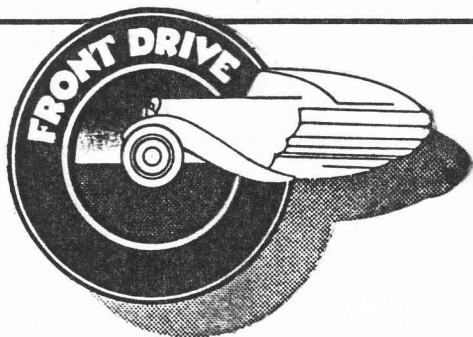


FRONT DRIVE

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

AUTUMN EDITION 1992



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FROM THE DESK

Well this edition of Front Drive is the last for the present Committee. The style and format, I trust, has been to members satisfaction. The flood of mail for and against hasn't been a worry to contend with! Foreseeable changes to Australia Post's "Category B" may mean for our Club as with all others, a look at the production costs of the magazine. If we can trim some costs without any loss of quality or content we will do so. When the new postal system is introduced it may almost double our present mailing costs. Australia

Post regards clubs like ours (under 500 members) as a bit of a nuisance and would prefer we paid full mail costs (regardless of the fact that we do all the necessary pre sorting for them). Rest assured clubs, not just car clubs, will be registering protests around Australia. Small clubs will just not have the money to produce and mail a magazine. Fortunately CCOCA is in the position where we can find other ways of raising much needed funds without effecting members fees, fees which the Committee have decided to hold at their present level.

Twin Pot Topics is getting a well deserved revival, and we will make it a regular feature again. Our vintage owners and restorers - of whom there are quite a few in CCOCA will benefit from their new regular feature - Vintage Talk. In the future we hope also to run a regular feature dedicated to the D models. The success of these depend on your contributions and information exchange.

The idea is being bounced around that CCOCA has probably the largest group of Vintage Citroëns in Australia belonging to our Club. Might it not be a good idea to create a Vintage Register to locate and keep track of Vintage models, and to foster information exchange as many Vintage Citroën owners are a little in the dark out there. Comments?

The 3rd of May is the All French Day. CCOCA and the CCCV are playing hosts this year. The event is well worth a trip and should also see some other interesting Vintages from the Melbourne "country" area.

Don't forget: Austraction. Iain and company need all entries in for attendees - It's Yarrowonga this year.

See ya! - 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
Pavilion Room, cnr of
Chatham and Guilford Road,
Canterbury Victoria
Melway ref. 46 F 10

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THE PRESIDENT HAS HIS SAY

I would like to thank all the members who went along to the Annual General Meeting to review the year just gone and to hold the election of your new Committee for the coming year.

I would firstly like to thank my fellow members of the outgoing Committee for their wonderful support throughout this year: Robbie Stockfeld, Peter Boyle, Peter Hore, Dylan Webb, Peter Fitzgerald, also Robin Smith and Leigh Miles.

Whilst every member of the group contributed to the Club, I would like to personally thank Robbie and Peter Fitz for their extraordinary effort with activities and magazine printing.

This year has seen 4 quality magazines plus newsletters in between. Congratulations to Dylan and Peter for the results.

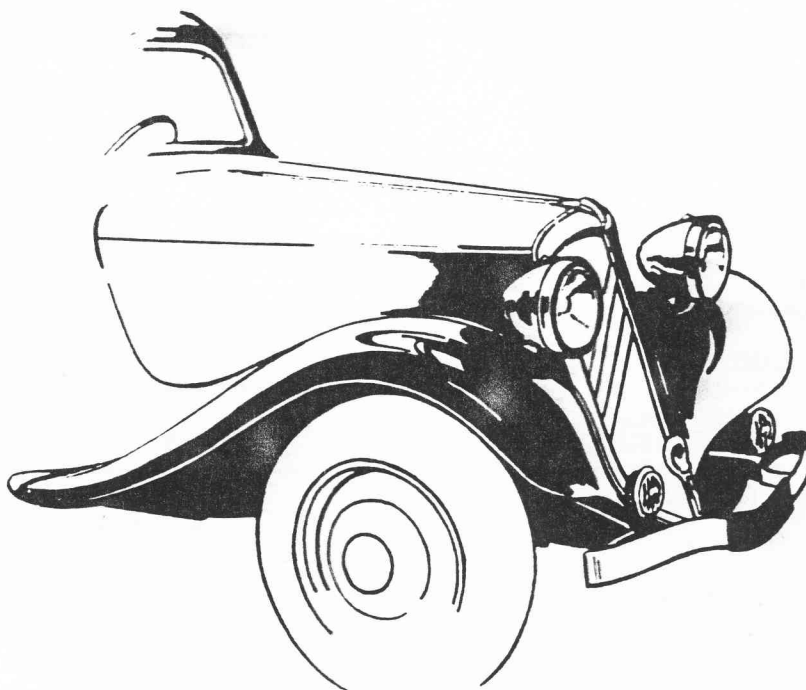
To be truthful, the year has been a bit of a blur for myself and probably a few others. However technical events, and Voyage Citroën activities have been regular features.

Some Highlights were; Our National Rally in South Australia, the day run to Seymour (The President's Big Six expired on the Pretty Sally Hill and is still convalescing), Austraction at Daylesford, Peter Fitz's notorious Tibetan Dinner. Later in the year saw our joint CCCV and CCOCA Concours at Albert Park Lake. The parts auction was well supported and combined with a visit from Santa for the boys and girls. It was closely followed by an adults only BYO in the secluded barn of the Bradshaw/Stockfeld estate in the back blocks of Flemington. We also enjoyed the hospitality of Susan and John Couche for our presentation luncheon. Congratulations to the winners of the various awards.

Over this year your Committee has worked well together, although it is fair to say that all have had their say when necessary. I believe you will agree that some good progress was made due to the positive attitudes shown over the year. However this can only keep happening with your continued support, and we thank you for making the Club a success.

Finally, I would like to thank you for allowing me to be your President. I have enjoyed the friendships and support and trust I have upheld the standards of previous Presidents. So we leave this year with your club alive and well. There will be more changes and improvements over the next year, but I believe the Club will continue to prosper and meet the needs of all of the members

Thank you, Ted Cross



COMING EVENTS

**IMPORTANT
MEMBERSHIP FEES DUE
MARCH**

A P R I L

17th - 20th

VOYAGE CITROEN CITROEN NATIONAL EASTER MEETING - citACTion 92

This year's event will be held in Canberra. As usual the ACT Club will turn on an event to highlight any calendar.

WEDNESDAY 22nd CCOCA MEETING

PHOTO NIGHT - Bring along all your National Rally Shots

25th - 26th

VOYAGE CITROEN

ALL Makes Swap Meeting held at the Fresh Centre in Footscray, Victoria CCOCA will have a promotional display for the All French Day the following weekend

M A Y

SUNDAY 3rd VOYAGE CITROEN

All French Day - Melbourne
REFER ARTICLE THIS MAGAZINE

WEDNESDAY 27th CCOCA MEETING

Speaker - International Number Plates Collector

29th - 30th MAY VOYAGE CITROEN

VDC Swap meeting. Friday night Demos and trading on Saturday at the Melbourne Royal Showgrounds

J U N E

6th - 8th VOYAGE CITROEN

CCOCA AUSTRALIAN QUEEN'S BIRTHDAY RALLY

Location around Yarrowonga - on the VIC NSW Border

WEDNESDAY 24th CCOCA MEETING

"Model concours"

1992 CALENDAR

J U L Y

SUNDAY 12th VOYAGE CITROEN

CCOCA First Annual Economy Run

WEDNESDAY 29th CCOCA MEETING

SUNDAY 12th CUISINE CITROEN BASTILLE LUNCHEON

CCCV Bastille day luncheon to be held at Birregarra 120km from Melbourne in the western districts. Booking essential before the 12th of June. More details to follow.

A U G U S T

SUNDAY 2nd VOYAGE CITROEN

The inaugural "Winter Warmer Day Run"

DATE TO BE CONFIRMED

VOYAGE CITROEN

CHACA Swap Meeting

WEDNESDAY 26th CCOCA MEETING

Speaker to be announced

SAT 29th

VOYAGE CITROEN

The start of the Citroen 2CV Raid OZ #2 Top End 1992 from Brisbane, Queensland

SUNDAY 30th VOYAGE CITROEN

CCCV economy run

S E P T E M B E R

WEDNESDAY 23rd CCOCA MEETING

DATE TO BE CONFIRMED

WORKSHOP DAY

TECHNIQUE CITROEN

DATE TO BE CONFIRMED

VOYAGE CITROEN

Estimated finish of the Citroen 2CV Raid OZ #2 Top End at Cairns, Queensland.

O C T O B E R

SUNDAY 18th VOYAGE CITROEN

Combined CCOCA and CCCV Annual Concours

DATE (to be confirmed)

VOYAGE CITROEN

All Makes Swap Day

WEDNESDAY 28th

CCOCA MEETING

Photographic Competition

N O V E M B E R

SAT 31 OCT - SUN 1ST NOV

VOYAGE CITROEN

PROPOSED WEEKEND RUN TO WARRNAMBOOL

Details to be published

SUNDAY 15th

Annual CCOCA Parts Auction and Children's Christmas Party.

21ST - 22ND

VOYAGE CITROEN

Bendigo Swap Meeting

WEDNESDAY 25th

CCOCA MEETING

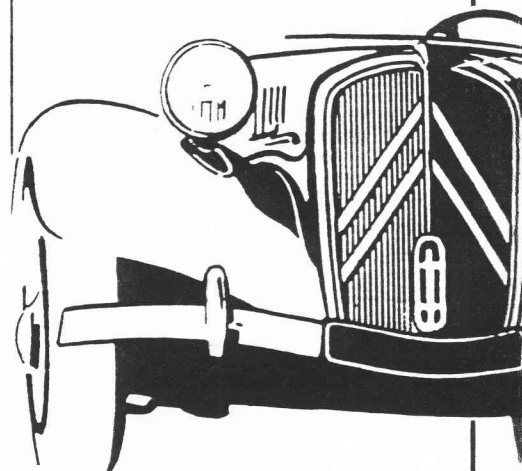
D E C E M B E R

THURSDAY 10th CHRISTMAS PARTY

This is the last meeting for 1992

FRIDAY 25th

CHRISTMAS DAY



1992 ALL FRENCH DAY

MAY 3 MELBOURNE

One Sunday the 3rd of May 1992 the Citroën Classic Owners Club of Australia Inc. and the Citroën Car Club of Victoria will host the annual All French Day at the Wandin East Reserve, in the Dandenong Ranges. This year the event will not only showcase the history of the French automobile industry from it's early beginnings to the latest high tech offerings, but will for the first time incorporate, a display of new French vehicles, from the various importers, currently available in Australia today.

This year will see the first interclub "French Olympics" which will provide a lot of laughs for the crowd. The family atmosphere will carry through to activities specifically designed for children.

A traders area will be yet another feature of this years event with information, products, and services not only for the French Marques, but for all vehicles. Fantastic food will also be available on the day, or you may wish to bring your own picnic baskets of goodies.

A Concours will be held on the day, judging will begin at 11 am. Other awards will be present including Best Individual Presentation - this can be in the form of a display around the vehicle of it's restoration, or perhaps to depict the era in which it was built.

Entrant vehicles will be a mere \$2.00 which will entitle them to take part in the concours if they wish. An area has been set aside for "non French" marques as there has been quite a lot of interest shown from several "non French" Car Clubs. An extensive information booklet will be available on the day. Spectator entrance will be \$1 per adult and children are free.

Gates will open at 10.00 am on Sunday the 3rd of May, Concours judging will commence at 11.00 am, and the award presentations will be at around 3pm

To run a day of this size - we are expecting around 300 vehicles and over 1,000 people we obviously need as much support from our members as possible to make every

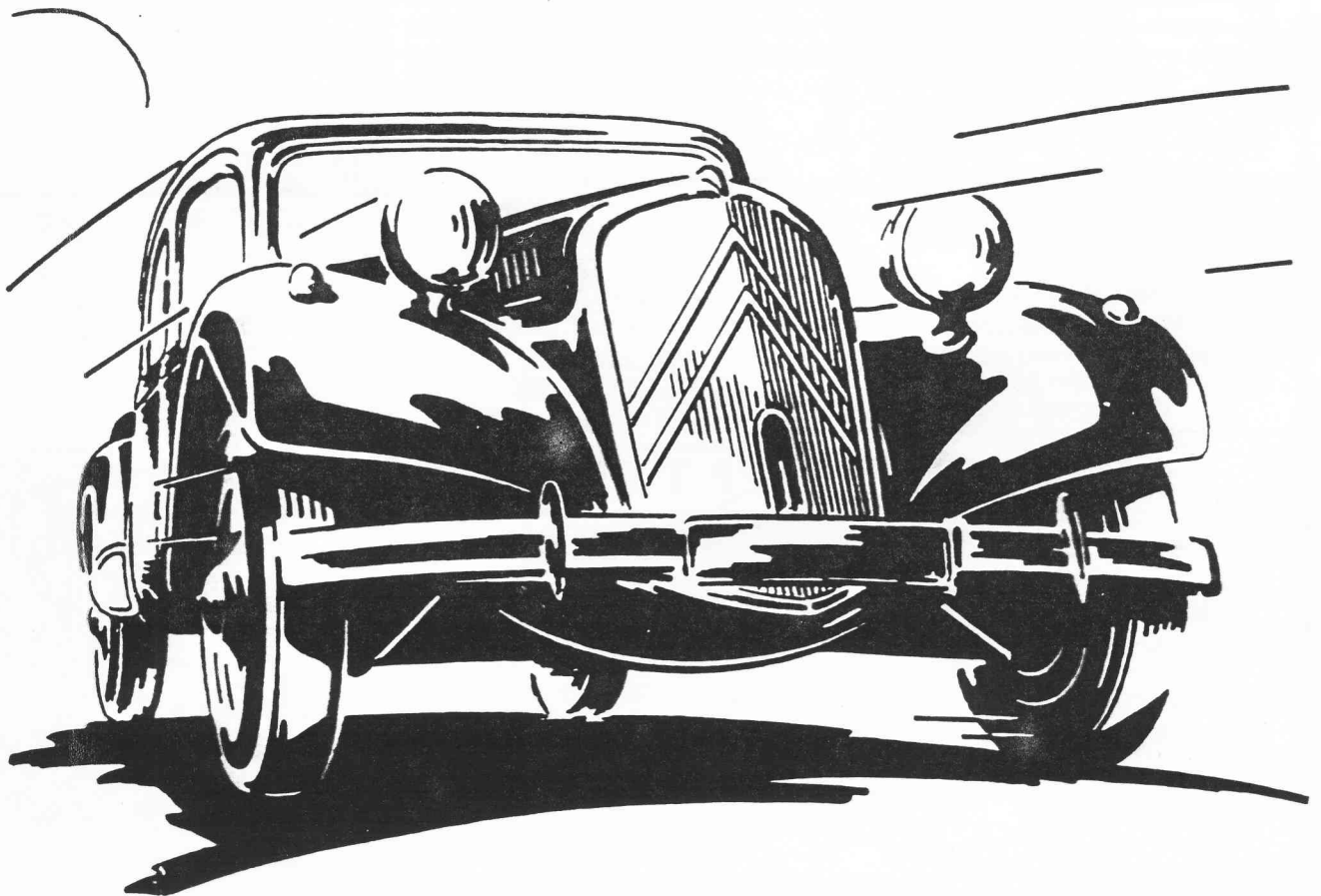
body's job easier. Firstly we need YOU and YOUR CAR, dust the damn thing off and leave that company car home for a change. Secondly even if you can spare one hour during the day to help, help set up the site, or even just carry a load of equipment to the site for the day. Contact us, WE NEED YOUR HELP it is your Club after all!

Our special need is for people to man the gates to collect money and hand out all the information. Also required are people to direct vehicles moving around the site so they are parked in their appropriate areas. Naturally we require judges for the Concours.

If you have any queries concerning the All French Day please telephone either Robbie Stockfield (03) 376 8585 or Peter Fitzgerald (03) 528 4549.

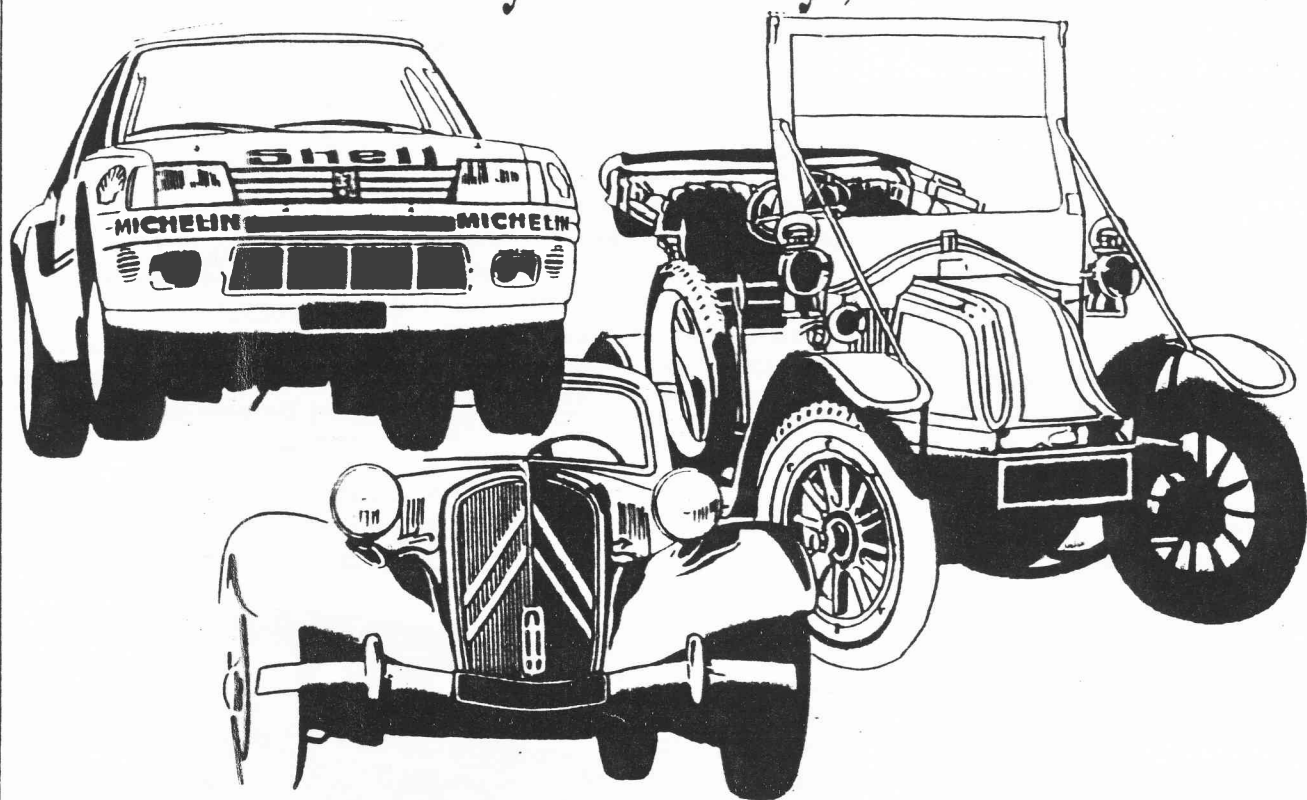
The venue in the Wandin East Reserve, Monbulk-Seville Road, Wandin East (Melway ref. 121 K9)

Come on guys fluff up those French Floozies and be there!



ALL FRENCH DAY

Sunday 3rd May, 1992



Victoria's largest display of French Commercial and Passenger Vehicles from the dawn of the Automobile Industry right through to current day. Activities will include a Concours d'elegance, "All French Olympics" and children's activities.

Wandin East Reserve, Monbulk-Seville Road,
Wandin East

(Melway ref. 121 K9)

11 am start with Concours Judging
commencing at 12 noon

CLUB PERMIT AUTHORIZED EVENT - ENQUIRIES: ROBBIE 376 8585 PETER 528 4549

Proudly Hosted by the Citroën Classic Owners Club of Australia Inc., & the Citroën Car Club of Victoria

CITROEN CONQUERS BATHURST IN APPALLING CONDITIONS

FROM AUSTRALIAN MOTOR SPORT - OCTOBER 1950

The Closed Car Handicap (all powers - 6 laps, about 25 miles

First away was Maurie Rolls in the little blue 760 Renault hanging on to second gear until he was well up the mountain straight in an attempt to clear an intermittent miss in his motor. He was followed after a minute by Meyer in the Halifax Motors Skoda, then after another 30 seconds by Nat Buchanan and Clive Cadden in Y-type M.G. saloons, John Plumber in the Simca 12, and John Crouch in Harden and Johnston's Peugeot 203. One minute more and Geoghegan was under way in the Jowett Javelin, thirty seconds to Barry Taylor driving the Conoult A 70 Austin, then another half a minute to Damman (Citroen), who had a minute start on Joe Murray driving the Hastings Deering Ford Pilot. After a further half minute, the Rileys entered by Peter Lloyd Ltd., and driven by Bill Shipway and Arthur Rizzo, were away, and the race was in full swing.

Rolls still led on the first lap, but the Skoda was being rapidly overhauled by the Peugeot and Simca, which had passed and repassed one another going up and down the hill; they were leaving the Y-type M.G.s behind already, and the Citroen was still just as far ahead of its opposition. The Ford Pilot fan could be heard screaming all over the course as Joe Murray changed down for corners.

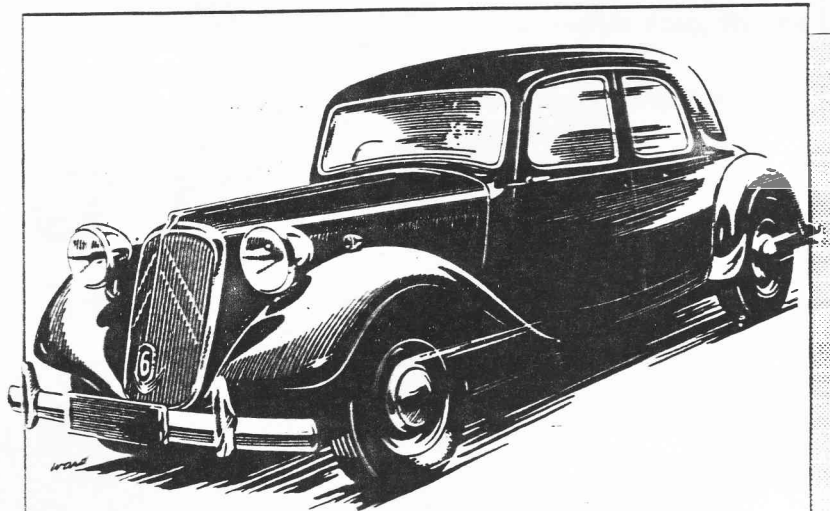
On the second lap, John Crouch was in the lead with the Peugeot as the cars came around the pit corner, with Plumber's Simca not far behind; lap speeds were noticeably slowed by the wet, the Peugeot lapping in 4.28 where it had done 4.15 in practice. The only driver apparently not affected was Damman, who was closer to the leaders than he had any right to be, and had put in his first flying lap in 3.56.

So they went for two more laps, the Peugeot and Simca leading alternately, the Citroen forging through remorselessly, the Renault holding its own magnificently, and the other cars making very little impression on their handicaps. With two laps to go, the Citroen was in sight of the two leaders, to

catch and pass them on the way up the mountain; then, on the way down, Peter Damman tried his rubber too far and slid broadside on, stalled, across the track in the path of the oncoming Peugeot. By a miracle, he managed to start his motor and snatch reverse just in time to get out of the way, and the Peugeot and Simca shot through while he was sorting things out. He passed them again just before the pit corner, and from then on proceeded to put as much daylight between his car and its followers as possible, to win by about half a mile from John Crouch in the Peugeot, the Plumber Simca a close third. In the meantime, Maurie Rolls had been providing comic relief by passing the ailing Aus-

tin A70 twice in two laps on the mountain straight, a feat which earned him resounding applause: Geoghegan dived manfully in the Javelin, and Joe Murray kept his distance from the Rileys, whose gear ratios seemed unsuited to the course.

And so finished the first saloon car race to be held at Bathurst, a completely successful experiment and one most interesting from the public's point of view, the fact that Continental utility cars came home first, second and third points a moral that motoring journalists have been hammering for the last decade or so.



ANOTHER WIN TO CITROEN FRONT-WHEEL DRIVE!

On 3/10 at Bathurst, P. Damman, driving a Citroen 2336, only private entry, won the 25 miles Closed Car Race. In torrential rain, off 1 min. 30 sec. from five scratch cars of a famous sporting name. Front-wheel Drive showed its superior speed when cornering by early lapping the field, and went on to win without effort. The circuit was closed later as too dangerous. Citroen Front-wheel Drive demonstrates again its ability to hold the road and handle under perfect control at all speeds under any conditions. Ring FJ 5136—test it out for yourself!

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CITROENS AND ROB ROY HILLCLIMB

Originally Rob Roy started out as a narrow dirt track used by motorcycle clubs from 1930 to 1936.

In 1935 Arthur Terdich (ex AGP Winner) and Peter Tough of the Light Car Club were invited by the owner Mr. Clinton to look over the hill with the prospect of it being used as a hillclimb venue by the LCCA.

The first official event in 1937 was won by Jack Day in a Bugatti V8 special in a time of 35.42 seconds for the 760 yard climb.

After the track was widened in 1938, Peter Whitehead who was visiting from England lowered the record to 31.46 seconds in his ERA.

Whitehead was also to compete at the old Aspendale oval circuit and he completed his time in Australia with winning the 1938 Australian Grand Prix at Bathurst.

Record continued to tumble at Rob Roy up to 1948 when Tony Gaze in his super-charged 2 litre Alta brought the time to 28.88 seconds.

In the May event of that year Gaze lost control of his car at the spillway and plunged down the embankment, into the valley that is known to this day as Gaze's Gully.

Rob Roy continued officially to be run by the LCCA until 1962, when an alternative venue past Lilydale was established. It was known as Lakeland.

So ended over 25 years of Australian Hillclimb events at Rob Roy. Several car and motorcycle clubs continue to use the venue for picnic events.

CITROENS AT ROB ROY

Many Citroëns competed at Rob Roy from 1950 with Peter Damman being the most competitive. Damman's Racing History has been comprehensively documented by Club Member Bill Graham (Front Drive Vol 6 No. 2) so I'll stay with Damman's Rob Roy events.

The Citroën Big 6 was purchased in June 1950 and went straight into racing with it entered for Rob Roy Hillclimb in September that year.

Damman was to take fastest time in his class at 37 seconds.

For the traditional Cup Day meeting on November 7th he lost first place to a Riley in his class by only 0.7 seconds.

In 1951 for the Australia Day (Jan. 29th) meeting at Rob Roy, Damman again won his class with a time of 37.18. Australian Motor Sport reported "The Citroën has astonishing performance, but front wheel drive gives it most spectacular wheelspin when making a racing start uphill" Second was M Cavanaugh in a Vauxhall with a time just under 4 seconds slower.

Famous names racing in other classes were Harry Firth, Reg Hunt, Bib Stillwell, Lex Davison, Ron Edgerton and the famous Maybach was driven by its creator Harry Dean.

In 1952 for the Cup Day meeting (Nov. 4th) a J. Barns competed in a Citroën Light 15 and achieved the slowest time in his class (40.46 seconds) Admittedly the competition was excellent with Stan Jones (father of World Champion Alan Jones) winning in an Aston Martin DB2 (34.54 seconds)

Other cars competing were Ferrari, MGTC and Morgan.

1953 saw two Citroëns compete with an R. Shaw getting to the top of the Hill in 39.27 seconds and P. Frazer in 37.18. Later that year P. Frazer was not able to better his time and came in at 38.63 seconds. Reg Hunt won with a 32.26 in an Allard.

Citroens were to continue competing at Rob Roy with M. Griffin in a Citroën 6 taking out the 3000cc class with a time of 38.74 seconds. The year was 1954 and Traction were coming to the end of their production life.

1954 also saw the inevitable finally happen. This report from Australian Motor Manual magazine gives an account.

INTO THE LAKE

For years Rob Roy Climbers have speculated on the chances of a competitor running off the spillway straight and finishing in the lake. This time it happened. J. Blackmore's Mercury special got into a

wide drift on Tin Shed Comer and after he had corrected coming onto the spillway, a slide developed in the other direction and he ran off the track at about 45 degrees, completely disappearing in the muddy waters, leaving only a floating seat squab and a growing oil slick.

Mr. Blackmore was able to undo his seat belt and swim to the bank.

Looks as though he should have driven a Citroën Traction - Front Wheel Drive would never get out of control (Writer's comment)

Citroëns were not to be present at Rob Roy from this date onward, but this famous Hillclimb venue was to continue for another 8 years.

Those who have driven in top class competition at Rob Roy describe it as a thrilling experience with speeds around 100 mph being reached. At this speed trying to keep a car on even the slightest bend is very demanding. Rob Roy was enjoyed by spectators because they could view the total event at most points.

The last official hill climb was conducted in 1962 and now after 30 years Rob Roy will have it's re-opening this year 1992.

The MG Car Club have signed a lease and redevelopment has commenced, starting with reestablishing the access road to the actual track, resurfacing and the addition of armco on the Spillway straight.

The venue offers not only a hillclimb venue but an area for a grass motorkhana, observed section trials and general picnicing.

"Friends of Rob Roy" Society has been established for those who are interested in Historic Motor Sport and will offer many benefits to the motor sport enthusiast. Once or twice a year Rob Roy will once again become a Mecca for historic vehicle drivers to try their talents on the hill. So pencil in your diary, Rob Roy with the Geelong sprints, Castrol Classic at Phillip Island, Historic Winton and Mt Tarrangower. Crank up the Traction and take it to Rob Roy to either compete or spectate. - Leon Sims ("Friends of Rob Roy Chairman and CCOCA member")



ROB ROY HILCLIMB

Lou Molina and Harry Firth invite you to a Pasta Night
at the Anchor and Hope

FRIDAY 1ST MAY

for the launching of

THE FRIENDS OF ROB ROY

Dance to a Jazz Band and listen to talks of the heyday of Rob Roy.
\$15.00 per Head

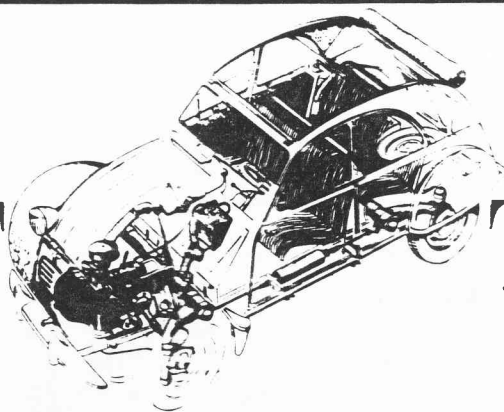
Bookings a must to Anne Arnold 889 5777

or

Leon and Sue Sims 583 3972

CITROEN

TWIN POT



TOPICS



By the time you read this CCOCA will have a new committee - one which we all hope will put their best foot (feet?) forward in the interests of the Club. When you compare CCOCA with other motoring clubs you realize there is one significant area where we are at a disadvantage. The MG Car Club of Victoria, for example has over 1000 members - 12 times our membership! What this has to do with Twin Pot Topics I hear you cry? Twin Pots form a significant percentage of the CCOCA membership, yet 2CV owners, by their nature are not 'Club Member' type people. So, it falls on our shoulders as 2CV owners to recruit as many owners of like mind as we can. This has a 2 fold effect, firstly it builds our Club into an even stronger organisation, and secondly, it gives these people access to our excellent supply of well priced 2CV parts as well as much needed advice and help from us - as Twin Pot enthusiasts. The new Committee has already stated they will be looking into ways of increasing membership numbers. What about pamphlets to be issued to members detailing the benefits of membership. Why not offer an incentive to enlist new members as well, with a part refund on membership fees for any member who successfully recruits another new member? I am certain our committee will be able to find many innovative ways to increase the membership of CCOCA over the coming year.

RAID '92

Raid '92 - to the Top End - is rapidly approaching. The tally of cars heading north is now 45, some 28 2 cylinder - with another six still to advise their vehicle type. Given that the six includes such well known 2CV identities as David Gries (Vic.) and Alec Lowe (Qld.) I am certain we will have over 30 Two Pots on the trip.

Most Raider are taking 2CVs - either sedans or vans, but Rene and Marjolijn Goedel (Netherlands) are bringing a Sahara 4 wheel drive 2CV and there are two Dyanes.

The support vehicles include 3 IDs, 2 Tractions from Queensland, (yes Lance Collins is taking the Traction, not Wendy's Dyane - Coward!) and 2 GSs are coming from South Australia.

HAPPY CARS

In a recent issue of Good Weekend (The Age) advertising Guru Bani Mc Spedden (former motoring editor of Vogue - so he should know) described the 2CV as the happiest car ever. Whilst I have heard some members - even 2CV owners - describe this as absurd, I am here to tell you it must be true.

On a recent trip to Bairnsdale, Iain and I were once again inundated with smiles, waves and thumbs-up from passing motorists and their passengers. They even smiled when we passed them. We never have sorry tales to tell of abusive drivers running us off the road or cutting in front of us, and we are sure this is because it is difficult for even the most aggressive, bad mannered driver to mis-treat a happy, fun-filled bright yellow Dyane.

By the way Bari also listed Citroën as the moodiest make (I don't know what he means by that) along with Alfa and Jaguar (maybe I do know). Industrial designer Paul Cockburn, in the same article described the Citroën SM as the most sophisticated car - 'no contest'. Oh well there is no accounting for some people's taste

COULD THIS BE TRUE?

Rumours are rife in Melbourne concerning a certain red 2CV van being locked behind a pair of big heavy workshop doors. After 11 years of almost continuous daily motoring and covering over 330,000 kilometres - could this mean the owner is actually starting the much touted full restoration. In a recent press conference held by a representative of the owner. It was revealed that the recent report of the owner being seen in a Renault is true, but the spokesperson refused to comment on the fate of the much

loved 2CV Van. Twin Pot's spies have come up with several theories, amongst which is the purchase of an original Traction 22 motor with a view to mounting it mid engine style in the Van. Twin Pot will investigate this further.

The spokesperson also revealed that Twin Pot would be the first to be given information on the progress of the 'Project'.

It is reported that the owner is about to launch a campaign within CCOCA to start a White Renault 16 TS register - any takers Canberra?

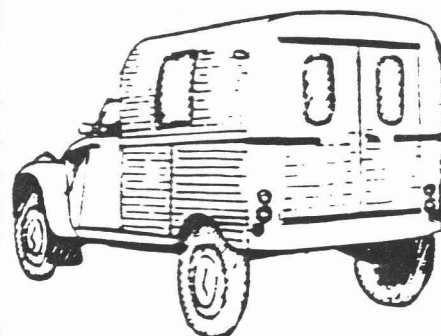
10th INTERNATIONAL MEETING OF 2CV FRIENDS

NURMES - FINLAND

On the 27th of July through to the 1st of August the 10th International Meeting of 2CV Friends will be held at the Hyvänäla Camping centre in Nurmes, Finland

This is on the side of a lake in the naturally beautiful Northern Karelia and will feature all the traditional fun and games associated with this amazing event. If any members are just happening to pass through Finland and wish to attend please contact the committee and we will put you in touch with the organisers

Any contributions for further Twin Pot topics can be forwarded to the Twin Pot Editor care of the Citroën Classic Owners Club of Australia Inc.

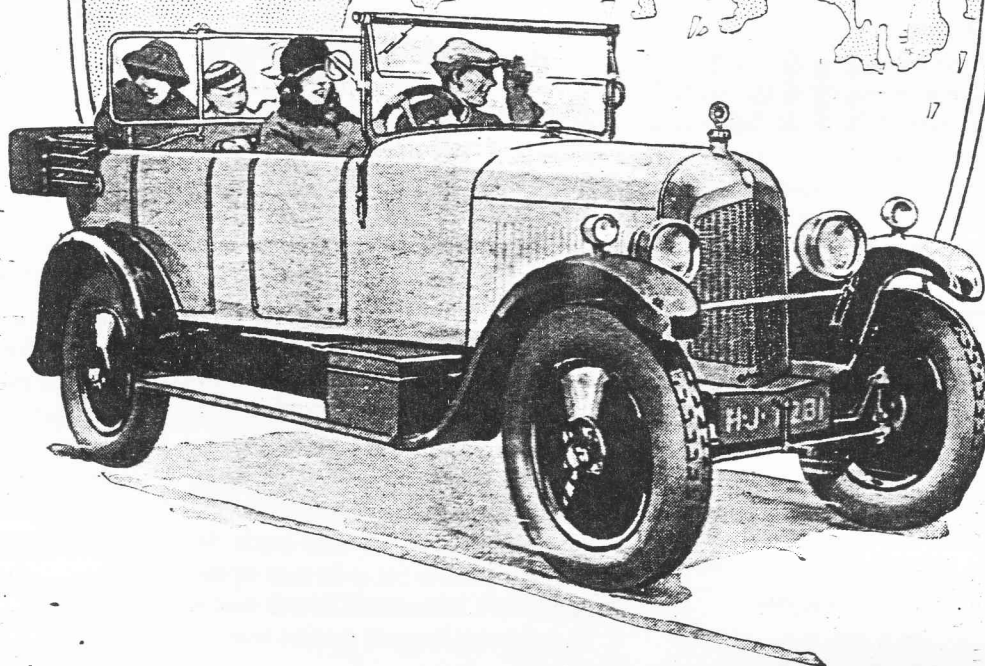


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Improved chassis with aluminium pistons, bigger and more efficient brakes, crankshaft of larger diameter, and improved steering.

"The refinements made in the engine have resulted in smoother running, greater power, quicker acceleration and a better pull at low speeds . . . a remarkably good hill-climber." *Sunday Times*, 20/12/25.

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Send for Citroën Book 18.

MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

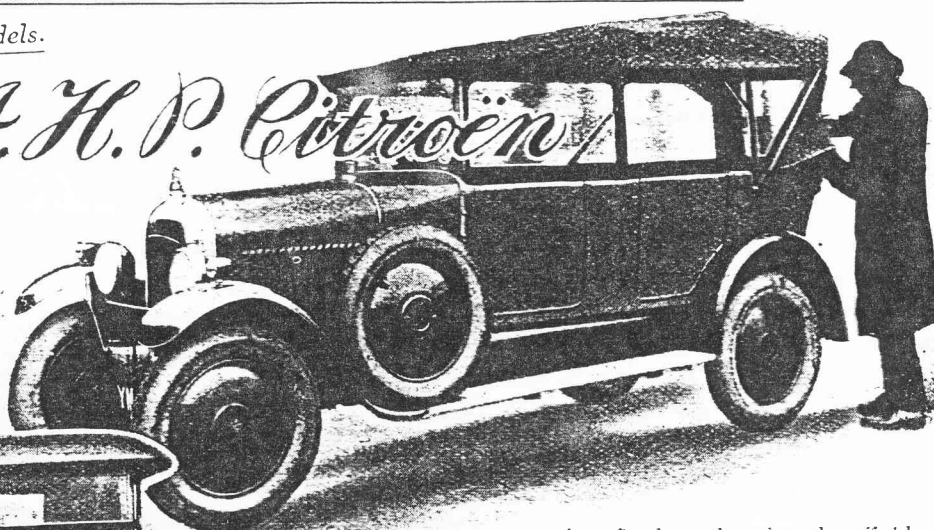
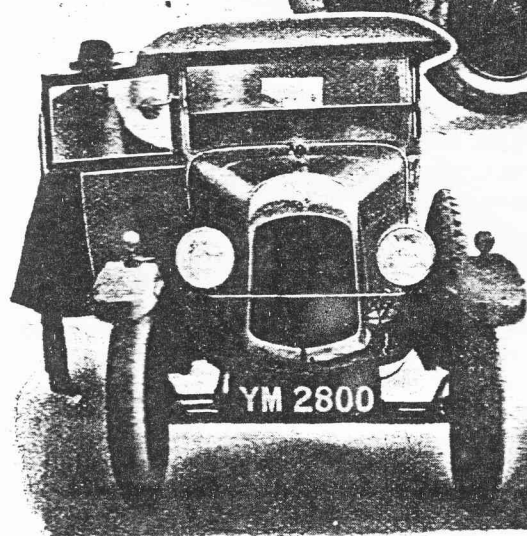
THE Light Car
AND Cyclecar

Vintage Talk

Road Tests of 1926 Models.

The M.A.H.P. Citroën

Road Impressions
of the Latest £210
Full Four-seater.



The particular model which was placed at our disposal by Citroën Cars. Ltd., for an extended test was a four seater with English body, the price being £210 and equipment so complete as to make that figure one which represents surely the last word in value for money.

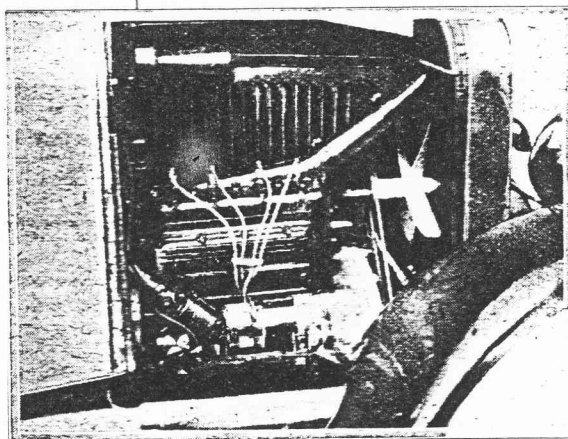
Exceptional Equipment

The body is graceful in outline, sturdily constructed and well finished. It is essentially of the heavy but comfortable type, the car as a whole weighing, unladen, 18cwt. The equipment includes a six panel rear windscreen with aprons, driving mirror, Boyce Motometer, Folberth automatic windscreen wiper, electric horn. Citroën combined filler cap and petrol gauge which can be read from the driving seat, clock, speedometer, licence holder, dash lamp, oil gauge, strangler, Hartford shock absorbers at the rear and an adequate kit of tools housed in a commodious mahogany tool

box firmly anchored to the off-side running board, where it is easily accessible. This contains, amongst other items a very handy inspection lamp and a grease gun for the chassis lubrication.

The front windscreen is of the two-panel type, whilst the lighting system is of the five-lamp order and an electric starter is fitted. When it is added that there are four doors, all with pockets, ample legroom both front and back, space for two adults and a child in comfort at the rear, deep comfortable cushions and squabs and rigid all-weather equipment, it will be seen that the purchaser is being given the benefit of every penny of the purchase price.

Before dealing with the performance of this car on the road, it might be as well to refresh the memories of our readers with a



Very complete equipment is a feature of the latest Citroën models. The engine in one of the few in the light car category which still employs a fan.

Although largely of French manufacture, there is so much essentially English about the 11.4 h.p. Citroën that there are doubtless many folk in this country who believe it to be of British origin. The chassis are actually manufactured in a giant works on the banks of the Seine, under the control of M. Andre Citroën who immediately after the war transformed his huge munition factory into a car works and presented the world with a small car the name of which has become a byword.

In a highly standardized job such as the Citroën, radical alterations from year to year are not to be expected, thus the chassis for 1926 differs from that of the last years in four points only. These are the fitting of aluminium pistons in place of cast iron, a stouter crank shaft, larger and more powerful brakes, and an improved steering layout incorporating a bigger reduction between the wheel and the steering arm.

brief review of its specification. The four-cylinder water-cooled engine (68mm. by 100mm., 1453c.c., tax £12) is built as a unit with a single dry plate clutch and three-speed gearbox, the anchorage of the whole being of the three-point order. The ratios are 4.4, 8.1 and 14.1 to 1.

An open propeller shaft transmits the power to the Citroën "herring-bone" final drive gear, which, of course, incorporates a differential. Steering is by worm and sector - irreversible - whilst the suspension all round is by quarter-elliptic springs, those at the rear being duplicated and superimposed. The equipment includes five Michelin detachable disc wheels, with Comfort tyres.

The brakes are of the internal-expanding type, and the Citroën is one of the few light cars which this principle is adopted for the transmission brake, which is just behind the gearbox. Incidentally, the brake drums are heavily ribbed to dissipate heat.

We may very appropriately start to describe our impressions of 400 miles' running by dealing first with the really efficient electric starting mechanism. From dead cold the engine springs into life at the merest touch of the starter button, which is operated with the left heel, the right toe being kept on the accelerator and left hand free to operate the strangler.

The slow-running adjustment is mounted on the dashboard itself. It might, with

advantage, be brought up to the fascia board so that it is more accessible. We must admit, however, that we had no occasion whatever to adjust it during our test, the one setting serving admirably both for starting from cold and for idling when hot. Incidentally, it is somewhat surprising to discover, after one had found how merrily the starter swings the engine, that the electric system is of the 6-volt and not the 12-volt variety.

More Comfort Than Speed

Both brake and gear lever are central, but in providing a deep and comfortable seat the makers of the English body have rather robbed the driver easy and complete accessibility to them, particularly when the gear lever is in the second-gear notch. The gears, of course, are operated with the ease characteristic of the Citroën, the clutch is light and smooth in action, and the general driving position is most restful.

Unquestionably the steering has been improved, but here let it be said that the car which we took over from Citroën Building, Brook Green, Hammersmith, London, W.6, had only 100 miles to its credit and it was undeniably stiff. It was refreshing to discover as the mileage mounted up that the car became easier to control and far more lively.

It would be fair to say that this model, as it stands, is one which has been produced more from the point of view of comfort

than speed. We found that the best m.p.h. was just over 40 and that 37-38 m.p.h. was really the most comfortable maximum speed, again,

20-25 was about the limit in second gear, whilst 10 m.p.h. was probably the limit in first.

Within a few hours of leaving Brook Green we were heading northwards over

treacherous, icebound roads, our headlights piercing the inky blackness of a real December night - and what excellent headlights, too. They threw a well-focused and brilliant beam, which allowed us to cover some 24 or 25 miles in every hour, and when we struck those icy films which were the undoing of more than one motorist during the Christmas holidays, it was found that the well-defined pattern and the large area of Michelin balloon tyres helped the car to hold the road in a very reassuring manner.

In anticipation of snow or sleet showers - definitely promised in the previous night's bulletin from 2LO - every scrap of all-weather equipment had been erected, and very warm and snug it was as we sped along the bleak North Road.

On the ensuing days a number of cross-country trips were undertaken, but we had no desire or even temptation to lower the hood and dismantle the all-weather equipment, preferring to guard against the effects of the bitter weather and travel in maximum comfort.

We have already intimated that in the first place the car appeared to be stiff and somewhat unwieldy, but as the speedometer approached the 300 mile mark the major part of the stiffness had vanished and we began to appreciate the far better acceleration and hill-climbing which are made possible by the aluminium pistons.

The brakes were beyond reproach; the foot brake, if anything, a little too powerful, but this obviously leaves a useful margin for that slight neglect which nearly every car has to suffer and we have no adverse criticism to offer on that account.

Few cars on the British market can lay a more legitimate claim to being real family models than this four-seater Citroën. Cheap in the first cost, commodious, riding very comfortably and - in parentheses be it said - without even a suggestion of rolling on corners, well equipped and giving a petrol consumption of some 35 miles to the gallon, it represents a proposition which must undeniably attract a large section of the motoring community.

In addition to the model which we tried, the range of 11.4h.p. Citroëns includes a three-seater, £165; three-seater, £180; two-seater, £205; saloon, £245; three-seater coupé, £275; coupé with dickey, £290; landaulet, £295.

This article is from the January 8, 1926 edition of *The Light Car and Cyclecar*.



A HANDY TOOL BOX.

The essential running a polished mahogany cist fixed to the offside running board. The contents include a spot-light and a grease gun; for small articles there is a shallow lift-out tray

HOW TO SELL YOUR CAR

Since the essence of a Club is to share all the wonderful experiences of Citroën ownership, I thought I'd spread a bit of my good fortune in finally selling the Family 9 with all you bastards who wouldn't buy it from me. After all, that is the beauty of a Club.

I decided to rid myself of the much loved whale about a year ago, and put a note in the club magazine, circulation a couple of hundred, most of whom already have any number of lost causes under their belts already.

I had such a rush of calls from that I checked with Telecom to see if our phone had been disconnected or something. No one rang. My rare as rocking horse shit car was an orphan. All those people at the Club picnic at Albert Park Lake, giggling madly at my audacity at asking a mere fifteen thousand dollars, perhaps they were right.

Anyway, the next ploy was to try to help David Syme and Co, publishers of The Age (circulation a couple of hundred thousand) out of receivership. Now I always felt sorry for poor Warwick Fairfax, he and his Mum seemed such a nice couple, I thought I'd give them a whole lot of my money to pay for a three line ad for a few weeks.

I got a few calls, mostly from that category of person who haunts the Age motor market known as a tyre kicker. I know these people well, and understand their psychology because for years I did it myself. You ring someone up as early as you can manage on a Saturday morning, sounding all enthusiastic, cross examine the seller with all the vigour of Atticus Finch in To Kill a Mockingbird, promise to call around later in the morning after your shopping, at an unspecified time, and then never do.

This way you cause the maximum false hope and aggravation in the person selling, with no inconvenience to yourself, and you have lots to tell your mates at the

next meeting about the car you nearly bought the other weekend.

So having sorted out the dreamers from the real folk, usually by asking "Are you wasting my time or are you really interested?", or some equally sly, subtle and cunning method of flushing out the caller, I was left with one bloke who came to look because my wife wanted a Nimbus, and I thought this might be a more interesting alternative. After I told him of the turning

sweet on the front of a glossy catalogue, between a Delage and a Bugatti.

But it was not to be. I must say, in all seriousness, the colour ad in Unique Cars produced a swag of callers, all within days of the ad appearing, the first from Perth (who ultimately bought the car), one in Bathurst and one in Cairns. Other callers over the next week or two were from Tullamarine (someone who obviously doesn't bother with The Age motor market), northern New South Wales and another in Queensland. To those making detailed inquiries I despatched prints of a set of detailed photos I had specially taken on a sunny day, inside and out from all different angles. After a little haggling... \$10,500.

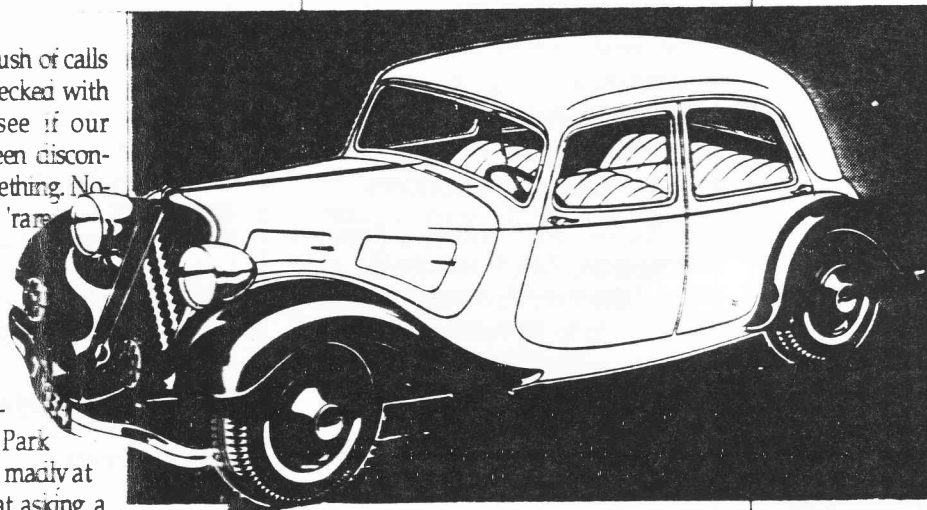
So after wasting over \$150.00 on The Age, a fair bit on international faxes, and the enormous cost of an ad in Front

Drive (if you call free enormous - ED.), I was happy to pay Unique Cars their fee of \$85, plus the cost of a roll of film and some extra sets of prints to wrap up a deal.

Finally, on taking callers about the Family 9, I had two blokes ring looking for a Big 6. If anyone wants to sell, give Bob Smith in Port Macquarie a call, on (065) 859305, and John Shanks in Sydney, on (02) 684 2508 or (02) 638 2030. Both sounded very keen.

John Faine, ex Family 9, now with an empty garage.

It is interesting to note that after this long drawn out saga, the person who finally bought the car is a member of CCOCA. Maybe he missed the original ad in the magazine. This proves that our classifieds do get to the 'target market'. - ED

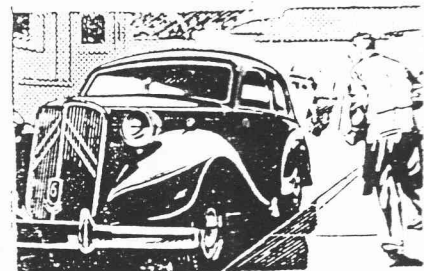


circle of a Family 9, and put it in the context of the carpark at Northland, we parted friends, but not having done business.

It occurred to me that no one in Melbourne appreciated the true value of this jewel in the Citroën crown, and it was time to cast a wider net. I rang around the nation, speaking to Citroën enthusiasts in Sydney, Adelaide and Brisbane. They were all charming, polite and broke.

I faxed three places in England that advertised themselves as Traction specialists in the British car mags. I described the car to them, explaining its rarity as a right hand drive Familiale, and expressing my vague interest in perhaps swapping the car for a Chapron D, or maybe a Traction Cabriolet. I got no answer, so I faxed again. I got no answer again, which I attribute to some problem with the international fax lines over the Indian Ocean.

I took some photos of the car, sent them off to Unique Cars, and kept my fingers crossed. If this didn't work, maybe it was off to Shannons Auction after all. Or maybe Christies or Sothebys. My car would look



OUT & ABOUT

PICNIC AT HANGING ROCK

Attempts by many to make this major interclub event were thwarted by various means - The mechanical 'glitch' was at work under the bonnet of the Presidential Big 6. The Secretary's back was having delayed jet lag and general disinterest on behalf of other Melbourne numbers kept them at home. Luckily these afflictions are not contagious allowing the ID of Russell Wade and Robbie's Light 15 out of their respective driveways and off to the assembly point at Woodland Park. Overwhelmed by the Triumphs assembled there, the Citroëns set the pace up the 'back way' through Romsey to Hanging Rock prepared for quite a friendly gathering.

This year saw over 2,000 vehicles at the Rock including Jack Hawke and Andrew Begelhole as well as a gaggle of four Ds parking in the exclusive area on the right hand side of the entry road. They shared their paddock with Rollers, Alfas, Austin Healeys, Jaguars, Porsches and the like - quite a prestigious gathering.

Each year this event becomes bigger and bigger - what an excellent opportunity to view some of the country's finest automobile history - not only from Victoria but several attendances from S.A. and N.S.W. made it all the more intriguing!

See you there next year!

A.O.M.C. COMBINED MOTOR SHOW

This presented itself as an ideal opportunity to promote All French Day - but it was a bit hard to do without help.

Present on the day were:-
Allan and Sandy Baker
Peter Simmenauer
Robbie Stockfield

Also on display was the lovely ID of Bob King (CCCV) and Ds and CXs belonging to other CCCV members. Again some interesting hitherto unseen cars at displays such as the early Porsche and Volkswagen displayed under cover. The massed display

put on by the R and S Chrysler Valiant Club was excellent. 58 vehicles present on the day from a membership of approximately 120.

Lesson to be learned there!

Replica 1896 Benz Cyclecar was a great crowd pleaser!

HAS IT STOPPED RAINING IN PERTH YET?

Reports on the progress of the work on the CX of Stuart Pekin seem to be coloured by how much unseasonal rain there has been in the West. Despite this handicap Stuart plans for having the CX EFI transplant complete for Easter have been progressing swimmingly(!) Although a recent check of the calendar was the source of some consternation, as the deadline for completion was approaching rapidly. Keep at it Stuart, as there's not much room in a Light 15!

CONGRATULATIONS

to Beverley and Christopher Bennet of Cumberland Park, South Australia on the safe delivery of their newest project. There is no truth to the rumour that they will soon be venturing into the MG Car Club.

LATEST FROM THE NATIONAL CAPITAL

Citroën 5CV versus Austin 7

Austin 7 Club are also holding part of their Easter National Rally in Canberra. Kenneth Innes-Irons Austin 7 Racer of note, has challenged 5CV owners to a hill climb up Black Mountain - If the 7s actually make it from Jindabyne!

Reports have it that they will be accommodated in the Canberra Motor Village which should make the Rally all that more interesting for all.

LONG SUFFERING SAFARI

Progress on the Rally co-Director's Safari has suffered of late - his attention had been directed by the possibility of a further addition to the fleet - of a Light 15! What with the rigours of self employment and Rally organisation, restoration work tends to go out the window. The idea of being able to buy a complete, road going vehicle is especially appealing.

The Safari has had the engine refitted - minor hiccup when it was discovered that the bolts that were meant to hold the engine and gearbox together were either stripped or missing altogether! It appears that this union had been held together by a 'wish and a prayer' in the past! New starter

motor and generator have been fitted - Mike decided to do the starter now whether it was needed or not as he didn't relish the prospect of removing and fitting a starter motor at a later date. All the hydraulics are currently undergoing renovation and a new muffler and exhaust system are being made and fitted. Will he make it before the Rally or will he be there in a Renault? We're taking bets in Melbourne. Best of Luck Mike!

6 HASSLES

The Presidential Big 6 has been undergoing an extensive engine rebuild as a result of a catastrophe at its last outing - The Winery Tour Day in '91. It was all going well until the radiator repair man pushed back his cap and scratched his head. "It's going to take a while, mate!" Then when it was finally fired up - what a noise issued forth! The First Lady despaired of ever travelling in the 'Grey Ghost' again! The engineer was called in for his diagnosis - then the Baimsdale expert had a listen. Looks like the whole thing has to come out again the clutch and flywheel given some attention. Canberra's looking further away each day.

BALLARAT SWAP MEET

Members Present:-
Russell Wade
Andrew Begelhole (and Roy)
Peter Boyle
Leigh Mason
Robbie Stockfield
Graham Bradshaw

May well have been others, but not seen during the weekend.

Ballarat is beginning to gain a reputation for "interesting" weather to rival the Bendigo Swap. We had it all, folks! Waking up in the middle of the night in a wet sleeping bag with more water inside the tent than out.

Not much opportunity available to the author to survey the Cit bits - did find a very rough 11BL Grille for \$50.00(?) which probably went home with the vendor. Russell Wade reported a find for the 5CV - diff and rear axle - he was very pleased.

TRIUMPHANT DRIVE IN LIGHT 15

The wedding of the year in Baimsdale provided Graham Bradshaw with the ideal opportunity to practice his driving technique as learned from the Queensland Traction brigade at Goolwa in '91. Having discovered that a Light 15 will do more than 50mph he is almost impossible to extract

from the driver's seat.

Graham has always said he would dispose of all (or most of) the Triumph stuff if only the right Big 6 or the like came along at the right price. The chance to have a look at a few and also a Safari was his idea of heaven. Vows exchanged and toasts made, it was off to the Seidel hideaway in the hills to explore the sheeps.

Long crats and cups of tea and suddenly it was getting late and we were expected over at Rob and Marg Barton's place to inspect their fleet. The Safari has just recently returned to the road following David Gries' work on the car. Rob also purchased and retrieved with Mel's assistance the ID 19F from Bendigo advertised in the last issue of Front Drive.

This is a wrecking proposition only and that's what's presently happening to it. Rob regards this as an insurance policy for the car as there are no others quite like it down Baimsdale way.

Rob's Big 6 is currently under restoration with panel repairers proving somewhat difficult to deal with.

A pleasant evening spent at the Bartons and then back to the Wedding celebrations.

Mel and Colleen have three Big 6's, one of which kept company with the L15 under the shed in the back over the weekend. Perfect photo opportunity.

Mel is working on one of the others - the third may never turn a wheel again, but is currently in very good company.

Plans to find a spare weekend and go back to Baimsdale are already underway.

LOVE IS LOVELIER, THE SECOND TIME AROUND

Everyone loves a wedding, or is it just the party afterwards we enjoy?

Whatever it was, our mini CCOCA "event" was a great success for those who came along and most importantly, for Mel and Colleen Carey.

Having been married some years ago, they decided it was high time to get married to each other once again, and we could only agree.

Robbie Stockfield, Graham Bradshaw and Robbie's daughter, Jacqui, motored up in the Traction whilst Mr. Miles and I

delighted the travellers between Melbourne and Baimsdale, by taking the Dyane. (What is it Moira? It can't be a real car!) The Cross family took advantage of the Commonwealth Bank's generosity and arrived in some Japanese thing. We all met at the soon-to-be wed Carey's for lunch, during which time Helen showed us all the "bring a plate" items she brought. You know the type of thing I mean, the casserole that needed to be defatted and thickened and for the mustard to be added, tabouli (along with the recipe) I think there was a barbecued chicken in there somewhere and more sausages than you could jump over. No one came empty handed and you could tell this was going to be one great weekend.

Himself and I booked into the local budget Motel, Robbie and Graham pitched their tent in the Carey's vast back garden and the Bride-to-be busied herself worrying if everyone had enough to eat, drink etc., etc.

At 7.30 we trekked off to one of the local Hotels for dinner. We were joined by one of the most delightful car club couples, Warren and Pam Seidel. Pam's Son Patrick kept us entertained into the small hours of the morning with a somewhat caustic wit and an amazing "turn of phrase". (He also appeared to enjoy Mel's home brew.)

Next morning, the start of a beautiful day in Baimsdale, there was much getting ready for the big event. By 11.20 we were assembled in the beautiful riverside park waiting for the Bride to arrive. The two Tractions (Robbie's and Seidel's) and the Dyane formed one side of the guard-of-honour for Colleen who arrived in the Carey ma-

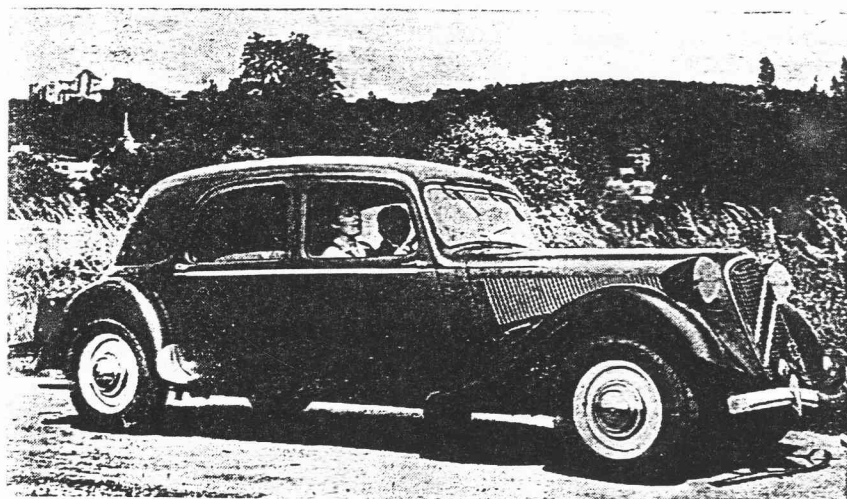
ing as lovely as any Bride has ever looked. following the wedding, the Bride, Groom and son James in the Big 6; Warren and Pam in their Traction; Robbie, Graham and Jacqui in theirs; and Leigh and I in the Dyane; drove in convoy down the main street of Baimsdale to the obvious delight of the locals, who seemed to be there en masse to wave us by.

It was then off to the home of Gilbert and Pat King (Colleen's parents). Now, do these people know how to show good old fashioned country hospitality or what. They turned it on for us all, there were tears, beers and lots of laughs for the entire afternoon. One highlight of the afternoon was Mel and Colleen cutting the cake or should I say cutting the icing - I think they are still trying to cut the cake.

Rob Barton was at the after wedding Party. (Margaret was still in Melbourne getting over the shell shock of "The Phantom" the night before), and invited us over to the Ranch for a cuppa, as did the Seidels. We went back to the Motel for a well earned rest, and left the Bradstocks to "tea and tinnies", cars, car parts and the countryside.

The Bartons had kindly offered their property as a camping ground for the travelling hoards, so no one would have to pay for accommodation. As it turned out, it wasn't needed. Many thanks Rob and Margaret for the thought.

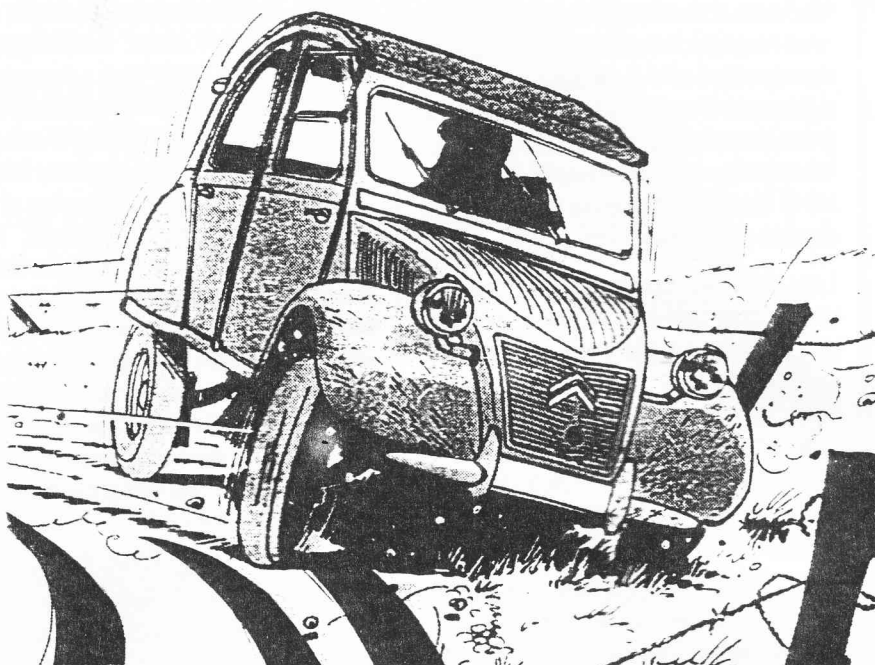
Come 7.00 pm we were back at the Kings for dinner at which, food and refreshments just seemed to appear, and keep coming. Colleen's brother-in-law spent an awful lot of the evening promoting the benefits of drinking milk, with the assistance of a very



CITROËN

good friend of his, Johnny Walker. The entire King Clan just seemed delighted to have Mel back in the family again. The whole occasion somehow turned into "very late". We left the Dyane and got a lift home.

In no time at all it was Monday morning and time to leave. Mel, Colleen and James hosted a farewell Suasage Sizzle for friends and family - Ted, Helen, Matt and Tim Cross, Warren and Pam Seidel, Rob and Margaret Barton and their three, Robbie, Graham and Jacqui, Leigh and me. Colleen's parents and many of their family came to say goodbye to us. Mel's Mother Bertha wasn't going to miss out, Warren had offered her a 'burn' in his open sports car. You haven't seen energy until you meet this wonderful lady. Bertha had a Silver Big 6 when Mel was 7 and that was 35 years ago. There are also stories of, as a child sitting on the wing of her father's aeroplane to help him start it. Many years have passed since then, but Bertha has not lost her love of cars, speed (the travelling variety), people, and that incredible zest for life. It does the soul good to meet people like Bertha Carey.



So off we tootled, having had yet another great weekend. It was disappointing that so few of our adventurous fellow members joined us, but a big thank you to all who

took part and a special thank you to Mel and Colleen for having the wonderful idea of getting married in the first place.

AUSTRACTION '92 YARRAWONGA

Time is rapidly running out and so is accommodation for Austraction '92 - this year to be held in sunny down town Yarrowonga.

If you have booked accommodation and have not sent your registration to the Club do so immediately so it will help us with booking events etc.

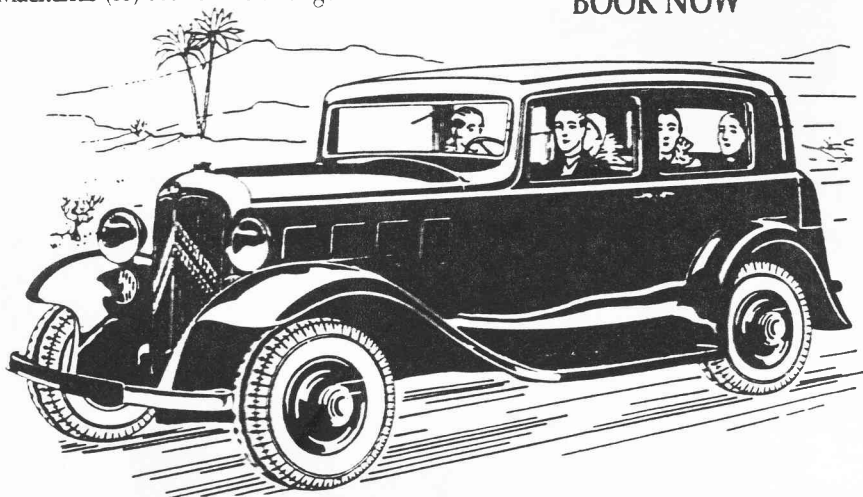
If you are still intending to come please contact either Peter Fitzgerald (03) 528 4549, of the new CCOCA Activities Officer Iain Mackerras (03) 808 7506 to arrange book-

ings etc. Queries can be directed to either number. If you have not received a booking form or have misplaced yours, please again phone and we will arrange a replacement for you or take a booking for you over the phone.

In the wake of last year's highly successful Austraction, this year's event is shaping up to be another fabulous weekend of fun frolics and fantastic French cars

Make sure you don't miss out on all the fun

BOOK NOW



FRONT DRIVE DEADLINES

WINTER ISSUE

Material deadline 5/6/92
Publication date 19/6/92

SPRING ISSUE

Material deadline 4/9/92
Publication date 18/9/92

CHRISTMAS/SUMMERISSUE

Material deadline 4/12/92
Publication date 18/12/92

The Material deadline refers to the date on which all articles etc are to be in the hand of the Editor. The Publication date refers to the date that the magazine is due to be mailed out to you.. These dates may vary from time to time because of unavoidable circumstances. But we will endeavour to keep this to a minimum. The Material deadline is firm and information received after these dates will not be published. We also are in dire need of input from our members in the form of articles etc. Or perhaps just a little snippet to be included in the Vintage Talk, Twin Pot Topics, or ID sections. All contributions to be sent to the CCOCA Editor.

In 1970 I purchased my first Traction, a 1951 maroon Light 15 with a factory sunroof. The vehicle was in reasonable condition, complete and driveable but unregistered and unroadworthy.

For under \$200 the Citroën was mine. The seller was an eccentric Citroën dealer of sorts by the name of Dan Jones in Dundas Street, Fairfield. Dan's large block of land was enclosed by a very high fence which hid from public view the largest range of Tractions I had ever seen.

Dan owned a Safari and a DS sedan, but I never saw him drive a Traction. He was probably the most unsociable person I had ever met at that stage, although a few have come close since.

If he took a dislike to you there was no hope of purchasing any parts from him.

I drove the Traction home and promptly ran over our dog and broke its leg. My cousin who had helped me bring the car home said the car was a Jonah and so it was christened with that name.

It wasn't long before my interests in all things that were Citroën took me into the direction of the Citroën Car Club of Victoria.

I was in the backblocks of North Melbourne when I saw a Slough big boot L15. I put a note under the windscreen and the owner phoned me and invited me to my first meeting at the Brighton hall. This was a totally new world to a northern suburban boy.

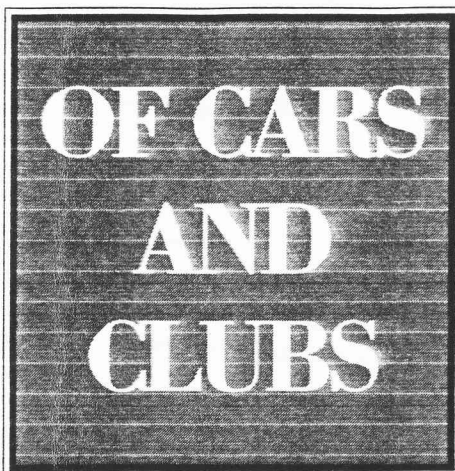
The owner of that Light 15 was Andrew Rankin. Little did we realise that Andrew was to be the C.C.O.C.A.'s first President.

People I later met included Gerald Propsting (Traction Guru of the era), David (no I'm not asleep, I'm just resting my eyes) Gries, Roger Brundle, Kenn Gilbert, Arthur Clarke and Mark Navin.

During that early period of my time in the Club, things were fairly easy going with the membership and the profile of traction owners increasing.

The Club was predominately made up of modern Citroëns such as D's, GS's and a few of the new CX's.

I guess we were feeling a need to have a little more say in the way things were organised. As a compromise the Club reluctantly agreed to let us form what was



BY LEON SIMS

known as the "Classic Register".

While digging through my old notes of that period I found a member's restorer guide and handbook. The first page explained how the Register was born, which in a sense was the embryo of C.C.O.C.A. It went as follows:-

FOUNDATION OF THE REGISTER

During the latter part of 1975, a group of people concerned with providing for a need that existed in the CCCV met at private houses. Out of these meetings of enthusiasts was born the idea of establishing a facility within the CCCV that would enable Traction owners to restore and maintain their cars.

After a number of meetings between our group and committee, constitution amendments were drafted and subsequently at the February meeting in 1976, the amendments were accepted by the members.

I can remember this meeting having a very large contingent of Traction owners and a good thing that there was because not all members thought it a good idea to allow the Register to form.

The enthusiasm of this group generated the base of a strong support for Traction owners within the CCCV but it also created an autonomy that made some believe that the register could stand alone and not in the shadow of the CCCV.

It was during time that we were in contact with a similar group of Traction enthusiasts in South Australia. I had been in contact with a man with a unique personality. His name was Hughie Keeris. A man of dubious spelling talents who

of dubious spelling talents who always finished his letters by offering his Big 15 for sale.

It was mooted that a meeting of South Australian and Victorian enthusiasts arrange to meet on the Queen's birthday weekend.

A meeting was arranged at Port MacDonnell, a town just below Mount Gambier, to discuss the basic plans for the first Traction gathering of the two states.

Kenn Gilbert and myself set sail to Swan Hill to organise accommodation, a venue for a motorkhana and the presentation dinner. I believe this was the first time I met Chris and Bev Bennet in their Big 6.

Chris and I were to have many a night waffling about the delights of wine, music and after Bev went to bed we then talked of women. God how we must have bored Bev. They remain in my thoughts as good friends. I believe Chris must have helped me improve my knowledge of plonk greatly.

The Register had 47 members at this stage, with a much younger, slimmer and hairier (on top that is) Peter Fitzgerald as a new member.

I had sold my Dan Jones special after respraying it white and fitting it with, egad no! VW taillights.

My new traction was purchased from an elderly gentleman whom I would visit to discuss Citroëns. Just out of the blue he rang me to say he would be pleased if I would purchase the car from him. We agreed on a price and the metallic green 1954 Traction was mine.

GFZ 009 was originally purchased by McKay Silentruba products for one of the owners of the Company.

Also in my garage was an unregistered Big 6 which I had purchased from Terang, but that's another story. An ID 19 was used as every day transport.

I think about this time, it was about 1976. I had bought my first MG and my interests in life took a different direction.

The ID 19 driver door glass shattered on to my lap when I closed the door. It was time to sell it.

I bought a house with my girl friend Sue (now wife) and the Six went.

The Light 15 had been sold after I front ended it into a new Holden several years before. An MGB was purchased not long after moving into the house. This was followed by an MGA, two MGZB Magnettes and our current stable of a BRG MG 1100 (well it is front wheel drive with funny suspension) and our Italian love affair is the Alfa Romeo 1974 GTV 2000. The Bertone designed body is just lovely to look at, and it is thrilling to drive on circuits like Phillip Island and Calder.

An involvement with Triumphs brought us in Contact with the Stockshaws (or is it the Bradfelds)? I had alway had contact with Peter Fitzgerald, Leigh Miles and co. hence my reintroduction to C.C.O.C.A.

My wife Sue has a passion to be reunited with her late father's Family 9. She tells of her memories of sitting on the fold up/down seats. It was maroon, so if anyone out there can shed light on a maroon Family 9 owned by a Harold Wells of Chelsea in the late 1950's to early 1960's ring my wife on (03) 583 3972, and she will make an offer you can't refuse.

So the Clock turns to the beginning of my first interest in classic Citroëns, and they say nothing really changes with time.

Maybe the person who coined that phrase could tell me where I could buy a \$200 light 15.

UNEARTHED RECENTLY

Leon recently discovered in a corner of his shed a box containing interesting information relating to the formation of CCOCA. This covered the letters written to book the first Austraction weekend away in Swan Hill, etc. Included was a membership list for the Classic Register dates June 1977 it is interesting to note that after 15 year what members are current members of CCOCA. (current members are indicated by a *) Does anyone know the whereabouts of some of these people or their cars.

If you have any interesting information relating to the early days of our club please forward a copy so we can document a complete history of CCOCA.

RUSSELL ALLEN
'2 English L15s

JOHN AVARD
'4 English L15s

JOHN BELL
'51 English L15 - YY 859
'50 English L15

ROBERT BONNER
'47 English L15 - LHF 708

ROGER BRUNDLE*
'53 English L15 - KSE 442

JOHN BUCKLEY
'49 French L15 (11BL) - OM 846

ARTHUR CLARKE
'49 English L15 - HN 727

JOHN CLEVERLEY
'55 Big 15 - GJJ 700

SAM CRISI
'51 French L15 (11BL) TS 590

MICHAEL DESMARCHELIER
'53 English L15

MIKE EDSALL
'48 English L15

PETER FRY
No car listed

KENN GILBERT
'51 French L15 (11BL) - GAL 005
'54 Big 15 - IUI 832
'51 English Big 6
'49 English L15

BRYAN GRANT*
'51 French L15 (11BL) - VX 699

DAVID GRIES*
'55 English 2CV - HNH 828

KYM HARDING
'53 English L15 - TA 053
2 '49 English L15

STEVE HINE
'55 English Family 9

RAY HOBBS
'49 English L15 - RH 246
'54 English Family 9
'55 English 2CV

DOMINIC KELLY
'49 English L15 - SN 518

MICHAEL KELLY
'49 English Big 6 - RV 376

JOHN KIRK
'51 English L15 - WK 500

MITCH MACIUPA
'50 English L15 - CP 800

OLIVER MOLES
'50 French L15 (11BL) KCS 190

MARK NAVIN
'55 English 2CV MR 666
'49 English Big 6
'33 Roaslie
'51 Normale
JEFF PAMPLIN*
'54 Big 15 - JCP 001

WAL PARKER
'53 Big 15 - GDT 317

BRIAN PAULUSZ
'52 English L15 - KVG 063

ALEC PROTOS*
'54 English - LVG 643

GERRY PROPSTING*
'51 English L15 - WM 715
'55 English Big 6H - IOV 280
'53 English L15
'51 French L15 (11BL)
'53 Big 15

ANDREW RANKINE
'53 English L15 - LDC 624
'51 French L15 (11BL) - VR 899

PETER ROBERTS
'38 English L15 Coupe

JOHN ROLLSTON
'49 English L15 - LAC 532
'55 English L15

STEVE SARDA
'50 English L15

LEON SIMS*
'53 English L15 - GEF 807
'51 English Big 15

JOHN SLOAN
'26 English B12

WARWICK SPINAZE
'53 English L15

NORMAN STERLING
'55 English L15 - 00 150

PATRICK STEWART
'51 French L15 (11BL)

JIM SZYMANSKI
'54 Big 15

ALAN THOMAS
'51 French L15 - VX 699

GEOFF THOMAS
'54 Big 15 - IKR 109
'53 Big 15

MIKE VEEVERS
'54 English 2CV

GUY NAVAUD
'48 English L15 - JN 100

LEIGH O'SHANNASSY
'53 Big 15

MIKE NEIL*
'49 English Big 15

JANET MATTHEWS
'54 English 2CV Van

PETER FITZGERALD*
'50 Normale - GVD 962



FOR SALE

'75 5 SPEED D SPECIAL 1 owner, fastidiously maintained with recent overhaul, factory books \$10,200 ono. Jeff Harris (08) 251 3761

COMPLETE HULL - Light 15 in Primer - no guards. Must go \$700 Neg. Heather Greaves (03) 808 0731

1951(?) 11D complete car - not registered was running when garaged - clutch seized. Blackduco with Red interior. Offers - David Coffen (03) 890 2019

4 BRAND NEW Michelin tyres 185x15HR - bought for restoration and never used \$120.00 each. Contact Alan Bridges (03) 336 7820

GS for wrecking - car at Pick-a-Part in Kilsyth and appears to be quite complete with very little panel damage. Prices are on the sign as you go in the gate e.g. Starter motor \$25.00 etc.

RARE Hy VAN - 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 so many other features to list here. **ONLY ONE OF ITS TYPE ON THE ROAD IN AUSTRALIA** - \$13,950 - contact Phil Ward (Adelaide) (08) 298 8635

TRACTION PARTS - 1 x starter motor drive assembly (Bendix Type) Light 15, 1 x starter motor alloy drive end housing, 4 x generator pulleys Ducelior and Lucas (2 of each), 1 x Lucas starter commutator endplate, 2 x Lucas distributor caps 400316, 1 x Bremi contact set RB 1656 \$50.00 the lot. Telephone John Budds (066) 53 6276

LHM PLUS Original Total product. Compatible with all LHM systems. Normal recommended retail around \$11.00. Limited numbers to club members at \$8.00. A bargain not to be missed. Be quick only a few bottle left! Contact Robbie Stockfield (03) 376 8585

EXPRESSIONS OF INTEREST
IN BULK PURCHASE OF REMAINING
LHS SOUGHT FOR LIMITED IMPORT
PURCHASE - CONTACT ROBBIE
STOCKFELD (03) 376 8585

RECONDITIONING

Traction enthusiast of considerable experience willing to undertake repair and assembly work on Traction Avant Citroens for **CLUB MEMBERS**. Members must supply the parts to be used in reconditioning. (Some of which are available from our "Club Spares" shop.

AREAS OF EXPERTISE INCLUDE
Gearbox assembly (necessary on most boxes to ensure proper adjustment and tightness

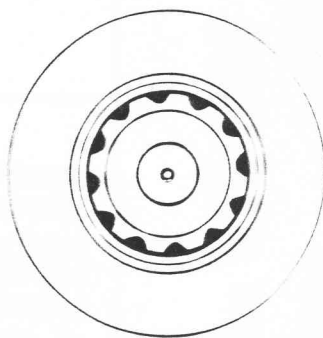
Drive Shaft (you must supply the crosses and provide good stubs and splines.

Steering Racks

I can also assist you with re-assembly of engines, front ends, steering alignment, weight distribution and height adjustments at you site of restoration. (Melbourne Metro Only)
Reasonable rates

GERRY PROPSTING

18 Bellara Drive Mooroolbark Victoria
Telephone:- (03) 727 1890 (NEW NO.)



WANTED

DRIVESHAFTS for '53 Big 15. This is the final part required before 'Lemon' gets back on the road. Proposed sales to Bill (03) 557 6548

TO SUIT B15 Front guard parker lights, x 2 tail lights complete, x 1 Trafficator (door pillar style Telephone Dave Hancox (059) 432 579.

FRONT DRIVE Vol 2 no. 2 and 6, Vol 4 no. 1 and 4, Vol 5 no. 6, Vol 6 no. 6, Vol 7 no. 2 and 5, Vol 8 no. 1, Vol 10 no. 1, Vol 11 no. 5, Vol 13 no. 1, 5, and 6, Vol 14 ALL, Vol. 15 ALL, Vol 16 No. 1 and 2. Leon Sims (03) 583 3972

TO BUY - Motor Sport Magazines and Books Leon Sims (03) 583 3972

ANYONE holding the Club 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 President

IF YOU WISH TO ADVERTISE IN THIS SECTION EITHER IN FRONT DRIVE OR A TRACTATIONS, PLEASE FORWARD YOU FREE ADS BEFORE THE MATERIAL DEADLINES PUBLISHED IN THIS MAGAZINE TO THE EDITOR. THE CLUB'S MAGAZINES ARE A PERFECT WAY OF RESELLING CARS AS IT REACHES EXACTLY THE BUYERS YOU NEED! AND IT'S FREE!

IF YOU HAVE AN ADVERTISEMENT APPEARING IN THIS MAGAZINE IT IS THE LAST TIME YOU WILL SEE IT - UNLESS YOU CONTACT THE EDITOR TO REPEAT IN THE NEXT CCOCA PUBLICATION. ADVERTISEMENTS WILL ONLY APPEAR ONCE UNLESS OTHERWISE ADVISED

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 (STATE WIDTH WHEN ORDERING)	\$26.00
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 (0.5 MM OVERSIZE)	\$20.00
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

A large selection of old and recent 2CV parts are available through the Club over and above those listed above at very reasonable prices. These are not held in stock by the club, but we can arrange delivery quite quickly in most cases.

**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) \$56.00. EACH PROVIDED
YOUR SILENT BLOC SPLINES ARE SERVICABLE

BY THE WAY, I CANT JUSTIFY THE TIME TO CHASE UP SECOND
HAND PARTS. IF YOU NEED THEM - ADVERTISE IN THE
MAGAZINE

PRICES SUBJECT TO CHANGE WITHOUT NOTICE

CONTACT THE CLUB SPARE PARTS OFFICER PETER BOVEL

