

SOMETHING OLD.....

MELBOURNE MOTOR SHOW

GOES ON!



SOMETHING NEW.....

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COMING RALLIES

26 APRIL 1989

BEECHWORTH

Once it was known as The City of the Hills, or Tadmoor, and in 1853 it became Beechworth. In the ensuing decade and a half, more than 85 tonnes of gold were mined nearby at Woolshed Creek. No wonder Beechworth is an imposing city to this day, although now it has only a few inhabitants over 3000. But there's much more to the city than just the sheer volume of gold it produced.

Beechworth is where Dame Jean Macnamara is buried. Generally forgotten these days, Macnamara was the woman who introduced myxomatosis to Australia.

The cemetery where Macnamara lies is probably better known for its Burning Towers. Along with an altar, they overlook several hundred Chinese grave-stones, the last resting place of the poorer miners. Rich ones had their bodies returned to China for burial. The towers, by the way, weren't actually used to burn bodies; they were for funeral offerings, mainly pieces of pork.

It's not surprising that so many Chinese are buried here. In 1857, during the dreadful Buckland riots, European miners attacked the Chinese in the upper Buckland Valley not far from Beechworth and slaughtered many of them.

The riots brought another famous historical personage to Beechworth. Sent to deal with them was Robert O'Hara Burke, of Burke and Wills expedition fame.

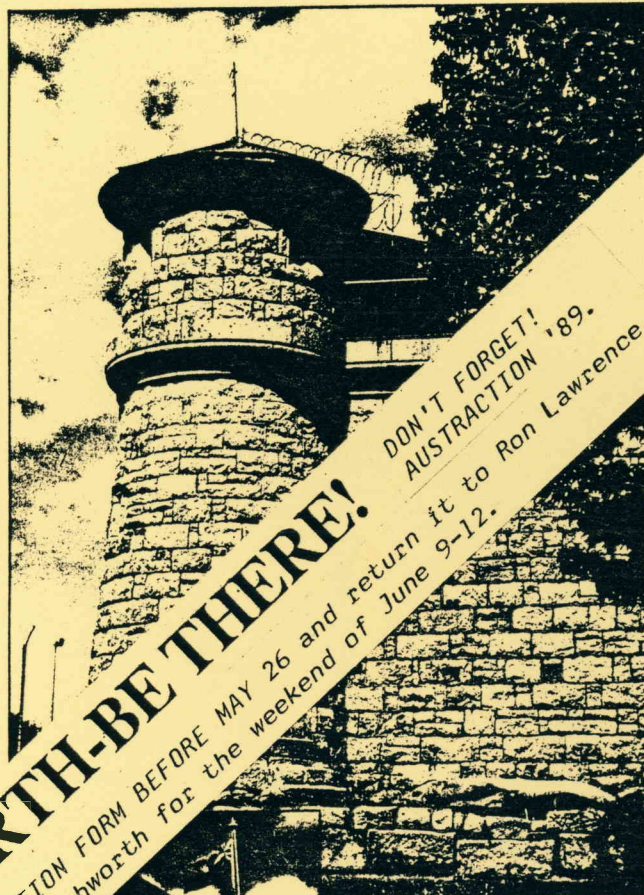
He was a popular law officer, although considered quite eccentric.

He bathed while reading books, for instance, in a bush bath he'd dug himself behind the police barracks, and he was said to have no sense of direction whatever. That made him an odd choice as leader of an exploration party, but there's no doubt that he'd been appreciated in Beechworth.

When his body was eventually found at Coopers Creek after the disastrous failure of the expedition, a revolver lay alongside him engraved "Presented to Captain Burke by the Residents of Beechworth, Victoria".

PAST PERFECT!

It's difficult to imagine that so much history can be crammed into the 136 years of this little town at the edge of the alps, but Beechworth really has seen it all.



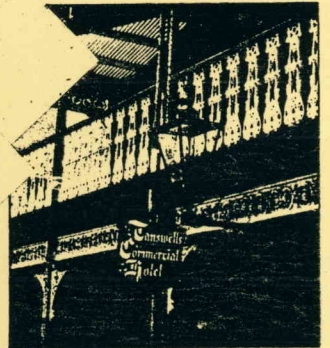
Beechworth Gaol, a most impressive structure, once held Ned Kelly.

rick. This unsavory chap was dismissed soon after this incident as "not fit to be in the police force" because he "associated with the lowest persons" and "could not be trusted out of sight".

Ned, meanwhile, went into hiding and the drama all Australian schoolchildren know so well was set on its course, to culminate in his hanging on November 11, two years later.

Beechworth Gaol, where both Ned and Ellen as well as many of their sympathisers were held, is one of the sights of the city now and is classified by the National Trust. All in all, there are more than 30 classified buildings in the town, making for an interesting walk at any time of the day.

Stop at Tanswell's Hotel, a beautifully restored hostelry on the main street, and stand at the bar where Ned Kelly used to drink; look over the Robert O'Hara Burke Memorial Museum with its gold rush exhibitions; stroll through the carriage museum or the old powder magazine, also now a museum, or just shop at the many craft and souvenir establishments with their lovely trinkets.



The post office clock in its tower still keeps good time despite the fact that it's been ticking away since 1859, and in the old Bank of Victoria building, now the Rock Cavern with its gemstone collection, you can pick up all the tourist information you'll ever need.

Surrounding Beechworth are many remnants of the gold rush. Some of them now form part of Beechworth Historic Park. The little village of Stanley has an attractive, shaded pub — and at New Year there's a wheelbarrow race that ends up here after starting at Beechworth post office. In town, even the trees are memorials to the gold rush; in the town hall gardens grow huge Californian redwoods planted by the miners.

Things are quieter these days, and the main attraction of the area is not gold but history, with scenic beauty a close second. There are excellent views from the fire-tower atop Mt Stanley, and the apple orchards are pretty all year, but especially when they're in bloom.

The town where once a campaigning politician, Daniel Cameron, was reputed to have ridden down the main street on a horse shod with golden shoes and where 61 hotels catered to thirsty miners, is no longer a magnet to fortune-seekers from all over the world, but holiday makers will still find it a most rewarding destination.

Beechworth and the area surrounding it are featured on the RACV's Wangaratta District Map, and the RACV's Accommodation Service will be very happy to arrange accommodation for you at one of the area's many hotels or motels (03) 790-2727.



Souvenir and craft shopping is a pleasure in Beechworth.

A less grim historical note is struck by the home of Henry Handel Richardson, "Lake View" at Chiltern, which has been restored by the National Trust and is open daily.

But Beechworth's most significant contribution to Australian popular history is Ned Kelly. As a young man he was detained in cells behind the old shire offices, and these have been restored and may be inspected. Watch out for the life-size effigy of Ned that waits for you there!

The Kelly history is sad. Ned was set on the course that eventually led to his hanging when, in 1878 at Beechworth courthouse, Judge Redmond Barry sentenced his mother Ellen to three years' hard labor for an alleged attack on Constable Fitzpat-

FOR MORE DETAILS of the BEECHWORTH RALLY, including Itinerary, map, accomodation update, Wangaratta Airworld etc, etc, please refer to Pages 12-13. If you haven't signed up for this wacky weekend of MOTORING, MAYHEM AND MIRTH, there's a spare Registration Form enclosed (note price reference on p13). Don't risk being the only Citroenist in the South Pacific who is not there!

CCOCA COMMITTEE 1989

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CCOCA Membership:

Annual Subscription: Full member \$27.50
Associate member \$20.00.

Joint membership is available to spouse of
full member, no cost.

Overseas postage rate: Additional \$9.00
(air).

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:

P.O. Box 52
Balwyn 3103
Victoria.

Well, here we are with the first Front Drive for another CCOCA year (the CCOCA year finishes with the Annual General Meeting in March).

There is a "new" CCOCA Committee, with a good mix of old experienced faces and some new ones to bring in fresh energy and ideas. Welcome in particular to new President, David Giddings, who comes with many years of Citroen background.

One of the first Committee moves has been to turn Front Drive into a quarterly magazine as is the practice with several other Citroen journals, notably "Double Chevron" from Citroen in Paris. We will also follow Double Chevron's practice of making these issues "seasonal" i.e. autumn, winter, spring and summer. We believe this move will make current production easier, as well as making the position of Editor more attractive to future aspirants! We also hope to achieve some cost savings. Members will not "miss out" with information since magazines are now typically bigger than our earlier issues. Use will also be made of "A'Tractions" news-sheets to keep you informed on "hot" matters.

Please give some thought to improvements you would like in club roles, and don't be afraid to pass your ideas and suggestions on to the Committee. After all, we never forget it's your club! See you at Beechworth?

Bill Graham, Peter Simmenauer, Peter Hore.



PAST RALLIES

ANNUAL BARBECUE AND PRESENTATION DAY

CCOCA social events of recent times seem to have a calming effect on the weather, at least in Melbourne if no where else.

Sunday 12 March was no exception!

This was the date chosen for the club's annual BBQ and presentation day, and it dawned extremely wet and extremely miserable. The event was timed to start at midday, and right up to about 11.00 am, it was pouring.

However, it was about this time that CCOCA moved in and the clouds moved out to reveal a clear blue sky and bright sunshine.

A good turnout of members arrived, despite the morning weather, to partake in the BBQ-ed goodies and salads etc, together with a wine or two. Following an eleventh-hour change of plans by the caterers, it was discovered food and barbecue were provided but no chef. Several budding "Peter Russell-Clarks" then volunteered their services and all was well.

The earlier arrival of John Locke and his bright yellow Citron, oops, Citroen 2CV, together with Bryan Grant's Light 15, well-known and now resplendent in wedding ribbons from the previous weekend's wedding, added some extra interest. When John opened the bonnet, the usual mass of curious "experts" gathered to try to figure where the two horses actually resided under there.

Once all were satisfied with food and drink, it was on to the real business of the day - the awarding of trophies. They were awarded as follows:

Club Person of the Year	Ted Cross
Concours (outright)	Bryan Grant
Concours (Traction)	Bryan Grant
Concours (Twin Cylinder)	Leigh Miles
Arthur Clarke Trophy	John Coleman
President's Award	Jack Weaver

No awards were made this year for the photography competition, not because of lack of quality, but because of lack of quantity. Hopefully, this year will attract more entries.

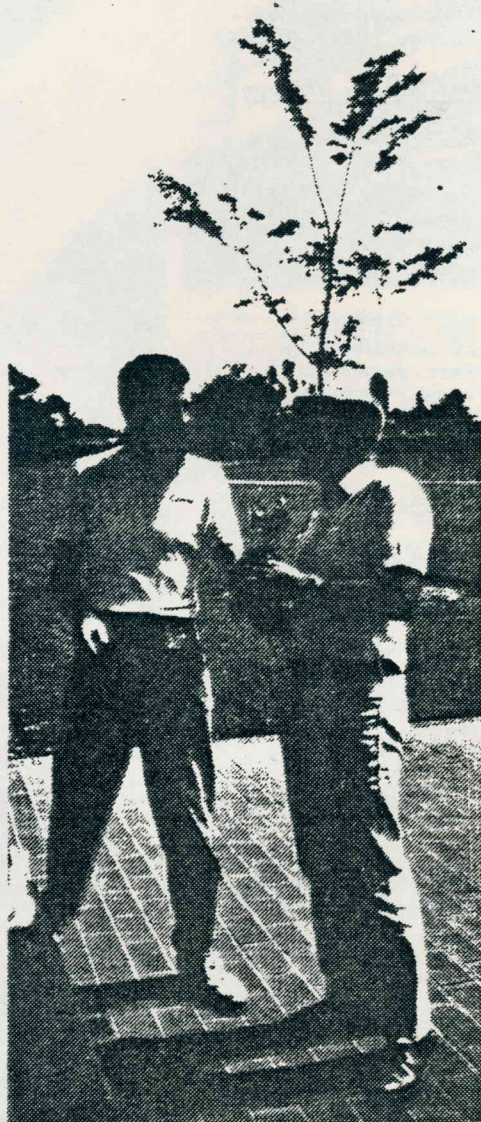
Another hour or so of chatting, chewing and champagning saw the end of a most pleasant CCOCA afternoon.

None too soon either. At 4pm, it started to pour rain again.

I knew CCOCA has influence in high places, and this day confirmed it.
J.C.



The Gang.

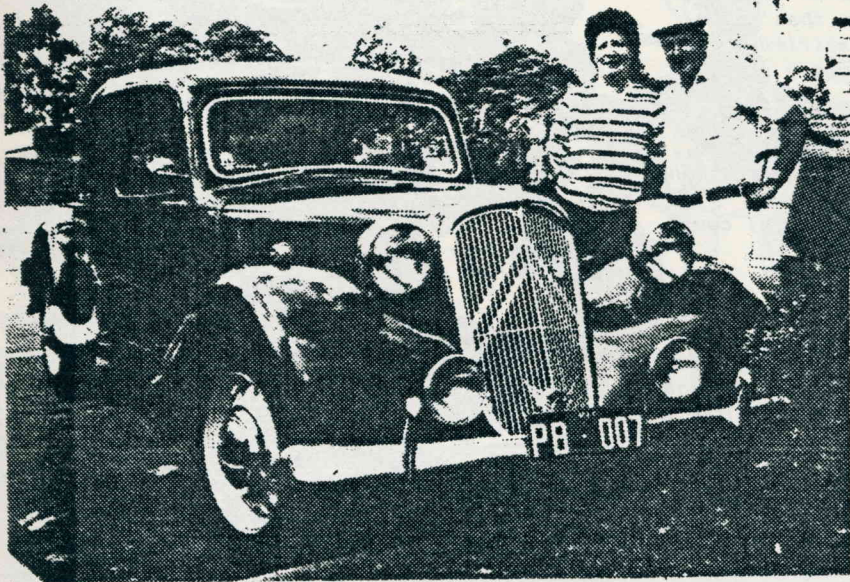


Most improved car & best decorated hat! - John Coleman.

Ted & John, tickling
beards and also
Joan's fancy!



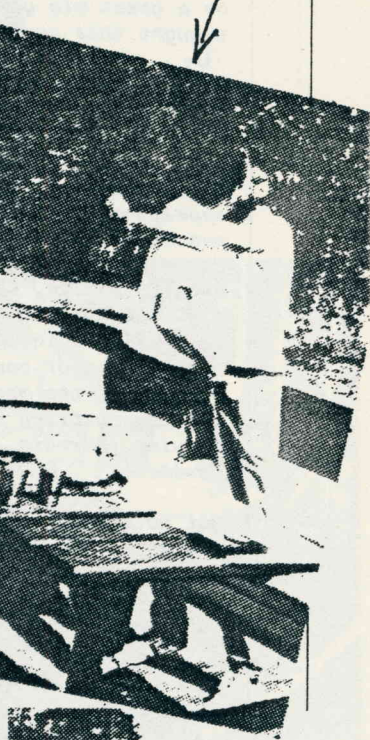
Grant's 2CV - wedding ribbons.



Wilma & John Coleman PB 007
and Clarke Award (2 years running).



Are you sure you did put the motor
back in?



Joan steps
up & stands
in.

PAST RALLIES

Melbourne Motor Show

Unless you're well-heeled (very well-heeled) and into the boringly reliable and often monotonous "moderns", motor shows now tend to be a great big yawn. Ever the optimist, I thought this year might be different. Not so!

The Citroen stand at the '89 Melbourne Motor Show was unpretentious, with a red-and-black (used) 2CV Charleston and a silver-grey BX 19 TRI, some holiday leasing brochures and a desk. Yes, on reflection, the BX is different in appearance from other modern cars, but not nearly as different from their contemporary competitors as were the Traction, 2CV, DS, or even GS and CX. Certainly, the BX is "different" with the Peugeot 405s on another stand - recently available in Australia, very successful in Europe, and of course sharing the BX floor-pan if not all the mechanicals. Maybe that's the way the motoring world will be, stifled by the cloying sameness, with many consumers resigned to it.

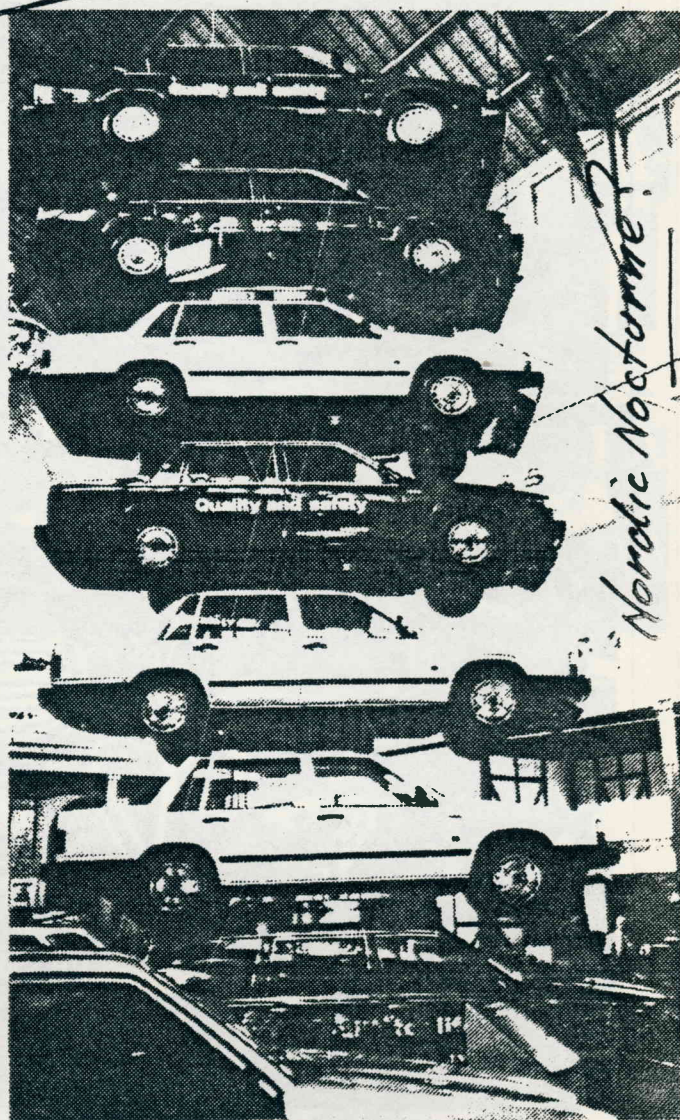
But note the comment of Dutton's Mark Coffey, lamenting his inability to satisfy interest in the 2CV on display:

"If I could get them for say 16 grand, I could sell as many as you like".

New Citroen dealer in Prahran, Gerry Connolly, is pinning his hopes on the AX when it eventually arrives in Australia. Maybe you're right, Gerry. The AX is doing very well in Europe and NZ. But note that he is very keen to acquire an immaculate Traction (Big 15 Roadster for preference!) and a 2CV for promotion of the marque. The charm of the classics, eh?

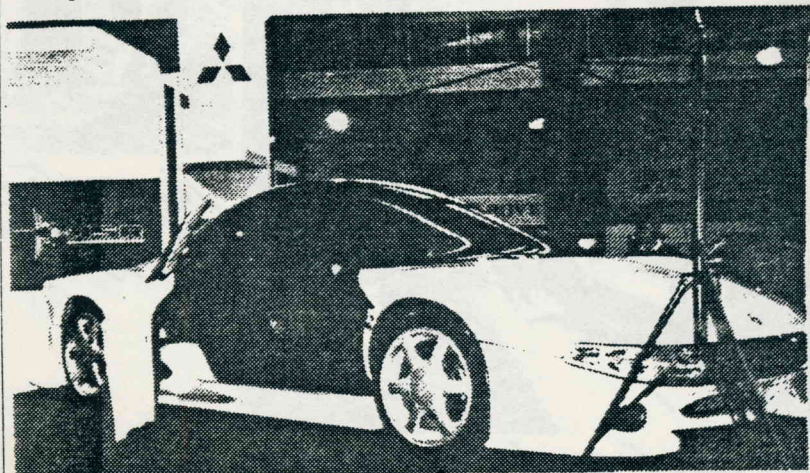
Nostalgia was reflected elsewhere in the show too, with attempts to satisfy those unable to afford (or maintain) the real McCoy - the fibre-glass copies; the replica MG TD (TD 2000) and the "AC Cobras" from Robnell. They look quite good, should be more durable with modern underpinnings, and go like the clappers - but - "they're not the real thing".

Otherwise, there is much hankering for "open-air" motoring - even the humble Ford Falcon can be had as a four-seater soft-top. The potent little BMW Z1 (with dropdown doors in a plastic body) in metallic green caused a lot of interest



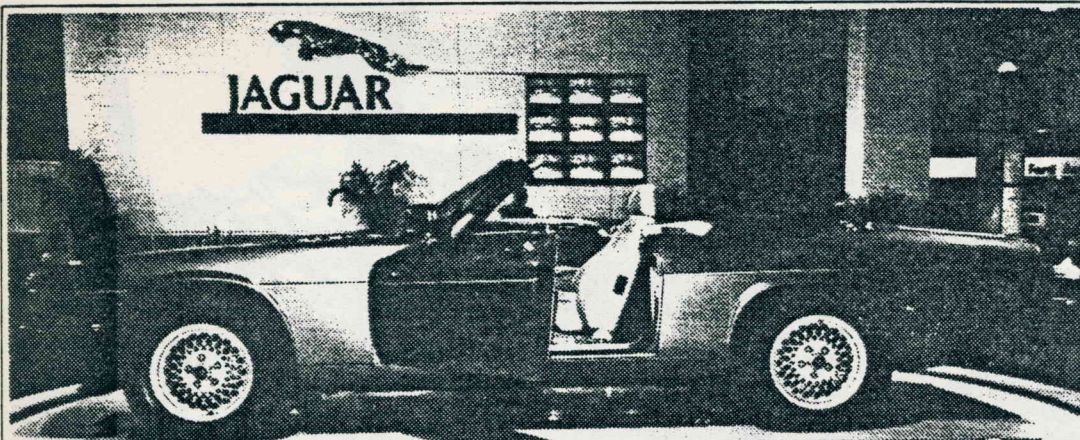
Nordic Nocturne?

Red MX5 -
frightening
Ford? ↓



Who says the Traction's doors are out-of-date & dangerous?

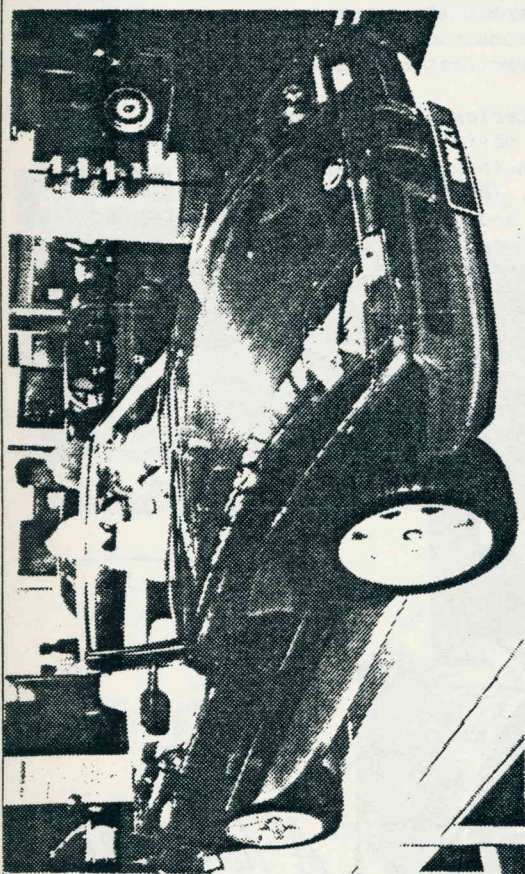




MG repro.
↓

XJ-S V12 CONVERTIBLE

The ultimate convertible - stylish and refined open top motoring in the Jaguar tradition.

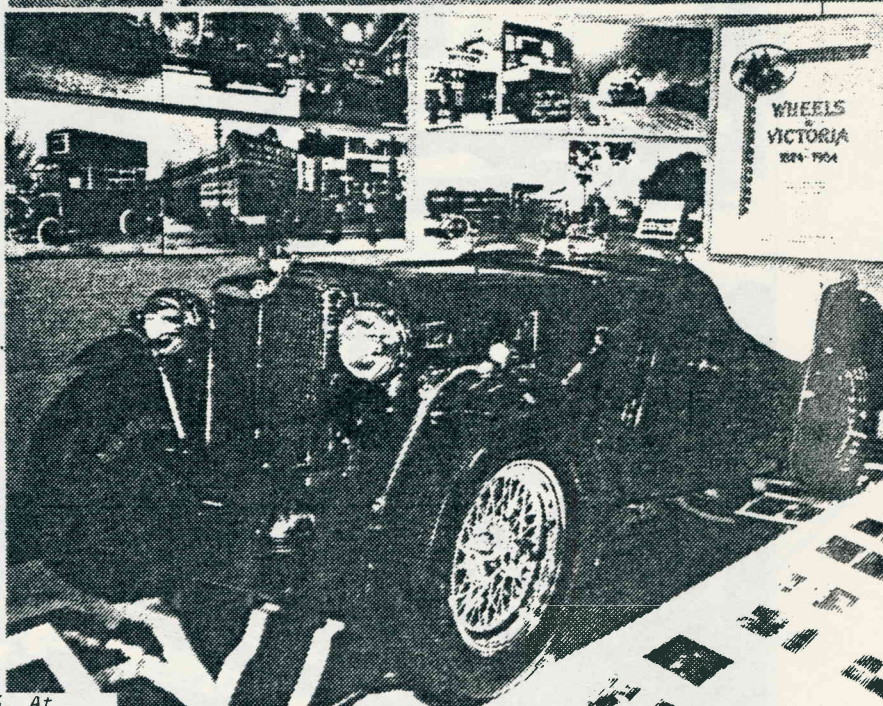
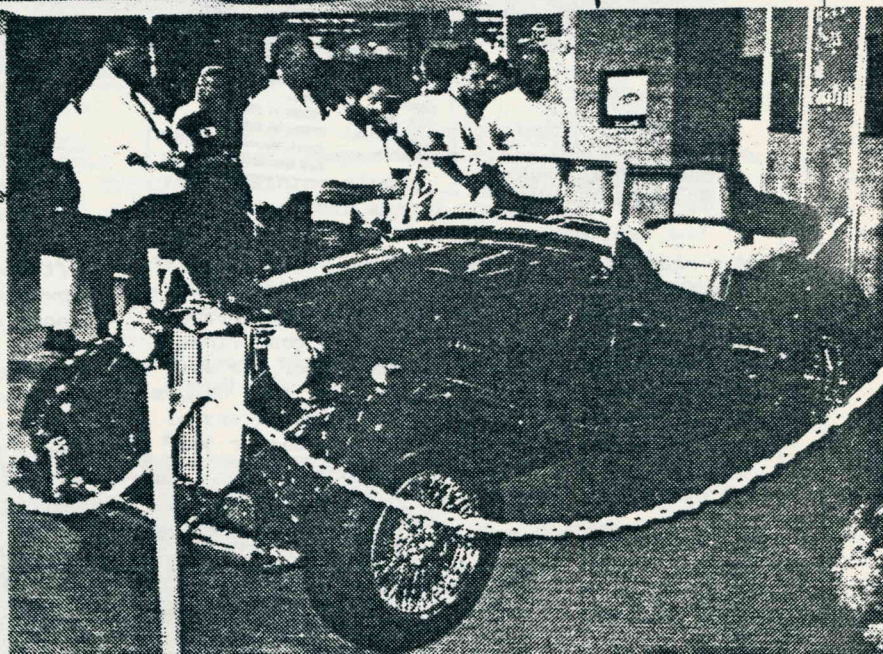


Green plastic Beemer.

MG real!

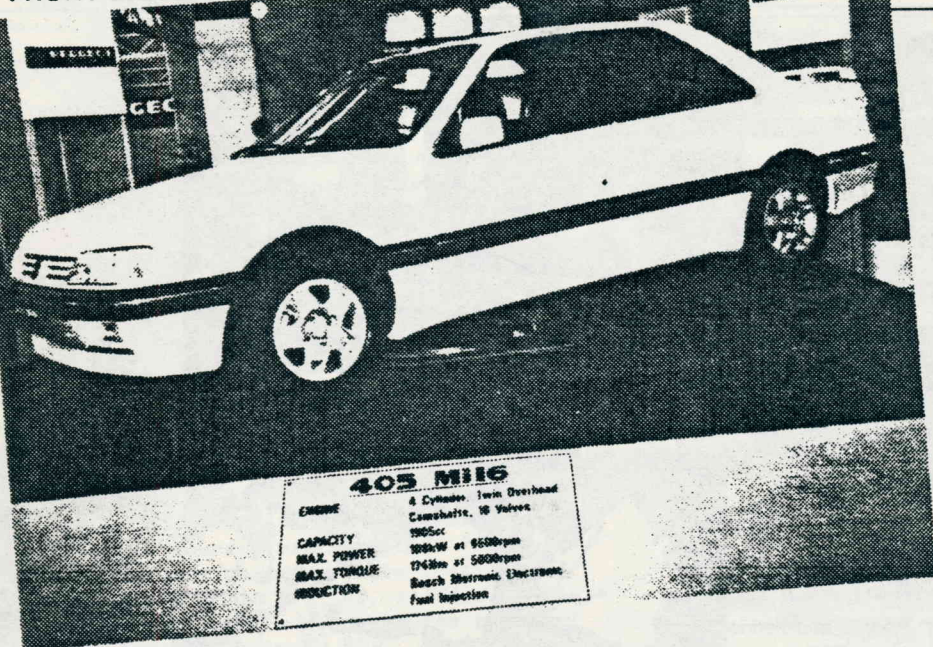
but not as much as did the red Mazda MX5. At \$30 000, the latter is a severe threat to the corresponding front-drive Mazda-based version to come from Ford Australia.

Elsewhere, pocket rockets were the thing - Honda CRX, Daihatsu Charade G102, Suzuki Swift



GTi and so on. All at about 1.5 litres, four-valves-per-cylinder, OHC etc. If you can't afford the show, then at least enjoy the go! On the other hand, the efficient little Subaru Sherpa - a Nipponese takeoff of the Citroen Visa?

FRONT DRIVE

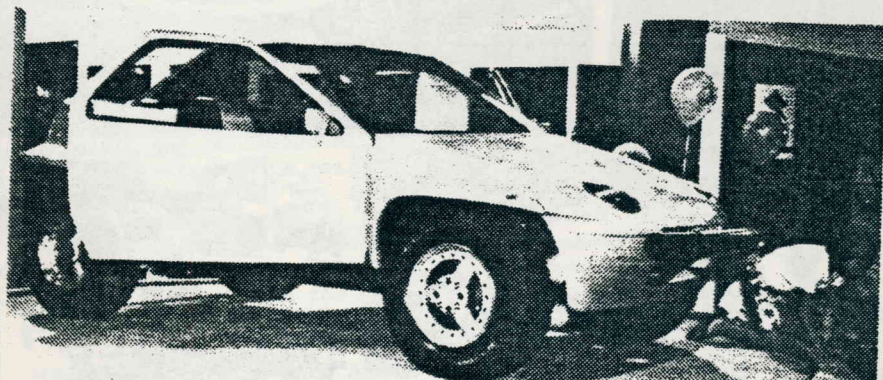


BX Sister from PSA.

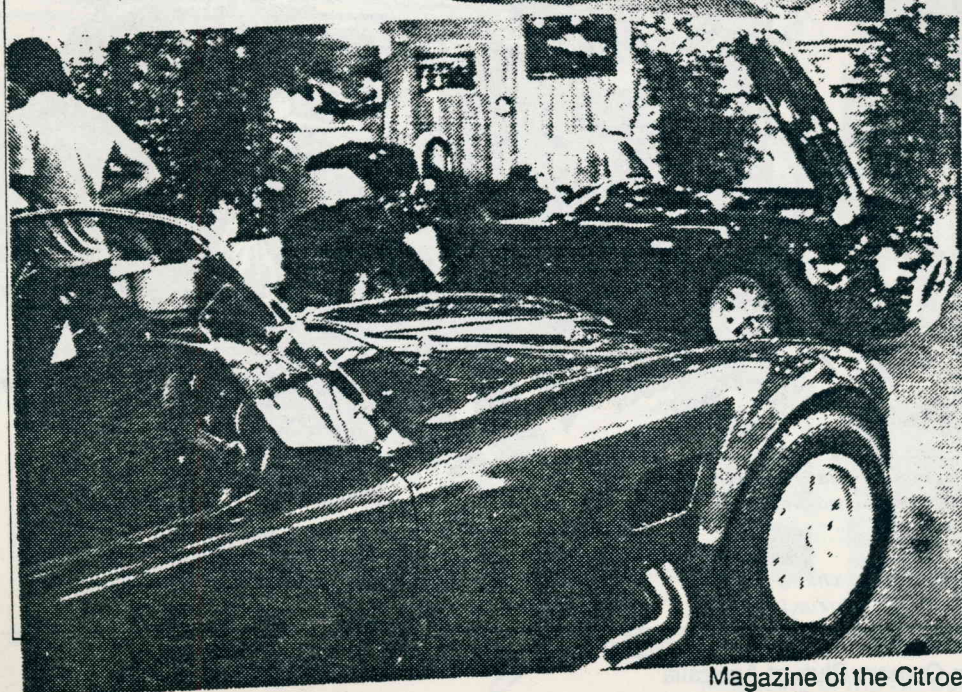
And what else? The svelte lines of unaffordable Mercedes 560 SEC coupe, and the even-less-affordable Porche 959 at about three-quarters of a million dollars. The incredibly good lines of the Ferraris which came out under the late Enzo's hand. Will Ferrari, as many feel happened to Jaguar, lose much of its classic visual integrity and appeal now that the master has gone?

After-market improvements were numerous - just how much more can you do to a Porche 911 so it looks even faster?

The mysteries of four-wheel-steering - Honda with an obviously simple mechanical system, Mazda at the other extreme with an electronic version. The wild and dedicated Suzuki RT1 off-roader, and a return to suicide doors on Mitsubishi's very futuristic HSR.



*Suzuki
RT1.*



*A load of
old Cobblers?
new Cobras!*



*The ultimate
911?*

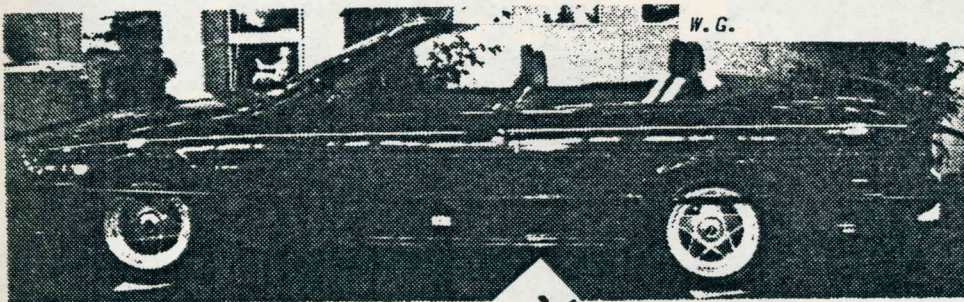
In a burst of lateral (or is that vertical) thinking, Volvo gave a probably unintentional clue to how uninhibited northerners might cope with those endless winter nights!

Overall, much that is modern, efficient and usually expensive to tempt or frustrate the average or ambitious motorist.

And yet there is a strong theme present that many still hanker as we classic enthusiasts do, for something else:

- vehicles that appeal to the eye
- vehicles that are simple, economical and efficient
- vehicles that enable one to be "different" and enjoy unconstrained fresh-air motoring.

Citroen, there is still room for you to take a bow!



*Ford Family
Cabriolet
Four.*

EILDON

National CITIN Rally, Easter

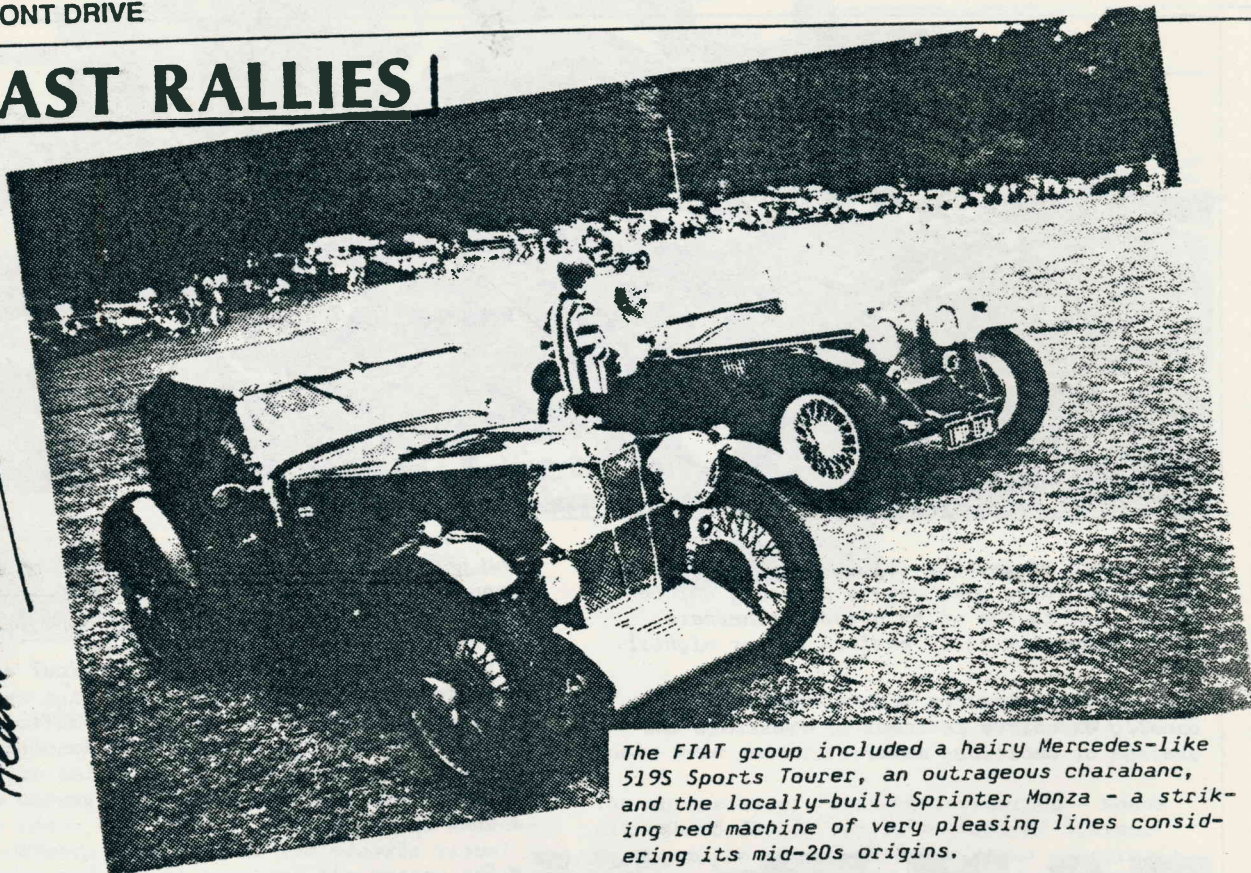
All reports indicate that CITIN at Eildon was a great success, serving to bring together again Citroen enthusiasts from all over Australia. It did great credit to the organisers, Citroen Car Club of Victoria, and even some childhood memories and photos of Citroen outings to Eildon many years ago. To do these stories justice, we will hold them over to next issue.

By the way

Have you caught up with the Number 79 issue of Restored Cars? There is a full-page spread in B&W on the CCOCA Concours at Ripponlea, giving a potted history of Citroen courtesy of ex-President Couche, and several photos of Club cars. We also feature in colour on the cover and in the coverage of the All French Day in South Australia. Good free publicity which might encourage some new members.

PAST RALLIES

Head Throbs



The FIAT group included a hairy Mercedes-like 519S Sports Tourer, an outrageous charabanc, and the locally-built Sprinter Monza - a striking red machine of very pleasing lines considering its mid-20s origins.

Kalorama Capers 19 March

I hadn't been to the Kalorama Rally for several years and 1989 seemed time to break the drought, so with my mate Jonesy and his lad Paul, we headed off up into Melbourne's Dandenongs.

The venue is unfailingly pleasant, both in scenery and weather. Jonesy was particularly interested in old FIATs (501 etc) and I was prepared to enjoy whatever appeared.

Started in 1956, this was the 34th run and rally, catering typically for vintage cars of sporting pretensions, but not exclusively, especially among the spectator vehicles.

Sponsoring clubs are; Alvis Car Club (Vic), Bentley Drivers Club of Australia, The Vintage Sports Car Club of Australia (Vic), Riley Motor Club, Rolls Royce Owners Club of Australia (Vic), Pre-War MG Register, and Vintage Drivers Club.

The competitive events on the ground were: Lance Slalom, Accelerating and Braking, Slow Race, and Garaging Test. To me these events were interesting (e.g. the relative inefficiency of two-wheel brakes) but rather academic. I was more interested in the cars themselves, and often the "spectators" are more interesting than the "sporters".

As usual, my old mate Wally Magilton was in the commentators' caravan. A long-standing MG freak, Wal was even more pixy-like than I remembered in the gear he adopted for the occasion - ruddy face, ginger mutton-chop whiskers, black bowler, RAF-type moustache, weskit, plus-fours and long socks - but a fund of motoring good humour and knowledge, and ever the motoring eccentric.

A pair of splendid Jaguar Mk IVs (wedding cars?) in red caught the eye, and Wally's recently-restored but still quite original 1935 2-litre six-cylinder MG saloon could not be overlooked - body in two blues, and seats in deep blue leather - a car warranting the tag "classic" if ever I saw one.

Looking for Citroens, I saw only one (non-CCOCA) D in the spectator fleet, and among CCOCA spectators, only Roger Brundle, sans Cit.

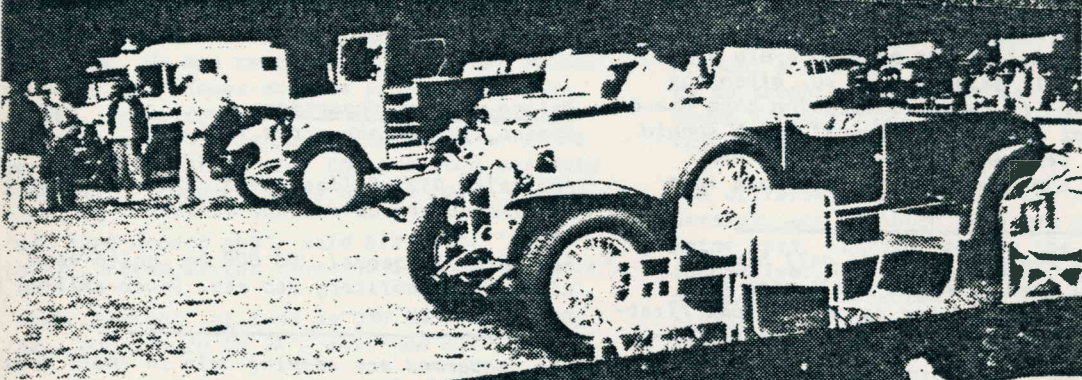
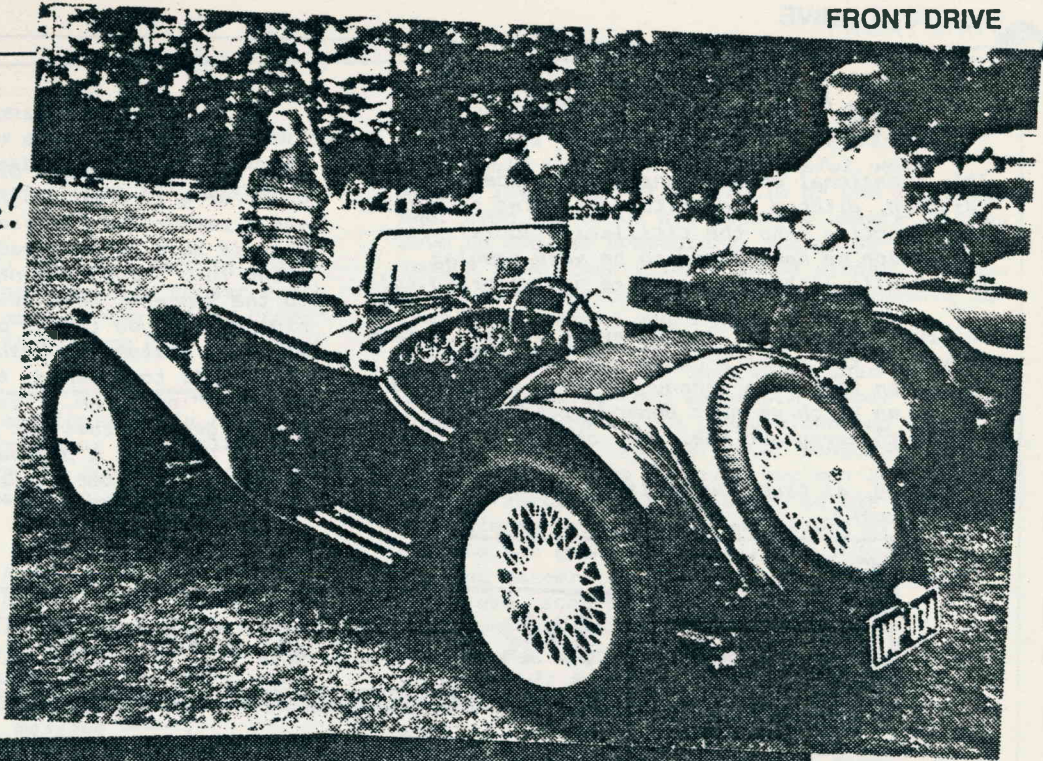
Many cars could be commented on, and in the eccentric class, one might look closely at "Brutus IV", a '40s/'50s Bentley sedan rebodied as an open two-seat sports tourer, which role it regularly and happily fulfills for its proud owner and his equally proud wife. I noticed also a Graham which label always catches my eye for obvious reasons, though I would tend towards the ex-Cord 810/812 styled Hollywood given a choice, rather than the meticulously-restored green/black 1928 "upright" tourer displayed at Kalorama.

For sheer sexy-classic appeal though, my vote (and that of many others) went to the beautifully-restored little red 1934 Riley Imp two-seater sports, reminding me of a scaled-down Jaguar SS100. The Imp's lady owner was not interested in selling, but in case you've a mind to try twisting her arm, she believes that at least four people would come running with 100 000 "fun cards" (or equivalent in cupronickel) if she were to phone them up and say, "Make me an offer". Last time I was at Kalorama, there was a chocolate-brown Imp there, owned by the man who had restored this red one. Of the 140 or so Imps made, over 100 are still known. Maybe there's hope for me yet, but \$100 grand? --- perhaps I'll flog the 911.

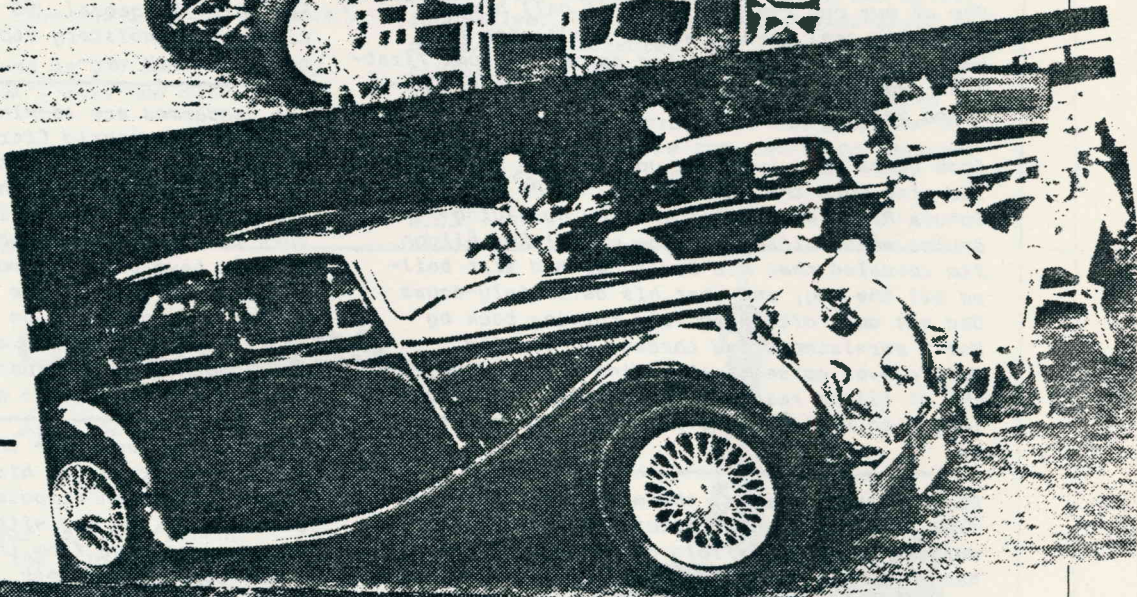
— Bill Graham.

*Most
Imp-ressive!*

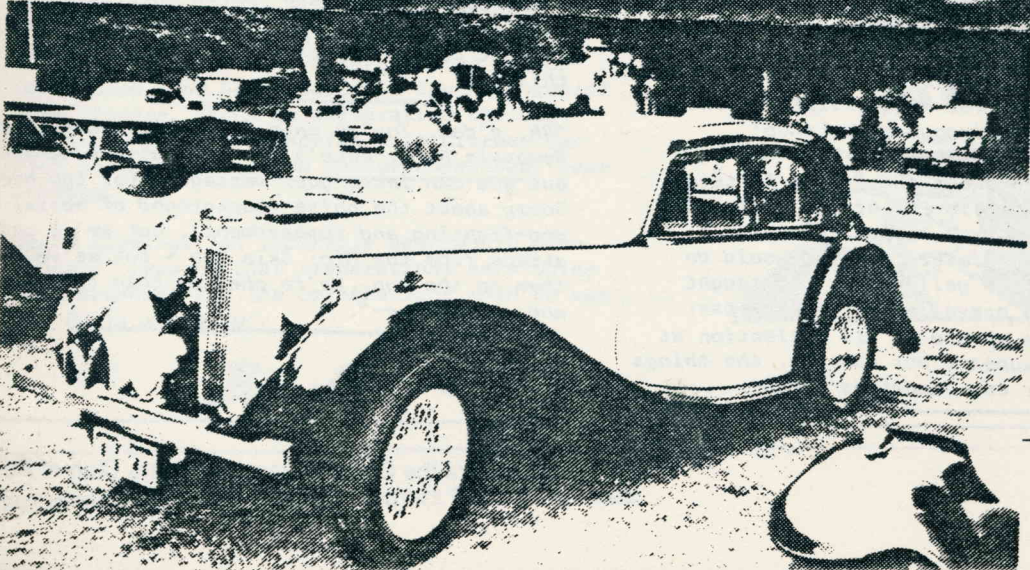
FIAT's Co.?
↓



*Gaggle
of
Togs?*



"G Whizz!"



The commonly perceived and desired function of Front Drive is to keep CCOCA members informed of things inside and outside the club.

This occasional column (and its predecessor, "Hitched, ditched and snitched") tries to extend this function into the titillating social elements which we have found to be very popular (especially with those who are not referred to!).

In true professional style, every effort is made to verify the reports contained in the column, but given the often second- or even third-hand routes on which we must depend, readers are warned to carry out their own checks.

Naturally, as true journalists, we do not reveal our sources!

Alan Sibley, renowned Citroenist in the UK and owner of a fire-engine red L15 called Lucifer, and a rather odd classic Traction-based racing car, is said to have packed up, whacked everything into shipping containers, and migrated to the somewhat more warming environment of Florida. If you try to bring it all back again Alan, HM Customs drug-sniffers might treat your door sills to a rapid tear-down and rebuild. No "dope" our Alan. This might be his cunning way to get any rust cut out on the cheap. But if you want a pleasant Traction environment Alan, why not come to Oz?

HUNG, DRAWN & QUARTERED

Contrary to widely-held beliefs, Citroenists do not spend either all night or even every night tinkering in their garages, and so, given the facts of nature, it is not surprising that there are moves on at least two "fronts" which should launch "Petit Citroens" in the near future. Watch here as these 'webs' of intrigue are spun out.

One of our cub reporters (we'll call him "Jim" - not his real name since we don't want to make his parents cross) has passed on some first-hand graphic observations about the recent "BX-cited Rally" at Eildon.

Some years ago, a rather younger Jim was tickled pink when the late arrival of PB 007 at the Echuca Rally was explained away by saying "The Boyles were boiling all the way"! For Eildon, Jim revealed that his Dad's car had also boiled all the way, and that his definitely-cross Dad was only dissuaded from turning back by Mum's persistence and threats of raising Hell'n even worse if they didn't go on! Dexter-ity at Eildon restored Dad's car's "Six Appeal" (and even Dad's?), and all was cool from then on.

Once again at Eildon, the mud-brown Traction from Queensland wooed spectators with its endurance and on-the-field performance in the hands of its banana-bending owner/driver. Our cub reporter took in all the antics and applause rather stoically, and on being asked his reaction, said, "He's a bit of a show-off, isn't he?". So much for mighty Traction endeavours, but don't be discouraged, Lance!

However, one thing about the Flying Fifteen did appeal to young Jim - a bright yellow 2CV model which passed as a mascot. Come Jim's birthday a few days later, nothing would do but - yes - a little yellow 2CV. Distraught mother eventually prevailed on the now-past President to give up one of his collection at short notice to appease our man. Ah, the things we do to keep our cub reporters happy!

Raised eyebrow department.

Recent Citroen ads noted include:

For sale: DS23 Pallas, 1975, black, all original, immaculate condition. \$24000.

For sale: D Special, 90 000 km, white with tigerskin upholstery etc etc. Owner selling due to ill health ----.

The gendarmes are seeking help in their enquiries about a piebald Citroen seen speeding thro' Eildon late at night with four on board. The car was abandoned as the only substantial piece of identifying evidence when the occupants fled into the shrubbery. The event was said to have been the most exciting thing to happen in Eildon in the last 10 years. The driver is thought to be wearing a cowboy hat and possibly jockstrap and spurs. Any further developments on this particular event would be appreciated by readers of this column.

Some may not be aware that our current Spare Parts Officer has as his principal source of income a rubbish disposal service (not to be confused in any way with the CCOCA Spare Parts Scheme operating from the same address). Given the nature of the work, Peter must rely to some extent on a phone-answering machine to collect calls. The tape goes something like this:

"Ah, g'day. You're onto Ruff 'n Ready Rubbish Removals here. Pete's not here at the moment, but you can leave your message after the beep. Sorry about the noise (background of aerial dog-fighting and bombardment), but we're under attack from the Mini Skip mob - but we've got them on the run. We're cheaper than they are, and we load ---".

Pete's service includes light demolition, industrial, shops and domestic rubbish, Bob Cat and tipper, rotary hoeing. He says no job is too small. His business slogan is: "Let me talk rubbish to you!".

Its worth ringing (03) 480 3560 just to hear his tape. One young lady rang his number every day for a week, just because she needed cheering up. Well anyway, that's how Pete tells the story!

Talking of answering machines, newly returned (from UK to Oz) new President David Giddings was phoning up looking for another Citroen and came on a lou-lou. The blurb went something like this:

"G'day. Fred's isn't here, so if you want to rob the place, you'd better come round now and help yourself. Of course it won't do you any good. One of your lousy bastards of mates was here last week and knocked off my telly and VCR. But anyway, the best of luck to you. Now, if you want to leave message ----".

David also tells of an indicative experience in the UK. He was teaching at a Special School south of the Thames and was visiting a mate nearby. He decided to go home by bus because he'd see more of the local scenery than if he went by Tube. After all, the bus stop was only a couple of hundred yards up the road.

"Bit game aren't you", said his mate. "How's that?", asked David, "The bus is just up there".

"Yeah, alright, as long as you can run pretty fast, you should be OK", said the mate.

Not that the Tube is much better. There were two murders in the week he left. Apparently, one should walk and look purposeful, never scared like a potential victim or you'll become one. Even the buses are becoming unsafe as they move to abolish conductors. Sadly, we're not immune from urban violence in Oz either. Perhaps if there were more Citroen clubs to involve to involve alienated youth in?

On a lighter note, we understand that a distinguished man-about-town and CCOCA member recently formed a liaison with a young blond pop star. Not that it was necessarily a "dangerous liaison". The attraction was actually our man's striking Big 15 Traction. Bit deflating to the ego, what? The outcome was a promotional video clip to promote the young lady's already successful singing career. We expect to see a showing of the video soon at a CCOCA meeting.

Someone has suggested that we may need to ~~stuff~~ up a Renault Register within the CCOCA ranks. CCOCA members possess in varying numbers - usually for everyday use - 750, 4, 12/14, 16, 20 Renault models to our current savvy. Maybe there are more. But fear not, at least they're French, and though differing in their approaches to technical advances and to risk-taking, Andre Citroen and Louis Renault were respectful friends in their days.

The difference between the two marques still persist, and although both are now advanced motor cars, Citroen remains the often wildly innovative, Renault the more conservative and commercially directed. But they are coming closer - with Peugeot, they even share some motors in common. Citroen (as in Traction Avant) was once regarded as the poor man's Bugatti - would it be too unkind to consider Renault as the poor man's Citroen?

W.G.

Paris Celebrates..

- and so do we !!

1989 is a special year for the French. It is being celebrated as the 100th anniversary of the Eiffel Tower (used by a certain Andre Citroen for advertising his cars). The year is also the 200th anniversary of the French Revolution, and hence Bastille Day has special significance. CCOCA is celebrating the day with a lunch in conjunction with Citroen Car Club of Victoria at Emu Bottom Homestead, near Sunbury.

David Giddings (an incurable geographic name dropper) reports that preparations were going on everywhere for the celebrations when he was "in Paris recently".

Be there!



COMING RALLIES

CCOCA CALENDER 1989

APR 26	OPEN NIGHT
MAY 24	GENERAL MEETING
MAY 28	ECONOMY RUN WITH CCCV
JUN 9-12	AUSTRACTION 89 "BEECHWORTH"
JUN 28	OPEN NIGHT
JUL 16	BASTILLE DAY LUNCH AT EMU BOTTOM WITH CCCV
JUL 26	GENERAL MEETING
AUG 13	TECH DAY
AUG 23	OPEN NIGHT
SEP 24	AUCTION/BBQ
SEP 27	GENERAL MEETING
OCT 25	OPEN NIGHT
NOV 5-7	WARRNAMBOOL TRIP (CCCV)
NOV 22	GENERAL MEETING
NOV 26	CONCOURSE D ¹ ELEGANCE WITH CCCV
DEC 16	CHRISTMAS BREAK-UP DINNER

PLEASE SUPPORT THESE EVENTS!!

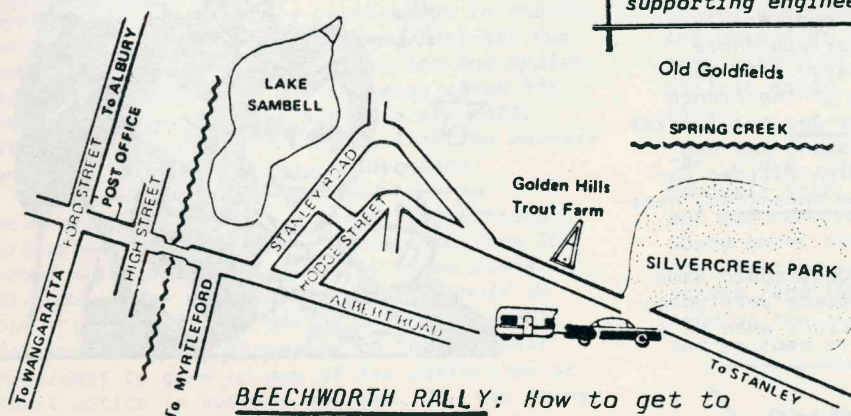
MAY 24
Get "charged" at our next meeting!

GUEST SPEAKER

Many members were sufficiently intrigued by references to our mystery speaker for the March General Meeting that they came along in droves. They were not disappointed, and as well as finding out who he was, they had a most informative evening of anecdotes and technical question-and-answer on many matters Citroenish.

Not to let an opportunity slip by, we have taken up the kind offer of our knowledgeable and entertaining speaker to expand out his comments into a Technical Evening on the related matters of SUPERCHARGING and TURBOCHARGING. Naturally, he will relate the subject to his personal experiences with "warm" Citroens!

Don't forget. Wednesday, May 24, 8pm at Nuna-wading - for a very entertaining talk with supporting engineering examples.



BEECHWORTH RALLY: How to get to Silver Creek Caravan Park.

DON'T MISS OUT

FRONT DRIVE

AUSTRACTION '89—BEECHWORTH

AIRWORLD: Wangaratta's Private Airforce

There are not many in the world which can boast that they own their own private airforce. Wangaratta in Victoria's North East is one of the few.

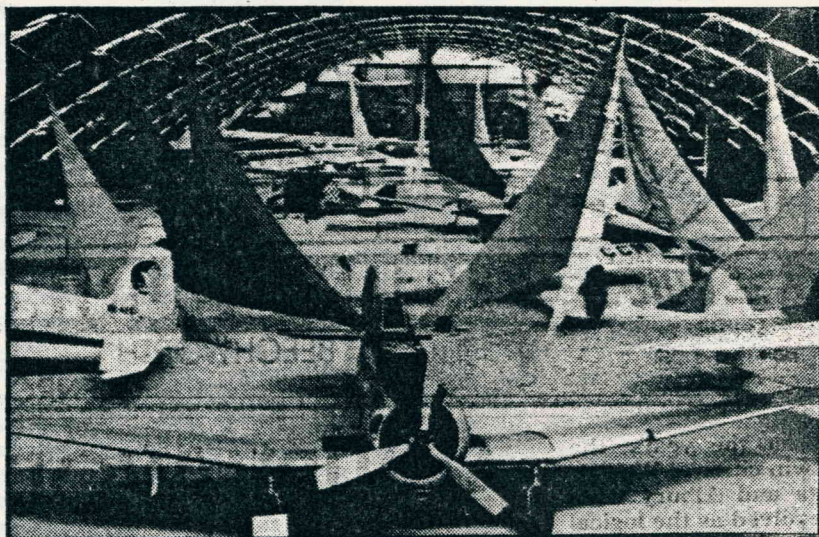
The city of Wangaratta owns AIRWORLD, The Aviation Museum, the world's largest collection of flying antique civil aircraft. AIRWORLD is located seven kilometres south of the City of Wangaratta and is a real surprise and eye-opener for many people.

There are over 30 antique and historical aircraft housed in a huge

hi-tech hangar as well as a large display of antique bicycles, Australia's most authoritative collection of Holden cars and other antique motorcycles, cars and trucks.

The planes are well displayed and guided tours of the museum can be arranged for groups on request.

AIRWORLD also contains a 200 seat restaurant featuring fast food and A' La Carte dining for those with more time. The restaurant features an open fireplace, and is airconditioned for the summer months.



Local crafts and aeronautical memorabilia are sold at the souvenir shop, and best of all, AIRWORLD is open 365 days a year!

Schools and educational groups are especially catered for at

AIRWORLD with a special "History of Flight" display.

AIRWORLD offers a unique educational and interesting experience for the whole family, and in 1988 for the Bicentenary, a special "All Ages

Playground" with an aviation theme will be added to the complex.

AIRWORLD is just off the Hume Highway south of Wangaratta and a short distance from the famous snow road . . .

Please Note:

ACCOMMODATION at BEECHWORTH

1. All cabins have now been taken.
2. Several vans still available.
3. Prices quoted are based on two people per cabin or van/night. Extra adults are charged at \$5/night, extra children at \$3/night (per head).
4. Plenty of tent sites still available for the hardy!
5. If you haven't booked yet, do it now! See Registration Form (spare enclosed)

Cheers,

Ron.

NB →

NB: (CUT OFF DAY FOR REGISTRATION MAY 26)

AUSTRACTION WEEKEND AWAY - BEECHWORTH 1989.

Location: Silver Creek Caravan Park.

PROGRAM

Friday June 9: Informal get-together as you arrive at Silver Creek CP in the evening.

Saturday June 10: 10 AM on; Line-up of attending vehicles for general inspection, discussion, photographs etc.

2 PM: Observation Run organised around roads in area around Beechworth.

7 PM: Dinner and Social Evening at Commercial Hotel, Beechworth.

Sunday June 11: 10 AM; Drive by Citroen etc in cavalcade to Airworld at Wangaratta.

Lunch at Airworld or otherwise. Ladies are planning to lunch at historic Yackandandah, gents please themselves. Afternoon free.

7 PM: Evening meal at Chinese Restaurant, Beechworth.

Monday June 12: 11 AM; Chicken and champagne brunch in the park at Beechworth.

PM: Return home at your leisure.

Note: Entry to Airworld is included in registration payment.

TRACTION TRANSPLANTS: "HOME-MADE" OUTPUT SHAFTS

Peter Hughan has performed a very satisfying transplant into his splendidly restored black 1951 11 BL (Traction Avant Legere).

Peter's transplant incorporates a number of innovations which have not been previously reported, especially with respect to transmission output shafts from the ID gearbox, and to modifications to adapt the Traction gear-shift mechanism to work the changes on the ID box.

We have changed Peter's order of presentation so as to deal with the gearbox output shafts first, since a functionally-similar but engineeringly-different version was quite recently described in Front Drive 12 (3) as developed by Roger Williams (UK). In particular, readers are directed to Roger's Fig. 11 (left-hand output shaft) in the article reproduced in the above FD number (article reproduced with thanks to Traction Owners Club (UK) from Floating Power November 1986).

Peter's information and diagrams are supplemented by comments from Jeff Harris (CCOCA, South Australia) who produced the shafts in conjunction with Jim Le Mesurier.

The starting point for the new output shafts is with rear axle half-shafts from a live axle setup (Chrysler Valiant). The adaption uses the outer end of the axle drive shaft, including outer driving flange.* Most likely, the steps described below would be outside the capabilities of most COCA members, and are provided for

general guidance and information. Normally, the specifications and raw materials would be handed over to a specialist heat-treatment and machining shop(s).

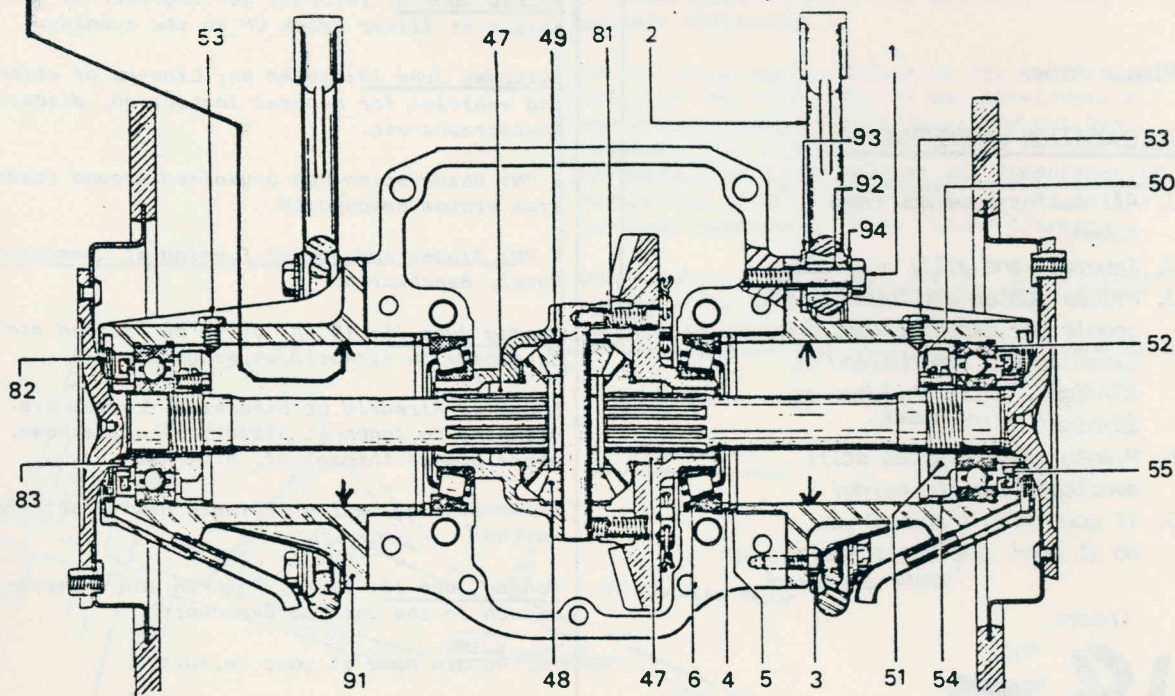
The axles as obtained have a hardness of about 60 Rockwell. These were heated for 3-4 hours to lower the hardness to the point where they are just machinable (30 Rockwell). Using a locally-made cutter, the axles were machined to the dimensions indicated in the attached diagram. The hardness at machining as reported above is a compromise between ease of machining and long-term durability of the part in service, since in the method described, the shafts were not re-tempered. Jack Weaver and Peter Boyle suggest Rockwell values of 24-27 may be necessary for machining, while Jack suggests that the shafts should be left slightly over-size and then re-hardened back to 40-45 Rockwell before precision grinding to final size. However, re-hardening would add to the final cost thereby, and therein lies the basis for the compromise mentioned earlier.

To date, three sets of shafts have been made up. To make up further sets with the original set-up would require re-sharpening of the cutter. One set is in Peter Hughan's Legere, one set went with Jeff Harris's 1954 Light 15 when purchased by Mark Wheatley in Western Australia, and the third set has been driven in daily use in Jim Le Mesurier's Light 15.* The latter is a measure of the shafts' durability.

**fortwo years.

Cut casing (91) flush with outer face of flanges and remove bits outboard of this line.

**VERTICAL SECTION THROUGH ID DIFFERENTIAL, HOUSING, AND OUTPUT SHAFTS
(Before modifications).**



Key to Fig

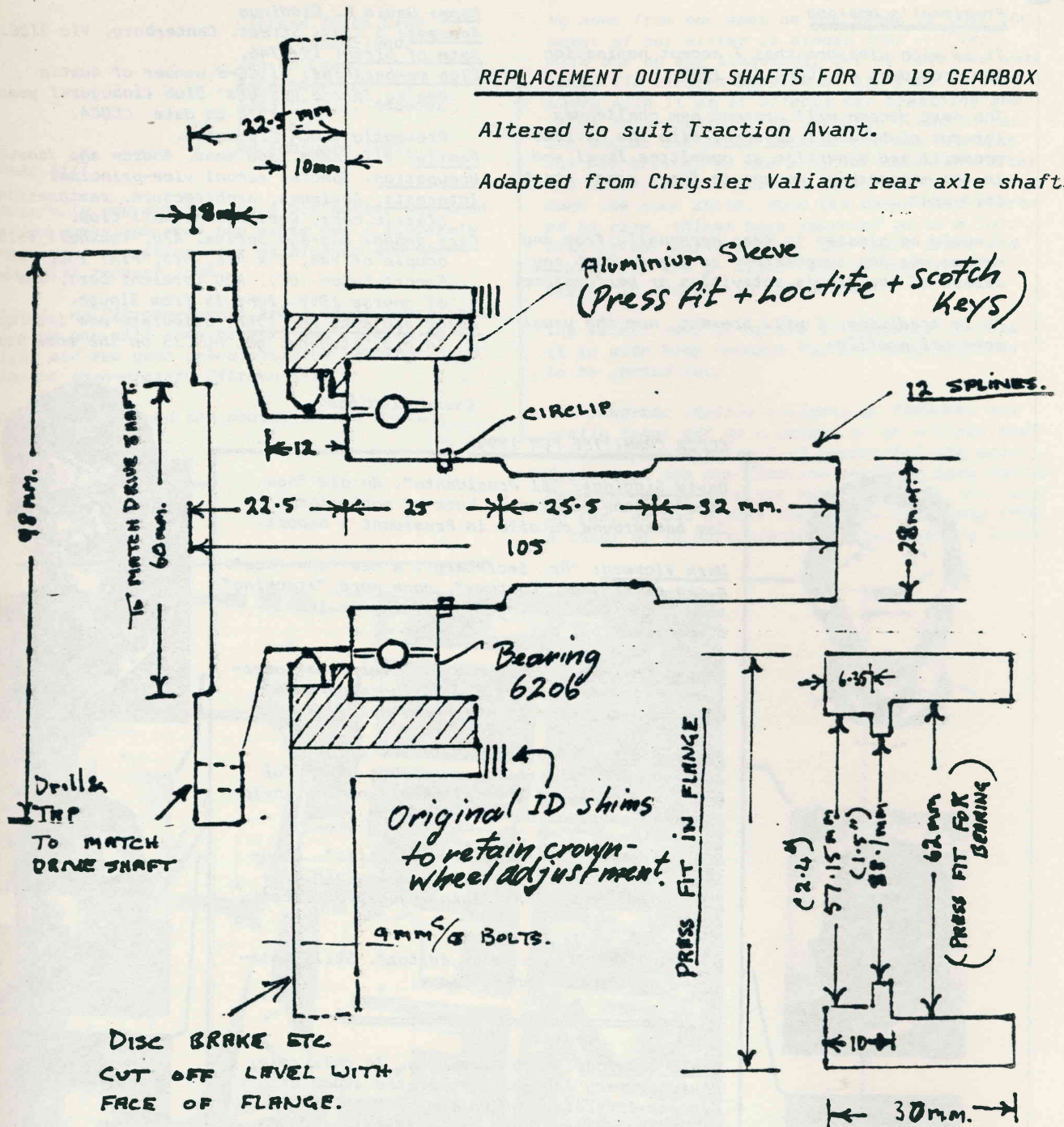
1 Screws for support arm	2 Support bracket	3 Bearing fixing screws	4 Adjusting washer	5 Distance washer
6 Tapered roller bearing	47 Planet wheel	48 Satellite wheels	49 Thrust washers	50 Retaining screw for 51
51 Locknut	52 Differential bearing	53 Retaining screw for 54	54 Bearing locknut	55 Oil seal
82 Oil retaining washer	83 Thrust washer	91 Casing	92 Distance piece	93 Large diameter washer
			94 Washer	

*1972-78 axles have an adequate-sized flange (check!).

REPLACEMENT OUTPUT SHAFTS FOR ID 19 GEARBOX

Altered to suit Traction Avant.

Adapted from Chrysler Valiant rear axle shafts.



BEARING

6206

O.D. 62 mm.
I.D. 30 mm.
WIDTH 16 mm.

SEAL

FIRM 11687 (57.15)
O.D. 2.4 inches
Shaft Diam 1.975" (47.625)
WIDTH 0.250" (6.35)

ADAPTER SLEEVE TO FIT ID 19 BOX

Jack Weaver suggests that special cutters would not be needed, and that the splining could be done on a milling machine with indexing head.

It seems quite likely that shafts other than Valiant could be used as a starting point, provided they were of adequate dimensions.

Peter Hughan reports that the 6206 bearing is a cheap and readily available industrial type. The FIRM 11687 seal or equivalent is readily obtained by quoting the indicated dimensions to suitable bearing/seal suppliers.

President's message

It is with pleasure that I accept nomination for President of CCOCA for 1989.

The next decade will present new challenges for our club, and I am sure, with the obvious goodwill and expertise at committee level and in the membership, we are in for a great start this year.

I would be pleased to hear personally from any member who has suggestions or ideas about any aspect of the club's activities or performance.

As is tradition, I will present now the usual personal profile:

Name: David L. Giddings

Address: 3 Cross Street, Canterbury, Vic 3126.

Date of birth: 19/9/46.

Club memberships: 1966-8 member of Austin Healey Sprite Drivers' Club (inaugural year) 1978 to date CCOCA.

Presently CCOCA Librarian.

Family: Wife Anne, and sons, Andrew and Jonathan.

Occupation: Special school vice-principal

Interests: Antiques, architecture, restoration, classic cars, Geelong Football Club.

Cars owned: Bug-eye Sprite, A70, Vauxhall Velox, couple of VWs, 2 x R16, R15, FIAT 131, '84 Escort hatch (UK), R20 (present car), and of course 1949 Light 15 from Slough.

Major projects for 1988: Stimulate new interest in old Citroens, get my L15 on the road again!

David Giddings.

CCOCA COMMITTEE FOR 1989.

David Giddings: "El Presidente". An old "new face" on the committee. Lots of enthusiasm. See background details in President's Report.

Mark Vickery: "Mr. Secretary". A new "new face". A man of strange "Customs", none more "stacking" than Wayne Gardiner, got more Big 15s than Slough ever put out.

Hayden Chapman: "Money Bags". Diverse engineering skills. His mother's yard contains more cars than anywhere in the Free World.

Peter Boyle: "Club Spares". Talks a lot of rubbish (and will shift any amount of it for you). Custodian of a vital club function, helping keep your car on the road with bits.

Ron Lawrence: "Club social activities". Graduate chemist. Main project: Turning old Cits into gold (or at least into enjoyable recreation!).

Bill Graham: "Front Drive Editor". Still intrigued by the Citroen mystique.

David Giddings: Club Librarian. In this role, David is very appreciative of the stock of Citroen literature which the club holds and which is available for the interest of CCOCA members.

Leigh Miles: Club Shop. "Lethal Leigh" or "Two-Pot Leigh". Sometimes gets in a "lather", perhaps due to his strange "Cousins". Buy some club goodies off him and make his day!





Citroen ID/DS Club
Nederland.
Jan de Lange
Bokelshoef 26
3343 CC H.I. Ambacht
Holland.
22 February 1989.

Dear Bill,

Hopefully you are feeling a bit better now than a few weeks ago when you wrote me. I sincerely hope your operation went as planned and that you will recover soon.

Still, we Citroen-lovers are a tough bunch, and I know you will soon be well and live to be 120, and see your grand children driving round in the then-classic Citroen XMs!

Hope you received the photos of the Reutter [D sedan/sabrio].

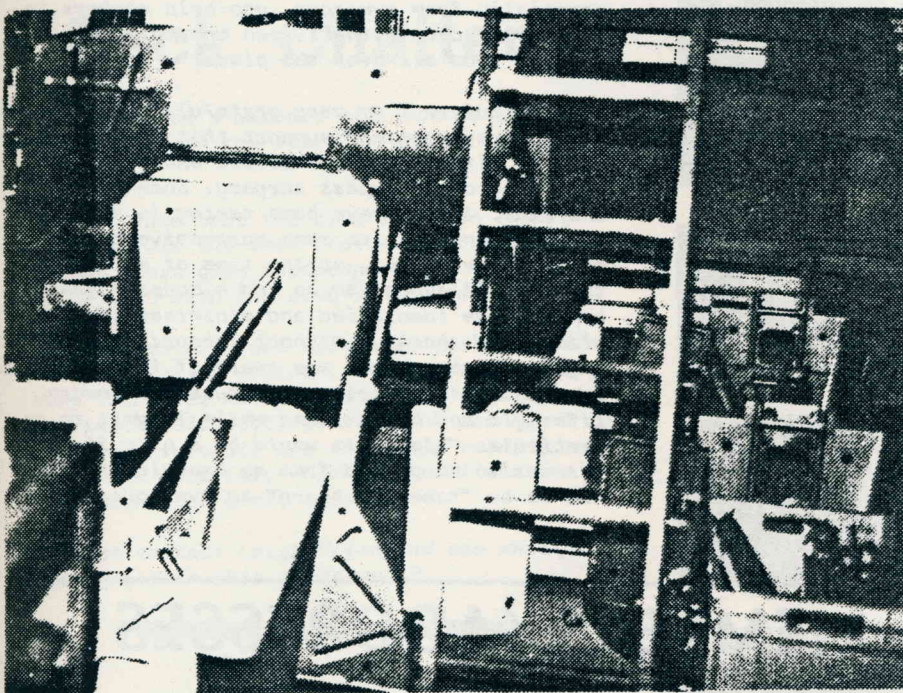
Get well soon,

Jan.

My news from our spot on the globe is that the worst of our winter is almost over - a very mild one by our standards, but we have had some nasty flu viruses because of it. Edna suffers badly with it as it affects her breathing and turns to bronchitis. In January, I had to call the doctor out twice because she was fighting for her breath. We had a run of colds one after the other, most people in this region were in much the same state. Once the temps have started to rise, things have improved quite a lot. With it now being spring, the fruit trees and plants etc are in bloom, and so work really begins in earnest in the garden.

The latest news of my Big 15 Roadster is that it is with Mike Peacock for the body problems to be sorted out.

The roadster replica business at Peacocks has really taken off as a result of an article that appeared in "Classic Car" concerning the manufacture of the new Traction roadster body shells. Perhaps you've seen the March issue of this mag? So far, he has orders taking him up to May 1990, a total of 12 cars, including two for Big Sixes.



INDIVIDUAL BODY PANELS TO MAKE UP NEW TRACTION ROADSTER SHELLS, PEACOCK ENGINEERING, UK.

36 Main Street
Dyke, Bourne, Lincs.
PE 10 0AF, UK.
20 April 1989.

Dear Bill, Barbara and Family,

Once again it is time to say many thanks for the last magazine.

I notice a reference to health problem you have. I hope by now you are well on the road to recovery, but better still, that by the time you receive this letter, you are fully recovered?

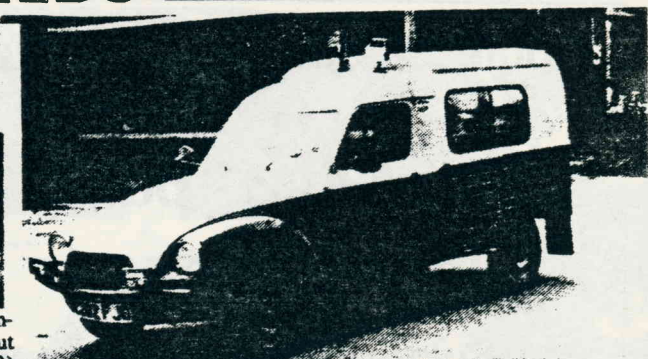
He is still including all the improvements that Citroen made in the final product. The doors peculiar to the roadster are now going to be made as the press tools are now finished. My greatest wish is that the roadster will be back on the road by next year.

News of events - as you may know, the 8th International Citroen Car Clubs Rally (ICCCR) will be in Holland in September. I have the coupe taxed, and will go in this event. Mick is taking 2 body shells and one car complete to be driven there as the greatest response to the article came from USA.

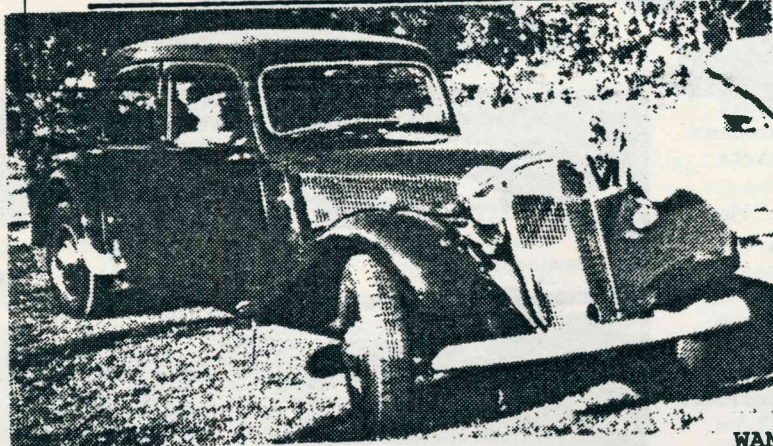


(002) CITROEN SM 1973 5 speed manual, LHD 2670 cc, air conditioning, leather upholstery, EFI Maserati V6 engine was reconditioned about 30,000 miles ago, good all round condition, very rare and fast. Ph. (08) 293 2619 SA \$26,000 ONO

Note: Both these cars belong to CCOCA members.
The SM is Chris Bennet's.



i) CITROEN ACADIANE MIXTA Rare Belgium model. RHD. Opening side windows, rear seat, full WA Reg. comes with \$3,000 spares including engine, good overall condition. 50,000 kms only. Write to: Chelsea Exotics C/o North Dandalup P/O WA 6207 WA \$12,500 OBO



FOR SALE: 1948 Light 15, restored inside and out i.e. stripped to bare metal, rust-proofed and reduced. Engine and gearbox overhauled, new stainless steel exhaust system. Rewired throughout, also rerubbered including 5 new Michelin tyres. Completely re-upholstered, lined, paneled and carpeted. New brake system, plus many other extras. Car has been registered, but not driven since.

Les McDonald
"Whybaleena"
99 Glenhaven Road
Glenhaven NSW 2154.
(02) 634 2988.

Price: \$13 000.

WANTED for CITROEN BIG 6 - any gearbox parts; owners handbook; parts book or loan of one to copy.

WANTED for CITROEN LT15 (11D) - Owners handbook; rocker shaft (16mm diameter) in new or good condition or SWAP for unused Light 15 rocker shaft (14mm diameter); external mirror, convex, mudguard mounting type.

I have 4 WHEELS with 15" rims and 185x15 tyres to suit Traction (centre nut hub cap type) and would like to replace these with 185x400 or 165x400 wheels with or without tyres. Will sell, swap, trade, buy or anything. Any offers for one or more wheels? Any suggestions?

P. Lowrie. 9 Prince Street Mosman 2088
(02) 969 3952 (home) reverse charges or
(02) 267 6483 (bh)

reco. mech. good. inter. group. phone (052) 23 2191
CITROEN Big 6. Complete.
Unrestored good condition \$5000.
Phone 329 0534.
DAIMLER DS 420 LIMOUSINE
Former. Embassy. - - - - - limo.

This car will be available
for inspection in Melbourne
about mid-May.

FOR SALE: Citroen CX 2200 Pallas, first registered '78, this superb CX, regularly maintained by Duttons and New Deal to keep it in faultless condition, has recently had close to \$2000 spent on it to bring its maintenance schedule completely up to date. Bronze in colour with excellent leather, this one owner car should remain in enthusiast hands. New Michelin MXVs, all Pallas extras. Contact David Giddings on (03) 836 6038, or owner Barry O'Shea for details on (03) 836 8823.

Thinking of Retyring?

*This might be the best
chance you'll get.*

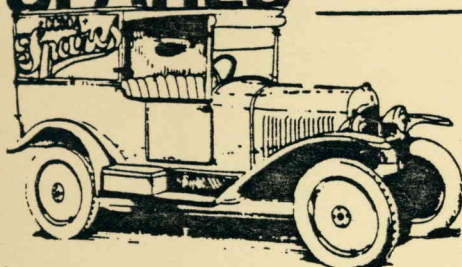
THINKING OF RETYRING? *(Your Traction or early D).*

Michelin X 165x400 tyres are currently unavailable in Australia, the list price if you could get them would be \$239 each.

The club has placed an order for four sets of these tyres at an expected price of \$150-155/tyre. Expected delivery 90 days.

Place your order with the Spare Parts Officer promptly if you want to secure a set.

SPARES



SPARE PARTS OFFICER: Peter Boyle
35 Newman St
Thornbury 3071.
Phone: (03) 480 3560.

Michelin 165 x 400s

Discount Price.

Order yours now.

See separate notice.

NOTE: ORDER FORMS TAKE PRECEDENCE OVER PHONE CALLS.

PARTS LIST (TRACTIONS) as at 1 NOV 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	10.00
Rubber grommet petrol filler (2 sizes)	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)	30
As above (small boot)	25
Windscreen rubber - alum frame	40
Steering rack boots (pair)	30
Gearbox gasket set	8
Complete gasket set motor L15/11BL	76.44
Sump set "/"	10.20
VRS set "/"	50
Complete gasket set motor Big 6	70
Exhaust muffler incl. tail pipe L15	95
" B15	105
" B6	140
Rubber exhaust hanger	2
Gearbox output shaft seal	8.50
Front hub outer seal	8
" inner "	8
Rear hub seal	8
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

Tie rod ball joint kit	65
Upper/lower ball joint boot (leather)	12
Brake hose front/rear Slough	28
" rear French	22

Throttle shaft 32 PBIC 0.5 mm O/S	20
Hub & bearing pulley	140
Lower ball joint pulley	65
Bonnet strip clamp (internal)	1.50

DIANE

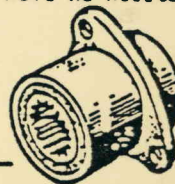
Brake hose	22
Seat rubber	1
Wiper blades pair	10

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 LNF	\$6
Accelerator pedals	\$1

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!

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

