

I'M ONE OUT OF THE BOX!



AND THIS YEAR, I'M 50!

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

Windcheater & T-shirt designs

LETTERS (continued FROM PAGE 12.

To me, the letter from F.M. Lee-Nynne makes a lot of sense, and obviously refers to Rod's latest product. A Light 15 fitted with a Renault 16 engine and 5-speed transmission, thus making it a very pleasant car to pedal. It is neither a traffic obstructor or a mobile chicane.

Modifiers to the fore. Keep up the good work.

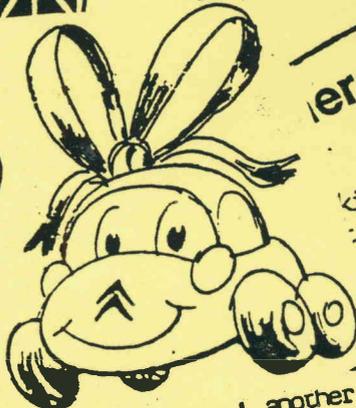
Rex Carkeek (NZ).

3 SIZES:
SMALL (BREAST POCKET)
MEDIUM, LARGE

CITROËN



GOO!



here!

AVAILABLE ONLY TO
CYLINDER OWNERS

Working hard on your beloved auto, and you should have more than just your knuckles to show for it?

Is 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!

Welcome!

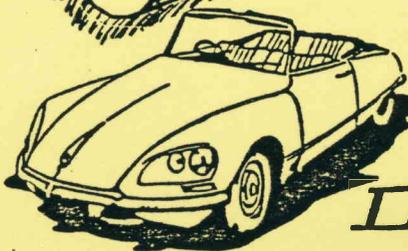
The Doughney's of Irymple in our sunny north have added a daughter to the Citroen fold, we understand. Somewhat belatedly, the club extends congratulations to Peter and Lorraine and a warm welcome to Chloe. She is now three months old, and according to a recent report from Lorraine, is doing very well.

She sometimes has difficulty recognising the guy who comes in from the garage occasionally, but all this effort is expected to be worthwhile, with the 1950 Light 15 scheduled to be back on the road by year's end. To the latter end, auto wizard Jack Weaver has been assisting Peter by rehabilitating second gear in the L15 box. The basis of another technical note in our gearbox series?

One day Chloe, you'll find all your mates green with envy that your family has such a rare and desirable motor car! Best wishes all round.

By the way

Ron Lawrence flipped his lid the other day! Yes on his D. Driving along and up she came. For a while, everything went black in front of him. Then he found he could coast to a stop, looking under the heavily curved rear edge of the bonnet. Great design fore-thought? Moral is: Be sure bonnet is fully latched before you move off. It does nasty things to the bonnet as it wraps over the roof!



DS

DS



CITROËN

5CV
BREAST POCKET
SIZE ONLY

CITROËN

SCROLL
BREAST POCKET
SIZE ONLY



CHEVRON BADGE

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

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



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Associate member \$20.00.

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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.



EDITORIAL

CCOCA POSTAL ADDRESS:

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Victoria.

Well now, 50 years since the Traction 15/6 was launched. And we've got a write-up of Ted Cross's 1949 Big Six - very nice, very original - to mark the occasion. How did Ted go from being horrified by a 2CV to being an enthusiast of the "Double Chevron"? Read all about it - your personal story should be just as interesting to fellow members.

Did you know that Citroens were built in Germany between 1927 and 1935? See an interesting and detailed account from Immo Mikloweit of Cologne.

Accounts of some recent rallies, with members enjoying get-togethers, swapping yarns, and seeing new territory.

And the regular letters and ads.

Good reading and happy Citroening!

Bill Graham, Peter Simmenauer, Peter Hore.

COMING RALLIES

- | | |
|--------------|--|
| 27 July | General Meeting (Expert's night) |
| 14 August | Technical Day (D conversions/BYO/BBQ at Robin Smith's) |
| 24 August | Open Night (films) |
| 25 September | Classic Motor Show /CCCV Concours Nagambie |
| 28 September | General Meeting (Guest Speaker) |
| 2 October | Bathurst |
| 9 October | Annual Auction & BBQ |

50 YEARS OF THE T.A. SIX!

Andre Citroen visualized that his new car, the Traction Avant, would appear in three engine sizes when it was to be launched in 1934; the "7" of 1303cc capacity; the "11" of 1911cc capacity; and the "22" of 3822cc. The first two sizes were of course to be "4s", while the "22" was to be the famous short-lived and now very elusive V8. This is just what happened, and he would have had a range to fully cover the market.

Unfortunately, the technical problems of developing the V8 and the stringencies required by the new controllers, Michelin, to try and restore the Citroen finances after the re-building of his factories and the Traction launch, caused the "22" to be dropped before it went into commercial production. Clearly, this move left a gap in Citroen's market coverage, and the marque now lacked a large, powerful and prestigious car to appeal to the well-heeled and to hold back the powerful competition appearing elsewhere in Europe and from USA.

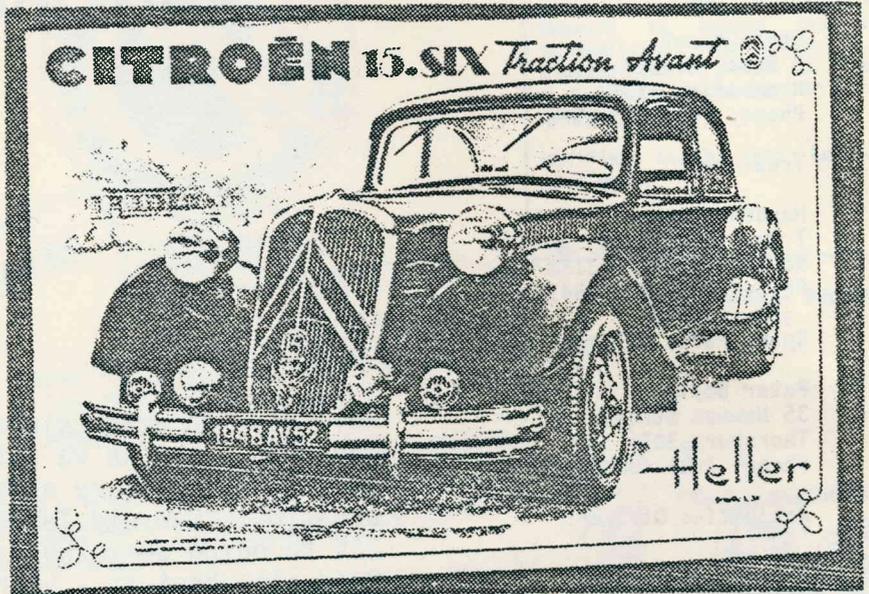
The outcome was the 15-6 (six cylinder, 15 rated horsepower) with a motor which was in effect 1-1/2 of the 1911cc "4s", giving a capacity of 2867cc and a power output of 76 horsepower. In Britain, where it became known as the "Big 6", the equivalent rated horsepower was 22 - scope for confusion with the 22 CV of the proposed V8.

The Six was launched in June/July 1938, but commercial quantities only appeared in 1939.

The Six used bigger tyres (185 x 400) than the smaller cars and in early days had a top speed of 125 kmh (later 135 kph). By comparison, the early "11s" had a top speed of 109 kph from 46 horsepower.

The body was of course identical to that of the regular four-cylinder sedan (Normale or Big 15), the changes being in a heavier front suspension and in the extended bonnet. The grill was carried more vertically to accommodate the bigger motor, and the early addition of fluting on the bonnet sides were also distinctive. A further feature was the use of a rubber "cushion" in the drive shaft to each front wheel. Of course the idea of a "Six" was no novelty to Citroen, there having been rear-drive sixes in their line-up since the C6 of 1928.

The first 15-6 mock-ups had some features of the "22" such as headlights fared into the mudguards, but this was soon dropped as expensive and not matching American styling of the time! Another early change was in the gearbox. Early prototypes had a full-length gearbox as in the 4s, but this was



altogether too long and caused the vehicle to dance around on the road, to the point of being dangerous.

A new gearbox was therefore made up. It was very short, having three shafts one above the other, and with the housing almost buried into the sump of the motor. The extra shaft changed the direction of rotation and to compensate, the motor was run "backwards". These early Sixes were therefore called 15 Six G (G, gauche = left). They continued up until 1947, with a break during the war. With this odd power unit, the crank handle was fitted to the middle shaft of the gearbox, to allow cranking "to the right" to be still achieved.

By mid-1947, a new gearbox had appeared, with the crown-wheel swapped over to the other side. Hence the motor could now rotate normally, and so these cars were called 15 Six D (D, droit=right). The crankhandle moved up to the top shaft (as in the 4s), and a slotted cranking hole in the grill now enabled the same grill to be used on 6-Gs, 6-Ds and on big 4s (very economical).

In April 1954, the Six revealed what was to become a striking characteristic of future Citroens - hydropneumatic suspension. Fitted only at the rear, the hydraulics of these 15 Six Hs ushered in a new era in ride, optimised by the DS of

1955. President de Gaulle in particular was said to be greatly enamoured of the improved comfort found in the Six H.

Of course the Six was not just the favourite of the mighty of the land. Gangsters, it seemed, appreciated its handling and get-up-and-go, letting them leave their crimes far behind. Perhaps the best-known Six belonged to the late Rupert Davies, famed as TV's detective Maigret.

Body-style variants of the 15-6 were limited in number and in production. Virtually none except the sedan were produced after the war. The most desirable variant has to be the open roadster of which only a handful were produced, though maybe a dozen have been made up since out of four-cylinder cars. There were no coupes it seems (fixed head roadsters or false cabriolets). Just a few hundred 15-6s were made up on the longer (familiale) body. In 1939, there were 277 produced with centre seats (familiales) and 213 without these seats (limousines). None, it seems appeared as the intriguing coupe de ville ("four-glass" limousine), or as commerciales.

Production of the Six H (or 15H) continued to the end of 1957, by which time it was being seen as heavy on fuel and in handling, and perhaps dated in styling. Time for the DS and ID to reign supreme!

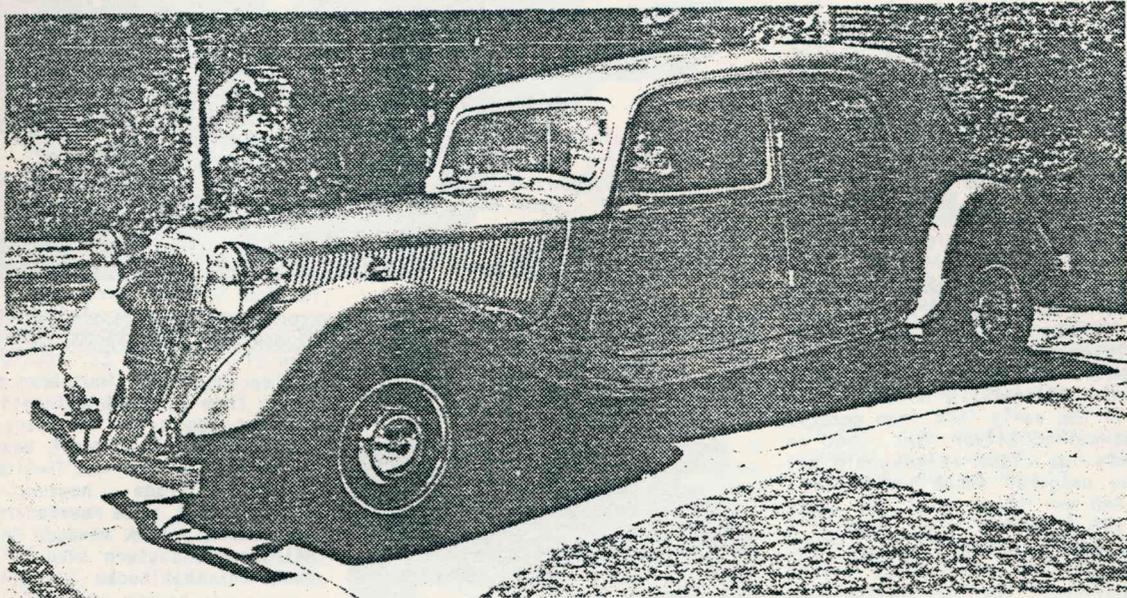
Bill Graham,
Ed.

MEMBER'S CAR

1949/50 Big 6: CH0291

Owner: Ted Cross

"I first heard about the car at the Ballarat Austraction in '84. There was a sign up. The fellow wanted the car to go to a club member, and not just be butchered and turned into a hot-rod as he said. The guy's name was Bill Marsh and he was a farmer from up at Toolangi up near the State Forest. He's still got a car in the bush up there somewhere. Its another Big 6, in pieces.



"And he had this car for 20 years, in a shed so I'm led to believe, at his mother's house in Greensborough. That meant it didn't have seat belts and it didn't have blinkers, but it did have rats! They'd got into it and even though the interior was intact, we had to rip it all out, there was such a stench in it, and use it as templates for the new interior.

"At that time I had a Light 15, big boot, a really neat little car, and I made the decision we'd get rid of it and take on the Big 6. Couchie and I went over and put some petrol in it, put a new petrol pump in it because the diaphragm was shot, put a battery in it, checked the water and the oil. We hit the button and it started!

"We went over with a trailer and picked it up. I just put it up in the garage and didn't do much with it. The date on the receipt is 12th of May, 1984.

"So after that, I thought I'd do a "quickie" restoration and have it on the road in about two weeks, but it took about two years! 'Cause I found the front end was shot, and I had to pull it out. Through the club, I got

another front end and made a good one out of the two. I took all the front of the car out, completely back to the bulk-head. Got that back together, but the engine was in quite good shape.

"I've done nothing to the engine except replace all the rubbers and all the electricals and have the carby rebuilt, radiator rebuilt. The interior of the engine has had nothing done to it - except at the moment, its got a blown head gasket, I think. And I've got another project at the moment. But when I've got that on the road, the idea is to pull the head off the Six and just see what condition its in. But it goes well, reasonable oil pressure, its a bit clunky, but its got reasonable power. So I don't

envisage having to spend very much money to get it back into working order.

"I hope to use it for reasonable runs in future, but just now its still got the tyres that were on it - 185/400s. I've got a couple of the small Michelins and I don't know whether to put those on, or wait until they make a run of the 185s. If they ever do make a run, I'll sell my house and buy a set!

"The thing that attracted me to the car most was that it was totally original - nothing was missing, all the lights worked on it, the horn, the turn indicators - it was a complete unit. And the guy who had it had a number of Citroens back in the '50s, and he always kept that one 'cause it was his best car. It went the best - it was quicker than the others and that's why he retained it. He's a pretty interesting bloke - he's had other cars - like Bugattis and all sorts of things - and he was very keen that it should go to someone who was going to restore it back to its original condition. I don't know who was the original owner, but he wasn't.

"He had three cars, and he couldn't remember if it was a '49 a '50 or a '51. It's got a '49 block in it, but the body makes me think its perhaps a '50 model. The body plate indicates its a late '49 but maybe it was registered in 1950. Who knows? It could have had another motor in it, so maybe that's why he was reluctant to say how old it was. Perhaps he hadn't told anybody about the swap. The rego sticker on it has the rego number crossed out significantly, so I can't trace back the original rego number.

"The restoration went pretty smoothly. It's not really a restoration, well I don't call it one anyway. I've really only replaced things that were worn because of its original condition.

That required new carpet, new head lining, the seat faces in the front still need to be done. I've got the leather for that - not new leather, its from other seats, so I'm using old leather to make "new" seats out of old. It'll look pretty original. That's the purpose of the whole exercise.

"One of the things I do like is to have original extras on it. I've got original wheel trim rings and I'll get a set of those glass wind deflectors one day, and hopefully I'll get an old valve radio to put into it. And I plan to put a pack rack on the back of it so I can put a case or a tin truck on the back if we go away in it. I do plan to go away in it a fair bit when I'm more confident about it. But at the moment, having not pulled the motor down and not having top-class tyres, I'm a bit reluctant to go too far.

"The tyres are a bit of a mish-mash. They're Pirelli Cinturatos on the front and the back ones are Japanese 185/400s. That's one of the things I want to fix up first, I suppose.

"But we've had a lot of interruptions - we've moved house as you know, and any spare cash is

going into it at the moment. The main things still to do on the car are the front seat facings, the woodwork I'm going to get French-polished, and I'll put a radio in it I guess, and the tyres and the grill. Its the original grill and its damaged. I've got one straightened up and all it needs is chroming, as a replacement.

"Fortunately, I've had my father to help in the restoration with his long panel-beating and spray-painting experience. We rubbed it all back. Someone had painted it with a really old low-pressure gun, it had dirt in it, but it did serve to protect the body. And when we rubbed it back, there was absolutely no rust in most of the body. The only bit was in the boot, in the corner, and the very edges of the front guards. We cut those out, and my father panel-beated up replacements. We welded those on, patched up the boot floor. The hinges on the boot were a bit rusty too. They had seized up, and someone had forced them and broken them - a common thing.

"The body work took about 200 hours of rubbing down, mainly my time, and Dad's of course. It all went pretty quickly when we got stuck into it. The paint system was an ordinary acrylic - basically a Holden colour used in the early '60s from memory. It was called Silver Mink, used on Premiers, as close as we could get to the original which we couldn't get. And we "threw a bit of black into it", to dirty it up, make it a bit "muddy", give it some age. And we sprayed it on. I was a bit disappointed, its not quite the original colour, but it looks the right age.

"The hood lining was done by an old guy down in Templestowe, a mate of Dad's, specialising in old cars. His son has taken on the business now. I was pretty happy with the job. He did the carpets too, and will do the seat faces when the time comes.

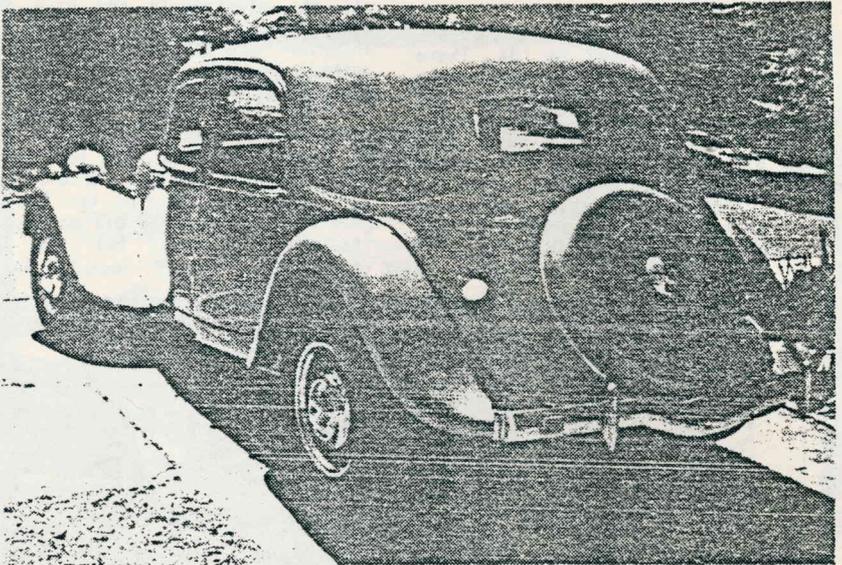
"So that's the way the job happened. Everything was taken off the car - guards, but we left the doors on. We did the painting and then took it down to the trimmer - just the normal sort of events. No chroming has been done on it. The whole car's original and I've tried to do the minimum amount to it so as to keep its originality. Just the minimum amount so that when you get into it, it feels 40 years old.

"Its got about 120 000 miles on the speedo, so I suspect the body's done about that much, probably had a couple of motors in it.

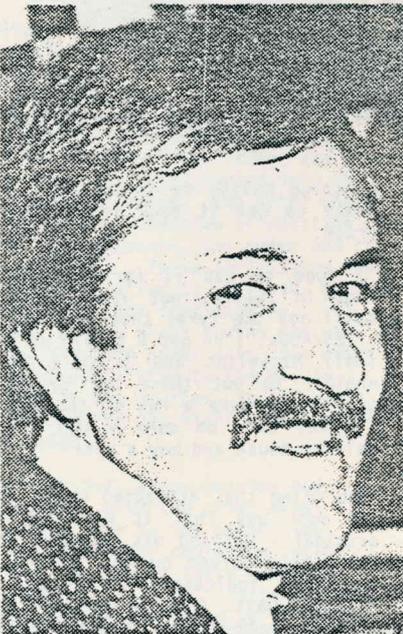
"I didn't get the original registration which is a bit of a pity - I'd have got the original plates if I knew, but the rego sticker has the rego number

strategically crossed out, so I suspect the farmer used to play ducks and drakes, swapping the identity of his cars. Anyway, it's no big deal - its on red plates, which is a good setup".

[Thanks Ted. The Sixes are pretty rare beasts and its good to see yours at Club meetings. No doubt members contemplating restorations of whichever sort will appreciate your comments - Ed.]



PROFILE



Ted Cross - an interview

Ted joined CCOCA about 1982 and has been one of its staunchest supporters ever since. His endeavours and enthusiasm for the "cause celebre" is shared by his wife Helen and to varying degrees by Matthew, Claire and Tim, who are known collectively (but excluding Helen!) as the "rug rats".

Ted's interests in cars possibly comes from his Dad who retired not so long ago after 40 years in the panel trade as a panel beater and painter. Ted has not followed his father's trade however, and, displaying a more mercenary bent, has become a bank manager in one of Melbourne's eastern suburbs - which bank? Yes that bank!

The first Citroen Ted saw was as a child, living in Box Hill near a big hill.

"There was a 2CV there, it was maroon, never been washed in its life, and there were clouds of blue smoke. It had stopped at the traffic lights and it couldn't get up the hill. It was jumping up and down and lurching, lots of revs, valve clatter, but no action. Finally it sort of groaned and got up the road. I kind of admired it, well maybe I didn't very much. It certainly took my interest. When I was a teenager, my father bought a couple of DKWs and we mucked around with those and made on out of two. It was a very similar sort of car and I liked that.

"A family friend had a Light 15. I liked that too. I remember going to this wedding where they used the car. Someone filled up the heater tube with confetti, and put the end down into the cab, they put balloons underneath, boots at the back. So I remember all that".

Ted went straight into hot rods, sports cars and "anything that went fast" - all by age of about 16! - Holdens, sports car etc.

Finally, he "settled down" and got a Renault. - the faithful 16, still in family use. Prior to this he had a Chrysler Valiant Regal - "A top-class car!".

"We went up to the snow with some friends - Peter had this Citroen and I was amazed by it. It was a cold winter's night, gusting wind, pouring with rain. We had it screwed down low. Quartz-iodine lights in it, stereo bipping away, and we were sitting on about 80 mile an hour. It was just amazing. That was an ID19 and I just loved the way it went, went so well, I thought I've got to have one of these! And I went out and bought a Renault which has nothing to do with Citroen! Well maybe it has.

"I had the Renault for a few years, and when we went up into the snow, I'd lope along at 5000 revs and he's lope along at about 3! But I did keep up with him, I was quite happy to have the Renault - it's a good car.

"So then I had a couple of old cars - Austin Sevens, mainly. One I was going to turn into a little racing car. We talked about this, Helen and I, and finally decided to sell it - got six or seven hundred dollars, and immediately went out and bought a car off "Brooksie". That was the red big-boot '53 Light 15 - it was a really good car. Why I bought that I'm not really sure".

"It was a Citroen of course, not an ID, but ---?"

"No, in between that I'd bought an ID19. We'd been on a trip around Australia in a Land Cruiser [Toyota], and we sold that - I was sick of bouncing around the traps - so I bought the ID19 and I tried to

join CCOCA. But they said it was the wrong club! - I should join the CCCV".

"When was that, when you first contacted CCOCA?"

"Early 80s, probably before '82. I had the ID19 for a while. Then I changed jobs in the bank - I was going to be travelling up the bush a fair bit, and I needed a better car - I don't know - I bought a Volvo wagon I think. I was a bit scared of the ID - I didn't know enough about it I guess. I wish I'd kept it now, a two-owner car, probably would have still been going.

"So then I thought if I need an old car and I can't have an ID, I'll buy something older. So I bought the Light 15. I guess I just "lucked" into CCOCA".

"Hmm. And somewhere along the line you got your CX?"

"The CX ---, I don't know why I bought it either. I think that was just that I'd changed jobs again - going up the bush".

"I reckon I saw it the other day - ARI - looked OK".

"Yes, I had the CX for about four years - lovely car to drive, cost me a fair bit, stinking hot in summer and overall a bit gutless. I had a GS in between all that for a little while - bought it as a write-off, fixed it up and flogged it off. It stunk of petrol all the time, couldn't get rid of the smell. And that was a good little car.

"So I did all that, then the 2CV intruded".

"That was Mike's, Mike Veevers, wasn't it?"

"Yes, I got it off Russell Wade. The body was more or less restored, the body has to be painted, front guards have to be fixed up, and the whole lot put back together, new tyres - its a pretty good car. But of course the longer I work on other things, the less time I've got to work on the cars.

"I was on the Committee for quite a few years. I've got out of that and I'm concentrating on getting the house done. Then I'll concentrate on getting those cars on the road.

"I've now got this station wagon - ID, 1962".

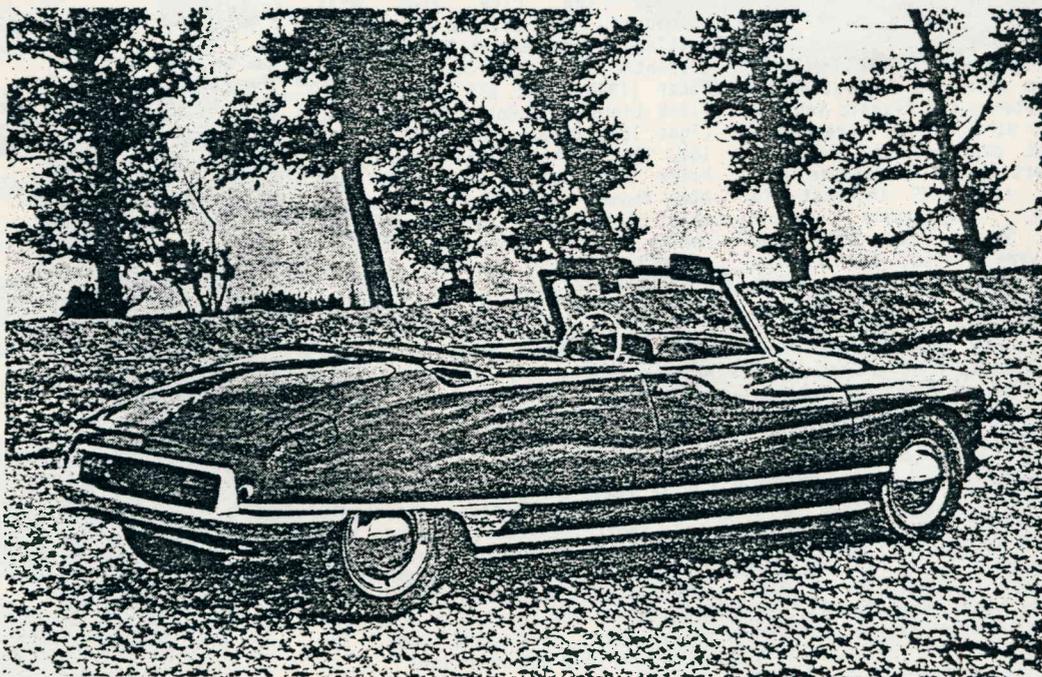
"That was off Gerry, wasn't it? - Gerry Propsting?"

"Yes, it was pretty sad, but still saveable. I'm now working pretty close to home, want something to run up and down to work, and I want to drive a Citroen, and I don't want to pay much money. So I came up with a D. Actually it is costing a bit to get it ready for the road. It will be ready for a roadworthy check pretty soon and it needs a respray - I'll just give it a quick tidy up for the roadworthy. And I've got some 14 inch wheels for it - make it a bit cheaper to set up. I've upgraded it a bit - quartz-iodine lights, side mirrors, stereo. I'll take you round the block in a minute and let you see what it's like".

"Right. You were on the Committee several years weren't you. Now what positions did you have?"

"I was "Club Person of the Year" early in the piece, and then they asked me to go on the Committee".

"Yes, an old ploy that one, when things are getting desperate!".



Ted's dream car.

"So, I went Secretary the first year, then next I was Treasurer - pretty easy for me, I did that for about three years, till this year. I'll probably go back once I get things tidied up".

"Worth mentioning your Dan Jones type activities? The tremendous amount of room you gained under your new house and so on? Couchie might give us a bit of a story of the American guy who came to see you, and you fixed him up with a gearbox and bits".

"Yes, he couldn't get a second-gear in the US for his Commerciale and we fixed him up. We moved house partly to get more space for me to enjoy my hobby. Now I've got the space, but haven't got the money to do anything with it! I suppose I've got about eight hundred square feet of space underneath the house - immediately useable for spare parts and car bits. It's a really useful asset. We formed a syndicate to buy the Dan Jones collection of Traction stuff after his death so the club wouldn't lose it to a dealer etc.

"It was absolutely a mammoth job, far bigger than anyone expected. Because I've got the space, all the bits come here including the shelving of Dan's to hold it. I'll keep that once the bits go - it'll set me up forever! I looked after most of the selling of the bits. We advertised throughout Australia, and made sure the country and

inter-state members got a fair go in getting access. We had a terrific response, mainly from interstate people. I suppose I put in about three hours a night for the next two months, just taking orders, looking for bits, packing them up, sending them off. I've got some bits left and by Christmas time when David Giddings gets back from UK, we'll sort out what's left, retain what we need ourselves, and get rid of the rest somehow, to recover the space underneath. Some of the space we'll turn into a rumpus room. So that'll work out alright.

"So for the last 6-8 years, I've been pretty well involved with Citroens. Talking it over with Helen and some friends the other night, we agreed the greatest thing has been the friendships we have made in the club. These people we wouldn't have met before, but now we see them socially and we're good mates. In my opinion this is the best thing in the club. We share and lend things, and the kids get on well together. This aspect is just as important as the cars. It is important to have a friendship-based club.

"So what I plan is to get the 2CV upstairs in the triple garage with the Big 6 and the ID and get a photo of them! I don't plan to ever sell the Big 6, but the other cars probably don't have as much interest to me. The car I'd really like to have is a DS or ID convertible - that'd be the perfect machine. I've

only ever seen one. It was down at Rosebud last Christmas - a dark blue one - it knocked my socks off, beautiful. That's the only car I'd like more than the Big 6. Maybe its not practical, but its a dream car. I'd be prepared to go well into debt for one - the appearance, the hydraulics and of course being a convertible. The SM doesn't grab me so much, too complicated. I know a bit more about Ds now.

"The other thing is the three kids. I'd hope they would be interested in cars, not just to thrash them around, maybe get them into something old and join the club and get some fun out of them. So I might have to get a couple more cars between now and licence time, for the little rag rats! We've got enough space here. The underneath is going to be only to work on a car in total comfort, then bring it out for storage and use.

"I'll never move, because I don't think I'll be able to get rid of all the stuff.

"Well now, let's get the wagon out, and we'll go for a spin!".

We did, and it was great. Of course, in a Chapron DS roadster, it would have been even better! Don't rule out the possibility!

Bill Graham.

PAST RALLIES

Cavalcade of Transport, Collins Street, Melbourne
Sunday April 17

Organised by the National Trust in conjunction with the Federation of Vintage, Veteran and Classic Vehicle Clubs, as part of Heritage Week, this event provided an excellent day's entertainment for anyone with even the slightest interest in yesteryear, especially motor transport. Though some 150 motor vehicles were listed, the display and entertainment was by no means limited to these, there being some horse drawn vehicles, notably a splendid hearse provided by John Allison Monkhouse, as well as some riders setting out on a bicentennial cross-country trip to Canberra. A most impressive bicycle band provided lots of stirring oompah-pah-pah and a street organ provided more. Stalls and street entertainers added to the enjoyment. Of course the weather was just right.

Cars ranging from a 1907 Delauney-Belleville through to those of the 1960s were parked along Collins Street between Russell and Market Streets. Some small overflow

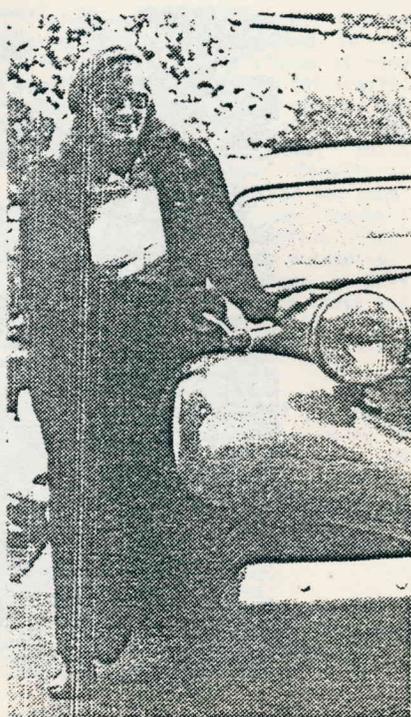
went up cross streets. After a drive through the city from East Melbourne, the Citroen contingent settled in near Market Street. Those presenting cars were: Alan and Sandy Baker (1948 Light 15), Robin Smith (1948 Light 15), Robyn Couche (1952 Light 15), Bryan Grant (1953 Light 15), Max Graham (1954 Light 15), Peter Simmenauer (1949 Light 15), Alan Thomas (1953 Big 15). Perhaps most disappointed on the day was Detlev Neumann whose 1952 Normale recently suffered "gearbox disease" and could not appear.

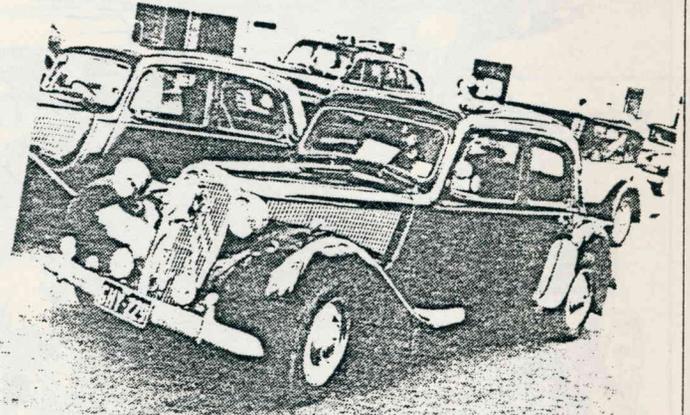
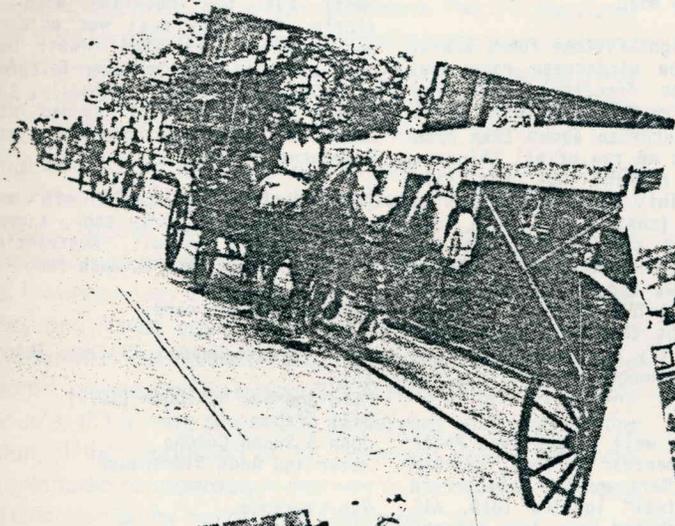
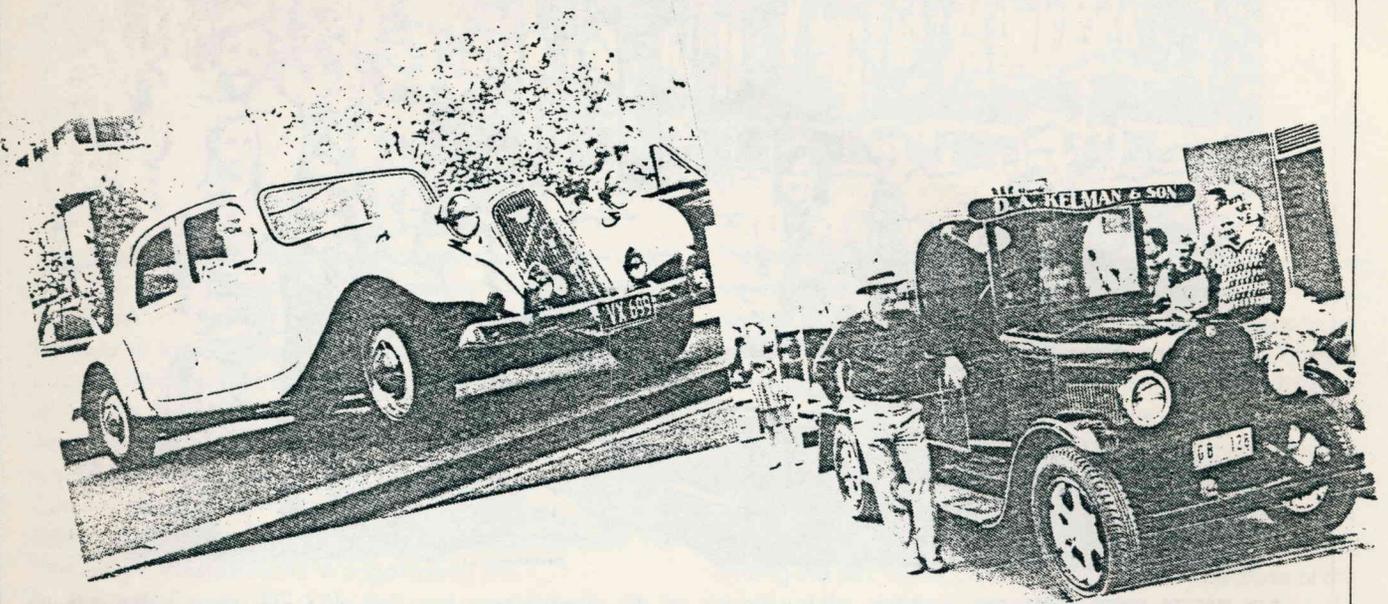
The Tractions took more than their share of attention from the public, many people recalling their distinctive appearance and characteristics.

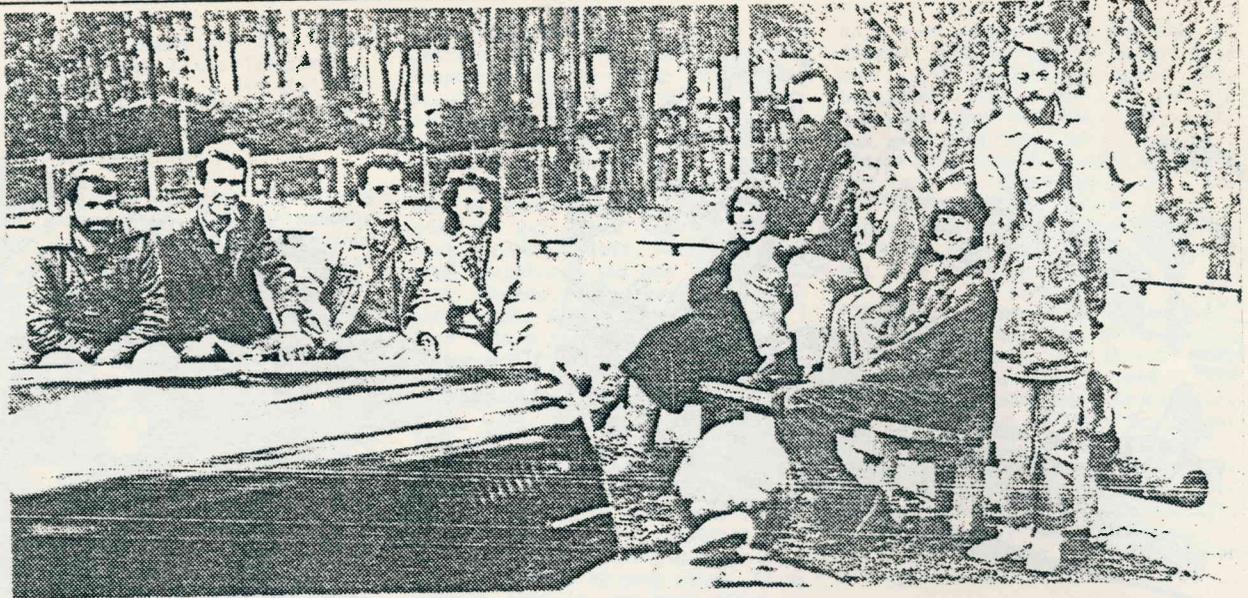
There were no fewer than three Lancia Lambdas of the '20s on show - the first production monocoque, while most memorable was a 1928 Graham Brothers one ton truck, setup as a fully operational "night cart" complete with authentic cans and a "special-of-the-week", a detailed replacement seat and box for up-dating your out-door loo!

An excellent day, which we hope will become an annual event. Entrants went away with a handsome grill badge as a souvenir.

Bill Graham.







DAY RUN TO UPPER YARRA DAM - 29TH MAY

The day started slowly (both weather-wise and also participant-wise). As we drove into the Nunawading Civic Centre car park I was expecting to fight for a parking place. As it was, only one vehicle was present, namely our own president's blue BMW (reg DLC-067). We waited and waited and waited for further participants but by 11.00 a.m. none were forthcoming.

A toss of a coin provided us with the incentive to continue on our planned journey. So formed the DLC club (our 11D is registered DLC-082). A quick stop for petrol and away we went. With me at the wheel, the Light Fifteen set a cracking pace winding our way along narrow and slippery roads and although by now the sun had stuck

its head out of the clouds, it was still fairly mild.

Since the Light Fifteen fumes a bit, we wound the windscreen right out (but it was freezing). But they breed them tough in the bush and so it was no surprise about 10km from the dam when we saw of all things a jogger in nothing but his silk jockettes. This inspired us and we eventually (chattering teeth and all) entered the Upper Yarra Dam reserve. Five minutes of checking out the views and taking photos of the inaugural DLC club, and it was time to light the BBQ. Most of the wood was pretty damp but we managed to scrounge enough dry wood to start a fire.

The fire was well alight when Peter and Ann Simmenauer arrived, quickly followed by Mark and Sue McKibbin in their "original" looking ID19. All the hard work had been done (thanks

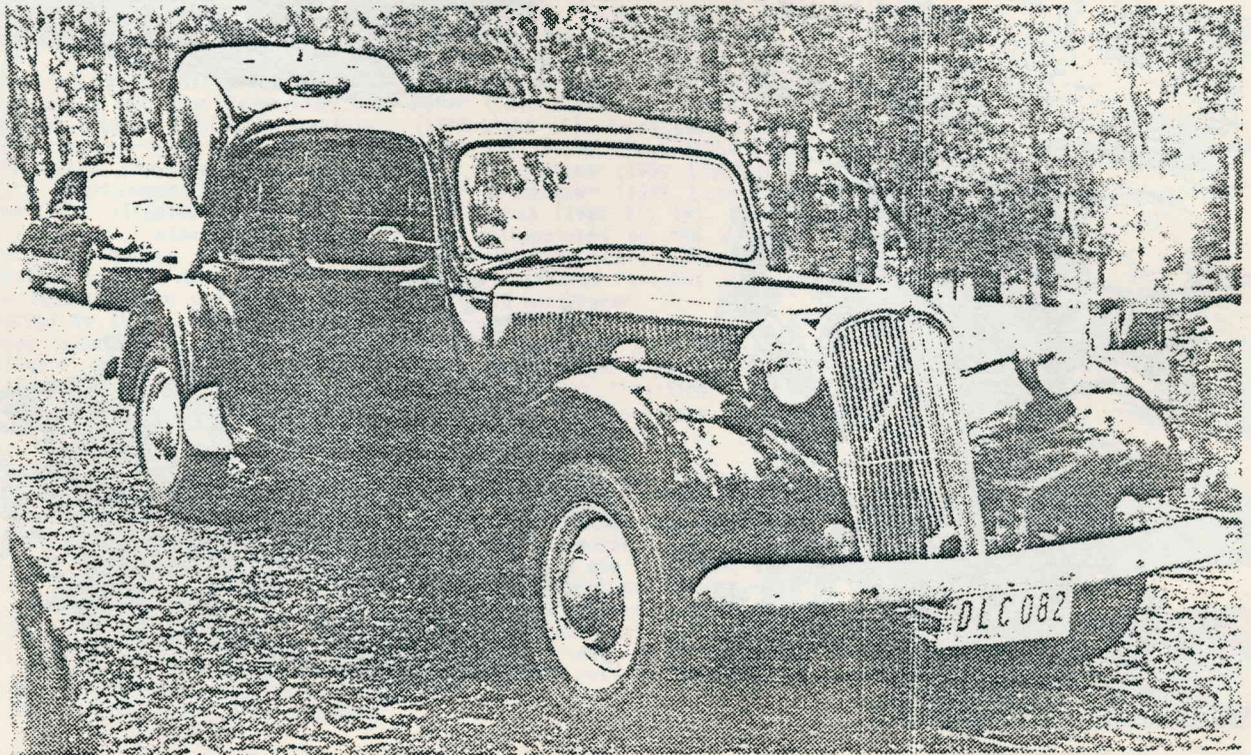
to Hayden) and the snags (even green ones) hit the hotplate with a sizzle. A hearty meal was enjoyed and several ales (and vinos) had been consumed when the ever-faithful Bill Graham arrived. Eventually, the fire died and so we all hopped into our machines and drove back to Melbourne.

The weather had held off and although it was fairly cool, a good time was had by all. Austraction promises to be just as much fun.

Members present were:

- Ron Lawrence/Hayden Chapman (Light 15)
- Mark and Sue McKibbin (ID19)
- Bill Graham
- John & Susan Couche
- Peter and Anne Simmenauer

Ron Lawrence.





CITROËN IN GERMANY

The start of Citroën in Germany in 1927

After the first World War, the domestic motor industry – which was, for many reasons, not competitive – was drastically protected. For the fact was that foreign motorcars excelled because of their mainly lower prices, higher quality, first-rate driving characteristics and larger ease of operation. In order to bypass the high protective duties, a few European and American producers of motorcars established assembly workshops in Germany. Chiefly for these reasons, André Citroën decided in 1926 to buy the "Rheinwerk" works in Köln-Poll (Cologne), which previously accommodated the "Vereinigte Westdeutsche Waggonfabrik AG".

In this way Citroën AG Köln-Poll was established, with a working capital of one million reichsmark. This firm regulated the sales for the whole of Germany and a large manufacturing plant was built on the right bank of the Rhine, too, not far away from the centre of Cologne (which was, at the time, the metropolis of the western part of Germany), and it was here that the first Citroën "Made in Germany" was manufactured on February 15, 1927. For this purpose the ground area of 64,500 square metres was made fit for the production of motorcars by an immense operation. This plant in the process of formation was designed to produce 60 cars or more per day and it was equipped in the same way as the French workshops. The necessary engineers and workmen all came from Cologne and its surroundings. According to a reliable source, there were about 500 employees who effected the start of the production of the German Citroëns and who contributed considerably in this way to the development and distribution of the motorcar in Germany.

At first, an area of 14,000 square metres of the firm's grounds was covered with buildings, but by the time the building operations were finished, this was 26,000 square metres: assembly of chassis and body, sheet metal workshop, upholsterer, manufacture of mirrors, enamel workshop, nickle-plating, rooms for spraying nitrocellulose and final assembly. All these workshops were designed for the production of large series and were fitted with modern transfer lines totalling an impressive 650 metres.

The feedstock and prefabricated parts supplied by other firms were immediately passed on to the warehouses of the production and transfer lines. Especially at the beginning, a large part of the assembly of the cars took place mainly in Cologne motor body works, where the different models were finished according to the tastes and needs of the customers.

This German plant was the latest of the Citroën firms abroad. It had developed extremely well within a short period of time and had very rapidly reached a remarkable output level. As a result, the Cologne Citroën works could soon be counted among the best of the German motor industry because of the quality of the methods and products used.

The cars were sold by means of a network of retailers, covering the whole of Germany. These Citroën agents, as the retailers were called at the time, were naturally responsible for the service, too. For this purpose, the Cologne Citroën works published, already in 1927, a repair manual which dealt with the B 14 in the German language. Such a manual was a novelty at that time and very revolutionary.

In Berlin, Citroën Automobil AG had its luxurious showroom and sales offices – which were reputed to be the prettiest in town – in the street "Unter den Linden". The production programme of the German Citroën AG in Köln-Poll was at first limited to the manufacture of a basic model, namely the 6/25 PS" Citroën (further indication B 14), which had been developed by Citroën France after many years' experience in the construction of light vehicles.

Picture page 8: a 6/25 Torpedo Luxe. The Continental Cord balloon tyres which had been newly developed in that time are clearly visible. The apparently proud driver belonged to the first German Citroën publicity caravan in 1928.

Already in the first year of production, an attempt was made to incorporate more German materials and readymade parts, which had been manufactured locally, in the Cologne models; this in connection with the fact that the German government had also levied large import duties on imported products and materials in order to protect the shattered German motor industry. Because of the do-it-yourself kit principle it



Die Erfahrungen des letzten Jahrzehnts

auf dem Gebiete des Kraftwagenbaues

vereinigt

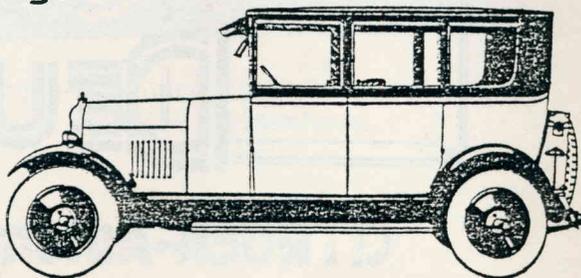
in seiner
praktischen Konstruktion

and
gediegenen Ausstattung

der
6/25-PS-CITROËN

CITROËN - AUTOMOBIL - A. G., Köln-Poll.

Auf der Ausstellung: Stand 178.





was not only possible to construct motorcars with 4 and 6 cylinders, but also to produce fast trucks of various capacities, tractors and tracked cross-country vehicles. As several parts were used for different vehicles, it was possible to keep down the production costs, and for the customer this resulted in an acceptable purchase price. Renowned German firms such as Ate, Bosch, Continental, Fichtel & Sachs, Siemens and the gear wheel factory Friedrichshafen supplied the current parts, and together with the solid design and the excellent product quality this meant that the name of the enterprise (popularly called "Kölner" in the industry) was upheld. Because of the strong chassis and the smooth working parts, a few German motor body works (at first including the Cologne firm Deutsch and later the motor body constructor Papler) thought it would pay to market, on the basis of this, taxis, delivery vans, but also perfect convertibles in large and small series.

Famous enterprises such as
 Carosserie Buhne GmbH, Berlin
 Karosseriebau Gläser, Dresden
 Karosserie Hebmüller & Söhne, Wuppertal-Barmen
 Fahrzeugfabrik Westfalia, Wiedenbrück

also reacted to the various wishes of the customers with their own developments in the field of motor bodies.

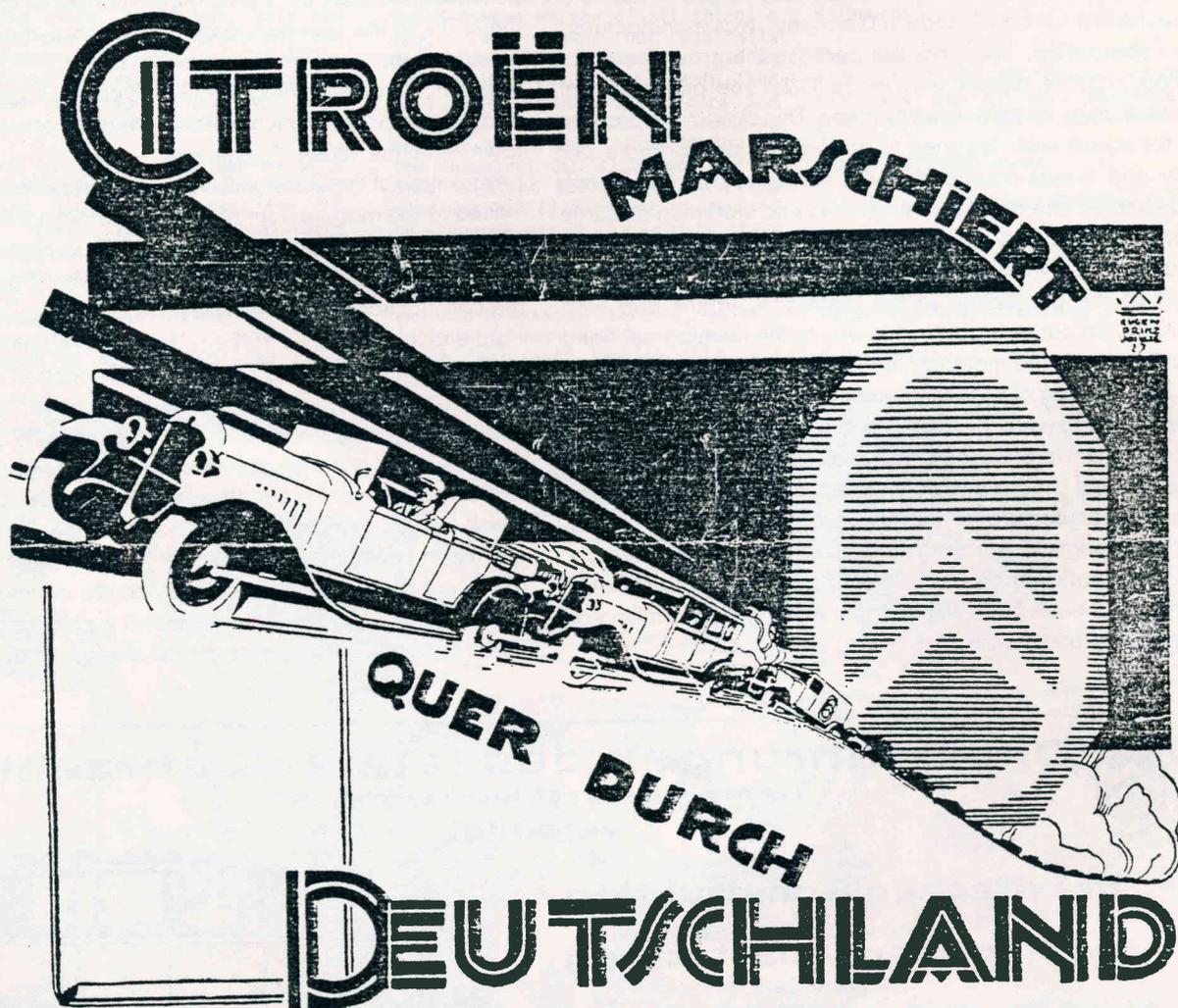
Because the cars were constructed in such a way that their operation and maintenance were very easy, the Cologne Citroën works remained successful for many years, in spite of the global economic crisis.

When the depression years with their losses seemed to be over in 1933, just after the introduction of the 8, 10 and 15 models, and when the Traction Avant gave hope again in spite of initial teething troubles, a shadow was cast over the Citroën works in Poll. Because the Franco-German commercial treaty came to an end and because of the paralysing exchange control, the production was brought to a standstill, as the supply was insufficient.

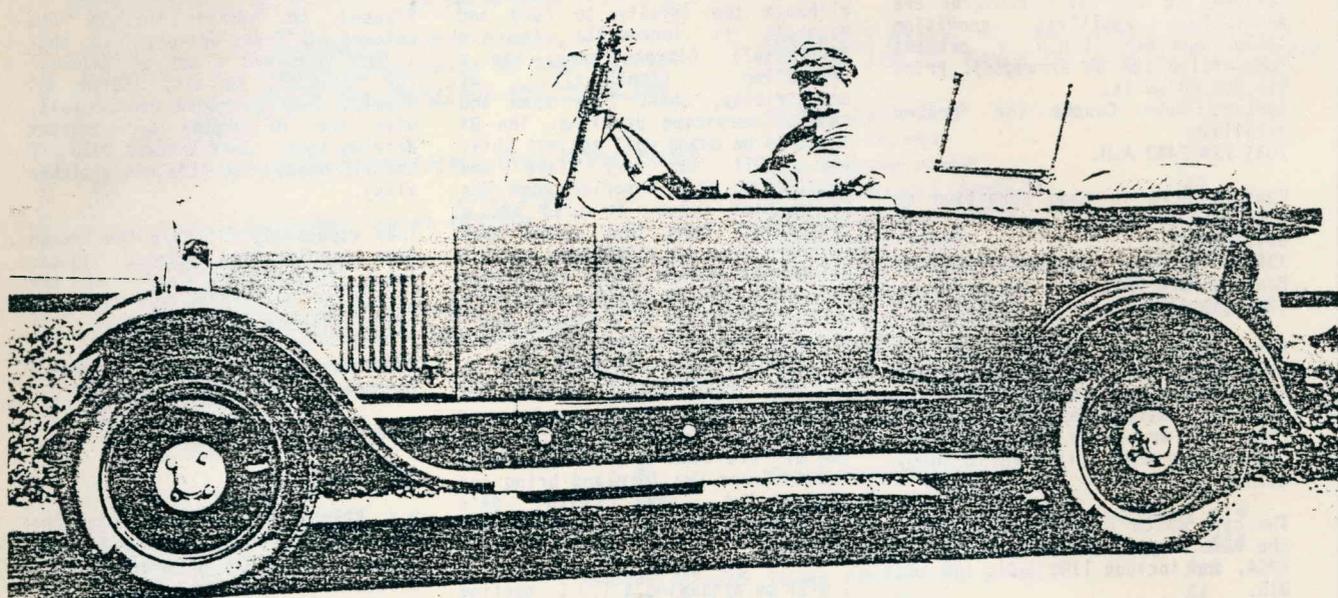
The necessary construction drawings were immediately sent from Levallois, so that also the car components to which they related could be built in Germany, but time was not on the side of the Cologne works. And so the last front-wheel-drive car came from the assembly line of the respectable small works on the Rhine at the beginning of November 1935.

The high expectations of this Citroën came true, as the Traction Avant was very useful during the war and some specimens are owned by car-lovers even today, keeping the memory of the Cologne Citroën works' history alive.

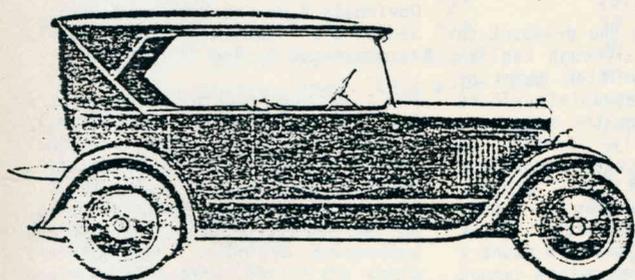
The writer Immo Mikloweit.



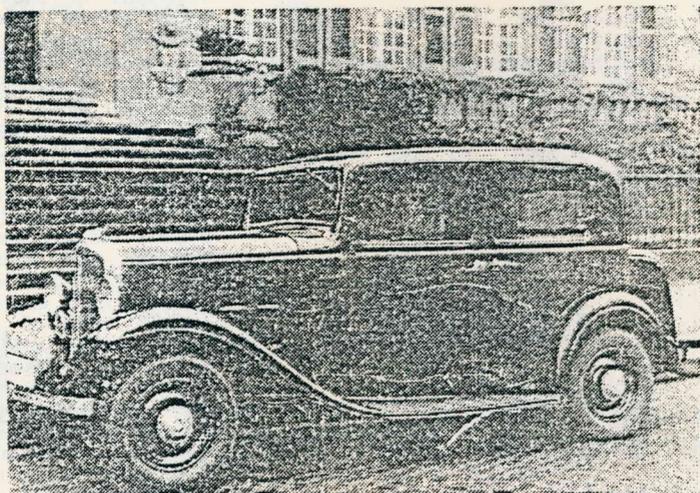
CITROËN-Automobil A.-G., Köln-Poll.



Citroën 6/25 Torpedo Luxe 1928



B 14, Torpedo Commerciale 1928.



Cologne-produced Type 8A sedan, known as the 'Rosalie' elsewhere.

CLASSIFIEDS

For Sale: 1964 ID19, white, reg. JBU 133 till Sept. '88. Red leather trim, new hood lining, carpet on floor. Many spares: two drive shafts, spare windscreen, two wheels, seven tyres. \$1800 negotiable.

Roy Stuchbery
Crown Ridge Ave
Paynesville 3880
(051) 56 7473.

For Sale: 1983 2CV Charleston (maroon & black). Genuine ex-French embassy car from Canberra. One owner. 24,000 km. All papers relevant to the car's pedigree are available. Faultless condition inside and out. L.H.D. at present (conversion can be arranged). Price \$12,900.00 as is.

Contact John Couche for further details.
(03) 729 7440 A.H.

Wanted: 2CV6 in good condition or with good potential.

Jeff Harris
138 Haines Rd
Banksia Park 5091
(08) 251 3761.

For sale: At least one of everything. If you're looking for that elusive part to finish off your Traction restoration, then please ring me or write and enquire. Chances are that I'll have it in my cachet.

The cars which I've dismantled over the last 19 years range from 1946 to 1954, and include 11B, 11BL, L15 and B15.

The range as you would imagine is vast, and condition of items ranges from good usable to "will I keep it or not".

Prices not excessive and are negotiable. We have sold our house and hence have far too much to take with us. All stock must be cleared by Saturday 17 September.

Kenn Gilbert
133 Badger Creek Road
Healesville 3777.
(059) 623782.

LETTERS

22 Penture Road,
London. E17482

8th June, 1988

Dear Bill,

The temporary U.K. correspondent, finally putting pen to paper! We have settled in very well to our life in London for the 12 months of my teaching exchange. Both my teaching position (in the East End of course!) and our living conditions (near Epping Forest) are

all very satisfactory, and we are of course making every use of our spare time to travel near and far.

The motoring scene here, is as usual, full of interest, the 'dreaded rust' still taking its toll on everything that moves and some that don't! My '84 Escort hatchback is no Citroen, but it is performing well and was a good buy at a trade price through a friend's company. The range and diversity of models, particularly European and Japanese cars is of course extensive, and one would say the British motoring public are well served in choice. The BX is very well received here and seems to be carving a niche in the market, although the loyalty to Ford and Vauxhall is incredible (as in Australia?). Citroen here, has a reputation (familiar?) of eccentricity, short life span and complex servicing problems. The BX seems to be doing well against this; the 19GTI is very fast and considering its interior room has to be good value. It also has a 'different' look that seems most 'Citroen-like' at this time, against all of the current 88/89 lookalikes over here. The AX too has been very well received and is a superb small car even against strong opposition, i.e. Nissan Nucra, VW Polo etc. It is very competitively priced and should do well. There are lots of late model 2CV Dollies on the road and all are looking good. I wish I could afford the duty and bring one back, but even with SA's improvement, it's just not economical!

I will be attending a T.O.C. meeting soon (Alan Sibley offering to drive me in his Traction) and will probably have more news on that score as the summer rallies start, although I have spied some nice Traction on the road, from our first arrival. Apart from clean, restored Slough cars, I have seen two imported big boot French models (one a Normale) in excellent condition, seems almost strange to see them in their 'natural' left hand drive state.

The traffic here, is one drawback to carefree motoring (although English drivers and the unwritten codes of survival, make it bearable!). There are constant jams on the motorways (tailbacks!) usually caused by endless rows of cones sometimes placed for miles to protect roadworks, sometimes not! (Contraflows). I honestly think they're digging up the whole country and of course the road system cannot handle the volume of traffic anyway especially around heavy population centres. (The M25 orbital motorway around London is known as the 'biggest car park in the world' and sometimes I believe it).

Regards to all in the Club. I will be interested to hear of the 2CV Raid Australia, hope all survived and that David Gries's backyard is getting back to normal (!!).

Kind Regards,

David Giddings.

P.S. Crown wheel and pinions are apparently available again? Will check further.

29th June, 1988

The Editor
CCOCA
PO Box 52
Balwyn. 3103

Dear Bill,

Pleased to advise through the columns of "Front Drive", Trak, that I have acquired a set of "widies" for "Claude", to wit, 185 x 15" wheels. They go round really well, with the ID engine and gearbox driving them. (Jack knocked 20lb off the fly wheel - so it's had a tickle also).

They especially fit with the French door handles and painted lights. Total "affordable cool" but the stroke of brilliance was to paint them Pillarbox Red.

Will keep all advised of future improvements on Andre's original!

Cheers

Robin Smith.

P.S. Slight Hitch - tyres catch the front guards when you hit big pot holes - but a bit of guard flaring should do the trick.

[There is a little trick of Jack Weaver's to cope with tyres fouling under the front guards - we'll put it in as a Technical Note later - Ed.]

Dear Ed,

I have been trying to think of a Kiwi Citroen enthusiast who reads and writes to your magazine. Obviously F.M. Lee-Nynne and Norm L. Seddon are reporting on the NZ scene as organised by Rod Gilbert.

Rod's earlier machine up-date is a Big 15 employing predominantly Citroen components. In its final guise it comprises of an injected 23 motor, coupled to a semi-automatic DS transmission and power steering. On the front, D-Series spheres and suspension cylinders with outboard discs are fitted, with a GS rear-end fitted to the back. To cap it all off, a set of Rudge-Whitworth knock-off wire wheels (ex-Jaguar) are adapted to the hubs. This looks like a Big 15, though most motorists see only the back view as it disappears into the distance. Rather the reverse of seeing the back of a stock-standard 15 as it obstructs and holds up the free flow of traffic.

Continued inside front

cover

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, recon.	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)	15.50 40.00
Windscreen rubber - alum frame	26 30.00
Steering rack boots (pair)	8
Gearbox gasket set	76.44
Complete gasket set motor L15/11BL	10.20
Sump set	50
VRS set	70
Complete gasket set motor Big 6	95
Exhaust muffler incl. tail pipe	L15 95
"	B15 105
"	B6 140
"	2
Rubber exhaust hanger	8.50
Gearbox output shaft seal	6 8.00
Front hub outer seal	6 8.00
" inner "	6 8.00
Rear hub seal	22
Door lock set French big boot	22
" Small "	13
Radiator hose upper/lower	12.25
Fan belt	3
Door lock springs	360
Piston & liner set	7.50
Liner seal	15
Exhaust valve	15
Inlet valve	43.80
Over cross (driveshaft)	18
Water pump shaft & bush	18

Water distributor tube (head)	28
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	105 140.00
Lower ball joint puller	65
Bonnet strip clamp (internal)	1.50

DYANE

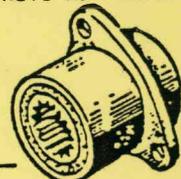
Brake hose	22
Seat rubber	1
Wiper blades pair	10

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

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, 1/1/87 reconditioned in France. At cost, less 50p: \$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

