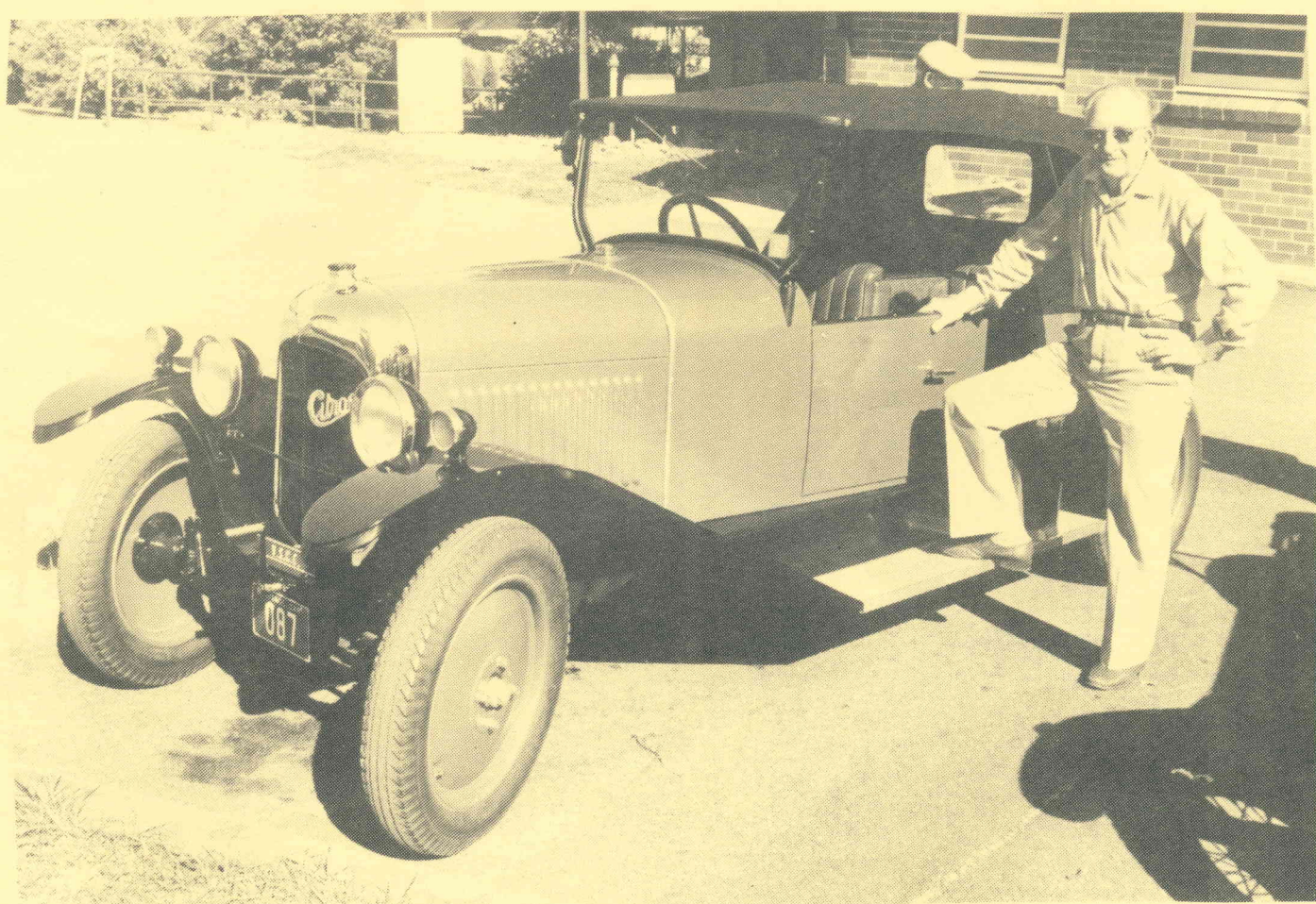


# SPRING ISSUE

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## 1990

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Location : Canterbury Sports Ground  
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Roads . Canterbury  
(Melways : 46 F.10)



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

## CCOCA POSTAL ADDRESS

PO BOX 52  
BALWYN VIC 3103

## EDITORIAL

The Spring season is now at a close and we look forward to a summer of Citroëning. A number of interesting things have happened in the last three months since the last edition: an amusing and successful auction; a pleasant concourse (weatherwise) at last; a change of venue for the monthly meeting; and the resignation of long suffering and hard working Activities Officer, Ron Lawrence.

Ron has done a sterling job for CCOCA and its members. It's often overlooked just how difficult and how vital the functions of any club are to its existence. The Concourse, Austraction, monthly meetings, social events and the production of "Atractions" have fallen heavily on Ron's shoulders and their acclaimed success is due to his industry. Time has unfortunately caught up and his Aldols are causing him enormous pain. The only relief is to write about it for which we hope three very critical examiners will award him his PhD in Chemistry (PhD = piled higher and deeper). Peter Fitzgerald has offered to take on the role of Activities Officer - there's courage!

This issue has a mixed bag of items with rear drives, wrecking and wrecked tractions and an adventure excerpt plus an epistle from our Canberra correspondent. Spare parts have been updated and a few additions should be noted - especially the drive shafts. Carden (inners) are available separately on order as we have none in stock but it is great to know they are available. Don't you deserve a Merry Xmas present???

'Till the next issue - merry Xmas  
and a Happy New Year

Dylan Webb.



# PRESIDENT'S REPORT

FROM THE PRESIDENT....

Two recent club events have confirmed that the classic Citroen "faith" is alive and well in 1990. The annual spare parts auction provided a feast of tractions, rarer spares of indescribable qauntity and gaulity including two (2!) crown wheel and pinions, and good food and drink. Thanks to the Crosses and Luigi (the un..etc). I thought the genuine offer of \$750 For the new c.w.p. was an interesting benchmark.

October 31st. was hot and windy, but this didn,t deter the arrival of fifteen tractions, four twin pots(including the overall concourse winner)and a vintage! Well done to Ron, Bill and all participants including the winners and the hardworking judges. Ithought the union with the C.C.C.V. on the day was very succesfull and certainly presented a tremendous display of Citroens to the eager public. Feedback please !

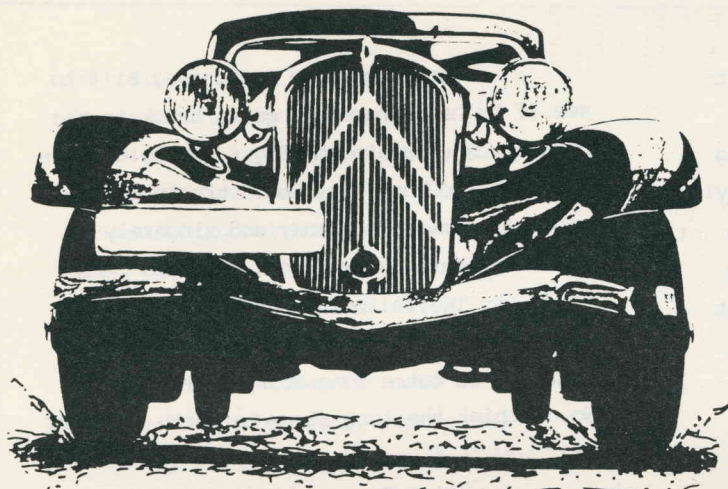
Don't forget our new meeting place (still fourth Wed. 8pm.)at the Canterbury sports ground pavillion room, Chatham Rd. (no meeting Dec.). We hope this new venue will provide better parking and a more centralized location.Talking of meetings what about standing up at the March one , and going on committee for a couple of years. You'll enjoy it! and the club needs you to fill vacancies of those "who've done their bit" Please consider itnext year.

Have a great Christmas and new year  
David Giddings.



*Jon Faine's DS 23 towing the decomposing Big 6*





TED and JON Wreck a BIG 6

.....and a few other things along  
the way !!!

It all started when I was late for a job. I was going along Marybringong Road just a little faster than one is supposed to, and the carby (fresh from a tonic at Muller and Jacka) was finally making it all happen - and I admit I was enjoying the sensation of actually driving a healthy DS which, finally after three months, was working like it was supposed to - when a little yellow Gemini decided to put an end to all my fun.

So there I was in the window of the Flemington Hardware shop (with all the electric drills on special!) : a DS crumpled and bent, along with an oddly banana shaped Gemini.

Bruno at Citro Motors got the last laugh on that one. I had bought the car from him; paid him for parts to fit to it; made a mess while fitting most of them; took it back to him to get the parts fitted properly; then after the smash he got to buy it all back again for a song from the insurance company. To add insult to injury, he sold me parts off my own car to put the next one on the road !!! But I am jumping ahead of myself.

So after the big prang (no one hurt, 100% recovery from her insurer, pride and dignity restored but car written off) I wanted another D. So I put an ad. in the Saturday Age under "Citroen": Temporarily written off idiot seeks bottomless pit, 5 speed or Safari preferred.

I got a half dozen answers, ranging from a man who said his car was like new, leather seats, EFI ... but automatic and \$12,000.00 to a D Special that was a heap of rust and hardly going for \$2,000.00. I was by and large unimpressed and disappointed, and starting to look at 504's when I got a call midweek. "Are you still looking for a Citroen .... it might be for sale.... there is someone else interested but he hasn't been back for a few weeks....."

So up to Toolangi I went for the first visit. Now Bill Marsh is a decent bloke, don't get me wrong, it is just that I find after you go a certain range out from the GPO, people operate at a different speed. Bill sure enough had a DS 23 EFI 5 speed, in terrific condition, and it was for sale but it took several weeks of to-ing and fro-ing before it became mine.

What has all this got to do with a Big 6 you sigh as you think of not reading on because you're only interested in flat windscreens !! Well, in one of our marathon negotiation secessions, I cheerfully mentioned that I used to have a Light 15. "Oh" Bill says ... "I,um, well you see... if you're interested... well that is there used to be...a sort of...I should show you ...if you're interested.. down here.. up the back a bit.. they were great.. I had a... come with me".



Out the back paddock, under a mountain of blackberries, the proverbial "I drove it here in '58 and it hasn't moved since" Big 6 - straight, complete and rusted to buggery!

I heard from Bill about this bloke called Ted who had bought another Big 6 from him some years ago, but had never come back to get the spares car. I put  $2+2 = 4$  to Bill, and Ted Cross was nailed to the wall as the culprit.

I told Bill the car was worth a bit of money for spares, mentioned the fair sum of \$1.45 or even \$1.50, if real mug came along, identified myself as such and immediately confirmed my independent status as such by offering \$1.49; upped the bid to a competitive \$1.51 within minutes and had Bill totally confused with a closing offer of a firm \$1.55 - acceptable by lunch-time or to be unilaterally withdrawn.

I rang Ted the next night, told him a spare gearbox was his for \$500.00 (which would leave me substantially out of pocket, so I said) (who feels sorry for banks these days anyway?), conditional upon he being prepared to do the heavy lifting as we extracted the hulk from the brambles.

Fully co-opted, Ted and I put a revised proposal to the unflappable Bill. If he got the car onto the driveway, we would come with a trailer and collect it.

In fact in all honesty, Bill offered to do that if we would wait until the dry season so he could get his truck in there. And I paid more than that .... \$1.75 at least.

Christmas came and I rang Bill to see if he had managed to get a truck in the paddock to excavate the Big 6. He told me he had been too busy, but would try to do it soon. I promised solemnly and sincerely to call him again in two weeks.

The following Christmas (only 52 weeks later) I rang Bill and renewed our contact. To cut a long story short, we.... No, I think the long story is worth it after all.

Helen Cross - kind, gentle Helen Cross - agreed that we could block the front of her house with a dead car, as long as it wasn't going to stay on the property any longer than the weekend. Ted had agreed that he would store the car, and I suppose was hoping that we would be able to cut it up into pieces small enough to put out in green garbage bags - a little bit each week until it was all gone or some such scheme. Either way we cheerfully lied to our respective families about how long it would take and got into it.

We hired the biggest trailer we could find; shed a tear for the clutch on my DS 23 (which you will recall was on a trip back to its former home) and headed for the hills.

We were greeted upon arrival by a sight to behold. There it was, sitting up on all its tyres, all of which held air thirty years old, looking for all the world like a restorable car. Closer inspection revealed a complete motor and body; door posts rotted; motor and suspension points collapsed







after sitting axel high in mud , and a fantastic collection of spiders.

With almost no trouble the car rolled onto the trailer, the wheels turned as required and with too much ease we headed back out the drive to destroy whatever clutch lining was still left on the homesick DS.

Without drama we made it to Doncaster, and cheerfully realised we had no way of getting the car down the drive into Ted's carport without risking it running into Ted's front door , or worse, the neighbours. We eventually used a tow rope on the DS ; reversing the wreck down the slope on a taut rope tied to the also reversing DS. The neighbours stared in disbelief and a funny burning smell came from the front of the DS.

With car intact in the surgery we assessed the restoration prospects as negligible. Only a lunatic would try and fix up this car. (Hayden Chapman and Ron Lawrence have since accepted the stripped out body for restoration -enough said!)

So off we went - lights,bumpers, guards, bonnets... Every bolt had to drilled or ground or cold chiseled. Every hinge was frozen; every bit of chrome peeling and razor sharp; every cavity filled with spiders or some other crawling thing. Every transaction was proceeded by a bath of RP 7 and ended with blows of a hammer or worse.

Progress was surprisingly swift. Befroe lunch, we had the motor and gearbox exposed, with lots of jewellery stored away. Ted had hired a demountable hoist and as I

watched with fascination it turned into a little crane.

I was also amazed to see just how different a six is from a four. The entire structure is different - it's not just a four cylinder car but a little longer. Most of the big bits are even bigger - the drive shafts, and the other front end bits - the whole lot is so much stronger and heavier.

We stopped for lunch and discussed tactics about the motor and gearbox. The moment of truth came when we had a chance to spin the drive shifts to see if the final drive was working. Ted did a few tests pushing this way and that and pronounced authoritatively that he wasn't sure.

In a little more than an hour, we had succeeded in undoing all the engine and gearbox mounting and securing bolts, including the exhaust connection, chained the monster onto the hoist , prised it off the body and swung it into the garage where it rests to this very day.

From here it was easy. We ripped into the interior which had to be thrown out except for the dash and a few bits and pieces like interior lights and so on. Some other body parts came off , The screen removed but the steering left in to make it navigable. We called it quits until the next day.

I should say that we seemed to lose no tools; cut no fingers; skinned no knuckles; nor did we drop a motor on any foot. Quite a remarkable effort and not my usual style of workshop etiquette, I can tell you!

And guilt ? .....just a little

Jon Faine

*Will it hurt to read of Gordon Smith's effort?*

# CITROËN



## PAST RALLIES

### CCOCA Parts Auction :Sunday 7th October

This years parts auction was again held at Ted and Helen Cross's place. It turned out to be an beautiful day. When I arrived with the grand master (Peter Boyle no less) we were a little put back to see the place decked out with picnic tables and chair and umbrellas looking for all the world like a street cafe.

The role up was very good and the range and quality of items quite staggering. About thirty people attended helped by the fine weather and barbecue attractions.

Master of Ceremonies Boyle attired himself bowler hat and flashy redshirt to stir the bidders. An occasional mystery item was thrown in to keep the folks eager - the first being some special anatomy books which resulted in feverish bidding for the next mystery item - won by Mark Vickery (\$5.00 for a dried plant root - how disappointing for him) This only spurred the next round into more hysterical bidding - especially when PB assured the throng that the bag contained rubber goods. Mark McKibbin got that claiming he knew it was going to be balloons for the kids (did I detect a flicker of disappointment across his face?)

Not everything could be auctioned as time ran out. Negotiations with owners followed and judging by speed David Gries can move it seems he was hot for some prized items.

Some of the goodies included: two crown wheel and pinion sets , seven diferent radiator grills, gear box casings , steering wheels, wheel covers, hubcaps, headlights, instruments, carbys, water pumps, and so on.

Next year , it has been suggested that club perhaps advertise what items will be offered from members in advance. This would allow more distant members to decide whether to attend. What do you think ??

### The 1990 Concourse

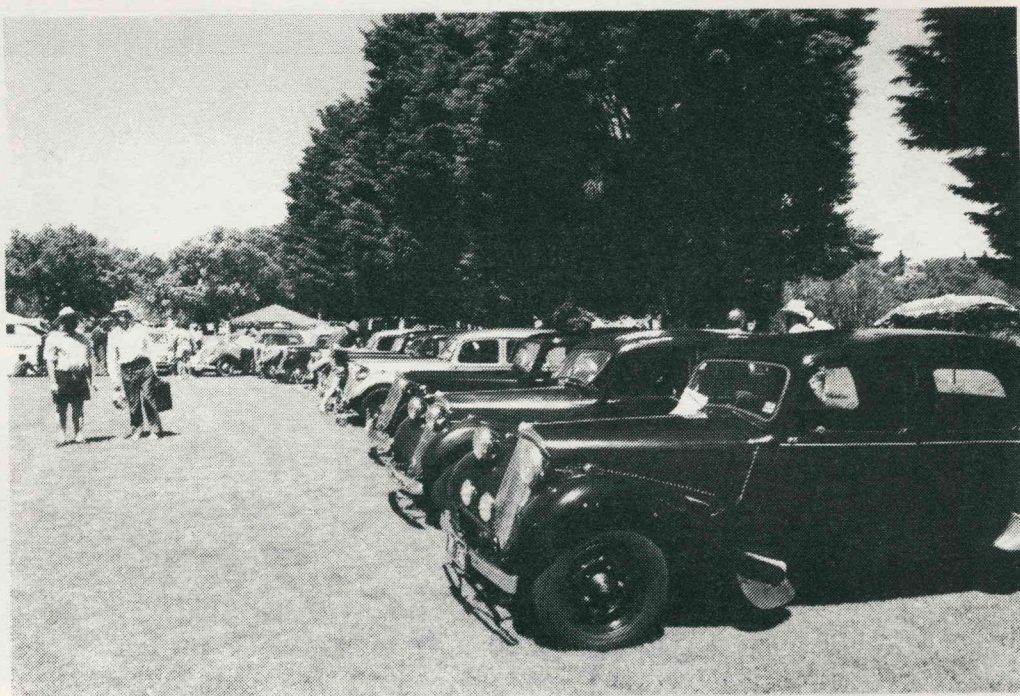
Corburn Oval, Yarra Bend (Fairfield)  
Sunday 28th October

This years concourse was once again held at the Corburn Oval as last year. The enormous difference was the weather! Ah, Melbourne ! At last you have been kind to us. Being a Queensland lad, I've never taken a shine to things meteorological below the 27° 48" South line. In the brief time I've been in COCCA the concourse has been blasted by hot dry gale force winds; drenched in icy rain and reduced to its knees form cold gale force winds. This year it was wonderful.

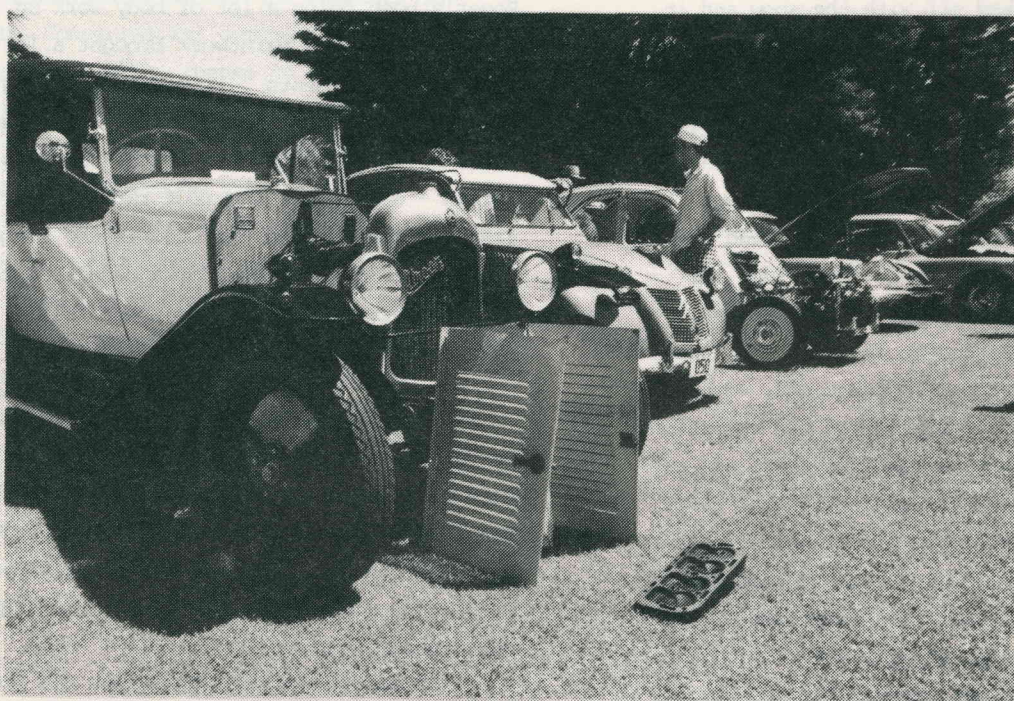
By the time I rolled up after having to travel a good kilometer and a half , the troops had already started to assemble in strength. The joint concourse with the CCCV provided an interesting range of Citroens from a 1923 B2 to the latest BX 19's . Truly a span of 67 years of Citroening with plenty of Traction (Light 15's, Big 15's, Big 6's, Family 9's, 2CV's, Dyane's, ID19's, DS 19,21 and 23's, GS's, CX's and CX Safari, and BX's).

A number of members trailered their cars to the event and many thanks to them for their effort as it allowed the troops and general public to see some of the cars in the functional and sometimes "gritty", "raw" condition they were discovered in. A case in point is the Family 9 of Hayden Chapman which was a recent acquisition. Grey and grimey , without a brake to stop it and sounding for all the world like a diesel , Hayden trailer-ed it along. The prize for distance hauled on a trailer could either go Mel Carey who dragged his Big 6 from Bairnsdale or Leigh and Annette Mason hauling the 2CV from Albury.





*The Traction lineup at the joint CCOCA and CCCV 1990 Concourse.*



*Peter Boyle's '23 B2 with the blown head in the foreground (if you look closely you can just see the 1¢ sized hole in the farthest head chamber)*





*Annette and Leigh Mason's winning 1953 2CV*

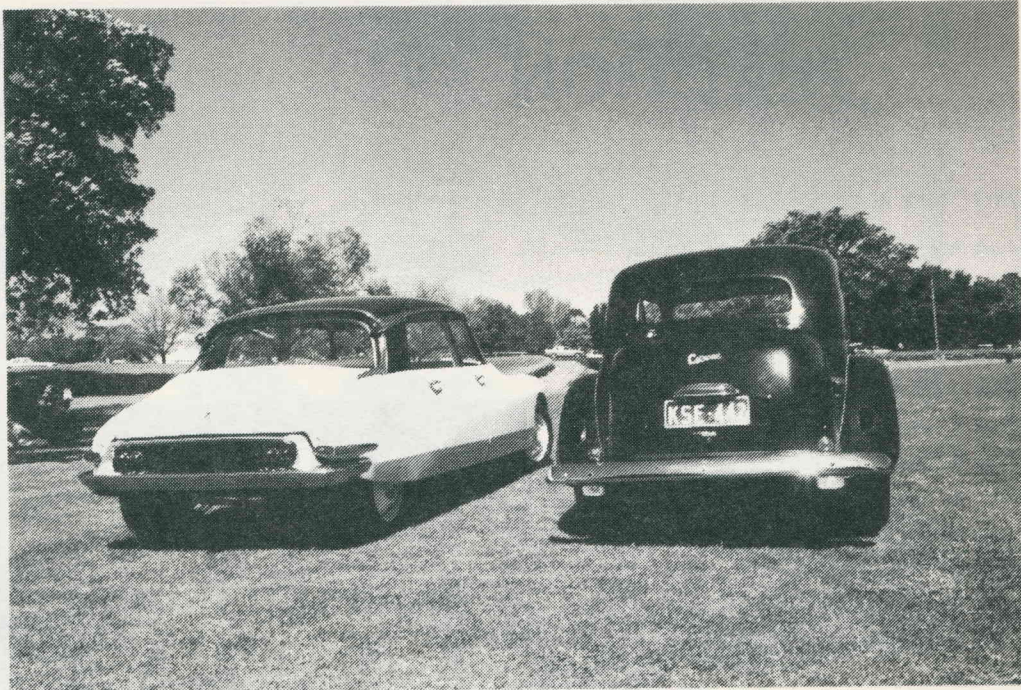
As a personal bent I'll give it to Mel for hauling the Big mother - after all the 2 CV walked off with the show and it was drive to the Concourse .

Patrons of the event witnessed something unique this year. Peter Boyle brought the B2 along - neither trailered nor driven but towed ! He started out driving but blew a hole in the head on the way over. Not to be flustered , he conned a lift home; picked up another head; and refitted it in about 15 minutes. Owners of ID and DS's could only sigh at the ease and simplicity of the operation. With anything else you'd be there all day! Why can't they make fuel efficient cars today with such mechanical basics ? Later that day I managed to thumb a ride home in the mighty B2 and I was surprised at how it pulls like a little tractor. High ground clearance is quite remarkable though it does tend to buck around on the road. Mind you Peter was dragging off Leigh Mason's 2CV (left him choking in a cloud of James Bond blue).

Making its first outing in many a year was the 1958 ID19 of Roger Brundle. Roger's been doing a lot of body work on it and the red/white paintwork brought a lot of admiring comments . It was interesting to note the unique indicator/reflectors and Roger's interesting red over the rear quarter panels - demarkates the roof rather nicely. Its slow laps around the oval is the longest distance it's travelled for a decade. Soon he'll be usurping Ferdie Saliba's ID19 as the most popular choice - look out!

The afternoon session was wrapped up by the two club presidents - David Giddings for CCOCA and Kirk Kirkaldy for CCCV. All agreed that it had been extremely successful for both clubs and therefore good for Citroëning ( many members own vehicles that qualify for both clubs ).





*"The tail of two Cities" . Roger Brundle's efforts. The 2CV is now owned by Bryan and Joan Grant. The DS (1958) is Roger's current long term project.*

Congratulations to all the entrants in this years Concourse for coming along and contributing. Special thanks to the poor buggers who got co-opted into being judges for the event - Peter Simmenauer, Graham Bradshaw and John Couche (?) - and to Bill Graham for the accommodation tent (very very French with its all around voyeur walls, Bill); Robbie Stockfeld for supervising the info and parts display (which PB was to do until he blew his head); Hayden Chapman for the cookin arrangements; Ron Lawrence for capping off his role as Activities Officer with another successful Concourse . Special congratulations to Ted Cross for taking out the Arthur Clarke Award for COOCA clubperson of the year and might I say - well deserved !

I can't finish without mentioning the effect the new points scoring system for the concourse has done to Mr. Boyle. So fired up has he become over "weight for age" factor that he's threatened to "do up" the old girl and make a clean sweep of next years event. What if the 5CV's turn up ?????

DW.

The awards were as follows:

Popular vote : 1st ID 19 HRH 992

Ferdie Saliba

2nd Big 6 CH0291

Ted Cross

3rd Big 6 CH0847

Jack Hawke

DS 21 BQL121

Owner ?????

Best Traction: Big 6 Jack Hawke  
295 points

Runner up : Big 15

Leigh Mason

292 points

Best 2CV : Leigh Mason  
318 points

Runner up : Andrew

Rankine 234 points

Best D series: James Calder 267

Runner up : Ferdi

Saliba 257 points

Best post D : Miguel Igoa BXGTI19  
237 points

Runner up CX 2500

EEX 228 Owner ??

Outright Concourse winner : Leigh Mason  
2 CV 1953

Runner up : Peter Boyle  
B2 1923

Arthur Clarke Trophy : Ted Cross



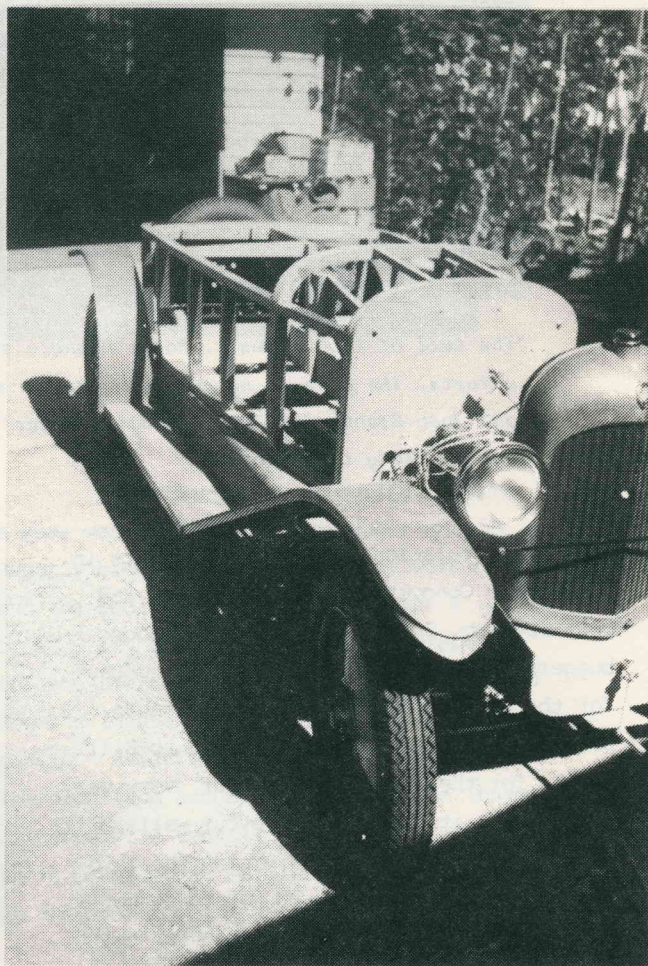
# TRACTION ARRIERE

## GORDON SMITH'S TYPE A.

Just the other week a small letter arrived in the mail requesting the inclusion of a little "For Sale" notice. The car was the property of one Gordon Smith, retired toolmaker of Sydney, and had been his pet project for well on ten years. It was quite remarkable! Gordon had previously owned a Light 15 which he sold to Brian Cleaves some four years ago. I've yet to meet Gordon but through his letters and 'phone conversation he presents as a quite understated and charming gentleman in the full sense of the word.

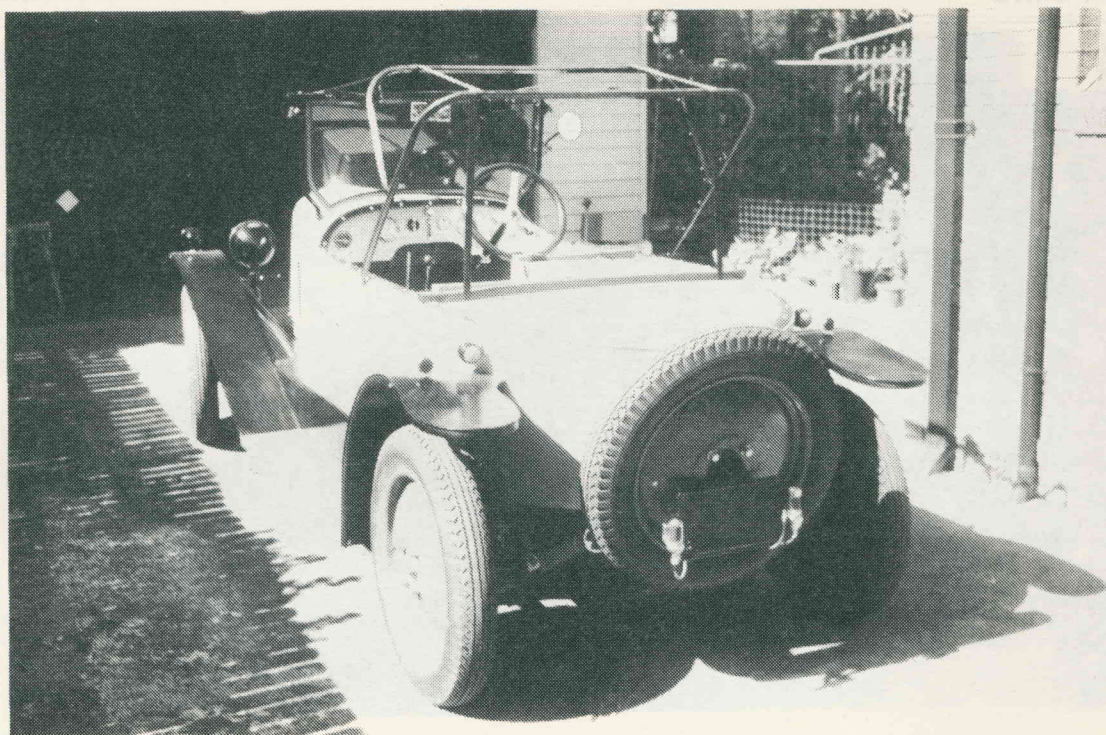
Gordon bought his "car" from David Archibald of Adelaide around 1978. The photo of it on the footpath says all that needs to be said the task ahead. It came with its original motor, gearbox and differential with three spare motors in many bits plus an assortment of other items. To many, the concept of a restoration from such beginnings would be sheer folly. (Jon Faine, are you reading this with guilt in your heart?). I myself would only attempt it after voluntary submission to a Public Service lobotomy.

Where to start? The engine number is 24730 and as only 28,000 Type A's were made it seems a sure Type A. Gordon points out a number of other items of supporting evidence: a bore of 65mm (B's had 68mm); front engine mount separate from the starter handle axis (B's had them co-axial); no pressure regulator on the oil pressure line.



# CITROËN





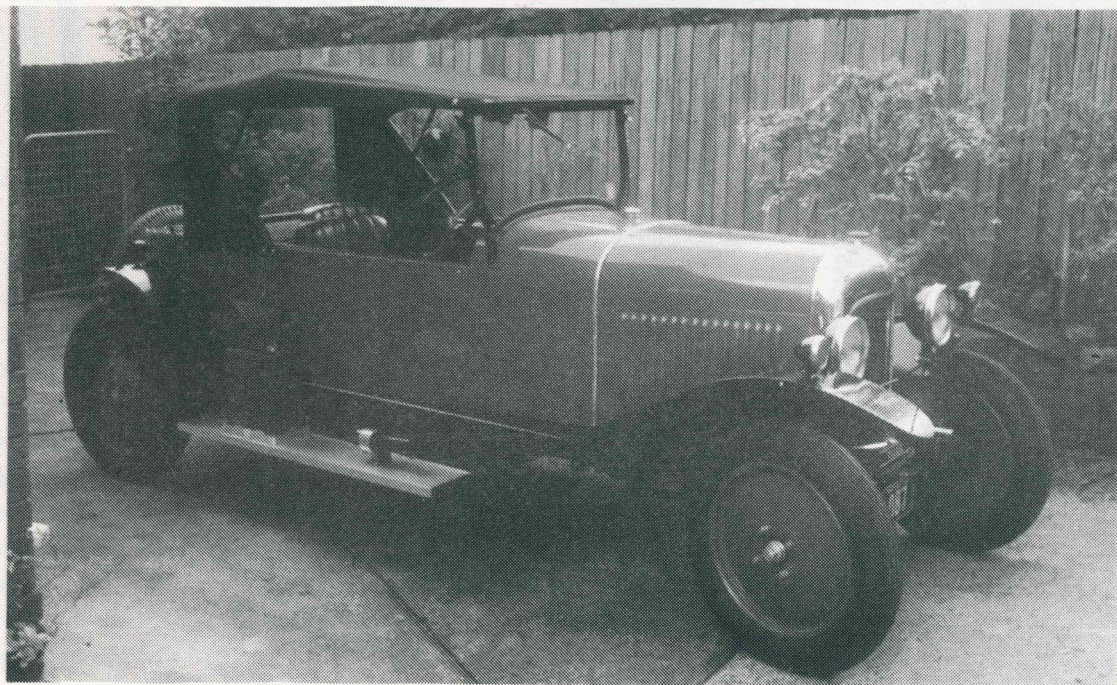
*The rear of Gordon Smith's Type A*

What body style? From the remaining chassis and wood frames it was decided that the body was a 3 seater Torpedo of the late model Type A's. Gordon based his design work on a brochure of a Torpedo and a few photos from Dumonts book of the Type A's. The body is a total rebuild. To complete it, Gordon went to the TAFE to learn panel beating for six years. The result is what you see -I can tell you the colour photos are even better! The windscreen frame had to be fabricated but it did have the pillars intact. Gordon made all the hood bows but being a mere mortal he decided to leave the top and seat leather to a friend who " was handy" with those things. (Don't we all need a friend like that - you should see the condition of my Big 15).

A sharp observer will notice the bonnet is non standard with its multi-louvered sides. Gordon settled on this because the dies for a three louvre weren't available but a friend did have the multi-type die. The is immaculately finished in olive green with black guards (also remade). Seats are brown leather and the chrome work is all new. The level of workmanship is exquisite!

Mechanically, the car "didn't present much difficulty and was quite straight forward" (makes me feel cloth eared and club footed). The diff work took him 6 months of machining. The halfcases had to be enlarged to accept ball races of a slightly different size and new axles and struts had to be made. Modern type oil seals have been fitted over the axles at the brake drums. The gearbox was again "straight forward" and now has all new ball races. The motor needs a lot of work.





It now has new pistons, valves, the bearings remetalled, a rebore to the cylinders and the oil pump reworked. The tyres are new and the wheels are well-type as the fitting of the original tyre (18 x 450) is impossible as they are not available. New king pins and bushes are also fitted. Nothing to it?

The little darling made it return debut in midyear 1990. Arise , Lazarus ! The front cover shows father and "son" on that celebrated occasion. Truly a remarkable effort - and with such attention and care to all possible aspects as befits the first of Andres brood. Breathtaking !!!!

You can't stop people like Gordon Smith short of valium therapy. His next project is an early Lancia ,I understand.

If you wish to be the owner of the only fully restored Type A in Australia this beautiful 3 seater Torpedo can be yours by contacting the artist:

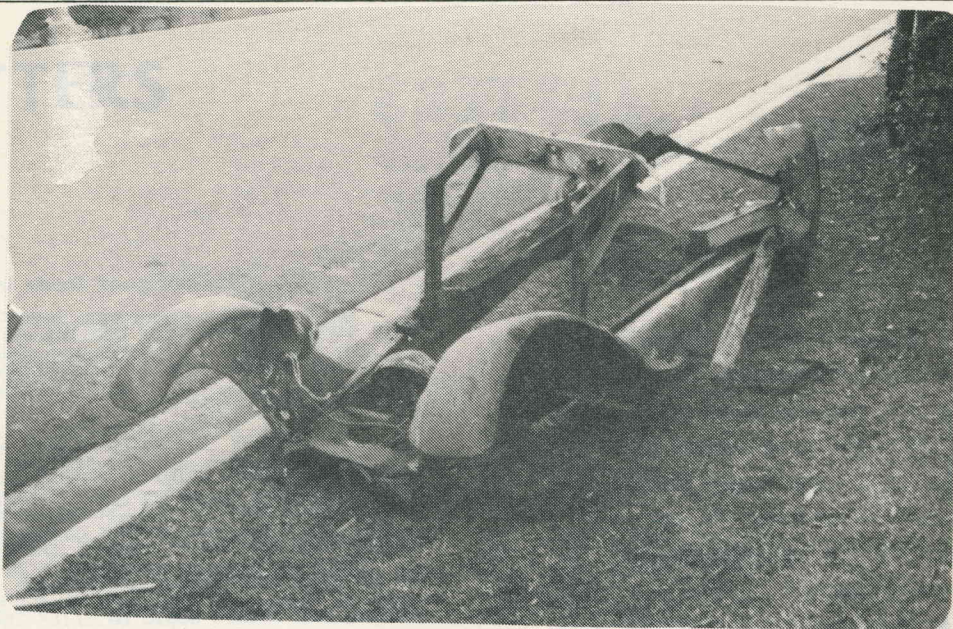
Gordon Smith

180 Vimiera Road, Eastwood, NSW 2122

PH: Sydney (02) 8691575

Asking price : around \$30,000





*This is what Gordon Smith started with for his Type A restoration*



*Gordon Smith beside his baby.*



## LETTERS

Dear Dylan,

While we were in Echuca, enjoying the a'Tractions during Austraction '90 (except for the loooong walk from the steam rally showgrounds to the shopping centre and back) Bill Graham asked if I could supply details of a couple of mods on our Light 15. One is a gas strut on the big boot bootlid and the other is the 15" wheels.

The strut on our car is a bonnet type one but was originally too strong. I drilled a hole in the base of it to depressurize it; welded a car valve body to it and repressurized with Argon MIG weld gas. A bit of measuring shows that the tailgate struts on the Subaru station wagons are about the right length and strength. (It needs about a 10" stroke). And while on the subject of Subarus, the "Front Wheel Drive" badges on the 70's coupes look nice on our Traction - at about \$30.00 each, new!. The strut was quite a straight forward fit. It mounted at the bootlid end on the same pin as the original and only needed a couple of screws holes drilled on the boot sidewall at the bottom to mount the struts own mounting bracket.

Now to the wheels - a saga !!!!  
The work was done by a mob near Clayton (*interested persons wishing to avoid this unpleasant experience are advised to contact Warren for the Name to avoid - Ed.*) but they did such a poor job that I'd better not mention their name. I would have preferred 5½" wide rims but they could only supply 6" rims. These rims are American style with very shallow centre wells.

This gives clearance for cooling air for the 12" front brakes. Normal 15" rims would not allow for sufficient cooling air.

With 6" rims, the offset is 3/16" outwards from the original - that is with the mounting face of the Citroen centre 4" out from the inside edge of the rim. If 5½" rims were fitted at the same 4" centre, the offset would be 1/16" inwards from the original.

We have fitted Sears 195/75 x 15" tyres which are identical in circumference to the 165 x 400 tyres and are apparently made by Michelin as well. The cost is around \$90.00 each. They have a thin white wall band on one side of the tyre - so there is a choice of plain or white wall showing. With a very open block tyre pattern they are very good in the wet something the 165 x 400 's are not !!!! They clear everything nicely on the rear but are a bit tight on the front. With 5½" rims on the front with the same 4" spacings, the outside tyre wall would have been shifted in ¼" which would have helped and another 1/8" could be gained by shifting the rim this distance inward on the Citroen centre. Any further inwards and the rim would be too close to the steering knuckle.

The mental defectives did the wheels a pair at a time. The first pair were fitted to the rear - after I had straightened them both out with a sledge hammer (painted them too!). The tyre have done over 8,000 miles and are now about ¼ - 1/3 worn. The front pair took them about 5 months to do and they also needed the sledge hammer treatment. They also needed about



# LETTERS

an hour per wheel to grind off a continuous MIG weld seam until smooth on the outside seam between centre and rim. The front tyres have done 4,000 miles and its too early to judge wear.

Our Lt15 has now done just over 40,000 miles in the four years since the engine conversion and is completely reliable - it uses no oil between changes at 3,000 miles, and I have not added any water to the cooling system since the conversion. (an Austin 1800 radiator is fitted which I put into the car before the conversion and it cured the original engines overheating problem. A thermatic fans is fitted but it is only turned on "manually" in city traffic as normal air flow over 40mph gives good cooling and cruising at 70mph in 110<sup>OF</sup> air temperature produces no overheating.)

Since this conversion I have been known to mumble "it now goes as good as it looks".

In the Autumn '90 issue of "Front Drive", mention was made of CCOCA members owning ragtop sports cars. You can add us to that list. We own a 1967 Datsun Fairlady 1600 sports (the Japanese M.G.B.) which we have owned for 8 years and covered 38,000 miles in it in that time (It became #2 car when we bought the Citroen). I've fitted a Datsun 180B motor to it and it goes well. Peter Boyle should remember it as I took him around the block in it the last time it made a trip to Melbourne. Nearly all those miles have been with the top down!!!

Hoping the above info is useful,  
Warren and Pam Seidel

8 Kambalda Cres.,  
Fisher. ACT 2611  
4 October 1990

The Editor  
FRONT DRIVE

Dear Dylan,

O.K., so where were you all when you were supposed to be at Wangaratta on September 21, 22 and 23? Gabriel and Eugenia De Figueiredo were there from Sydney and Barbi Osborn and I cruised in from Canberra but there wasn't another CCOCA member to be seen anywhere, not even the intrepid Bill Graham and camera.

When an earlier FRONT DRIVE ran an ad for the Veteran Vintage and Classic Motor Club of Wangaratta's 21st birthday Spring Rally I assumed it meant the district was going to be swamped with Tractions and seeing as it was one of the shorter runs from Canberra (only 400kms each way) I thought I'd better be there too. Maybe it was just a decoy to get us interstateers out of the way while you Mexicans went to where the 'real' event was happening. Well I hope you enjoyed yourselves - we sure did!

Gabriel and Eugenia were flying the flag for Citroen and CCOCA in their 1938 11BL but I have to confess that Barbi and I were travelling American. Well at least the model designation of my '25 Studebaker roadster is 'Big 6' so that should get me



## LETTERS

off with a 556A (police jargon for "case proved but no conviction recorded"). I felt compelled to take the Stude because she'd grown up in that area, my dad having pedalled her in the Alblury/Wangaratta/Myrtelford districts for many years, making this event more or less on her home ground.

Gabriel took the trophy for longest distance travelled but if there'd been one for longest time on the Hume Highway or most petrol consumed we'd have breezed it in at an average of 35 MPH and 10 MPG. O.K., you can laugh, but let's see how fast you can run when you've had your 65th birthday and you've never had a spanner on your big end. The most popular car award was no surprise. A 1948 Chrysler 'Windsor 8' with extended wheelbase, limousine body and folding dickie seats, in pure white with white sidewall tyres. A magnificent restoration and a very desirable car if you had a big enough garage and a street wide enough to turn it in.

Veterans were a bit thin on the surface but of those that were there, two were of special interest: a 1919 Overland because it was still original and in excellent order, and a 1904 Clement Buyard because its 4 cylinder side valve engine was even smaller than the 5cv's (you didn't think that was possible, did you!). It ran beautifully too and was unexpectedly fast on the road.

Vintage and classics abounded. There were 94 cars officially entered plus 26 motorcycles. What a turnout. And what a sound! The reporter on

'Austraction 90' referred to following Ted Cross's Big 6 as "an orgasm in metal". Standing amongst 26 vintage motor bikes as their riders of mostly similar vintage started them up was nothing short of an orgy. It was worth a day on the Hume Highway for that alone.

Another thing that delighted me was the number of unrestored cars that were there. A few that spring to mind were a '28 Chev tourer (with good and bad sides because it'd been kept in a one-sided garage), a 1928 'A' Model Ford 'Victoria', '48 Riley 2.5 litre, '48 Wolseley 8/85, the 1919 Overland already mentioned and of course my own '25 Stude.

Amongst the many restored cars there were a few not commonly seen, my personal favourite being a '27 Oakland roadster. I could almost swap the Stude for that one if it wasn't that my brothers would lynch me for letting it leave our family (we've had it for 59 years so far). Another was a 1929 Windsor 'White Prince', built by the Moon Motor Company of America. A front wheel drive BSA isn't something you see every day either. The one at Wang, a 1938 model, had an elegantly long bonnet that could easily have housed a straight 8 but actually kept the rain off a tiny side valve 4 with clutch, gearbox and diff, layed out in that order but in back-to-front.

The cars were terrific and so was the entertainment and catering. The colonial bush dance was great fun, with music by Lazy Harry who didn't live up





to his name at all and definitely earned his keep. The hall decoration was impressive too, especially the stage with its hay bales, bits of old machinery and hand tools and a vintage Indian V-twin solo and Baby Austin 7 set out to represent the club's logo.

With the two best days we've seen since last summer, the drives to Benalla on Saturday and to Brown Brothers winery at Milawa on Sunday were just great. We drove topless on Sunday as proof.

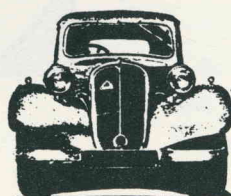
In Wangaratta I have an uncle who had ridden in the Stude's dickie seat (or rumble seat if you prefer) as a young boy when his big sister (my mother) was being courted by my father. So for old time's sake I swapped him the seat behind the mahogany wheel for his 'Oh! What a feeling' for the run to Milawa. For a while I think he wasn't any older than he was 50 years ago. The Stude can do that to you - its history hasn't been covered with layers of gleaming new paint and if you're lucky enough to have been in its past it will flood you with its memories while you drive it.

But for Barbi the biggest flow of adrenaline happened when she was taken on a tethered hot air balloon flight at our lunch venue in Benalla. This followed demonstration flights by the balloon operators, not only of the normal 4 passenger model but also of a smaller, single person model, with the pilot suspended on a seat similar to that on a child's swing, with the gas bottle on his back. Definitely not a sport for the faint hearted.

Actually our trip isn't over yet. Just south of Wodonga, on the way home, the Stude let me down for the first time since I hijacked her from my oldies nine years ago. The distributor drive gave up the ghost but luckily a few minutes later along came another one. Not a distributor drive, but a ghost - a Silver Ghost - a 1923 model actually, and pulling a caravan if you please. The owners, George and Aileen Edwards of Albury, offered to come back for us with a rescue vehicle after they'd unpacked the Rolls, and also to garage the Stude for me until I could have it trailered to Canberra later. As I write this, the Stude's rubbing shoulders with high society - the most enormous 1926 Phantom I limousine I've ever seen and a smaller (by Rolls standards but big by any others) 1924 '20' roadster. In George's other garage he has two huge Daimler tourers, a 1914 and a 1918 model, plus the third Rolls and an unknown number of vintage motor bikes. I've never enjoyed a breakdown so much. Since then George has fixed the problem in the Stude too. A shear pin that secures the distributor drive shaft to its bevel gear had come out, George has made and fitted a new one and the Stude will soon be finishing the trip under her own power.

You missed a terrific weekend, but don't be disheartened, you've got four years to get ready for their 25th birthday Spring Rally. See you there.

Rod GRESCHKE





## TECH TOPICS

### GOVERNOR WEIGHTS AND SPRINGS

To disclose the governor weights and springs it is necessary to remove the rotor arm by pulling it off its shaft. Next, the two screws which hold the upper half of the distributor body in position must be removed. This part of the distributor can then be lifted off, carrying the contact points, condenser, etc., with it.

In order to release the weights, which are now disclosed, the screw in the top of the rotor spindle, which is revealed when the rotor is removed, should be unscrewed. This will allow the cam with its arm to be slid off the spindle as shown in Fig. 3. Should the sleeve, of which the cam forms part, have become rusted to the spindle it may be necessary to inject penetrating oil and at the same time lever it off the spindle.

Before passing on to the toggles and weights, the cam sleeve with its arm should be examined for play between the sleeve and the arm, as indicated in Fig. 4. The arm is clinched on to the sleeve and sometimes when the unit has been very much neglected it may be found to move slightly from side to side. Naturally, this backlash in the system limits the range of control. Usually the arm can be tightened by supporting it in the vice and making a number of punch marks close to the spindle.

### TESTING FOR BACKLASH

The next step is to remove and examine the toggles, springs and governor weights. A certain amount of play in the spindles and pivots is usually to be found, but in cases of extreme neglect the holes in the weights may be so worn that they allow the weights to assume the position shown, somewhat exaggerated, in Fig. 5. It

is advisable to renew the affected parts. However, presuming that the condition of weights and toggles is good they may be set aside while the main spindle is removed from the body of the distributor.

Incidentally, the removal of the spindle will become necessary should the pivot pins which are mounted on the base plate and which carry the weights be loose. Since the pins are riveted in position they can be tight-

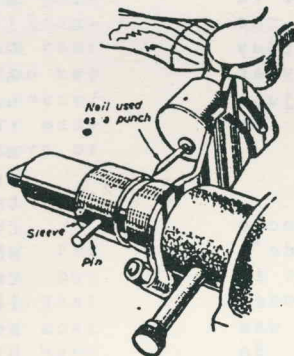


Fig. 7.—Driving out pin which secures driving sleeve on distributor spindle.

ened by re-riveting them with a small ball-paned hammer.

Up and down play in the spindle is another fault which can be remedied at the same time. Make a test for this before the spindle is removed. If there be more than a few thous. play it should be taken up by sliding washers over the spindle. The correct thickness for the washer or washers

can be determined before the spindle is removed by inserting the edge of a washer between the collar on the shaft and the lower end of the distributor bearing, as shown in Fig. 6 (inset). When the correct gauge of washer has been discovered the spindle can be removed from the distributor by knocking out the pin which passes through the collar as depicted in Fig. 7.

### SPRING TENSION

Before the spindle is replaced the governor weights, cam, or rotor should be reassembled on the base plate, and the springs tested for tension. This can be done by inserting a thin screw-driver or knife blade between the ends of the weights and levering them apart against the tension of the springs. There should be definite resistance to the outward movement of the weights, but no backlash. If, for instance, the weights can be moved part of the way without resistance it is an indication that the springs have become stretched or soft, and they should be replaced by new ones.

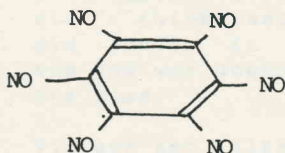
It will be noticed that there are two small holes in each of the toggles to which the spring may be attached, and there is naturally a temptation to try the spring in the second hole since this gives greater spring tension. This should not be used, however, because it will be found to give too much tension and is not intended for that purpose. The correct procedure is to renew the spring.

After the springs have been tested, and if necessary renewed, the whole unit should be carefully reassembled. First of all any rusty patches on the spindle should be rubbed down with fine emery and all the working parts lightly oiled. Finally replace the collar which retains the spindle.

## ON YOUR PLATE

Red Capri softtop : NONONO  
white on red background. Driven  
by what could be surmised as an  
unco-operative young lady.

Reminds me of the new  
French contraceptive based on  
the benzene ring :

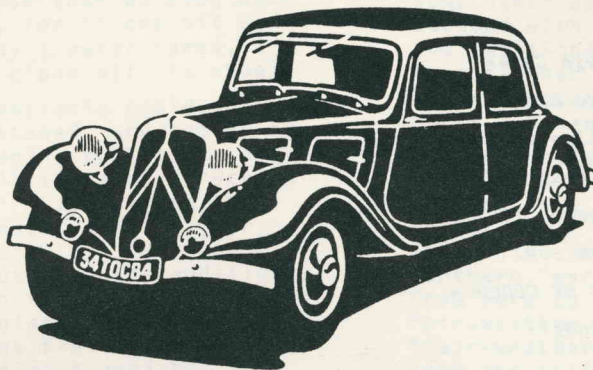


- says NO in any  
position! Can't get much safer  
than that.

Dr. Bill G.

*Who is this bloke "Ben Zene"? I'd  
like to know what right he's got to  
such information. And to think of the  
trouble Ron Lawrence is having with his  
aldols - no doubt this "Ben" kicked him  
there. Watch the road when you drive, Bill,  
or you'll lose the real French connection!*





## AROUND THE CLUBS

**MOUNT GAMBIER  
VETERAN AND VINTAGE  
CAR CLUB**

**SILVER ANNIVERSARY  
CLUB RALLY**

27th Annual  
AUSTRALIA DAY RALLY  
**JANUARY  
26th AND 27th  
1991**

**S**tart of the Mount Gambier V.V.C.C.  
**I**nteresting weekend.  
**L**eisurely time.  
**V**ery good company  
**E**xcellent weather ordered.  
**R**elaxing rally.

**\* ENTRY FORMS AVAILABLE SOON \***

ENQUIRIES: Malcolm Poulton 087 251-767  
 Ken McKenzie 087 255-994

ZEPHYR and ZODIAC OWNER'S CLUB MELBOURNE  
 PO. Box 86 Surrey Hills Vic 3127

Dear Enthusiasts,

In April 1989, the above organization in conjunction with the ELAINE HISTORICAL SOCIETY hosted a 'cavalcade of cars' at Elaine. The static display of approx. 200 cars (veteran, vintage, classic and modifieds) helped us raise over \$3,000.00 towards the restoration of the Elaine Mechanics Institute Hall. Exhibitors are not charged an entrance fee.

Another show is planned for :

Sunday March 17, 1991

and we hope to make this bigger and better than the last. Whilst this may seem a long way off, perhaps you could "pencil it in" for an outing next year. More particulars will be forwarded in the new year.

Yours faithfully,

Ian Watson (Show Convener)

P.S. : Elaine is midway between Geelong and Ballarat ( $\frac{1}{2}$  hour either way) and  $1\frac{1}{2}$  hours from Melbourne.



# SPECIAL INTEREST CITROENS

*The following story comes via David Gries and is an excerpt of "Five Roads to Danger" by T.R.Nicholson. For quite some time David has been keen to relay the round Australia adventures of the early road pioneers. It is also making an appearance in the N.S.W. club newsletter quite independant of CCOCA - an amusing parallelism of like minds!*

## ALL THEM ROUNDERS

Today, the annual Round Australia Trial has become an institution in that continent, and is notorious among motorists the world over for the prolonged and savage beating it inflicts on cars and competitors. The journey has always been treated as a purely sporting occasion, with no serious or far-reaching objects beyond the advertising of the cars, petrol, oil, tyres and personalities involved. A motorcyclist circled Australia before a motorist did so - A. Grady of Perth, who set out from his home in October 1924 and finished up where he started from in the spring of the following year. However, we are concerned with the first motorist to follow suit, and here we run up against a problem, because the first "Continuous" circuit was completed after a man who had done part of a run some years earlier finished off the balance of the distance. Their priority is the sort of question which can be argued until Kingdom Come, so both the stories are told here. In any case, each has its own peculiar interest.

When Noel R. Westwood and G.L. Davies drove out of Perth in 4 August 1925, they had no idea that they were going to motor ten thousand miles in an enormous circle. Westwood, who was only twenty two, was a Seventh Day Adventist evangelist; his companion was a student of the same persuasion, and their object was to undertake mission work in the remote bush of the north-west corner of Australia. No one less like worksponsored professional record breakers could be imagined. Their car was a tiny 7 h.p. Citroen two seater which already had forty thousand miles behind it.

The route took the little car inland to Meekatharra and thence to Nullagine, Marble Bar and Condon on the coast. At Pardoo Station, the missionaries entered upon the howling desolation of Madman's Track, where in the goldrush days of 1887-1888, prospectors walking from the Kimberleys to Roebourne Station had died or gone out of their minds from heat stroke and exhaustion. The three hundred and twenty miles of the track between Pardoo Station and Broome had certainly

not been improved since those days. The Western Australian desert ran down to the sea at Ninety Mile Beach, where the two motorists were able to cool off. While on Madman's Track, the Citroen's petrol tank sprang a leak in a very inaccessible place. Westwood connected up the intact reserve supply and the carburettor with a length of rubber tube, but the petrol perished it. Desperate measures were called for, so for a good many miles he drove with one finger stopping up the hole in the tank, steering with the other hand and depending on his companion for directions, for he was facing backwards or sideways and could not see where he was going.

The way to Derby lay across a hundred miles of bush infested with huge anthills and dunes, heavy sandy tracks and river crossings. At Fitzroy Crossing on 3 September, the Citroen was hauled over the river by a gang of aborigines on the end of a tow rope attached to the front axle. Westwood and Davies were in no hurry, and frequently left the recognised tracks to bounce their way across the deep creeks and rocky ravines to isolated stations. There they invariably met with the warmest hospitality. At Hall's Creek they stayed for no less than a fortnight. Hall's Creek was the last township they would see until they reached Camooweal, the best part of a thousand miles, and even homesteads would be few and far between. Then they pushed on for the Northern Territory border, crossing it on 22 September. The country became steadily rougher, and the heat was increasing to tropical intensity.

The bush tracks in this region, always overrun by tall grass, often fade away entirely. At the best of times they were beset by fallen trees, stumps, anthills and limestone outcrops, all concealed in the grass until a car was on top of them, in spite of efforts of the lookout. The brush might be so thick that a path had to be cut through it, or the car used brutally as a battering ram against smaller trees. Elsewhere, passengers would continually have to climb out and oush fallen trees and slabs of rock out of the way. There were numerous creek beds and gulleys blocking the path. here the banks had often to be broken down with picks and shovels and cleared of scrub, and then block and tackle used to drag



and then block and tackle used to drag the car out. In these conditions an average speed of less than walking pace was to be expected, for if one hit a rocky outcrop at any greater speed, a tyre could be torn clean off its wheel.

Sometimes an obstacle could not be broken down or flattened, and had to be circumvented. In doing so, it was all too easy to lose all sense of direction and become "bushed" - lost - and then the odds began to mount still higher against the motorist. His water or petrol might run out with the additional mileage, or through the roughness of the going; and then, unless he was very lucky indeed, he was finished. In 1923, a motor party had almost perished in this way from thirst and starvation.

Before reaching Wave Hill Station there was also a sheer cliff of loose rock to be climbed: the "jump-up" which marks the beginning of the Barkly Tableland. After the "jump-up", the going became a little better, though still at first through thick bush, until this abruptly ended and the traveller emerged on to rolling, open plains.

The Citroen's inner tubes were soon full of holes, so it ran for a hundred miles without them. The covers were filled with grass, and when this disintegrated to powder, Westwood packed them with gum leaves. These cushioned the long-suffering car as far as Wave Hill, reached on 23 September. Obviously something more effective would have to be improvised, if only for the sake of the springs, so when the travellers heard that a bullock had just been killed, they acquired its hide and packed the covers with that. After thirty or forty miles, these "solids" began to come off, and it was found that the hide had become well and truly "cooked" by the friction. At Victoria River Downs, a property of thirteen thousand square miles, and said to be the largest in the world, some repair materials were discovered, none too soon.

Across the Katherine River, the Citroen reached the railhead of the Darwin line at Emangalan on 8 October. The rains had begun, and here the car halted for ten days to give the track a chance to dry out. Westwood travelled by train to Darwin to try to find some new inner tubes.

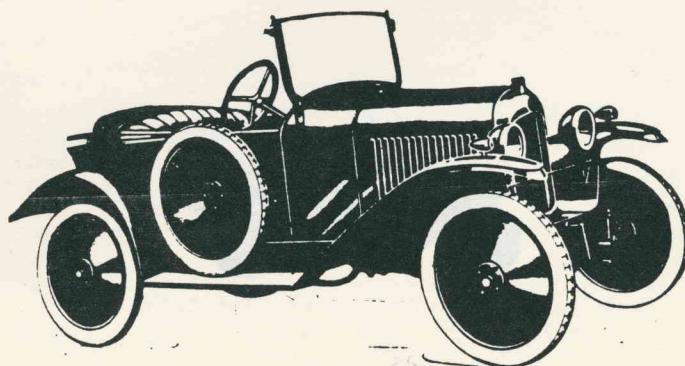
were small patches of so-called "desert" - soft sandy soil growing spinifex and some other species of starved shrub, and studded with anthills. The tracks across the Tableland were confusing and liable to disappear altogether, which in a largely waterless country without landmarks was dangerous for the motorist.

Brunette Downs and Alexandria Station went by, and near Lake Nash the car crossed into Queensland through the rabbit-proof wire fence six hundred miles long which separated the state from the Northern Territory. It was 29 October. From here to Brisbane there was a good fair-weather road, with the emphasis on "fair-weather". In fact, the five hundred and thirty miles from Lake Nash to Winton took only twenty-seven hours. Five or six miles of very boggy going was encountered at first, in which a number of stranded cars were passed, but the Citroen was extremely light and had good ground clearance, so experienced no trouble.

After Camooweal, the Tableland ended and the country became thicker and more difficult. The bushland was intersected by innumerable sandy creek beds and gulleys where "corduroy" crossing of timber might have to be cut and laid down. Some creek crossings were of fine shingle, into which a car would sink more easily than into sand, which offered more resistance.

It was seventeen hundred miles from the Northern Territory border to Brisbane, and the little Citroen accomplished the journey in the remarkable time of seven days. November 6 found Westwood in Brisbane, and from there he descended the east coast by easy stages. He reached Sydney on the 17th, passed through Melbourne and was in Adelaide by 14 December. By this time he was alone, Davies having left the expedition at Albury in New South Wales.

Leaving Adelaide on the 16th, Westwood came to Port Augusta on the following day, and then pointed his car west across the desert bordering the Great Australian Bight. The Yardea Sands provided some very heavy going, and Westwood warned against any attempt to cross them alone in the summer months. Between Eucla and Balladonia, a distance of three hundred and thirty miles, he met no resident white people at all, but did



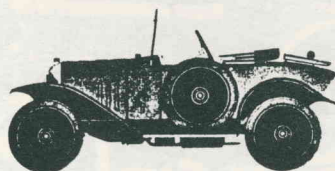


inner tubes. When he returned to Emungalan he was armed with a selection of tubes from Harley-Davidson, Triumph and Indian motorcycles, all of them second-hand, but at least they fitted. On the 18th the young missionaries were off again, and between Emungalan and Marranboy met a prospector who was suffering from ptomaine poisoning. Alone on his cart, he had already travelled four hundred miles in search of a doctor. He only had another hundred miles to go, so firmly refused the offer of a lift in the car. The "wild" aborigines in the vicinity of Boola Boola mission were said to be fierce and treacherous, but Westwood found they responded to kindness, and would not attack white men unless maltreated or interfered with. At one point the Citroen had difficulty in finding and following the track, but its crew knew that they were not lost when they came across a burnt out car which had been abandoned by Francis Birtles during one of his long drives. They struck the Overland Telegraph line which linked Darwin and Adelaide, and headed for Daly Waters, then two hundred and ten miles to Newcastle Waters Station. For a stretch of a hundred and eighty miles, there was no sign of human habitation, until Anthony's Lagoon Station was reached. On some stages of this journey through the wilderness, enough petrol for seven hundred miles had to be carried.

The Barkly Tableland was unfolding before the Citroen in an endless vista of long golden, almost treeless plains, high, dry and undulating. It was cut up into properties which might be the size of Belgium, each inhabited by a maximum of a dozen white people. Men travelled two hundred miles to buy tobacco, and seven hundred miles to the annual race meeting at the Rankine store. In the dry, the black soil offered a perfect surface for a car, but a shower would turn it into an evil morass in a few minutes; a gumbo into which man, beast and machine sank and wallowed. If cattle were driven along a track while it was still soft, the sun, on coming out, would bake the churned-up soil into iron-hard ridges and potholes which shook to pieces any car which tried to bounce over them at more than a couple of miles an hour. Punctuating the grassy plains were small patches of so-called "desert" - soft, sandy soil growing spinifex

people at all, but did come across a party of two women and a man whose car had broken down. Unable to repair it, they were almost at their last gasp. they had no tools and no vestige of mechanical knowledge, but Westwood, scarcely better off himself in these respects, was able to provide them with some water and probably saved lives.

He spent Christmas with his brother at Widgiemooltha, and later covered the four hundred miles from Coolgardie to the outskirts of Perth in twenty-three hours. There, on 30 December, he was met by a large and admiring escort of motorists, and his car was subsequently displayed in the windows of the local Citroen distributors. In all, he had covered ten thousand seven hundred miles in 148 days of unhurried travel. His worst day's run had been twelve miles in fifteen or sixteen hours, when he was constructing his own road for most of the time. The Citroen had averaged a creditable 43.7 miles per gallon in very adverse circumstances.







**AUSTRALIA DAY - JANUARY 26 1991**

*The Australia Day Committee (Victoria)  
and the Federation of Veteran, Vintage and Classic Vehicle Clubs  
invites you to attend  
a picnic at the Alexandra Gardens on Australia Day, Saturday 26 January 1991.*

**Location** - Eligible vehicles will be able to park on the perimeter of the Alexandra Gardens as well as the paths within the gardens.

**Other attractions** - An all day concert, a playfest, F.E.I.P.P. and the light horse brigade will be some of the fantastic entertainment provided during the day by the Australia Day Committee(Victoria).

**A Commemorative Badge** - will be given to each participant of the 1991 Australia Day Cavalcade and Vehicle Display in the Alexandra Gardens.





# CLASSIFIEDS

## FOR SALE.

ID 19 parts (red fluid) :

cylinder head , drive shafts , front end  
rear axles , steering rack , tow bar ,  
4 stands , radiator , glass all round  
doors (some rust) , front and rear guards,  
boot lid , bonnet , seats, w.s. manual  
plus a lot of other odds and ends.  
A good deal for someone ! \$100.00 the lot.

Peter Harber

3 Amalfi Cres. Nowra 2541  
(044) 214421

Big 15 parts :

Small boot lid, drive shafts, silent blocs (rear)  
but broken, brake shoes (2), brake drums (2),  
backing plates (2), brake hose (1), brake cable (1)  
the lot : \$25.00

Peter Harber

3 Amalfi Cres. Nowra 2541  
(044) 214421

## WANTED TO RENT :

Three or four car garage to accomodate restoration  
projects.

Brian Gladman 2/579 Tooak Rd. Toorak 3142  
(03) 8266454 (H) (03) 5501380 (W)

The Club Secretary  
CCOCA  
P.O. Box 52 Balwyn

The Club Secretary,

I am currently importing 2CV's,  
specifically "Charlestons", and with great  
difficulty am bringing them up to Austral-  
ian Design requirements and fitting Complian-  
ce plates on a low volume basis. I envisage  
importing 6 to 8 2CV's a year and marketing  
them privately with the assistance of Citroen  
Car Club magazines throughout Australia.

Could you please list the following  
advert on a permanent basis in your club  
magazine

Yours Faithfully,

David Parkinson

PO Box 472 Noosa Heads 4567

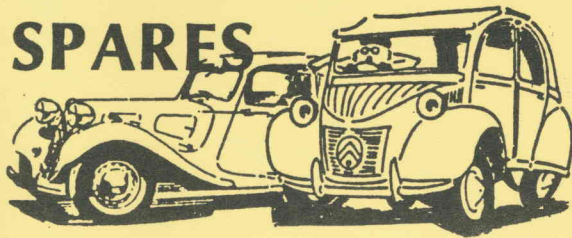
(074) 473564

*(we'll run this as a once only out  
of interest to members. Perhaps, David,  
it may be worth joining CCOCA. Best of luck!)*

FOR SALE: 1948 Light 15. One owner last 34 years. Very  
original, sunroof, well maintained, no rust, new Citroen  
green duco. No reg., but original plates. Spares incl.  
2 x CWP's (one new), reco. engine, driveshafts, special  
tools. Will not separate. \$10,000. Contact Bernard  
Hadaway, 598 - 6888.



# SPARES



NOTE : ORDER FORMS TAKE PRECEDENCE OVER  
TELEPHONE CALLS !!!!

PARTS LIST - (Traction) as of Dec '90

New oil pump gears (each)	\$55.00
Wishbone shaft, upper, reco	\$180.00
Lower ball joint adjusters (permanently fixed to car)	\$60.00
Bushing, second gear	\$12.50
Bronze bush - brake shoes	\$4.00
Big boot, top rubber	\$14.00
Big boot, bottom rubber	\$11.00
Rubber door seal	
Scuttle vent rubber	\$26.00
Pedal rubber	\$10.00
Rubber grommet- petrol filler ( 2 sizes)	\$10.00
Door V-block rubbers	\$35.00
Bonnet rubbers	\$0.35
Big and small boot paint protectors (under handle and lights)	\$30.00
Steering rack boots (pair)	\$30.00
Gearbox gasket set	\$15.00
Gasket set, complete motor 115/ 118L	\$120.00
Gasket set ,VRS (big 6)	\$140.00
Gasket set, VRS (115/118L)	\$75.00
Exhaust muffler (+tail pipe)	
Light 15	\$180.00
Big 15	\$150.00
Big 6	\$140.00
Exhaust hanger - rubber	\$2.50
Gearbox output shaft seal	\$8.50
Front hub - outer seal	\$8.00
- inner seal	\$8.00
Rear hub seal	\$8.00
Door lock (French) big boot	\$22.00
small boot	\$22.00

Radiator hose upper/lower	\$14.00
Fan belt	\$13.00
Door lock springs	\$3.00
inlet valves	\$18.00
Clutch plate	\$125.00
Fuel pump	\$50.00
ID/DS main bearing u/s	\$85.00
ID/DS conrod bearings	\$85.00
78mm piston rings	\$85.00
Big 15 drive shafts (each) (less inner carden shafts)	\$480.00
Brake Master Cylinder (new)	\$85.00
Brake master Cylinder kit	\$15.00
Tie rod ball joint kit	\$70.00
Ball joint boot (leather) upper and lower	\$12.00
Brake hose (french)	
front	\$28.00
rear	\$24.00
Throttle shaft 32PBIC Solex 0.5 mm 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 rubbers	\$1.00
Wiper blades (pair)	\$10.00

EARLY 2CV

all parts are new unless otherwise  
indicated

Clutch linings	\$15.00
Rear engine mounts	\$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 and 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 and key set (2 barrels and 2 keys)	\$15.00
Oil pump bodies -bronze (no gears)	\$10.00
Valve springs	\$1.00
Steering pinion and bearing	\$15.00
Brake bleed nipple and cap	\$1.50
Dip stick and holder(rubber)	\$1.50
Door catch right front	\$6.00
left 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 like  
you can donate them. We'll have no  
hesitation in accepting your offer!!!

By the way, I can't justify the  
time to chase up second hand parts.  
If you need them - advertize in the  
magazine PB.



