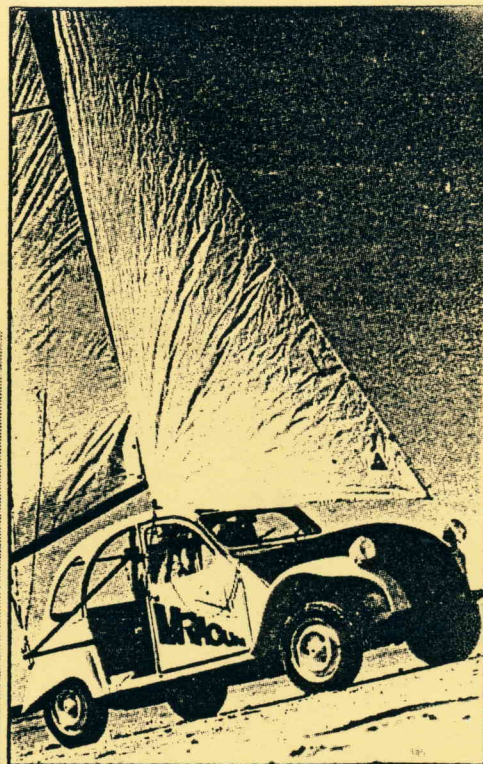
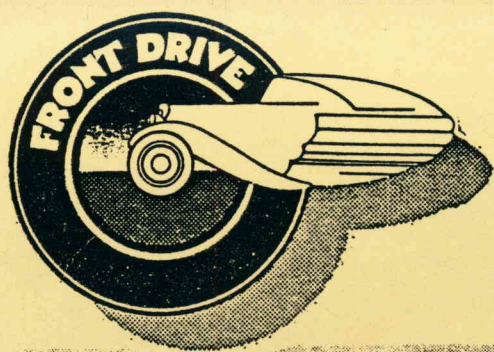


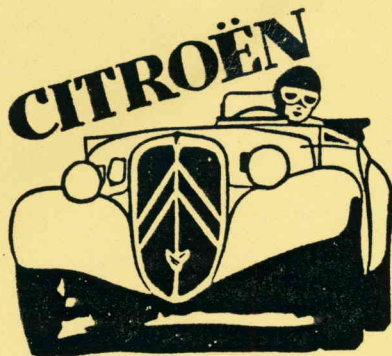
TALL SHIPS 'N SMALL SHIPS!



AUSTRALIA 1988!

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Windcheater & T shirt designs



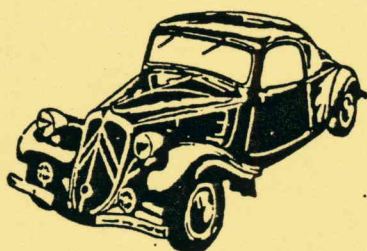
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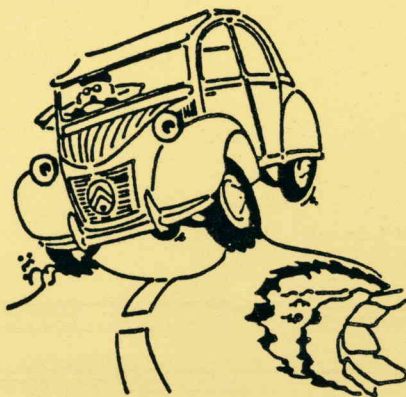
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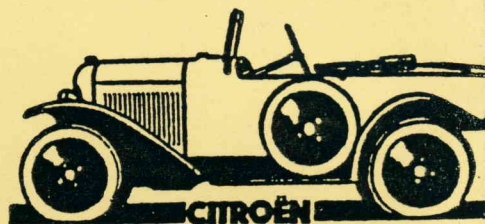
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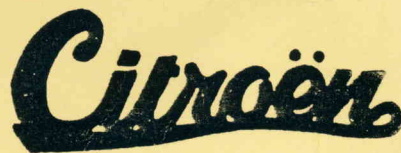
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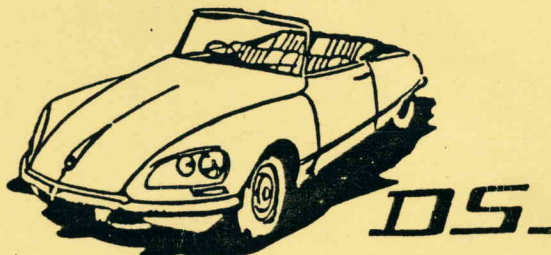
ANNIVERSARY



SCROLL
BREAST POCKET
SIZE ONLY



BIG 6



DS



CHEVRON BADGE

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

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Victoria.

Perhaps you've noticed that this issue is just a bit later than scheduled?

Well, there are various causes but mainly, it is because we've been looking into the new Desktop Publishing (DTP) techniques to give you much better looking text and photos at no extra cost. This issue is a hybrid of techniques. Costs are of course a constant concern, with paper prices rising etc.

We know you've been looking for this Front Drive because several people have phoned in, asking for it!

We'll make our next issue a little later too, so as to include the end of Raid '88.

All the best for now, and a great Citroën 1988!

Bill Graham, Peter Simmenauer, Peter Hore.

**COMING EVENTS: See
recent ATTRACTIONS.
Meeting details on
envelope.**

**Don't forget - March 23
(AGM)**

Confessions of a Citroophile.

A serial in 81 parts by John Couche.

Part 1 : In the beginning —

Way back in the days when money and weight were both measured in pounds, Bob Menzies was running the country, and I was about 11 years old, my brother-in-law had an old car which I found out years later was called a Citroen Big 15.

I remember being impressed by the car because it took me further up the (then dirt) road to Mount Donna Buang in the snow than any other vehicle on the day except a motorcycle. Remember, this was about 1962 and Land-cruisers, Range Rovers etc were as scarce as Jewish labourers on a Saturday. FB Holdens were not known for their excellent road-holding and traction. Anyway, that must have been when the double chevron bug was implanted in my brain.

Implanted it was, but activated it wasn't - that didn't happen for another 12 years or so when I finally decided that I needed one of these funny French things which would spin its front wheels in the snow instead of its back wheels like everything else on the road.

As with most Tractionists who are just starting out, I knew absolutely nothing about these cars except that they looked good and that I had to have one!

The search began.

I scoured the classifieds for weeks, but all the Citroens were hiding. I even placed a wanted ad in the paper - again no one was willing to part with their steeds. Frustrations began to set in. I once even got to the stage of thinking about an alternative to the Citroen "Light 15" as I thought all Tractionists were called then. The RME 1.5 litre Riley came up as a worthy substitute; after all, they both looked the same - or so I have been told many times since.

Finally, I placed an ad in, of all things, "Auto Action" (because the ads were free) and then it happened - the phone rang.

The call was from a man called Fred Roberts of Monbulk, who informed me that he had a 1937 Light 15 for sale at \$400. Not wanting to sound like the total novice that I was, I asked a few pertinent questions about the car. Was it registered? Was it in good nick? Did it go? Really heavy stuff like that!! All the answers I got were "yes", so up to Monbulk I went to look at the car.

There she was, resplendent in her Dulux cream house paint, day-glow green dashboard, tatty interior, bald tyres and dead flat battery - but it was registered. Being a great one for bargaining over prices, I fought him down from his original price of \$400 to only \$350 on the assurance that it did run.

After attaching jumper leads and much fiddling, the beast fired into action and I took her for a drive. A short time later, I took her back to Fred, confirmed the purchase and my 1937 Light 15 was on her way back to Box Hill.

My dream had come true.

The car was just granted a roadworthy certificate for transfer of registration on the condition that it would not be driven until the certificate had expired. So onto the nature strip it was parked.

It was during this period of enforced immobility that I discovered a few things about the car. Firstly, it was not a 1937 model at all, but according to the Motor Registration Board, was in fact a 1957. You see, I didn't have the registration papers so when I sent in the Transfer Papers, I listed it as a 1937. The MRB wrote back saying it was a 1951 and I wrote back again saying it was a 1937. To add more confusion, the MRB wrote back yet again saying it was a 1957!! Good Grief!!

About this time, I discovered the Classic Register of the CCCV, and a man called Mark Navin. Mark came around and looked at the car and confirmed that what I had bought was not a 1937 Light 15 but a 1951 11BL. One more letter to the MRB and we both agreed what type of car LMZ 504 really was. I think Mark was a bit disappointed when he came to look at the car, hoping he had discovered a pre-war car. The restoration had begun —.

I joined the newly created Citroen Classic Owners Club of Australia and quickly learned a lot about my car in particular and about Tractionists in general. Before long, I had whipped off the boot lid and slapped some undercoat on it. I sent the grill off to Repco Cycles of all places to have it repaired and painted.

For months and months after that, Smereldina, as she had been christened, simply sat there and nothing happened except the occasional jaunt round the block.

In about 1976, I moved to Boronia and really got stuck into the restoration - I put the boot lid back on, and fitted Michelin X tyres and removed a back mudguard!!

During all this time, the only way Smellie could be coaxed into life was by pouring copious quantities of 12 volt current through her six volt system and equal amounts of Aerostart down the carby until she relented and began to run. I realised that this could not go on for ever and enlisted the aid of my Traction "expert" Gerry Propsting. After removing engines, gearboxes, heads, pistons, rings, sumps etc, and putting it all back together again with some new and some not-so-new bits, Smellie ran quite well (for a \$350 car).

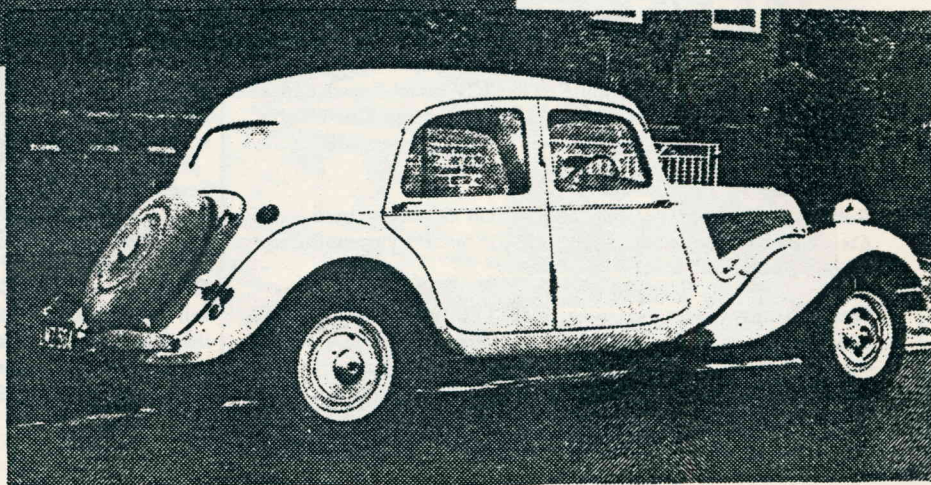
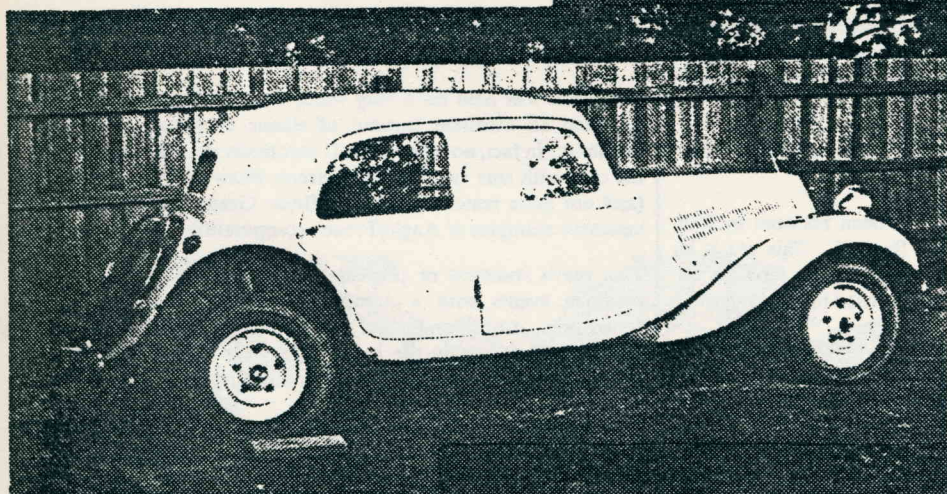
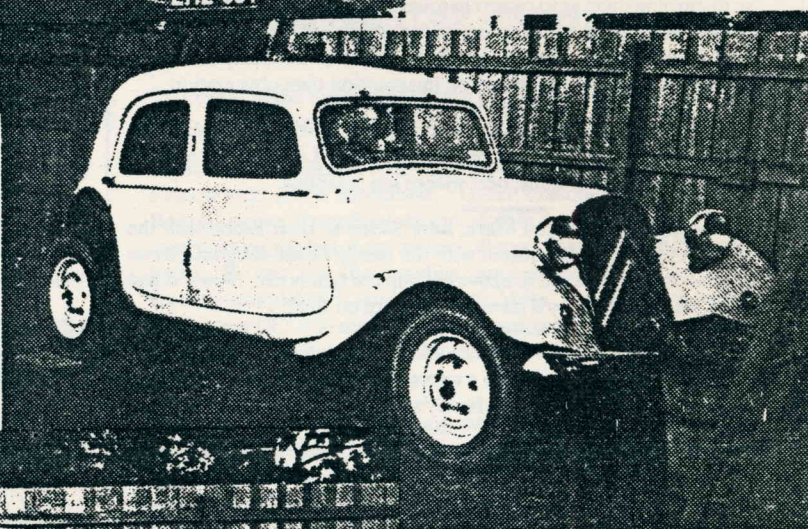
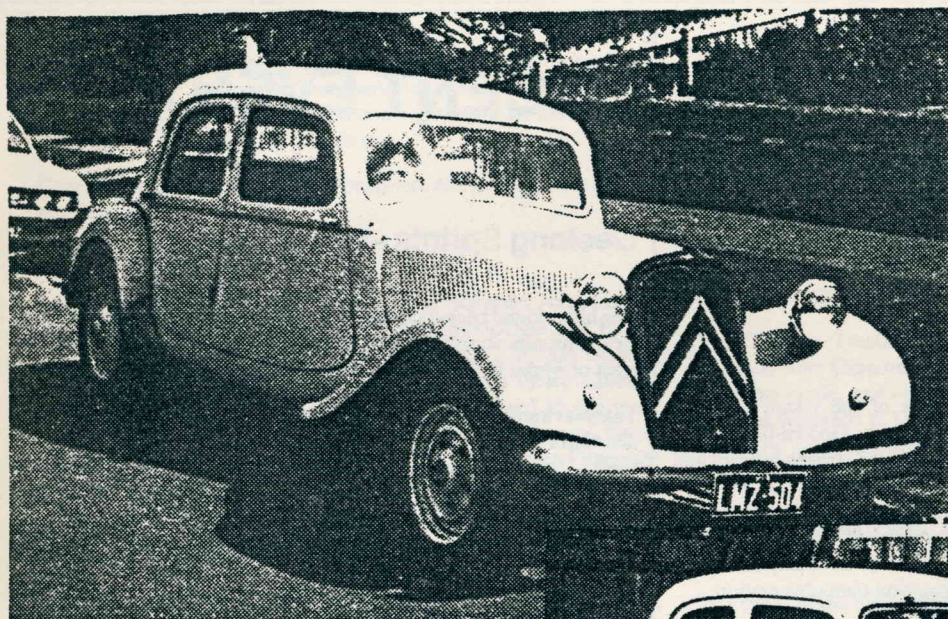
Various panel repair, replacement or repainting jobs later, I found myself driving round in a car of no fewer than eight colours! Next task, a "temporary" paint job and a new front floor.

One coat of Volvo "deep moss" green nitro cellulose lacquer was deemed sufficient to last till the body was done properly. Now, 10 years later - the same paint is still on the car!!

It seemed that I liked driving the car so much that I couldn't bear to have it off the road while the restoration was undertaken (or was it because I was hoping for a kind fairy to come and do the job for me?).

Solution - apply only necessary maintenance to Smellie to keep her going and to buy another car - simple.

To be continued.



HITCHED, DITCHED AND MAYBE SNITCHED

Reports indicate that the sober placidity of the recent CCOCA Concours was somewhat shattered by a Lady Godiva-like figure, complete with mechanical steed, who braved the stirring breezes and wheeled repeatedly not 'thru Coventry but thro' the CCOCA ranks, so disturbing them as to cause champagne to be unseemly slurped and judges clipboards to be dropped or shattered. Identity was not unambiguously established, and suggestions of too hasty an earlier enrobement seem more based on imagination than observation.

A small group of CCOCA folk and family and friends attended the outdoor wedding of John Couche and Susan Langford recently at Ferntree Gully. Naturally, best wishes are extended.

The McKibbins, Sue and Mark, have added to their brood with the arrival of George. Consistent with the family's head-long attacks on life, George threatened to arrive early in the family car. Now if it had been the Citroen, they'd have gotten there on time.

Anne and Russell Wade have also added to their brood with a brother for Evan. Pre-conditioned to a watery environment, the little fellow may fall under the spell of the family's Amphicar. Congrats all round.

One of Peter Simmenauer's Renault R4s, resplendent in yellow anti-rust, has gone to enthusiastic Lionel Curtis who may well join CCOCA to assume the privilege of membership and the economy of a "Club Permit" for occasional jaunting.

Peter's B15 "Florence" has also left his fold to be replaced by Ray Hobb's warmed Light 15.

A 2CV Mehari, very rare in Australia, has been restored by Phil Sethna and David Gries and entered in Raid 88. This car is in resplendent red with a new black hood. Rolls of duct tape are on board to deal with any cracks in the UV-embrittled plastic body.

Leigh Miles faced a dilemma going on Raid 88. Should he take the red Visa or the yellow Dyane to enhance his wardrobe? We understand he eventually wore red fireman's braces to keep his trousers up and his moustache down, so the Visa became de rigueur for the trip.

TV and film seem still to claim Citroens as important characters. There was a very nice TV tribute to the 2CV on its French demise, and these little beasts also appeared in "Balman" and "Car Trouble". The film "The Four Minute Mile" uses Robyn Couche's Light 15, and a Dyane is used as a camera car.

Robyn Couche reports issuing the first club authorisation to permit Claude Baxter to put his ex-granny's '53 L15 on Club Permit (formerly called Red Plate Scheme).

Seen in Bangkok, near the Green Palace (Yes, we sure get around!): a blue Big 15, immaculate (cheap labour for restoration?), with its windows etched in a delicate lacework pattern. Want to try it on yours? Not quite the go for Raid 88 or round Australia, Lance? What would the fellas in Longreach say?

RECENT EVENTS

Geelong Sprints - November 1

The historic and tricky course for the Geelong Speed Trials at Eastern Beach usually attracts a good crowd and keen competition, not the least of whom has been "our own" Jack Weaver in earlier times.

This year a small CCOCA group attended. Robyn Couche and Detlev and Carol Neumann brought their Traction by the conventional land route. However, John Coleman and his wife collected Alan and Sandy Baker in the infamous PB007 and crossed the Bay from Sorrento to Queenscliff by ferry. It would be ominous to say the trip went swimmingly (!), but apparently it was enjoyable overall.

Mt. Tarrengower Hill Climb - November 7

This historic event near Maldon was attended by Tractionists Robyn Couche and Peter Hughan. It was in effect a proving run for Peter's splendid black 11BL after he had set it up for everyday use with his own version of D motor and four-speed conversion. John Vanechop's coupe was entered but did not appear.

1987 Concours d'Elegance - November 29

The setting for this year's CCOCA annual Concourse D'Elegance was Westerfolds Metropolitan Park at Templestowe.

The event was held on a very windy Sunday 29th November and attracted an excellent turnout of classic Citroens and CCOCA members. In fact, no fewer than 21 cars made the effort to represent the club with cars ranging from Jeremy Shaw's recently purchased (and not quite restored) 11BL to Bryan Grant and Robin Smith's beautiful examples of Anglo/French co-operation.

This year's standard of presentation appeared to be well above previous events with a number of cars all possible outright contenders. Considering that several cars in the club that would normally be attracting the judge's eye were absent this year, the overall standard of cars in CCOCA is obviously improving.

Congratulations to all those people who put in the effort to present their cars in such a high standard.

It was good to see some country members attend also. Brian Gladman from the wilds of South Yarra and Detlev Neuman from Newtown, Geelong were a welcome addition to the line-up with their S.M. and Normale models respectively.

Several members and their families whose Citroens are not yet on the road also came along to socialize and gather inspiration to have their cars at the Bi-Centennial Concourse next year.

Competition for the 1988 Arthur Clarke Trophy award looks like it will be hot with most of the "not-so-good" cars being judged prior to the intended work on them over the next 12 months. Hopefully the enthusiasm will be maintained and the judge's job in 1988 will be even harder than it was in 1987.

Although the wind seemed to be getting stronger and stronger as the day wore on, the rain stayed away until the event was well and truly finished. This gave the picnickers and sight-seers all the time they needed for a relaxed and enjoyable day.

Congratulations to the winners of the prizes and place-getters (details next issue).

Those present on the day were: -

Jeremy Shaw 11BL, Detlev Newman 11B Normale, John Couche and Susan Langford & Family 1BL, Peter Simmenauer & Family L15, Bryan and Joan Grant L15, Robyn Couche L15, Max Graham L15, Robin & Sue Smith & Family L15, Ted and Helen Cross & Family Big6, John Coleman L15, Alan & Sandy Baker L15, Margaret & Dylan Waugh Big 15, Leigh Miles Visa, Leigh Miles Dyane 6, David Gries 2CV, Louise - Charleston Coloured 2CV, Peter Fitzgerald AKS400, Peter Boyle B2, Brian Gladman SM, Roger Brundle, Faye & Family GS, Kym & Robbie Harding & Family CX.

Other makes of automotive conveyance:

Mark & Sue McKibbin & Family, Phil Sethnar, Hayden Chapman, Ron Lawrence, David & Ann Giddings, Bill Graham, Peter and Hazel Hore and Family, Peter Holland (I think).

John Couche..

Werribee Run - January 24

The annual Australia Day Weekend run from Melbourne to Werribee again saw CCOCA representation this year. Robyn Couche and Detlev and Carol Neuman did the trip in conditions which started off wet but ended up very enjoyable.

Peter Simmenauer was prevented from participating by dodgy electricals, and he and David Gries waved the intrepid Tractionists off in the rain.

Hanging Rock - February 14

The Macedon Ranges and District Motor Club extended an invitation to all clubs to come to this beautiful and striking picnic location. Hundreds took up the offer.

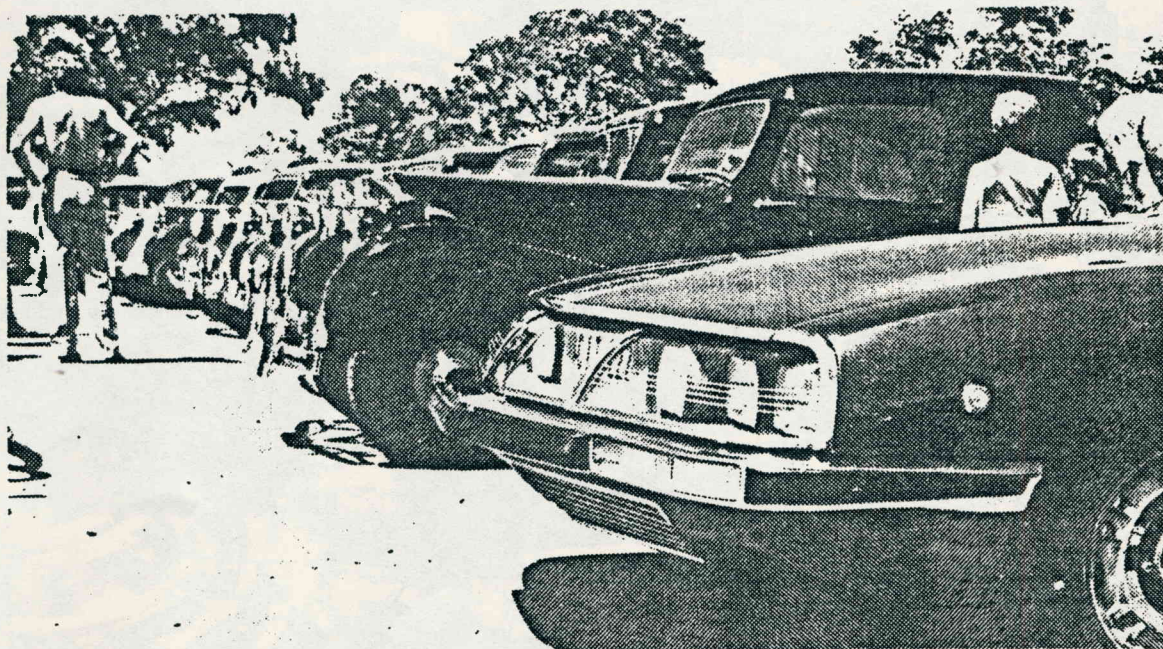
The CCOCA Tractionists of Robyn Couche, Jeff and Marguerite Pamplin, Max Graham, Detlev and Carol Neuman and Fred Kidd made the grade, and other Citroenists Ron Lawrence and Heather Greaves appeared in DSs. Some 560 cars entered all up, and many "moderns" were also present as spectators. Definitely to be borne in mind for the future.

AOMC European Day - March 6

This event in the extensive grounds of Flemington Race Course was again a pleasant outing this year.

Bryan Grant's Traction KSE 442 took out a Merit Award, as did Jon Faine's 1955 BMW motorbike. Other Tractionists were entered by Robyn Couche, Peter Simmenauer, Robin Smith and Peter Hughan. Interestingly, the last three vehicles all sport D motors and four-speed boxes. It was the first public appearance of Robin Smith's recently-completed "Claude". Leigh Miles' Visa was also entered, while other CCOCA members Ron Lawrence, Hayden Chapman and Russell Wade appeared in the crowd. Sister club, CCCV, took a relatively low profile this year.

Peter Simmenauer noted a resurgence of Borgward vehicles including a very good little Lloyd Alexander. A robust and "different" three-cylinder DKW Sonderklasse also caught Peter's eye.



Das **VILICCO** vom 4. - 6.9. auf der **LORELEY**





LETTERS

TO: The Editor, Front Drive

Dear Sir,

I thought I'd never see the day when a club purporting to be a classic club would devote almost a whole issue, viz. November/December '87, of its magazine to instructions on how to butcher your classic car, viz. the Traction.

I intimated in my previous letter that I could not see much point in being involved with this club for much longer, and I certainly did not expect to be writing to you again, but I was so appalled by that issue that I just could not hold myself back.

It seems that anything goes in the name of making your Traction more competitive in traffic with the modern car. If this is one's aim in driving a car, then why not buy a modern car in the first place and save a lot of time, effort and money. An original Traction can be driven quite safely in modern traffic. How many thousands of miles has WM175 clocked up now?

Now that I have again mentioned the dread word ORIGINAL, I should advise that in my latest travels around the Traction capitals of the world, I have found that the concept of "Originality" is very topical, and it would certainly be in this club's interest to instigate a debate on the subject. Why, with the direction this club is heading, it will not be long and there will not be an original Traction left in the country.

While on the subject of Traction capitals, I fear that our beloved city of Melbourne, once a great Traction city, may not be included in this group for much longer. Sadly, these days one can go for weeks without even seeing a Traction on the roads, whereas just a few years ago, hardly a day would pass without seeing two or three.

I cannot let this opportunity pass without warning readers about the activities of that great impostor, Barr. How delighted he must be that his carefully devised plans are working beyond his wildest dreams. "Rid the world of the twin-pot blight", he says. We know what his true aim is. To rid the world of the Traction and populate the streets with twin-pots. "Off to Portugal", he says. We know why - to bring back half the production to our shores. Locust-like, once allowed to gain a foothold, they soon reach plague proportions. I warn you, Mr. Editor, if you continue to entertain the Impostor in these pages, it will be at the dire peril of the Traction.

Before signing off Mr. Editor, I must stress that my first name is spelt 'Traks' and under no circumstances will I permit the vulgar version 'Tracks' as used by yourself when commenting on my previous letter. I am particular about this as I am very proud of my Viking ancestry, or that part of my ancestry.

I remain your devoted Traction Lover,

Traks John East. Vive La Traction, vive L'Originalite.

[We sure seem to stir this guy up, don't we. Look forward to more exchanges of this kind in future. In the meantime, you might like to make some observations of your own - Ed.].

36 Main Street, Dyke, Bourne, Lincs., P.E. 10 O.A.F., ENGLAND.
January 11.

Dear All,

Many thanks for your letter and card bearing news and good wishes.

Well as you are well aware of, it's "Australia's year", we are getting coverage of what's going on in Sydney etc. on this the Bicentenary. I recently have had sent to me a Booklet published by "B.T.A" called 'Britain, Land of Heritage' which was especially printed for Australia telling of the history and events leading up to this year - try to get a copy Bill if you can (maybe you have already?) - it's great reading and I have been surprised to learn just how many great names involved in shaping the great country of yours came from my part of England. Many thanks also for the Front Drive issues I have had during 1987, I look forward to this year's copies (keep up the good work), in the Editorship and I am pleased to see your Club is as strong as ever. Wish Simon a belated "Happy Birthday", I just beat him by 3 days (quite a difference in years though!). Your coach trip camping holiday sounds as if you enjoyed it very much and just the kind of thing I'd like to take part in someday.

My family is now growing, Linda now has 2 boys and 1 girl, and Barry tells me his wife Gloria is expecting in June. His business is going great and he has a partner, an extra pair of hands will soon be needed, John and Jose Waghorn of B.W.B are also expanding their business and sales of Citroen cars have really taken off, excuse the snippets of news, - this space is going to run out soon. Citroen plan to have 40 Traction go from Quebec-New Orleans sometime this year. "Maigret" is also to reappear with Richard Harris as the Inspector - as soon as more info comes I'll let you know. I have had a card from Peter Hore which I have to answer with all the latest news from "Peacock Eng". In June there is to be a Celebration of 50 years of the 15/6 at Le-Touquet which I hope I can go to. News from home here is concerning work things have slowed down a bit, and I'm waiting for the temperature to go up and the will to get going again will reappear. Christmas has come and gone (we spent it with Barry and his wife this time), so far the bad weather hasn't arrived so MAYBE we may have a mild winter.

Well Barbara, Bill and family and all the Club, lads and lassies, we send our wishes for a "Very Happy 1988".

Cheers, Edna and Fred.

Dear John,

Merci for the pictures you sent to me in November. I have used them in the "Almanach du Citroeniste 1987" in a long article about Australian Citroens. This year my Almanach is printed very late because my publisher has bought his own publishing company and had no more money to publish this book until now. Stupid isn't it?

I will send our pictures back to you as soon as possible. Have you some pictures of the 5CV that was the first car to drive around Australia, and some text too? I would like this for the 1988 Almanach that I will publish in April.

To talk about cars, I have just changed my AX after 45,000 km for an AX GT - this car is very fast. Recently I bought a perfect looking 1979 CX (made the year before the Salon de L'Auto) from an old man for a very, very, very cheap price of F7000.00.

I still have my 1937 11B which I have owned for 15 years now and after 75000 kms, including a long trip to the Soviet Union, it works perfectly well. Those cars are amazing; I have never opened the bonnet to change a part, not even a spark plug!

I am mad about 6 cylinder Rosalie 15s. I already have a Cabriolet 8CV, a Berline 10CV and the chassis of a 1934 15CV. The chassis now has a new body built by an artist like Chapron - a simple country man who made a carrosserie without any machines, only a hammer and small tools. This genius fellow followed a drawing I made and succeeded to make a wonderful dream car like something someone would have made in the 1930s.

Soon the car goes to the painter and then the final fittings to be perfect. The car is going to be black with a red chassis and under wings (which are like a motor cycle and turn with the wheels in front). Part of the wheels and all of the inside leather, and dashboard is to be red also.

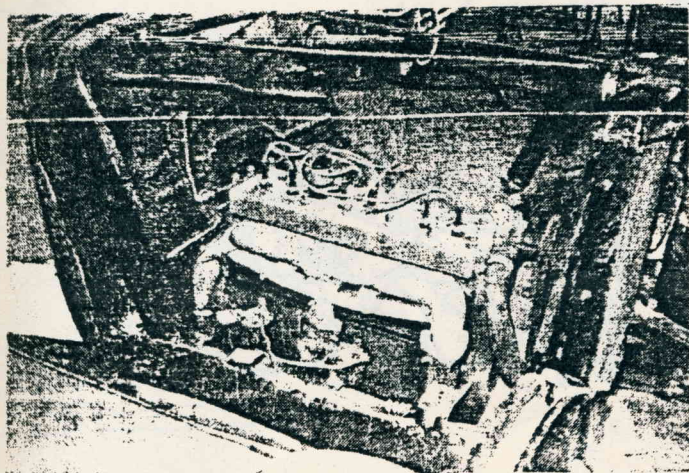
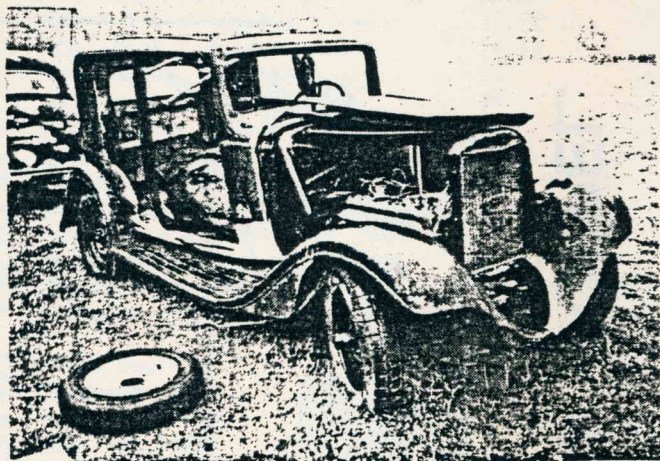
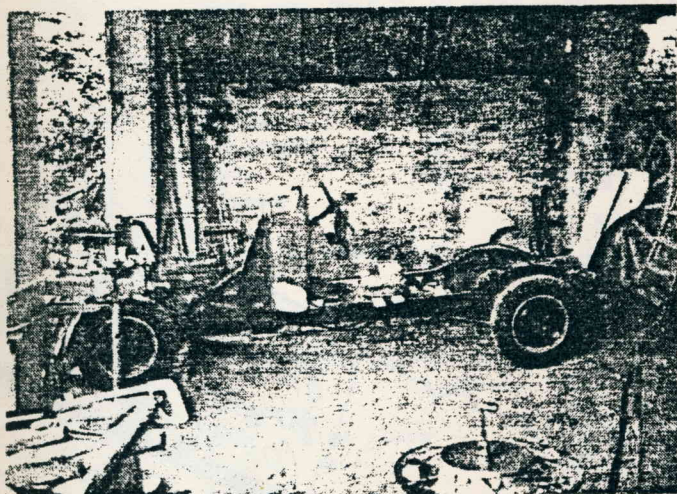
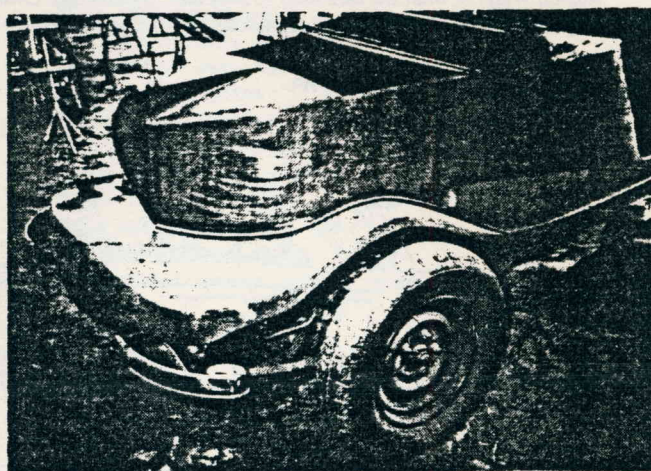
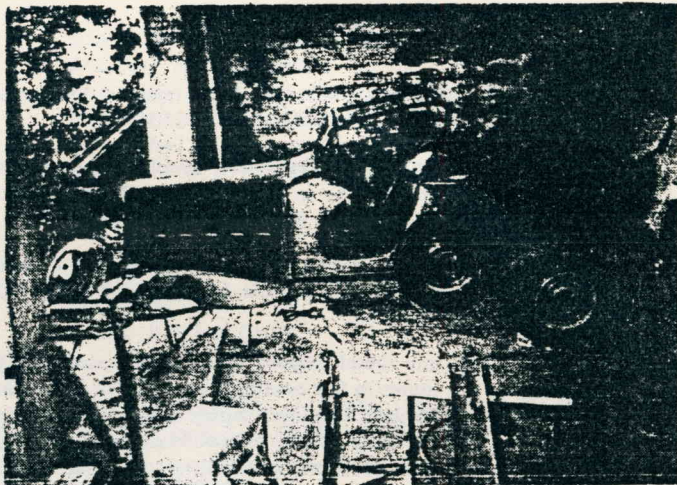
A chassis like this car's is very, very rare to find in France. Citroen made only 2500 of them and I know of only about 10, most of which are not in running order. I bought this one 7 years ago (picture 5) with a rusty body which would have been difficult to work.

Some 4 months ago I sent an ad to "la Vie de L'Auto" searching for another 15L but a Berline and a 1933 model, if possible. I thought I had no hope because I had the same ad two years ago to find the first 15L. Some days after a guy rang me, an old man, who had had the car for 30 years in a garage and wanted to sell the garage and the car also. He only lived 40km from home.

The car was the first 1932 model with the chevrons in the radiator grill, a berline, very well conserved, beautiful, complete and with its registration papers. I bought it for F15000 - a good affair - and now it is to be restored as a winter car. I think I am going to sell my 8CV cabriolet roadster, if you know someone.....

That's all for today.

Fabien Sabates.



Picture 1: The car before June 1987. Picture 2: The 6 cylinder motor. Picture 3: The car almost finished (today it's finished but no pictures yet). Picture 4: The strange, but nice rear end. Picture 5: As found.

CLASSIFIEDS

For Sale: Traction engine and gearbox complete - reasonable condition. \$700 Contact Robin Smith on (03) 527 5429.

For Sale: ID19 body shell, basically bare. Available to anyone to take away. Don't want to put it in the tip. Contact Peter Harber, 3 Amalfi Crescent, Nowra, 2544 or phone (044) 214 421.

Wanted: Light 15 short motor, suitable for restoration. Contact Peter Dougheney, P.O. Box 564, Irymple, 3498 or phone (Bus) (050) 222 244, (Priv) (050) 246 555.

For Sale: Two rare diesel engined Citroens of about 1937/38 vintage. One is a tourer in fair condition, no doors or front seat, engine removed (condition unknown) various other items missing. The other is a utility in very poor and rusty condition with many parts missing or beyond repair. Both cars would ultimately be restorable if you were prepared for a lot of work. See F.D. Article in 1982 by Russell Wade of what the cars used to look like 10 years ago. Owner is open to offers. Further details from John Couche on (03) 729 7470.

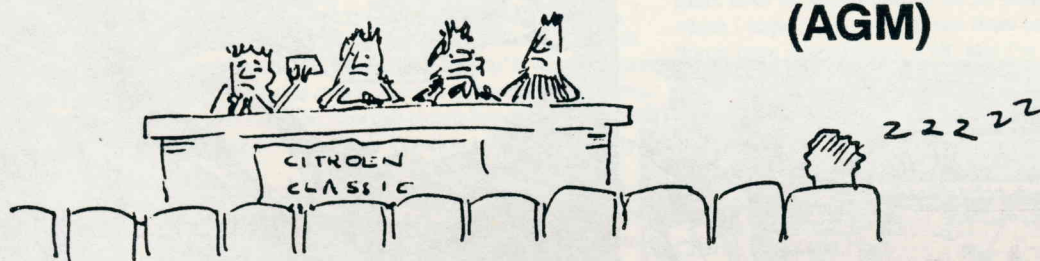
Swap: 6V generator in excellent condition (brand new winding, commutator, brushes and bearings about 5,000 km ago) plus heaps of spare parts for a 12V generator in good usable condition. I will buy the 12V unit if you have no need for a 6V generator. **For Sale:** Brighten up your night life. 2x 6V quartz halogen globes. Brand new and still in their boxes. Suit 11BL, Normale 3 pin plug \$20 the pair. Contact John Couche on (Bus) 508 2439 or (Priv) 729 7470.

For Sale: Undeniably classic Citroen '72 GS 1015, bodywork can only be described as tacky, but mechanically sound. Little work for RWC, still registered if you're quick. Many spares included. Price negotiable around \$650. Contact Roger Brundle on (03) 380 9321.

Cleaning Service: Motor panels and furniture stripped. Non-caustic method (formula 218). Tank size 7 x 3.5 x 3 deep (feet). Fertain treatment if required. One week turn-around. Contact Rob Wood, Geelong on (052) 216 101.

THE A.G.M. !

Don't forget - March 23
(AGM)



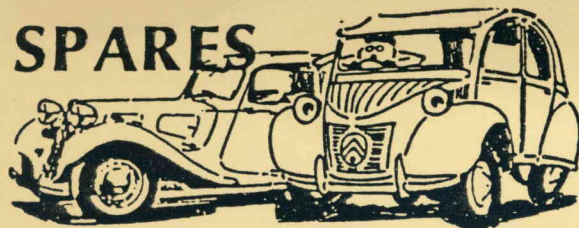
All those in favour say. Aye! (wish Aye wasn't here!)

GIDDING'S GOSPEL



WHAT WE MEANT BY 'RAID' IS

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	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
Over 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

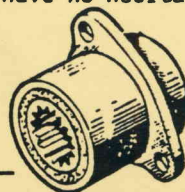
Early 2CV parts, all new unless indicated, LIMITED STOCKS, NEVER TO BE REPEATED OFFER!!

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, fully reconditioned in France. At cost, last chance: \$820.
(contact Peter Boyle)

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

P. Boyle

