

Summer
1989-90

FRONT
DRIVE

VOL. 13
NO. 4

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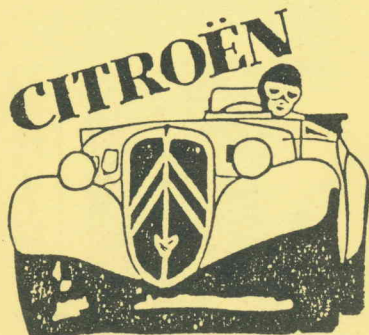
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1951 Traction Avant Normale
Tom Campbell, Sydney.

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

Windcheater & T shirt designs



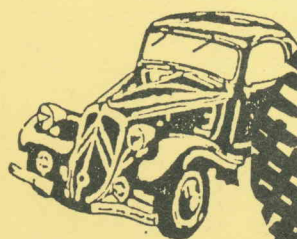
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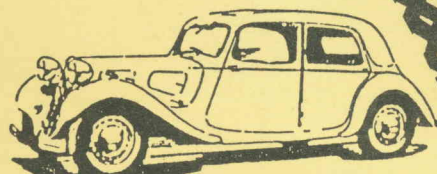
AVAILABLE IN
2 CYCLES



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

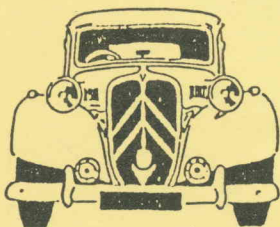


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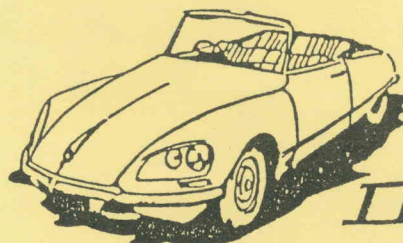
CITROËN

LIGHT 15

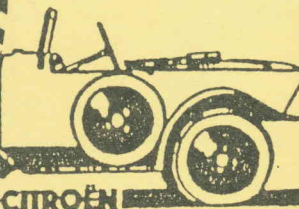


CITROËN

BIG 6



DS



5CV
BREAST POCKET
SIZE ONLY

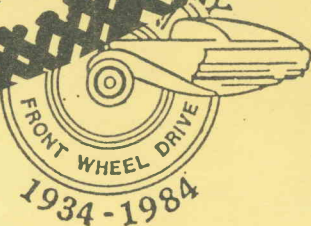
Citroën

SCROLL
BREAST POCKET
SIZE ONLY



CHEVRON BADGE

Late Advert.
For sale: Two 165x400 Michelins.
Each with useful tread left.
One is original 2x, other is
x body with 2x recap.
Best reasonable offer.
Jack Weaver
(03) 55 111 35.



ANNIVERSARY

Dates of issue for magazine: Summer, Autumn, Winter, Spring.

Closing dates for copy: November, February, May, August.



CCOCA IS A MEMBER OF:
ASSOCIATION OF MOTORING CLUBS

G.P.O. BOX 2374V, MELBOURNE, VIC., 3001

ISSN 0810-8625

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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

I expect this to be the last magazine (for some time anyway!) carrying my name as Editor. Strong family pressure and illness have made it hard for me to continue in the role, and there are positive indications that other CCOCA members are willing to take on the tasks involved.

I became Editor (unofficially) in 1984 and the years since have been very enjoyable ones for me, with the opportunity to contribute to the continuity of the Club, to learn some new and valuable skills, and to generally enjoy myself in the process of expressing my personality and ideas via "Front Drive".

In that time, "Front Drive" has pursued the generally accepted objectives of CCOCA's Club magazine, i.e. to provide information of interest to Club members in the general areas of historic, technical and social matters. Such formation has been typically (but not exclusively) related to the field of classic Citroens, as one might expect!

It is not my intention to lose touch completely, but rather to continue to put up articles for publication from time-to-time, and at least in the bridging period, to provide support, advice etc to those who take on "Front Drive" production. And maybe I'll be able to further the cause of the "Traction Restoration Manual" project a bit more.

Again, thanks to you all for the opportunities that editorship has provided, and especially to those who have written articles, provided photos and technical support, and above all, offered kind words and encouragement. And good luck and happy Citroëning in future!

Bill Graham.

**Coming Rallies - see Calendar
& *P13**

It's hard to believe the end of the club year is nearly with us. Certainly it's been a busy one for me, after our year away in 1988, and an active one for the club as it has come to grips with major committee changes and planning for a solid base for the 1990's.

In review we have had some excellent activities during the last 12 months. Technical nights (and days!) social functions, discussions, videos and demonstrations, crowned by the exceptionally well supported and enjoyable Beechworth "Austraction '89", and December concourse.

Our spare parts service continues to thrive under the able direction of Peter Boyle and has been able to offer many new parts, including the great 'Tyre Hijack' and of course the long awaited change over Silent Blocs. I wonder if club members appreciate the time, effort and personal cost expended by Peter as he communicates with overseas suppliers, treks from wharf to Customs and handles numerous enquiries from all over Australia for delivery of "the goods". Long may he reign!

In similar 'self sacrificing' stewardship, our magazine, despite supply difficulties, has continued to present our club and its' activities in its unique way; and there is an increasing realization, hopefully shared by us all, that one person alone cannot support such a venture forever. Bill Graham, after some years as editor, will not stand again this year. To Bill, I would like to express our gratitude for a job well done over these years.

Hopefully time and experience will aid the new committee to follow through its agenda progressively. We have to face the fact that we are a compact club, whose limited Melbourne-based manpower and resources are sometimes stretched in 'doing the job'. At the moment we are looking at all facets of the club's operations. Incorporation is under way and advertising support for our magazine is being investigated. Any suggestions are always welcomed.

In the last months I have once again turned to my own '49 Light 15. Left in limbo at the end of '87 and carefully packed away, it is certainly mind-boggling starting up where I left off! Thank God I labelled all those containers! I have turned to the rear brakes and hubs, and found the source of that unpleasant noise when I last drove the car in 1979 - a nicely scarred wheel bearing. Hayden has cut out sections of 'Violet Crumble' and replaced with something firmer, the interior and body finishing await! Ah well that's what it is all about. Best wishes to you all and a year to look forward to, in matters CITROEN!

David Giddings.

PAST RALLIES

CHEVRONS AT HANGING ROCK

In the original story of "A Picnic at Hanging Rock" the plot concerns a number of school girls who climb the rock to explore the myriad passages never to be seen again.

Such is the notoriety of the story that the fact it is purely fictitious has almost been lost and some are not quite sure whether the story is true or not!

Most CCOCA members must be amongst the believers because they stayed away from our day run to Hanging Rock by the bus load, lest they too disappear, never to be seen again.

However, for those members who made the journey, together with the hundreds of cars from other clubs a great day was had.

CCOCA had four cars on display in our club area with several members coming in "ordinary" cars and parking them elsewhere.

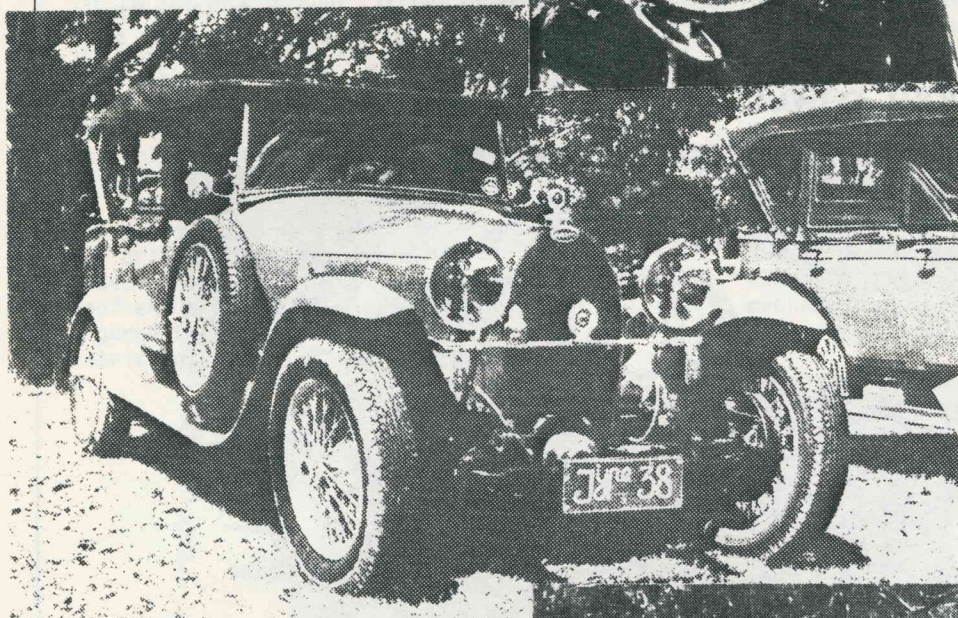
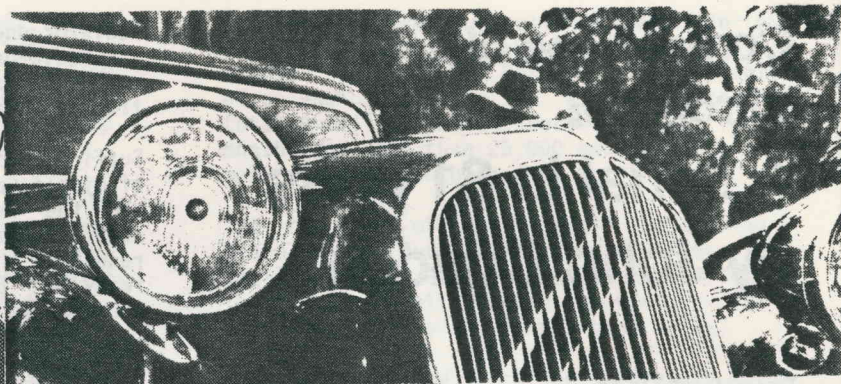
Jack Hawke made the journey from Geelong in his magnificent Big 6 (recently purchased from Richard Fewster in S.A.). The car looked like a million dollars for its club debut and will hopefully be seen at many more events in the future. Watch for this car at the next Concours d'Elegance; it is sure to upset some of the established prize winners.

Wandering around the hundreds of cars in the display area, one can't help but be impressed by the incredible number and range of old cars being lovingly cared for whilst still being used for the purpose for which they were designed - that is, driving.

Parked on a trailer in front of the CCOCA area was the smallest car at the show. It was an Austin A40 "kiddie car". Apparently the owner has spent in excess of \$2500.00 on its restoration so far! I wondered if his kids were allowed to drive it!

My pick of the show, (apart from the Citroens of course) would have to be a truly magnificent Type 38 Bugatti Torpedo. Resplendent in its French Blue paintwork and polished alloy bonnet, it would look very nice indeed in my garage. Ah well, I suppose that we are all allowed to dream.

*Big Six
(Jack Hawke)*



*Oh! What a Picnic!!
-CITROËN!!*

*From left:
11BL (J. Couche/
S. Langford)
Light 15 (P. & H. Hore)*



The Line-up!

Most people managed, at some time during the day, to climb the rock and search for the mythical missing school girls. I don't think that anybody found them though. The top of hanging rock is incredible - I suggest that if you haven't been there before, and you didn't come along this time, you put it high on your list of places to visit.

If you can't get there before the 1991 Inter-club invitation Picnic at Hanging Rock, make sure that you make it on that day.

Thanks to Ron Lawrence for organizing such a great day.

John Couche.

Confessions of a Citroophile: A serial in 81 parts by John Couche.

Part 3: Glory without power ?

Rally ready ?



It is commonly believed that cars are simply a conglomerate of steel, rubber leather paint etc. and don't have their own feelings. Of course, this is not correct. Just think, where would Herbie the VW, Chitty Chitty Bang Bang, Christine (the Chrysler) and The Car That Ate Paris be without their own characters and feelings. It seems that every time a long trip or rally is mentioned within hearing range of Smelly she decided that it would be much nicer to stay home that weekend.

Usually she would only manage to manifest a minor problem with herself as a token gesture of protest. Not this time though! Exactly two weeks before she was to depart for Citraction '84, the most important and biggest rally yet attended, her stubborn French will went beserk and she dropped several teeth off second gear right in the middle of peak hour traffic on the way home from work- where else?

Fortunately, this time, the casing and crown wheel and pinion stayed in-tact and once again, thanks to Gerry Propsting, the gearbox was back together with a week to spare.

Smelly had other thoughts though! Over the next week everything that could possibly go wrong whilst re-assembling a car went wrong, together with several things that were previously thought to have not been possible. The entire job ended up consuming a new water pump (which also failed at this time), a new

radiator due to the engine being run without a radiator support and the fan merrily chewing a large hole in the core and the skin from about a dozen or so knuckles.

Suffice to say that with the combined efforts of myself, Gerry, Ted Cross and Dennis Walton, and the removal and refitting of everything several times, especially to adjust and readjust the clutch settings, the car was ready for Ballarat in the middle of the morning we had to leave. She made it to the rally - just, having boiled every 10km or so all the way to Ballarat.

What I found was that a spare radiator dug out of the second hand parts department of my garage can still be clogged even though it will take the full blast of a garden hose in the top and out of the bottom without over flowing. A chemical clean out after the rally solved that problem.

The rally itself was a brilliant success with the largest number of Citroens ever seen in the one place in Australia at the one time making all the earlier problems pale in insignificance.

Somewhere in the middle of all this, I purchased my 5th Citroen - this time a 1959 English built ID19. I paid Peter Boyle the mindblowing sum of \$50.00 for the car in unregistered but going condition. The price was worked out as Peter had just put a new set of brake pads in the car and that is what they cost. The ID was described as a "rally winning" car as it had previously carried Peter and Mark McKibbin to victory in a CCOCA observation run!

Issadora as the ID was named had the same fate as the 2nd B12 and the 1949 Light 15. She sat in the driveway for quite a few months as a "future project" until Roger Brundle came and towed her away for a better future.

Roger had a rusted out DS19 and decided to put all the good bits from his rusty car into

my rust free car to make one good one.. The actual removal process raised some giggles as Rogers dimitiative Nissan Pulsar ET heaved and puffed to drag the huge tandem trailer and ID away whilst barely managing to keep the front drive wheels on the road.

During all these buyings and sellings and comings and goings of Citroens I had always had the desire to own a 2CV but could not afford one that was worth buying. This desire led to the entrance of Citroen number 6.

The months of August and September, saw me in attendance at the 6th International Citroen Car Club's Rally at Knebworth, England. The rally was followed by a whirlwind tour of England and Europe. My mode of transport was of course the 2CV I had always wanted; or to be more precise, a 1976 Dyane 6. So impressed was I with the Dyane that I decided to bring it back with me to the land down under. I thought of attaching a handle to the roof and bringing it back as hand luggage but figured the handle might pull through the fabric roof so I decided to ship it instead.

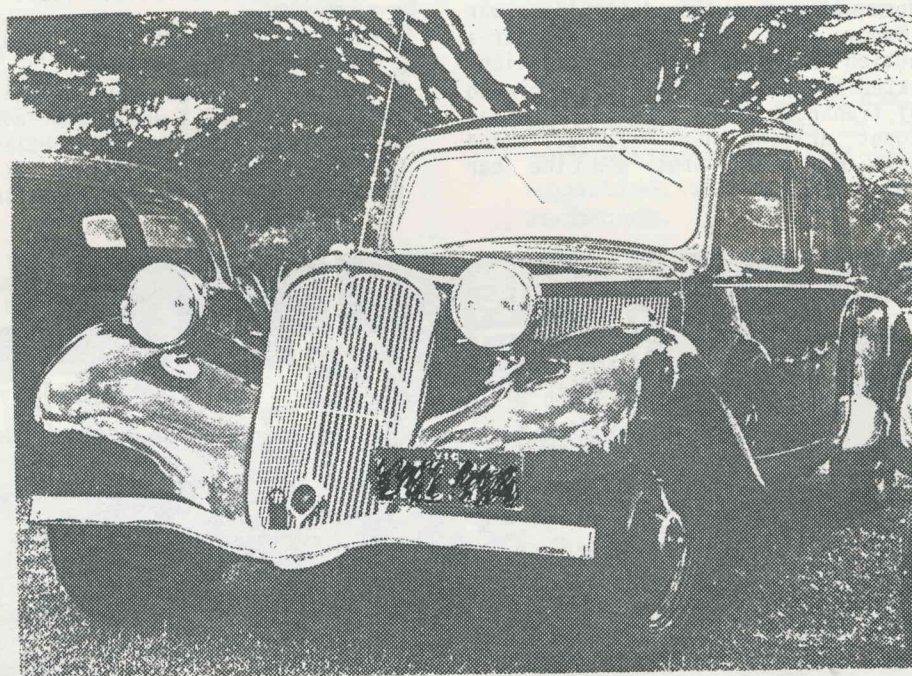
As usual the Dyane was given a name - in this case Percy after it's English number plate KHC339P - P for Percy. Despite a minor problem of an engine blowing up and the steering totally failing the car served me well for 18 months and more than 25,000 kms of cheap and most enjoyable motoring.

The reaction of most people to driving a Dyane around Australian roads varies from total disdain, through wonderment, curiosity to fits of uncontrollable laughter. I didn't care though Percy and I were good mates.

Originally I had specified to Gravely Motor Company In England (who located the car for me and had it ready upon arriving) that I wanted a car with good bodywork as a must and the mechanicals would be acceptable if only average.

What I ended up with was the good bodywork I wanted but (well disguised) stuffed mechanicals.

"Olivier"
(M. de Serres - are you taking note?).



When I went to pick up the Dyane from Customs on arrival day I was directed to a huge warehouse where I expected to see one bright yellow citron - oops Citroen sitting in the middle of a huge empty space. What I actually found was about a dozen of the little blighters sitting in the middle of a huge empty space! Someone else had brought them in with the idea to sell them and get rich quick.

Mine was released and driven home; his weren't. It seems he had goofed with the paper work and the cars had been impounded and were collecting storage fees while it was sorted out. So much for the get rich quick scheme!

It seems that whoever had sold the car to Gravely Motor Company had done some "work" on the engine; unfortunately when it was reassembled they left out one of the gudgeon pin circlips on both the pistons - the result was manifested sometime after my arrival home in the blown engine mentioned above.

When I rebuilt the engine with new bits from Chevron Motors in Sydney I discovered why the circlips had been left off. They are absolute b---t---s to fit without wrecking the piston, your fingers or both.

The steering failure was found to be caused by the internal spline of the steering shaft stripping; allowing the steering wheel simply to spin on the pinion spline. Some expert help from David Gries saw the shaft shortened by about 2 cm and all was well again.

I must say it is an eerie feeling sitting at a T intersection waiting to do a right hand turn, letting the clutch out when the green light comes on and ending up on the nature strip of the house straight ahead despite wild and rapid spinning of the steering wheel.

Domestic problems in 1986, meant that the ever growing and never improving Citroen collection had to be rationalised. Unfortunately, Percy was the first to go and was sold to a minister in South Australia and Beatrice was next. She was sold to club member, Andrew Begehole from Warnambool and is now in the process of being restored to her former glory - at last.

The saga of my Citroen ownership had gone a complete circle. I had purchased the 11BL as my first Citroen; subsequently bought and sold five other Citroens over the years and now have ended up with the first one I started with.

Early in 1987, Smelly once again became a star of the talking furniture. The ABC was making a documentary on the Australian war heroine, Nancy Wake and was looking for a French Traction that wasn't in top condition. Smelly fitted the bill perfectly. She played the mode of transport and I played the German Gestapo agent driving her. It all ended happily with me being shot and the car crashing.

Smelly was presented for judging at the 1987 Concourse D'elegance with the intent of competing for the 1988 Arthur Clarke Trophy and received an appropriate low score after a suitable bribing of the judges.

Work had now really commenced.

All the panels have been (or are about to be) removed and are stripped for welding, repair and painting; the seats have been completely rebuilt and recovered in the original pattern cloth; a new colour scheme has been planned and a new name; and all systems are go.

What is happening now should have happened 12 years ago but "c'est la vie." All good things come to those who wait.

I wonder what my next Citroen will be?

PS Susan tells me that there will be no more as we need the garage space more than I need another Citroen.

John Couche - Citroophile. 1987.

UPDATE UPDATE UPDATE UPDATE UPDATE UPDATE

Since the above and previous episodes of this saga were penned, a whole new love of my life has entered the scene; YOU GUESSED IT ANOTHER CITROEN, a 1950 11BL called Olivier. Stay tuned for more thrilling installments. J.C.



In last issue, we may have given the impression that Peter ("Lance") Boyle has a 5CV as his "Traction Arriere". Not so! PB's car is a 1923 B2 - it was featured splendidly at our last Club Concours. It also features in full citron yellow in Olivier de Serres latest "grand livre" covering all the Citroen models. Well done, PB!

MEMBERS' CARS

TOM CAMPBELL'S CAR

The following article reveals another member's car....

Tom Campbell from NSW gives us an idea of the work and attention to detail that went into preparing his superb French Normale, which is arguably the best Traction of its model in Australia.

In his letter, Tom makes an important point - why does the magazine appear to encourage mechanical modifications instead of encouraging originality?

We have no doubt that the eventual value and pride in your car will be enhanced by emulating Tom's approach.

Whilst we agree both "conversions" and "purity" can be accommodated in our club, let's take up Tom's initiative and try to restore our tractions to original specifications, if it is at all possible.

ED

Just a few notes on my car, as promised. I bought it ten and a half years ago from Paul Hammer, in Pymble, NSW. I have no history of the car - a Steve Daniels says he owned it once - that's all I know.

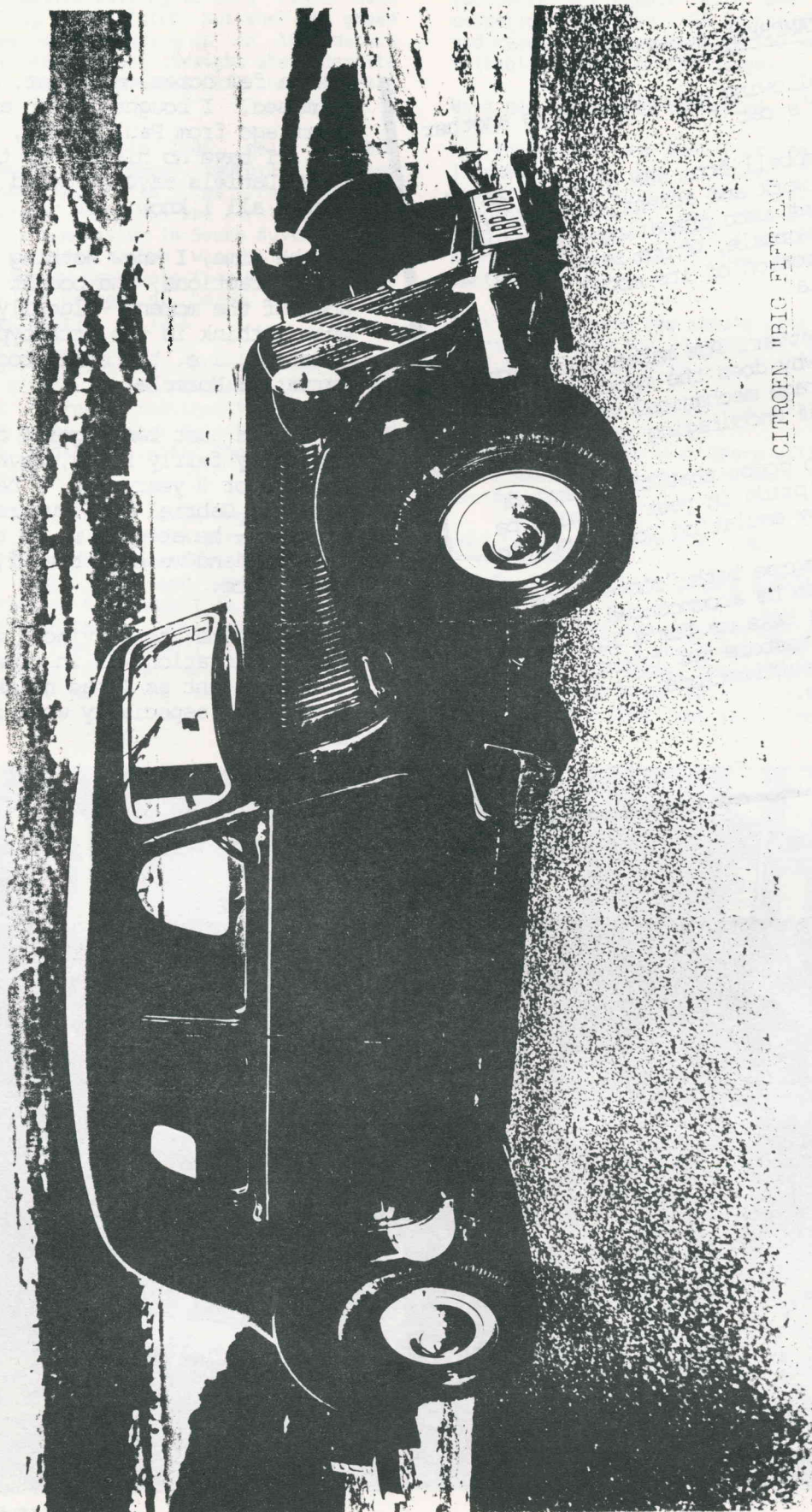
At the time, I knew nothing whatever about Tractions, and bought it on the spur of the moment - luckily. I have what I think is the archetypical Traction, i.e. the small-boot post-war Paris 11B Normale.

It was in just basic going order, but basically fairly sound, nevertheless. About 8 or 9 years ago, I happened to run into Gabriel de Figueiredo in traffic - he stopped me to talk about the car, and we have been firm friends ever since.

After a time, he convinced me that a full restoration was in order. I was very hesitant as I had no skills or expertise, especially when it comes to mechanics.

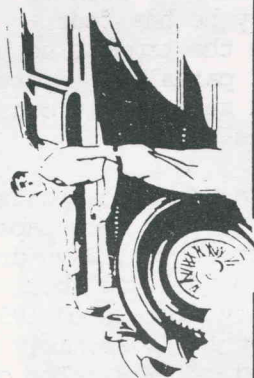


BROMIDE



CITROËN "BIG FIFTEEN"

A small-boot 11B (Normale) like Tom Campbell's as catalogued in Australia by Buckle Motors (Sydney). Note the reference to the car as a "Big Fifteen". Actually, the English (Slough built) Big Fifteens did not reappear after the war until 1953, coinciding with the introduction of the "big boot" models. Where both English and French versions of the same model were available together, the practice was to refer to the English car as "Deluxe" because of its perceived more luxurious level of trim.

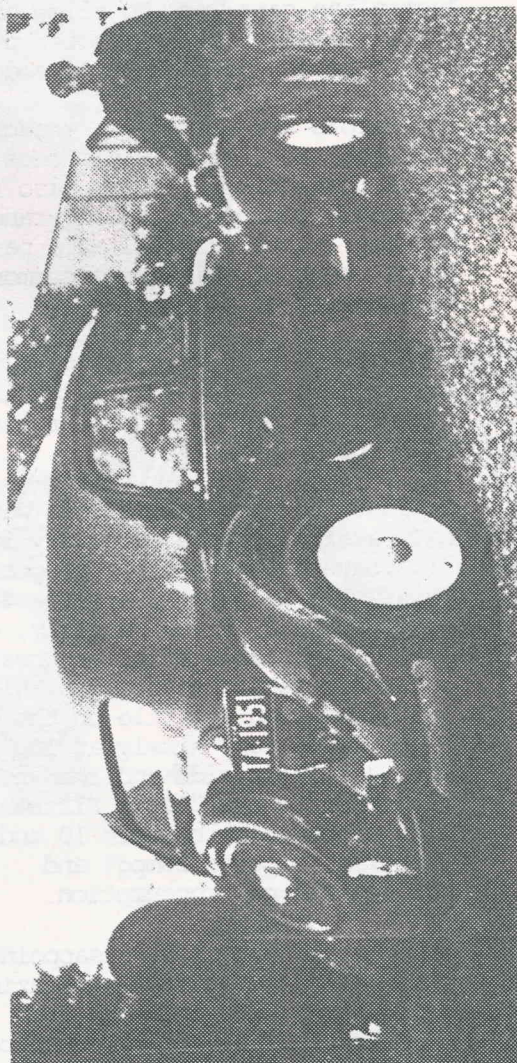


RESTAURÉES EN 1987

DES FRANÇAISES...
AU PAYS DES KANGOUROUS



Cette Tracção Citroën de 1951 est l'une des quatre voitures de la marque que possède M. Campbell, professeur de français en Australie.



The car was off the road for over three years, with Gabriel coming to my house every Saturday, and doing by far the large part of the work. I got all the parts, mainly from DEPANOTO and some from AUTO CREACIO, in Spain. I also took off all the paint - a huge task! It had been painted at least 6 times; black (twice), maroon (twice), green and originally grey, as it turned out.

In the restoration, I wanted to make the car as much like a 1951 Paris car as possible. The enclosed photocopy of a similar Buckle Motors car (mine was sold by them also) shows that the French cars were very plain, without indicators and with fully-chromed hub-caps (never, in France). (I also changed the instrument panel, getting one in kilometres, from DEPANOTO). I have added a Robri reproduction French-style rear number-plate carrier which is angled so as to throw the light correctly onto the number-plate from the tail-light. The flat ones on Australian cars were to allow easier petrol-filling, as the number-plate had to be on the right-hand side.

Indicators are essential, especially at night, so I have little ones from a Honda trail bike. I have also fitted authentic reproduction long-range driving lights, as well as a pair of horns, both of which were common accessories of the period.

Otherwise, the car is standard, (except for a Morris Minor cable starter switch - much more reliable than the original)!

In restoring the car in this way, I have assiduously rejected any idea of "ID conversions" - motor or gearbox. This would be ruining a perfectly good car, which if driven sensibly, can provide thousands of kilometres of authentic period motoring. Whilst my 11B slows down a little on the hills, she cruises very nicely at 100 k/hr with excellent ride and road-holding, (superior to the "Light Fifteen"), with consumption between 10 and 11 l/100kms, (approx 26mpg) and negligible oil consumption.

In this respect, I am disappointed to find so much in the Club magazine which discourages members from authentic restoration, mechanical and

body colours/interior. There is so much available for the serious restorer to do a good job, and to enhance the value of the vehicle, while at the same time, setting a standard for others to emulate.

In late 1987, I sent off an article in French, to "La Vie de l'Auto", a rough translation of which follows:-

#

"French ones...in the country of the Kangaroos."

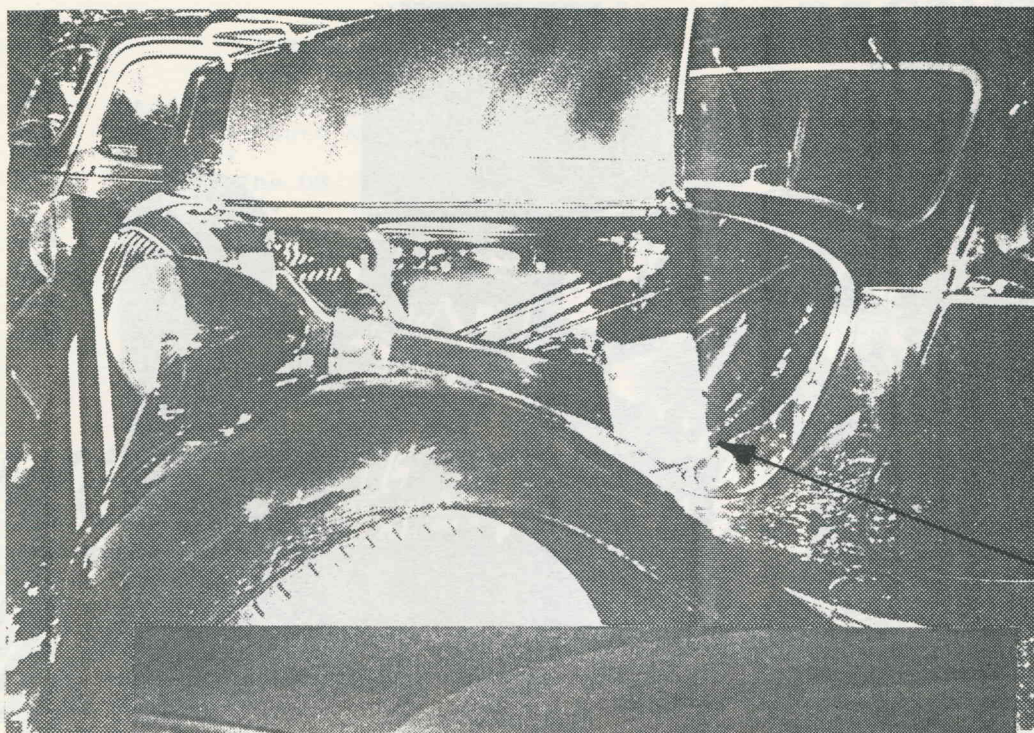
Here is the unusual story of an Australian teacher of French, Mr. T. C., who is very keen on Citroens. Today he has four - you can imagine the trouble he has had to go to to get parts and import vehicles not on sale in his own country, such as the 2CV.

So, off we go to Kangaroo country.....
"A keen reader of your nice paper for the last 8 years, I've always dreamed of being able to tell you about the restoration of my much-loved 1951 Traction, bought in "reasonably good nick" at the end of 1978. The car had been "done up", but there was a lot of rust and it was hardly "ready to go anywhere".

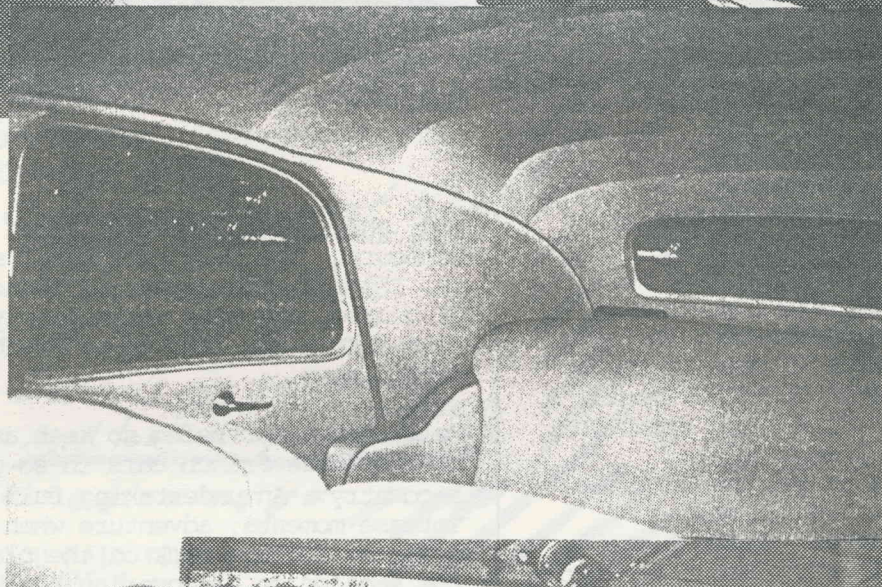
As a French teacher (French is a foreign language here - note of the editor), I first went to France in 1966. When I saw my first real 2CV, I remembered that there were ID's and Light 15's at home, in Sydney.

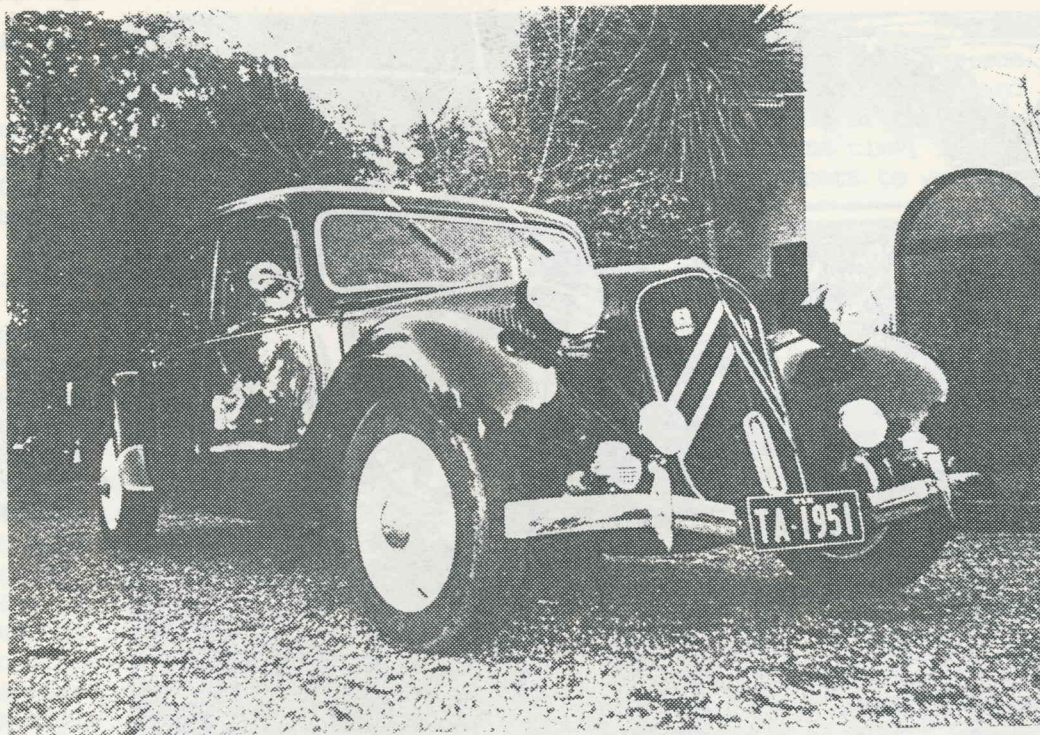
It was really love at first sight for Citroens, but mostly, of course, for the 3 revolutionary ones... the 2CV, DS and Traction. I've got 4 of these Javel beauties, and even if insurance and registration are dear, I'm sure I'm lucky to have vehicles which could never be replaced: an 11B 1951, fully restored, a 1975 DS23 5sp EFI, in excellent condition, a 1975 2CV Club, and a 1985 Charleston - the 2CV's were imported by me privately to Australia, and not without much trouble.

As for the restoration of my 11B (rare in Aust. since most of our Tractions are Slough-built), it's thanks to the undying help of a Portugese friend, who has already done an 11BL, that we finished the job just recently. We re-did everything! - body, paint, mechanicals, upholstery...taking off



*Note genuine
YACCO oil tip
nestling between
heater tube &
wing valve.*





several coats of paint was like an archaeological dig. At the end, on the bare metal, you could just make out the word "complete", obviously written in chalk on the body in the factory. For parts, I drew on the friendly service of DEPANOTO, mostly by post, but during a short visit to France in 1981, I went to Nogent-le-Rotrou to get the 30 kilos worth of what I still needed - drive-shafts, valves, clutch-plate, striped material, etc. And I brought the lot home in my luggage.

Like all restorers, I, of course had moments of disappointment and frustration, but I must say, that during the three and a half years of research and work, I never lost heart. With its TA 1951 Reg. No. (Not

bad, eh?) it won first prize at a NSW Concours. The only unoriginal aspect is, I think, the essential indicators. Of course, she goes marvellously well, just like a new car, as my French friend says.

—//—

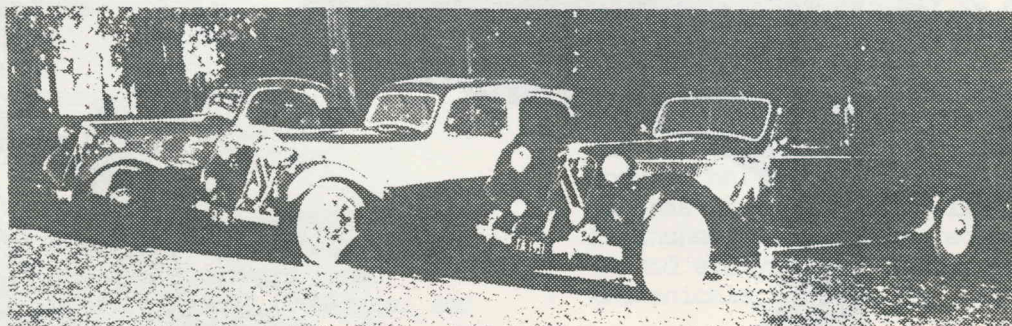
Well, Bravo for being so keen as to revive these French cars in so distant a country. An undertaking full of intense moments; adventure when bringing luggage back on the plane, and emotion on discovering the word "complete", written in the Citroën factory.....

So - when are you doing an SM?"

—//—//—//—

Hope this goes to make an interesting article for the members.

Tom Campbell



Another RECENT RALLY

LIBRARY

LIBRARY UPDATE

Recent library acquisitions include four new 'Auto Archives' (Fabian Sabates)

The DS

2CV

Competition DS

Les Auto Chenille Citroen

AND...!The superb new "Le Grand Livre Citroen Tous les Modeles".

Why not borrow one for a month at a general meeting or open night?

D.G.

COMING RALLIES

All French Day.

Definitely not to be missed. Come one, come all!

Citroen, Peugeot, Renault, Bugatti, Amilcar, Hotchkiss etc.

NFL Park, Melb.

- 29 April, 11.00 am ->

Details on separate sheet.

And look at your calendar.

HAVE YOU PAID YOUR RENEWAL YET ?



"QUICK WHERE'S THE CHEQUEBOOK ???"

CLUB AUCTION/BBQ (October 28, 1989).

A superb location was chosen at Canterbury Gardens and it was a beautiful spring day. A reasonable CCOCA crowd (in numbers if not in behaviour) turned up, the main competition being a nearby church reunion which provided a dominating choral background. Some 24 CCOCA members and family support showed up, making a noticeable Citroen presence in the car park and grounds. There were four Tractions and a yellow Dyane, the latter being a source of some unseemly behaviour later in the afternoon!

After a barbecue lunch, Auctioneer Peter Boyle managed to rise audibly above the choir and the Ringwood train to get the bidding going.

Several small batches of parts ("paper weights or suitable to throw at the neighbour's cat") changed hands for trifling sums at the outset. Much of this stuff is said to have come from Neil Rankine who has established a reputation as an automotive bower-bird (an important but endangered species).

A Traction gearbox was put up and pronounced by Gerry Propsting to be "perfect" - even "virgo intacta", apparently meaning that it hadn't been "stuffed". This failed to reach the reserve price, and a late bid of \$600 was referred to the vendor. Another notable item was a Light 15 grill in very good condition.

Again, the CCOCA Auction was an essential and memorable day for the Citroen enthusiast. Be there in 1990!

W.G.

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

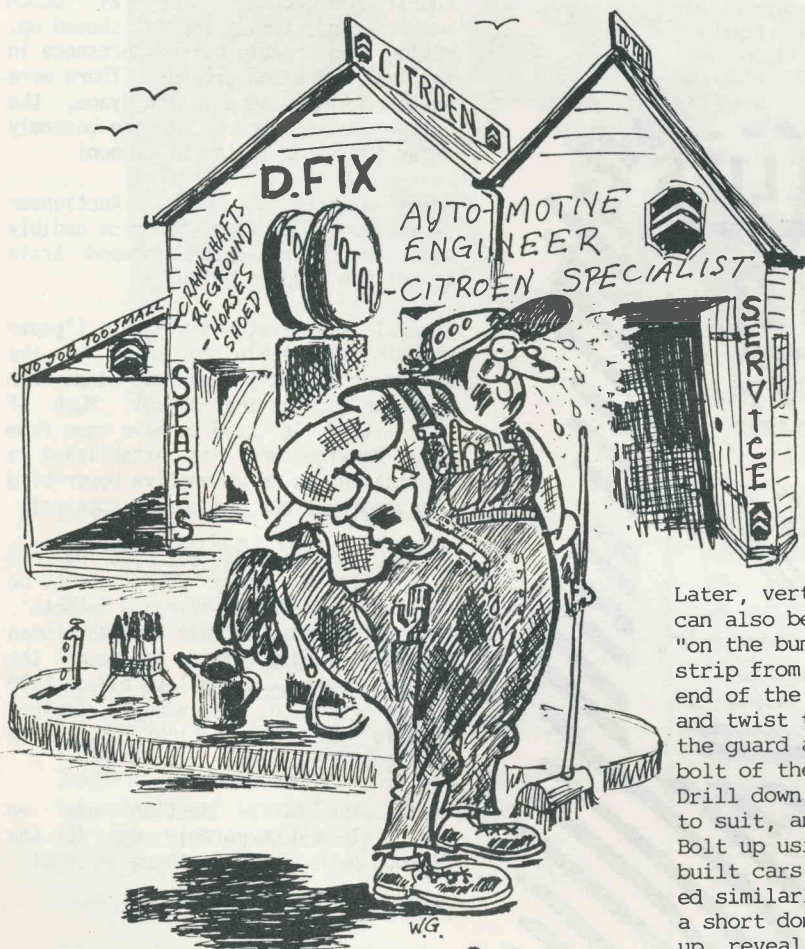
This year - no pay,
No Play!!

Dear
Dorothy
Fix---

When I push my Traction hard along outback tracks, potholes cause the tyre to catch and drag under the front mudguard. The problem can also occur when crossing suburban street kerbs. Dorothy, what can I do? The problem seems aggravated if I try to carry loads slung on the guards.

Red Back (Qld).

Q.



A.

Dear Red Neck (is that your real name?),

You need a bit more clearance under the guards. Pre-war Tractions and some post-war cars had channel-type supports under the high point of the guard (Type A in illustration). On a Six we've seen, these supports appear to have been cut off just outboard of the mounting support for the headlight. You can do this to yours if it is of the earlier type, clipping the sharp corners and edges off to avoid any risk to tyres or guards.

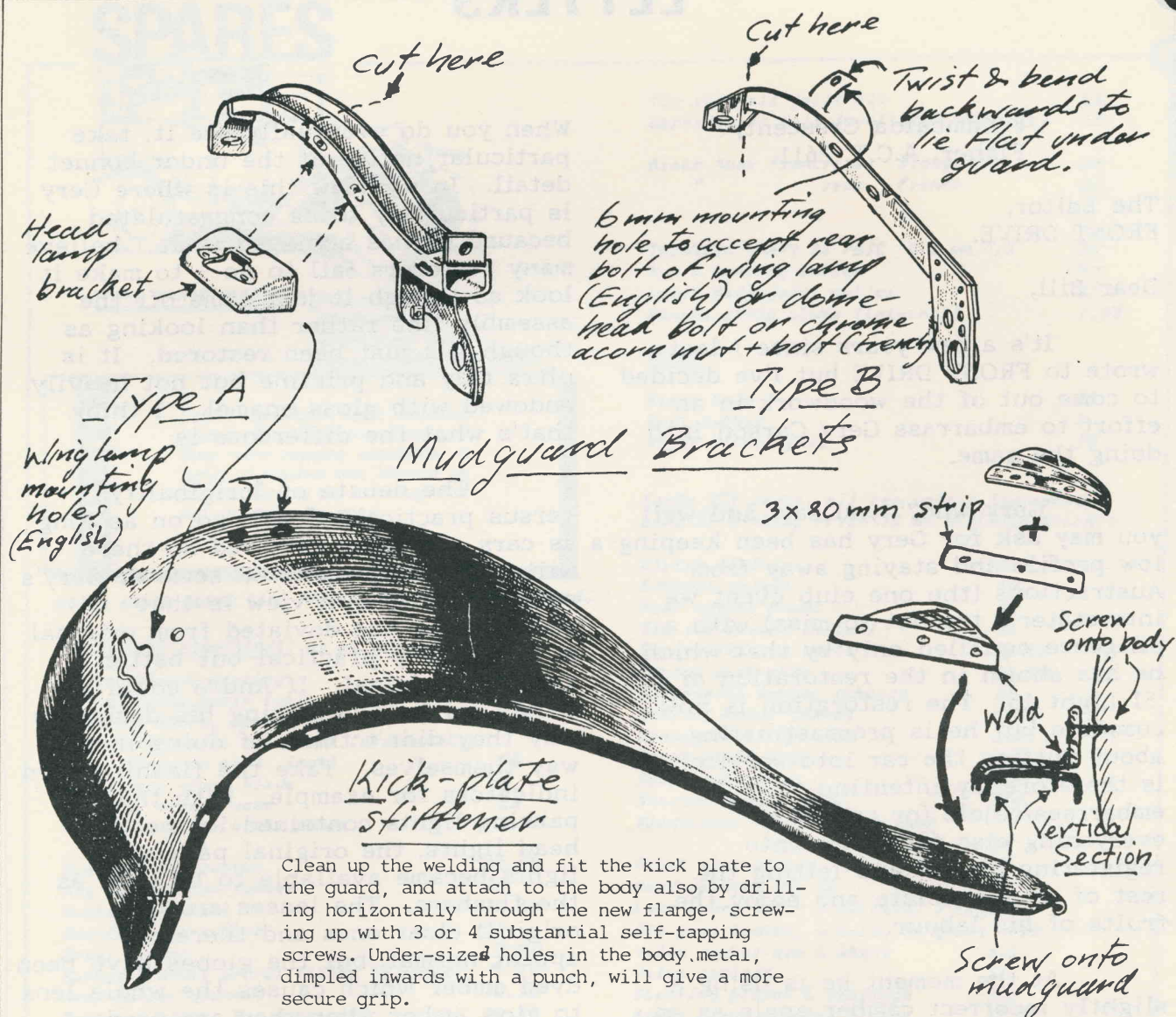
Later, vertical-strip guard supports (Type B) can also be modified to provide more clearance "on the bump". In this case, you can unbolt the strip from the outer edge of the guard, grip the end of the strip with multi-grips or similar, and twist the end so that it comes up flat under the guard and passes below the rear mounting bolt of the wing clearance light (English cars). Drill down through the strip ($\frac{1}{4}$ inch or 6 mm) to suit, and cut off and smooth the excess length. Bolt up using the wing lamp bolt and nut. French-built cars (without the wing lamp) can be treated similarly by drilling a special hole to take a short dome-head bolt or, fitted the other way up, revealing a chromed acorn nut on the outside.

Any no-longer-needed bolts, bracket etc left on the outer edge of the guard should be ground off for safety and neatness sake. On English cars, the modification is quite invisible from the outside, and on French cars, it is unobtrusive.

This adaption should extend the life of both your guards and your Michelins!!

You might also consider stiffening the support for the rear end of the front guard also. But before doing so, you might consider welding on some new fabricated guard ends, available from Club Spares, to eliminate rust holes etc.

You can modify a pair of alloy factory kick plates to be like some commercial types. Weld a strip of aluminium plate (3 x 20 mm x appropriate length) along the upper inner edge of the kick plate and down the rear edge, using gas and suitable rod and flux or argon arc.



Clean up the welding and fit the kick plate to the guard, and attach to the body also by drilling horizontally through the new flange, screwing up with 3 or 4 substantial self-tapping screws. Under-sized holes in the body metal, dimpled inwards with a punch, will give a more secure grip.

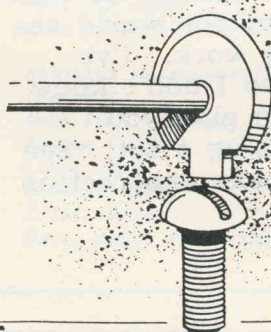
Now, any 'roos you bowl over along the track can be carried on the guard back to camp to add a bit of freshness to your canned fare.

Happy Tractioning,

Dorothy.

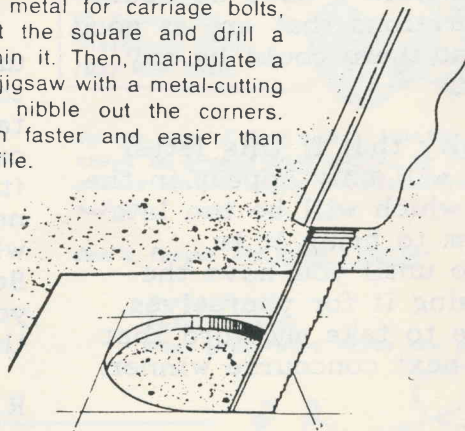
Extra leverage

It's a lot easier to get leverage on extra tight standard screws by building a handy tool from an old engine valve. Ground one edge into the shape of a regular screw-driver tip.



Cutting holes

When you need to form square holes in metal for carriage bolts, mark out the square and drill a hole within it. Then, manipulate a portable jigsaw with a metal-cutting blade to nibble out the corners. It's much faster and easier than using a file.



FARM FEBRUARY 1990

TECH TIPS

8 Kambalda Crescent,
Fisher, A.C.T. 2611.

The Editor,
FRONT DRIVE.

Dear Bill,

It's a few years since I last wrote to FRONT DRIVE but I've decided to come out of the woodwork in an effort to embarrass Gery Carson into doing the same.

"Gery who?" you say, and well you may ask for Gery has been keeping a low profile and staying away from Austractions (the one club event we interstater's try not to miss) with a diligence equalled only by that which he has shown in the restoration of his '51 Light 15. The restoration is now complete but he is procrastinating about putting the car into service. It is therefore my intention to embarrass/cajole (or cudgel if everything else fails) him into registering his '15 and letting the rest of us appreciate and enjoy the fruits of his labour.

At the moment he is using a slightly incorrect camber angle as an excuse to keep it away from the Motor Registry but his wife, Mary, and I both agree the truth is he's afraid the inspectors will find some reason to reject it. Admittedly, a blow to the ego like that could almost be fatal but there's absolutely no chance of that happening to Gery. His work is faultless. Perfectionism. The car is absolutely beautiful. I have no doubt there are restorations that are as good but I doubt that there could be any that are better.

It's a pity that if this letter is published it will only appear in the Spring edition which will be too late to twist his arm to bring it to Beechworth. So until you have the pleasure of seeing it for yourselves, you'll just have to take my word that it's the Club's next concourse winner.

When you do eventually see it, take particular notice of the under bonnet detail. In my view this is where Gery is particularly to be congratulated because he has achieved what I believe many restorers fail to do - to make it look as though it just came off the assembly line rather than looking as though it's just been restored. It is ultra tidy and pristine but not heavily endowed with gloss enamel - I think that's what the difference is.

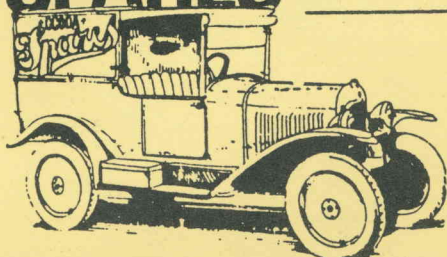
The debate of "originality versus practicality" will go on as long as cars are being restored so there will be varying views on some of Gery's solutions. My own view is that wherever he has deviated from original it is not only practical but better than the original. If Andre could see Gery's car he'd be asking his designers why they didn't think of doing it that way themselves. Take the flashing turn indicators for example. With the parking lights contained in the Q.I. head lights, the original parking lights became available to be used as the flashers. The lenses are the original clear ones and therefore appear normal, but the globes have been dyed amber which causes the whole lens to glow amber when they are used.

Other modifications include courtesy light switches in the door pillars to turn the interior lights on when the front doors are opened and beautifully made number plate mounting for both bumper bars. Fitted as original equipment? No, they weren't but I wish they had been.

I could rave about Gery's 15 until my own changes from silver grey to green with envy but I've already taken up enough print space. So come on Gery, let the rest of the world see it and appreciate your work. I've never restored a car so I don't know what pleasure that can give you. Believe me, you're missing a lot! See you and Mary at the next Austraction then?

R.J. Greschke.

SPARES



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

ODD SPOT

Safety signs have been removed from an English freeway because they were causing accidents. A series of crashes was blamed on drivers reading the warnings and not watching the road.

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/L1BL	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 puller	140
Lower ball joint puller	65
Bonnet strip clamp (internal)	1.50

DYANE

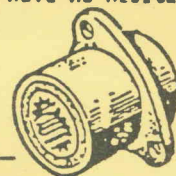
Brake hose	22
Seat rubber	1
Wiper blades pair	10

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

Clutch linings	\$15
Exhaust valves	\$9
Rear engine mount	\$9
Tie rod covers (metal)	33
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 bodles, 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 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!

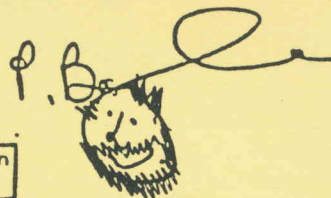
Peter Boyle
35 Newman St
Thornbury 3071
(03) 480 3560.



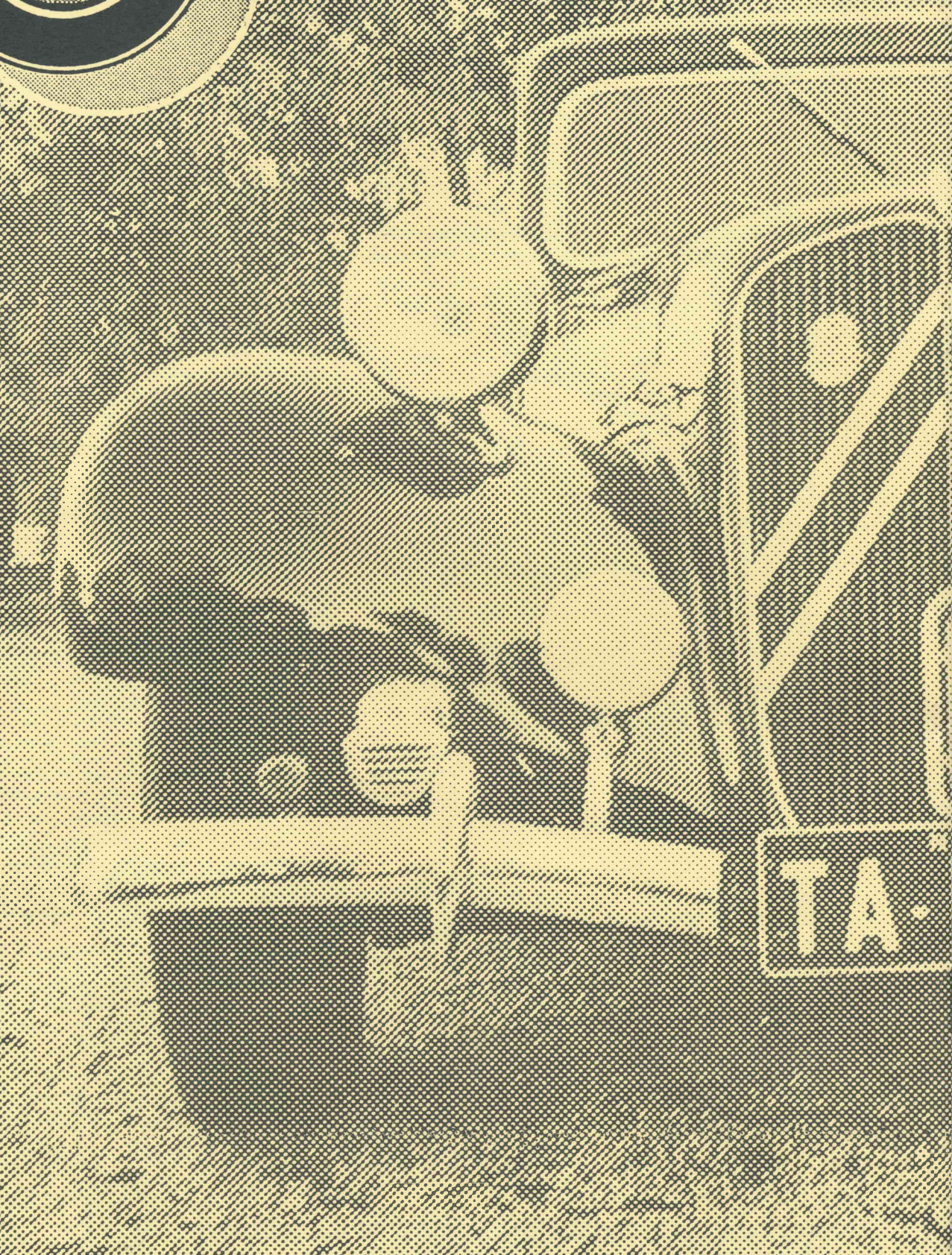
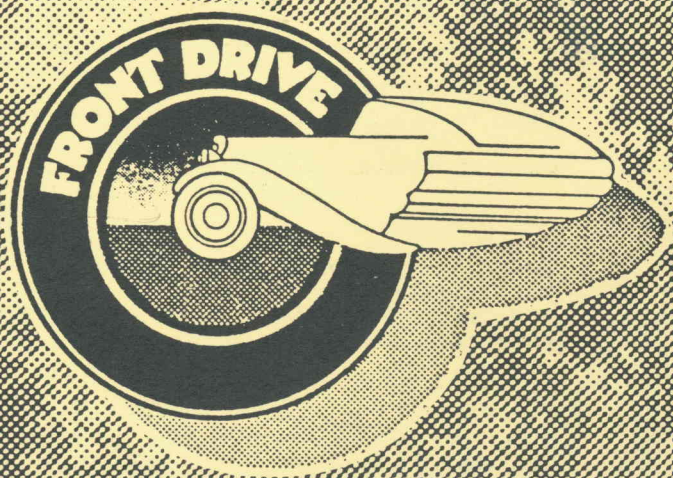
By the way, I just can't justify the time to chase up second-hand parts, so if you need them, please advertise in the classifieds in the magazine.

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.



TA-