity. Plenty of enthusiasts have done the same: how many times has the Yellow cruise been represented in this way by something like a bull-dozer, deservedly perhaps, but far less glorious than the real thing. Conscientiously or not, in the television serial 'La Cloche tibétaine', the director used a number of approximations of these vehicles, tractors and such, which were sent through the sandstorms of the Gobi and the Himalayan snows to give an impression of the event.

It is true to say that, at the time and afterwards, the market was not exactly flooded with survivors from this laborious expedition and from the pass of Bourzil. From all accounts, there is no surviving example of the giant C6 of the China Group and none known from the Pamir Group; only the 'Golden Scarab' that has been on show for some years in the museum of Le Mans and which from its appearance, might have been the one which took Lamotte-Piquet to Granelle by the Bir-Hakeim bridge. Survivor is the right word, for its preservation depended upon it being returned home.

It stayed for a long time in a basement garage of Javel before finishing up honourably at Le Mans, while some of its contemporaries were making a difficult return to civilian life. An old man who I asked about the fate of the vanished C6s told me that they had been used to pull circus caravans for some years. A curious decline.

But now there is a second vehicle from the Yellow Cruise in France that was discovered only a few weeks ago, one which has passed all tests of authenticity. In the vicinity of Montauban, Jacques Joubert and his friends have patiently restored one in less than four years. It is the 'Silver Crescent', the 948-W1 of the famous photographs, which will be displayed to the public at Montauban

Citroën half-track 'The Silver Crescent', the second vehicle of the Pamir Group, which left Beirut on 4 April 1931 to meet the China Group. This light vehicle was designed to be dismantled during difficult passages over the Himalayas. The sister machine to my car was abandoned (voluntarily) at Gilgit in Pakistan to mark the end of the Yellow Cruise in 1932.

-Jacques Joubert.

an with the warm endorsement of the two veterans who renewed their acquaintance with it after fifty years.

These two octogenarians enjoyed reminiscing about their exploits in the P-17. M. Corset was the mechanic and M. Cecillon drove the 'Bosses' half-track. He is the one shown in the legendary photo in the Himalayas when the mule-track started to give way under the weight of the vehicle. "Our cameraman had positioned himself below the turn", said M. Cecillon, "because the scenery was most beautiful at that point, and he wanted to film the moving clouds in the background". In fact, he managed to film the rock fall as it occurred. That's the answer to the question that has so often been put: how he came to be so opportunely placed to film such an unexpected hazard.

Another answer that only an old hand could give: the reason for the little door in the side of the front cylindrical roller; "In these cars, we were always short of space to put things. We had the opening made in the side of the empty roller so we could use the space; we kept our chocolate in it". An interesting snippet.

A magnificent vehicle and a restoration which is faithful to the smallest detail. Certain aspects required years of research, and Jacques Joubert even bought another car in order to obtain a genuine 'Yellow Cruise' chassis conforming exactly to the original, even though it would not be seen. From the front axle with its large wheels to the last belt-buckle, the dedication to accuracy has been stringent. At the last moment, when the tracks had already been assembled with a modern belt, it was all done again because two Hutchinson belts of the period, quite new, had been discovered at Bordeaux.

In perfect mechanical condition, the car lacks nothing; not the special crank-case, nor the regulator, nor the astonishing system which cuts off the petrol supply when the oil pressure drops. In short, immense determination and the patience of a saint was needed, but a fantastic collector's piece was the reward.

P.J. Dardinier, La Vie de l'Auto, 1 June 1982, translated by Peter Simmenauer.

Article and photograph kindly supplied by Lucien Chabaud.

HITCHED, DITCHED & SNITCHED

Robyn Couche has bought the green Light 15 for Frank and Donna Arnstein to fulfil a long-held ambition. Can't think of a more appreciative owner to bestow the right TLC on such a promising vehicle.

Max Graham (Bacchus Marsh) has acquired the maroon Light 15 of Cliff McCann (Ballarat) and given it new tyres, trim, paint and chrome. And it is looking really good.

Tony Tesoriero of Dingley has turned fellow-members green with envy by acquiring the low-mileage (28 000) 1955 11D of Robert Harding. Sold only weeks earlier at \$3750 (no kidding), the car went rapidly through two other sets of owners in about as many months, and jumped about \$2000 each time before Tony got it. If all our Tractions were to appreciate at that rate, we'd all be sitting on (in?) gold-mines by now!

Detlev Neumann of Belmont (Geelong) has acquired a one-owner black (what else?) small-boot Normale from up-country in Victoria. Rare in this country, the car captured many admiring glances and the popular car vote at the Beechworth Traction. His 11BL has gone to Queensland.

The cream 11BL of L'Equipe Grant et Thomas has been in the hands of Lyn Kennedy of Geelong for a year or so now. The original numberplate of "Victor X-ray" (VX 699) obviously has nostalgic value, and has been kept to grace the well-known and magnificently restored white Big 15 which the Thomases bought from Dennis Walton. An eye-catcher anywhere (and notably at Beechworth), we hope the Big 15 will soon feature in an account of the Thomases' experiences and impressions of "two years in a 'brand-new' Traction" - that is if Alan and Marie haven't lovingly polished right through the paint and chrome by then! Shades of poor old Sid Troon of the Traction Owners Club who was pulled over because his glittering Traction was dazzling other motorists. And to reflect that much of British Sunshine is quite a feat!

While Bryan and Joan Grant lavish TLC to very good effect on the Ex-Arthur Clarke, ex-Roger Brundle red Light 15 KSE 442, Kenn Gilbert has taken the dark-blue ex-Grant Big 15 and worked magic under the hood (alright, Limey, bonnet if you insist). Details later, but you should have seen it laying rubber outside the Wangaratta filling station, and changing down at about 70 mph into third to show what an unconverted Traction would sound like at that road-speed. And road-holding - words fail me.

The white "family heirloom" Light 15 of Chris and Jeannie Shields has gone overseas - well to Tasmania, actually. No doubt it will continue to spread its Anglo-Gaullic charm, and show conservation can provide employment and enjoyment for its new owner.

New member Claude Baxter (Melbourne) was given a very original Big 15 by his grandmother. Colour light green (the car), and Claude is keen to get it going soon. Now, why didn't my granny do that?

The much-travelled and much-loved red Light 15 (ID 4-speed conversation) of the late Arthur Baxendale is now in the appreciative hands of Alan and Sandy Baker of Frankston. Shave a thou or two off the dipstick and put in twin overhead -

knuckle-dusters, and you'll have a real flier there folks.

The Propstings have disposed of their beautiful green DS 23 sedan (some lucky person) and now use the faithful WM 715 (1951 Light 15 to the unknowing) once again as daily transport. How many million miles up now, Gerry?

The Canberra gentleman who threatens to clean up his overflowing Traction collection still hasn't done so.

The Couche Traction Arriere (B 12) has moved out of Melbourne into the hands of Andrew Begel-hole of Warrnambool, while the Dyane 6 is with John Gilmore, a cleric and Citroen enthusiast of Adelaide. A fore-taste of Heaven, John?

Peter Markus has returned early from his posting in Milan, and has resumed Traction ownership via the ex-Scott Bennett Light 15 (another ID 4-speed job). Now maybe we can learn something of the Italian Citroen scene. After all, an earlier version of the "Pope-mobile" was based on a Citroen C6, bodied in Italy and somewhat incongruously called a "Lictoria Sex". Said vehicle now resides in the Vatican Museum.

The Cross stable of collected horsepower has lost the blue CX to an "outsider". That only leaves the splendid Big 6 and the ex-Veevers 2CV. You're not deserting us are you Ted?

Renaults in the ranks? It has been observed that more than the odd Renault has appeared in the CCOCA ranks - various sizes: 750, R4, 12/14, 16, Fuego. One member even has two 16s. Throw in the odd Peugeot, and maybe it's time to strike up the Marsellaise.

The dark blue turbo-charged ID sedan built by Jack Weaver is believed to have gone north, possibly to north Queensland. If you see it up there, don't stand in its way!

And among the unusual at Beechworth, it was observed that Phil and Regina Ward had to endure the hardships of interstate travel in their BX Sauvage (Savage to you, Ocker), fully decked out, even to a numberplate reading BX19GT, or was that 19GTBX or whatever (darn that discount champagne - always goes for the eyes first).

Has the northern Traction cause been forsaken finally by its greatest defenders? Not the brown Light 15 for the Collins crusade to the south this year, but a shiny white DS no less. Is political paternalism weakening our northern friends? Nothing but a fresh sighting of the Traction in southerly latitudes will convince southern socialists that long-standing dire predictions are not being fulfilled up north.

It has been noted that the maroon 11D of David Ellis (Hawthorn) is back on the road in every day use. Keep it up troops. We might eventually choke the roads with restored Citroens!

Incidentally, Neumanns who attracted attention and votes at Beechworth, ended up driving home between Melbourne and Geelong at 11 pm on parking lights only. The generator had failed, and there wasn't enough punch in the battery to supply both headlights and ignition. Detlev is arranging to reward those who voted for his car, and says thanks to CCOCA for a great rally.

W.G.

CX cabrio
CX 2500 GTI 5 speed
CX Series 2
Panhard

8/3/4
8/3/5
10/1/12
9/1/4,
9/6/4

MEMBERS' CARS:

'23 B2 Roadster Peter Boyle 6/5/4
'23 & '24 5CV Leigh & Annette Mason 9/2/6
'35 L12 Shane Correa 9/1/6
'38 11BL Gabriel de Figueiredo 9/2/4
'39 L15 Brian Wade 6/6/5
'48 L15 Robin & Su Smith 10/1/2
'51 11BL John & Robyn Couche 6/4/5
'51 11BL Peter Hughton 6/3/6
'51 11BL Brian Wade 6/6/5
'53 B15 Don Balmer 6/3/6
'53 L15 Cliff McCann 6/3/6
'53 B15 Dennis Walton 8/3/6
'54 L15 Lance Collins 10/4/5
'54 F9 Rex Gercovich 6/1/5
'54 2CV David Gries 7/3/7
'54 2CV John Locke 9/4/2
'66 2CV4 Struan & Alison Robertson 7/3/5
'68 2CV Janet Gries 7/3/7
'68 Ami Break Mark McKibbin 7/3/6
'70 Ami Break Mark McKibbin 7/3/6
'71 HY van Phil & Regina Ward 10/5/4
'73 SM Chris & Bev Bennet 10/6/2
'76 2CV6 Russell Wade 7/3/8
'78 Dyane 6 Leigh Miles 7/3/4

EVENTS:

AOMC European Motoring Show 9/6/16
Austraction 83 Harrierville 6/6/6
85 Echuca 9/2/10
Australia Day Cavalcade 9/1/8
Bendigo Swap Meeting 83 7/4/8
84 8/5/6
CCOCA Concours 82 6/4/8
83 7/4/7

84 8/4/8
85 9/4/10
86 10/4/10
CCOCA Camping weekend 9/5/13
CCOCA Economy Run85 9/2/9
86 10/3/2
CCOCA Motorised Night Hike 84 8/5/4
85 9/4/2
CCOCA Photo competition 9/4/12
CCOCA workshops: Gearbox, Front end 8/3/10
2CV 10/3/6
Cit-in 82 6/1/8
83 7/1/8
Citrtraction 84 8/1/2,
8/1/6
Qtroendezvous '86 10/1/14
Classic Car Show (Brighton, eng.) 7/1/5
Classic Car Show (Melb. '85) 9/4/14
Hamilton Rally 82 6/2/5
Interclub Concours 83 7/1/8
84 8/1/9
Vintage Car Rally, Kalorama 8/2/11
Yarra Junction Run 6/3/10
Yum cha 10/3/5
6th ICCCR, Knebworth 8/3/3,
8/4/4

ADVERTISEMENTS:

10 hp 1921 6/5/IFC
8, 10, 15CV (Rear Drive) 6/3/8
1934 Citroen range 7/6/5
7CV (Traction, 1934) 8/6/2
Big 6 6/2/4,
6/2/IBC
L15 6/4/IFC
2CV 9/4/3
BX 9/6/12
Burberry weatherproof 10/2/11
Michelin X 10/1/19
Silentbloc 8/1/9

D-NOTES

THE DAVID GRIES PROPOSAL!



MY GARAGE MAN CALLS IT A 'CLASSIC'....

LIBRARY

As you may be aware, I have been appointed Librarian for the Club following on from the excellent professional stewardship of Peter Simmenauer.

What does this entail? Well briefly, apart from having to find adequate hiding spots for 10 cartons of neatly stacked books and magazines (we used to have a spare room), it means that I will now attend meetings regularly and keep an inventory of borrowers. I also will handle requests for back issues of other club magazines and photocopies of technical manuals and other details as requested by members.

The library stock of books is very good in condition, and contains pertinent books/magazines/brochures etc written about most Citroen models. These books are excellent for renewing enthusiasm when restoration activities flag - or for showing your better half when he/she fails to have a common 'vision' of what your car will look like if or when.....

The library also holds back-issues of all the club magazines from our fellow enthusiasts, both in Australia and from most parts of the world. Many of these make particularly interesting reading and are worthy of borrowing. In the next few months, a detailed list of stock will be published. Suffice to say that in the meantime, a constant 'revolving' quarter of our book and brochure stock, plus all the latest magazines, will be available every monthly meeting or open night. I hope members will avail themselves of some interesting

reading in this way.

Simple rules will apply:

1. Books or magazines borrowed at meetings are recorded at the time of loan and are usually expected back at the next meeting. Extensions are always considered.
2. Mail requests are OK, made to my address. You pay postage both ways. Personal visits are welcome, but ring first to make sure.
3. Workshop manuals (also some spare parts and bodywork manuals) are available in photocopied form ready for your binder, to suit Light 15/Big 15, Big 6, DS, ID. A current 2CV manual (Haynes) is available on monthly loan. Cost of photocopying is variable, depending on manual size etc e.g. L15 manual, quality photocopy, text and illustrations = \$22.50 (+post).

If you see a respectable book that the club could/should buy, then spread the word. We are in the process of buying the new Haynes book, "The Ugly Duckling", and hope that it will soon be on the borrowing list (no, it's not your favourite nursery rhyme, though its subject matter could be regarded as "unreal").

All requests and further information:

David Giddings
3 Cross Street
Canterbury 3126.
Ph. (03) 836 6038.

ON YOUR PLATE

The Editor has not been flooded by your amusing or intriguing contributions to this column, so, for your ommissions, you'll have to put up with more of the things which tend to tickle the Editorial Funny-bone. Serves you right!

A bright red Melbourne FWD Celica has the numberplate "FREE". It is apparently an expression of the way the sexy little number makes its owners feel. However, the lady of the house has found that she tends to get some funny looks and not-so-funny comments when she is driving it alone!

Noticed a fairly ordinary Holden HG wagon on a building site with the number "BRM-BRM". Perhaps a carry over from making the noises as he pushed his Dinky toys around, or perhaps a hankering for one of those 16-cylinder British racers?

And speaking as we are of funny names and funny walks (almost), The Age of July 2 refers to unusual names among candidates in the New Guinea elections (Michael Mexico, Timothy Bongo etc), but the best to me is a veteran Papuan named Mahura Rarua Rarua who is known around Port Moresby as "Starter Motor". Try to pronounce it and you'll see why. It's almost enough to make you want to give him a push!

W.G.

WELCOME!

After years of pondering the wonders of twin-pots and hydro-pneumatics, Janet and David Gries have dabbled into the more demanding realms of applied biology and have given birth to Morgan Davey Gries on May 22. A healthy little model, supplied avec manivelle, he has large but as yet undetermined capacity, together with copious and often powerful output.

We know David has a product of Malvern Links hidden away somewhere, so now he'll be able to refer to his "pair of Morgans", and if you hear that the little fellow has started going round by trike, don't take the statement at face value. He could be going a lot faster than you imagine!

The club members extend congratulations and best wishes.

RED PLATE SCHEME

*

"SPECIAL PERMIT" OR "RED PLATE" VEHICLES

Most club members would be aware of the R.T.A.'s "red plate" system that is available for cars over 25 years of age; but are club members aware of their obligations to the club as R.T.A. - authorised Red Plate event holder?

C.C.O.C.A. has been authorised since 1982 to conduct events for cars with red plates. When C.C.O.C.A. was approved as an authorised club, the following policies were adopted for the operation of the scheme:-

1. That the Club appoint two PERMIT OFFICERS (to administer the Safety checks and other aspects of the scheme)
2. That Club members must notify the permit officers upon the purchase of "red plates" and must present their cars prior to attending their first rally for a club safety check, and thereafter every 12 months.
3. The Permit Officers shall keep records of inspections and any disciplinary action taken against members abusing the terms of the permit.
4. If a car is found to be in an unsafe condition, permission to use the car at future club rallies will be withdrawn until the fault is rectified and reinspected by the permit officers.
5. Club members are advised to carry a current copy of the club's official notice of rallies; ie: Front Drive or Attractions, with them on any Club rally.

(Proposed and Ratified Nov. '82)

New proposals for wider use of Red Plate cars are before the RTA at present, and if successful, will require stricter administration of the scheme on behalf of the Club. Members are advised that Red Plates are a PRIVILEGE granted to the Hobby Motoring movement, and any abuses of the system can reflect on all hobby motorists, as well as directly upon our club.

Members owning vehicles with "red plates" issued by the Road Traffic Authority of Vic. should note carefully the following:-

1. ANNUAL SAFETY CHECKS for members cars on Red Plate Permits are to be conducted in conjunction with the Annual Concours (1987 - Westerfolds Park)
2. Any car failing to reach a satisfactory standard at the time of the Safety Check will be given four weeks within which to rectify the fault and represent the car for inspection.
3. A current roadworthy certificate would be accepted in lieu of a safety check, if a member was unable to attend due to isolation (ie: Victorian country members) a copy of which should be forwarded to the permit officers at the time the Safety check is to be held.
4. A copy of the Safety Check is reprinted to enable members to ascertain what items will be checked.

A REMINDER TO HOLDERS OF RED PLATE PERMITS:

At present, you may use your vehicle to attend any gazetted rally publicised by C.C.O.C.A. ie: General meetings, open nights, weekend events, Austraction rally, National rally, etc.

Events conducted by other authorised clubs ie: AOMC - European Day, may be attended by C.C.O.C.A. members in "red plate" vehicles. Road testing of a vehicle prior to events is permissible.

(Current to June '87.)

YOU MAY NOT USE YOUR RED PLATED VEHICLE FOR ANY OTHER PURPOSE.

Putting a Traction on Red Plates in the metropolitan area currently costs \$96 p.a. (including Third Part Insurance). Throw in some unlimited comprehensive insurance for the car itself from Shannon's and you're away! (Pre-1955 cars: \$63 p.a. for up to \$5000 value, extra \$11/\$1000 thereafter approx.).

An example of the Club's annual safety check list is included overleaf.

*As operating in Victoria.

SAFETY EXAMINATION REPORT

Owner PETER BOYLE Date 18-9-83
 Vehicle Make CITROEN TYPE B2 Year 1922
 Engine Number B 792 4 D Registration Number 1-750

BRAKING	Foot Pedal	✓	TYRES	✓	NOT FITTED
	Parking Brake	✓	EXHAUST SYSTEM	✓	
	Locking	✓	WINDSCREEN WIPER	✓	
	Linkage	✓	REAR VISION MIRROR	✓	
	Operation	✓	WARNING DEVICE	✓	
STEERING	Steering Box	✓	GLAZING	Material	✓
	Lash	✓		Visibility	✓
	Tie Rod Ends	✓	BODY	Protrusions	✓
	King Pins	✓		Mudguards	✓
SUSPENSION	Axles	✓		Doors	✓
	Springs	✓		Bonnet	✓
	Shackles	✓	LIGHTS	Head Dip	✓
	Bolts etc.	✓		Side	✓
	Cracks	✓		Tail	✓
	Rear Wheels	✓		Stop	✓
UNIVERSAL JOINTS	✓	TRAILER CONNECTION			NOT FITTED
WHEELS	✓	TRAILER TOW BAR			NOT FITTED

NOT FITTED DIPPING
 X = Faulty
 ✓ = Satisfactory

Signature - Authorised Examiner
 101

CLASSIFIEDS

Wanted: Oval interior light fitting (glass & rim) to go over rear window of early L15. Also original Lucas light lenses to suit L15 (swap step-down rims and sealed beams if you like).

David Giddings
 (03) 836 6038.

Wanted: LH front kick-plate for Normale (B15), Citroen name-plate for small-boot wheel cover, aluminium door trims (one front, one rear), windscreen wiper extension arm, RH spindle shaft & RH drag link (wiper above screen).

Peter Harbor
 3 Amalfi Crescent
 Nowra 2541
 (044) 214421.

[This ad may have been met earlier - check it out if you can help anyway - Ed].

Wanted: Swap my 11BL grill complete with wings and beading for a complete 11B grill; or I'll buy the external chevron strips alone to complete my present 11B grill.

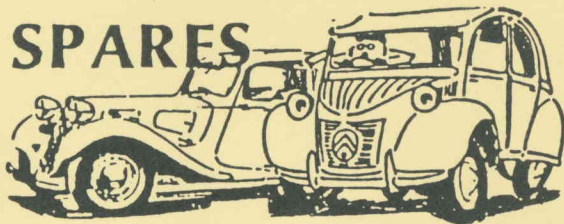
Detlev Neumann
 91 Roslyn Road
 Belmont 3216.
 (052) 439 609.

DAN JONES' SPARES

A group of CCOCA members has successfully bid for the Traction spares stock of the late Dan Jones. There is a wide range of parts, mostly used. These will be made available to club members at the lowest prices possible, as soon as they have been removed, sorted and priced.

Please do not contact the Spare Parts Officer about these spares - the group will organise distribution. Watch for further information shortly. Enquiries to Ted Cross (03) 842 4845.
 Note: CCOCA Parts Auction - Cross's, Sunday, October 11.

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

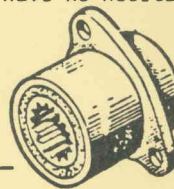
Early 2CV parts, all new unless indicated, LIMITED STOCKS, NEVER TO BE REPEATED OFFER!!

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!

Special, never-to-be-repeated offer: One set only, Light 15 driveshafts, 100% reconditioned in France. At cost, less postage: \$820.
Contact Peter Boyle

Super special: New fabricated replacement ends for rear of Traction front mudguards. L11/B15/B6. LHS & RHS. \$55 each.

