

FRONT DRIVE

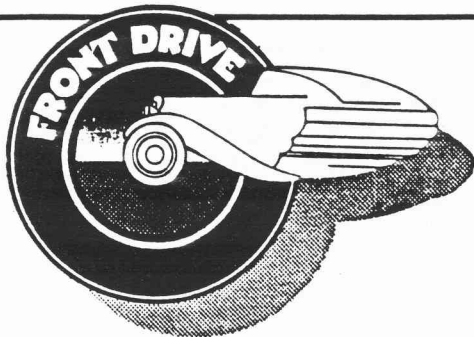
THE MAGAZINE OF THE CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA Inc.

SPRING EDITION 1991



CITROËN
2CV6





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FROM THE DESK

By now you have already noticed the new look Front Drive. As this magazine is the life blood of the Car Club, we realize it's importance, especially to those member interstate and overseas who cannot attend as many events as they would like. This new form will strengthen that link and make our far flung members truly feel part of the Club.

We have published deadlines for magazine contributions in this issue. This will help you when you write your articles and reports to know when these will be needed. On the subject of articles and reports, we separately need our members input in this magazine, it is your magazine after all, and a Club is all about share knowledge, expertise, good times and friendships; put them on paper and become a regular contributor, even if it is a letter to the editor. We want to know what you are up to.

In this issue we cover 2CV Raid Australia 1992 with all the latest developments. It should be one hell of a trip!

Rod Greschke, one of our regular contributors from Canberra, writes to tell us about what's happening in the nation's Capital. Thanks Rod, we appreciate your efforts - especially with jam tins.

We also include a full list of the books currently in our Library, and we hope to follow that up with a list of magazines at a later date.

So put your feet up, pour a coffee or something stronger and enjoy.

Looking forward to your numerous and extensive reports...Dylan

HONORARY LIFE MEMBERS

Nance Clarke 1984

Jack Weaver 1991

CCOCA MEMBERSHIP

Annual Membership \$30

O/S Postage add \$9

CCOCA MEETINGS

Every fourth Wednesday of the month except December.
Canterbury Sports Ground
Pavillion Room, cnr of
Chatham and Guilford
Road, Canterbury Victoria
Melway ref. 46 F 10

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The views expressed in this publication are not necessarily those of the CCOCA Club or its' Committee.

THE PRESIDENT HAS HIS SAY

About the time you receive this magazine the Club's annual Concours will be held, and, as per previous years, it will be a huge success.

Your committee believes it is vital that CCOCA and CCCV co-operate to promote the Citroen marque within Australia, and more joint activities can be expected.

Our September meeting was very well supported. I was particularly pleased to welcome Mark Mc Kibbon, Gerry and Pat Propsting to the night. We all have busy lives and their special efforts to attend was great.

The President's dinner was a bit of a hoot - we will include another one in next year's calendar, and promise to give you more notice next time. The end of the year events are starting to stack up, so please check this magazine for all dates and any changes. Failing that just phone a committee member for all the details.

Interstate members are always welcome in Melbourne; accommodation may be available - give me a call.

Regards Ted Cross

I N D E X

TO FRONT DRIVE VOLUME 14

An index to Volumes 1 - 5 appears in Volume 6, No. 1; to Volumes 6 - 10 in Volume 11, No. 2; to Volume 11 in Volume 12, No. 2; to Volume 12 in Volume 13, No. 2 and to Volume 13 in Volume 14, No. 1.

The references are indicated as: Volume No./Issue No./Page No. -

Back issues of Front Drive are available from CCCOCASHOP at \$1.00. Please note: it is not possible to supply photocopies of individual articles.

G E N E R A L

All them Rounders	14/3/20
Lest we forget; the 'Traction Arrieres'.	14/1/4
Providing Fuel for Thought: 2CV on Lead Free Petrol	14/2/14
Ted and John Wreck a Big Six	14/3/3

T E C H N I C A L

Big Six Wheel Bearings	14/1/20
Centrifugal Ignition Control	14/2/15 and 14/3/18

M E M B E R ' S C A R S

1934 Type 8A 'Rosalie' (Marc Fellman)	14/4/4
1954 Light 15 (Warren and Pam Seidel)	14/3/14

S P E C I F I C M O D E L S

Gordon Smith's Type A	14/3/10
Brian Barry's Citroen C6F	14/1/9
The Case of the Lookalike Jackal (22CV)	14/2/8
Twin Pot Topics: Early Slough 2CV	14/4/14

E V E N T S

All French Day	14/1/23
Austraction '90, Echuca	14/2/3
Avanti Motor Museum	14/1/22
CCOCA 1990 Concours	14/3/6
CCOCA Parts Auction	14/3/6
CITIN '90, Mt. Tamborine Qld	14/2/12
CITIN '91, Goolwa SA	14/4/8
Coolart, Somers	14/3/6
Wangaratta VVCMC 21st Birthday Rally	14/3/15

LA 7 CV

Voiture de conception entièrement nouvelle

CITROËN

A TRACTION AVANT

NOUVELLE PRÉSENTATION DE LA PLANCHE DE BORD

ROUES INDÉPENDANTES RESSORTS PAR BARRES DE TORSION

PARE-BRISE INCLINÉ AUGMENTANT LA VISIBILITÉ

CARROSSERIE TOUT ACIER MONOCOQUE

EMPLACEMENT INTÉRIEUR POUR BAGAGES

HAUTEUR INTÉRIÈRE 1m20

POIDS 900 Kgs

CONSOMMATION 9 LITRES AUX 100 Km.

VOITURE SURBAISSÉE HAUTEUR TOTALE 1m475

PRIX : 17.700 Frs

EXPOSITION ET ESSAIS



L'emplacement laissé en blanc dans chaque cliché est destiné à recevoir votre raison sociale.

WHATS HAPPENING

LES HALLES - PRESIDENT'S DINNER GOES TO THE PROVENCES

A delightful dinner was held by CCOCA in September at Les Halles Restaurant in Swan Street Richmond. This restaurant, although with a new owner, has been around, as Peter Boyle so aptly puts it, "Since Cocky was an Egg". It still maintains it's legendary reputation for fabulous French Provincial Cuisine, at more than reasonable prices.

A great time was had by all the participants. The President and the First Lady - Helen were in fine form, maybe it was the relief at one of their charges flying off to parts overseas to do singing type things with the Australian Boy's Choir. Helen was conning, sorry persuading, some of our members and spouses to write to Poor Tim overseas to make him feel wanted and loved. Good on you Helen you must be one of the hardest working Mums around. Just think, in her capacity as First Lady, she raises a car club as well.

The Smiths were also in fine form. Sue, on the way home from French lessons, was practising her French, because only a matter of days later the whole family was inflicting themselves on Noumea. I hear they will be displaying a collection of photographs at the next meeting showing what horrible things Noumean's do to the all suffering 2CV.

It was a bit of a Bachelor's Night, where were all those wonderful wives and girlfriends. Make sure next time you let them out of their cell - gosh they might even have a good time. Make it a date for the Turkish night in December.

COMBINED CITROEN CAR CLUB'S CONCOURS COMES TO ALBERT PARK LAKE

This year's combined CCOCA and CCCV Concours will be held on the shores of picturesque Albert Park Lake on October 20. The entrance to the display area is off Aughtie Drive, which runs along the beach side of the lake. The display area is at the St. Kilda end of the lake. Entrance to the display area is for Citroens only. There is

ample car parking nearby.

You are invited to arrive at 11am, giving the organisers time to sort out the display, and get on the important things in life - mainly the judging for the Concours Awards and picnic lunch (not necessarily in that order.) Both CCCV and CCOCA Shops will be open for business, and I hear that CCOCSHOP will have a few surprises. We are joining forces with Euro Prestige of Commercial Road Prahran, to arrange a display of the New Citroen Models available in Australia. Added to the display of Citroens back to the Vintage we are assured of quite a show.

Steve Wedell has indicated that he will be bringing down his Traction from Sydney for the day. So with him throwing down the gauntlet, our local members have absolutely no excuse for not dusting off their cars and merely driving the handful of kilometres to what will be the high point of CCOCA's annual calendar.

There are vast amounts of space for your children to play safely or fly kites etc. so bring the family along for the fun and frolics.

THE ANNUAL PARTS AUCTION - A MUST FOR THE CITROFILE WITH A KEEN EYE

This year's Annual Parts Auction will be held at Ted and Helen Cross's Home on November 24 starting at 11.30. BYO drinks and food to share. A BBQ will be available. Our now famous Auctioneer will be in attendance - Luigi Boyle - to put under the hammer, or is it the drive shaft, some much sought-after bits and pieces - you know, like a 22 engine block etc.

Don't forget, if you wish to sell some of your gems, whether they be whole, or parts of cars, bring them along. It's a great way to generate a little more of the ready for that Xmas restoration project.

The Club is also supplying a bottle of champagne to every member who brings their Citroen. Love this idea as I only drive a Citroen.

Rumour has it that it is actually Ted's Birthday, so it will be quite a day. Come along with the family - bring a friend, if you have one.

COMING EVENTS

OCTOBER 20

VOYAGE CITROEN

CCOCA and CCCV annual combined Concours

This year to be held on the shores of Albert Park Lake (St.Kilda end of the lake entrance of Aughtie Drive, Melways map ref 57 K6)

OCTOBER 23

TECHNIQUE CITROEN

Talk by UTI Chemicals on Feronite Rusty Metal Primer. Almost compulsory if you own a 2CV

NOVEMBER 16 - 17

VOYAGE CITROEN

Bendigo Swap Meeting

NOVEMBER 27

CCOCA MEETING

The last General Meeting for 1991

NOVEMBER 24

ANNUAL PARTS AUCTION

This year to be held at the residence of our President and First Lady at 16

Buvelot Wynd, East Doncaster, BYO drinks, bring food to share.

This will also double as the CCOCA KID's Christmas Party - so make sure Father Xmas has a present for your little darlings when he turns up! Presents to the value of \$5.00 only.

DECEMBER 12

XMAS CUISINE CITROEN

YES, it's that time of the Year Folks. Byo Drinks and we will supply the rest. Venue - Robbie Stockfeld and Graham Bradshaw's Residence - 119 Victoria St., Flemington. 7.30pm

JANUARY 1992

VOYAGE CITROEN

Australia Day Display of Veteran and Vintage cars in the Alexandra Gardens, Melbourne

EASTER 1992

NATIONAL CITROEN RALLY

This year in Canberra, well worth considering as the ACT Club always runs a brilliant meeting

CITROEN 2CV RAID AUSTRALIA

#2 'TOP END' 1992

This article has been compiled from Raid Australia Newsletter nos 1 and 2.

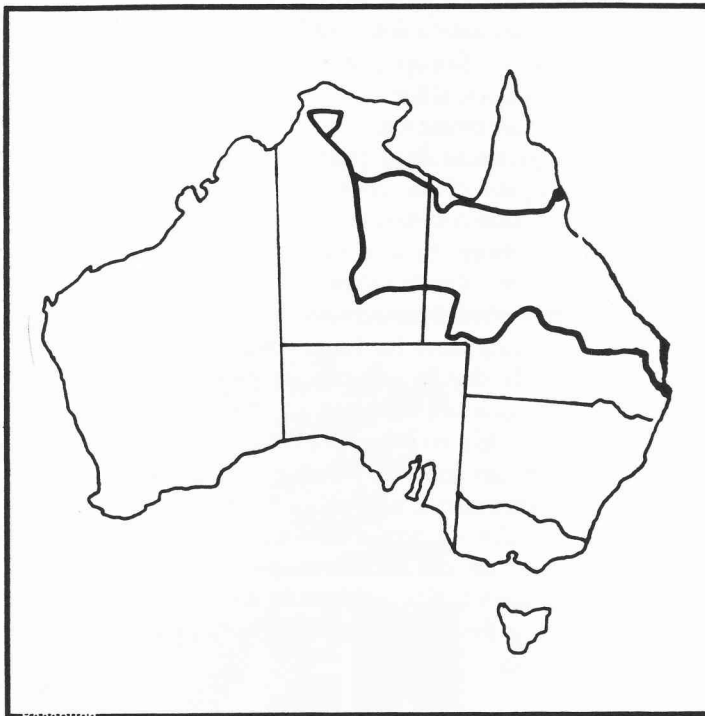
The team is a truly National one with the following Citroen Club people contributing to the organisation of the Raid; Lance Collins(Qld), David Gries(Vic), Ralph Hibble(WA), Phil Ward(SA) and Paul Williams(NT).

Lance is looking after the Queensland end of things with help from the local Club. David will be offering technical advice on how to prepare your 2CV. Ralph is churning out the Raid Newsletter. Phil designed the Raid '92 Logo, has produced stickers and soon will have T shirts. Steve is our man in charge of things financial with Paul looking after things in Darwin; we hear stories of a Civic Reception.

Now to bring you up to date, Ruthard Wolfe (from Germany) also of Raid '88, nobody could ever forget his famous self lowering 2CV, was recently in Australia. He was here for about 2 months this time and managed to see Lance, Phil, Steve and Ralph on his trip. Being a keen Raider he volunteered to do the survey of the Top End from Cairns to Darwin. Being 'Down Under' he just had to do it backwards as a keen balloonist, he arranged to take a number of flights, one of them from Alice Springs. Ruthard reports that the roads are ideal for 2CV Raiders and the scenery is fantastic. **NOW IS THE TIME TO COMMIT YOURSELF!**

Send your registration with \$100.00 to Raid '92 Account c/o Steve Wedell, Lot 110 Cooyong Road, Terrey Hills New South Wales 2084.

The registration is a non-refundable fee which covers two people and one vehicle. (Name/s, Address, Car please) Preference will be given to 2CVs, other Citroens ie, Traxions, ID, D series and Gs will be used as support cars. Support cars will be expected to carry additional gear to fulfil



their role. We may need to limit the numbers of cars, so get in first to be on top of the list. Do not miss out on this once in a life time event.

The route has been surveyed, for the most by Phil Ward and Lance Collins, both of Raid 88 Fame. Raiders will have to buy their own provisions and, of course, will need to stock up, and plan their own menu. Provisions will not always be readily available, and you will always need to plan at least three days ahead.

We leave from Brisbane, then to Gayndah, Camarvon National Park, Longreach - the Stockman's Hall of Fame, Birdsville - for the craziest horse racing event you'll ever see, Alice Springs, Tennant Creek, Darwin, Kakadu National Park, Lawn Hill National Park, Burketown, Cooktown. finishing in Cairns. The time allocated for this is four weeks, and distance to be travelled approximately 8,000 km.

Due to the difficulties in taking a group of vehicles to the top of Cape York, this will not be an organised part of the Raid, but with the finish in Cairns, it will permit travel to the Cape after the Raid if you wish - depending on how much time you

have and weather conditions at the time. Numerous river crossings can be dangerous in this area, especially to a light-weight vehicle such as a 2CV, and may well be impassable with wet conditions, even to a large four wheel drive.

It is strongly advised to prepare vehicles to Raid standards outlined in 'ICI COMMENCE L'ADVENTURE' with a solid engine sump plate to seal from dust and water, as well as protection from rocks and bottoming.

The Raid will be conducted similarly to Raid '88 where vehicles travelled together in groups. Provisions and fuel will be more readily available in towns, so huge stocks of food etc. will not necessarily have to

be carried; 2-3 days would be the maximum in more isolated areas.

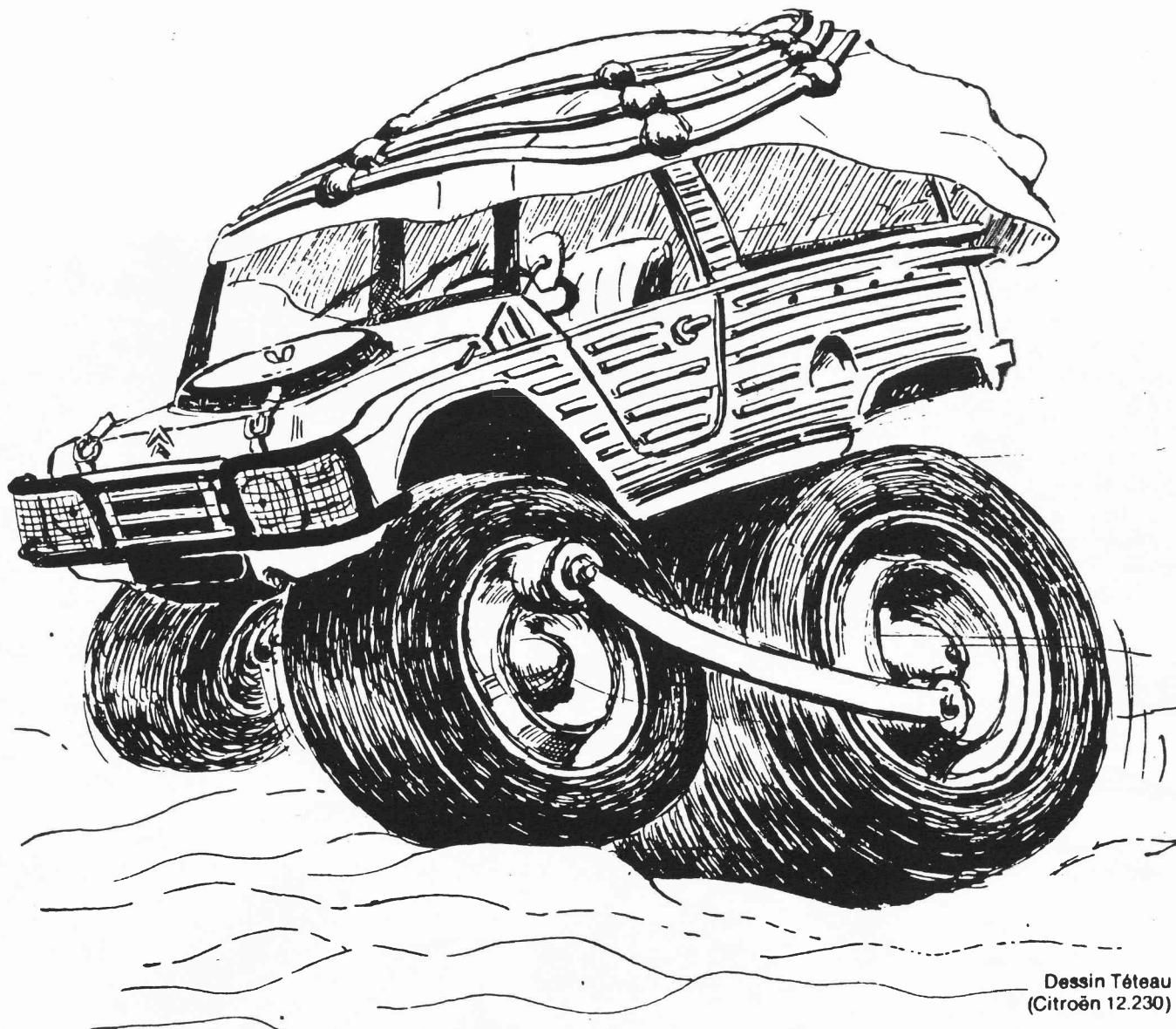
Details of car preparation, equipment, and additional requirements will follow, but please do not hesitate to contact a Raid Committee person if you have any queries. Accommodation along the way will generally be camp sites in towns and National Parks, except for the very occasional isolated section where camp will be by the side of the road.

While daytime conditions will be generally HOT, some nights could be quite cool.

Entries will be restricted to 30 cars with preference as previously stated, given to 2CVs and derivatives.

The starting date for the Raid should be Saturday 29th August 1992, the main deciding factor for this is that we want to coincide with the Birdsville Races, which are normally set for the first weekend of September. The Friday night before departure will be a bon voyage bash. With the success of RAID Australia 1988 and the enthusiasm generated by it, we are planning to give the '92 Raiders more of a treat with exciting roads, extremely diverse scenery, and events and places not to be missed.

UNE MEHARI FORTE COMME 4 X 4



Dessin Téteau
(Citroën 12.230)

NEW MEMBERS

Dr. George Tippet - Kew, Victoria
Tractions really can be found in cabbage patches.

John Hootman - Richmond, Victoria
Has a 15 6H at home in the USA

T Gregory

Bought one of Mark Vicory's Big 15 Fleet

Stewart Pekin - Perth, Western Australia
A west coast collector of many and various Citroens, rumour has it he drives a Subaru

Hughie Wilson - Moe Victoria

Everyone dreams of inheriting a L 15

Ian Kimpton - Maldon Victoria

Dreams of getting a Traction - any takers

FRONT DRIVE DEADLINES

In this issue we are publishing our deadlines for articles and classifieds for Front Drive magazine. As you will see we have set dates right up until the end of 1992. The publication date published refers to the dates that the magazine is due to be mailed out to you. These dates may vary from time to time from the dates because of unavoidable circumstances. But we will endeavor to keep this to a minimum. The Material deadline is firm and all articles, reports, photos, classifieds etc must be in before that date or they will not be published. We also are in dire need of input from our members in the form of articles etc. Please consider writing just one.

CHRISTMAS SUMMER ISSUE

Material deadline 6/12/91

Publication date 20/12/91

AUTUMN ISSUE

Material deadline 6/3/92

Publication date 20/3/92

WINTER ISSUE

Material deadline 5/6/92

Publication date 19/6/92

SEPTEMBER ISSUE

Material deadline 4/9/92

Publication date 18/9/92

CHRISTMAS SUMMER ISSUE

Material deadline 4/12/92





SCENE FROM THE RALLY ACROSS
AFRICA 'RAID AFRIQUE' - 1971

THE MAN FROM CCOCASHOP

AN INTERVIEW WITH LEIGH MILES

Any member of CCOCA, who has attended a club meeting, day outing or major rally over the last eighteen months, or so, is bound to have browsed through the items for sale at CCOCASHOP. Leigh Miles, Club Member since 1982, and the CCOCASHOP have, over this time, become linked together in many member's minds. Front Drive caught up with Leigh for this interview on a recent wet Sunday afternoon

FD

How did you first become involved with Club Shop?

LM

As so often happens it was either by mistake - mine - or subterfuge - the Club's. The Club was looking for somewhere to store back issues of Front Drive. I volunteered as I had the space, and felt it was time I did something for the Club after 7 years of membership. I was rather surprised when early one Sunday morning Robin Smith turned up on the doorstep with not only the back issues of Front Drive, but also Club Shop!

FD

When was this?

LM

It must have been late November, 1989, because I undertook my first stocktake for Club Shop on December 1st.

FD

What was the first Club event you attended as Club Shop 'Person'?

LM

2 days later, the 3rd, was the Car Club's Concours over at Fairfield. Club Shop set up in a marquee - which was handy as the weather was rather bleak. Rather to my surprise, Club Shop sold over \$100 worth of merchandise.

FD

What did you sell that day?

LM

The best seller was back issues of Front Drive - almost half the sales derived from the magazine. That was especially pleasing as we still hold enormous stocks of Front Drive. So after what I saw at the time as being good turnover and was hooked.

FD

Why do you say "saw as good turnover at the time"?

LM

These days it is not unusual for sales of \$70 to be made at a normal monthly meeting, and at the Easter Rally this year we made sales of over \$600.

FD

How did you manage that?

LM

Well there are many things that have combined to make the shop what it is today and ideas have come from many people. Firstly I think it is a matter of Club Shop simply being seen. I try to attend everything I can and to take as much stock with me as I can manage. This means that members can rely on being able to find the Shop. With both my Citroens being Hatchbacks, I can lift the hatch and sell from the back of the car at any time.

FD

Hence the nickname - Arkwright from the television series 'Open all Hours'. When did you first get that name?

LM

That was in 1990, Austraction at Echuca. Another feature of the success of CCOCASHOP has been the wide range of things we sell and our aim to try and have something new for every meeting.

FD

What do you see as the special things you have done for the Club Shop?

LM

I think there have been two really good ideas. The first came from David Giddings - when he was President of CCOCA - that the Club Shop should have available copies of Workshop and Repair Manuals. We started with 4 cylinder and 6 cylinder Traction Manuals. This year, as a result of requests, we have added ID and DS Manuals. Next cab off the rank is the complete Workshop Manual for the 2CV and derivatives. This is complete to 1981 and includes most recent up-dates to that model, including disc brakes.

The second is the mail order programme. Naturally not all members can get to meeting or rallies - especially country and interstate members. Front Drive has always been the way in which these members have kept in touch with the Club, so the idea of a pamphlet inserted in Front Drive was tried

FD

You have now had two inserts in Front Drive, what has the response been?

LM

Clearly there is great interest in mail order from CCOCASHOP, and as a result we intend to extend the range of items available through mail order in the next leaflet, early

FD

With all these sales, what happens to the money?

LM

CCOCASHOP exists for the benefit of the members in two ways. Firstly, of course, to make readily available Citroen related items at competitive prices. Secondly to provide funds for the Club so we can either do more things for members or reduce the cost of functions for which members pay.

FD

Can you give an example?

LM

Well apart from funds that CCOCASHOP provides to the Club from the profits, to be part of general revenue - helping to pay for Front Drive, for example - CCOCASHOP also paid for the Chicken and Champagne breakfast at Austraction at Daylesford - that was about \$150 of CCOCASHOP profit.

FD

Will CCOCASHOP be at the Concours and what will you have to tempt members?

LM

Oh yes, Iain Mackerras and I will be there with almost all of CCOCASHOP's stock. T-Shirts and Long Sleeved tops in all five designs currently available. These premium quality shirts are pure cotton and printed in red, blue or black. New for the Concours are full length aprons also printed with the unique CCOCASHOP designs. We will also bring along our full range of models both new and second hand collectables. With prices ranging from \$3 - \$35 for single models to sets of five Solido Citroen trucks for \$70. Of course we will also have some brand new models, grill badges, cloth badges, the ever popular Toblerone chocolate, Daffy 2CV children's games and naturally Repair Manuals and back issues of Front Drive

FD

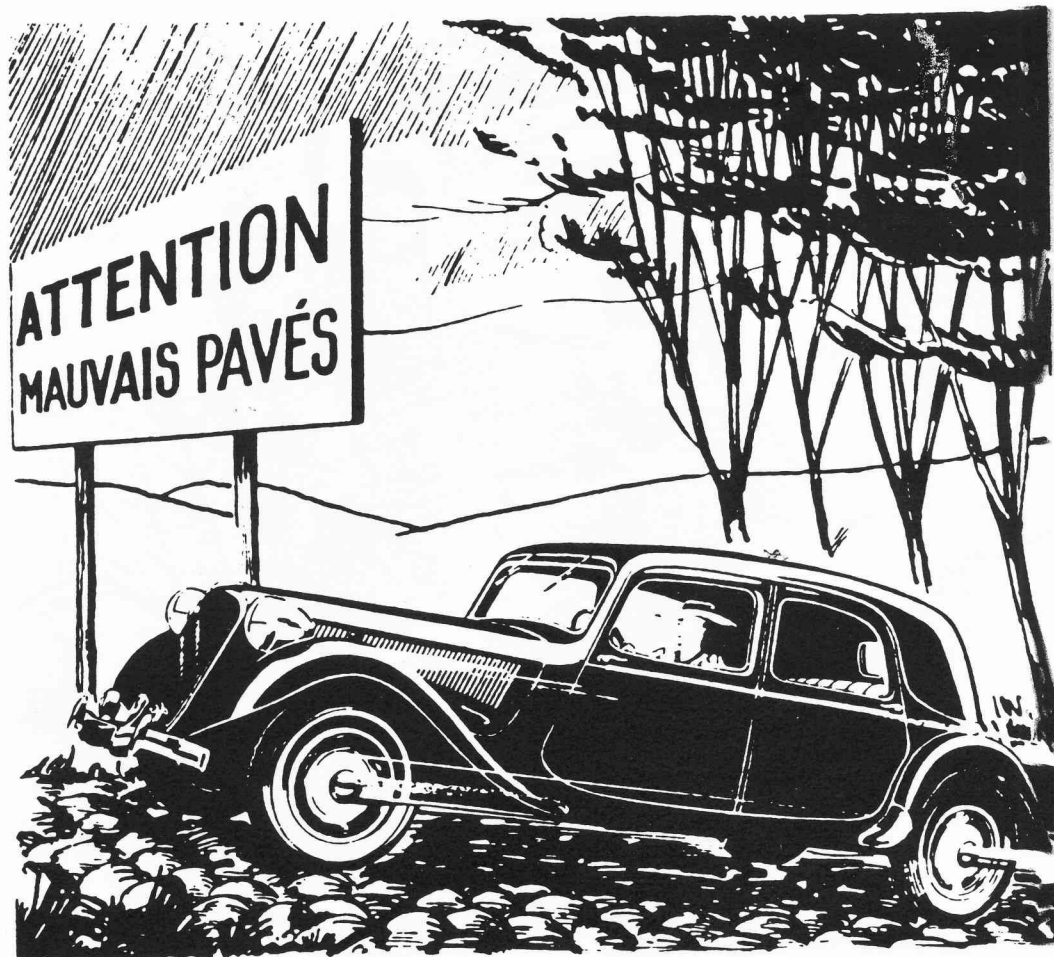
Any bargains to be had?

LM

Oh yes, we have some glass tumblers with Traction printed on them. These are usually \$5.50 each but on October 20 a set of four will be available for \$15, that's just \$3.75 each.

FD

Thank you for your time Leigh, and I'm sure everyone is looking forward to seeing CCOCASHOP on the 20th at Albert Park Lake.



Peu importe !

votre

Traction Avant
CITROËN

est bien suspendue
grâce aux

ROUES AVANT INDÉPENDANTES

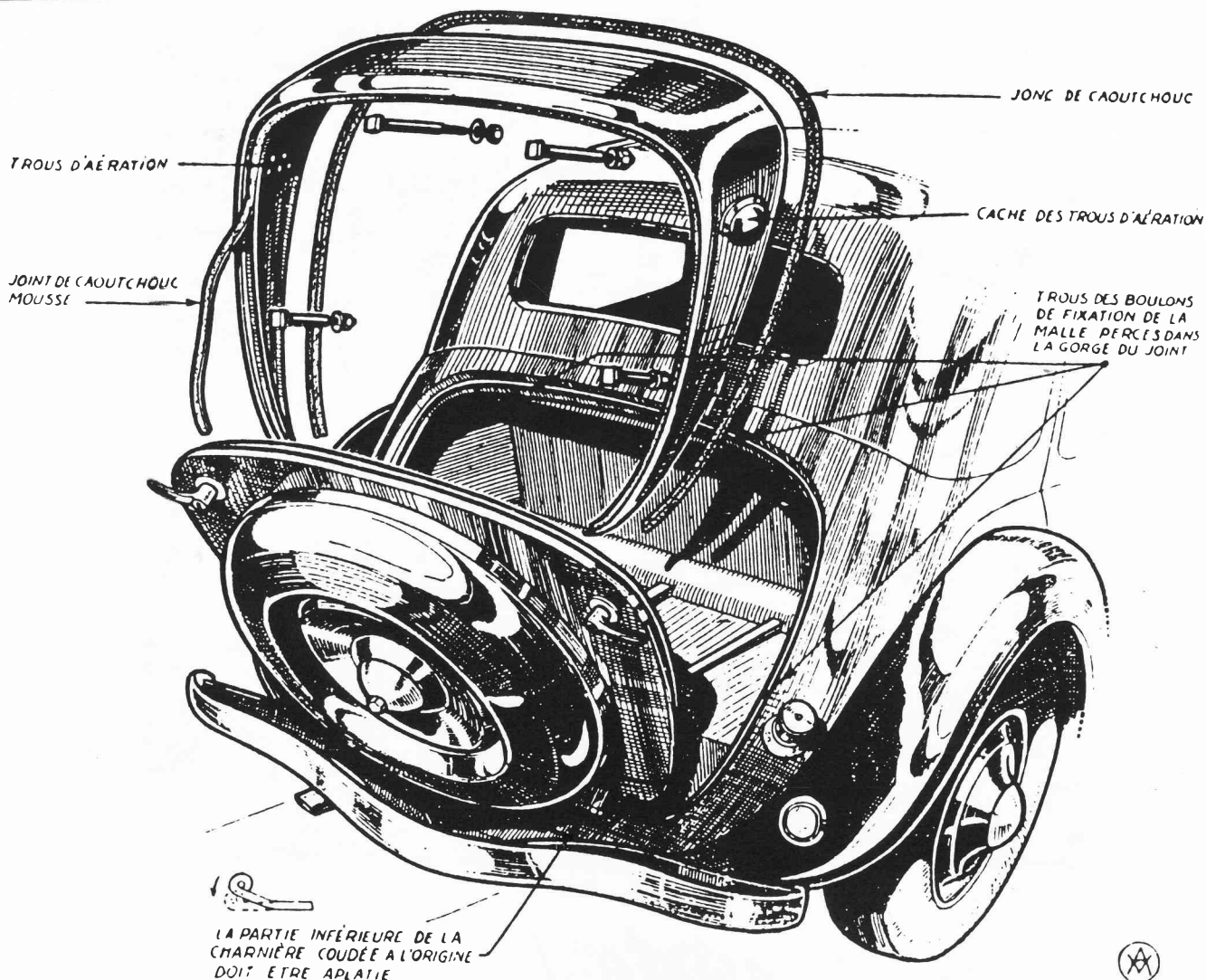
aux

BARRES DE TORSION

et aux

AMORTISSEURS HYDRAULIQUES

DEMANDEZ UN ESSAI GRATUIT



A handy accessory if you were planning your family Christmas Holliday in 1938.

BOB'S 'D' BARGAINS

The Club Citroën of South Australia inc. has some brand new, hard to get parts for sale at quite reasonable prices for D's. They included this list in a recent letter and thought some of our members could be interested. If anyone wishes to purchase any of these part or requires more information they should contact Bob Koster on (08) 297 1927

PART NUMBER	DESCRIPTION	QTY	PRICE
DX578010	DS LHF Indicator	1	\$73.00
DF54489	DS Safari R/Lens (orange)	1	\$4.50
DX225299c	DS21/23 Oil Cooler	2	\$72.00
	Late D Outer Door Handle LHF	1	\$36.00
DS37331	DS Triaxe Cross	1	\$68.00
DX522222a	Late D H/Lamp Switch	1	\$65.00
DX522261	DS Hazard Warning Switch	1	\$22.00
DM86124e	ID Inner Door Handle (Plastic)	1	\$24.00
DX391020	HYD Pump 7 piston/Cyl Set	3	\$350.00
DM453011	ID Brake Control Unit	1	\$45.00
DS84569	DS Pallas LHS Centre Trim (outer)	1	\$18.00
ZC9620048	DS Wheel Bearing	1	\$78.00
DS435020	ID/DS/ FR/R Height Corrector	1	\$75.00
DX144906a	DS23 Fuel Injection Computer	2	\$375.00
DS45397	DS Brake Button Rubber	2	\$7.50

Due to the limited quantities of some of the parts, it is a first come, first served situation. So don't hang around if you need any of these bits

17.700 frs
17.700 frs
17.700 frs
17.700 frs

LA **7**

CITROËN

A TRACTION AVANT

VOITURE D'UNE CONCEPTION ENTièrement NOUVELLE, DE DEUX ANNÉES EN AVANCE SUR TOUTES LES VOITURES EXISTANTES

MOTEUR FLOTTANT A CULButeurs
ROUES INDÉPENDANTES
RESSORTS PAR BARRES DE TORSION
FREINS HYDRAULIQUES
CARROSSERIE TOUT ACIER MONOCOQUE
INTÉGRALEMENT AÉRODYNAMIQUE

EXPOSITION ET ESSAIS

LETTERS TO THE EDITOR

Dear Dylan

Modesty will prevent Gery Carson and Gabriel De Figueiredo from reporting on Canberra's 'All French Day' so, as the only other CCOCA member who was there, I guess it's up to me.

Renault, Peugeot, Citroen, Hotchkiss were represented with a total of 54 cars lined up in front of the old Parliament House on a bright and sunny, if perhaps chilly, Sunday July 14th. A 1918 'Bullnose' Morris appeared to be an intruder at first glance but justified its presence by claiming to have a Hotchkiss designed engine. To my mind a brace of four Renault 750s, each a different bright colour, took the prize for cuteness while the gleaming Light 15 and 11BL of Gery and Gabriel respectively certainly took it for elegance and beauty of line. Pity 'Simone', my own Light 15, wasn't there as well. What an elegant trio the public could have enjoyed.

Prizes were awarded by the official judges for the top car overall and the three best cars in each individual make, while the public were invited to vote for their choice of top car of the whole show. The 1914 Hotchkiss very deservedly took the judge's major award for the second consecutive year. This is a rare and very impressive old car which we see out and about in Canberra all too little because it has to share the owner's available club days with four veteran and vintage cars. (Is the definition of having 'made it' when life's biggest dilemma is deciding which one of five cars to take on a Club run?) Gabriel's 11BL was awarded best Citroen, with Gery's Light 15 taking second place. Surely it must have been the toss of a coin that decided these two places because I still maintain that Gery's is a most exquisite restoration and the equal of Gabriel's. Perhaps Gery's few deviations from the original swayed these particular judges in Gabriel's favour this time. Third place would have undoubtedly gone to Simone, if she hadn't been at home in the shed, so the judges were forced to award it to a DS Safari which hadn't even been vacuum cleaned for the occasion.

Vote for the people's choice, probably the most prestigious award of all, went to the Carson Light 15, also for the second consecutive year. In congratulating both Gery and Gabriel on their awards, special recognition must also go to Gabriel for his

effort in making the day trip from Sydney and back. A little over 600km to be driven altogether, in winter, with the year's shortest day only a few weeks earlier, and the car on display for 6 hours. That isn't something that many of us would do too often. Thanks Gabriel, for adding some extra colour and class to this Canberra event.

And why was Simone in the shed when she should have been out showing off her charms? She had no one to drive her there, that's why. My travelling companion, that high pressure raffle ticket sales woman at Daylesford, and I were on the last day of a two week trip to Central Australia. We'd had a couple of days at Cooper Pedy, a couple more at Ayers Rock and then four or so at Alice Springs and the West Macdonnell Ranges. I'd thought of getting home in time for the French Day but, well, I guess there was just more to be seen than we'd first thought. But we did make it back to Canberra and the forecourt of the Old Parliament House just in time to catch the presentations and to briefly check out the entries before they began to leave.

Now, how's this for an unexpected coincidence - recently we were overtaken by Tom Campbell of Sydney. You'll remember that Tom made himself immortal at Daylesford by being the only one amongst us who had a crank handle that was still capable of it was supposed to do. So what's unusual about being overtaken by Tom, you ask? Well we were climbing Ayers Rock at the time and you just don't expect to have someone you know creep up on you out there. Tom and his trumpet were on tour with the City of Sydney Concert Band and we caught their performance later that evening at the Yulara Shopping Centre. (Tom also plays flugel horn but, with a Light 15 and a 2CV in the garage, questions are being asked as to why he doesn't play the french horn as well). Anyway, if that wasn't enough to confirm that it sure is a small world, some weeks later Barbi was visiting friends in Sydney when who else should pull up alongside her at the traffic lights, but Helen Campbell in the 2CV Charleston!

Speaking of Daylesford, I'd like to assure all those who attended Austraction '91 and suspect that Rod Greschke will do anything to take a trophy home that this year's Hard Luck Award was not at all contrived. In fact, the hard luck continued well after the trophy had been safely stowed away for transport back to Canberra. Actually, 'Hard Luck' is a bit too strong a term. Losing the teeth of a crown wheel or pinion is 'Hard

Luck'. Electrical problems are just a nuisance. Anyway, our nuisance problems continued as those ablebodies who assisted in our rather inglorious push-start departure may remember. That particular piece of embarrassment was caused by the bush having fallen out of the back of the starter motor, rendering it totally useless in spite of Jack Hawke assisting with jumper leads from the Big Six. Having no starter at all, even if the cantankerous voltage regulator deigned to send a few much needed amps up to the battery, meant that we would probably have to drive the whole 700km home without turning the engine off.

As the miles slowly rolled by this prospect became less and less acceptable to the point where, shortly after Benalla, we pulled in to a truck parking area to see what could be done. In a garbage bin I found a soup can from which I was able to cut a strip of tin, roll it into several thicknesses around a large bladed screw driver and fit it into the space left by the recently departed bush. Folk lore has it that the legendary Lance Collins, on the 1988 Gun Barrel Raid, made a 2CV gudgeon pin bush out of a DS crank handle sleeve. When it comes to engineering prowess I wouldn't presume to hold a candle to Lance but I do claim to be something of an authority on the jam tin and it's thousand and one applications in the automotive field. Even my much loved and pampered Camry hatchback has a few pieces of it in strategic places. But those of you who were horrified that the temporary jam tin fan belt guard, which first appeared on the Beechworth run in 1989, is still painfully obvious when Simone's bonnet is opened will be pleased to note the soup tin starter bush has since been removed and a genuine brass one professionally fitted in its place in spite of the fact that Mr. Campbell saves all his best soup cans for Citroen starter motors.

Still on the subject of Daylesford, yesterday I was browsing through the magazine stand at the local new agent when I realised I was being watched by a pile of Ron Lawrences. I picked up the top copy of Restored Cars No.88, checking the cover photo, I was a little concerned by the imminent threat of something large and steam driven squashing his L15. It's a great photo and deserves to be made into a poster. Finally, Bill Graham here's a good number plate for you. A private security firm in Canberra has, on one of the night patrol fleet, the very appropriate plate 'Checkn'.

Regards Rod Greschke in Canberra

CCOCA LIBRARY

In this issue we have published a list of the books available from the Club Library. There is always a selection of books and magazines displayed at the meetings, for loan to members. If there are any books on this list you particularly wish to borrow, please contact the Club Librarian - Robin Smith, and he will arrange delivery of the book or publication you desire.

The books listed cover a large variety of Citroen models both past and current. The Club also has a large selection of magazines from various local and international Citroen Clubs and books on restoration techniques. If you contact the Robin, he will provide you with a list of books and magazines on these subjects.

T R A C T I O N

Dumont 1
Dumont 2
Le Grande Livre de Traction Avant (de Serres)
L'Album TA
La Traction (Borge)
Citroen TA (1934 - 57) (Brookland)

RTA Traction
Auto Archives 3
Autoe Archives 5
En Avant La Traction
Les Fabuleuses (Sabates)
Les T.A. (Duiboube)
T.A. Citroen (Profile)
T.A. Gold Portfolio (Brookland)
22 V La Traction (Sabates)

2 C V

La 2CV (Borge)
2CV and Derivatives (Taylor)
Life and Times of the 2CV
Citroen 2CV 1948 - 82
Citroen Flat Twins
2CV Evolution Technique
2CV (Olyslager)
2CV (Russek)
2CV (Haynes)
Once Upon a Time
ICI Commence
The Ugly Duckling
Travels with a 2CV
2CV Auto Archives (Sebates)
Citroen 2CV (Brookland)
Citroen 2CV (Russek)
Citroen 2CV (Jacobs)

G E N E R A L

Toutes les Citroen (Bellu)
Citroen (Broad)
4 eme Rallye ICCR Citroen
5 eme Rallye ICCR Citroen
Les Prestigieuses (Sabates)
Why Citroen
Auto Quarterly (Jordan)
Chevrons de Gloire
SM (Daniels)
Citroen (Thorpe)
Citroen (Auto History - Dumont)
SM Citroen
Genealogie Citroen
SM Citroen (Auto Archive - 26)
RTA A, B2, B12, 5CV
RTA B14
RTA C4, C6, Rosalie
Citroen SM (Brookland)
Citroen XM (Martinez)
Les Auto Chenilles
Rosalie (Auto Archive 8)
Ami 8 (Russek)
Grande Livre Tous les Modeles (de Serres)

D S

L'Album DS (EPA)
DS (Auto Archive 13)
DS en Comp (Auto Archive 18)
Citroen DS and ID (Brookland)

H E L P

There are a number of books out on loan which need to be returned as other members are requiring to borrow them. These are:-

RTA B14
The Ugly Duckling
Citroen TA (1934 - 57) Brookland
2CV 1948 - 82

Please return these books as soon as possible please!

There are a large number of magazines being held by members. I would like to have all these returned ASAP so I can publish an up to date magazine list.

BORROWING BOOKS AND MAGAZINES

The loan duration for all books and magazines is usually until the next Club meeting. One month- especially if those books are requested by another member

Members may borrow by mail but must pay cost of postage both ways. Photocopies of Repair Manuals are available through CCOCASHOP



CCOCA SPARES

T R A C T I O N

NEW OIL PUMP GEARS	\$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	N/A
BIG BOOT BOTTOM RUBBER	\$20.00
RUBBER DOOR SEAL	OOS
SCUTTLE VENT RUBBER	\$30.00
PEDAL RUBBER	\$10.00
RUBBER GROMMET - PETROL	\$10.00
FILLER (2 SIZES)	
DOOR V BLOCK RUBBERS	\$35.00
BONNET RUBBERS	\$0.35
BIG AND SMALL BOOT PAINT PROTECTORS (UNDER HANDLES AND LIGHTS)	\$30.00
STEERING RACK BOOTS (PAIR)	\$44.00
GEARBOX GASKET SET	\$18.00
GASKET SET, VRS (BIG 6)	\$180.00
GASKET SET, VRS (L15, 11BL)	\$90.00
EXHAUST MUFFLER (AND TAIL PIPE)	
L15	\$190.00
BIG 15	\$150.00
BIG 6	\$140.00
EXHAUST HANGER - RUBBER	\$2.50
GEARBOX OUTPUT SHAFT SEAL	N/A
FRONT HUB - OUTER SEAL	\$8.00
- INNER SEAL	\$8.00
REAR HUB SEAL	N/A
DOOR LOCK (FRENCH) BIG BOOT	\$22.00
SMALL BOOT	\$22.00
FRONT WHEEL BEARINGS	\$26.00
(STATE WIDTH WHEN ORDERING)	
VALVE GUIDES	\$12.00
RADIATOR HOSE UPPER / LOWER	N/A
FAN BELT	\$13.00
DOOR LOCK SPRINGS	\$3.00
INLET VALVES	\$20.00
CLUTCH PLATE	\$125.00
FUEL PUMP	\$50.00
ID/DS MAIN BEARING O/S	\$85.00
ID/DS CONROD BEARING	\$85.00
78 MM PISTON RINGS	\$85.00
BIG 15 DRIVE SHAFTS (EACH)	\$480.00
(LESS INNER CARDEN SHAFTS)	
BRAKE MASTER CYLINDER (NEW)	\$85.00
BRAKE MASTER CYLINDER KIT	\$15.00
TIE ROD BALL JOINT KIT	\$70.00
BALL JOINT BOOT (LEATHER)	N/A
(UPPER AND LOWER)	
BRAKE HOSE (FRENCH) FRONT	\$28.00
REAR	\$24.00
TROTTLER SHAFT 32PBC SOLEX	\$20.00
(0.5 MM OVERSIZE)	
HUB AND BEARING PULLER	N/A
LOWER BALL JOINT PULLER	N/A
BONNET STRIP CLAMP (INTERNAL)	\$1.50

T W I N P O T S

D Y A N E / 2 C V	
BRAKE HOSE	\$22.00
SEAT RUBBERS	\$1.00
WIPER BLADES (PAIR)	OOS
E A R L Y 2 C V	
ALL PARTS ARE NEW, UNLESS OTHERWISE STATED.	
CLUTCH LININGS	\$15.00
TIE ROD COVERS (METAL)	\$3.00
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 GASKET 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
DOOR CATCH RIGHT FRONT	\$6.00
LEFT FRONT	\$6.00
ACCELERATOR PEDALS	\$1.00

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

OOS = OUT OF STOCK
N/A = NOT AVAILABLE

W A N T E D

CHANGE OVER SILENT BLOCS. (FRONT)
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MAGAZINE

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1986 5sp metallic silver blue. All normal features plus many factory extras including Sauvage tail spoiler, alloy wheels and striping, trip computer, towbar, seat covers, rear hatch doors, VDO cruise control, alarm system, front and rear pioneer speakers, air horns. Other accessories include roof racks, headlight protectors, and bonnet stone guard. One owner and lived a pampered life \$19,950

DS21 SAFARI 1968

Light blue with grey roof, hydraulic gear change, 7 seater (2 "pop up" seats in rear) first of the swivelling headlight models with stainless steel trim on front glass and indicators. exceptional original condition in all respects - body mechanics and interior. Pioneer stereo. \$11,950

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GENUINE factory campervan with 600mm extended body. Completely rebuilt and refurbished to original layout using all new materials and fittings including stove/oven, fridge, gas, 240V and 12V dual power, plus too many other features to list here. ONLY ONE OF ITS TYPE ON THE ROAD IN AUSTRALIA. \$13,950

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(08) 298 8635

WANTED

L15 Must be in good reliable condition. To be for daily use prominently on short runs by caring and sharing family. Not looking for Concours condition. Enquiries to be directed through Peter Fitzgerald
(03) 528 4549

Anyone hold the Clubs special tools and are not currently using them, we require them back as other members are in need!
VE KNOW WHO YOU ARE AND VE HAFE VAYS OF GETTING ZEM BACK!
PLEASE CONTACT THE
SECRETARY.

