

A salute to -

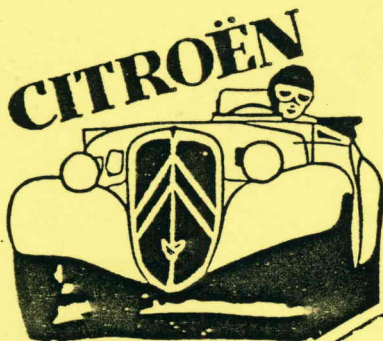
THE RAIDERS OF THE BUST PARTS!



This is not a vehicle..... it is a way of living!

Whilst every effort is made to ensure the accuracy of information and advice in this magazine and in replies to readers queries neither the Citroën Classic Owners Club of Australia nor the officers and members thereof nor the authors accept any liability

Windcheater & T-shirt designs



ROADSTER



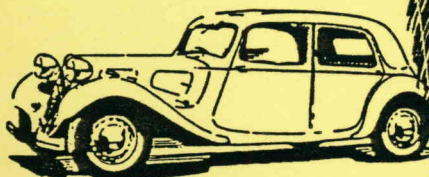
VILABLE ONLY TO
YLINDER OWNFC



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

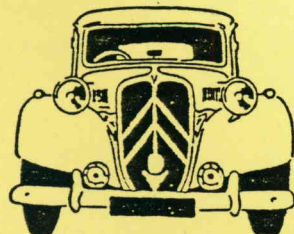


COUPE



LIGHT 15

CITROËN



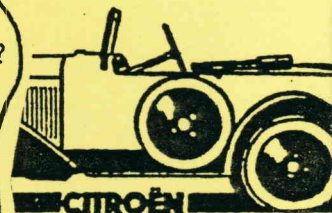
CITROËN

BIG 6



DS

DS



5CV
BREAST POCKET
SIZE ONLY

CITROËN

SCROLL
BREAST POCKET
SIZE ONLY



CHEVRON BADGE

Hey There!

Been working hard on your beloved auto, and feel that you should have more than just skinned knuckles to show for it?

Or there's someone whose small favour should be rewarded with a gift to show you aren't another skinflint and you really are appreciative?

Maybe the CCOCA Club Shop can provide just the answer to both kinds of dilemma.

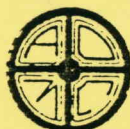
Robin Smith reports that things have been more than just a little quiet down at the Club Shop lately, and he'd like to see more stock moving so he can release funds for further goodies.

Give Robin a call and check out his stocks of T-shirts, badges, stickers, wine-glasses and so on. You'll be able, at modest price, to help him and your club mates, and maybe even —

Reward Yourself!

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

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Meetings are held as follows:

Fourth Wednesday of each month except
December. The meeting location is the
Courtyard Room, Nunawading Civic Centre,
Maroondah Highway, east of Springvale
Road, at 8.00 p.m.



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In this issue the manic tale:

"Confesions of a Citroophile" is continued.
How about penning out your version?

And we salute those brave souls who crossed
Australia in 2CVs and other mechanical
devices in Raid '88.

We feature various reports: From our
new/old President, Recent Events, there is a
brief "Member's Car" - see how easy it is - why
not send us something about your car. And
our regular features such as "On your plate"
and some very interesting "Classifieds".
Some of our "letters" are likely to stir up a
storm - watch out!

Keep up the "Cause Celebre" and good
reading.

Bill Graham, Peter Simmenauer, Peter
Hore.

*Sorry we're still
a bit behind times
due to our new
production techniques
But never fear, we'll
catch up soon!!*

Coming rallies:

May 25, Wednesday General meeting, Nunawading.

June 11-13, Saturday-Monday Austraction, Melbourne.

July 27, Wednesday General meeting, Nunawading.

August 7, Sunday Practical Day & BBQ - D-conversions.

August 24, Wednesday Open night, Nunawading.

September 25, Sunday Classic Car Display.



LETTERS

TRAKS JOHN EAST draws spirited responses! The "pros" and "cons" came out of the woodwork.

The Editor

Dear Sir,

I am overwhelmed, and left almost breathless in admiration for Trak's attitude and undoubted eloquence in last Front Drive. Eloquence pertaining to the retention of originality for the revered L15. However, he has inspired me to the point, where nothing loathe, I feel I must take pen in hand and support him to the full. He is to be commended on his stand against development and change. He should be looked up to for his unswerving efforts to halt this cursed scourge of modification. In short, to hold to the stability of the marque and keep things as they were. Indeed, why not hold to the basic design of 1929. Those run-in bearings and spindly con-rods, perfectly suited to rotating 20-30kg of cast iron flywheel/clutch assembly transmitting the power to the wheels. So what if it is via a rather fragile 3-speed transmission with 3 badly balanced ratios. Fragility makes you appreciate what you have, and, after all, who wants total reliability!

I feel sure, if one were to open the bonnet of Trak's doubtless pristine machine (nitro-cellulose finish of course), one would be confronted with a vulcanite battery case, each cell of which being lovingly sealed in place with pitch. The spark plugs would be two piece, and every inch, sorry millimeter, of wiring would be rubber-insulated and cotton-braided. Not a light globe fitted to the bolide being made post the date of the vehicle leaving the factory. Unfortunately, continually plaguing him is the problem of obtaining sufficiently low octane fuel to cope efficiently with that 6.4:1 compression ratio; but, being a man of integrity, he always employs straight SAE 30 motor oil. None of this modern multigrade temperature-stabilised rubbish.

If his vehicle is pre-1950, I have no doubt the mere thought of fitting a Michelin X tyre is a total anathema to him. Just the thought alone being sufficient to cause a dramatic increase in cerebral temperature. Fortunately this would be speedily reduced, his fevered brow being cooled by the draft through the open driver's window, open always rain hail or shine, to allow hand signals, correct for the

era, to be given.

Therefore, to the man progress has passed by, long live originality, and a pox on progress.

Trak, I salute you.

RON CHEVV.

Dear Ed.

After reading Trak's letter, I am more than convinced he is either labouring under a misapprehension, is totally misinformed, or is misguided. Perhaps a little of each.

How can, no matter how it advanced it was for its time, a car whose basic design is now 58 years old, cope adequately with modern traffic conditions. Admittedly its 1911cc engine has quite good torque, but only develops 54 B.H.P. and the torque multiplying device has only 3 badly-spaced ratios, so it is not a great deal of help. Particularly as gearbox reliability leaves something to be desired. Yes it is possible for a L15 to cope with modern traffic, but it does mean caning it rather harder than is either practical or advisable. Let's be honest, 54 bhp from 1911cc has been left a little breathless when the new 250cc Honda puts out 68 bhp. OK, rather a different set of circumstances, but it is still the Otto 4-cycle system, and shows something of 50 years of engine development. The 15's stopping ability was considered at the time of its conception to be the best of any production car. This enviable state of affairs lasted for some years, but, like engines, brakes to have improved and the 15's brakes are no longer more than adequate. The same can be said for tyre sections. The footprint of a 165 x 400 was, at the time of conception, greater than almost anything else on the road, but that too has been left far behind, and 24 cwt requires rather more than bicycle tyres to aid the stopping capabilities.

Updating to employing 19-series engines and transmissions is certainly a step in the right direction, after all these were originally developed in the IID series which is a BL body with prototype components fitted. So Trak, if we want to keep our 15s on the road and enjoy driving the "poor mans Bugatti", then a little updating may well be the solution.

NORM L. SEDDON.

Dear Ed.

I believe Trak (spelt with a K) has the wrong idea. I enjoy driving a good L15, but am finding a stock standard L15 is now becoming more than a little vulnerable in today's traffic. After all, it is hardly a modern design, even if the body shape is classic and will never date; but the engine, gearbox and brakes have. The gearbox in particular, forever a weak link in the machine since the first came

off the line in the early 1930s.

To these ends, and to enable a 15 to readily cope with today's traffic conditions (as I said prior, I enjoy driving one) I propose to keep the body shell "as is" and not fit ID/DS19 components. After all, these are 30 years old, and no longer as readily available as they were. Instead employ a 2 litre, open half-shaft. V.W. gearbox, (robust, and readily available) mated to a twin-cam 2 litre Japanese engine (a damn sight more efficient and lively) and modified B.M.C. drive shafts and bearing assemblies. The front wheel bearings will then have adjustable Timken Taper Bearings (not unadjustable ball races). Note, L15 rear hubs have used adjustable bearings since the first design.

To complete the refurbishing, a set of 15" x 6" wide rims shod with 175, 60% aspect-ratio tyres, there being a much better selection of rubber available in 15" than in 165 x 400s.

To Fred Flange, the average motoring enthusiast, this will be a machine which still looks an original Citroen L15, but will give me a much more reliable and responsive machine with spares readily available. I will still be driving, day to day, and thus displaying, externally at least, the model and marque we love. Even the revered Andre himself did not stagnate, and had little hesitation in appropriating both ideas and techniques for the 15 - from our American cousins for hydraulic brakes, Dodge Bros., Chrysler for "Floating Power" engine mountings, and Ford for assembly line techniques.

Even the Citroen logo came from the form of teeth on a pair of wooden pinions devised by a country blacksmith.

After all, is not imitation the sincerest form of flattery?

F.M. LEE-NYNNE.

Citroens made in Germany

Immo Mikloweit
Weismantelweg 8
D-5000 Köln 91 (Neubruck)
Deutschland.
21/3/88.

Dear William,

I am sorry my English is not very good, so I decided to write to you in German. I know it is not polite, so I apologise. I also have a bad conscience because I lost your letter.

Thank you for your hints, and I would appreciate if you could put my pictures and short story in your Club Paper "FRONT DRIVE". As yet my book is not in print, but

as soon as it is, I will let you know.

It came as a surprise to hear that you and your wife were in Cologne. If you come to Germany again, please know that you would be welcome to stay as our guests.

Once again I apologise for not writing back sooner.

With best regards,
IMMO.

P.S. In July '88 my wife, daughter and myself are going 'on holiday' to Old England.

(Translated by "Carl").

[Thanks very much Immo for your letter and notes on Citroen production at Cologne. We hope someday to have an equally good account of Citroen production in Australia. Because of space considerations, we are holding Immo's account over to our next issue. It is a fine piece and well worth reading - Ed.].

TA V8 unearthed?

Chateau de Montrame
77650 Longueville
France.
19/2/88.

Dear John,

Thanks a lot for your letter and the "Citroen News". I won't cut it or leave it for children to draw nice colours on it... As soon as it will be photographed, I will send it back to you in a nice and strong package.

It's too late unfortunately for the "Almanach du Citroeniste" 1987 - (my publisher had to divorce and that's why this '87 book hasn't arrived yet) but it will be in 1988 edition.

I have the project of a complete Citroen book for Editor in Switzerland, Lausanne, a "Catalogue raisonne" - they have already published Mercedes, Ferrari, Alfa Romeo, Porsche etc., I expect their answer this week.

Of course I have great interest in your two diesel cars, follow this... please.

I have very good news now... too long to explain it here, I maybe sending you a "K7" to explain it - I know where there is a "22"! [Citroen Traction 22CV - the elusive V8! - Ed.].

I saw part of it, its the real one, a berline [sedan] in South of France by a farmer.... a long story for later (soon!) and pictures for your magazine.

If you need pictures, let me know please, I will send you what you need or want.

Tres amicalement,
FABIEN SABATES.

By the way: A P.S. on Fred Annell's last letter from UK said he might make it out to Oz again about Xmas '89. Hope you make it Fred (overland in the Big 15 Roadster?).

XMAS 1987

Here we are with the little family! We wish you a very happy New Year and thank you for your letter with the [family] picture.

The book on "Citroen" will be released in March.

OLIVER DE SERRES (France).

[Charming, Olivier, simply charming. Er - You're not going for a "Family Nine" are you, old chap! - Ed.].

23 O'Briens Road
Port Macquarie
NSW 2444.
15/3/88.

Dear Bill,

Please accept my apologies for the delay in sending notes on the restoration of our L15. It's mainly due to "Writer's Block" as the drafts did not seem to be suitable. We expected to have it on the road but ran into a number of minor but time-consuming problems. The latest was freezing on of the back brakes after standing for a few hours. There is no fault in the release linkages. Now believe due bonding of shoes to drums due linings being impregnated with fluid, prior to having wheel cylinders sleeved. Have had new linings fitted and about to reassemble.

The Queensland Entrants in the Bicentenary Veterans Rally have been in Town for a few days, about 160 cars. Some very interesting machinery, the oldest a 1906 Ford owned by a Professor of Anthropology in California and driven by his sixteen year old daughter with a P plate.

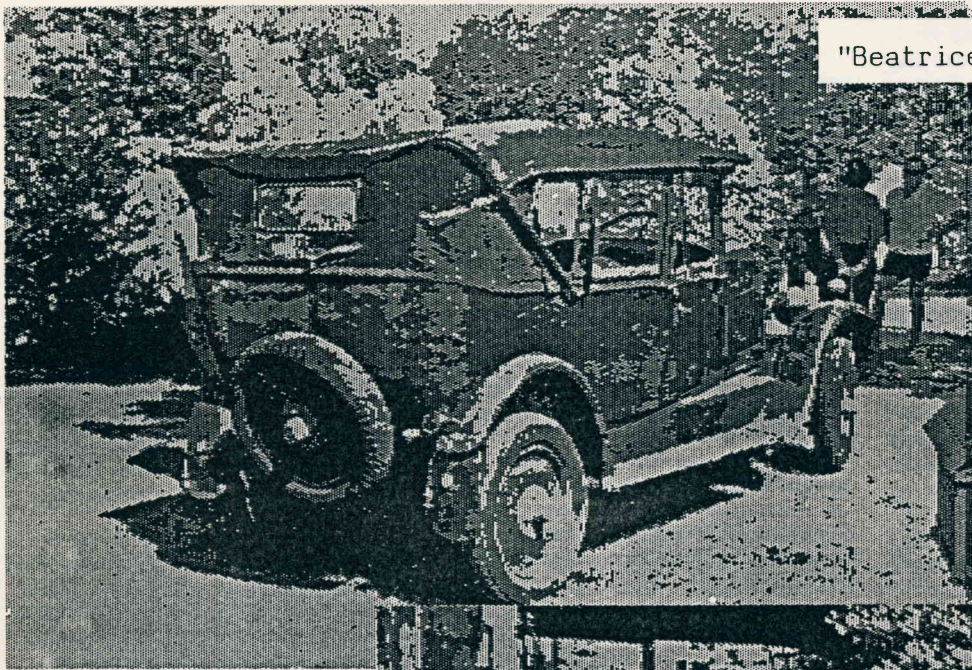
Would you please present my apologies to the A.G.M., we now don't expect to be in Melbourne until April.

Meantime

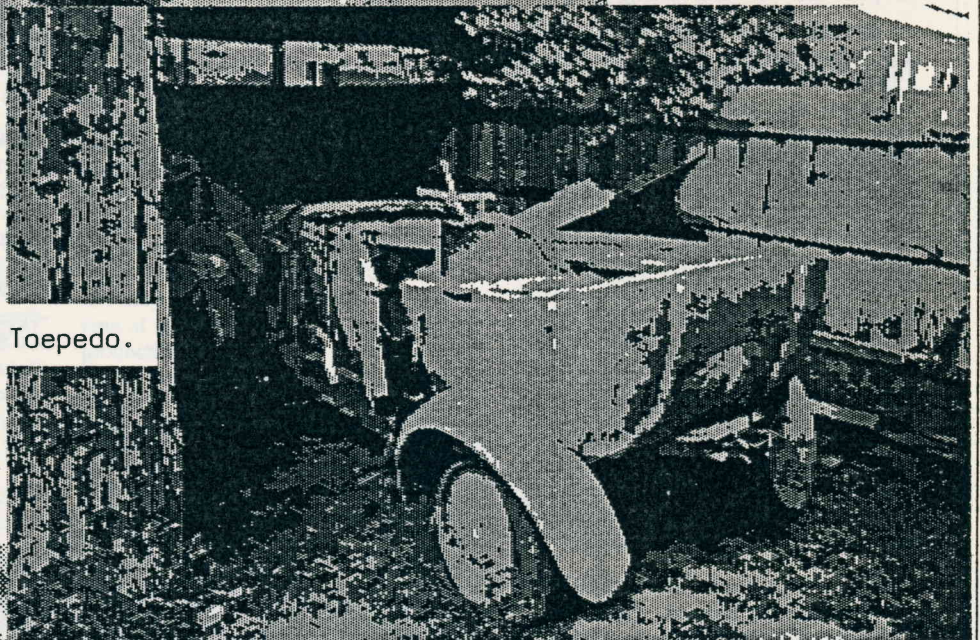
Kind regards,

JACK TOWNER.

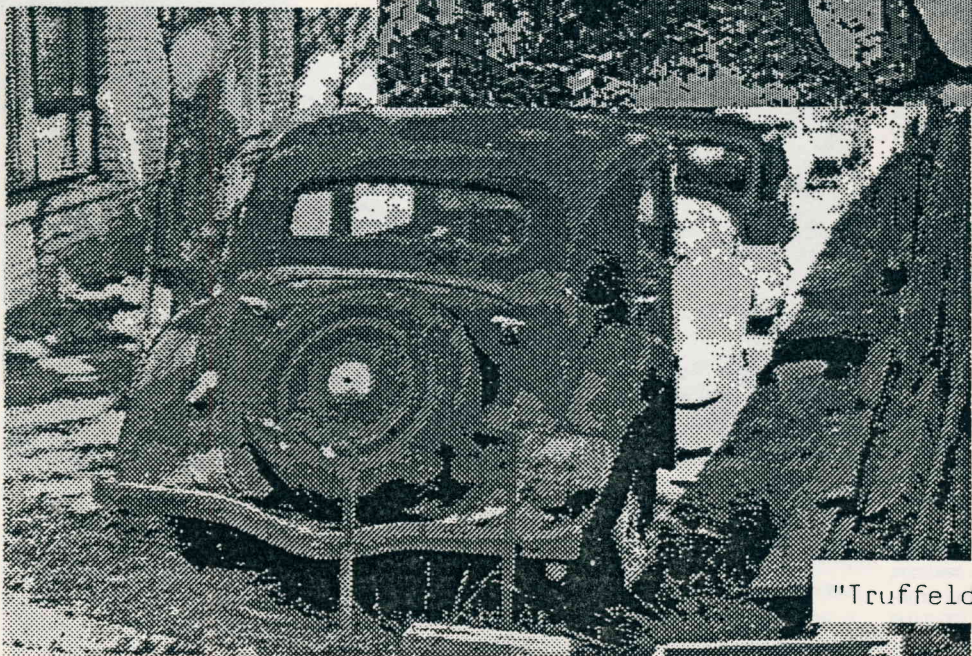




"Beatrice" - 1926 B12 Torpedo.



"Montague" - 1925 B12 Toepedo.



"Truffeldino"- 1949 Light 15.

Confessions of a Citroophile.

A serial in 81 parts by John Couche.

Part 2: Enter stage left - more players!

February, 1979 saw the arrival of Truffledino, a 1949 English Light 15 in very good restorable body condition but not going. For a purchase price of only \$400 it was a bargain though, as about 2 trailer loads of spares came with it, including engines, gearbox, panels, wheels, electricals etc.

Not long after an initial clean up and close inspection, Truffledino revealed himself to be an excellent starting point for a project. By this time however, another type of Citroen bug bit me on the bum. At least, I think that's where it bit me because I now had an urge to own a rear-drive Citroen.

Poor old Truffledino was out the gate almost as fast as he had arrived and was last heard of as being in the tender loving hands (although in a million bits) of Robert Stewart of Sea Lake. Its subsequent fate is unknown.

Smereldina, in the meantime, was seen in all the right places; monthly meetings, weekend outings, club rallies and national rallies. She consistently came last in the club concourse, but who cares, at least she was there. She even made a couple of T.V. appearances in "The Sullivans" and "Skyways".

Almost 12 months of scouring the classifieds, haunting the swap meetings and travelling from one end of the country to the other had not turned up a suitable rear-drive. Plenty of cars were located, including an extremely rare 1938 Type 8 diesel ute, but all were well beyond repair (as in the case of the diesel) or much too expensive or in some cases, both. I was amazed at the number of rear-drive Citroens that still exist in one form or another throughout Australia. They must

have been quite popular in the 1920s and 30s.

At long last I found the right car in September 1980. Ex-member and B12 owner extraordinaire Les Rock rang me up and the following conversation took place:

Les - "Have you found that vintage Citroen yet?" John - "No, I have just about given up" Les - "Do you want to buy my B12?" John - "Yes! Sold!, how much?"

Money changed hands once again and I was now the proud owner of my third Citroen, a 1926 B12 Torpedo in excellent restorable condition and able to be driven. The car was christened "Beatrice".

My fourth Citroen was only just around the corner. Peter Boyle and I had located a very tired 1925 B12 Torpedo basket case at Mt. Macedon. The car had an early double helical differential that Peter wanted and the rest of the bits we both needed for spares for Beatrice and Pete's B2. A mountain of bits and pieces were also thrown in with the car and the whole lot was trailered down to Boronia.

The next problem was getting the car up the driveway with dead flat, mangled tyres on the back, no tyres at all on the front and about 40 degrees of toe-in on the front wheels due to a bent steering rod. The driveway, by the way, was loose gravel and sloped upwards, quite steep at the front.

I decided the only way around the problem was to engage reverse gear and wind it up backwards using the crank handle. About 2 hours later the car had dug two neat furrows in the ground with the front wheels the full length of the driveway, but the mission was completed.

Around about this time "Smelly" the 11BL decided that it was time to play up and spat the contents of her gearbox all over the road. A lot of scrounging around and help from Roger Brundle saw a new gearbox created out of a few old ones and she was back on the road again.

All was well for a while now until Austraction '83 (?) at Harrierville. Smelly travelled the distance to the rally perfectly and did everything well until the trip home. It seems she did not like the combination of 42 degree heat, a tight valve and a long journey. Half way across the bridge over Lake Eildon at Bonnie Doon, Teddy was tossed out of the cot and a valve head parted company with its stem - the result was a totally mangled engine full of tiny little pieces of piston, rings, valves, bearings etc.

In my usual fashion (when will I ever learn???) I did a patch up job on the engine to get it running again to enable a move of house again - this time to North Bayswater.

Time to turn over a new leaf. I took the bull by the horns, bit the bullet, held my breath and decided upon a complete engine re-build from the ground up. The services of George Russell from The Basin were called upon to undertake the engineering work. George chemically cleaned everything, ground the crank, poured new main bearings, fitted new big end and little end bearings, honed the bores and re-ringed the pistons.

A virtually brand new head was fitted with new valves, rockershaft, water tube etc. The whole kit and kaboodle was re-assembled and painted the correct Citroen green ready for installation and a test run.

That engine is still going well and cured me of the "patch up jobs" type of restoration forever (I hope).

Sometime prior to all this (I don't exactly remember when) Montague, the 2nd B12, changed location to Peter Boyle's 2nd hand car lot--- Uh, home that is. The job was somewhat easier this time to get the car down the drive as it was all down hill and Peter Boyle bought a good set of wheels and tyres with him. Why didn't I think of that?

Meanwhile the big restoration on Beatrice, the B12, proceeded at zero pace as I had to build a garage at the new house first. There she sat in the back yard with a tarpaulin over her happily growing moss on what remained of the running boards.

The neighbours must have wondered who, or what, was moving in on the day of the move to Bayswater from Boronia as it was decided, due to the short distance involved, to take a chance and drive Beatrice to her new home - What a sight! A sixty year old car, with very little paint, very torn hood, no registration, packed full of other old car bits, putting along the road. We made it with no problems.

The garage was soon up but nothing happened to either the 11BL or the B12. It seems that more mundane things like fences, lawns, gardens, carpet etc. took priority both in terms of time and money.

On more than one occasion I began to wonder if this strange French passion was at all worth it and should I flog the whole lot and buy a Holden. Sacre Bleu!! Luckily, the feelings were usually only temporary and soon passed when whatever had gone wrong with Smelly on that particular day had been fixed.

By this time most of 1983 had come and gone and it looked like I was to be granted some spare time and inspiration.

Alas and alack - it didn't happen. Somewhere along the line I had got myself involved with the organisation of Citraction '84, the nationally rally to be held in Easter 1984. Restoration again took a back seat.

To be continued.

RAIDERS OF THE BUST PARTS - A SALUTE.

1988, the Australian Bicentennial Year, has been a great one for Citroenists with the madcap exploits of the Raid '88ers crossing the continent from Perth to Sydney and beyond. And the striking contrasts - the harsh desert with its heat, bulldust and potholes, the beautiful coasts, the metropolises, the mountains, and the floods of the eastern side.

And the mechanical improvisations to keep the cars going in the desert - weld up a suspension, fabricate a gudgeon sleeve from a crank handle grip. No problems.

Friendships were forged in the adversity, and the souvenirs were not restricted to memories - Ron Westwood acquired the DS21 he had always wanted while in Melbourne and dispatched it back to Perth in the care of a returning driver.

Those whose Citroen tastes go beyond the twin-pots might note the predictable presence of Lance Collins, Annie and the Traction, and others might appreciate the presence of the DSs. Even non-Citroens lent support.

The visitors loved the challenge of Australia, and no doubt tales of the journey will be told around the world for years to come.

In the meantime we list details of the participants and extend hearty congratulations. Tim Durbridge of CCC Vic. met the gang in Melbourne and tells us how they saw the epic.

W.G.

The Honour Roll:

Fremantle (5/2/88)

Sydney (1/4/88)

Robin Norton	Acadiane	Western Australia (Returned to Perth from Ayers Rock)	Phil Ward Regina Ward	Dyane	S.A.
Rex Carkeek Elaine Carkeek	Acadiane	New Zealand	Claude Hermans Gilbert Leresche	AK 400	Switzerland
Rene Goedel Marjolein Goedel Jan Walder (Joined at Yulara)	Mehari	Holland	Jeff Cartledge Allen Cartledge	D Super 5	W.A.
Alex Lowe Glen Mayer (Both left at Alice Springs - went cross country to Brisbane)	Dyane	Queensland	Markus Kutteneuler Heike Franzen	2CV	West Germany (on honeymoon)
Ralph Hibble Ron Westwood	Holden Jackaroo 4WD Support	Western Australia	Stuart Lister Greg Dickenson	AK van	New Zealand
Uli Witting Andy Grill	AK 400	Switzerland	Ruthard Wolf Axel Kaliske	2CV ("broke in half")	West Germany
Willi Brandli Bea Rothplets	AK 400	Switzerland	Lance Collins Annie Obst	Light 15 Support	Queensland
Ian Gamble Jeannie Peascod	2CV Special	A.C.T.	Ursula Walter Gabrielle Brockling	2CV Charleston	West Germany (all female crew)
Jim Spencer Wayne Scully	GS Support	Western Australia	David Gries Phillip Sethna	Mehari	Victoria
Olaf Daumann Petra Klinkner	2CV Charleston	West Germany	Steve Weddel Peter Epstein	Dyane	N.S.W.
Victor Conde Phillip Huff	2CV	N.S.W.	Chris Bennet Bev Bennet	AK 400	S.A.
Janis Friedkalns Sarna Friedkalns	2CV	S.A.	Carl Richards Stephen Kennedy Ken Hunt	Pajero 4WD Support	Western Australia
John Scott Gloria Scott	ID 19 Support and First Aid	Western Australia	Mark Wheatley Inga Thomas (Joined at Adelaide) Ellie Garraway (Joined at Yulara)	Acadiane	Western Australia Denmark
Colin Bates Denise Bates	Ami 8	Victoria	Leigh Miles (Joined at Adelaide) Stuart Pekin (Joined at Melbourne)	Visa	England
Christian Muller Therese Schmid	2CV	Switzerland	Jan Bluck and Peppi (Joined at Melbourne)	Dyane	Victoria

300 km. of gunbarelling!

Imagine a road made of speed humps. Millions of them, one after another, each about 10cm high. Then fill the gutters in between with bulldust so fine it can filter into every nook and cranny of a car. Add a few stony sections with rocks sharp enough to slash car tyres, and throw in the odd washaway for excitement. Put it somewhere hot; the sort of heat where a driver can sweat off a litre every hour. Now stretch the road out over three hundred kilometres, and entice people to drive on it by giving it the respectable title of "highway".

You've got the Gunbarrel. The sort of road most Australians have seen on TV, and most Europeans have never dreamed of. A road to shake the fillings out of your teeth.

"It's Crazy", Olaf Baumann from Solingen, West Germany, said. "We tried every speed from 10kmh to 90kmh to make it better. It's always the same".

Dutchman Rene Goedel didn't think his 1971 Mehari would survive.

"I had the feeling with the corrugations that the whole thing would shatter. You know, fall to bits".

It didn't. Rene's Mehari suffered seven punctures and a broken windscreen, but the plastic body didn't develop a single crack.

Renowned as the driver of the "Two Speed Car" (flat out, and stopped), Ruthard Wolf gave his impressions of the Gunbarrel.

"Corrugations! ***!" The second part was neither English nor German, but a sound expressing anger and frustration, and finished off with a laugh.

The drivers came through unscathed, but even 2CVs are not indestructible. As Olaf pointed out, "Parts of the Gunbarrel, the map says 4WD only. We did it with a 2CV. 2CV is not as strong as 4WD".

Mechanical injuries came in a wide variety, but the fixits that followed make stories to tell your grand-kids. For ingenuity and sheer hard work, the honours were equally divided between the welders, the guys from Europe, and three of Australia's finest experts.

The non-Aussies picked up the local dialect pretty quickly, and by Melbourne they could all say "No problems" with just the right nasal twang and a healthy dash of nonchalance.

The second oldest car in the Raid, John Scott's ID 19, got caught in deep sand and 10km down the road, the drive fell to bits.

"Neat as you like", said John, a school bus driver from Bridgetown, WA. "Unbolted and pulled right out. Not a big problem, just a catastrophe".

Normally you'd fix it with a special Citroen tool. You don't find them in the desert, so they made their own out of an old brake adjusting tool from an International bus. No problems.

At Carnegie Station Rob Norton from Perth told the Raiders, "It's got a rattle in the engine". Turned out the gudgeon pin bush had disintegrated, so they made a new one out of the crank handle of a D. Did it work? "Well, it's a genuine Citroen part", said John Scott with a mighty chuckle.

Rob drove back to Perth, and the motor is still running sweetly.

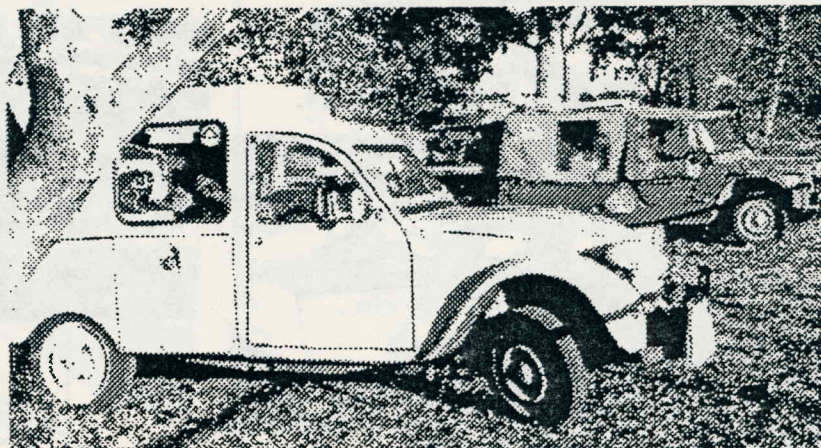
Then there was Victor's 2CV. Olaf and John swear that David Gries fixed the crankshaft seal with Teflon tape, silastic, and "a bit of rubber".

Victor was the only guy who became airborne over a washaway and claims it was so deep he saw a family at the bottom having breakfast.

And the "Banana Car", Ruthard's rusty 2CV that bent and finally broke in the middle. Allen and Jeff Cartledge just welded it together again. No problems.

All the support team were trained mechanics, but as John Scott put it, "This was a different thing altogether. You had to make things up out of nothing".

Three of the Raid cars reached 100000km on the journey, and each was honoured in a style that should be compulsory. Step One, stop the car. Wherever you are, you must stop the moment those five zeroes come up. Two, put on some good music, loud. Three, open two bottles of champagne (or more). Four, start dancing.



Victor had his right outside the Coober Pedy Pub. Claude's came up at William Creek. And Willy Brandli's was "somewhere on the Gunbarrel".

As if Raid Australia wasn't enough, Willy and Bea will be driving back to Switzerland. Overland, from Indonesia up to India, and then through whichever countries offer the least political instability. Good luck, Willy.

Gradually the desert turned to civilization, as the Raid rolled on through South Australia and into Victoria. On a fine Thursday afternoon they arrived at the approaches to the Westgate Bridge, to be met by members of CCCV and CCOCA. Well-organised escorts took them through to Royal Park and an equally well-organised barbeque. Highlights of the night were Rose Salmon's magnificent 2CV cake, and setting off the alarm on the bullhorn.

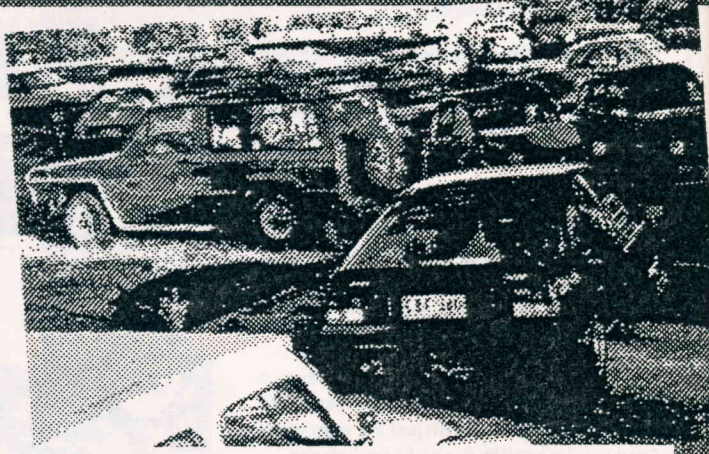
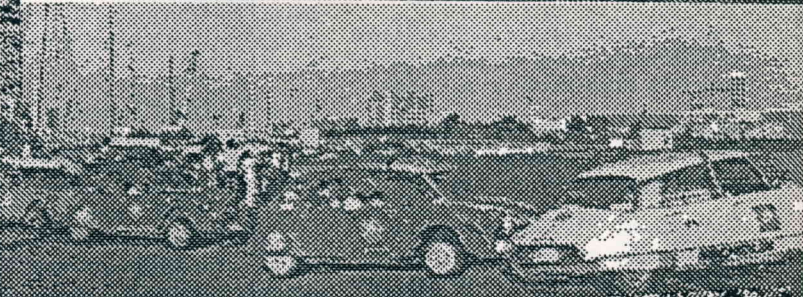
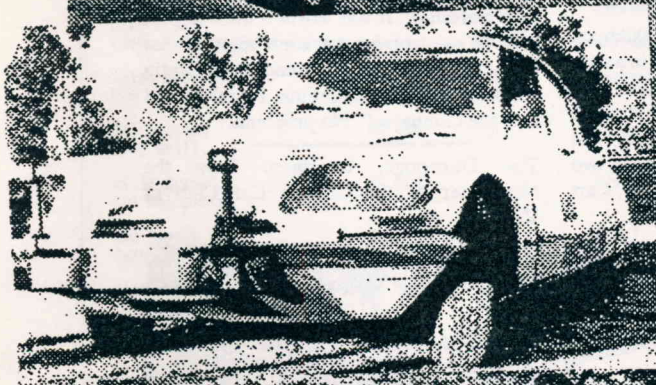
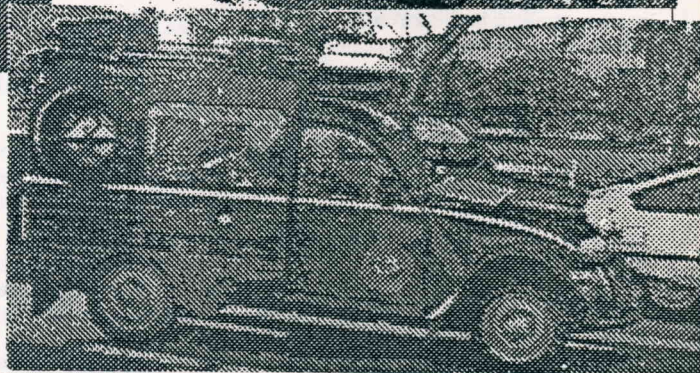
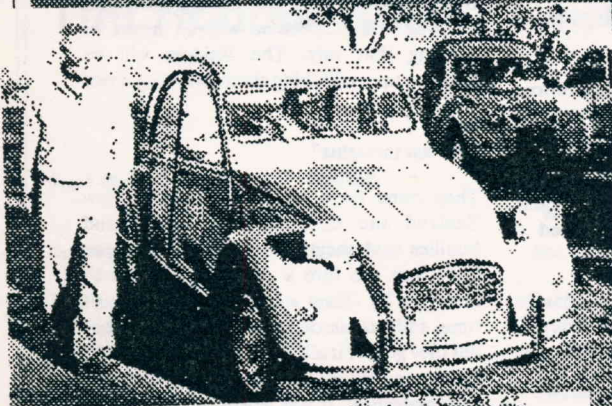
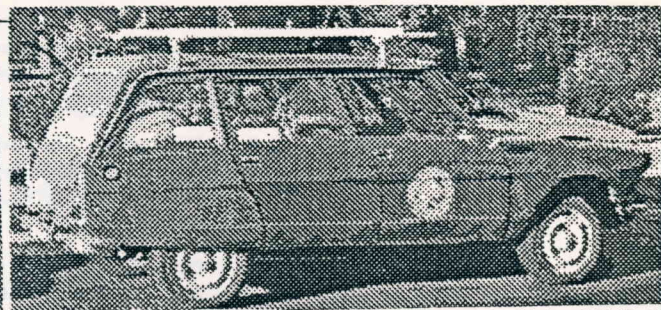
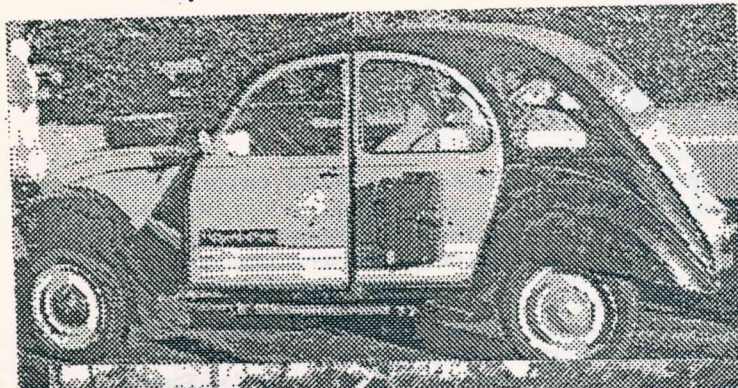
Both clubs are entitled to feel proud of the contribution they made to the success of Raid '88; the Raiders certainly appreciated it.

By the time you read this, the big events will be over. The Cit-inners will be home or heading that way. The Raiders will be splitting up, and taking their own long roads home.

Any last thoughts?

They came from all over Australia, New Zealand and Europe. Their friends and families said they were crazy ("Didn't you know you can hire a car when you get to Australia?"). They spent huge amounts of time, and vast amounts of money. And what did they get for it all? "Excitement", said Olaf Baumann without hesitation, "and what you call 'mateship'. It was worth it once in your life. 'We're coming back no matter what happens', added his girlfriend, pretty Petra Klinkner. Twice in a lifetime, Petra? "Yes, I love the Gunbarrel". No problems.

Tim Durbridge. Reprinted from the Newsletter of the Citroen Car Club of Victoria.



Time for a break; the tired raiders reach Melbourne.

COMMITTEE

NEWS

PRESIDENT'S REPORT

CLUB PERSON OF THE

YEAR AWARD

As you will be aware CCOCA presents a "Club Person of the Year" award each year at the annual dinner/BBQ.

What you may not be aware of is how the recipient is decided upon.

In the past a set point scoring system was allocated for each type of event or function; the winner of the award was the person who collected the most points. This system was fine except that it was, by nature, heavily biased against country and interstate members.

The Committee has now revised the scoring system to load the score most towards those members who have least opportunity to attend events; i.e. country and interstate members.

It is hoped that this new system will be much fairer overall, and encourage geographically distant members to be more active in CCOCA.

The points system is as set out below: -

If you have any comments for or against this new system please talk to a committee member about your ideas or write a letter to the editor.

J.C.

I must be either soft hearted or soft headed, I'm not sure which, but here I am back in the President's chair once again.

During the last two years, Bryan Grant has held the reins to keep CCOCA in the top position that it is. This year Bryan has decided to step down from the chair and accept the position of Secretary.

The AGM held on 23 March 1988 was, as usual, extremely poorly attended. For a club that boasts over 130 members, about half of whom live in and around Melbourne, a turn up of only 12 people defies comment. The "stay away from the AGM syndrome" that seems to afflict most people about this time each year was emphasised even more when you consider that only 3 days earlier about 40 adults (plus kids) turned up for the annual dinner!!

Enough said.

All committee positions, except that of Activities Officer were filled at the AGM. The 1988 Committee is as follows: -

President - John Couche Secretary - Bryan Grant Treasurer - Hayden Chapman Spare Parts - Peter Boyle Activities - Vacant* Editor - Bill Graham

[*Subsequently, Ron Lawrence accepted the position of Activities Officer. - Ed].

Its good to see at least one new name on the committee list (that of Hayden).

I would really like to see another new name fill the position of Activities Officer also - a fresh face will bring fresh ideas.

Please give the matter some thought, get on the phone and volunteer.

A few ideas were bounced around at the AGM about how we can entice YOU to support the club you joined by attending meetings and functions. Some of the suggestions included: -

- closer liaison with the CCCV - combined meetings and functions - guest speakers - better Citroen orientated movies - bi-monthly instead of monthly meetings - a move of emphasis from cars to people

Now is your chance to redeem yourself for not attending the AGM. Send your suggestions (unsigned if you feel embarrassed) to the P.O. Box or discuss your ideas with a committee member.

For country and interstate members, of course, the question of attendance is a horse of an entirely different colour. Your big chance each year is the Austraction weekend in June. For the rest of the year, your main CCOCA contact is Front Drive. So; how about an article, story, technical report, member's car story etc. - it doesn't take much time or effort and will give you a better feeling of "belonging".

Enough grumbles, on with the good news.

I have noticed over the last couple of years that the standard of presentation for CCOCA cars has improved remarkably. In years gone by, the best that could be expected was one or two top cars. Today it is not uncommon to see the traditional "best" being closely hounded by half a dozen newcomers, all crowding each other for the club crown. Keep up the good work, its great to see.

Another common sight these days is the 'D' series engine/gearbox transplant. A number of these are now motoring around in club events. That extra gear ratio and extra power certainly transform the Traction. Original? Maybe not; but certainly very practical.

I hope to have my 11BL back on the road by about the end of the year after extensive cosmetic surgery and mechanical refurbishing. It may not be quite up to the standard of the cars mentioned above, but it will be a vast improvement on what it used to look like. You can follow the whole exciting story in the continuing saga of "Confessions of a Citroophile" in this and subsequent editions.

I hope to see you at the next event.

John Couche.

Club Person Points Scored:						
EVENT	"03" PHONE CODE MEMBERS		VICTORIAN COUNTRY		OTHER THAN VICTORIA	
		MAX SCORE		MAX SCORE		MAX SCORE
OPEN NIGHTS (5 PER YEAR)	1	5	3	15	5	25
GEN. MEETING (6 PER YEAR)	2	12	4	24	6	36
SUNDAY ACTIVITY (5 PER YEAR) (WITH CIT.)	3	15	5	25	7	35
SUNDAY ACTIVITY (5 PER YEAR) (W/OUT CIT.)	2	10	4	20	6	30
AUSTRACTION (WITH CIT.)	7	7	10	10	15	15
AUSTRACTION (W/OUT CIT.)	5	5	7	7	12	12
SCORING EXAMPLES:						
ATTEND			ATTEND		ATTEND	
AUSTRACTION		7	AUSTRACTION		AUSTRACTION	
4 X SUNDAY		12	2 X SUNDAY		1 X SUNDAY	
3 X GEN.MEET		6	2 X GEN.MEET		1 X GEN.MEET	
2 X OPEN NIGHT		2	OPEN NIGHT		OPEN NIGHT	
TOTAL POINTS:		27			28	

HELPING CCOCA ALONG - the 1988 Committee and support

John Couche: "El Presidente" (again). Water Commission Administrative Officer. Tractionist.

Bryan Grant: "Mr. Secretary" and ex-President. Technical sales specialist. Tractionist.

Hayden Chapman: "Keeper of the purse". Sales Engineer. Another auto glutton of diverse tastes.

Peter Boyle: "Cares for spares". Self-made man. Will shift anything not nailed down. Lots of (tr)action, front and rear. "She'll be right, cobber".

Ron Lawrence: "Activities are his proclivities". Science Student, Monash University. Turning on or turning over a Traction gets him in.

Bill Graham: Mag. Editor and production. Government Researcher. Intrigued by the Citroen mystique and the sexy lines of a Big 15.

Peter Simmenauer: Club Librarian. Also does the same for Swinburne Institute of Technology. Hot-footing Traction is his passion, but his catholic tastes extend to Renaults and Beetles. Major backstop on mag., along with Peter Hore.

Robin Smith: Club Shop. A badge or a better sweater, or some pills for your ills? (he's a pharmacist!) A dab hand at restoring a Light 15 or even a "legere".

[These photos may not do this sorry lot proper justice, but you can see you've got nothing to fear by having both you and your Citroen appear in Front Drive. What about it? - Ed.]



Members' Cars

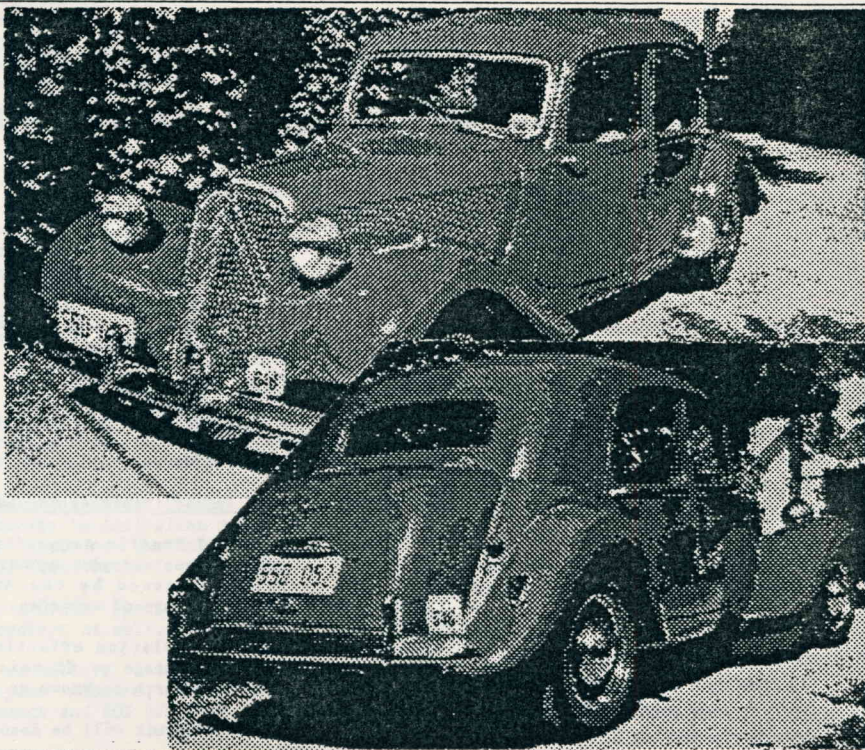
1953(?) Light 15 — SSO 052

Owner: Nigel Scott, Millswood, South Australia.

Nigel, from a suburb of Adelaide, reports that he has owned the car since 1966, and that it is in daily use. Colour is maroon, and appears in excellent shape.

It has never been formally restored, but has been repaired as required. Winking turn indicators are wired into the side and tail lights. It was repainted, not well, in 1968 and then more thoroughly in 1976.

Nigel purchased the car for \$200 in Sydney.



RECENT EVENTS

Based on his attendance at events throughout the club year, Peter Simmonaer took off the "Club Person of the Year" Trophy.

From the Concours, we had the following prize-winners:

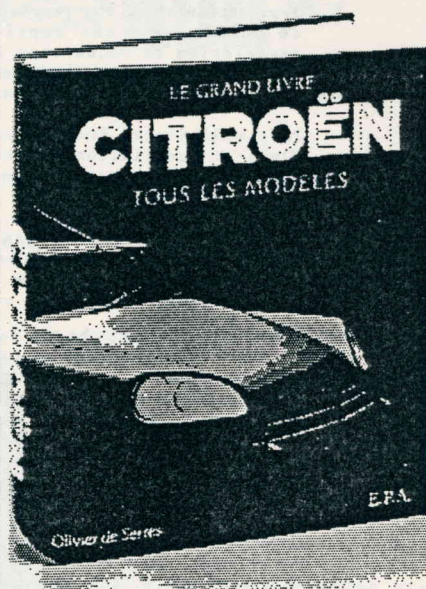
Traction Trophy: Bryan Grant (L15), 2CV Trophy: Leigh Miles (Visa), Special Interest Trophy: Brian Gladman (SM), Outright Trophy: Bryan Grant (L15)

Congratulations to all winners - and be sure to come to the next one!

CCOCA Annual Prize-giving and BBQ

Held at the Club's regular meeting venue and the adjoining garden court at Nunawading, this event was billed as a "pleasant Sunday afternoon". And so it was - it was sunny, well attended, and at \$12/adult, excellent value with good company, drink and a delicious catered-for BBQ. A truly great CCOCA social event, enjoyed by all.

Truly surprised on the day was your editor who received the President's Prize for contributions to the club's welfare, adding immeasurably to his enjoyment and feeling of goodwill.



New Citroen book covers all models

Following on from his "Big book of the Traction Avant", Olivier de Serres, is now releasing his next master-work, "Le grand livre de Citroen - tous les modeles". ("The big book of Citroen - all the models"). This includes all commercial and non-commercial types, from the Type A (1919) to the AX.

Format matches the "Big TA Book" and is of 500 pages with over 700 illustrations, some in colour. Many of the details are taken directly from the company archives.

"(It) gives an idea of the universality of Citroen, and the size of the myth which the marque of the double chevron holds so strongly for its many admirers across the world".

490 francs (say \$112)

Publishers:

Editions Presse Audiovisuel (EPA) 83 rue de Rennes 75006 Paris France.

CLASSIFIEDS



Contact: 345 4361
Our reference 49/JB/3
Your reference
Date: 22 February 1988

New Rules For Old Cars

Road Traffic Authority

100 Lygon Street
Carlton Victoria
Address mail to:
Road Traffic Authority
Box 1644N G.P.O.
Melbourne Victoria 3001

Phone Direct To:
Driver Licences
345 6922
Vehicle Registrations
345 6811
Vehicle Transfers
345 6789

(This letter has been published in full so that all members affected may retain a record of the RTA's statement on the new legislation. - Editor.)

CITROEN
P.O. Box 1644N
Melbourne 3001

Sir/Madam

Road Safety (Vehicles Regulations 1988 - Issue of "Club" Permits

The Road Traffic Authority would like to take this opportunity of advising you and your members of changes in legislation, in respect of permits issued by the Authority, to cover the on road use of a specific range of vehicles.

Under legislation effective from 1 March 1988 the Permit to use a Veteran, Vintage or Classic and Historic motor vehicle on the road will henceforth be known as a Club Permit.

The Club Permit will be issued in respect of -

- (a) a veteran vehicle, being a vehicle manufactured before 1 January 1917; or
- (b) a vintage vehicle, being a vehicle manufactured after 31 December 1916 and before 1 January 1931; or
- (c) a classic and historic vehicle, being a vehicle manufactured after 31 December 1930 and more than 25 years before the date of application for the club permit.

The new regulations provide that a club permit will not be issued to a person who is not a member of a car club approved by the Authority.

Applicants for club permits, whether at the time of original application or on the renewal of a permit are therefore being directed to nominate on the application forms the name of the club or association to which they are affiliated and have the nomination confirmed by the Secretary of the Club or Association endorsing his or her signature to validate the status of membership.

This will ensure that only those persons who are members of approved Clubs or Associations will be eligible to receive the permit in respect of their veteran, vintage or classic or historic vehicle.

The club permit will allow the vehicle to be used "in connection with official activities organised by or under the auspices of an association approved by the Authority" and the regulations are now specific in allowing the use of the vehicle on the road "in connection with the preparation of the vehicle for such activities".

There will no longer be the requirement for a Roadworthy Certificate to cover the issue of a club permit in connection with a Classic and Historic vehicle, however the permit does not in any way, authorise the use of an unroadworthy vehicle and all categories must be in a roadworthy condition for use on a highway and the Authority has the ability, should it be necessary, to attach conditions to the permit for the safe use of a vehicle or refuse to issue a permit where it is not satisfied as to the safe use of a vehicle on a highway.

All vehicles subject to the issue of club permits must be structurally sound and meet the general standard of construction and equipment where applicable however the new regulations will not allow the issue of a permit to a "left hand drive vehicle" as the standards are quite clear that the position of a steering wheel "must not be placed on the left side of the motor vehicle".

Please convey this information to your members.

J F Byrnes
J F BYRNES
MANAGER

REGISTRATION ADMINISTRATION

For Sale: A once-in-a-lifetime opportunity to acquire an absolutely original 1955 11D Light 15. This classic car has an unbelievably genuine 28,000 miles on the clock. Registered to March 1989. Exterior colour is peacock blue with fawn leather-trimmed interior. Two minor additions are indicators and a classic old valve radio, both of which may be removed without disfiguring the car. Price to be negotiated. Phone Tony Tesoriero on (03) 551 3193 to inspect this magnificent car.

For Sale: 1954 Light 15. Cream duco. Two owner car, VGC, engine rebuilt, rewired (receipts from Citro Motors), seats redone in vinyl, interior original. Never pranged. 12 months registration. Could be inspected in Oakleigh. Phone Lorraine Finn (059) 792 604.

Free to good home: Big 15, sunroof model, incomplete but restorable. Details: Detlev Neumann, 91 Roslyn Road, Belmont, Vic. 3216. Phone: (052) 43 9609.

Wanted: Mein Normale ist kaput! Therefore, urgent I obtain gearbox (casing, crown wheel and pinion). Reasonable prices. Contact Detlev as above.

For Sale: ID Safari and ID Sedan. Both cars complete: \$500.00. Also: Big 15, body sand blasted, 95% complete, in pieces: \$700.00. Contact Detlev as above.

For Sale: 1963 ID 19 Parisienne Sedan. One owner. 82,000 miles. Colour: White. Good running order, but needs rings and some bodywork (rust in rear floor) and one headlight reflector. Currently registered. Best offer. Details: Paul Baitz, Phone: (03) 523 5904.

Wanted: Light 15 gearbox, complete, in good condition. Cash or swap 2CV parts e.g. engine (16 000 kms), starter, etc. Alternatively, I would appreciate advice of possible sources in eastern States.

Mark Wheatley, Chelsea Exotics, C/- P.O., North Dandalup, W.A. 6207.
(09) 5301304 (A.H.).

For Sale: Two Big 15s (English), one with sun-roof. Best offer. Hayden Chapman.
(03) 729 4641.

Century YUASA Batteries Pty Ltd.

10 April 1988

Head Office 49-65 Cobalt Street,
Carole Park, Qld. 4300
P.O. Box 427, Goodna, Qld. 4300
Tel: (07) 271 3499 Fax: (07) 271 3
Telex: AAI41790 (CENTRM)

The Secretary
Citroen Classic Owners Club of Aust
2 Wimbourne Court
BAYSWATER VIC

Dear Sir/Madam,

Century Batteries with 33 depots located across Australia from Bunbury to Cairns, and 60 van representatives operating from these depots, provides the highest profile distribution network of any battery company in Australia.

Century Batteries was established in Alexandria Sydney in 1928 and for 60 years has provided premium quality batteries to Australian motorists. We have now begun to manufacture batteries in our new Queensland factory, that will operate with the technical assistance of Yuasa Batteries of Japan.

Century in the past, has always offered a winter special price to car clubs, and sometimes we have provided guest speakers as well.

With the Ides of March well past, we believe it timely to again promote our product through your club and offer to your members, a discount of 55% off list (excluding tax) for low maintenance and 50% off list (excluding tax) for maintenance free batteries.

To take advantage of the offer, all members need to do is contact one of our depot managers on the attached list and quote this letter.

Happy winter motoring.

Regards,

Greg Ward
GENERAL MANAGER
AUTOMOTIVE

AUSTRALIA BI-CENTENARY BAY to BIRDWOOD RUN

SUNDAY, 25th SEPTEMBER, 1988
Australia's premier historic motoring event.



Patron
His Excellency Lieutenant General
Sir Donald Dunstan, KBE, CB,
Governor of South Australia.
Chairman
Noel Roscrow A.M.

Business Address
P.O. Box 894, Salisbury,
South Australia 5108.

Secretary
Peter Stophord CH.ENG., JP.
Phone: National (08) 2506140
International + 61 8 2506140

PHOTOS FOR FRONT DRIVE:

Please don't hesitate to send photos for FRONT DRIVE. They certainly help to "lift" an article. How well they come out in print depends on several factors, especially how we "screen" them before printing, and the nature of the print process we use.

All else being equal, the best results come from sharp and not-too-contrasty black-and-whites prints. However, don't be deterred, send in what you have, along with some text. You will be amazed how much interest your story will arouse among your fellow Citroenists!!

The Committee of the 1988 Bay to Birdwood Run invites you to enter The Bi-Centenary Event.

Because of the popularity of the event, the 1988 Run will be limited to the first 2000 entries. And remember, only 450 may enter the Concours d' Elegance.

Entries close on 30th June 1988 and no late entries will be accepted.

It is in your interest to lodge your entry form early, to ensure that yours is one of the 2000 accepted.

The address to which entries should be directed is:

The Entry Director
236 Cross Road
Kings Park 5034 S.A.

Please ensure that the forms are completed with all details requested. Failure to do so will jeopardise your entry.

We sincerely hope that you will join our 1988 Run and we wish every entrant a happy and enjoyable event.

Yours faithfully,

Ian Hunter
IAN HUNTER
Entry Director

Magazine of the Citroen Classic Owners

Enc.



JAMM BARRAL

AX
BB CABRIO

By A
enGineering
LISBOA

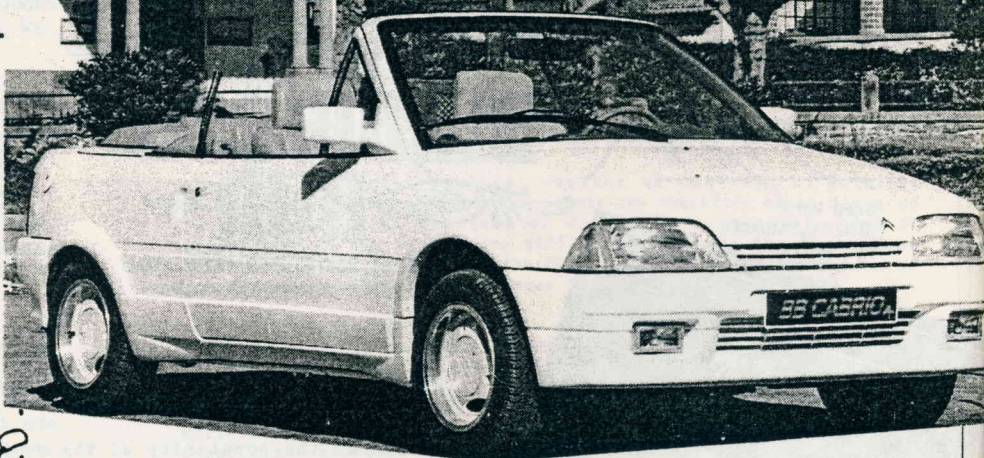
SPECIAL INTEREST CITROENS

HAVE YOU PAID YOUR
1988/89 RENEWAL YET ?



" QUICK WHERE'S
THE CHEQUEBOOK ??? "

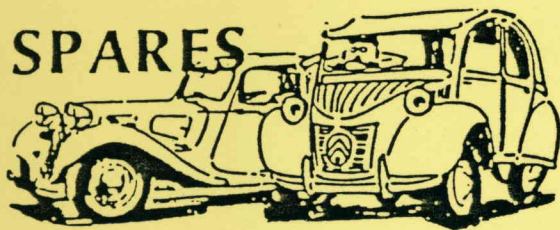
SOMEBODY JUST TOLD THIS
MEMBER THAT THIS WOULD BE
THE LAST EDITION OF FRONT
DRIVE HE WILL RECEIVE IF
HE DOESN'T PAY HIS 1988/89
RENEWAL SUBSCRIPTION.



Act now or...
You'll be sorry!!

URGENT!

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 ^{1/11/87} ~~1/9/86~~.

Clutch thrust bearing	\$24
New oil pump gears (ea)	55
Wishbone shaft, upper, second.	180
Lower ball joint adjusters (permanently fixed to car) (set)	50
Windscreen wiper blade	9
Bushing, second gear	12
Bronze bush for brake shoes	3.50
Big boot top rubber	12.80
Big boot bottom rubber	11
Rubber door seal	25.60
Scuttle vent rubber	25
Pedal rubber	5.50 10.00
Rubber grommet petrol filler (2 sizes)	7.50 9.00
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 30.00
As above (small boot)	25
Windscreen rubber - alum frame	15.50 40.00
Steering rack boots (pair)	26 30.00
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 8.00
" inner "	6 8.00
Rear hub seal	6 8.00
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	10

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)	60.70
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	105 140.00
Lower ball joint puller	65
Bonnet strip clamp (internal)	1.50

DYANE

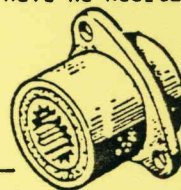
Brake hose	22
Seat rubber	1
Wiper blades pair	10

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

Wanted, wanted: Your old silentblobs 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.



STOP PRESS

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, newly reconditioned in France. At cost, just \$820.
Contact Peter Boyle

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

