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AUTUMN ISSUE
1991

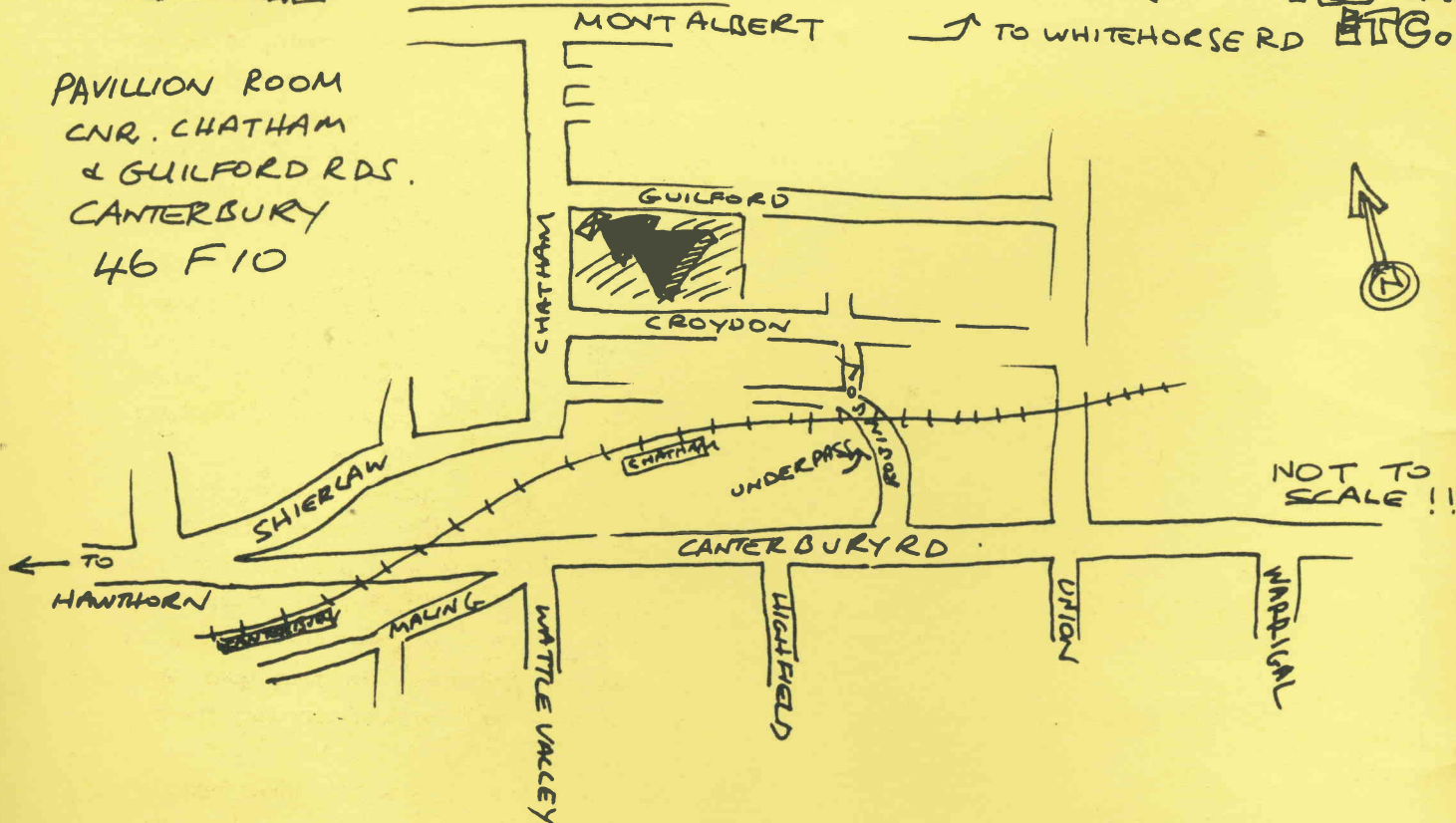
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NEW MEETING PLACE ↘

NOV - JAN
- FEB - MAR
ETC 00

PAVILLION ROOM
CNR. CHATHAM
& GUILFORD RDS.
CANTERBURY
46 F10



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CCOCA POSTAL ADDRESS

PO BOX 52
BALWYN VIC 3103

EDITORIAL

Greetings!

Well the big attraction coming up is the AUSTRACTION gathering over the Queens birthday weekend. Peter Fitzgerald has been powering along to organise the event and if he hasn't burst some major blood vessels before then it should be wonderful.

I gather there is also a "young Citroenist" calender of events being organised in order to abate the high pitched "I'm bored. There's nothing to do" whine that emanates from things other than dicky gear boxes.

This edition includes a report on the Easter long weekend gather of national Citroens at Adelaide; a story of love/hate Type 8 from Western Australia; a Hong Kong epistle of long distance driveshafts; a 2CV note from Sydney and some juicy goss. We seem to be covering some territory these days.

You may wish to this in mind: next year, it has been proposed, members of the club might go on a Tasmania venture and take their cars across for a pleasant week of relaxed motoring around the woodchip island (joke!). Expressions of interest and possible dates are requested. We will naturally be visiting our two members in the old "Apple Isle" now the "Holiday Isle". Recently three men and a Citroen (the beast :Lt15 of Chapman and Lawrence) rattled their way up to Ullaroo (Ayre's Rock) and through the Flinders Ranges. With a little ligment stretching I may be able to bring you that story next edition - there are some great pictures!

Steve Weddell is also proposing a Citroen 2CV day/weekend at his place in Sydney. A casual get together some time later this year for the greater Sydney area and beyond membership is a good thing. Contact Steve if interested!

Dylan Webb.

CCOCA COMMITTEE.

PRESIDENT.

Ted Cross
16 Buvelot Wynd
East Doncaster, Vic3126
Ph: (03) 4345079

SECRETARY.

Peter Hore
46 College Pde.
Kew, Vic3101
Ph: (03) 8185409

TREASURER

Robbie Stockfeld
P.O. Box 108
Parkville, Vic3052
Ph: (03) 3768585

SPARE PARTS OFFICER.

Peter Boyle
35 Newman St.
Thornbury, Vic3071
Ph: (03) 4803560

ACTIVITIES OFFICER.

Peter Fitzgerald
11 Allison Road
Elsternwick, Vic3185
Ph: (03) 5275429

PUBLIC OFFICER (incorporation)

John Couche
31 Broadway
Belgrave, Vic3160
Ph: (03) 7543583

EDITOR

Dylan Webb
66 Nicholson St.
Coburg East, Vic3058
Ph: (03) 3861136

LIBRARIAN

Robin Smith
9 St. Aubins Avenue
Nth. Caulfield, Vic3161
Ph: (03) 5275429

CLUB SHOP

Leigh Miles
16 Harrow St.
Blackburn Sth., Vic3130
Ph: (03) 8087506

CCOCA MEMBERSHIP:

Annual Membership	\$30.00
Associate	\$30.00
Partner/Spouse	\$nil

Overseas Postage Rate :
(airmail) add \$9.00

Meetings:

Every Forth Wednesday of the
month except December.
Location: Canterbury Sports
Ground Pavilion Room.
cnr. Chatham and Guildford Rd.
Canterbury (Melways 46 F/10)

PRESIDENT'S REPORT

PRESIDENTS REPORT

A new committee ; new ideas ; renewed enthusiasm ; all add up to a great year in 1991/92.

A special thanks to the retiring committee members; particularly David Giddings our retiring President.

Our club is small and widespread so this year I encourage every member to attend at least one more activity than you did last year - or contribute a magazine article, help at an event or simply just visit another club member and talk Citroens. That one act will help you invigorate your club and will build enthusiasm within CCOCA.

This year has fired up well - an excellent Easter run to Adelaide for some a well attended open night in April learning of the exploits of Ron Lawrence and Hayden Chapman who not only visited Adelaide but took their trusty L15 to Ayres Rock and through half of The Gibson Desert- this was a great effort and shows us all what is possible in our cars. Will done fellas.

Thats all from me for now, but if you have any ideas to try something new in the Club please contact myself or any other committee member - we want to hear your ideas.

Regards,
Ted Cross.

ANNUAL GENERAL MEETING

Once again a new committee has been formed for the 1991/92 Club year.

They are;

PRESIDENT	TED CROSS
TREASURER	MS ROBBIE STOCKFELD
SECRETARY	PETER HORE
SPARE PARTS	PETER BOYLE
EDITOR	DYLAN VEBB

Additional support is provided by;

ACTIVITIES	PETER FITZGERALD
CLUB SHOP	LEIGH MILES
PUBLIC OFFICER	JOHN COUCHE
LIBRARIAN	ROBIN SMITH

COMING EVENTS

- MAY 22 CCOCA MEETING
Armchair Observation run to be held at the Canterbury club rooms Prizes and Supper provided. \$2 entry per team.
- JUN 8 & JUN 9 VDC Spectacular Swap Meet
Friday evening and Saturday Melbourne Showgrounds
- JUN 8-10 VOYAGE CITROEN
Austraction 1991, Daylesford
- JUN 26 CCOCA MEETING
TECHNIQUE CITROEN
A talk by Jack Weaver on Strengthening and overhauling the traction gearbox, and tales of his racing experiences with Citroens.
- JUL 12 CUISINE CITROEN
Note change of date
Tibetan Restaurant night \$18 per head for a full banquet BYO
Tibet Himalaya Restaurant
8-10 Glen Eira Ave
Ripponlea
(opposite the Ripponlea Railway station)
Booking Phone Peter (03) 5284549 by Friday 5th July
- JUL 14 BASTILLE DAY
- JUL 24 CCOCA MEETING
- AUG 28 CCOCA MEETING
TECHNIQUE CITROEN
Respray your car professional for \$700. Talk by Thermotek
- SEP 12 CUISINE CITROEN
President's dinner at a french restaurant. Venue to be confirmed
- SEP 25 CCOCA MEETING
- OCT 13 VOYAGE CITROEN
Historic Transport in the Hills pre 1962. Location at Puffing Billy and throughout the Dandenongs just outside Melbourne..
- LATE OCT VOYAGE CITROEN
CCOCA and CCCV combined concourse Date to be confirmed.
- OCT 23 CCOCA MEETING
TECHNIQUE CITROEN
Talk by UTI Chemicals on Feronite Rusty Metal Primer inc. demonstration.
- NOV 9-10 VOYAGE CITROEN
Bendigo Swap meeting
- NOV 15 CUISINE CITROEN
Turkish Restaurant Night
- NOV 22 CCOCA MEETING
(last for 1991)
- DEC 8 CHRISTMAS CITROEN
CCOCA Christmas BBQ Lunch and spare parts auction
- JAN 92 Australia day Display of Veteran and Vintage cars in the Alexandra Gardens in Melbourne
- EASTER National Citroen Rally - Canberra.

CLUB REPORT

FINANCIAL REPORT
20-03-91

CITROEN CLASSIC OWNERS CLUB OF AUSTRALIA INC- PARTS A/C

* BALANCE FORWARD	\$1862-02
INCOME / SALES	\$2966-78
SUBTOTAL	\$4828-80
LESS EXPENDITURE	\$4476-40
BALANCE OF ACCOUNT	\$352-40.
* PARTS STOCKTAKING / AUDIT	
INVOICED / DEBTORS	\$1435-78
STOCK ON HAND	\$9087-15
	\$10522-93
PLUS BANK FUNDS	\$ 352-40
TOTAL VALUE	\$10875-33.

I certify that the above information is a true statement of the Clubs assets.



TREASURER

HELP WANTED

This business of "collecting" Citroens is a serious illness and is obviously a permanent affliction for me.

After a short time of only having one car (THE BIG6) another has now appeared to fill a gap in the Cross' garage.

My wife's patience is legend but she was shocked to see the ~~EX~~ Detlev Neuman 1951 Normale arrive - stripped out inside due to an unfortunate accidental fire.

But this Citroen for many enthusiasts is the one
VIZ

BIG BODY
SMALL BOOT
FRENCH BUILD
BLACK (RATHER CHARCOAL AT
THE MOMENT)

and pretty rare if I do say so myself.

This is not such a problem you might say but shortly before buying the normal I also unfortunately "discovered" a bargain Austin Healy Sprite which inexplicably also became mine (OH WELL).

So I am now keenly seeking any French interior bits and am asking all Club members to give me a call if they can help.

Some bits needed include;

- * French (WIDE BODY) front seats
- * All dashboard fittings
- * Wiper motor & mechanism
- * Hand brake lever
- * Air vent mechanism
- * All guages
- * Door glasses
- * Door fitting

I hope to get swamped with help.

TED CROSS
PHONE 842-4845 AH
478-5055 BH
471-0725 FAX

MEMBERS' CAR

TRACTION ARRIERE

THE STORY THUS FAR OF A :

1934 TYPE 8A 'ROSALIE'.

It was 1975 and I was in my final year of secondary school prior to going to University. Late in October, I spotted an advertisement in the classifieds section of the local Sunday newspaper. It read simply:

"Citroen, prewar, unrestored. \$50.00"
(and included a phone number)

Now I had been in the market for a 'classic' car for some time, however, as a student the funds were never in abundance. The asking price in this instance though was within even my budget - although it appeared on the face of it to be too good to be true.

The next step was to telephone the owner for more details of the car. After establishing little else other than the fact that the car was still available I sallied forth to an address in an older suburb of Perth. Gleaning what little information I could from the elderly owner and prior to him allowing me to peruse the car it seemed as if the vehicle was a genuine one owner although it had been off the road for more than twenty years.

Undaunted, we then proceeded to a corner of a large and over grown backyard where the car had languished, uncovered **for these** two decades. After some examination it became clear that the car had suffered, in some serious respect, the effects of prolonged exposure to the elements.

For reasons that remain a mystery to this day and despite the advanced state of decay, I fell for the car and duly handed over what was for me at that point in time a vast sum of money.

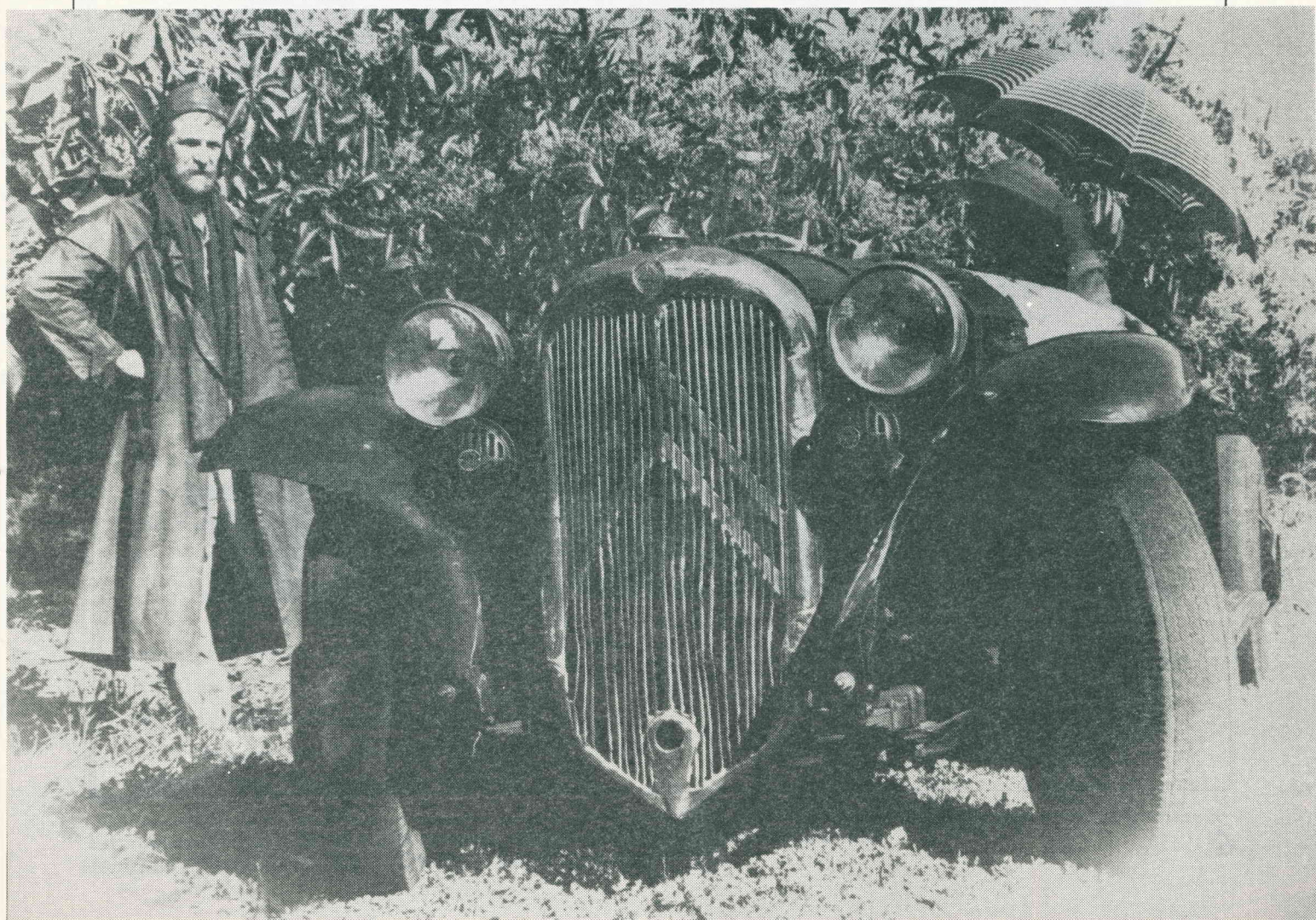
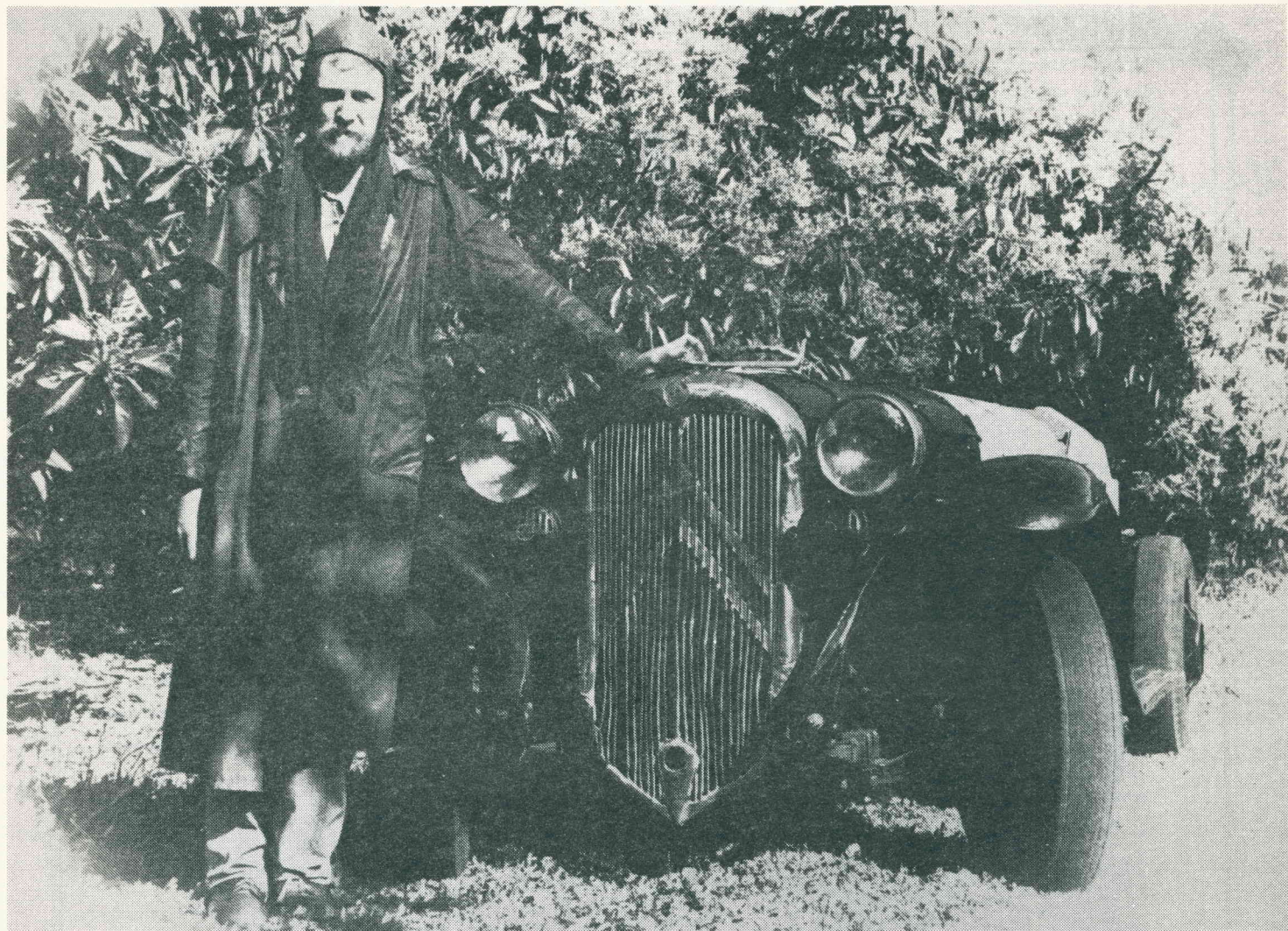
In the acquired wisdom of years that followed it became apparent that I had purchased a car that was in need of a 'total' rebuild. This was in fact what I was incapable of providing both in terms of skill and capital. In terms of precise identification of the car itself, it would be some time before this could be satisfactorily pieced together. Owing in large part to the general lack of information on the car and my own interest - which waxed and waned in the years that followed. The car remain as 'unidentified' for quite some time.

At this point in time I have been able to ascertain the following details:

Consistent with surviving records from Citroen Cars Ltd. Slough, Buckinghamshire, it would appear this is a 1934 Slough assembled Type 8A or what was designated in the U.K. as a 10HP. The chassis number is 516655 - again consistent with cars of 1934 which began with 516101. The engines for these cars were imported complete from France and equipped at Slough with Lucas electrics. The date of December 1933 on the engine block would seem to allow for delays in transport shipment. The engine number is 25020.

I am still not sure whether the original sedan body of steel over ash frame was a product of Slough or as was common practise of the period whether the chassis was clothed in Australia. This latter point is of lesser significance as the car now has, of necessity, a 'new' body.

Some technical details include the following: It possesses a side valve 4cyl of 1452 cc displacement. It has a balanced three bearing crankshaft with force fed lubrication. The gearbox is four speed with synchromesh on third and forth





CITROËN

and 'freewheel' is utilised. The carburettor is downdraught type and drive is to a spiral bevel rear axle. Springing is semi-elliptical all round and the four wheel brakes are bendix type.

The car is designated a 'deluxe' version and thus included as mentioned the four as opposed to three speed box, Rudge-Whitworth wire wheels and leather upholstery. Dashboard instrumentation is comprehensive and include Jaeger speedometer, clock, ammeter, AC oil pressure and fuel gauge. As this particular car was without its original Lucas headlamps, I have replaced these with a pair of Marchals as worn by the French version of the 10HP.

Depending upon which contemporary road test you read the car in sedan form had a top speed of between 56 and 60 mph.

Returning then to the story of this particular "Rosalie", I have over the past 15 years varied considerably my intentions as to the fate of it. These include: two abortive attempts to sell it in varying stages of restoration. In retrospect, I am happy these attempts failed, as I am now beginning to see the fruits of my labour.

Along the way the course was often less than smooth as is often the case with long term relationships. In the early Eighties, a house move saw the demise of parts of the original sedan body. Though the body was anyway irredeemable it would have been useful for patterns.

This led to the decision to produce a boat tail two seater consistent with other produced in the period. Whilst this has been frowned on by some, I was left with little choice other than to re-body. The final decision was influenced by similar bodied Citroens

in a museum in Holland.

Earlier this year the engine was dispatched off for a thorough rebuild at a reputable automotive engineering company. This exercise, not wholly unexpected, cost a lot more in time and money than originally estimated. It include a re-bore with new cast iron liners fitted, new rings, reground crankshaft, new white metal bearings, refacing the head, new valve inserts and guides and a complete set of gaskets made up.

At the present stage the engine is re-united with a completely rebuilt chassis and running gear. The next stage is to rewire, re-upholster and reshoe the car with new tyres. As can be seen in the photos, others details need attention like refurbishing the rear guards and fitting the full length folding windscreen. I feel I can now see light at the end of the tunnel. As one old timer told me recently: the road is long and winding. What I now hope is that I'll soon be able to view that road from the wheel of the "Rosalie".

POSTSCRIPT: In the course of this restoration I came across, inevitably, another decayed 1934 chassis for which I paid a sum far in excess of what a rational person might. Once you're hooked you stay hooked on "Rosalie" types. Hmm... now what about a fine cabriolet body of the type by coachbuilders SICAL on this rusty.....

(At present Marc is in Hungary for the year - supposedly working. I'm sure he's got double chevron vision!)

Marc Fellman
583 Brookton Highway
Karragullen 6111
Western Australia

Robbie Stockfield and I went to Goolwa for the National Rallye this year. A strong Triumph supporter, (like others in the Club), I have always liked the Traction style of Citroën. In my schooldays in Australia, a drama teacher of mine owned one, and this started my interest in the marque. As you will read, my interest is growing!!

After a successful run to Echuca last year, we couldn't miss going to Goolwa in 1991.

Several weeks beforehand I decided that some work should be done on the rear panelwork of "Effie". Leaving plenty of time, I thought, the car was garaged and the rear guards removed. I decided to check the rear brakes at the same time. Glad that I did, both cylinders were leaking slightly, and one drum was slightly oval. More time, and a little more money. As the time drew closer for departure, Robbie kept reminding me that I had promised the car would be ready! It was, but with only a day or two to spare. At least this time we weren't building engines on the day of departure!

The promise of a bootlid that kept out the rain mollified the owner somewhat, and we duly packed our bags and departed on the Thursday morning. A steady 55mph (She's Slough built, so she works in miles) saw us in the Horsham area for lunch, and approaching the State border late in the afternoon.

Approaching Tailem Bend we were abused by a Victorian driver in a Falcon, he thought we were going too slow. Funny, trucks, buses and all the other road users had no problems with us. Unfortunately, poor road behaviour is a common trait amongst Victorians.

We rolled into Goolwa around 7.30pm local time, our only problem had been a little overheating on the way onto the freeway.

We had fish and chips for dinner, sharing a table with Phil Ward, and Annie and Ralph from W.A.

Friday was registration

day, with a quiet lunch at Andrea's teashop, and generally do as we pleased. Club shop was on in the afternoon and we helped Leigh and Iain with that task. I made a beeline for the steam railway, and started planning how we could catch this train, and that ferry, but Robbie had other ideas!

Friday night we ate at the Goolwa motel restaurant, good food, good wine, I thought, and we didn't have to drive home!

Saturday morning was the Concour and display held by the water's edge. Robbie started the day by washing Effie, for the first time in ages, Paul Smythe washed his car as usual. He'll wash the paint off it!!

Lots of clean and shiny cars, and one or two that were not so shiny, much chatting and greeting of friends not seen since last Easter. There was the odd "Oh! I know who's not here this year!" too as expected faces didn't appear.

Mel Carey had trailered his Big 6 across to Goolwa, and fortunate it was too. A NSW D decided that it was time the gearbox stopped gearing, and as the bonnet went up, David Gries was seen under the hood!

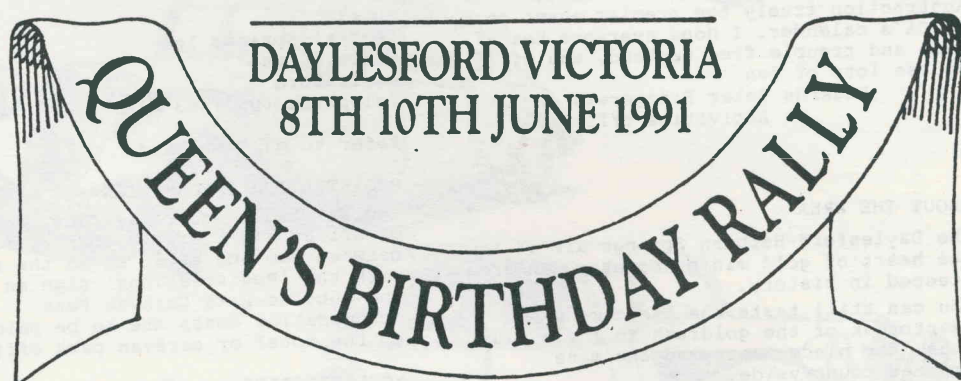
The observation run followed the Concour, and as we started at the Concour site and then went back to the motel, there was some confusion over how many railway lines we crossed; we didn't do all that well, but we enjoyed ourselves nevertheless.

David, the D, the owner and Mel had meantime all disappeared in the direction of Adelaide.

Dinner was on board the P.S. Mundoo, an all steel paddle steamer, built at Goolwa five years ago. Powered by real

AUSTRACTION 91

DAYLESFORD VICTORIA
8TH 10TH JUNE 1991



CITROEN CLASSIC OWNERS CLUB OF AUSTRALIA

AUSTRACTION 91

DAYLESFORD VICTORIA
8TH 10TH JUNE 1991

WELCOME TO AUSTRACTION 1991

The response to this year's rally has been fabulous with over 70 people registered. People are travelling from as far a field as Perth and Queensland. This makes Austraction truly the premier event on CCOCA's calendar. I hope everyone has a safe and trouble free weekend, and of course lots of fun

Regards Peter Fitzgerald
Activities officer.

ABOUT THE AREA

The Daylesford-Hepburn Springs area is in the heart of gold mining country, an area steeped in history.

You can still taste the excitement and heartbreak of the goldrush in the buildings, the place names and the mine scarred countryside.

John Hepburn, a retired ship's captain, was credited with discovering the area in 1837 when he camped in the Central Highlands while droving cattle overland from New South Wales to Victoria.

He said it was the loveliest spot he had seen and vowed to return to spend the rest of his days there. He established an extensive sheep squat on Smenton Hill (now Kooroocheang).

Daylesford was surveyed and laid out in 1854. A settlement, including Chinese market gardens remained at the diggings site until 1929, when the area was flooded to create Lake Daylesford.

The Springs were known to the Aborigines of the area, and eventually discovered by the early settlers and prospectors, but the true worth was overshadowed by the mining boom.

However, once the gold rush ended, the quality of the area's waters was found to equal Europe's famous health resorts.

The springs soon attracted the health conscious who flocked to drink and bathe.

Daylesford-Hepburn Springs is situated at the hub of the historical Ballarat, Bendigo, Castlemaine 'Golden Triangle' at an altitude of 650 metres. The climate is temperate in summer, delightful in autumn/spring, and likely to produce snow in winter.

The area can claim to be the Spa Centre of Australia with 75 of Victoria's 101 documented springs in the area.

ACCOMODATION

Caravans and Cabins
Jubilee Lake Caravan Park
Telephone (053) 482 186

Motel

Central Springs Inn
Wills Square
Daylesford
Telephone (053) 483 134

Refer to map enclosed

REGISTRATION INFORMATION

Registrations and rally fees can be paid on Friday night or on Saturday morning between 9am and 10.30 am in the caravan with the 'Registrations' sign on it at the Jubilee Lake Caravan Park. Accommodation costs are to be paid direct to the motel or caravan park office.

YOUR DEPOSITS

If you are staying at the caravan park, the \$20 Deposit you have paid, will come off your rally fee account (payable to the club) and your accommodation must be paid in full to the Caravan Park office.

If you are staying at the motel, The \$50 deposit you have paid, will come off your accommodation costs, and your rally fees must be paid in full to the car club. The accommodation costs must be paid at the Motel reception.

THE WEEKEND'S EVENTS

SATURDAY 11am Photo session

Details of where it will be held will be given out at registration

1pm Observation Run

This will start at the Lake Daylesford car park promptly at 1 pm. Penalties will be awarded for late arrivals. For those who have not done an observation run before, it is a great way to learn about the area and have a lot of fun at the same time

7pm Dinner at Masonic Lodge

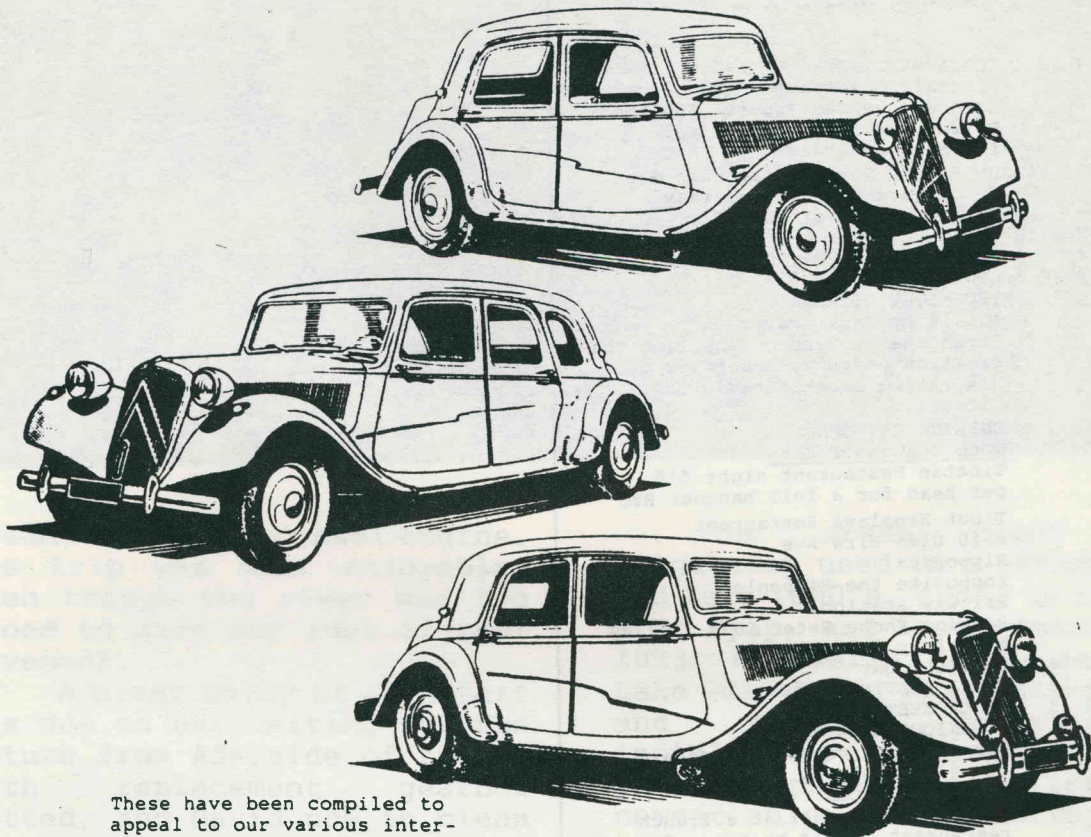
Club shop will also be on display from 7 pm and items will be on sale. Bye drinks.

Sunday

The motorkhanna will be replaced today by a selection of suggested tours of the area (due to the lack of suitable location and weather considerations).

CITROEN CLASSIC OWNERS

CITROËN



These have been compiled to appeal to our various interests, whether it be wine tasting around a roaring fire, gallery hopping or taking in a bit of the history.

7.30pm Presentation Dinner
This has a change of venue, it is now to be held in the Grand Dining Room at the Springs Hotel, Hepburn Springs. Good Food, 2 huge roaring fires, and good company - way to go! This venue is licensed but reasonably priced.

Monday: Chicken and champagne breakfast
Jubilee Lake caravan Park.
9.30 Start.
This event is sponsored by the CCOCA Club Shop to thank our members for their support and interest throughout the past club year.

THANK YOU TO OUR SPONSORS

COMMONWEALTH BANK, H.J. HEINZ CO. AUST.
AND FRANZCAR (Citroën importer)

Special thanks to the people of Daylesford and Hepburn Springs for their help and advice.

The jubilee Lake Caravan Park for helping us with our accomodation crisis.

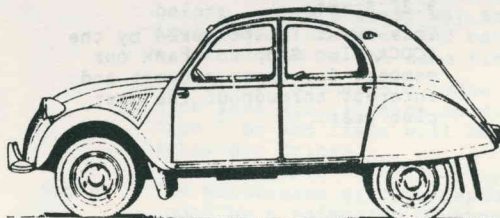
Leigh and Iian for their time and effort

Helen Cross- a brave lady.

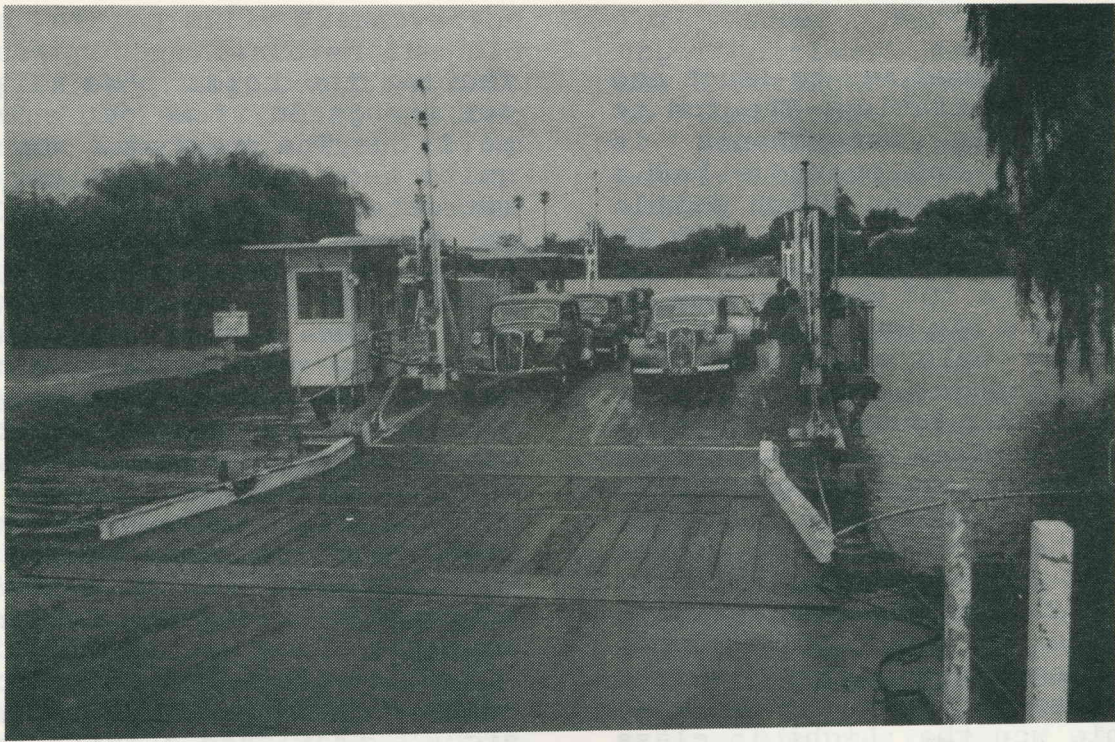
CLUB OF AUSTRALIA

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ALL ENQUIRIES REGARDING THE CITROEN
CLASSIC OWNERS CLUB OF AUSTRALIA INC.
PO BOX 52, BALWYN VICTORIA 3103



steam, not just a diesel engine, the trip was most enjoyable, even though the river was too broad to give any idea of real movement.

A minor delay at the start was due to our waiting for the return from Adelaide of the D, with replacement gearbox fitted, and David now in clean shorts!



Dear Mum,
Having a wonderful time
with you were here, Leigh

The steam plant was originally used in a steamer in the late 1800's, ended up in the P.S. Pyap, and last steamed in 1933. Recovered, it was sent to Lake Goldsmith, near Ballarat, and totally refurbished, installed in the Mundoo, and now provides power for one of the newest ships on the Murray.

Stuart Pekin, from W.A., drove us down to the wharf, and made my night by letting me drive back. A DS23 with fuel injection certainly has a lot of urge, even if I only drove for a kilometre or so!

Sunday was to be the motorkhana and I wasn't sure we should be straining Effie too much. We'll only do the easy courses, said I, whilst Robbie entered us both as drivers. My number came up first, and as I sat in the starting garage, I still thought that I would take it easy. Then the green light came on, and my right foot took over. It was good fun, I ended up running third of the Traction, behind outright winner Lance Collins, and Alec Lowe, and felt very pleased with myself. At one stage Robbie looked as if she would get too close to my times, but a quick

comment caused her to laugh and lose concentration. The fun to be had in motorkhanas is wonderful, and everyone had a great time, even Ralph Hibble who was showing us all how to win the novelty event on the bonnet of a "D" when he came to grief in a big way. He did look a little pale at dinner that night though!

Stuart Pekin found that he would have to replace two tyres before attempted the return trip across the Nullarbor.

The presentation dinner was at Currency Creek Winery, and although we were a little crammed in, the food was good, and speeches kept short. Surprise of the night was when Robbie won the Light 15 class of the Concour. Judged on originality and cleanliness the obvious choice was "Effie". The "Big" Traction class was won by Leigh and Annette Mason.

Following the farewell breakfast at the caravan park, we headed off to Strathalbyn to refuel. The plan was to motor to Wellington and catch the ferry, take some photographs, and then go south to Mt. Gambier, and a steady trip home around the coast. Leaving Strathalbyn we were passed by three Queensland Traction, heading down the Wellington road. Aha! four Traction on the ferry! Light rain was falling, and the northerners were travelling faster than we were used to going. We soon found out what a pleasure a Light 15 can be at 65-70mph. Approaching Wellington, another Traction appeared out of the rain. John Smart and family from Warrnambool had just pulled back on to the road after muffler repairs, and so now it was five Traction on the ferry!! And the rain stopped too!

The Queenslanders had earlier been running around barefoot, apparently not

feeling the cold. "We'll put our thongs on if we get cold!" said one. The ferryman didn't quite know how to take us, so retreated to his cabin, whilst we seemed to take over the ferry. At the far side, whilst Robbie and Lois raced up the bank to take photos, John and I had a slow race to get off the ferry. The rows of tourists waiting to get on board didn't appear to understand, mere mortals obviously!

Shortly afterwards, the other four Traction headed up to Tailem Bend, whilst we turned southwards, along the Coorong, next stop Robe.

Our home wards route took us to Mt. Gambier for the first night's stay, and a quick tour of the town and the scenic attractions next morning was punctuated by a stop to wire on the tailpipe which had broken away from the muffler. Robbie described me as a "sartorially splendid mechanic", as I left my bow tie on when I donned the overalls!

A CX from NSW was also overnighing at the Mount, Les and June Whalley were taking the long way home from Goolwa too.

We went to look at Piccaninnie Ponds, near the border, as I did a lot of cave diving in the region some years ago, it's certainly changed a lot over the years! Through Nelson, with thoughts of lunch large in my mind. Portland has a good health food shop, and on hopefully to see the Smarts at Warrnambool. Sorry we missed you folks, but we couldn't find your street.

We stopped at some of the usual tourist stops on the Great Ocean Road, London Bridge, Loch Ard, muffins at Port Campbell, and after a search, we found the restored remains of the southernmost railhead on the mainland. At Crowes, the original terminus of the Colac-Beech forest line, members of

the Puffing Billy Preservation Society have restored the old buffer stop, sign board and mile post (139) and relaid a short length of track, with an NQ wagon parked there.

A run through the forest from Lavers Hill to Apollo Bay capped off the day.

Wednesday saw us heading for Ocean Grove, with a few photo stops on the way. Peter Hughan was off to play golf, but had some time to talk Traction and have a cup of tea. We headed to Queenscliff for lunch.

Funny thing, but many older car owners are also interested in other older things, particularly steam locomotives, and so we nosed around the Bellarine Peninsula Railway depot at Queenscliff for a while, before heading to Drysdale, the other terminus,

for some further photo opportunities. From there it was a straightforward run home to Flemington.

Distance travelled was nearly 1300 miles, fuel economy around 28mpg, with a high of 33.4, no real problems, other than the tailpipe breaking out of the muffler.

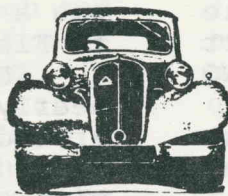
Lessons learnt, Traction can be driven fast, for long periods, without causing any problems, and, like the Uluru expedition, we need to take a handout on the car with us, many times we were asked what she was.

1992 will be in Canberra, an easy run for Effie, and '93 will be Perth. As so many West Australians come to our events, we must field a strong group across the Nullarbor. Effie will be there!!

Graham J Bradshaw.



LETTERS



A PAIR OF DRIVESHAFTS FOR CHRISTMAS !!!

For some years I have been very interested in the project of installing an ID series engine and gearbox in my 1954 Light 15 which I have owned since 1968. I have written to a number of people who have carried out this conversion and gradually built up a small file on the subject.

Some time ago "Front Drive" carried a couple of articles (More glide in your Stride I and II) originally reprinted from "Floating Power" and written by Roger Williams of Beverly, Humberside. This was the most definitive treatise I had ever come across, so I was determined to see the conversion for myself. Late last year I had the opportunity to take a trip to England and some time there over a weekend. Accordingly I wrote to Roger and received a very nice note in reply kindly inviting me to visit him and his wife when next in the U.K.. After a pleasant trip on the company 747 Freighter with a stop in Karachi enroute I arrived at London's Gatwick airport on a Friday night and next day drove north in a hire car (not a Citroën, unfortunately), and arrived in the late afternoon.

Roger Williams is actually a civil engineer but his mechanical engineering talents were very evident from the moment I set eyes on the four speed conversion of his Light 15. Every part required has been meticulously and carefully made and fitted and, whilst the whole installation is a very tight fit, it is an excellent job. I spent quite some time looking at the way it had been done - then we went for a drive! I have become very conditioned to the vagaries of my own Lt15 - having driven it for 23 years - and it took me some time

to get used to Roger's car. It was so simple and easy! and the speed it could attain and maintain was nothing short of unbelievable. If it wasn't for the wind noise I could have been convinced we were in a modern car.

On returning to Roger's house we visited the workshop and learnt another reason for his fame in the Traction world U.K. Roger, after much hard work and research, has developed some excellent driveshafts using Range Rover universals and Hardy-Spicer inner cardans. He manufactures the tapered and treaded stub axles which fit into the RR universals and the driveshafts splined to accept the HS cardans. The whole thing is set up so that it bolts straight onto the car. Additionally he manufactures splined stub axles onto which are fitted appropriately splined brake drums - you never have to worry about losing that Woodruff key again!

Further along the shelves I found all the tools shown in the manual for dismantling the front suspension and drive train. All beautifully made. We adjourned to sample another of Roger's talents: home made Guinness and Wil's first class dinner.

All in all, it was a most pleasant stay and the next morning we continued discussing the intricacies of the four speed conversion. Having actually closely looked at it in the flesh I must admit I could not bring myself to carry out this modification myself. Maybe I'm a traditionalist or maybe I find the engineering too daunting - I'm not sure. What I was sure about was those driveshafts!!! After lunch (at a proper English pub and drive there and back in the four speed Lt15) we negotiated a price complete with the appropriate tools for their fitment. Roger and I went out to the workshop and made them up so that I

could take them back with me to Hong Kong.

Whilst on holidays in Australia over christmas I removed the engine and gearbox to replace the trust bearing (purchased through the Traction Owners Club UK) and at the same time replaced my original drive-shafts with the new ones. They were very easy to fit. Roger recommends cleaning the stub axle with white spirit before fitting the brake drums and of course ensuring that the Woodruff key is properly in place. At the same time I replaced the outer bearings which for late model cars are a stock item from Steyr (#5206).

The driveshafts are excellent in all respects. Only time will tell how long they last but since I don't get to drive the car very much they will probably outlast me. I hope to bring the car to a club event this year some time so that other members may inspect these excellent examples of British engineering.

Roger's address: 35/37 Wood Lane

Beverly, Nth Humberside

HU17 8BS U.K.

Price @ August 1990 (English Pounds)

Drive shafts	250.00 ea
Hub outer bearing puller	60.00
Top ball joint breaker	15.00
Inner bearing nut spanner	35.00

yours,

Mike Killingsworth.

STOP PRESS

A little rumour came my way the other day and on checking : it may have more than an element of truth in it. Jon Faine is having strong thoughts on selling his Family 9 (original and going !) in order to do other Citroen things - or he may be selling the Safari in order to do Family 9 things - it all seems a little uncertain. He's gone to Japan to think it over and won't be back for a week or two. Those interested can form a queue outside his house.

OOPS!!

My Dear Mister Editor,

I read with joyous revelation in the latest edition of your revered Front Drive magazine of your plea for my return to the printed media. Your request to again extol the virtues of our beloved Traction and to rightly deride that insentient little quadruped, the 2CV, was irresistible.

Yes, my devoted followers, your adored hero, Tor-Shaun-Bar is amongst you again!

Reach for your foulard Dirk, your foundling is now a fossil. It has gone the same way as many other automotive disasters have gone over the decades. Who remembers the Edsel, the P76, the Durkopp, the Fafnir, the Milburn, the Twombly, or the Soderbloms etc.

Now the 2CV is added to the list - HA! good riddance!

No longer will that clattery, body rolling abomination be seen cluttering up our highways and byways. Mothers will be able to allow their children out of doors with confidence when Dirk is around, the angry baying of hounds will subside and peace will again prevail.

More importantly however, dear devoted friends of the glorious Traction, we will again be able to cruise the tarmacs of this wonderful world unmolested, with our heads held high and without those demented little things snapping at our heels,

But wait! do I hear the irrational warblings of a heckler in the background daring to imply that the traction is also a dinosaur of a past era?

Wrong, you fool, wrong!!

The noble Traction, as all purists would obviously agree, was gracefully retired after almost a quarter of a century of truly magnificent service, to a life of luxurious leisure purveying the pure and the elite to their chosen destination in a manner unequalled by any other.

That other little wretch, however, was physically ejected from the country of its birth to another portion of the planet only to be ejected into oblivion from that also.

Where were you Dirk when your country needed (even something as basic and crude as you) to help it through a rough spot in the 1939-45 misadventure?

Hiding in the sewers under Paris, that's where my friends; while heroic Tractions faced the Hun on their own!!

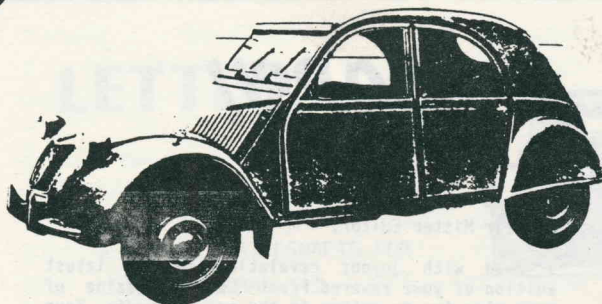
I'm sorry, my dear devoted followers, I seem to have been overcome with euphoria and my decorum has slipped somewhat with the above outbursts - I promise that it won't happen again.

I even forgive you Mister Editor, for devoting the vast majority of your latest edition to Dirk and his co-horts because I know that we will never see or hear from him again.

Vive la Traction.

Your modest hero,

T.S. Bar
Tor-Shaun-Bar



Nearly a year ago, I requested information through most of the Australian and New Zealand Citroen Club magazines regarding any surviving Slough 2CV's.

I didn't expect a landslide, but surely more than two must be lurking out there. Thanks to Stephan Hiller of Devonport, Tas, who rang me about his 1955 2CV and Norman Wiess from New Zealand who sent me a letter and very nice picture of his 1958 2CV. Thank you both. Norman asked me if I knew of any other Slough 2CV's in NZ. So, any Kiwi's with Slough or older 2CV's - let him know where you are. His address :

52 Douglas ST.

Gisbourne , New Zealand.

For what it is worth I have listed the ones I have tracked down around Sydney. Thanks to David Gries of Melbourne who supplied me with information of the 1953 2CV in Neutral Bay (which might be for sale). I had a look at this car and found it to be very rusty (floors, sills, dash and windows) Someone did offer the owner \$1200 which I think is worth it but I think the owner is looking for more - I couldn't get a real price from him. Maybe someone with rose tinted glasses and lots of time (and or \$\$\$) could look into this and save an early 2CV.

I have also written to Nick Thomson of Sussex 2CV Ltd. (UK). His company repair and stock parts for 2cv's and he has sent me some photos of his own restored 1955 Slough 2CV. He also sent the names and addresses of five Slough owners he knows of in England. Unfortunately he could not give me the chassis numbers so I'll have to chase them up myself. (Two of them are vans!!!) Nick also gave me the name and address of a friend in Perth who would like a Slough 2CV or any 2CV perhaps: Doug Barnard, 19 Copper-waite Rd., Kardinya 6163 WA.

Twin Pot Topics

For seven months or so now, I have been the proud owner of a 1955 Slough 2CV. In recent months I have started to pull it down for a total rebuild. A little panel pieces (2 piece?) under the front inside windscreen covering the air vent is missing. Can anyone help me with that and a set of hubcaps??

I would also like to buy an early and original 2CV workshop manual - I'm getting serious with this Slough caper. Maybe you could slash yourself a path to that long forgotten shed in the garden where these little creatures actually lurk and make a note of the chassis number for me - a photo would be terrific . Thank you very much in advance :

Bert Houtepen

Box 405

Burwood 2134 NSW.

Ph : (02) 7475090 (home)

{02} 5683790 (work)

CHASSIS NUMBERS OF SLOUGH 2CV's

Number	year	owner
853009	'53	David Gries
853010	'53	Frank&Helen Price
853011	'53	Gabriel (?) (just a shell)
8530024	'53	? at present
8530101	'53	Cont. Cars Syd (very rough)
853000	'53	David Conway UK (first Slough?)
??????	'53	Leigh Mason
8551007	'55	Stephan Hiller
855119	'55	Jorge Nelson US* (stored in Bangkok)
8551076	'55	Ray Henham Syd.
8551166	'55	Nick Thompson UK
8551176	'55	Bert Houtepen Syd.
8581156	'58	Norman Wiess NZ

another '55 Slough has surfaced from Canberra :8551054

*this Bangkok car had 1600 kms and has now been shipped to US. see Dec. "Citroenian"



THE COMPLETELY NEW AND REVOLUTIONARY

CITROEN

THE ONLY BRITISH CAR

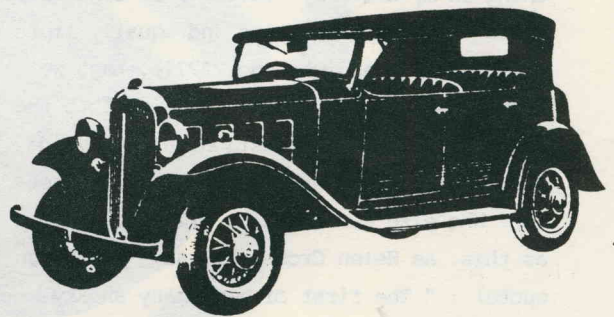


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The new British Citroen sets an entirely new standard—radically different to anything Britain has previously produced. Here is a British Car containing all modern improvements—Floating Power, Synchro Mesh Gears, Air Wheels—everything that the motorist requires. In the 12 h.p. and 20 h.p. Models Free Wheeling is also added.

It is impossible to describe these productions. Allow us to send you specifications so that you can study them, or better still, come for a run in a Citroen. You will be under no obligation whatsoever.

**TOURERS:**

10 h.p. £335

12 h.p. £370

(Sales Tax included)

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12 h.p. £370

(Sales Tax included)

**SALOONS AND
COUPES DE LUXE:**

10 h.p. £390

12 h.p. £430

(Sales Tax included)

Sneddons Motors Ltd.

467-9 ADELAIDE St., BRISBANE PHONE: B7648

SCUTTLEBUTT

New Shipment of Citroens have arrived and have been delivered free of charge to their new owners whom the company request they only maintain in working order. The persons are - Russell and Anne Wade who on 8th March '91 took charge of Rhiannon; Dylan and Margaret Webb accepted the keys to Ursula on 19th March; and Bryan and Joan Grant (good grief !) - well they're on a leases agreement for their first grandchild. (but you never know!!!!)

Roy Begelhole and son Andrew were caught out collecting a DS19 from Melbourne. This was untirely unknown to wife and mother. Now what happened on arrival back at Warrnambool is pure conjecture ("You're not putting that thing in my driveway" followed by impressive knife throwing exhibition and equally impressive ducking and weaving ?????). Last we heard was that they took a "holiday" to the Northern Territory. Question: Will Roy and Andrew or parts thereof appear at Austrac... ion? Who else can relate a grim tale such as this. As Helen Cross will say (and I can quote) : " The first of many many sneaky ones". I'll be generous and assume she means motor vehicles.

Some time ago Peter Hore was on holiday with the family in Canada. A "let's just pop in here and have a look around" - you guessed it: a car yard! - almost resulted in a walk away bargain of an SM automatic for \$7000. Cyclone Hazel was having none of this in the holiday! Goodbye SM. I'm sure Peter saw his life flash before him as many of us have realised there are limits- oh dear!!! Many is the time we bow to SWMBO.

WANTED : Any knowledge of the sale of any Traction -whole or part - or any 2CV, Rear Drive, SM or other items for sale to the members of COCCA - Give the club the opportunity of keep-cars within the club by sending in your advertisement here first - try elsewhere later.

WANTED:

L15, Big15, or Big 6 in good condition , registered and roadworthy -keen new member.
Ian Kimpton
P.O.Box 214 , Maldon Vic.
Ph: (054) 752360

FOR SALE:

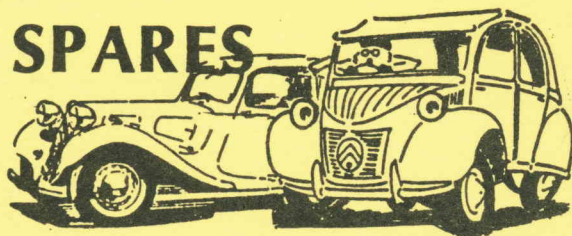
4 x Lt15 (english) doors
perfect condition \$200.00
Lt15 Brass Grill (eng) chromed \$250.00
Front Bar (engl) \$50.00
Windscreen Lt15 \$50.00
Rear Window \$20.00
Bonnet L&R \$200.00
Wheel rims \$20.00

Michelle Penaud
Ph: (03) 5559418

WANTED :

Information on the whereabouts of certain club owned special tools. If you have some let us know so we can keep track of them

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/ 118	\$120.00
Gasket set ,VRS (big 6)	\$140.00
Gasket set, VRS (115/118)	\$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 - advertise in the
magazine PB.

