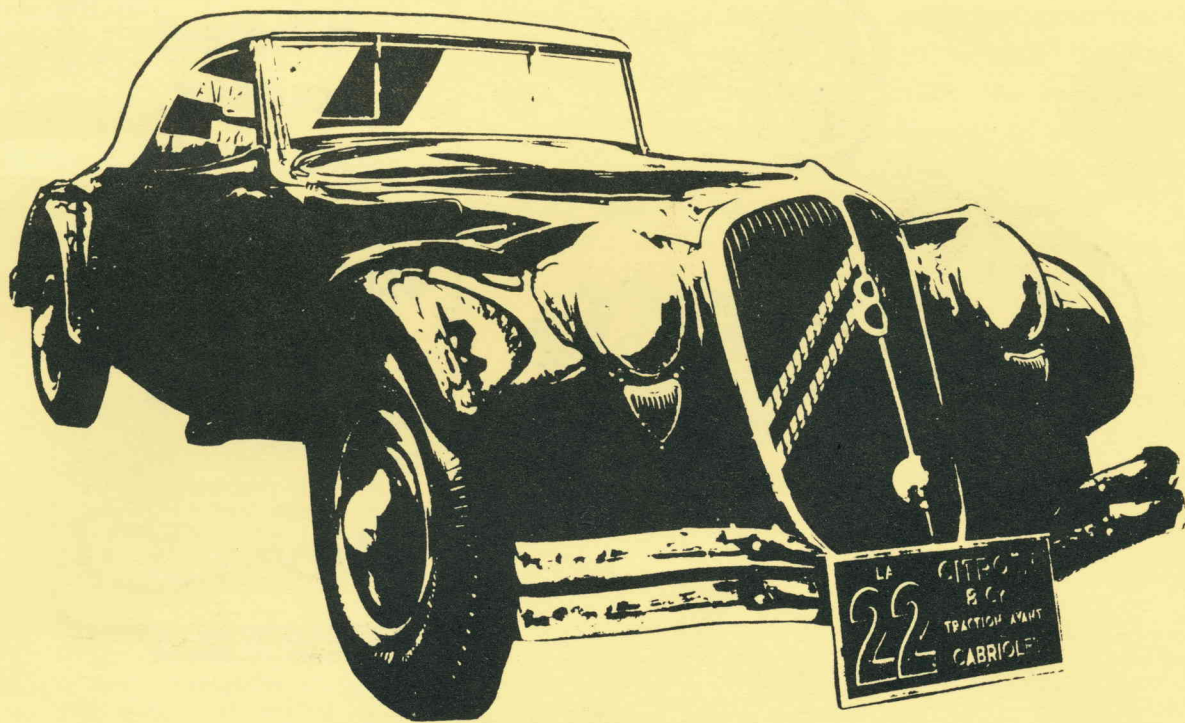


WINTER ISSUE **1990**

VOLUME : 14 (2)

On the trail of the dinosaur princess

too important to keep quiet about?



22 cv

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
Long-sleeved tops	\$20.00, plus p+p
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.

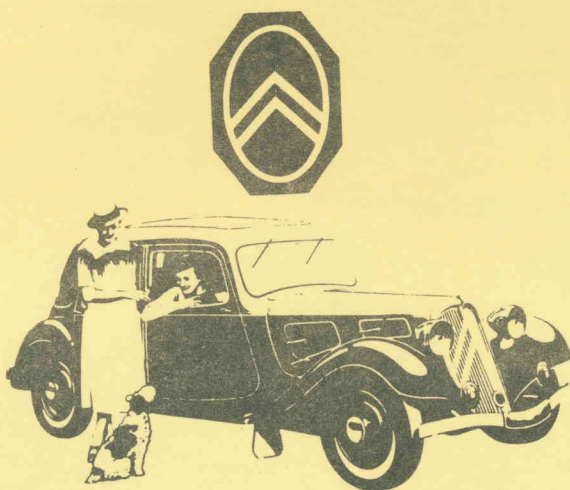
AND

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!)

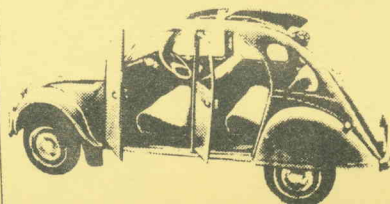
AND

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
Spare Parts Catalogues - 4 Cylinder	\$25.00, plus p+p
- 6-Cylinder	\$25.00, plus p+p



Is there a
tougher,
more practical
or more
economical car



Citroën 2CV

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

EDITORIAL

Winter is finally coming to an end. Since the last edition, we've had a few rather successful events - Austraction 90 and the day run to 'Coolart' at Somers (Westernport Bay), plus some interesting club nights. One club night was a 'movie' night with some old '60's car rallies.

As you can guess I'm still coming to grips with the magazine and trust you poor suffering members will bear with me as I organise a system for a more rapid production. I trust the last edition was satisfactory.

This edition contains some interesting material on the mystery V8 that made an appearance at the ICCCR. Quite an interesting project. Who in Australia will make the first V6 GS Roadster? Jack Weaver did have a V8 DS on the go at one time - what became of it?

As by way of an early warning to the Tractionists of the north, I intend to be in Brisbane over the Christmas/New Year period and hope to call in on a few members with notebook and camera at the ready. Should any club members have any interesting snippets, tech tips, photos or general information - please pass it on to the club magazine.

regards,

Dylan.

LIBRARIAN

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CLUB SHOP

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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
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Meetings are held as follows:

Fourth Wednesday of each month except December. The meeting location is the Courtyard Room, Nunawading Civic Centre Maroondah Highway, east of Springvale Road, at 8.00 pm.

Printed by BLUEPRINT (377 Lonsdale St. Melbourne)

CCOCA CALENDER 1990

FRI	<u>JUN 8-11</u>
WED	<u>JUN 27</u>
WED	<u>JUL 25</u>
SUN	<u>JUL 29</u>
WED	<u>AUG 22</u>
SUN	<u>AUG 26</u>
WED	<u>SEP 26</u>
SUN	<u>SEP 30</u>
WED	<u>OCT 24</u>
SUN	<u>OCT 28</u>
SUN	<u>NOV 18</u>
WED	<u>NOV 28</u>
SAT	<u>DEC 8</u>

Austraction 90
 Open night
 General meeting
 Day run to Coolart, Somers
 Open night
 Technical day
 General meeting
 Club auction/BBQ
 Open night
 Joint concourse with CCCV
 Day run to Werribee Park
 General meeting
 Break-up dinner

PRESIDENT'S REPORT

Congratulations to Ron Lawrence for organising yet another successful "Austraction". There were many highlights, no doubt mentioned elsewhere in this edition, but for me trying to find my way around Echuca's Cross streets in thick fog after our memorable river cruise remains etched in my memory (low light??). It was of course very interesting to meet our interstate friends (legends) and to see the fabulous 'Traction' on every street corner. The oil engines at the steam rally impressed me as well - in a strange hypnotic way (an acre of single cylinder engines coughing and wheezing in and out of time!).

Thanks to all the committee members who have started the year so well. We are always appreciative of extra 'hands' and on that note John Couche has taken over as acting club Secretary while Mark Vickery is overseas.

John, who is of course extremely reliable and moral is however not the club's Proper Officer but in fact its Public Officer as mentioned in the last edition (With entirely different connotations?)

The incorporation has been a successful action for our club and copies of our Constitution (Set of Rules) will be available through the club shop.

There have been many new enquiries for membership - still a lot of old Citroens being unearthed. Is there any end to them? Let's hope not!

Regards,

David Giddings

PAST RALLIES

AUSTRALIA '90 (June 9 - 11)

Echuca on the Murray River was the venue for this year's gathering. Last year it was at lovely Beechworth. Saturday was the starting point which I had to miss! There was a very pleasant morning at Norm Raverty's Motor Museum where he trotted out his quite desirable 1929 C6 Coupe (Slough built). The evening consisted of of disgusting merri-making at one of the pubs (swines).

Sunday was to be a combined rally at the Echuca Show grounds with the Vintage car club and the Steam enthusiasts. We left Melbourne at 9.00am and managed to get there by 11.00am. Have you ever been to a winter steam rally in Victoria? I have, many times, so this little family brought along its gum boots - you should see the mud!

The CCOCA contingent had been given a prime and rather safe spot. The blue banner looked most impressive. Leigh Miles set up the mobile club shop by opening the Visa's rear door and decorating the parcel shelf with temptations. Very Arkwright, Leigh. At about early afternoon Lance Collins happened to turn up and it seems his late arrival (most uncharacteristic) had something to do with taking photos at a place called Lancefield - worth casting a weary jaundiced (brown?) eye over apparently.

A slow trudge around the show arena proved to be most rewarding. The lines of stationary engines coughing and burping steam was fantastic. Those guys are mad. One of them even drove a DS. The sight that really sealed it for me was the crazy hoon tearing around a paddock in a Centruion tank. The collection of vintage and classic cars was also great.

The evening's entertainment was a river cruise on a "paddle steamer". I had the impression they were the genuine thing. After all when you stepped in, a nice warm boiler and slowly moving steam piston gave one notion of steam, but when she started up that typical thump of the diesel had us all fooled. Still, the slow journey down the river was very pleasant. The food was good value too. Outside it was very cold and foggy - thank gods for the boiler! After spending many years around the Northern Rivers area of NSW I found the Murray to be smaller than I was lead to believe. This doesn't stop it being a favourite with campers as all down the river there were many semi-frozen groups of people standing in campfires.

Later that night the awards were handed out for the keen Tractionists. Jack Hawke took out the most popular choice with his lovely Big 6. Rod Greschke waltzed off with the award for the greatest distance cover by a traction. Robbie Stockfeldt took out the hard luck award for the effort taken in getting there.

After disembarkation everyone attempted to find their cars in the fog and head back to the caravan park. David Giddings was looking forward to another night a Tongala where he had to leave the gas oven on if he wanted



Front: Jack Hawke's Big 6
Behind : Roy Begehole's Big 15.

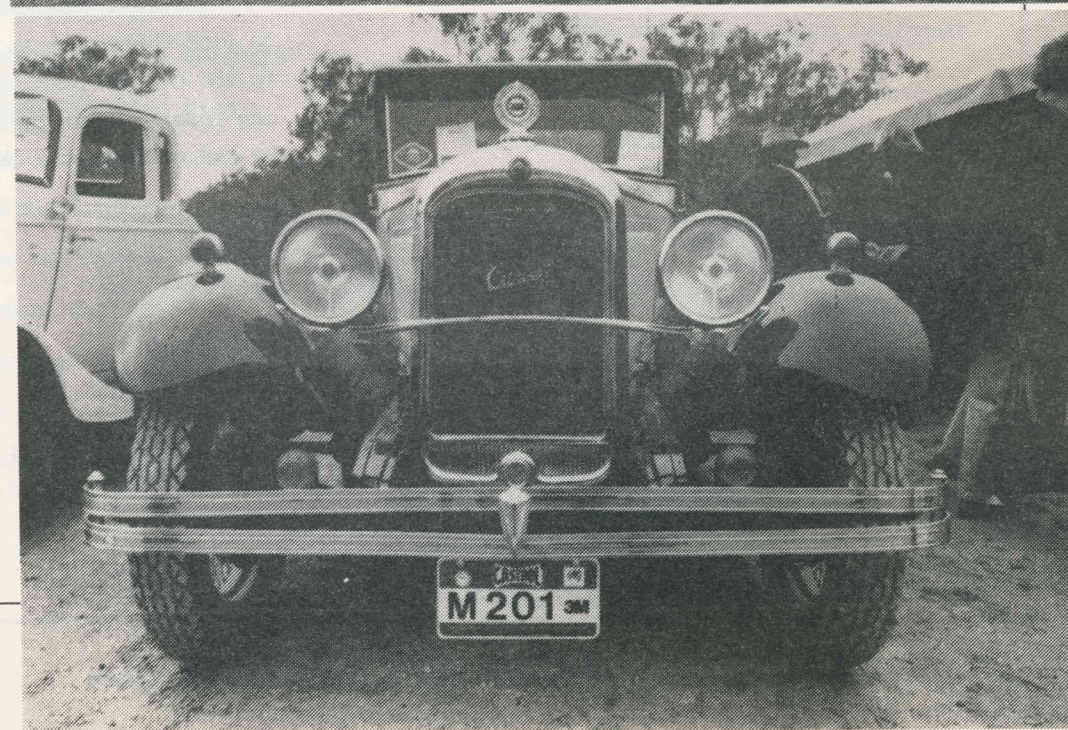
CHECKING OUT
ROBIN SMITH'S
SUSPECT CAR



JACK COLEMAN'S
SPY CAR



1929 C6
COUPE.





anything like sleep. Meanwhile, back at the riverside caravan park, a nice bonfire had been set up and the odd little drink was had. Hardened stayers (read: Begelholes) sat it out until the early hours of the morning.

Monday morning saw a collection of frozen loonies gobbling chicken and champagne in a park near town. This gave time for some last minute photos and chat (or rather chattering of teeth) before people had to depart. Peter Boyle looked a little perplexed at his GS's reluctance to run at all properly. The Dr. Bill followed him all the way to Melbourne. "She wouldn't run at anything under 4000rpm".

I, myself, had the pleasure of chasing Ted Cross's Big 6 down the highway for quite some time. It's such a pleasure watching one of those biggies sweep down the road. I can only describe it as an orgasm in metal. The red wheels do look great, Ted.

The end of the weekends saga can not finish without thanking Ron Lawrence for the organisation he has put into yet another Austraction. Alas, Ron is retiring from all the organising and some poor soul will no doubt 'volunteer' as he did. Thanks, Ron and those other helpers - Bernadette and Hayden.

ATTENDING MEMBERS

Ron Lawrence	Brian Wade
Bryan Grant	Leigh Miles
Ted Cross	Robbie Stockfeld
Robin Smith	Graham Bradshaw
Rob Barton	Stuart Pekin
Phil Ward	Wendy Neil
Rolf Baeyer	Leigh Mason
Phillippe Montier	Peter Boyle
John Couch	David Giddings
Alan Cartledge	Dylan Webb
John Coleman	Bill Graham
Alan Baker	Warren Seidel
Rod Greschke	Jack Hawke
Hayden Chapman	Andrew Begelhole
Lance Collins	Roy Begelhole
Dave Noke	



A different type of traction engine.



Jack Hawke's Big 6 at the Echuca Steam Rally - most popular car : Austraction.

PAST RALLIES

DAY RUN TO "COOLART" , SOMERS
Sunday , July 29th.

Somers lies to the south of Melbourne and is a pleasant hour and a half drive through the countryside once you get out of the city and its traffic. Exactly what "Coolart" was I had no idea except Ron had said : bring some binoculars. (long distance painting perhaps?) Never mind, I thought, and we strapped the little one into her seat and headed off to another Citroën gathering in a Peugeot (well at least it IS French). The rendezvous point was some obscure park near the south of Melbourne. A nightmare of zigzagging through

the back streets because the main road was blocked will ensure I'll never be able to find that park again.

The eventual roll up for the convoy wasn't too bad : Ron, Hayden, Bernadette and Allan in the "take no prisoners" black L15; Robin Smith and family in their black L15; Bryan and Joan Grant in their L15 ; Jack and Wilma Coleman's L15 ; plus other attendees : Peter Simmenauer, John Couche and family, Bill Graham, myself and small entourage, plus Tim Gregory and family. Tim has recently acquired the L15 (in bits) from Mark Vickery and by all accounts is doing

more work than I've managed to achieve in a whole year. (swine!).

"Coolart", as it turned out, is a more than pleasant old estate and nature reserve with wonderful old buildings and outer buildings from the era of 'squattocracy'. They have also got some excellent hides for viewing waterfowl - hence the binoculars! On the final drive into it - wouldn't you know it - the local ranger greeted us with a misty eyed: "My father owned one of these"

The weather was perfect so we had no need of the traditional COOCA indoor wet B-B-Que (clever Ron had booked one just in case). The leisurely lunch was followed by a leisurely wander around the spacious grounds into into the magnificent old mansion for the odd scone and tea. Some more wandering took us down to the wetland flats where a trio of koalas was camped. For some unknown reason the name John Smart crossed my mind as I observed one large and obvious male chasing a Lois koala. By the time we got back to the carpark everyone had left.

Before heading back to Melbourne a couple of us stopped at Hastings to look

over the "Lady Nelson" which is a recreation of the first ship to sail through Bass Strait in 1800. Whilst authentic externally this one also has a diesel engine (shades of the Echuca paddle steamer). We did spot Bill Graham's sports Falcon there but could not locate him. Rumour has it he might have been searching the galley for an afternoon rum.

Thanks to all those members who turned up to make it a very pleasant outing. What a joy it is to see Traction gliding down the highway!

ATTENDING MEMBERS

Dylan Webb and Margaret Waugh
Bill Graham, Peter Simmenauer
Ron Lawrence, Hayden Chapman
Alan Cartledge, Robin and Sue
Smith, John and Wilma Coleman
John and Sue Couche, Brian and
Joan Grant, Tim Gregory



TWIN POT TOPICS.

Congratulations to David and Janet
Gries for becoming proper 2CV's -
(two children vivo !) with arrival
of little Lucy.

The case of the lookalike jackal

8TH INTERNATIONAL RALLY OF CITROEN CAR CLUBS

Citroen in Holland - Queens, Goddesses ... and Attractions.

The 8th ICCCR, a gigantic meeting for enthusiasts of double chevron vehicles, took place in Holland from 1-3 September; some 2150 Citroens of all ages took part. One of the most mysterious was that 22 sedan which caught every eye and elicited many comments. But was it genuine?

One of the permanent buildings at Flevohof sheltered the museum where cars from the factory collection were housed: Type A Torpedo, C4G Roadster, 7C Sedan, "Black Cruise" Halftrack, DS and SM rally cars, some special items, including a four-door SM "Opera" and a Bossaert GT19 Coupe. Also noticeable was a DS23 Injection, distinguished by a curious "Prestige Separation" label. But even more special than these ...

The highlight of the 8th ICCCR was displayed outside the museum, of which it was the main attraction: a "22" sedan, no less. Much has been said and written about the eight-cylinder model, which was exhibited at the 1934 salon but was never put into production for reasons financial as much as technical - the top of the line. According to certain sources, all the prototypes had been destroyed, or transformed into "11s"; according to others, there were still some left, but nobody had really seen them.

Now, before hundreds of incredulous eyes, here "she" was: an original member of the first series, with the famous faired-in headlights, the "8" on the radiator grill, the double bumper bars, and under the hinged bonnet, in front of the enigmatic chassis plate stamped "Type PV8 serie no. 08288", a V8 motor - Ford side-valve, just as had been ascertained that was used for trials.

Puzzling? The opinions flew thick and fast - genuine? Bogus? After all had been taken into account, the consensus was that the car was a skillful reconstruction of the prototype "as it would have been".

From La Vie de l'Auto, September 14, 1989.

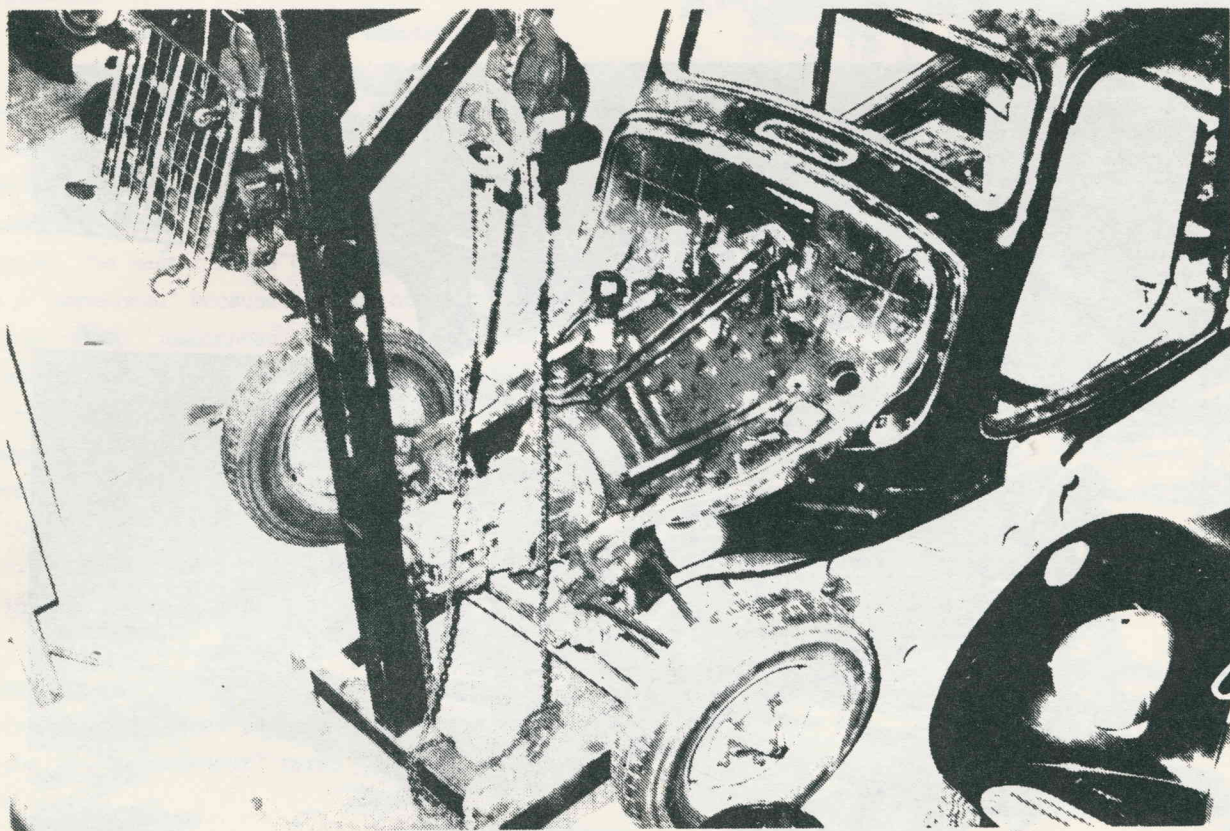
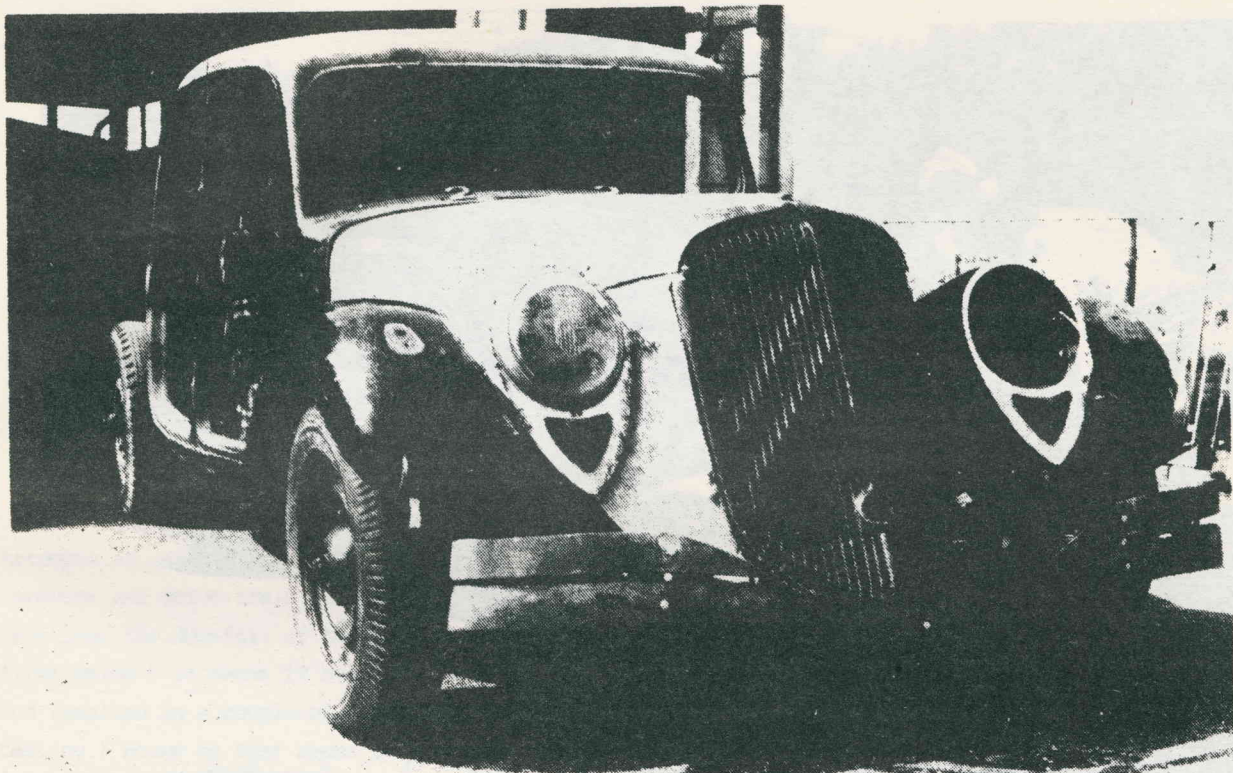
Translated by Peter Simmenauer.

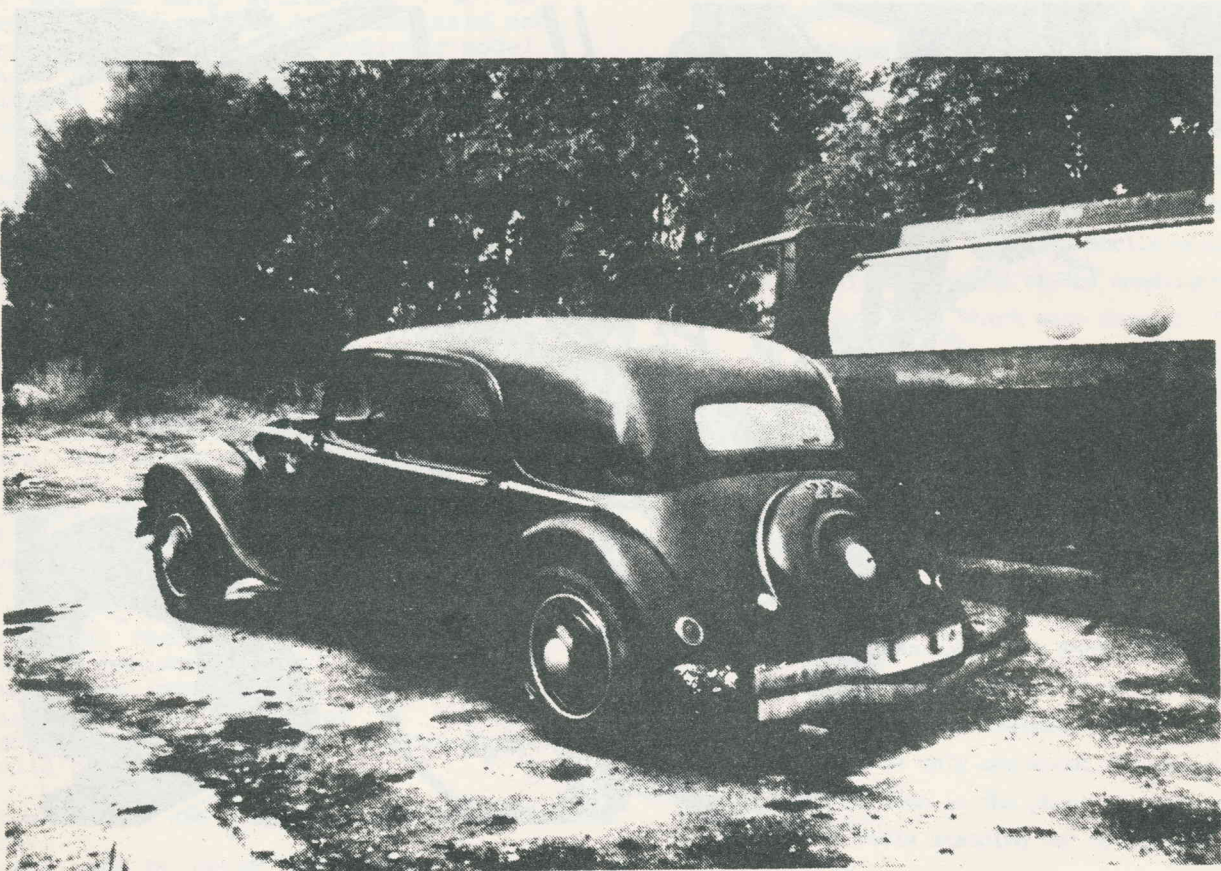
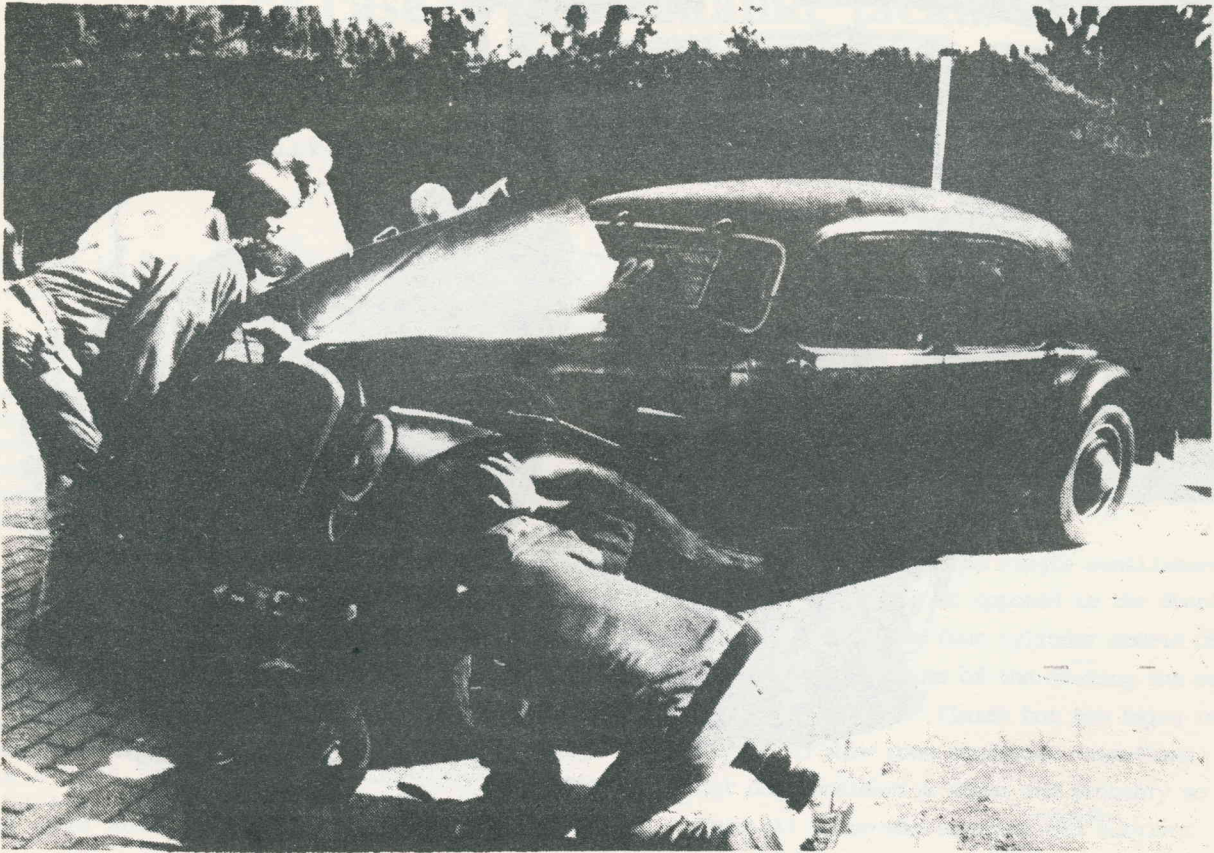
The following information comes to us from Rob Jansen of "Traksjon" magazine fame via Jan de Lange. The 22CV made its grand debut at the 8th ICCCR in Holland in 1989. Not the real thing but a very creditable remake with all things considered. It was made by Bouwe de Boer (a dentist/model car maker/Citroen fanatic) over a ten year period. It is a copy of a 1934? model made by modifying many existing bits. We hope to have some clearer photos in time so please excuse the pictures.

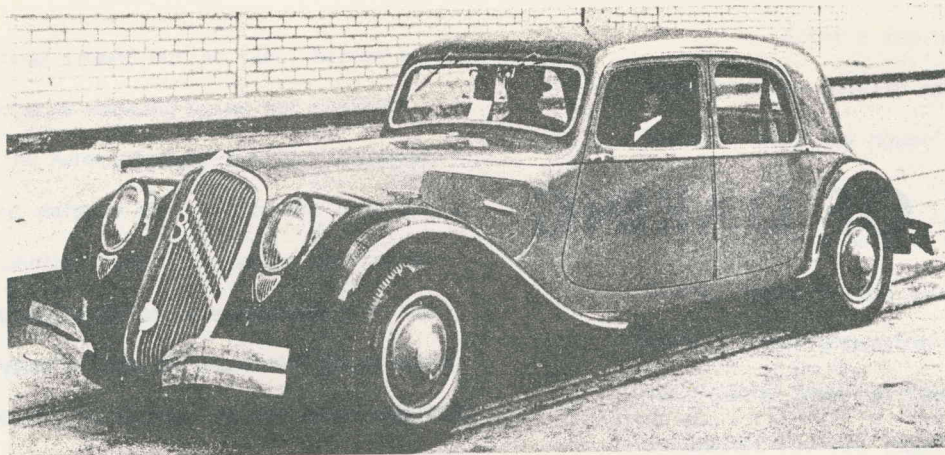
You may notice the single ventilators on the bonnet sides as opposed to the doubles that existed on the four cylinder models of the time. At the time of the meeting the car was in a matt black finish but now being repainted to show room condition. (something that Jan considers a shame and probably so would all those who love the old survivor image).

The body is from a 1949 11 Normale with the pre-war rear window welded in. The rear section is completely welded in from sections of an 11A. It also seems to have dual fuel fillers each side of the spare wheel cover. The bumpers are home made. The front guards are post war but with two inches cut from them and the headlight shells welded in. They carry Chenard and Walker headlight lenses (Cibie TP 394) which were found to fit. The rear guards are slim line pre-war type. The grill on the 22CV is much wider than a 15CV, so a 15-6 grill modification of widening and inserting an extra bar was done. The verticals are painted and the surround appears to be chromed. The bonnet halves are modified 15-6 bonnets.

The engine is a pre war Ford V8 as was used on the test vehicles. While 12 Citroen V8 engines were claimed to have been made there is only one known for certain and this can be seen in the photo of the 1934 Salon de Paris standing out by itself.







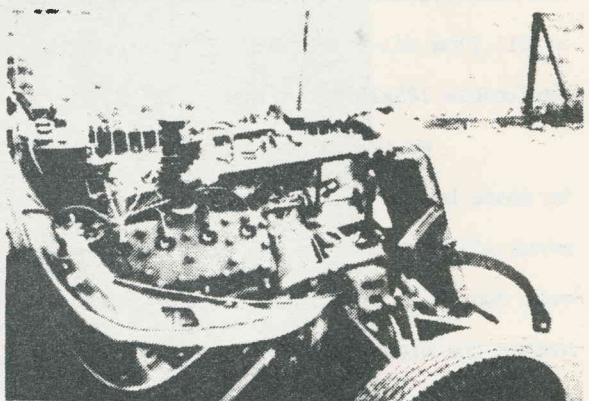
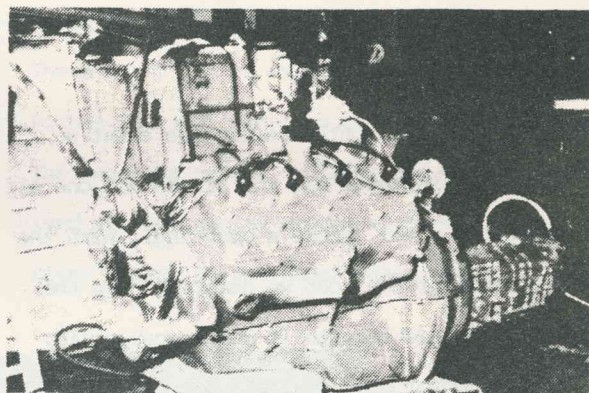
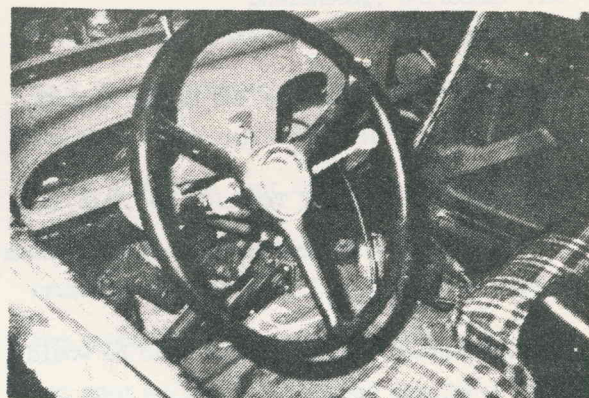
La berline « 22 »

Attempts at using an 11cv gearbox failed (gearbox and drive train problems seem to have been the downfall of the 22CV in the first place - it seems it handled like a dog and resulted in a couple of fatalities during testing.) Bouwe de Boer seems to have come up with quite a servicable unit by using a box from a Renault R-16 incorporating an aluminium sandwich plate between box and engine. It has what I can make out is a home made clutch fork (?).

The steering box is also adapted from an R-16 as is the parking brake. The clutch cable is from a small boot 11. The dynamo is from a 15-6. The steering wheel is off an H van. The H van also donated is radiator surrounds. A 2CV oil filler cap is used on the engine. The master brake cylinder is said to in a "jambonneau" because of lack of space. (I looked up "jambonneau" in my trusty little french dictionary and it said : a knuckle of ham! Why jam pig trotters into an engine compartment is beyond me - am I missing a something?). The dashboard is an original from a 1935 7CV. The enthusiastic sods also made their red and silver 22CV plaque like at the original Salon exhibition.

The front suspension is essentially 11 components using some 15-6 bits like torsion bars. Wheels are six stud and sport the same Michelin "Superconfort" tyres (judging from the photos).

It would be interesting to know how the beast drives.



TALES OF DARING

CITIN 90

MT. Tamborine ,Queensland

PART ONE Ron Lawrence and Hayden Chapman

The Aim: To drive our Traction to Citin 90
(from Melbourne to Tamborine is about
2000 kms)

The motivation: Lance Collins said he would
shout us free beer until we dropped
if we could make it.

Six months before the event we
dropped five teeth off the pinion and one off
the crown wheel (whose's counting). With the
Traction off the road we decided to go the
whole hog and rebuild it mechanically. (ie.
gearbox, motor driveshafts and front ends)
Two modifications we deemed necessary were
a full flow oil filter and 15" wheels with
servicable 185x15 Michelins.

We thought we had plenty of time to
spare but as it turned out the car was
minus all of the above ONE WEEK before we
were due to depart. It eventually came to-
gether the night before - some fine tuning
the next day saw us depart. We were going to
have to run it in on the way up.!!

Hayden drove to my place where I
gathered my "hat" and we left - only made
500 meters before we ran out of petrol !
This was in the middle of busy Scorsby Rd.
Hayden trundled off (his first exercise for
5 years) in search of petrol and I stood
guard over the Traction. We got going again
and made it to Bernadette's place -Croydon.
Here we came to another stuttering halt.
This time it was carburettor problems. We
fixed it and headed off to Ted Cross's to
drop off some stuff for the club. Someone
was heard to comment on the funny mayonaise
stuff coming out the overflow. No worries!
Such was the general reply. Ted wondered
where Bernadette was going to sit. Easy-
under the pillows and doonas right next to
the 101 piece Sidchrome tool set, engine
hoist and grease guns. Needless to say the
car was loaded up to the house.
More on this topic later.

We drove out of the city and up to
the Hume Highway and got as far as Campbell-
field (just on the edge of Melbourne) before
we had to stop again to fix a blow-out. One
of the 'serviceable' Michelins called it a
day. We had to call on one of our trusty
30 year old 165x400's (ex-Adelaide trip:
see an earlier Front Drive story)

Back on the road again and we
made it all of 40 kms, thinking we had all



the bugs ironed out at last, before a tremendous exhaust noise not unlike a passing Kenworth semi-trailer thundered in our ears. By the side of the Hume again! We timidly opened the bonnet and to our despair found that the exhaust pipe had broken off from the manifold. Why, you might well ask? Well, in the rush to get it all together we inadvertently forgot to connect the exhaust bracket to the bell housing and as a result sigh!

We spent a happy half hour or so trying to collect enough aluminium cans in order to fashion so sort of make shift exhaust system. As it turned out our repairs lasted a good 15 meters at which time the roar was back echoing through the night air. We continued on regardless as it was only 30 kms to Seymour. The thought had crossed our minds that we should turn back and go home - but we had come so far already hadn't we ???

After a few beers and several hamburgers we noisily made our way to the Seymour 'half way house' (oops! Caravan Park).

Next morning we inspected the damage: three molten aluminium cans ; some severely burnt generator wires ; and terribly burnt paint from the fumes passing through the bonnet louvres (real ones - not painted ones). The rest of the morning was spent trying to get someone to weld the exhaust back on. We eventually found a 'backyarder' who did a good job - and only \$25 for the two hours work. The rest of the day was quite pleasingly uneventful with the Traction cruising effortlessly (between 50 and 90 by the speedo). We drove over the Murray River and then on through southern New South Wales until we arrived a Forbes at around 9.00pm. There was a lot of evidence to suggest that Forbes had just experienced a shower or two. The paddocks resembled lakes and when we arrived at the camping ground adjacent to the river - well it was under water too. □



"On the road again?" -Pit stop # 7639

LETTERS

August 12 1990

Dear Club Members,

The enclosed cutting is from the Manchester Guardian of Saturday July 28 1990.

I came across it while on a business trip to the U.K.

As I run a 2CV6 and plan to keep doing so as long as possible, the reference to lead free petrol was of concern.

Perhaps some club members may know more than I do about the octane ratings (if any) and differences between UK standards and Australian standards (ULP)?

Do any members have any comments? Does the timing need to be altered? Debate on this would be interesting.

Trevor D. Armstrong

CCOCA member

Sth. Australia

MOTORING

Providing fuel for thought

Lead-free petrol ruined the 2CV dream for **Kevin Barry**

MY WIFE had always wanted a Citroen 2CV so we part-exchanged our Metro for a brand new model. Informed opinion was that 2CVs seemed to run and run — they were cheap but they had character. I could find one in a car park without any trouble.

Amazingly enough there were no faults at the first service — or the second service. We enjoyed driving it. We turned the key and the engine roared into life. Other 2CV owners waved as they passed. I even decided to buy one for my own use. I had found my ideal car. I ordered the very last Charleston 2CV to enter England and sat back in pleasant anticipation.

Then the "green petrol" publicity started. Could the car use "lead-free?" Newspaper articles and a motoring journalist friend said not. Our garage doubted at first and then told me "yes". I confirmed the news with a telephone call to Citroen UK at Slough. Yes, I could use lead-free petrol and so could my wife with our first 2CV.

My wife's car ran along smoothly for 15,000 miles and then ground to a halt on the motorway. Overheating was diagnosed — one piston had seized and another was almost finished.

"Have you been using lead-free, sir?" "Yes but..." We studiously checked the engine number against the garage wall chart. The car could indeed run on lead-free — it was there in black and white. Rather than offer to pay £600 cash for a new engine, I decided to sulk, and see what happened. Our garage, the main Citroen dealer in Bradford, offered to negotiate with Citroen and it was finally agreed that M. Citroen would take away the seized engine for examination, providing a free, new engine with labour costs split between the garage and myself.

Despite many messages left with M. Citroen, no one from Slough bothered to speak to us. My wife's car is now running reasonably well. It uses lead-free, occasionally topped up with 4-star, as advised by the garage.

How are things with my car? Funny you should ask. In France, during the week of the last Bank Holiday, the car's mileometer reached 15,000 miles. The car then refused to start with its customary efficiency. Luckily we were near a Citroen garage run by Marcel, an Alain Prost lookalike. He said the problem was overheating. He tinkered for an hour, put in new plugs and points and then asked what petrol I had been using.

"There have been many problems with 2CVs overheating. It's the unleaded petrol."

Ah... lead-free petrol again. If M. Citroen has made a mistake, he's keeping very quiet about it. Meanwhile we still do not know what happened to the engine of my wife's car. They seem to have lost it. ☹

SATURDAY-SUNDAY JULY 28-29 1990

TECH TIPS

The following is a Tech Tip dug up
by Bill Graham during his researches.

Thanks again, Bill.

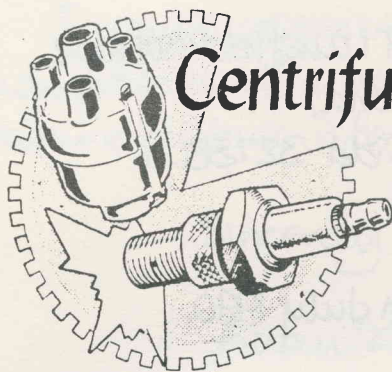


Fig. 1 — As a test for the operation of the automatic control, try to rotate the rotor arm in the normal direction of rotation. The arm should return smartly to its former position on being released.

easy to check whether it is functioning without actually dismantling the unit. It is merely sufficient to remove the distributor cap, when an endeavor should be made to turn the rotor arm in the direction of rotation (see Fig. 1).

HOW TO TEST THE CONTROL

If the system is working correctly the arm will turn through about 15 degrees against the pull of the governor springs. But as soon as it is released the arm should return smartly to its former position. Should there be any appreciable backlash or should no spring action be present (that is to say, should the arm remain in the advanced position, unless returned by hand), then the mechanism definitely needs attention. Again, if the rotor

Centrifugal Ignition Control

● Use this guide to overhaul the centrifugal type of automatic advance-retard mechanism

arm will not rotate or is very stiff, lack of lubrication and possibly partial seizure of the rotor sleeve is indicated.

REMOVING DISTRIBUTOR

If any of these defects is manifest it is advisable to dismantle the unit and thoroughly clean and lubricate it. But before taking the whole unit to pieces it should be removed from the engine. This is usually quite simple to do. The quadrant arm which projects from the base of the distributor body is attached to the engine with a stud or screw. When this screw is removed the distributor can be drawn off.

Where no manual control is fitted the position of the quadrant should be noted before the screw is taken out. There is usually a mark on the engine and a scale on the quadrant. In the case of manual control the quadrant can be moved through a small arc by the control.

There is no need to undo the clip which secures the quadrant arm to the distributor body. In fact, if this be loosened the timing may be disturbed, since the clip prevents the arm from mov-

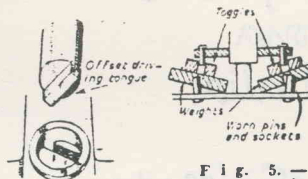


Fig. 2 — Distributor drive through an offset tongue prevents incorrect timing when distributor unit is replaced.

Fig. 5 — Showing, in an exaggerated manner, how governor weights and pivots may wear.

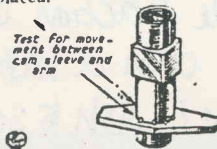


Fig. 4 — Points to be examined when testing the unit for wear.

Fig. 3 — Distributor partly dismantled, showing automatic advance mechanism.

ing in relation to the distributor.

In many cases the drive to the distributor is through a tongue on the end of the spindle and as this tongue is offset it is impossible to replace the spindle in the wrong position (see Fig. 2). On the other hand, where the driving pinion is attached directly to the spindle it will not be possible to retain the timing when the gears are withdrawn.

(Cont. on page 32)

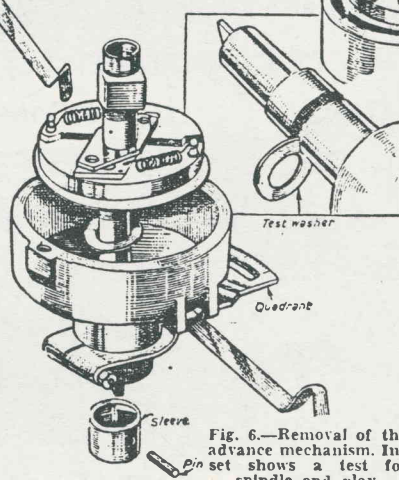


Fig. 6 — Removal of the advance mechanism. Inset shows a test for spindle end play.

SPECIAL INTEREST CITROENS

The Librarian
C.C.C.O.A.
P.O. Box 52
Balwyn 3103
Victoria
Australia.

1599 Lunsfield Avenue
Deltona,
Florida 32738.
USA.

16th July 1990.

Dear Sir/Madam

Your address were supplied to me by Mr John Gilland of the Traction Owners Club in England.

I own a rather unusual Traction Avant Special which I wish to sell, I would like to place an advertisement in your club magazine.

FOR SALE

1949 'AEL' St. Paul, Citroen Traction Avant based prototype race car - unique, 80% professionally restored by Peacock Engineering - England. Requires finishing. Features: Deutsch Bonnet engine, EPAF manifold, twin Solex carbs, ERSA gearbox, Aluminium chassis, frame, and body, all mechanics, all restored, complete and running, available with restoration and historical records, parts and accessories. View by appointment in England contact: John Gilland Tel: London 928-6613, full details/photographs contact: Allan Sibley (owner) Tel: USA (904) 532-5607, 1599 Lunsfield Ave., Deltona, FL 32738. USA.

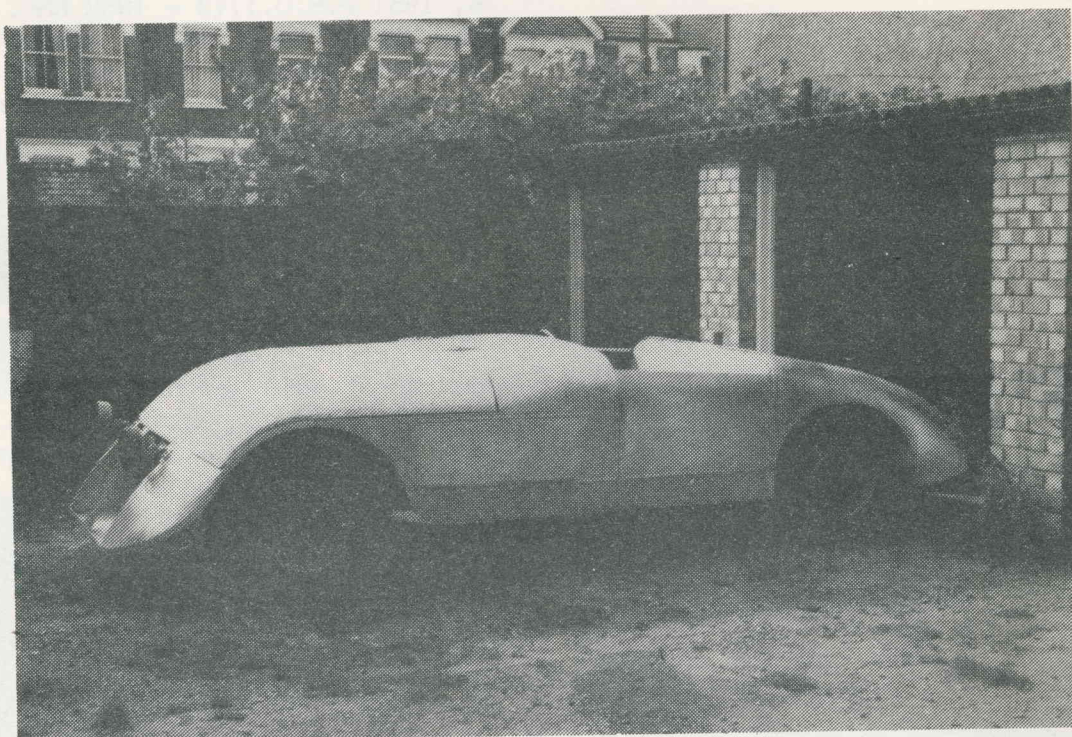


I have been an enthusiast for over 10 years and have owned a total of 3 Traction Avants, a 1954 British Btg 15, the 'AEL' and also a British Slough built 1951 Light 15 which I've shipped to the USA when I moved here 2 years ago.

I would appreciate if you could place the advertisement in your club magazine and if you require further information please contact me.

Sincerely yours.

AvantSibley



LETTERS

5/1/90

36 Main Street
Dyke
Nr. Bourne, Lincs
P.E.10 O.A.F.
ENGLAND

Dear Bill, Barbara & Family,

Many thanks for your photos, card and good wishes. Must say, David looks as if that spanner is testing his strength some what. Here's hoping you had a great Christmas and that all is well 'Down Under'? How we envy you this time of the year with all that sunshine. Still, mustn't grumble as we did have a really great Summer, and the experts say we are in for the same this year.

Had a phone call from John Reynolds - he writes for Motoring Mags - who wishes to do a story on the "DS" in English. I am surprised to learn no one has ever written the history of this car in English but he assures me that is the case. I'm sending him Jim Reddiex's address as I understand he owns the "D" that won the 1974 Marathon. He wants to include it in the book. There isn't ANYONE at Slough interested in it at all! Most information has come from Paris. The book is to deal mainly with Slough-built cars. Hope you like the photos of cars at Flevoland, Holland last Sept. Note the 22CV!!! It was a good copy. The 11B Faux Cabriolet was a real beauty from Sweden or Denmark as also were several 11B Roadsters, all in immaculate condition. As I said previously, it was the most breathtaking meeting I have been to.

I was told the figures of 4,000 cars and 8,000 plus people. The Dutch Club really deserve a medal for the way they coped. The photographs by the way came from a good friend. I had an accident with my camera and had to be content with a small 110 Voigtlander. I am awaiting the book on this Rally and if as I expect, it'll be up to the same standard as the 'Breda' meeting of 1981. I will keep you posted on that.

I have received an old copy of an Australian Magazine (May-June 1977) some 10 years or more old called "Restored Cars". No doubt you know of it? The reason it was sent was the information on the Light 15 engine numbers and I quote, the information is only from 1946-1954. For 1946 on the right-hand side of crankcase DV09558 and lots more numbers for '48-'49-'50 and so on to 1954 but then stop! Also for the Big 6, 1951 P.M.O.1773 - 1952 RMO. 09340. The thing that really caught my eye however was the 11B of 1951. How strange a French designation! To follow this was chassis Number 202485 and a 121- inch wheelbase? These tally with the French chassis No.s for 1952. The same query cropped up to me for the 11BL - with chassis numbers starting at 577517. I ask myself were these cars imported in with right-hand drive? Have you heard of this before? I know cars with R.H.D. were exported from France but not to Australia. The market as I understood was for the specification to be as per Slough Built.

On the other side of the Citroen scene, prices are now really going crazy! D's are going through the roof, S.M.'s are up to 20,000+ and a good nice Traction about 13,000. The 'Roadster' tops them

all. I saw one for sale in "La Vie D'L'Auto" at 35,000! So, once again the real enthusiast is getting pushed out, cars are looked upon as an Investment now - more is the shame.

I have been over to see how the progress is on my car at Mick Peacock's. It is progressing, too slow for me but I hope to see the shell completed by April. He has now so much work that orders for a 'Peacock' Roadster cannot be accepted for at least 3 years. With 22 on the books it's not surprising.

I have built a complete engine/gearbox test bed with gauges, etc to run-in new motors and gearboxes for the couple of cars I've got left to rebuild. I have always plenty to do. I put a 'DS.19 crank

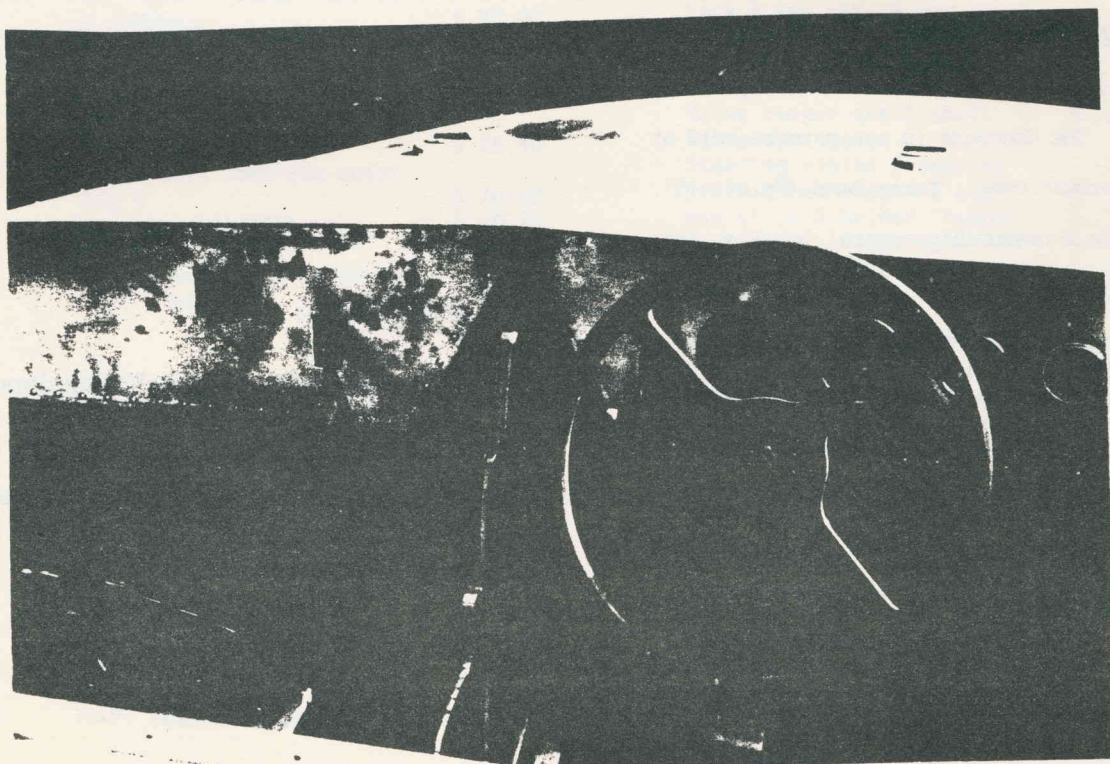
in with shell bearings into the 1.15 block, with 'D' conn.rods - as much better motor bottom half.

Well Bill, as always the space is filled up with 95% Citroen talk. Edna and I are still well (creak, creak) - both now O.A.P.'s (Old Age Pensioners) but our minds haven't gone senile. Dreams are always of a return to Australia but when it comes to it, it will be quite a fair time. Meanwhile we do send our 'Very Best Wishes for 1990' to you and yours and all the lads in the Club. Happy Chevrons for your motoring.

Kind regards.

- Edna & Fred Annells.

THE 1949 A.E.L.



COMING RALLIES

COMING ATTRACTIONS.

SUNDAY 30th SEPTEMBER

Club Auction and Barbecue.

This event will be held at Ted Cross's place (address :see front page). Bring along whatever foods you need - the cookers will be all rearing to go.

To ensure that the auction is successful you are requested to bring along something Citroenesque from your pile for offering to the masses. One club member is considering offering a brand new crown wheel and pinion set (at reserve) ! I'll certainly bring along some carburettors to recycle.

SUNDAY 28th OCTOBER.

CLUB CONCOURS.

The Concours is again to be held at the Corburn Oval , Yarra Bend (Fairfield). This is a reasonably central location and we hope the members will come along in droves. The CCCV will be in attendance which will mean there will be Citroens from all eras. You don't have to be a showroom condition car owner- in fact it is not necessary -BE THERE! BRING YOUR CAR!

CLASSIFIEDS

FOR SALE

Big Six 1951. Offers around \$7500.00 considered.

Mel Carey , RMB 8382

Bairnsdale 3875

Phone: (051) 568254

FOR SALE

1949 A.E.L. Traction Avant

Special - prototype race car

What?? - see letter published

FOR SALE

Books in as new condition:

Knebworth - 6th ICCR \$25

De Serres - Grand Livre \$60

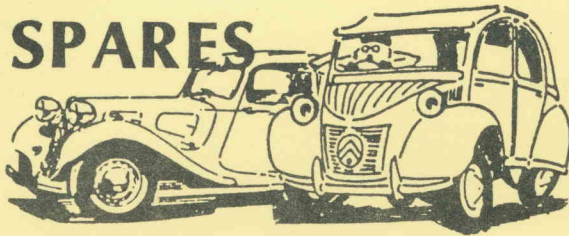
Heather Greaves (03) 8084117

FOR SALE:

Memorabilia: Manuals, Handbooks, Brochures, Posters, Scale Models, - The list is LOOONG! All models from Type A to the '70s DS, GS and Twin Pots. Send a stamped self-addressed (A4 size) envelope for a general listing to:

Citroen Collection,
9 Clive Road,
Hawthorn East,
Victoria 3123.

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!

