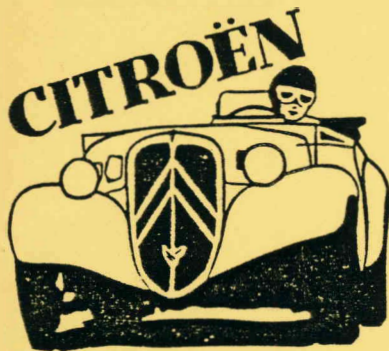


# ~~Fixe le~~ Visa Wombat



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# Windcheater & Tshirt designs



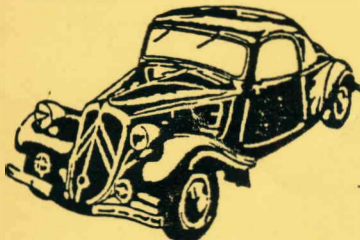
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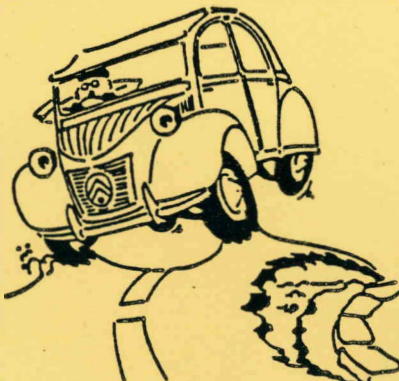
AVAILABLE ONLY TO  
2 CYLINDER OWNERS  
& ONLY GREEN ON  
YELLOW COLOURS.



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



COUPE



2CV



5CV  
BREAST POCKET  
SIZE ONLY



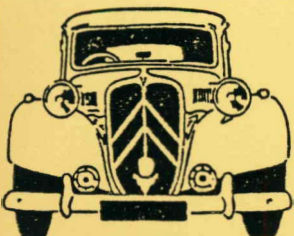
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ANNIVERSARY

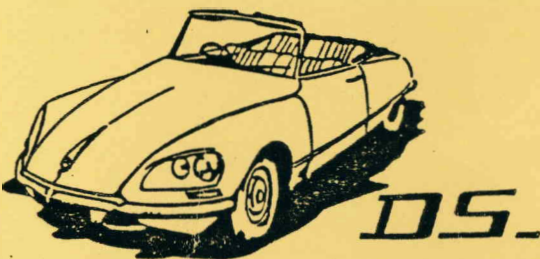


SCROLL  
BREAST POCKET  
SIZE ONLY



CITROËN

BIG 6



DS



CHEVRON BADGE

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Fourth Wednesday of each month except  
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## EDITORIAL

After what was a pretty mild southern winter, spring is with us again and our thoughts turn towards the coming summer and the prospect of much to enjoy, such as outings in our Citroens. One such event was the combined run to a BBQ picnic at Lake Nagambie with the CCCV for their concours.

And how about our cover character as a summer bon viveur and antipodean reincarnation of the Citroen Visa?

These sturdy and sprightly little cars are rare in Australia, but deserve to be much more common. We feature Leigh Miles' Visa in this issue, and profile Leigh as a CCOCA member for good measure.

Courtesy of various club contributors, we bring you many other bits of info to keep you up to date with the Citroen (especially CCOCA) scene.

By the way, membership renewals seem a bit slower this year. If you know anyone who is thinking of joining CCOCA or is wavering, perhaps you could give them a "rev up", so to speak.

Our particular thanks to Peter Fitzgerald Art and Design Pty Ltd for the cover graphic. Undoubtedly, the Visa Wombat is a great Austral-French character!

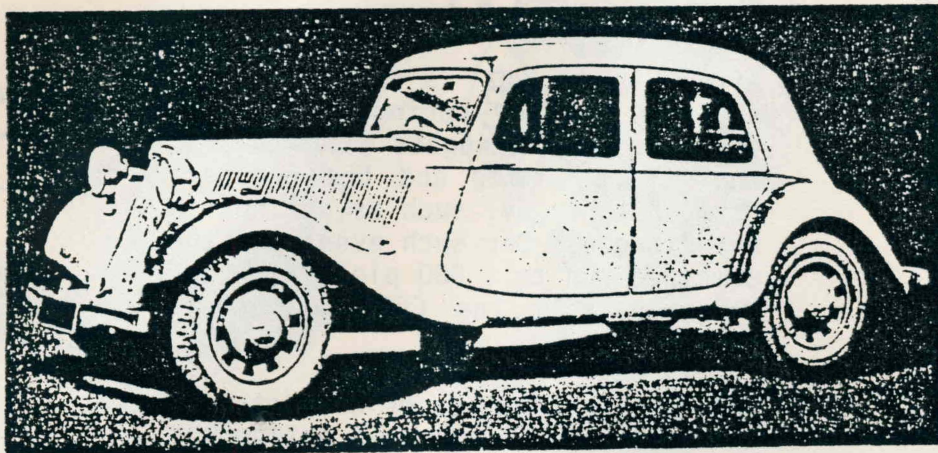
Cheers to you all from CCOCA.

Bill Graham, Peter Simmenauer and Peter Hore.

## COMING RALLIES

Please refer to most recent issue of "A'tractions" which has been sent to everyone.

# NAMING YOUR TRACTION?



Fred

Mabel

George

Hannibal

Zebbedee

Rambo

Hermione

Kate

Euphonia

So your Traction is part of the family?, and you feel it should be christened? Not as easy as you think! Here are a few technical tips to help you avoid the pitfalls.

1. **IGNORE** the scoffers who say "it's only a car" - no Citroën is only a car. They all have their own personalities, good or bad, which should influence your choice.

2. **CONSIDER** these personality characteristics. It should be obvious from your first drive that it has many human qualities, such as noisiness (when you find holes in the muffler); baldness (tyres); incontinence (leaks from the sump, water pump, petrol tank, windscreen, sun roof etc.); untidiness (disintegrating upholstery, flaking paint); thirstiness (for water, oil and/or petrol); bad temper (when it flares up, loses its cool or flips its top); not knowing when to stop (bad brakes) and so on. If these characteristics depress you or your bank account unduly, you have two choices: sell the car immediately or choose a bright cheerful name which takes your mind off the problems.

3. **AVOID** using names of family members. It can lead to tensions if, after a long session under the bonnet, you come in for your dinner directing obscenities at, say, Eric,

only to see your brother/father/son/uncle/friend peering in an offended manner at you over his newspaper. This practice could lose you a substantial inheritance.

4. **EQUAL OPPORTUNITY.** No matter how hard you try, you will not be able to avoid accusations of discrimination if you base your choice on colour.

Another insoluble problem arises from **SEX**. Apart from the obvious one, which a big body can alleviate to some extent, the children will inevitably inquire how you tell whether the car is male or female. This may embarrass you. My explanation that females were the ones with the big boots may not go down too well in your household either.

5. **DEMOCRACY.** A positive menace. If you innocently propose a family vote to select a candidate from the list of mostly ridiculous names which will be suggested, there will probably be more losers than winners, and you (if your choice wins) will never be forgiven by the losers - a source of dissension forever. The results of a split vote could be costly - you may have to sell the car to meet the terms of the property settlement.

6. **POLITICS AND RELIGION** should also be avoided. Names like Bob, Mal or Joh could be quite divisive. Saint's names will probably lead to the difficulties described in (3) above, and the name of the Almighty will frequently be taken in vain during repair work and breakdowns in any case.

7. **PEDANTRY.** Even if the meaning of your chosen name (e.g. Mildred - mild power; Ezekiel - God will strengthen; or Ferdinand - journey-risk) fits the car to a T, you may run the risk of boring listeners even more than usual if you attempt to explain it. On the other hand, a name may sound just right, but turn out to be inappropriate, (e.g. Eustace - rich in corn) or, more likely, be classified as "meaning obscure".

A depressing picture? I can only say that many of these problems are based on personal experience, and I can offer no solutions.

However, I have promised to let the Editor know just as soon as our recently acquired, small boot English, maroon Light 15 definitely becomes either "Ruby" (colour) or "Basil" (Fawlty).

PETER SIMMENAUER.



# Twin Pot Topics



## What is a "VISA" anyway?



Some might say: "The passport to motoring pleasure". The Visa is a small Citroën, extremely rare in Australia, and something about its rounded grey plastic "nose" and chunky shape makes Aussies think of the native wombat. The "Mark II" Visas dropped the heavy grill surround, and were less distinctive as a result.

Citroën introduced the Visa at the Paris Show of 1979 in two mechanical versions - the Special/Club version of 652 cc, and the Super of 1124 cc. The Super motor was a water-cooled four, taken from the Peugeot 104, and mounted "east-west".

The 652 cc Special/Club motor was like that of the 2CV - an air-cooled flat twin, mounted "north-south" and driving the front wheels through a

four-speed GS gearbox. However, though of similar capacity (652 v. 602 cc), the Visa motor was all-new. One of its features was electronic ignition.

At ground level, the Visa shared the floor pan of the Peugeot 104 - McPherson strut and discs at front, and trailing arms/drums at the rear. Steering was rack-and-pinion.

The Visa was perhaps the cause of the first rumours of a 2CV replacement (or was that the LN which emerged in 1977, using the 2CV/Dyane motor in a short re-badged 104 body).

As we now know, the Visa was not the 2CV replacement and they continued on side-by-side, till they were both squeezed out by the AX.

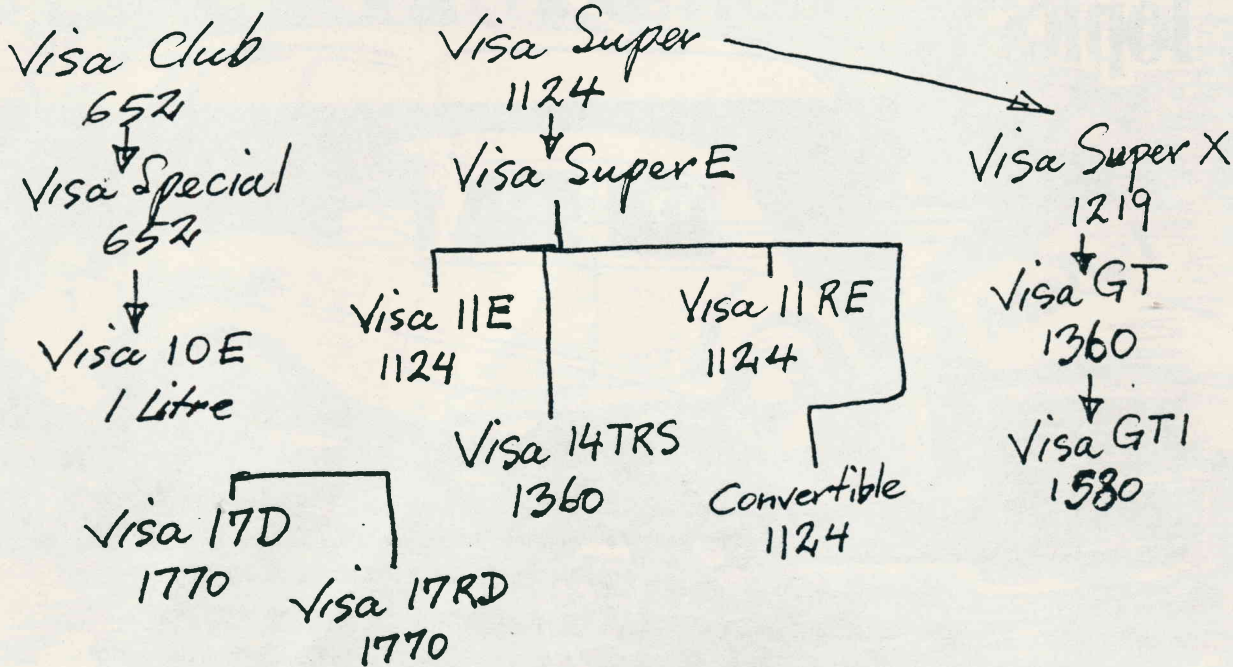
The Visa also appeared in diesel and van versions, and now only these versions (along with the foreign-built Axel) survive in production. As the Visa acquired bigger motors shared with the BX, it became a real little ball of fire. The Visa vans were only available on release in red or white, naturally tabbed "Van Rouge" and "Van Blanc"!

The Axel is a Visa variant assembled in Rumania. It uses a three-door Visa body, GSA power plant, and torsion bar rear suspension.

Despite its many variants though, the Visa in its original 652 cc flat-twin form, like Leigh Miles' car, is still the one that many aspire to.

Bill Graham.

# The Visa Genealogy



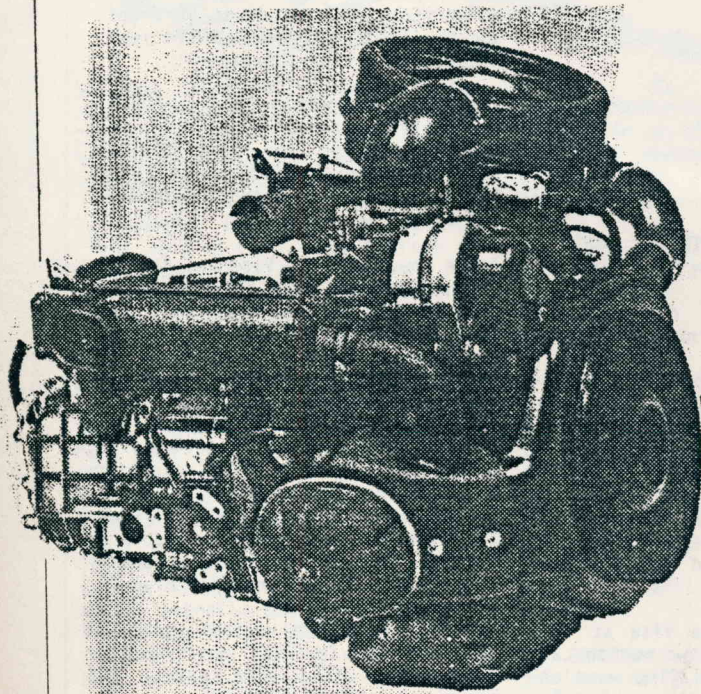
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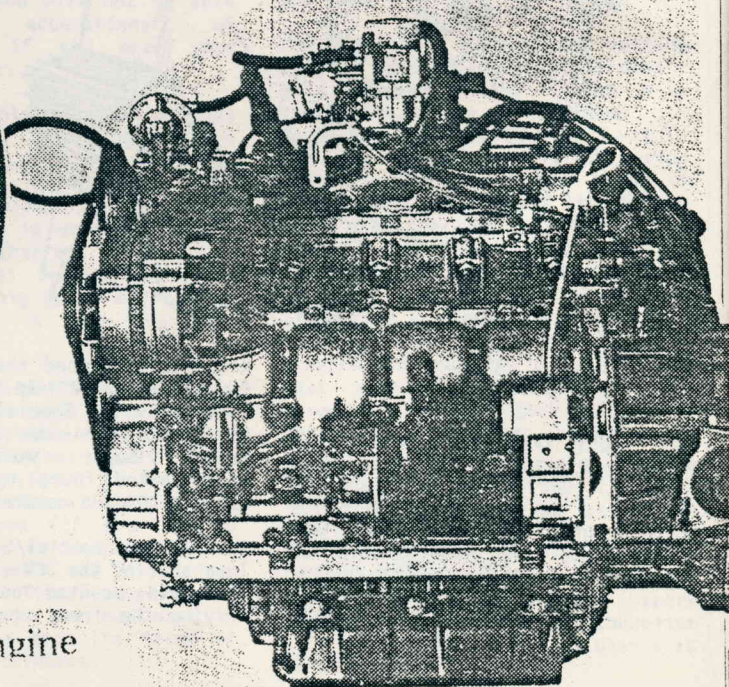
Provided by Leigh Miles.



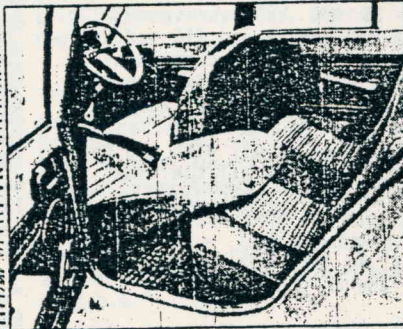
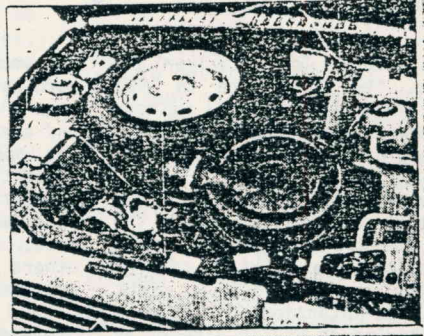
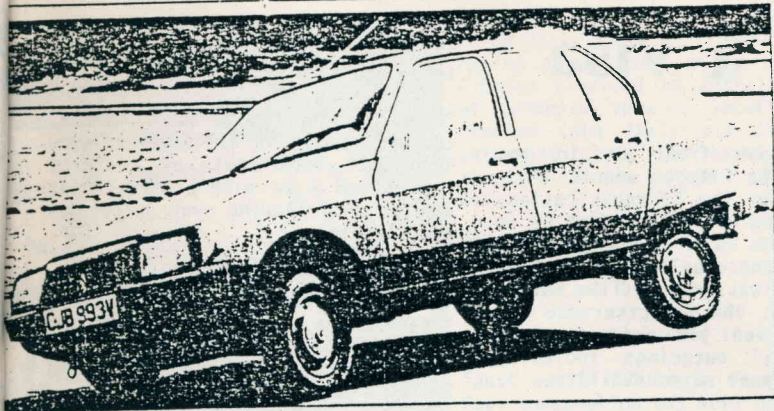
"Mark II"



652cc engine



1124cc engine



# Touring Europe in a Visa

Melbourne couple, Tony Schalken and Liz Hanko, flew to Europe in 1985 for an extended tour using a Citroen Visa. Herewith, Tony describes their impressions of the trip and the car.

"We intended to collect the car early enough in Paris to avoid the worst of the traffic. However, with various delays, we ended up getting out in the evening rush at about 4.00 p.m. The intention was to drive to near Charles de Gaulle Airport as we had to pick someone up there next morning. We found it remarkably easy to get there.

"Liz drove and I navigated. We managed to get out of Paris in good time with no major hassles.

"We intended to drive through France and to cut through the north corner of Switzerland into Austria and then into Hungary.

"We had to keep an eye on distance as we had a scheduled service at 1000 km. This had to be done before entering Hungary, as there was no Citroen service depot there.

"With our passenger on board, our trip through the French countryside

We would just front up in the morning at the Citroen agents. They knew all about the TT registration, and everything would be tidied up in the one day. We'd go for a look round the town, usually for a couple of hours. It was exactly like having your own car. The first service was free, and then you paid for any others - all outgoings including service are your responsibility.

"We had the car for five months and covered 25 000 kilometres, all up cost was between \$9 and \$10 per day, covering all comprehensive insurance, etc. as the fixed charges for the new car. Fuel etc. was extra over the lease charge above. We had no real hassles at all with the car. It worked perfectly all the time. It was designed for super fuel but on one occasion in Hungary, we had to go on standard fuel - no hiccup there - we made it a bit of a shandy, and no problems.

"Through Vienna into Hungary, where we spent about five weeks touring around. The only thing which could be a problem in other Eastern Block countries is that the Visa did need super petrol. Most local cars are two-strokes or run on standard, and

but with front wheel drive, very safe, very comfortable, all with three up.

"From Hungary, back into Austria, couple of days in Salzburg. We were held back from Italy by a fierce snow storm - we didn't have chains and it was snowing and mud-slides and flooding.

"We turned back through Lichtenstein into Switzerland - Lucerne, where we stayed a few days. We stayed on the outskirts of big towns, mainly bed and breakfast type places. In Switzerland we stopped in a 400-year-old converted grain silo on the banks of Lake Lucerne which was very pleasant. Again the weather was very pleasant indeed.

"Westwards towards Geneva, through SE France into Belgium and towards Holland, following the River Meuse in France - becomes the Maas in Holland. The area is notable for the large number of World War II war cemeteries - scene of some of the fiercest battles - a bit disturbing.

"We crossed the Alps into France. Border crossings were no hassles. The guards would recognise the TT plates and wave us on. They didn't want to see our passports. The only place they wanted our passports was re-entering France. Through industrial Belgium into Holland. We left the car and used public transport, spending two weeks there. Driving in Holland was relatively not easy.

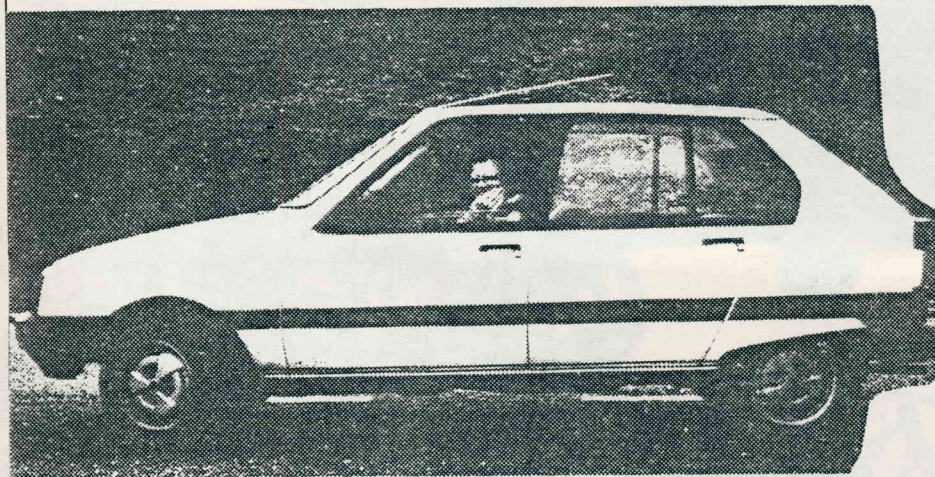
"Then back along the Belgian coast to France - Normandy, to Mont St. Michel. Up to Cherbourg, took the ferry to Portsmouth.

"It was a bank holiday, raining, drove to Salisbury - the most expensive night of the trip - 35 pounds at a hotel.

"Spent about a week in Cornwall. B&Bs averaged out about 18 pounds for two. Then Devon, back to the east, up to Edinburgh, Inverness, down to Fort William - very bleak, raining - too wet for our walks.

"Down to the Lake District. The car just chugged along no trouble. The only thing was driving a LHD car in a RHD country. This required considerable driver/navigator co-ordination, particularly on the narrow roads of Cornwall, with tall hedges - your best bet is to get behind a combine-harvester - no-one would dream of forcing it to back up!

"Down to south of London, then Dover, Calais, and spent about a fortnight in Paris. Not worth the bother of driving in Paris because of the parking and heavy traffic. The best sign-posting was in Hungary, Austria possibly the worst, the French excellent. The French highlighting of tourist-interest items was very good, as was their maps and other information. An



Tony at the wheel in England.

was beautiful, lovely June weather. Liz drove most of the time, getting used to driving on the right hand side.

"The Visa is 5-speed, and with three on board with all luggage, it cruised very, very well and was very comfortable.

"It was a Visa 2E, 1.12 litre, four-in-line motor.

"It was opportune to have the car serviced in Austria, at a place called Telfs. We managed to convey our needs in a combination of broken German, Dutch, English. Whenever we had to have mandatory services, there were no difficulties at all.

so you had to watch out to get super when you could since only a few stations had it - about one in 10.

"We travelled pretty well about 100 kph - possibly the limit is 80, but no-one pays any attention - they would have to be the most manic drivers in Hungary. Very fast, no sense of responsibility, they overtake against the on-coming traffic in the expectation that it will give way to them, and they just travel very fast. We were using back roads mainly and 100 is just about the safe limit. Of course in Austria with autobahns, it was different.

"We drove through some very steep roads in Austria and Switzerland,



Liz, stopped to view chateau in France. Friendly poodle wanted to get into the Visa!

excellent book describes accommodation in France.

"The Swiss won't take plastic money, but elsewhere, Visa especially was acceptable.

"From Paris south to Provence. Ideal having a car, service no problems. Citroen provided an excellent book of European service locations. We crossed into Italy via the Alps, returning along the coast. The car coped with the steep roads very well.

"Back into France, west, and up the Loire Valley - the odd chateau etc! Somewhere, we had got a fair bit of tar on the car, but no questions asked when we returned it in Paris.

"Just on 25 000 km in five months. Fuel consumption was very good - 5.9 litre/100 km (48 mpg) average. No oil between services, tyre wear negligible.

"Petrol was cheap in Hungary. Many small cars - Fiat, Citroen, Volvo-DAF, etc. In the east, the East German two-stroke Trabant is common, very basic, and the Dacia - a Rumanian-built Renault 12.

"Some things to remember. In Italy, all petrol stations close between 12-2 p.m."

One problem - the only one? - was that the Visa tended to stall when hot, and then it would be very hard to restart. Tony was driving on the

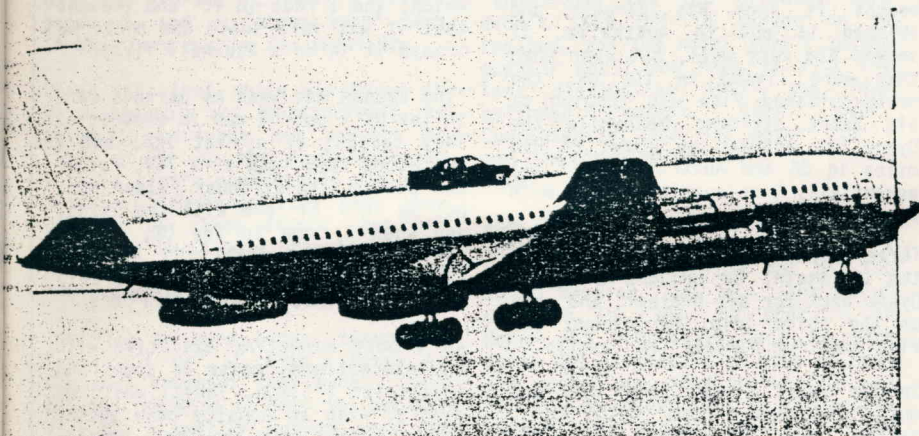
notorious Route Periphique in Paris (24-hour rush-hour) when this first happened. With the traffic noise, they couldn't tell even if the motor was running or if the starter was turning it over, and it didn't seem safe to get out of the car to check. They just sat there until the motor cooled down. The locals were a bit more patient than usual because of the visitor (IT) plates, and even the poor frazzled gendarmes were sympathetic.

"We set the whole deal up here through "Wheels Abroad". The level of organisation in France was excellent, and paperwork went very smoothly".

On their next trip to Europe in '87, Tony and Liz couldn't get a Citroen to go to Hungary (very disappointed!), and used a Ford Fiesta, collected in Frankfurt. They are also planning to go to Europe again in 1989. For this, they are planning to get a BX or to go separately on different routes in two 2CVs! Spread over say three months, either deal would cost about \$40 per day for hire (plus fuel and service etc).

Bill Graham.

## The World's Fastest Citroen?



### CAR GOES 450KPH ◀ WITH NO ENGINE!

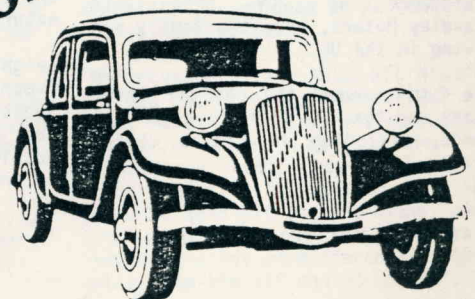
A CITROEN BX GTi flew at 450kph piggy back on a Boeing 707 air freighter for a TV commercial in France. Before being fixed to the roof of the Boeing, the car was tightly shut, having its doors sealed, and the engine was removed. The ad, partly shot in Ireland (where else?) was supposed to look like a shuttle on its carrier.

For sale: Owner's instruction book, early type 2CV (375/425 cc), mint condition, \$25. Photocopy of workshop manual for above (over 200 pages of double-sided copy), \$25. Owner's instruction book for 2442 cc six cylinder and 1628 cc four cylinder Citroens (i.e. C6 and C4), printed 1929, in average condition, \$25. All the above are in English. Also GS parts: two front guards (few dents), front bumper centre section with rubber strip and grill, all in fair usable condition, \$25 the lot. Russell Wade. Phone (03) 570 3486 (not after 8 pm).

For sale: Light 15, 1948. Totally restored, black, with sunroof. \$12 000. Robin Smith. Phone (03) 527 5429.

## CLASSIFIEDS

Rare opportunity



# PROFILE



Leigh as John Couche sees him.

## Leigh Miles, Melbourne.

With little if any risk of giving offence, Leigh Miles may safely be described as one of the "characters" of CCOCA, and rest assured, CCOCA is much the richer for his membership.

Physically, Leigh is distinguished by a magnificent handlebar moustache, not quite in the Jimmy Edwards league, but certainly such as to cause the odd RAF type to consider flogging off his white scarf, Spitfire and MG to try to acquire one. Oddly, Leigh's tall frame seems to slide easily and happily into the confines of the small Citroens, perhaps a compliment to the design efficiency of both the bodies in question!

Leigh has been in CCOCA for about six years, coinciding with the arrival in Australia of the yellow 1974 Dyane Weekend Six he still has (see Front Drive Sept/Oct 1983 for description).

The Dyane was purchased brand new by Leigh's parents as economical and affordable transport at the insistence of 2CV enthusiasts Graveley Motors, when the family was living in the UK.

The family owned the car for three years in the UK and drove it all about, including in France. Leigh

and his Dad were enraptured with the Dyane with the result that Leigh bought it from his parents and shipped it out to Australia. It served him very well, but even when they were living in the UK, the newly-released Visa was tugging at his heart strings! Meanwhile the Dyane has notched up about 85 000 miles in UK and Australia - in all essentially enjoyable and with minimal trouble.

Three years later, when Leigh was in the UK again, he brought a second Dyane back for his brother, and then on the third trip, he brought the Visa back for himself (at last!)>

In the years since, Leigh has had much enjoyment from both cars, taking them both to local and interstate rallies, and being a competitive soul as he admits, ending up being a concours winner and also Club Person of the Year (for best attendance record at club events). Perhaps most revealing is his statement that although the Visa is the more modern car, he favours the Dyane because its idiosyncratic nature better reflects his own!

Leigh is a continuing strong supporter of "two-pot" Citroens, subscribing to such "lost causes" as the Cooee Whoopee Bonser Club (for Aussie Twin-pots), and more recently in establishing the seemingly more

tolerent and casual Societe Nationale d'Australie pour la Citroen (SNAC), whose members (shades of Old Blue Eyes and his mates) call themselves the SNAC PAK! Is that because such instant meals are also to be found in little throw-away tin cans, with lids which are easily ripped off to reveal the can's contents? Fellow members of the SNAC PAK include Peter Fitzgerald (Melbourne), the Bennets (Adelaide) and the Neales (Canberra)>

The SNAC PAK boyos (and girlos?) can usually be found perpetrating outrageous japes at national Citroen rallies in particular, most notably through taking careful note of fellow members' behaviour and exposing it to general ridicule during the final ceremonies.

The basis for the SNAC PAK awards at such occasions are typically unprintable, and add much to the humour of the events.

Asked about his early Citroen associations, Leigh is at a bit of a loss.

"I was thinking about it. I suppose the first part was back in high school - one of the maths teachers had a black Traction, I don't know which, and I rode in it and thought that it was very suave and nice. He traded it in on a Vauxhall Viva!

"The second was when my parents were in the UK - petrol was so expensive. They thought of a Fiat 126, but I suggested they look at a 2CV. Father had been a six-cylinder Falcon man, but he fell in love with the Dyane, and when I came to the UK, I also fell under the spell. It was the first Citroen I had driven and only the second that I had ridden in".

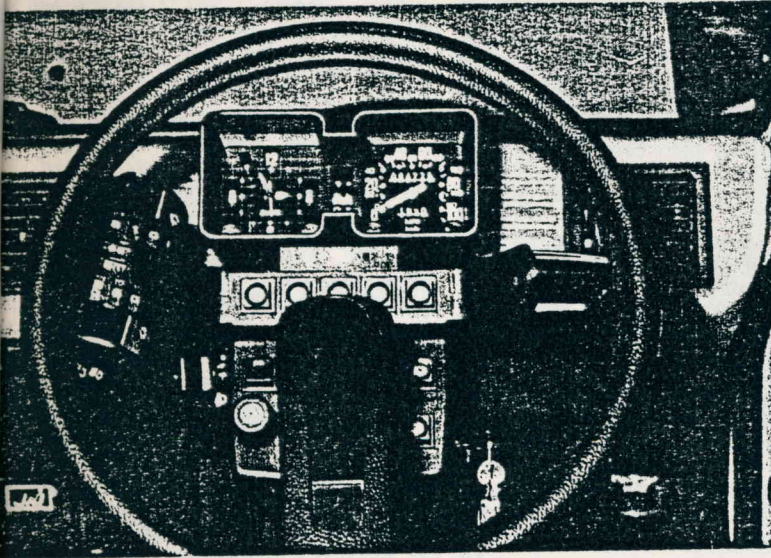
As a busy marketing executive with an international maker of soaps and toiletries ("Simon, Tahiti would be nice"), with an equally busy social life, Leigh none-the-less remains devoted to the Citroen cause and contributes much to it - for example in assisting club members to import cars and in club social events. He freely admits to being hopeless as a mechanical fixer himself, but CCOCA egalitarianism won't let that be held against him.

Apart from Leigh's unflinching two-pot loyalty, it is his quick wit, bright nature, friendliness, and great sense of fun which make him such a popular CCOCA member and such a sure-fire source of general enjoyment and good-will at the many events he attends.

W.G.



# MEMBERS' CARS



1980 Visa Club USX 938

Owner: Leigh Miles (Melbourne).

Leigh's Visa Club, in bright geranium red and with its grey "wombat nose", is a striking and rare car. There is only one other 652 cc Visa like it in Australia (Jim Reddix, Brisbane), and while there is a third Visa in NSW, it is a four-cylinder "Mark II". In the UK, they are rare too - there were only 300 RHD 652 cc "Mark I" Visas produced, and as "throw away" cars in UK, there may be few survivors.

Leigh says that while his Dyane is very enjoyable and idiosyncratic, he tried to persuade his parents to trade it in on the newly-released Visa as a more comfortable and more practical "distance" car when they were in UK. They didn't, but his hankering lived on - Graveley Motors near Stevenage persuaded them to "wait and see how the Visa went".

The Visa is more zippy, though it "shouldn't be" - Leigh's Dyane is the most powerful they made - 32.5 bhp and the Visa is only 35, but the Visa has a smaller surface area and is cleaner, with less drag. Of course, the Visa is getting a bit tired now - it's done almost 100 000 miles, but it is still a lot faster than the Dyane.

"I don't think Raid '88 was the best thing for the Visa - I joined just north of Adelaide, and they tell me the roads and potholes from there on were just as bad as on the Gunbarrel Highway in parts".

Back in the UK on holidays, Leigh had Graveley Motors find a suitable Visa which he drove around for six weeks and then shipped back to Australia. It had belonged to the dealer's daughter. Leigh found it just what he wanted, with its red colour and its sun-roof - a delightful version of the Dyane.

The Visa looks very like the rear-drive version of the Mazda 323 - "I parked beside one at Bechworth - you couldn't tell them apart - it was very disappointing".

Leigh was keen to have the twin-cylinder Visa - it is a Citroen motor, not a Peugeot as in the Super.

"Ironically the two cylinder Visa didn't take off in Europe or in England, and the model didn't become popular until the Mark II with the less distinctive grill and four cylinder motors took over. Consequently, the 652 motor didn't get the development work it should have".

When the car arrived here in Australia, it was fairly good for a UK car - a bit of rust but not too bad. Wanting to win the Club Concours in 1986, he took it to Hekas who rubbed it back to bare metal and painted it up good as new. The upshot was that he won(!) - a bit of overlooked rust on the bonnet escaped the judges' eyes. The car also won the Arthur Clarke Award for the Most Improved Car because of all the good work.

At the 1987 Easter Rally in Canberra, the Visa scored exceptionally well in the hands of Peter Fitzgerald - Leigh had gashed his hand and couldn't drive! As Leigh had predicted, the Visa's extra zip put it ahead of the other twin-pots in performance.

"I guess the things I like about the Visa is its extra nimbleness and extra speed compared with the Dyane. Its also provides more comforts".

"I had Stuart Pekin from Perth as navigator in Raid '88. There were some rough off-roads in the Canberra region".

"The attitude of the other competitors to the Visa was strange. Its Peugeot background made them quite sceptical. However we gained the 2CVers' respect in a tricky stretch near Canberra - we came down the off-road section and kept well ahead of a warmed GS from Perth! Stuart had given me some off-road coaching so that I was able to corner without going into the shrubbery.

"I was quite chuffed about it all - in effect our endeavours won over both the two-pot and four-cylinder camps. Unfortunately, the exercise bottomed the front suspension. I've replaced one strut and am awaiting another one from the UK. I was quite impressed with fuel consumption on the Raid - 46.5 mpg.

"The Visa has that wonderful satellite control cluster by the wheel - like a bean can. Unfortunately, Citroen bowed to pressure and replaced it with stalk switches later.

"Effectively, the Visa replaced the Ami in the UK.

"There followed several engine and trim variants, including special colours and performance options, body options such as the cabriolet, the commercial and the van, and diesels. As far as I know, only the 1.7 litre diesels are now produced. The Visa GTI was replaced by the AX Sport, and the rest of the models dropped off, replaced by AX variants including five-doors.

"Unfortunately, the Visa GTI didn't get the cachet of the Peugeot 205 as a hot hatch - the Visa was 1000 quid cheaper, quicker but noisier - though you could buy a lot of sound-deadening for that money! I've got a 50 quid kit for the Dyane, and I'm getting one out for the Visa. They make a lot of difference to the noise from the air-cooled motors".

# PAST RALLIES

## Welding/ driveshafts

EXPERTS' NIGHT 27 JULY, 1988.

Every so often, most organisations stage an event that for some reason or other simply goes wrong!

The CCOCA Experts' Night on July 27 was not one of these.

Our guest "experts", Peter Boyle and Roger Brundle, were confronted by the best turn-up of members at a General Meeting in a long time, all eager to learn something new.

Peter got the night rolling with a demonstration of gas welding that was both informative and highly amusing in the usual PB fashion. His demonstration was a lead-in to a possible full-blown welding workshop day in the future.

Following on from Peter, Roger Brundle came well-equipped with an overhead projector and a bundle (Brundle?) of transparencies to reveal all there was to be known about removing, stripping and refitting Traction driveshafts.

Both "experts" were asked a lot of questions by the members present, indicating the extent of the overall interest in both demonstrations.

Thanks must go to both our experts for their efforts in providing such an interesting and enjoyable night for all.

Have you got a technical speciality you could speak about or display, or do you know of someone else who could do so. For example, for our September meeting, we are looking forward to a technical talk by Allan MacDonald on restoring the traditional black hard-rubber cased batteries which are the proper period item to set off the under-bonnet environment of your Traction or earlier Citroen. Think about it, hmm?

John Couche.

## D-conversion

D-CONVERSION DAY - 7 AUGUST 1988.

The first D-conversion day held by CCOCA had the aim of showing members how a D-Series Citroen engine and gearbox was converted to fit into a Traction.

Robin Smith was the man undertaking the the work and for the D-conversion day number two, he had fitted the whole setup into his Light 15 and was keen to show it off to the assembled CCOCA crowd.

In support of Robin, three other D-converted tractions were invited to let people see a variety of ways of tackling the job. Unfortunately for various reasons, none of them managed to make it on the day.

However, a large number of members did make it to the Smith abode to enjoy a pleasant (very pleasant) barbecue and to have a second look at Robin's efforts. Some country members attended, along with Brian Gladman with his ever-interesting SM.

Sausages, steak and trimmings along with the odd ale were gleefully consumed, before attention was diverted to the foreign wonders under Robin's bonnet. Lots of questions, comments and joy-rides then followed.

Several experienced the power surge of Maserati V6 machinery, courtesy of Brian, while Alan Cartledge provided somewhat the same with his Suzuki GSX 1100 motorbike.

Many thanks to Robin and Sue Smith for the use of their home and for their hospitality, and congratulations to Robin for a superb conversion. The converted car now serves as everyday transport, and goes like a charm.

John Couche.

## Adelaide in Traction

A TRIP TO ADELAIDE - 18 SEPTEMBER 1988.

We headed off to Adelaide on Friday at 6.30 pm to attend the All French Automobile Day scheduled for Sunday 18 September.

We had spent weeks preparing the 11D for the epic journey, but even still, we were expecting hiccups.

The weather was fine and the trip to the border was relatively uneventful, except for the usual driver changes. The Lance Collins thermostat (a piece of cardboard in front of the radiator) was removed, and after a photographic stop to record our entry into South Australia, we continued on. We

arrived in Adelaide at 6.00 pm to the welcome of fog and rain over the Adelaide Hills. By 8.00 pm, we arrived in Gawler and limped into the nearest motel, minus indicators, headlights, and wipers. Of course, it was teeming with rain!

The next morning, we bought a new generator and headed off to the Barossa Valley to sample their finest. We continued on, our objective being the Birdwood Mill Motor Museum. About 25 km from Birdwood, a clipping-clanging sound accompanied by a loss of power signalled the end of our drive. Upon removing the rocker cover, it was noted that No.3 exhaust valve was seized.

We removed the pushrod and earthed the spark plug lead, and continued on our way on three cylinders. We arrived in Springton, and from the club membership list, we were able to contact member Jeff Harris. Jeff had earlier sold his Light 15 of 18 years to Mark Wheatley of WA, but he still had a complete head "lying around somewhere".

We drove on very slowly on three cylinders (or was that 2 1/2?) the 40 km to Jeff's place, had a cup of tea (thanks Lorraine), and Jeff arrived with the old head.

Although it hadn't been on an engine for 25 years at least, it was in fairly sound condition, but in desperate need of a clean-up. We drove the 11D into the carport and soon had ripped the head off. The offending valve was stuck tight in its guide. Since the 11D head is different from that on the Light 15, we decided to rebuild the old head.

It was an all-night affair, possibly drawn out by our weariness, and we were lucky to survive it. Hayden dropped the battery on my hand, and I dropped a washer (or two) back down past the pushrods (after we had torqued the head), and Jeff was getting us high on RP-7. We also had to use the pushrods out of Jeff's old motor (those of the 11D are about 5 mm longer).

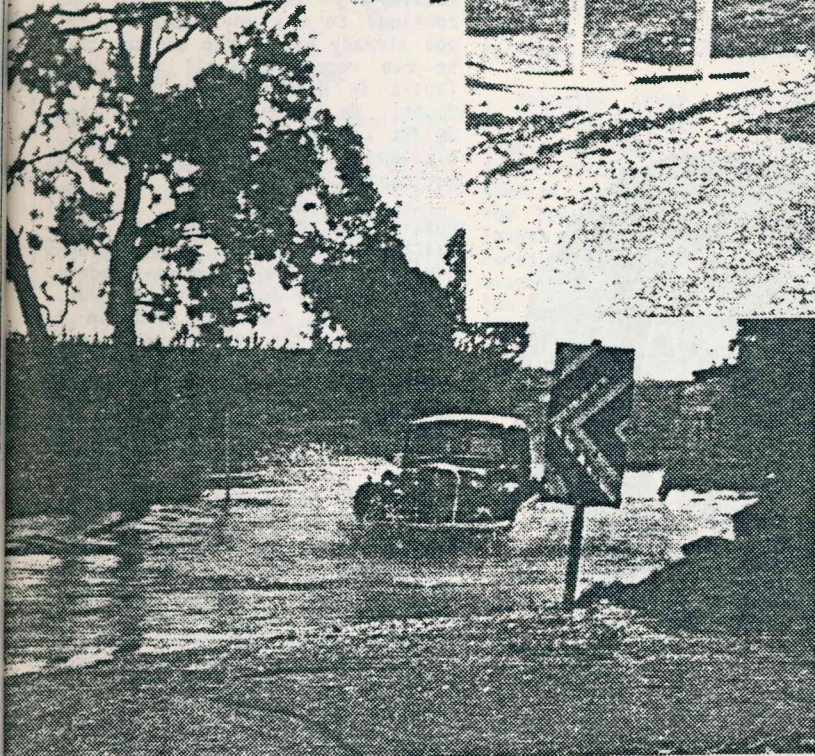
Eventually, around 6.00 am, Hayden fired her up and she started first go. A quick test drive and then we washed up. By 8.30 am, we were on our way to attend the All French Day. Thanks cannot express how grateful we were to Lorraine and Jeff Harris. Jeff not only provided us with bits but he also worked with us all night. Lorraine provided us with dinner and beds for the night (although we didn't use them). Thanks again.

We were the first Light 15 to arrive at the rally start at Mitcham Shopping Centre. By the scheduled start at 10.30, six other Tractions had arrived. Other cars present were several Simcas, Peugeot 203s, and a Renault 750. Veterans were supported by a de Dion, Berliot, Ballot and a Bugatti.



The rally began and we took the long route through the hills (95 km), our destination the McLaren Vale Winery. Admittedly, we weren't very sociable but then we hadn't slept for nearly 40 hours. The rally itself was very well organised, with over 160 entrants, but unfortunately the weather was rather ordinary.

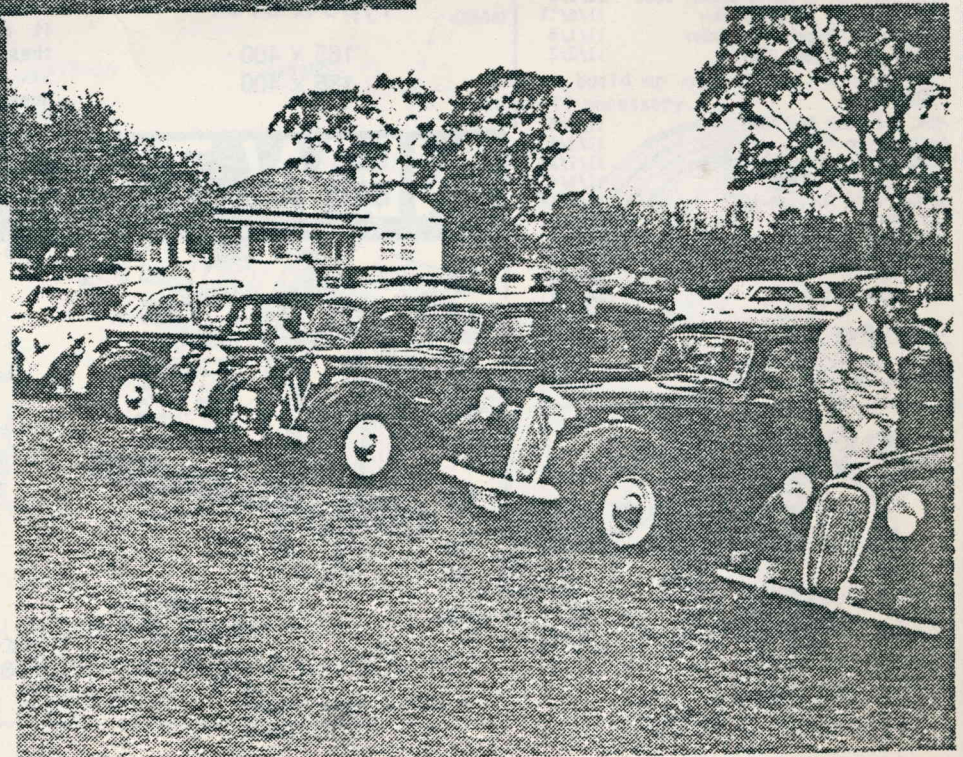
About 3.00 pm, we started up and made our way back to Melbourne. A flat tyre preceded our arrival at Taillem Bend, our pitstop for the night. The next morning, the same tyre split its casing, but luckily we had a spare tyre in addition to our spare wheel in the boot. The



Light 15 purred its way home on our rebuilt head, with minor stops to top up the oil which leaks from the rear mains quite freely,

We'd do the trip again tomorrow despite the mechanical hassles. The joy of driving a Citroën overwhelms any inconveniences it throws in your path.

Ron Lawrence and Hayden Chapman.



INDEX TO FRONT DRIVE, Volume 11.

The references are laid out thus:  
Volume no./Issue no./Page no. (or IFC, inside  
front cover; IBC, inside back cover).

- General
- Technical
- Specific models
- Members' cars
- Events
- Advertisements

N.B. it is not possible to supply photocopies of individual articles.

GENERAL:

CCOCA awards	11/2/9
Citroen News	11/1/4
Club permits	11/6/12
Confessions of a Citrophile/1	11/5/2
/2	11/6/4
Red plate scheme	11/2/15
Tales of Daring Do: Smellie joins the Gestapo	11/2/6
Transplants	11/2/9

TECHNICAL:

Austin "1800" driveshaft conversion	11/4/5
Batteries	11/1/10
Blasting your body	11/1/16
Case hardening	11/3/5
Driveshaft notes	11/4/2
Gearbox/differential/4	11/3/6
Rejuvenating a battery	11/2/8

SPECIFIC MODELS:

Au revoir (2CV)	11/2/4
Half tracks in Australia	11/1/2
Half tracks: the Silver Crescent of Jacques Joubert	11/2/10

MEMBERS' CARS:

'39 Light 15, Brian & Esther Wade	11/2/2
'53 Light 15, Nigel Scott	11/6/11
'54 Big 15, Peter Simmenauer	11/1/6
'64 ID 19, Nance Clarke	11/3/2

EVENTS:

AOMC European Day 1988	11/5/5
Austraction '87	11/3/10
CCOCA Annual Barbecue 1987	11/1/22
CCOCA Concours 1987	11/5/4
CCOCA Parts Auction 1987	11/4/12
Citation	11/3/9
D conversion workshop	11/3/11
European Motor Show 1987	11/1/25
Raid '88	11/6/6
7th ICCCR Loreley	11/5/6

**ADVERTISEMENTS:**

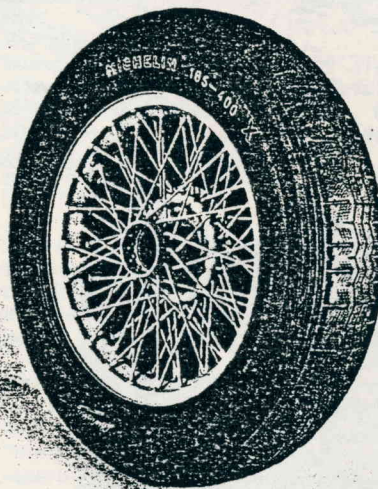
Exide/Park/Lucas Batteries	11/3/12
Comet windscreen protector	11/4/9

John Couche  
2/33 Boronia Road  
Boronia 3155.  
(03) 762 8256.  
(Till about Feb. 89).

## TRACTION TYRE ALTERNATIVES

Michelin X 165x400 tyres now cost almost \$200 each retail in Australia - very sobering to reflect on indeed! And worse, Michelin X 185x400s to go on your Big Six or Family Nine cost almost \$400 each!

## After 1950



## Type X STOP

165 × 400  
185 × 400

Possibility No. 1: Buy your new tyres at the best price. New CCOCA member, John Smart, is in the tyre business, and advises that the best most-recent price he can get for club members is \$144.29 for Michelin X 165x400 tyres, \$10.70 for the tube, both prices including tax.

Possibility No. 2: Repair and continue to use any damaged tyres you already have. John advises that he can repair sidewall and tread faults in Michelins (or others no doubt). He believes these are then OK for use on the rear of the car. His charge to club members is \$10 per repair.

Possibility No. 3: Retread your existing worn-down tyres. John advises that some BANDAG re-treaders carry suitable moulds for 165x400s. These do not have the Michelin X pattern, but the harder composition of the BANDAG rubber will give "twice the life of a new tyre". There are also a few places in Australia and New Zealand which will retread with the Michelin X pattern.

Possibility No. 4: Fit 16 inch tyres instead of 400 mm. The 16s are only 6.4 mm bigger in diameter at the bead than the 400s i.e 3.2 mm or 1/8 inch all round. In theory, the 16s should grip once centred and inflated, especially if a 1/8 inch packing strip was to be attached round the rim shoulder beforehand. For example, Antique Tyre Supplies in Heidelberg have 185x16 textile radial Firestones at \$195 each, and it might be tempting to consider these as an alternative for your Big Six or Family Nine. However, John does not recommend this as the bead

# NEW TYRE SIZES

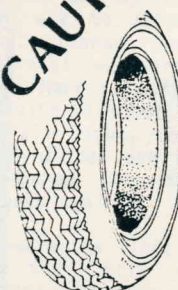
# Firestone



450x21  
DELUXE CHAMPION

450x21 Firestone  
Deluxe Champion 4  
ply tyre suitable for  
Ford A, Chevrolet,  
Whippet etc. Top  
quality Firestone  
product.

**\$110.00 TYRE & TUBE**



185x16  
SPORT 200

185x16 Textile Radial Tyre. This is a new mould made with Firestone's famous Sport 200 Pattern. Now available exclusively from Antique Tyre Supplies.

# Firestone

## ANTIQUE TYRE SUPPLIES

134 McEwan Road, West Heidelberg. Phone 03. 458 4433

SYDNEY: BASIL KEIR (02) 789 4174

Fax: 03-458 4795

ADELAIDE KEVIN FIELD (08) 297 5197

RESTORED CARS, No. 77— Page



shape of the Firestones does not match the Citroen rim shoulder angle, and they are inclined to come off during inflation.

Possibility No. 5: Have your wheels modified to accept more commonly available tyre sizes e.g. 16 inch or 15 inch. This could be the topic for a later technical note.

If you want to discuss the matters above, please contact John Smart directly.

W.G.

Phone: 729 6794

*Smarts Tyre Repairs Pty. Ltd.*  
208 Canterbury Road, Bayswater 3153



THE TYRE REPAIR SPECIALISTS  
All Sizes Bias & Radial  
JOHN SMART MGR.

# Wheel bearings

## NEW TRACTION WHEEL BEARINGS

Though these have been available through the club, it is worth recording that club member, Peter Hughan, recently obtained both inner and outer front wheel bearings to suit four-cylinder Tractions from his regular bearing supplier. Both bearings are from Japanese sources.

The inner bearing (Citroen Part No. 88091 - 35x72x17 mm) is replaced by Nachi bearing no. 6207/620512.

The outer bearing (Part No. 425654 - 32x72x17 mm) is replaced by NSK bearing no. 6207ZNR3\*\*712.

### Notes:

- The external circlip fitted to the outer bearing above is removed and discarded, revealing the groove which accepts the proper tool used for any subsequent removal of the bearing.

- The proper bearing spacer tube to use with the above outer bearing is Part No. 426.753 - length = 36 mm.

- Vehicles after June 1953 were fitted with wider outer bearings (Part No. 441.510 - 32x72x19 mm). These vehicles had a correspondingly shorter spacer tube fitted between the bearings (Part No. 441.511 - length = 34 mm). This combination retained the same overall length of bearings plus spacer tube. Thus the two combinations (88091/426.753/425.654 and 88.091/441.511/441.510) are interchangeable.

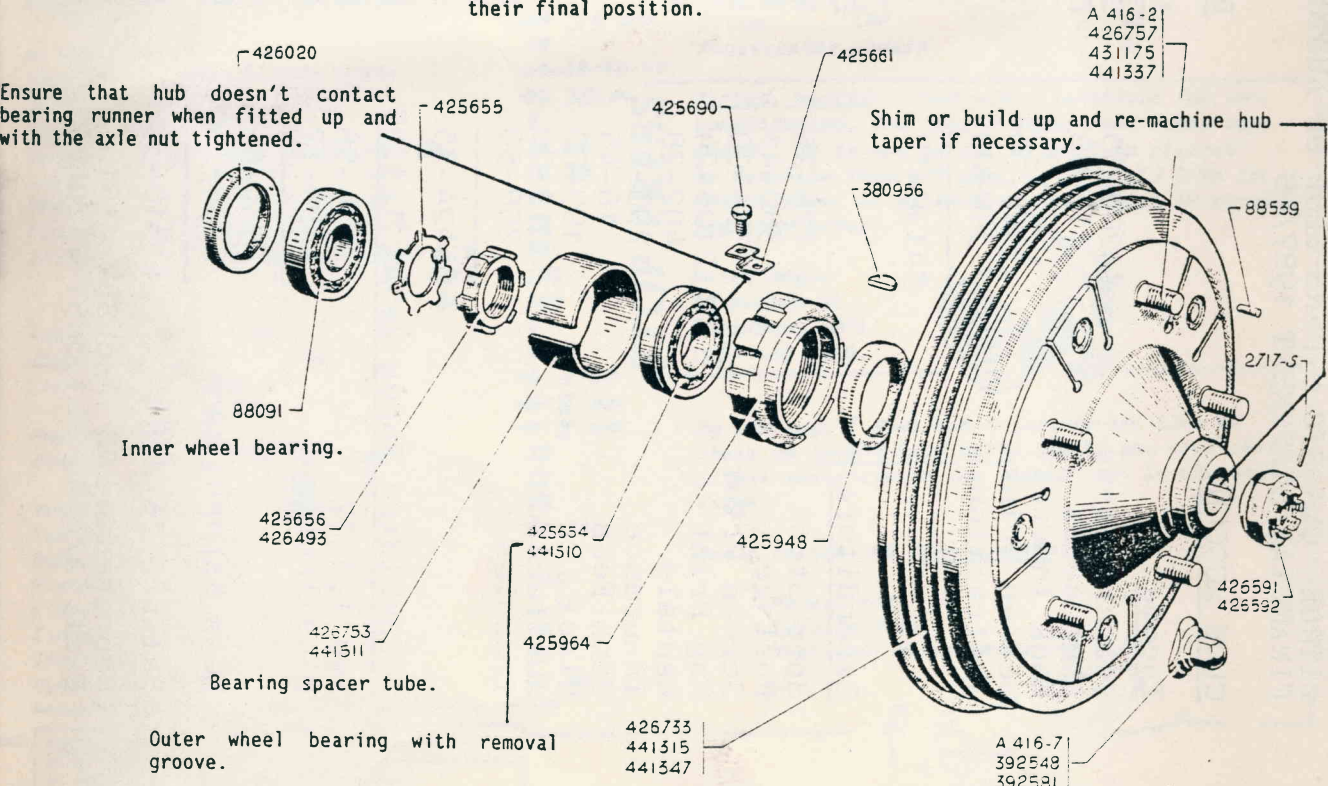
- To avoid bearing end-slop or damage due to bearing end-loading, it is essential that the correct combination of bearings and spacer tube as above be used.

- It should be taken as a warning that something is amiss if the removal groove of the outer bearing ends up either disappearing into the swivel housing or standing significantly proud of the housing, when the bearings are mounted up in their final position.

It is also not uncommon for the key in the stub axle to have been sheared at some time and for the hub to have spun on the stub axle. This may have caused wear in the tapered fit between the axle and the hub, allowing the hub to advance too far onto the axle. Despite proper bearing fitting, this condition can also result in contact occurring between the hub and the inner runner of the outer bearing, with destructive end-loadings being applied to the bearings.

To check that this is not happening, carry out a dummy fitting of the hub with bearing blue or grease smeared on the hub centre and ensure that the blue or grease is not transferred to the bearing when the hub-retaining nut is tightened up. Temporary rectification can be made by "shimming" the taper contact surface with tinplate sheet or similar. The alternative is to find a less worn hub/axle combination, or to build up the hub centre and re-establish the taper by machining.

W.G.



# CITROEN CLASSIC OWNERS CLUB OF AUSTRALIA FINANCIAL STATEMENT 1987/88

CLUB ACCOUNTIncome

Subscriptions	\$3209-50
Shop sales	216-08
Bank Interest	29-54
Screen Print	395-00
Austraction	340-00
	<hr/>
	\$4190-12

Expenditure

Shop Stock	126-25
Postage	380-41
Screen Print	375-00
Mag Print	2106-24
Rentals	402-28
Insurance	293-22
Bank Fees	18-45
Misc	199-00
Austraction	315-00
Trophies	208-50
	<hr/>
	\$4424-35

Accumulated Funds as at 1.3.87

Fwd 1.3.87	544-56
Plus Income	4190-12
	<hr/>
	4734-68
Less Expenditure	4424-35
	<hr/>

Balance 28/2/88 \$ 310-33

(Represented by A/c SBV M'Bin  
East. A/c No 261.3451 . 2888)

PARTS ACCOUNTIncome

Sale of Parts	\$4385-84
Bank Interest	34-39
	<hr/>
	\$4420-23

Expenditure

Parts Purchased	3967-98
Bank Fees	5-87
Postage	134-90
Duty	335-03
Tools	120-00
	<hr/>
	\$4563-78

Accumulated Funds as at 1.3.87

Fwd 1.3.87	1111-48
Plus Income	4420-33
	<hr/>
	5531-81
Less Expenditure	4563-78
	<hr/>

Balance 28/2/88 \$ 968-03

(Represented by A/c SBV M'Bin  
East. A/c No 261.3451 . 2985)

OTHER ASSETS

Parts on hand	\$8278-
Invoiced O/S	773-
	<hr/>
	\$9051-

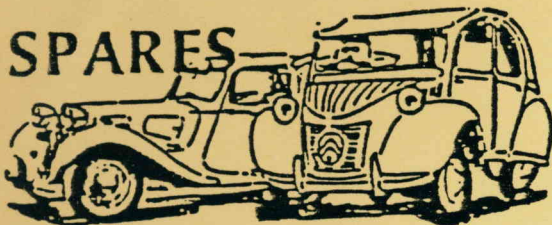
Club Shop

Stock on hand	836-
Petty Cash	246-
	<hr/>
	\$1082-

*I certify that this  
is a true and  
correct statement*

*R. J. Moss*

# 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

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	<del>5.50</del> 10.00
Rubber grommet petrol filler (2 sizes)	<del>7.50</del> 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)	<del>25</del> 30.00
As above (small boot)	25
Windscreen rubber - alum frame	<del>15.50</del> 40.00
Steering rack boots (pair)	<del>26</del> 30.00
Gearbox gasket set	8
Complete gasket set motor L15/L18L	76.44
Sump set	10.20
VRS set	50
Complete gasket set motor Big 6	70
Exhaust muffler incl. tail pipe	95
"	815
"	86
Rubber exhaust hanger	2
Gearbox output shaft seal	8.50
Front hub outer seal	<del>6</del> 8.00
" inner	<del>6</del> 8.00
Rear hub seal	<del>6</del> 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
Outer cross (driveshaft)	43.80
Water pump shaft & bush	18

Special, never-to-be-repeated offer: One set only. Light 15 driveshafts, 11/15/16 reconditioned in France. At cost, less 50p each: \$820.  
Contact Peter Boyle

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

Water distributor tube (Acad)	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
Shocks mount rubber	1
Throttle shaft 32 PBIC 0.5 mm O/S	20
Hub & bearing pulley	<del>105</del> 140.00
Lower ball joint pulley	65
Bonnet strip clamp (internal)	1.50

## DYANE

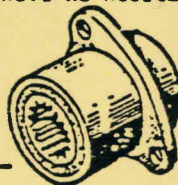
Brake hose	22
Seat rubber	1
Wiper blades pair	10

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, 3 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.



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!

P.B. (with a smiley face)

