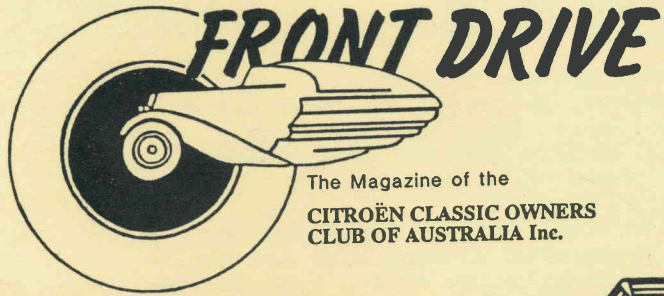


INDEX



The Magazine of the
CITROËN CLASSIC OWNERS
CLUB OF AUSTRALIA Inc.

AUTUMN ISSUE 1990

VOLUME 14 No. 1.



CITROËN

THE CAR THAT CROSSED THE SAHARA

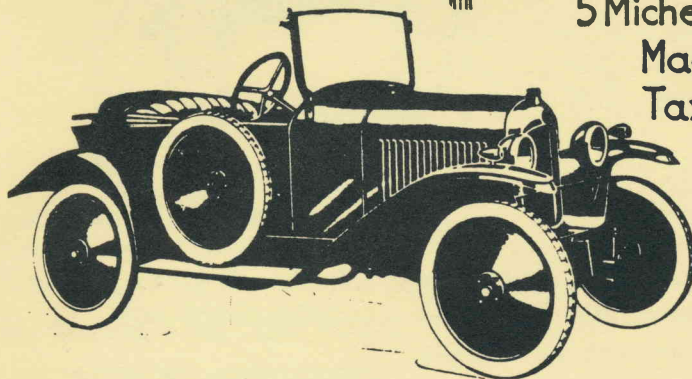
The 7.5 h.p. 2-seater

£195

*The Citroën Engineers have reproduced,
in this 7.5 h.p. Model, the design and
qualities which have brought world-wide
fame to the 11.4 h.p. Citroën, the
type used for crossing the Sahara.*

Built on the lines of a big car.

4 Cylinders, Water-cooled.
Back Axle with differential.
Electric Lighting & Starting.
5 Michelin Wheels & Tyres.
Magneto Ignition.
Tax £8 per annum.



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CCOCASHOP

CCOCASHOP is pleased to announce that all-new T-Shirts and Sloppy Joes are now available. Most old designs, as previously featured on this page will no longer be available. So, take this last opportunity to order these designs, before they are replaced, by contacting me either by 'phone or in writing.

The two (with more to come in due course) designs available are shown below. The TRACTION design is printed in deep blue and the 2CV design in red. Both are available on pristine white, PURE COTTON loose fit T-Shirts, long sleeved tops or Sloppy Joes. You can order these great new tops simply by filling in the order form included with this magazine and sending it, with payment, direct to me.

How much, for these great PURE COTTON fashion items, essential for the well dressed Citroenist?

| | |
|-------------------|-------------------|
| T-Shirts | \$15.00, plus p+p |
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| Sloppy Joes | \$30.00, plus p+p |

AND

Don't forget at every meeting, CCOCASHOP has a range of models that is continually changing. So come along and see if we can help with that elusive model that has been missing from your collection.

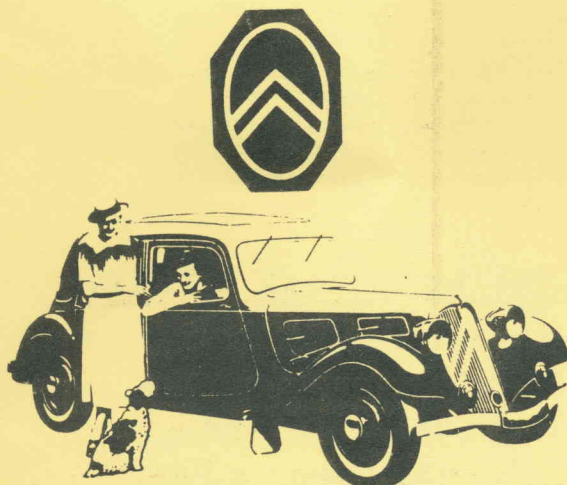
AND

CCOCASHOP also now has glass tumblers, suitable for beer, mixed drinks or cordial, decorated with the TRACTION design.
(Unfortunately, these are not available by mail order!)

AND

CCOCASHOP also has for supply by post, high quality photocopies of 4 and 6-Cylinder Traction Workshop Manuals and Spare Parts Catalogues.

| | |
|-------------------------------------|-------------------|
| Workshop Manuals - 4 Cylinder | \$25.00, plus p+p |
| - 6-Cylinder | \$25.00, plus p+p |
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Is there a
tougher,
more practical
or more
economical car

Citroën 2CV

Price correct at time of going to press

CITROËN 2CV

COVER:

This advert from the 1920's features Citroën's B2 model. A team of these cars - set up with Citroën-Kegresse half track rear drives had just become the first cars to cross the Sahara in 1922/1923.

CCOCA Inc. is a member of the
ASSOCIATION OF MOTORING CLUBS
G.P.O. Box 2374V , Melb. 3001.

ISSN 0810 -- 8625

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The Magazine of the
CITROËN CLASSIC OWNERS
CLUB OF AUSTRALIA Inc.

CCOCA POSTAL ADDRESS

PO BOX 52
BALWYN VIC 3103

EDITORIAL

Greetings!!

Well the impossible has happened. Bill Graham is giving up the editorship of the magazine and I have the honour of following.

Being a member of only three years I decided to read all the past issues of the magazine and was a bit staggered to learn of the extent and richness of Bill's commitment to COCOA. Bit of a hard act to follow!!

I have every intention of maintaining Bill's connection with the magazine through his regular contribution of technical articles etc.

My own enlistment with COCOA began when one Peter Simmenauer relieved me of a sum of money for a Big 15 that, one Saturday, I had only intended to view as a fill in for the day. My wife was keen to own a car that had strong memories in her childhood (make a good story) and my much loved BMW R100RS was gone. History will now record it as the 10th Citroen in our family (it now stands at 14).

We realise this edition is a little late in coming but we hope you will bear with us as we attempt "catch-up". Transition isn't easy - you try cutting off your left arm! (not many automatic Tractions -?)

Dylan Webb / Bill Graham.

LIBRARIAN

Robin Smith
9 St Aubins Ave
North Caulfield Vic 3161
Phone: (03) 527 5429

CLUB SHOP

Leigh Miles
16 Harrow Street
Blackburn South Vic 3130
Phone: (03) 288 7506

CCOCA MEMBERSHIP**Annual Subscription:**

| | |
|---|---------|
| -Full member | \$27.50 |
| -Associate member | \$20.00 |
| -Joint membership (for spouse of full member) | \$nil |

Overseas postage rate:

| | |
|----------------------|---------|
| (airmail) additional | \$ 9.00 |
|----------------------|---------|

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 pm.

CCOCA CALENDER 1990

| | | |
|-----|-----------------|----------------------------|
| FRI | <u>JUN 8-11</u> | Austraction 90 |
| WED | <u>JUN 27</u> | Open night |
| WED | <u>JUL 25</u> | General meeting |
| SUN | <u>JUL 29</u> | Day run to Coolart, Somers |
| WED | <u>AUG 22</u> | Open night |
| SUN | <u>AUG 26</u> | Technical day |
| WED | <u>SEP 26</u> | General meeting |
| SUN | <u>SEP 30</u> | Club auction/BBQ |
| WED | <u>OCT 24</u> | Open night |
| SUN | <u>OCT 28</u> | Joint concourse with CCCV |
| SUN | <u>NOV 18</u> | Day run to Werribee Park |
| WED | <u>NOV 28</u> | General meeting |
| SAT | <u>DEC 8</u> | Break-up dinner |

CLUB REPORT

We've beened INCed !

A major triumph of recent times is that COCCA has become COCCA Inc. We've been "Inced" - incorporated !

Yes, the Citroen Classic Owners Club of Australia Incorporated is now our proper name in a legal sense and we'll all have to get used to it and remember to use this in referring to the club in any correspondence as perchance you have noticed with the current magazine and stationary.

Naturally, in casual usage the old familiar COCCA (cocker) is still perfectly acceptable. Maybe in the future COCCA Inc will become as famous (but for different reasons!) as WA Inc ?

Credit for organising the change must go Prez. David Giddings and Peter Simmenauer, aided by that "LEGAL ADVISOR" with the dulcet tones, Jon Faine. Thanks must also go to the staff of the Victorian Corporate Affairs Office for their helpful assistance.

Much meticulous effort was needed in order to bring the change into fruition - a fact not lost on members who attended the May meeting and spontaneously applauded the announcement.

Along the way we have managed to upgrade the wording of the COCCA Inc constitution to be identical with that of the "Document of Incorporation".

A requirement has been to appoint a "Proper Officer", and club stalwart John Couche has taken on the role. These changes have been considered and ratified by members at the regular meetings and at the AGM. A more detailed outline will appear in a later edition of the magazine.

Incorporation is highly recommended for all clubs and the like. The major advantage being in limiting the liability falling on Committee and general members should the club be sued over some mishap etc.

PRESIDENT'S REPORT

WANTED -- Preferably alive.

(who else would do the job?)

What else set these mugs apart in these mug shots?

Apart from their obvious good looks, these COOCA members (sorry COOCA Inc) have drawn the short straw for 1990/1991.

These poor unfortunates are the ones who arrange the events and rallies, get the goodies for the club shop, look after the club library and magazine, funds, records and things legal and represent the club. Such a dedication to things CITROENIAN almost brings on a mild cardiac arrest.

This year we have again have a mix of old and new. Some of them may want change by next year - is it your turn to "volunteer" ?

Thanks to those who have served the club well and not returned for office - Hayden Chapmen (treasurer) and Bill Graham (Editor).

Thanks to those who have "volunteered"



MARK VICKERY

DAVID GIDDINGS



RON LAWRENCE



TED CROSS



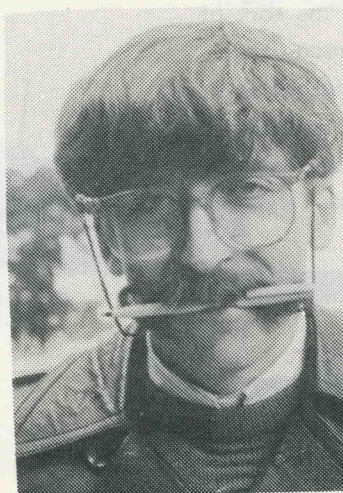
JOHN COUCHE



ROBIN SMITH



PETER BOYLE

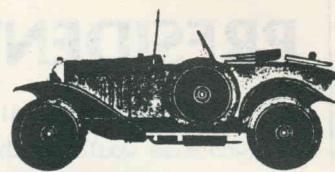


LEIGH MILES



DYLAN WEBB

Lest we forget:

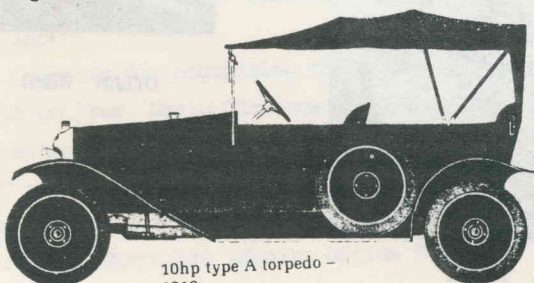


THE "TRACTIONS ARRIERES"

It would be easy to overlook the rear drive Citroens - retrospectively termed the 'traction arriere'. After all, from any perspective later than the mid 30's, the Citroen marque has been associated with the 'traction avant' concept. In fact Citroen has been credited with the swing to front wheel drive (almost an avalanche) and as members will know was the first successful mass produced front wheel drive following its launch in 1934.

Andre Citroen was an imaginative and very successful vehicle maker long before his front wheel drive appeared - it was really only in the last three years or so of his life that his attention shifted to the "new system".

Prior to the mid '30's, all the Citroens were rear drive starting with Andre's Type A of 1919. Naturally, all these early vehicles (cars, commercials and even tractors for agricultural and haulage operations) employed the 'Systeme Panhard' which had rapidly become the norm for the years around the turn of the century. The sort of thing we now take for granted - the set up of engine/clutch/gearbox in a north-south alignment and feeding energy to the back axle via a drive-shaft of some sort - is the Panhard system.



10hp type A torpedo - 1919

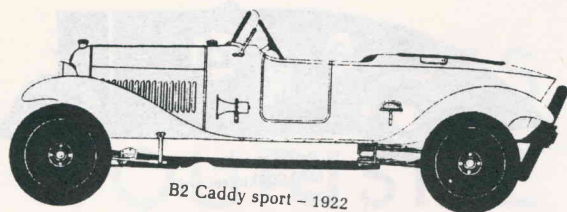
Ironically, the venerable firm of Panhard et Levassor was eventually swallowed up by Citroen in the 1950's

Citroen aggressively took on the world when he turned from munitions production for France during the First World War. He set out to mass produce cars for a transport starved Europe from a base at Quai de Javal with its extensive factory set-up. (later this would be called Quai Andre Citroen) This set-up was at the south bank of the Seine.

Most notably, his cars were comprehensively equipped for the day and simple in concept; modest in price; backed by strong service support; robust and reliable. Moreover, their success was through the active promotion Citroen lavished on his product. He was a superb publicist and marketer who was not troubled by modesty when, quite rightly, he claimed that his was the first French car to be mass produced.

In prewar times, Citroen had gained experience in the Mors works and the first car with his name were built with the assistance of Jules Salomon who had started out producing the LeZebre cyclecar. The light weight approach to the LeZebre carried on into the Citroen cars giving them an agility of behaviour which characterises the marque to this day.

Early Citroens (Type A, B2, C etc.) featured the patron's own patented double chevrons of crownwheel/pinion fame



B2 Caddy sport - 1922

His first model, the type A, had a three speed and reverse gearbox fed from a two main bearing side valve engine of 1327cc. The 1921 B2 featured overhead valves and two tone paintwork on the Caddy Sports which now had a larger 1452cc engine. This engine gave the regular B2 a top speed of 44mph (54kph) at a consumption rate of 8lt. per 100 kms (34mpg in the old terms). Already it was succeeding in competitions, and of course it provided striking publicity by being the first car to cross the Sahara. That particular model wasn't the usual B2 but the Citroën-Kegresse half track system modified specials.

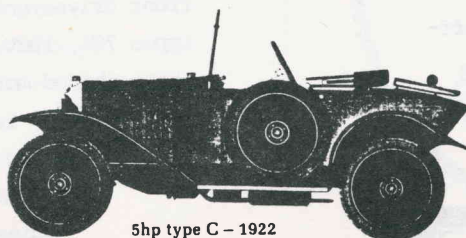
Memorable (unforgettable) for 1922 was the introduction of the C model - a diminutive car of 856cc capacity. It was in effect a direct assault on the cyclecar market. It provided much more weather protection and comfort than a cycle car while retaining lightness of control and economy in operation

An ideal "Lady's Car", often in "Citroën yellow" paint, it has become immortalised as the 5CV. Most significantly, in Australia, it became the first car to be driven right around the continent in 1922. Amazingly the car still exists in the family of its former owner/record setter.

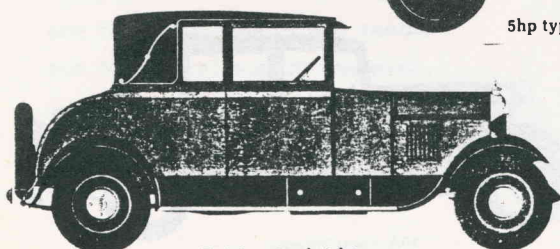
A handful of rear drive Citroëns in half track form came to this country and were used in agricultural, constructional, snow sport and oil explorational roles. One almost intact half track (and a separate grill surround) still survive!

In France, Citroën cars became very visible as taxis and 1924 saw the arrival of the B12 with front *brakes.*

In France, Citroën cars became very visible as taxis. The B10 had welded steel bodies and in 1925 the B12 arrived with front brakes. André Citroën was always looking for ideas for improvement especially in the production arena, more so from the USA (Ford). In 1929 he brought in Delco-Remy automatic advance and retard for ignition on his AC-4 series and in 1932 he introduced the Chrysler system of "floating power" - the flexible engine mounts.



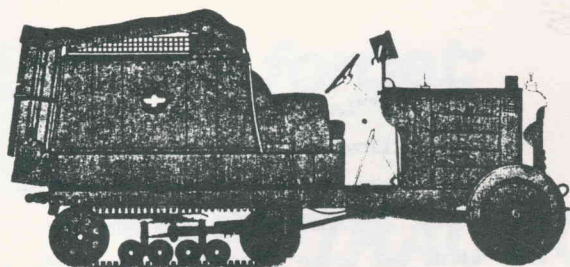
5hp type C - 1922



B14 4-seat cabriolet - 1928



B14 landaulet taxi - 1927



B2 halftrack (Sahara) - 1924

The first six cylinder engine was introduced in 1928. This was the C-6. In 1931, 1932 there continued the series of half track "raids". The most spectacular being the Yellow Raid from Beirut to Peking when they crossed the Himalayas and then the Gobi desert in Citroën C-4's and C-6's using the Citroën-Kegresse half track system. The story of that adventure is staggering and well worth the read.

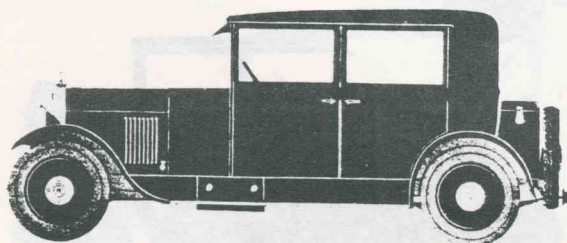
More publicity came Citroën's way with the "Rosalie" series of endurance runs sponsored by the Yacco Oil Company in 1931 to 1933. Rosalie I was a tuned and streamlined C-6 which set 15 international records in an 11 day period on the Montlhéry track in October / November 1931. Rosalie II (a C-6G) was driven day and night by five drivers to cover 100,000km in 40 days. Eventually it covered 131,000 km averaging 104kph. Only anticipated consumables were allowed and the world long distance record was shattered!! André was delighted with the result and offered to take on all comers.



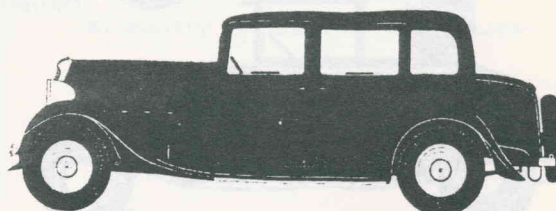
Rosalie III (Little Rosalie) was a newly released 8A of 1933. It covered 300,000 km in 134 days - at an average speed of 93 kph and in doing so broke 106 world records and 193 international figures. In celebration the name "Rosalie" was applied to all new 8 and 10 series cars.

By the early 1930's rear drive Citroëns featured all the essential modern features we have come to expect in such cars. Even independent front suspension was fitted to some rear drives in 1934 using the torsion bars to be seen on the front drives for the next 23 years. Very economical diesels eventually appeared in 1936 - the 11UD.

It would appear by now that André Citroën believed that the rear drive had been developed as far as was practical - though some would dispute that view now. Clearly to him the time had come for the next big developmental step into front wheel drive. However, to hedge the company's bets and to serve the more conservative motoring faction, rear drive would continue parallel to front drives until 1938 with the types 7UA, 10CV, 11CV and 11UA - these shared motors with the corresponding front drive versions.



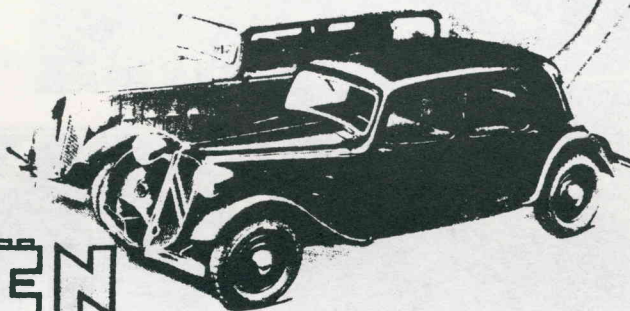
B14 saloon - 1927



10A 5-seat 'interior drive' - 1934

VOITURES DE TOURISME

CITROËN



Catalogue Citroën, 1936.

Other manufacturers also hedged their bets in this period of transition. Licorne bought Traction Avant bodies and power units from Citroën but turned them out as rear drive cars. Delage adapted Traction Avant bodies to fit onto their own rear drive chassis. This is enough to confuse anyone!!!!

In conclusion we must say that rear drives have a respected and essential role in the history of the Citroën marque. Some were relative common in Australia - usually fitted with local timber and metal bodies on the imported rolling chassis. COOCA members are the proud owners and restorers of several superb examples.

Bill Graham

EN

La Première Voiture Française Construite en Grande Série

10HP

éclairage et démarrage électriques

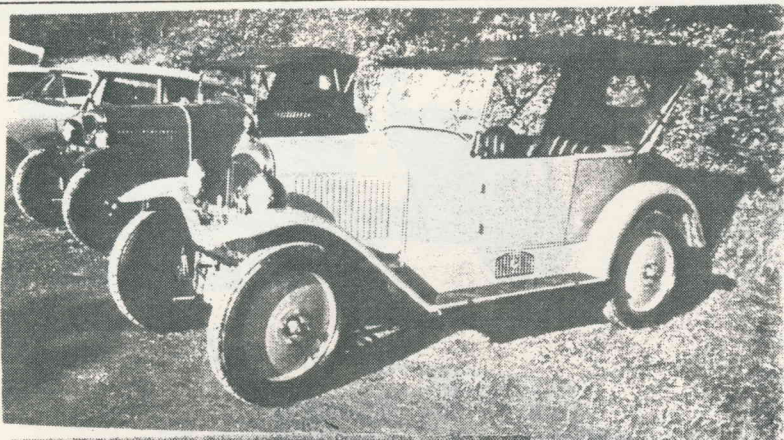
André Citroën

113 à 142, RUE DE LA VILLE
PARIS

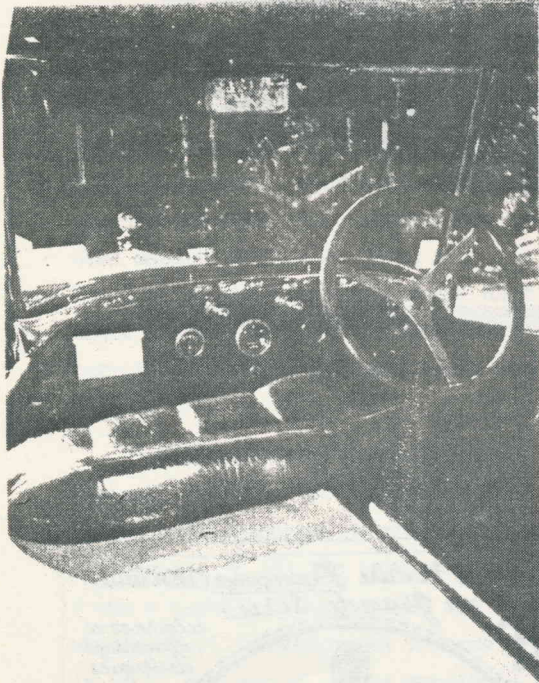
Le Châssis est Livré Complètement Équipé et Carrossé :

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|---|-----------|---|-----------|
| Torpedo 3 places (dont un automatique) .. | 7.250 Fr. | Coupé de Ville .. | 9.500 Fr. |
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| Conduite Intérieure 3 places .. | 8.000 | Voiture de Livraison .. | 7.900 |
| Conduite Intérieure 4 places .. | 9.000 | Voiture de Voyageur de Commerce .. | 7.250 |

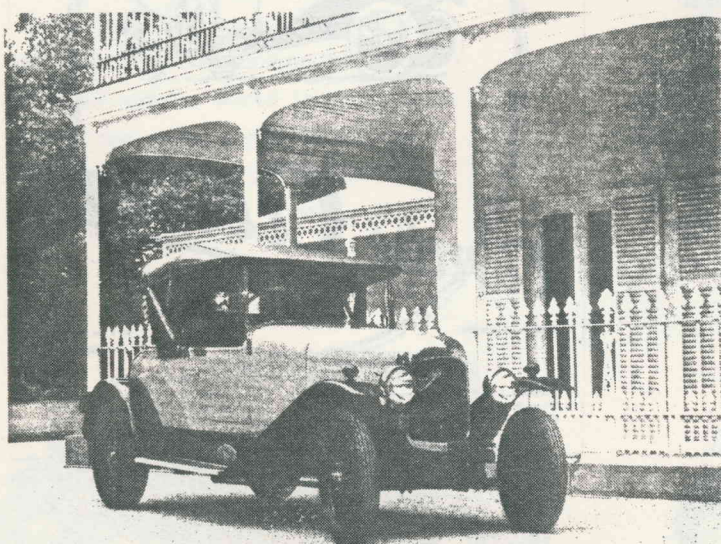
CINQ ROUES GARNIES DE PNEUMATIQUES MICHELIN (DONT UNE DE RECHANGE)



LEIGH and ANNETTE MASON'S
two 5CV'S !!



TRÉFLE - THE
IMMORTAL
CLOVERLEAF
CITROËN
This venerable sprite,
the 5CV Tréfle, is now
more than 50 years
young and still to be
met all over the French
countryside: and very
likely all over the world
too



PETER BOYLE'S 1923 B2
at COMO (MELBOURNE)

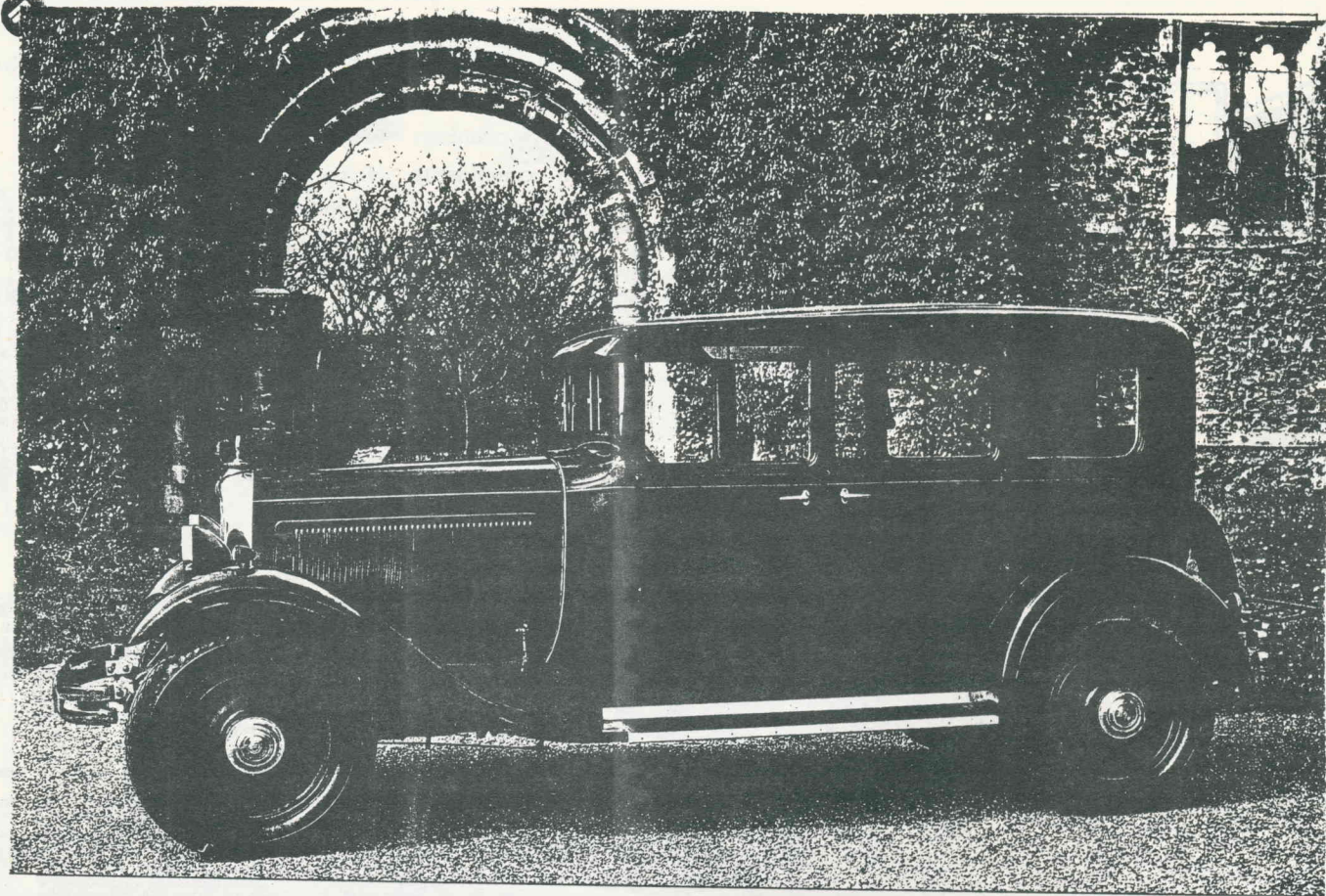
Une B2 vendue en Australie. Les
modèles anglo-saxons portent le
nom de Citroën bien en évidence
sur le radiateur.

Brian Barry's Citroen C6F

by David Hawtin

The following article appeared in "The Automobile" last year (1989) and is no longer obtainable in this country. Brian Barry's restoration is a commendable job to say the least and may inspire some members who own or know of the whereabouts of rear drive Citroens into at last tackling that long delayed project !





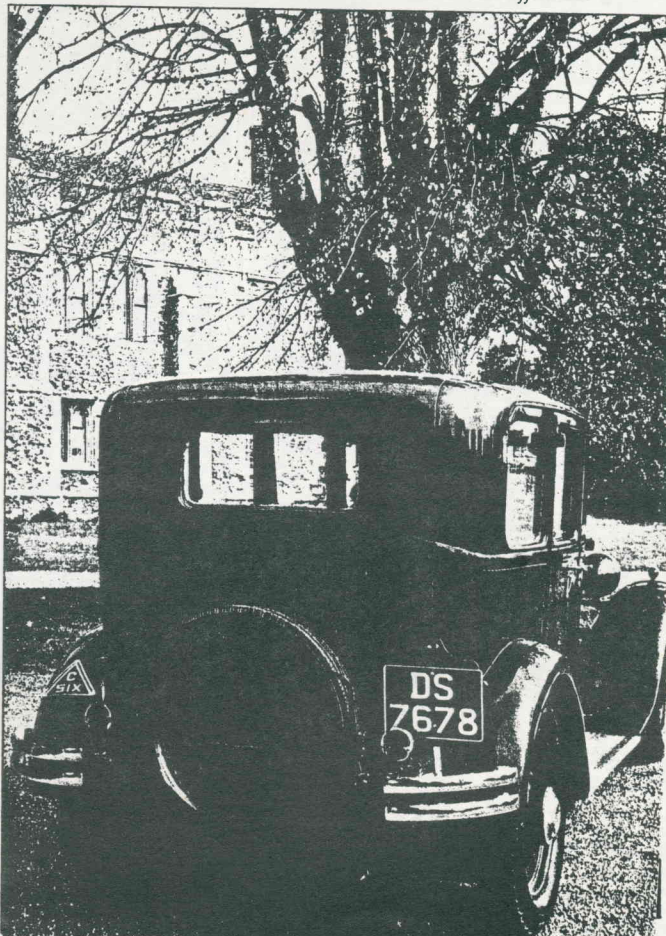
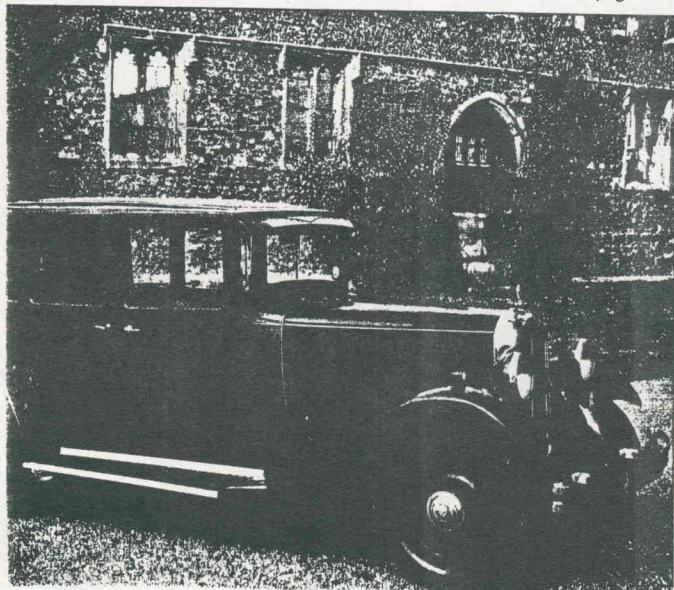
People had been telling Brian Barry about an old Citroën in the scrapyard for around three years, before he finally found the time to go and have a look at it. At first, the scrapyard's owner was totally unco-operative, and refused to let Brian even see the car. "No mate. Come down here with some money, and then you can have a look at it", was his terse response to Brian's enquiries. When Brian returned one week later with £500, attitudes were softened, and he was then allowed to see the Citroën. It lay in a far corner of the yard next to an out-building, partially covered by sheets of metal and asbestos. "I was expecting a Light Fifteen, but when I saw it, I realised that it was a 1929 model with rear-wheel drive — something even rarer", said Brian. "There are not very many rear-wheel drive Citroëns left, and a lot of people today don't realise that Citroën even made rear-wheel-drive cars!"

continued on page 60

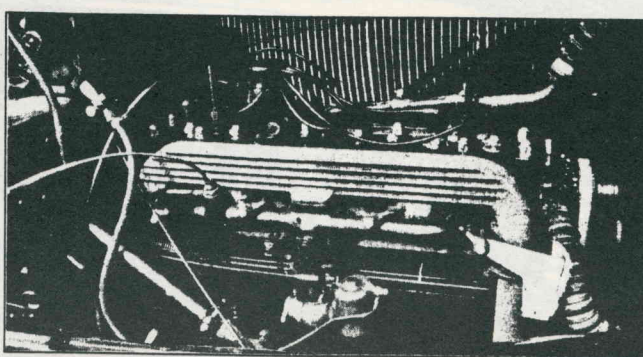
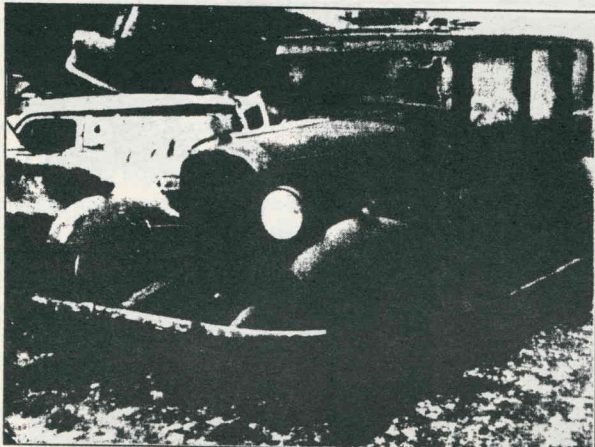
Above: The restoration is a credit to owner Brian Barry.

Below left: For a mass-produced car the Citroën has considerable style.

Below: From the rear the Citroën could easily be mistaken for an American car — André Citroën would not have been offended.



THE AUTOMOBILE, DECEMBER 1989



Above: The engine compartment is designed for function, not elegance.

Left: Sad Citroën — as discovered in a scrapyard.

The C6F, for that was what it was, had reached an advanced state of decay. The bottom eight inches of the body and doors had rotted away, and the entire roof had collapsed. "I eventually bought it in 1980. It cost me £1,000 in that state, so the chap obviously knew that he'd got something that was worth a few bob", recalled Brian. "The fortunate thing about the car was that when I bought it, there was virtually nothing missing. Just the spare wheel, the radiator cap and the petrol filler cap. Although it was in a hell of a bad state, everything else was there, and once you've got something, you can always have a pattern made from it."

Brian researched the history of the C6F at Beaulieu, and discovered that it was manufactured as two models; the 'Berkeley', and the 'Buckingham'. The Berkeley model (which is what Brian's car proved to be) came with a leather interior, and chrome bumpers and hub-caps. The Buckingham was the cheaper version, with cloth upholstery, and no chrome. Brian is a member of the Citroën Car Club, and believes his C6F to be the only surviving model in the country. He knows of just one other car in Britain, and that is a French-built left-hand-drive version brought over from Jersey. "Weren't they all French-built then?", I hear you say. Well no they weren't, for Brian's car first saw the light of day at Citroën's factory at Slough. The massive factory on the Slough Trading Estate was established in 1926, and built r.h.d. models including the Light Fifteen and the DS, before it eventually ceased manufacturing in the fifties. Few pre-war Slough factory records have survived, but Citroën Cars were able to send Brian information about engine numbers, which established that his car was manufactured in late 1929. Local research revealed that the car once belonged to a local farmer, who reputedly used it to transport his pigs to market!

Not surprisingly, spare parts are virtually non-existent in Britain, but

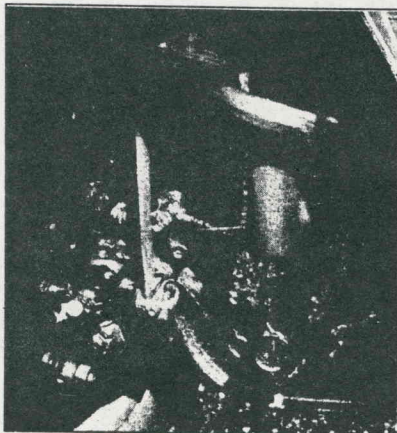
Brian was able to obtain most of what he needed from Depanauto, of Nogent-le-Retrou near Le Mans, who specialise in parts for pre-war cars. The Berkeley's extreme rarity meant that Brian could find no other example to use as a guide when rebuilding, and this was to prove a real handicap when the time came to re-construct the roof. The Berkeley should have a sliding sun-roof, but as the original had completely rotted away, Brian had no pattern to work from. Of the car's major components, the roof is the only one which is non-original. The car was dismantled in Brian's garage at home, and the components were then trailed to Anglian Rust-Guard, at Brightlingsea, for sand-blasting. Brian earns his living by servicing and maintaining modern Citroëns, and re-assembly was carried out in his workshop at Great Oakley, Essex. The tyres were all flat and badly perished, but when pumped up they stayed up, and served to keep the car mobile for the next three years. The rot-affected areas of the doors and body were cut out, and steel sheet welded in. A high-build cellulose filler was used to fill the remaining indentations, and then the body panels were brush-painted with

five coats of ICI polyurethane transport paint, with the customary flattening down between coats. "It's the prior preparation work that counts", Brian told me. "The flattening down, and then the bringing the colour back. And I think with hand painting, you can get the right depth of colour. Spraying is fine on modern cars, but when you've got an old car, it's nice to have real depth in the colour".

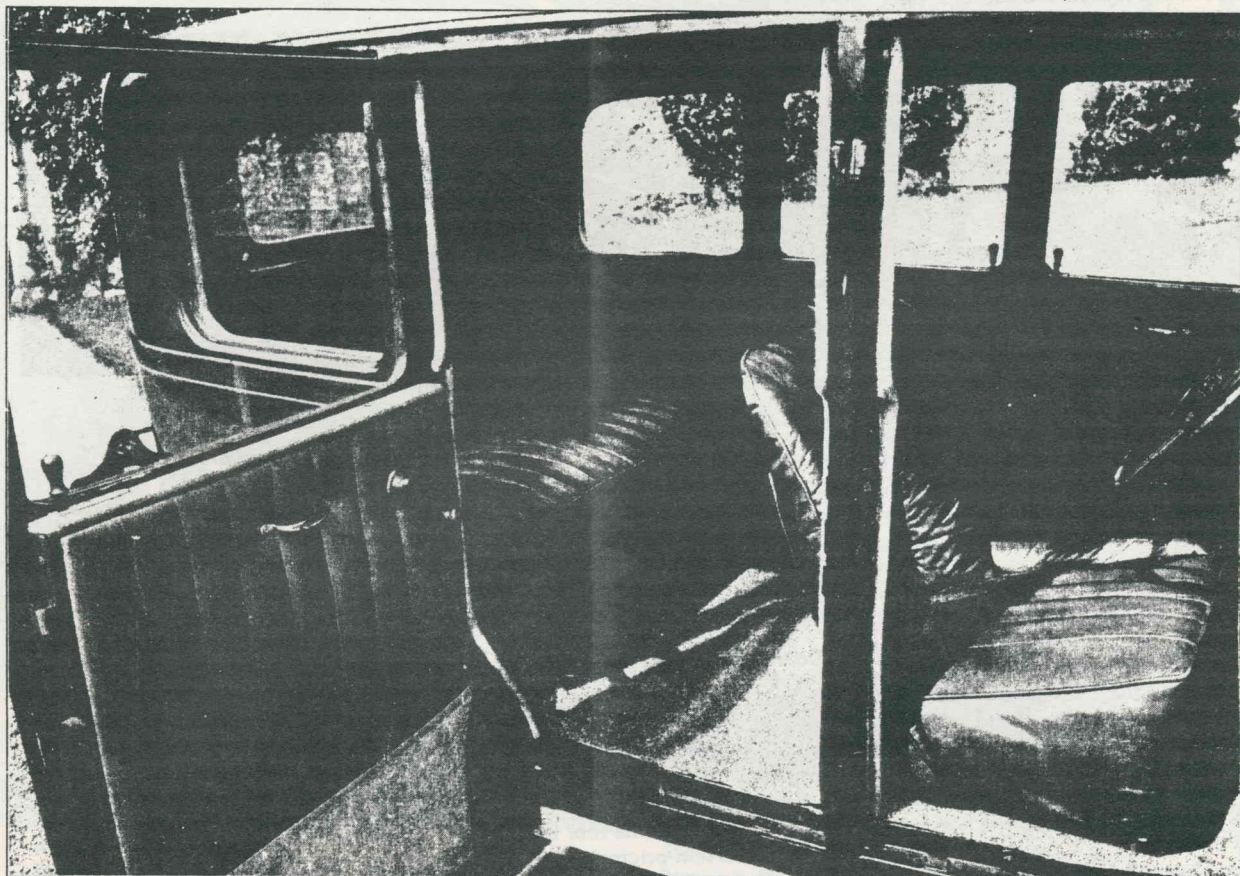
The Berkeley's interior was re-upholstered in leather by one of Brian's customers, Terry Sterling of Clacton, using two complete hides. The seat bases' wooden frames were riddled with woodworm, and these were re-constructed out of ash and horsehair, with new springs, where needed. Restoration of the interior cost £700, despite Brian saving money by lining the doors with vinyl rather than leather. (A third hide for the doors would have cost another £150). The Berkeley has a tumbler-type speedometer just like the CX, and this and the wind-up clock were cleaned and rebuilt by a retired watchmaker in the village of Great Oakley: the only new part required being a face for the clock.

The Berkeley's engine is a six-cylinder side-valve of 2,442cc, the dramatic demise of which was the likely reason for the car's abandonment. The motor had thrown a rod which had punched an enormous hole in the crankcase. Brian reckons that the cooling water had frozen one winter, cracking the block, and distorting the liner of number one cylinder. On re-start, the piston had come up against the broken liner, jammed, and snapped the rod. The car had then been abandoned to its fate. "I never found the gudgeon pin!" remarked Brian.

Because of the gaping hole in the crankcase, the weather had got at the engine's internals, which as a result were a mass of rust. Brian first removed the sump, then turned the motor upside down and filled it with a



Shock absorbers are Delco-Remy, made by Lovejoy in the United States.



mixture of oil and paraffin, to act as an easing agent. After a four-month soak, the motor came apart easily. Repair of the substantial damage was accomplished by the ingenious combination of some unlikely materials. "The liner of number one cylinder consists partly of a 4" cast-iron drainpipe", Brian confessed. "We had to bore out the block and then sleeve it with the drainpipe, plus two 2CV cylinder barrels with the fins machined off! It was the only way out — the original liner was very thick, and the block had to be bored out greatly oversize to remove all the damage." The 2CV barrels were inserted one above the other in order to achieve a bore of the required depth, and then bored to the correct diameter. The join between them remains below the rings when the piston is at bottom-dead-centre.

The machining work was carried out by the late Les Green of Greenspeed, an engineer who was experienced in pre-war engine technology. "With an old engine, it's a good idea to find someone who's an old hand at the game," said Brian. "You can't take it to a modern engineering firm because they may not know how to get around the problem. Today it's a throw-away world, when if an engine goes bang, you just take it out and fit another. But

when you're working on old stuff, you can't throw things away, you've got to re-manufacture". The Citroën's motor uses plain bearings throughout its bottom end, with the bearing surfaces being built up by white-metaling, and then line-bored. For this process Brian again sought the help of a previous generation of engineers. "I didn't fancy taking the risk of sending the parts away, but there's not many people around this neck of the woods who can do that process", Brian explained. "The chap that line-bored and white-metaled the bearings for me, is an ex-garage owner who's now retired. During the course of the strip-down, one of the main-bearing caps had been lost. Although I got a replacement from France, it turned out to be too small, and so this chap machined a new bearing cap out of a block of solid bronze for me. Finding replacement pistons of the correct size was very difficult. I managed to locate four Hepolites that were virtually the same, through one of the factors I use, and I was able to utilise two of the old ones which weren't badly damaged", said Brian. When the engine was first assembled at the Citroën factory, the crankshaft would have been balanced, and the connecting-rods and pistons carefully matched for weight, with no more than

The interior looks opulent for a mass-produced car.

a five gramme variation in con-rod weight permitted. However, the combination of old and new pistons has not proved entirely satisfactory, with perceptible vibration setting in above 30mph, and Brian acknowledges that more work will be needed on the engine. Seven of the valves were badly worn, and were replaced with new spares from France, and Brian re-used the old springs. Some of the cam surfaces were slightly pitted, but the camshaft was basically sound. He also acquired a French gasket set for the engine, but French-built motors must have been slightly smaller than the Slough ones, as every gasket turned out to be too small! The only gasket which fitted, was the copper sheet cylinder-head gasket.

The Berkeley was priced at £289 in 1929, when a basic car, such as the Model T Ford, cost around £150. As befits a car aimed at the luxury end of the market, the Berkeley's engine is extensively rubber-mounted, and employs a Lanchester balancer, keyed onto the bottom pulley on the front end of the crankshaft, to dampen torsional vibration. The braking system too, was considered advanced for its time, being an early example of the Westinghouse vacuum servo

THE AUTOMOBILE, DECEMBER 1989

design. Brian reckons the servo to be essential. "When you think of it you've got just under two tons of motor car, maybe doing fifty miles an hour..." The three-speed gearbox was not dismantled, but has so far has given no trouble. Brian simply removed the top-plate, washed out the interior, and soaked the gear-cluster in oil and paraffin for three days. The clutch was re-lined with a new friction disc obtained from Depanauto, but the pressure-plate and release-bearing are originals. "The glory of these old cars is that everything is maintainable", remarked Brian. "You can actually lubricate the clutch release-bearing through a little oil-tube. Today, on a modern car, if your release-bearing squeals, there's nothing you can do about it, the whole lot has to come out and be replaced. Today's cars aren't made to last. I think in the twenties they were. For example, the wheel bearings were O.K., but when you see the size of them, it's doubtful whether they'd ever wear out, they're a hell of a big bearing". The differential received even less attention than the gearbox, and was just flushed out and re-filled with oil.

The brakes were re-lined, and although they functioned properly at first, have since become very noisy. Brian attributes this to a combination of thin brake drums and hard modern brake linings. "The brake drums are very thin and prone to distortion, and I think the linings are chattering against

them. The original linings would have been softer, and composed mainly of asbestos. Modern linings are asbestos-free, and consequently much harder, and I think they make problems worse". New tyres were purchased from the Fifties Tyre Company, and cost just under £400 for the set.

The radiator has an armoured core of 'honeycomb' construction, which Brian sent away to be rebuilt by radiator specialists 'Serck'. "Unfortunately, they couldn't do anything with it because it had deteriorated so much. All they could salvage was the top and bottom tanks. I could have had a radiator made of modern materials — but when you appreciate that the radiator is exposed at the front of the car with no grille to protect it, and if you're doing forty miles an hour and a stone hits the radiator . . . Well, if it's a modern radiator, it would go straight through it!" The radiator surround was very badly corroded at the bottom, and the centre spoke was missing. Serck made up a new centre spoke, and the entire radiator was re-built by hand before re-chroming, at a cost of £460.

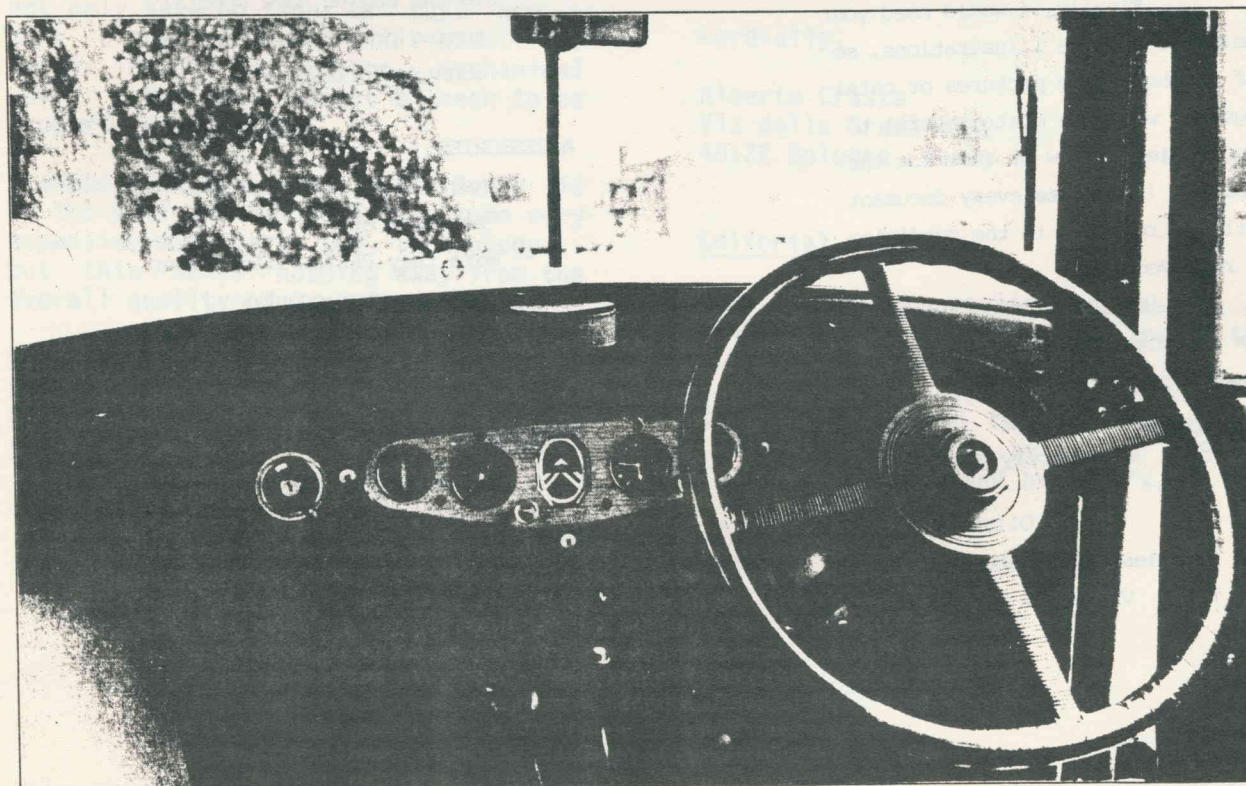
The total number of hours which Brian spent in the course of the nine-year restoration must remain incalculable, but the cost of materials and services comes to over £6,000. Brian feels that this figure is inflated because of a mistaken attitude on the

part of certain suppliers. "When I rang up to enquire about the cost of re-chroming the bumpers and hub-caps, they asked for which car, and when I said a 1929 Citroen C6, their immediate reaction convinced me that a hundred pounds had just been put on the bill. People have this false impression that because you own an old car, you must have stacks of money, but you don't have because an old car takes all your money away!"

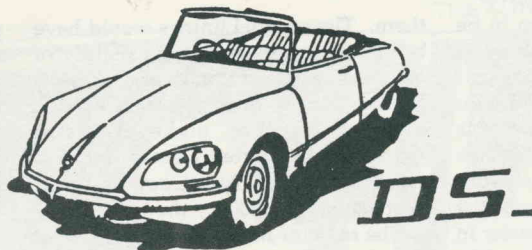
So, what does he feel about the Berkeley, now it's (almost) finished? "It's not perfect, but I think when you've got an old car like this, you don't really want perfection, because you can make it look too new. I've enjoyed doing it, but I did get to a stage after about four years when I just gave up, and I didn't touch it for about eighteen months. I couldn't see that I was making any headway, but once I got the engine running about two years ago, my whole attitude changed, as the car seemed to come to life. I'm glad that I did the body first, because so many people do the engine and mechanics first — which is the easiest thing to do — and then lose interest. You see so many advertisements for part-restored cars which just need the body doing to complete the job. Whereas I took the engine out and left it in the corner for three years! It's been a great experience. I've thoroughly enjoyed it, but whether I would do another one which was so severely corroded, I doubt."

Below:

A spartan dashboard



LETTERS



Dear Bill,

Following my preceding books, I am now working on the subject of the Citroën D.S. and I.D.

This next book will try to sum up most of the knowledge around this world famous car.

Apart from the historical matter, the precise evolution of the different models and all their items is taken up.

But a large chapter concerns the production over the world especially in Australia and New Zealand.

So, I would like very much to associate your contributions to this work. Therefore, I enclose a questionnaire whose answers will be of the greatest importance.

Finally, I would need your help too for the illustrations. so if you have some pictures or catalogues I would be most grateful to you to lend a few of them for the edition (of course every document will be returned in the condition I received it)

Now, with many thanks, I am looking forward in receiving news from you and I am

Sincerely yours,

Olivier de Serres
3, allée Claude Debussy
78670 VILLENNES SUR SEINE
FRANCE

Questionnaire.

BODY :

Was it built in PARIS or SLOUGH
Did it arrive assembled or was it assembled in your country.
Finished or not.
Was it painted or prepared.
Were there special colours for your country and what were they for years of production models.

ENGINE :

Did it arrive all mounted from PARIS (or SLOUGH,)
Did it have all accessories radiator, carburettor etc.
Were there special accessories for your country/custom/law
Did the engine have special tuning proper for your country (climate etc.)

ACCESSORIES:

wheels/bumpers/headlights/flashers etc.
Were they PARIS / SLOUGH/ or made in your country
If so, what were the names of the makers.

UPHOLSTERY

Was it PARIS/SLOUGH/ or own country made.
What materials were used and where did they come from.

Twin Poï Topics



The Editor

Front Drive

Dear Dillon,

I read with interest the letter published in the Summer Edition of Front Drive written by Rod Greschke from ACT about Gerry Carson and his Light 15.

I would now also like to "put the boots into" Gerry !

I have not had the pleasure of viewing Gerry's car since it has been finished, but have seen it on several occasions during its restoration. The workmanship that I saw on those occasions was nothing short of brilliant!

Gerry has gone to the extent of having many parts cadmium plated before painting which means that those parts not only have no signs of rust now - they probably never will have. The detail in body preparation, mechanical work, paint etc has to be seen to be properly appreciated.

I suppose that it helps that Gerry is in the RAAF and has access to some very expensive machinery and technology - but this takes nothing away from the overall quality of Gerry's own work.

Come on Gerry, lets all see the car at Echuca for Austraction '90 and at the CCOCA Concourse D'Elegance later in the year.

John Couche.

John Couche

To the Citroen 2CV Club Members,

Dear John,

I am writing on behalf of a group of fans of the "great" 2CV small car.

We are planning to start a club here in Italy, one of the few European countries still without one. For this purpose we are asking if you could send us all the available material you can : emblems, pennants photos, posters, models, books, and magazines dealing with the 2CV and your club.

Also, if you have information about meetings and gatherings, we would greatly appreciate the dates and places so we, too, can participate.

We hope to return this favour in the near future and thank you for your assistance.

Cordially,

Alberto Crasta
Via della Grada 17/2
40122 Bologna, Italy.

Editorial note

John Couche has replied to Alberto on behalf of CCOCA, with an outline of the club and 2CV membership.

Maybe some of you two pot owners out there may like to write to Alberto direct about your and his 2CV's.

DW



To whom it may concern,

I am the long time owner of a 1934 Citroen type 8A, chassis number 516665 and engine number C01930.

The car is now in an advanced stage of restoration.

I am most interested in obtaining information on the type 8A and of others of the same type in Australia. To this end I would be interested in joining your club.

Hoping that you can assist me in this matter.

Regards,

Marc Fellman, 583 Brookton Highway, Karragullen, WA 6111.

p.s. The car has a boat tail 2 seater roadster body (non-original) however the running gear is all original.

Dear Marc

Thanks for your letter about CCOCA membership and your Type 8A.

We would, of course, be very pleased to have you and your car as members of CCOCA once again (Marc was a member several years ago, Ed). I have enclosed an application form and the latest copy of Front Drive for you.

I have enclosed some information on the Type 8A which may be of use to you. I also suggest that you contact the club librarian as I think that there are 1 or 2 books on the model in the club library.

How about an article for the magazine about you and your car? It would be a good way of letting other rear drive owners know about your car and maybe helping you with your needs.

I hope to hear from you soon.

Regards

John Couche.



Dear Dillon,

Rod Greschke recently wrote a letter to Bill Graham commenting that he must be a Bugatti fan - because of the number of mentions and photographs of the marque that appear in Front Drive from time to time.

With that letter Rod included a road test of the Bugatti Royale Type 41.

Some interesting points were mentioned in the article. For instance, did you know that the Royales did not have a fly wheel? According to the article, the crankshaft, at well over 200 lb was weight enough and no extra was needed.

Did you also know that the beautiful machined aluminium engine that you have all probably seen (at least) photos of was a phoney? Apparently, form was just as important to Ettore Bugatti as was function and who wants to look at an ugly cast iron block - so, Ettore decided to cover the whole lot in a good looking machined aluminium skin!!

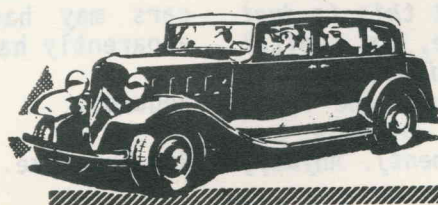
The most amazing thing of all though, concerns the well known fact that, originally, the only people who were going to be allowed to purchase a Bugatti Royale were people of royal blood.

Again, according to the article, Ettore was prepared to make one exception to his rule of royalty and this was to none other than Andre Citroen!

Maybe if Andre had returned the offer, you would still be able to buy a new Bugatti.

Regards

John Couche



CITROËN

The Editor
FRONT DRIVE

Dear Bill,

I've just received received the latest edition of Front Drive and was interested to see that Dick Fewster's Big 6 has recently moved to Geelong under new management. I also noted your comments on its Concours winning potential and thought you might be interested in my own impressions of it when I made its acquaintance back in June 1978.

That was CCOCA's second Austraction event (although it hadn't gained that title yet), held at Angaston in the Barossa Valley and organized in conjunction with the S.A.Traction Avant Club. The event was the first public appearance of Dick's Big 6 and, if my memory serves me correctly, it was like many other maiden voyages in that the paint was still drying the night before. Chris Bennett's Big 6 was there also but wasn't taking any cautious first steps like Dick's was.

Later for our local Citroen Club magazine, I wrote an account of our trip from Canberra to Adelaide in our recently acquired Light 15 and of the Sixes I wrote;

".....Dick Fewster who made this the first outing for his beautifully restored '49 Big 6. Ardent readers of Ian Warden's column will recall that in a recent edition of the Canberra Times (Saturday, July 9th.) he spoke of the theory that drivers exchange molecules with their mounts so that vehicles eventually assume the characters of their owners while the owner, at the same time, slowly becomes more like his machine. (Ian cites the case of a bicycle which was eventually hung for murder - but I suspect that this is just a story or poetic licence, as capital punishment had been abolished at the time of the alleged incident. The truth is more likely that the bicycle was sentenced to life imprisonment). Anyway,



BIG 6

with this theory in mind, I believe that Dick's car must have once been owned by Abraham Lincoln. To me it gave the impression of being a stately and distinguished gentleman, impeccably dressed in it's suit of black with red leather accessories. You entered it with reverence and you went where it deined to take you. A complete contrast was Chris Bennett's Big 6 of similar vintage. I can think of no better description for it than to say that it is like a savage beast. You kept your eyes on it all the time as you walked past it and if you were imprudent enough to stand with your back to it, it would probably bit your leg off.

Chris, who I am told built the car from a box of pieces, obviously understands it and drives it like the beast it is, belting it into submission and letting it unleash it's pent up hostilities in places that few others dare to go."

I've heard that the Bennett car is now in Perth and, of course, Jack Hawke has taken the other one to Geelong. Your comments in Front Drive make one thing clear - while the location of these two cars may have changed, their natures apparently have not.

Regards,

Rod Greschke.

CARTE BLANCHE

If you have paid your 1990/91 subscription to CCOCA you will find a CCOCA membership card enclosed with your magazine.

The card is a multi purpose item. Please guard it and make good use of it.

- * It identifies you as a devotee of the marque.
- * It notes your current financial status in the CCOCA Club
- * You can use it to obtain discounts on books, parts etc.. eg. Technical Book Company, Citro Motors in Melbourne - it's worth trying anywhere particularly for Citroen material. Discounts are typically 10% - worth trying eh?
- * Use the cards as an identity label at club or other meetings - pin it on your lapel, there is a hole provided!

Sign your card now and carry it in your wallet or glove box.



CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA Inc.

is a financial member to

Member's Signature

Here is an example of the new membership card which you should sign when you receive it.

Membership Renewals

In the past, the committee has had a pretty flexible and "forgiving" attitude towards membership renewals. However, this adds to the difficulties of managing the Club.

Having incorporated CCOCA this year, it seems timely to keep such matters more shipshape.

Our constitution allows for membership to be valid for 41 days after the end of the last Club year (specified as March 2nd, but practically taken as the AGM for most purposes).

It is not in the Club interests to provide benefits for non-members and, in fact, is contrary to the requirements of incorporation. Thus, we will not supply parts, magazines etc to non-members; except for promotions etc.

As in the past, we will continue to send out ample reminders of the need to renew membership.

At the current level of magazine production,

with issues in Autumn, Winter, Spring and Summer, we will send you the Autumn and Winter issues of Front Drive if you have been a financial member in the preceeding Club year.

After that, no more unless you have paid up !!

You will note that, unlike many clubs, CCOCA does not have an additional joining fee applicable to new or lapsed memberships. It is important that this concession is not abused through protracted late payments.

If you are having genuine difficulties with these arrangements, you should take the matter up in writing (in confidence) with the secretary.

WG & DW

CLUB SHOP

MILES, the marketer

Trade weighted deficit now takes on new meaning with Leigh Miles and his ability to con the unsuspecting member from their embarrassing surplus cash !

At his first function as Shylock, Leigh pedalled Club Shop items to the value of \$107.24. Now he is pushing new items. See the front cover - if you're game!! Hurry!! Write to Citroen's answer to Paul Keating and the "J" curve.

Leigh Miles has been working hard on expanding the club shop's range of offerings. In fact he has mobilised it ! He now stocks the following desirable goodies :

WORKSHOP MANUALS (parts manuals)

Light 15 or Big 6

Cost : \$25.00

These are reverse side printed and stapled. Good Quality !!

(soon to come: Light parts manual and body manual)

BEER GLASSES with Traction

Avant . Done in blue -rather nice! \$5.50 ea

T-SHIRTS with a new design

Traction Avant

Models of various Citroens

Back issues of FRONT DRIVE

Come and see Leigh at a meeting or rally or write (see front page)

TECH TIPS

Had a phone call from Peter Lowrie of Sydney (CCOCA member) about his Big 6. It seems front wheel bearings are hard to find.

Peter eventually obtained those of a Lancia Gamma to fit his Big 6 after a bit of adaptation. The replacement is the same outside diameter but different in length and inside diameter.

We hope to publish Peter's letter when it arrives. Is the Lancia's similar to the Alfa 164 which has been sold here? What about other bigger front wheel drive cars - Saab 9000 and Fiat Chroma ?

It is worth remembering that the Big 6 is a full floating front end set up. This may have some bearing on the answer. W.G.

David Giddings has a video copy (available for loan) of "The Tin Snail" (an excellent version of the 2CV story) which was being shown at our last Club Meeting to the "Tin Men" (2CV enthusiasts). Even non-Tin Men liked it. Have you seen it yet?

"IN THE RIGGING"

STOP PRESS

. A couple of post war Family 9's (from a shipment of 25 in 1954 (?)) have surfaced near Albury. One went to Les Hay and company at Gayndah in Queensland and the other to Hayden Chapman in Melbourne. Both are in "good restorable" condition.

There is also the story of another Family 9 being bought by Sotheby's and going back to the U.K. for something around \$A30,000.00 .

It really is remarkable the number of Family 9's from that shipment that still are surviving today !

There is also the story of a Light 15 being picked up out of "Unique Cars" and shipped off to Japan (sight unseen) for an enthusiast.

The superb Big 15 of Alan and Marie Thomas has gone to the Masons of Albury - a present for their daughter ?

Voice-from-the-deep department. Funds were being discussed at our last general meeting, but no Hayden (our Treasurer). A ghostly voice booming thro' the sweaty room from the blackness outside assured us the finances were "OK". Our man had stepped outside at the critical moment for a smoke and some cooler air. The disembodied voice caused some surprise and general amusement!

Ted Cross has lashed out and got himself a Healy Sprite - David Giddings used to have one too, while Peter Hore now has a Triumph TR6 (ex-USA) and a Morgan Trike replica. Seems there's a few sports car buffs in CCOCA - and more power to their right arms - they'll need it!

Those who observed PB's Luigimobile (actually a blue Valiant Charger with spurious chevrons and the title "SPAGJET" - our Mediterranean population may object) when it was parked outside an antique shop at Whorouly during the Beechworth Rally may have wondered if PB was buying or selling! Well, the answer is out.

PB has adopted a "bare earth" policy at home, i.e. you can now see bare earth in his back yard! Yes, the Charger has gone, the Holden ute has gone, and one of his tip trucks has gone also. But it's not a complete net gain - he's bought a very neat GS instead. Still, it looks promising for some progress in the near future on his 11BL.

Who was the Club Member who extended his overseas holiday without his employer's approval and was sacked on his return? And a week later, they reinstated him with a raise! (A clue: He has been applying his professional talents very effectively for CCOCA's benefit lately).

Peter Boyle had been unable to obtain a copy of Olivier de Serres' "Le Grand Livre de Citroen: Tous les Modeles" in Melbourne. Undaunted, he telephoned Foyles and Motor Book Shop in London, quoted his Visa number, and had one sent out ("Almost sold out", he was told). However, the publisher, EPA in Paris, has stocks, and they have been recently available in Melbourne for \$125 RRP at Technical Books. Members willing to put cash up front were able to score them at \$110 in a bulk deal organised by Peter Simmenauer - well done PS.

One of our members had his company car "re-painted" by the local vandals recently. He is planning to shift to avoid a repetition. He didn't like the colour, or the time it took to remove it!

"AVANTI DAY"

AVANTI MOTOR MUSEUM

AVANTI MOTOR MUSEUM - ARTHURS SEAT

The Club run to the AVANTI Motor Museum at Arthur's Seat on Sunday 20th May 1990 started off as so many similar events do - that is, with a poor turn up of members, and a freezing cold day.

By the end of the day however, five Tractions, one 2CV and a CX had turned up making it a rather well attended day.

From the starting point three of the Tractions and two "others" headed off down Springvale Road towards Mornington Peninsula in convoy. The convoy, of course, became separated over the distance and we all joined up again half way up the climb to Arthur's Seat.

Ron Lawrence stated that the reason for the stop was to admire the beautiful view out over Port Phillip Bay. Apparently it had nothing to do with the fact that his Traction had copious amounts of steam coming from under the bonnet!!!

Once at the museum, most people ventured inside to look at the exhibits but some preferred to stay outside and take advantage of the open fires that were there to keep us warm.

Two more Tractions had arrived by this time being those of the Hore and Coleman families, making five in total.

The museum itself is only small with about 20 or so vehicles, but those that are there are most interesting, together with a mountain of motoring items of interest. Some of the cars on display included 2 Studebaker Avantis, a Gogomobile Dart, a Messerschmit bubble car, a Lightburn Zeta (YUK!) a Voison, a beautiful MG Special, superb Series 1 Land Rover and several others that I had never heard of (and forgot to write down).

BBQ facilities were provided as was a nice little shop for light lunches, so nobody went home hungry.

After lunch and the museum the outside fires were well used and the conversation tended to drift towards all things Citroen.

Just as the last of the members were about to leave a little blue 2CV arrived to help make up the numbers.

Where was the CX mentioned did I hear you ask? Well, that belonged to Alan Cartlege and arrived at about 4.30 after everyone had gone home. Ah well, at least he turned up.

Overall it was an enjoyable day for those who made the effort to turn up.

Thanks Ron, another good CCOCA day.

Members who attended:

| | |
|-------------------------------|----------|
| Bryan & Joan Grant | Light 15 |
| Neil & Nola Rankine | 11BL |
| Ron Lawrence & Hayden Chapman | 11D |
| Peter & Hazel Hore | Light 15 |
| John & Wilma Coleman | Light 15 |
| ? | 2CV |
| Alan Cartlege | CX2200 |
| John Couche & Susan | (Magna) |
| Bill Graham | (Falcon) |

John Couche

"AVANTI DAY"

As a personal footnote to John's article (above) I found the day most enjoyable (cars, cuppa, chat and great views of bush and bay - what a way for the husband and wife

Schwerkolt's to make a living with tea rooms/gallery and museum, and live on-site!).

The point I wanted to make though was how enthusiastically driven Tractions match up very respectively against a reasonably modern Yank/Aussie car. I was surprised and a little embarrassed to find Bryan and Joan Grant nudging up behind my 4.1 litre Ford Falcon auto on the tight and steep bends going up to Arthurs Seat. The other tractions of Neil and Nola Rankine and Ron Lawrence/Hayden Chapman, went equally well (though suffering a jumping 2nd gear and overheating respectively).

My pace was intentionally leisurely but if I went harder, tyre roll and understeer took over. By comparison, the 50 year old Traction of 1.9 litre appeared to show little of this malicious behaviour.

No wonder the TA was a sensation when released.

Well done Andre!

Bill Graham



ALL FRENCH DAY

ALL FRENCH DAY

The first ever All French Day was held at VFL Park, Waverley in May.

The event was open to all French cars but of course Citroens, Renaults and Peugeots were the best represented on the day. In fact, only one car that wasn't one of those three turned up and that was a vintage Delage.

Quite a good turn up of classic Citroens braved Melbourne's weird weather together with a large contingent of later models from the CCCV.

The event was organized by the Peugeot Car Club who did an excellent job providing hot food at reasonable prices and entertainment in the form of inter club challenges, concours judging and, would you believe, helicopter rides for those with a little extra cash to spend.

Two ex-CCOCA members, Phil Sethner and Steve Cavanagh had beautiful Renault 750's on display. Phil, who is probably better known

for stuffing hot Mazda rotaries in VW's, 750 looked like it had just rolled off the show room floor; the other car has been modified somewhat but was still rather nice.

Another interesting car present was a Dacia utility 4x4. The Dacia is a version of the Renault 12 made in Rumania and is apparently quite common in eastern Europe. The car is remarkable in that it is a dedicated rear drive vehicle with a switch to connect in the front wheels- surprising considering its front drive origins!

The results of the Concours held on the day were good for Citroen and COCA Inc

Best Citroen - Bryan & Joan Grant,
1954 Light 15

Most Popular Car - Ferdi Saliba
(CCCV) ID19

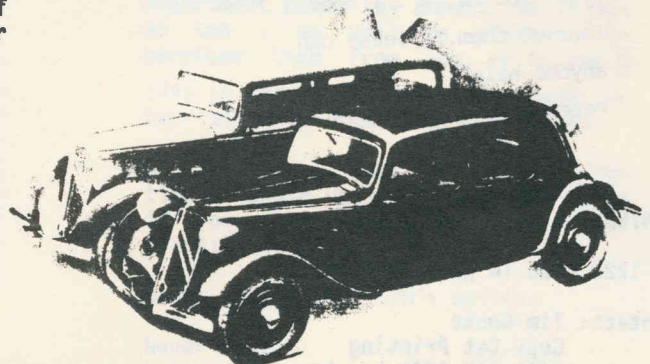
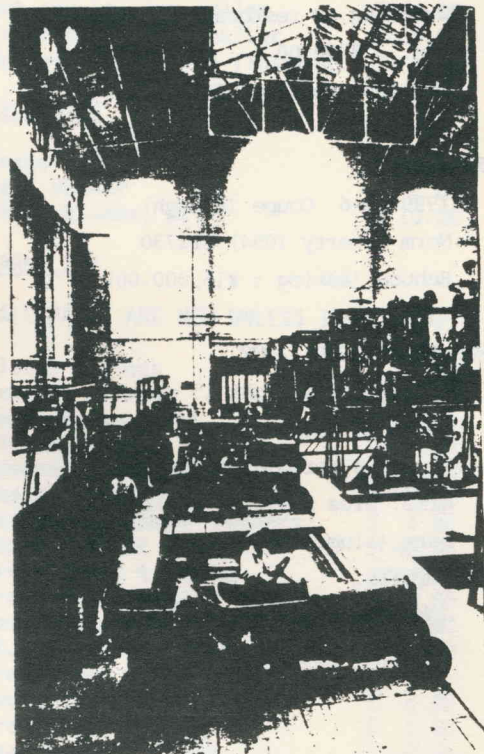
Overall Winner - Peugeot 504

Team novelty event - Renault Car Club

Maybe next year we may see a wider range of French cars such as Bugatti, Delahaye, Amilcar etc.

Make sure you are there.

John Couche



CLASSIFIEDS

FOR SALE

Light 15 , Complete except glass instruments and interior.

Wrecking or restoration proposition. \$900.00

Philippe Montier (08) 2970364

FOR SALE

1929 C-6 Coupe (Slough)

Norm Raverty (054) 822730

Echuca (asking : \$18,000.00)

FOR SALE/ SWAP / BUY

I have got a light 15 grill in excellent condition (\$250)

I want a Normale or Big 15 grill plus a set of grill bars (aluminium) for a Normale.

John Smart (03) 7236313
(055) 651231

WANTED

WANTED. Lt.15 in a driveable condition. Prefer one that is already registered.
Price negotiable.

Mark Lipshut (03) 8188296

WANTED. Hubcaps. English type for Lt.15 . I need four of them., please can anyone help?
Peter Markis (03) 4703512

WANTED

GS 1220 Club in good condition.

Contact: Tim Cooke
Copy Cat Printing
(03) 233 9558 bus.hrs.

INDEX

INDEX TO FRONT DRIVE - VOLUME 13

An index to volumes 1 - 5 appears in Volume 6, No.1; to Volumes 6 - 10 in Volume 11, No.2; to Volume 11 in Volume 12, No.2 and Volume 12 in Volume 13, No.2.

The references are laid out thus:

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Back numbers of Front Drive are available from the Club Shop at \$1.00 each.

NB. It is not possible to supply photocopies of individual articles.

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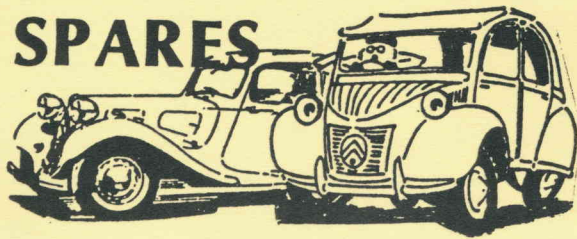
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SPARES



NOTE; ORDER FORMS TAKE PRECEDENCE OVER
TELEPHONE CALLS.

PARTS LIST (TRACTIONS) AS OF NOV 87.

| | |
|--|----------|
| Clutch thrust bearing | \$ 24.00 |
| New oil pump gears | \$ 55.00 |
| Wishbone shaft, upper, reco | \$180.00 |
| Lower ball joint adjusters (permanently fixed to car) | \$ 50.00 |
| Windscreen wiper blade | \$ 9.00 |
| Bushing, second gear | \$ 12.00 |
| Bronze bush for brake shoes | \$ 3.50 |
| Big boot top rubber | \$ 12.80 |
| Big boot bottom rubber | \$ 11.00 |
| Rubber door seal | \$ 25.60 |
| Scuttle vent rubber | \$ 25.00 |
| Pedal rubber | \$ 10.00 |
| Rubber grommet petrol filler (2 sizes) | \$ 9.00 |
| Rear bumper grommet | \$ 12.50 |
| Rubber V-blocks for doors | \$ 34.50 |
| Bonnet rubbers | \$.30 |
| Big & small boot paint protectors (under handles & lights) | \$ 30.00 |
| Windscreen rubber (alum frame) | \$ 40.00 |
| Steering rack boots, pair | \$ 30.00 |
| Gearbox gasket set | \$ 8.00 |
| Gasket set, Complete motor, L15/11BL | \$ 76.40 |
| Gasket set, Complete motor Big 6 | \$ 70.00 |
| Sump set, L15/11BL | \$ 10.20 |
| VRS set, L15/11BL | \$ 50.00 |
| Exhaust muffler (including tail pipe) L15 | \$ 95.00 |
| B15 | \$105.00 |
| Big 6 | \$140.00 |
| Rubber exhaust hanger | \$ 2.00 |
| Gearbox output shaft seal | \$ 8.50 |
| Front hub outer seal | \$ 8.00 |
| Front hub inner seal | \$ 8.00 |
| Rear hub seal | \$ 8.00 |
| Door lock French, big boot | \$ 22.00 |
| Door lock French, small boot | \$ 22.00 |
| Radiator hose, upper/lower | \$ 13.00 |
| Fan belt | \$ 12.25 |
| Door lock springs | \$ 3.00 |
| Piston and liner set | \$360.00 |
| Liner seal | \$ 7.50 |
| Exhaust valve | \$ 15.00 |
| Inlet valve | \$ 15.00 |

| | |
|---|----------|
| Outer cross (driveshaft) | \$ 43.80 |
| Tie rod ball joint kit | \$ 65.00 |
| Upper/lower ball joint boot (leather) | \$ 12.00 |
| Brake hose front/rear, Slough | \$ 28.00 |
| Brake hose rear, French | \$ 22.00 |
| Throttle shaft 32PBIC Solex 0.5mm oversize | \$ 20.00 |
| Hub and bearing puller | \$140.00 |
| Lower ball joint puller | \$ 65.00 |
| Bonnet strip clamp (internal) | \$ 1.50 |

DYANE/2CV

| | |
|--------------------|----------|
| Brake hose | \$ 22.00 |
| Seat Rubber | \$ 1.00 |
| Wiper blades, pair | \$ 10.00 |

EARLY 2CV

(ALL PARTS ARE NEW UNLESS INDICATED)

| | |
|---|----------|
| Clutch linings | \$ 15.00 |
| Exhaust valves | \$ 9.00 |
| Rear engine mount | \$ 9.00 |
| Tie rod covers (metal) | \$ 3.00 |
| Suspension arm seal | \$ 8.50 |
| Engine push rod | \$ 2.50 |
| Suspension bumper rubbers | \$ 4.00 |
| Starter motor (reco) | \$ 40.00 |
| Crown wheel & pinion | \$200.00 |
| Front brake drum | \$ 15.00 |
| Rear brake drum | \$ 15.00 |
| Starter bendix unit | \$ 10.00 |
| Windscreen wiper speedo worm and drive | \$ 8.00 |
| Front over-riders | \$ 5.00 |
| Head gaskets, 375cc | \$ 2.00 |
| Lock & key set, 2 barrels & 2 keys | \$ 15.00 |
| Oil pump bodies, bronze, no gears | \$ 10.00 |
| Valve rocker arm & shaft | \$ 15.00 |
| Valve springs | \$ 1.00 |
| Steering pinion & bearing | \$ 15.00 |
| Brake bleed nipple & cap | \$ 1.50 |
| Dip stick & holder (rubber) | \$ 1.50 |
| Door catch, right hand front | \$ 6.00 |
| Door catch, left hand front | \$ 6.00 |
| Accelerator pedals | \$ 1.00 |

WANTED WANTED WANTED: your old silent
blocs for reconditioning. The Spares
Department needs any amount, be it one
or ten , we will be pleased to
purchase them from you, or if you'd
like to donate them, we will have no
hesitation in accepting your offer!

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

Don't forget the firm's motto:-

Never Fear,
Luigi's here,
When your motor needs new gear!

