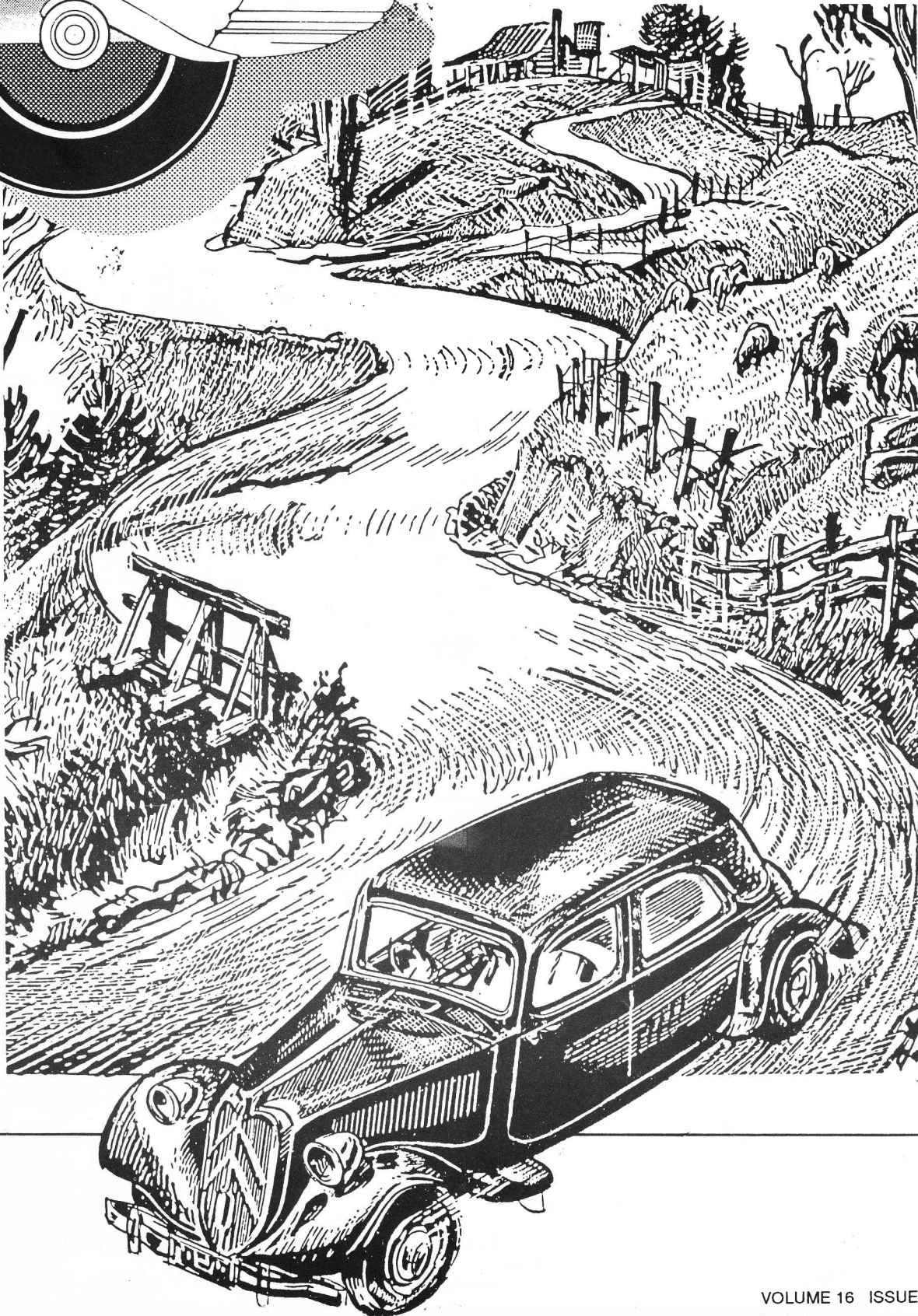
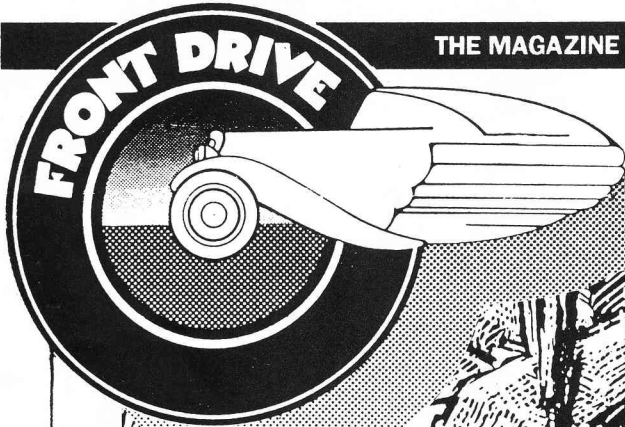


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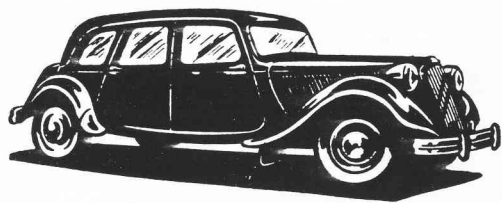
THE MAGAZINE OF THE CITROEN CLASSIC OWNERS CLUB OF AUSTRALIA Inc.

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From the desk

Boy, has our little old club been humming along in the past few months. So much so that the new '92 - 93' committee has had great trouble keeping up with the club. There is no truth in the rumour that several of the committee are planning on quitting their jobs to work for the Club. Mind you it has crossed our minds though.

The Annual General Meeting in March saw two changes in committee positions. I became the editor - obviously! Dylan has been given time off to battle those little tormenting two legged things and hopefully get his four wheeled beast back on the road. Great job Dylan you can come back on the committee any ol' time you like!. My "old" job of

activities officer has been taken on by Iain Mackerras. Might I say that if anyone has been to any of the functions run by Iain since his election I am sure you will agree with me that Iain is a major find and asset to the Club I expect even greater things as the year goes on... if that is possible (you deserved every squirt from the frogs you got - refer the Austraction article)

This year as you will be no doubt aware CCOCA in conjunction with CCCV hosted the 4th Annual All French Day in Victoria. Not wishing to blow our own trumpet - oh well lets - it was bloody brilliant. The most succesful run yet, and in spite of threatening skies, the largest turn up of vehicles including a French tractor! From reaction after the event from people in the classic car game who were not connected with the day, it seems we really put our Clubs on the map as great organisers. Special thanks to all the workers on the day.

There is also a report on this year's highly successful Austraction Rally in Yarrawonga which attracted people from all over the country. I personally think that it was one of the best if not the best our Club has ever run.

Russell Wade sent us an article on the Citroen Diesels he once owned and are still in the club. Not to mention an exclusive world wide scoop set to send shock waves through the 2CV crowd.

In this issue we have unearthed a couple of very interesting old articles, one being from a 1958 Sports Car World describing the Australian built Monoposto Citroen Light 15 special. and the delightful article on the Panhard Dyna. Why Panhard? Apart from the fact that Citroen at one stage owned Panhard. The two makes have alot in common. It is interesting to see how similar they really were. The later Panhards even had the 4 headlight D nose.

We received a letter and photos from a member - Graeme Mc Donald who visited the Traction Owners Club Rally in Kentwell England And we have published those.

On a sad note recently we lost one of our long term Club members - Alan Thomas. I met Alan and Marie (my club mum) when I first moved to Melbourne virtually at the enception of the club. They have been great friends and great club members. We all had lots of fun and those memories will be cherished by many. My deepest sympathy to Marie and family and hope to see you very soon.

For now that's all ... read on and enjoy!

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

CONTENTS

1	FROM THE DESK
2	THE PRESIDENTIAL PRATTLE
3	CCOCA 1992 CALENDAR
5	CITROEN WITH A STRONG PULL
9	PANHARDS DELIGHTFUL DYNA
11	KENTWELL RALLY REPORT
12	AUSTRALIAN CITROEN DIESELS
14	PAINT REMOVAL
15	1992 ALL FRENCH ALL DAY REPORT
18	THE WEEKEND THAT WAS - AUSTRACTION '92
22	2CV WORLD EXCLUSIVE SCOOP
23	CCOCA CLASSIFIEDS
20	CCOCA SPARES

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THE PRESIDENTIAL PRATTLE

I feel as though I've died and gone to heaven! After many frustrating months of no motor in the Big Six and help from several club members, the Crosses are finally on the road again.

Initially a slow run to Canberra at Easter saw the motor run-in and we had a great time catching up with fellow Citroenists from around Australia.

A much quicker trip home and a night-time speed trial against Mel Carey and family whilst in Canberra has given me much more confidence with the car.

The French day was an outstanding success co-hosted by CCCV and CCOCA and was another opportunity to appear in a Citroen. Steve Wedell came down from Sydney and took out the Concouit outright and the Citroen class. Well done Steve.

Next came the Yarrawonga run on the June long weekend, and once again the pleasure of renewing old friendships. Incidentally I commend all members to take their cars on a long run for once you've done so a "Shorter" trip like to say Yarrawonga holds no fears for the driver.

The organisation at Yarrawonga was first class (Thanks Iain and Leigh) and the weather fine.

My most memorable moment at Yarrawonga came when we were in a convoy heading sedately towards our first winery stop. Then, in the rear-view mirror I spied the delinquent from Queensland. No not Ex Premier Jo, but Lance Collins. Yes folks, Lance was queue jumping and raced past me towards Iain's new "Pace Car" the Visa GTI.

The adrenalin quickly took over and the chase was on. We soon passed Lance and Wendy (at 70 mph) with passengers Murray, Oliver and Tim urging on in the back seat. Very soon after the "Red Flash" (Mel, Colleen, and James) shot by and then to my surprise also Phil Ward's magnificent Charleston. (I let them pass of course.)

Mel was after the Visa and Iain Mackerras Tells the story of having to sit on 130 - 140 kph to keep the big 6 from leading the field.

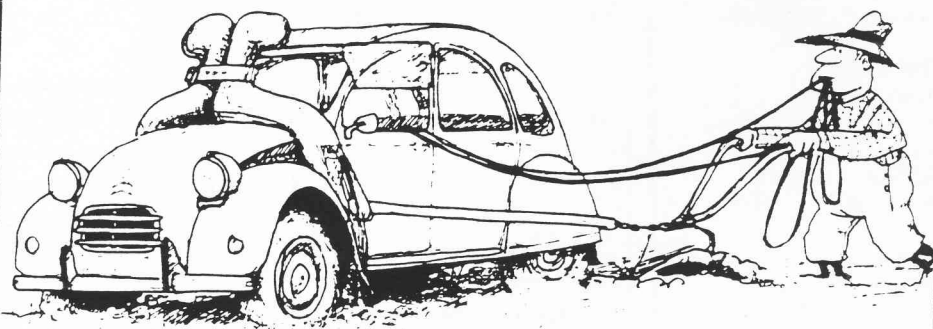
I may have made this up (for all you law abiding citizens), but the guilty parties above know otherwise.

This proves two things of course. Firstly Mel and Lance are both outrageous Petrol Heads, and secondly our cars can perform much better than we think they can.

Other participants at Yarrawonga included Lance and Sue Bryant from CCCV. They enjoyed themselves, had a drive of a Traction.

More activities are planned for the rest of this year and I encourage you to come along to as many events as you can so you don't miss out on all the fun.

Regards Ted Cross



1992 CALENDAR COMING EVENTS

AUGUST

SUNDAY 16th VOYAGE CITROEN

CHACA Swap Meeting to be held
Footscray Fresh Centre, Footscray Road
Melbourne

WEDNESDAY 26th CCOCA MEETING

SATURDAY 29th VOYAGE CITROEN

This is the start of the Citroen 2CV Raid OZ
#2 Top End 1992 leaving from Brisbane,
Queensland. There will be 47 cars on the
rally from all parts of the globe and these
will include such rarities as a Sahara etc.
There will be a send off party the night
before, so if you want to have a few days in
sunny Brisbane with some 2CV nuts come
on up. It's sure to start off with a bang. (of
the two pot variety of course)

SEPTEMBER

SUNDAY 6th VOYAGE CITROEN

This is the inaugural Winter Warmer Early
morning run. It leaves from the
Nunawading Civic Centre at 9.30 sharp.
(Late comers will be left behind).

It will consist of a pleasant drive up through
one of the Dandenongs most beautiful
areas - in convoy of course! At our desti-
nation a hot sizzling brunch will be served
and much nattering and tall tale telling. It
will be a family day with plenty of things
for the kids to do. Cost is \$6.00 per adult
and \$4.00 per child (Children under 6 are
free) RSVP by the end of August to Iain
Mackerras (808 7506)

CCCV ECONOMY RUN Date to be Confirmed

The CCCV have kindly invited us to join in
on their economy run. A great opportu-
nity to wipe off the winter dust and fire the
ol' bird up.

WEDNESDAY 23rd CCOCA MEETING

TECHNIQUE CITROEN WORKSHOP DAY

The date and venue is to be confirmed.

OCTOBER

SUNDAY 18th VOYAGE CITROEN

Combined CCCV and CCOCA Annual
Concours d'Elegance. Venue to be
confirmed.

SATURDAY 17TH AND SUNDAY 18TH VOYAGE CITROEN

All makes swap meeting

WEDNESDAY 28th CCOCA MEETING

Photographic Competition

NOVEMBER

SATURDAY 31st OCTOBER - SUN 1st NOVEMBER

VOYAGE CITROEN

Proposed weekend run to Warrnambool.
Details to be published

SUNDAY 15th VOYAGE CITROEN

Bendigo Swap Meeting

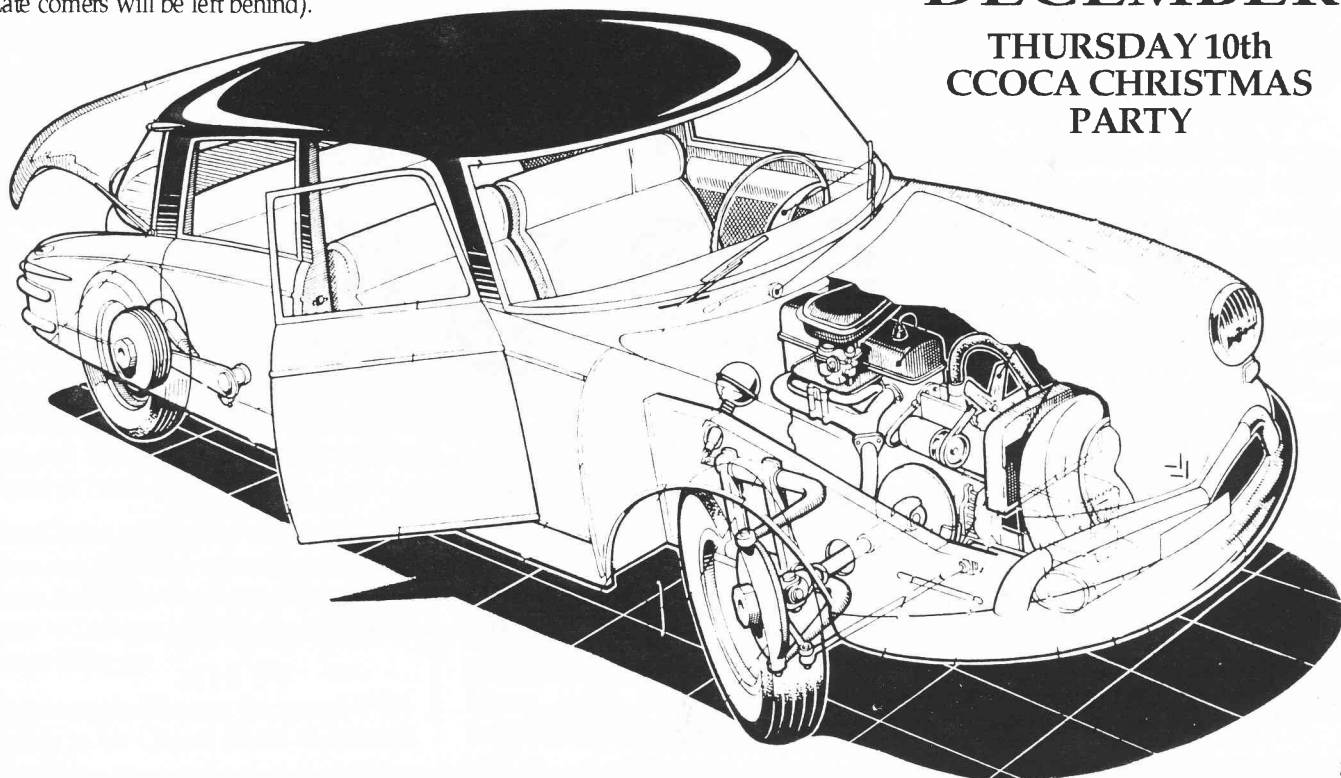
SUNDAY 22nd

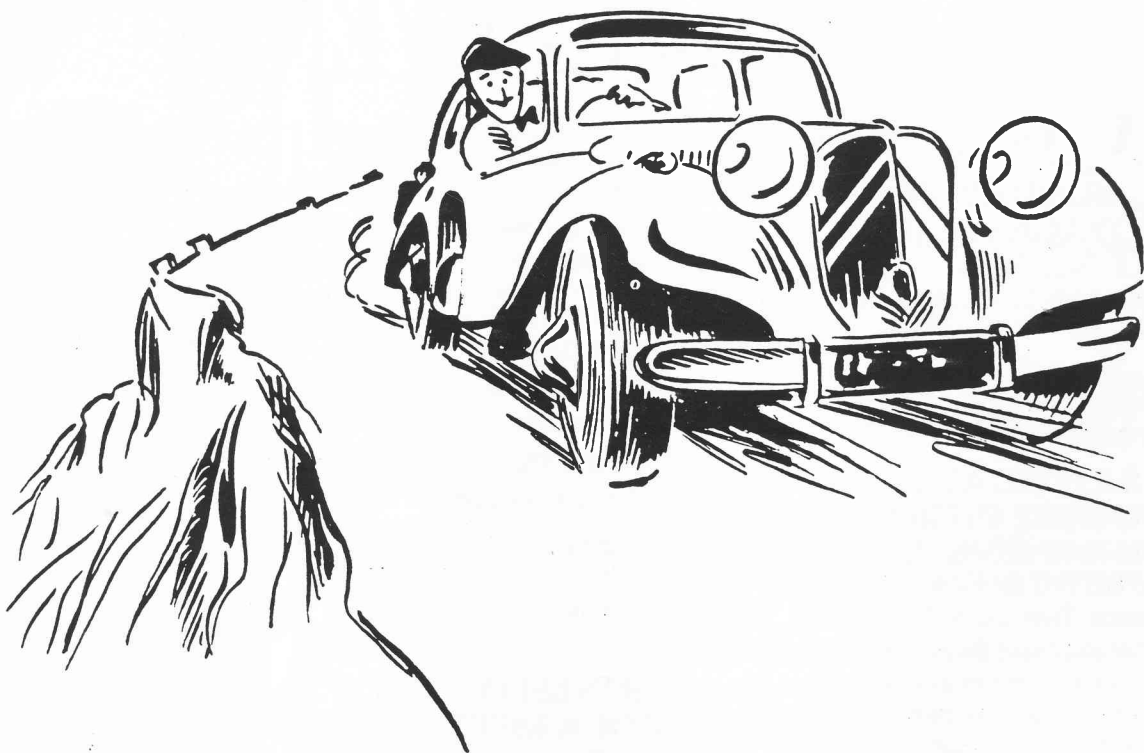
Annual CCOCA Parts Auction and Chil-
dren's Christmas Party.

WEDNESDAY 25th CCOCA MEETING

DECEMBER

THURSDAY 10th CCOCA CHRISTMAS PARTY





"Performance figures put Citroen in the sports car class . . . that it should be such a large and comfortable car is little short of amazing . . . front wheel drive has exceptional road-holding qualities," say leading Australian motoring authorities. Ask ANY Citroen owner . . . or better still try Citroen for yourself—ring FJ 5136 for a demonstration NOW!

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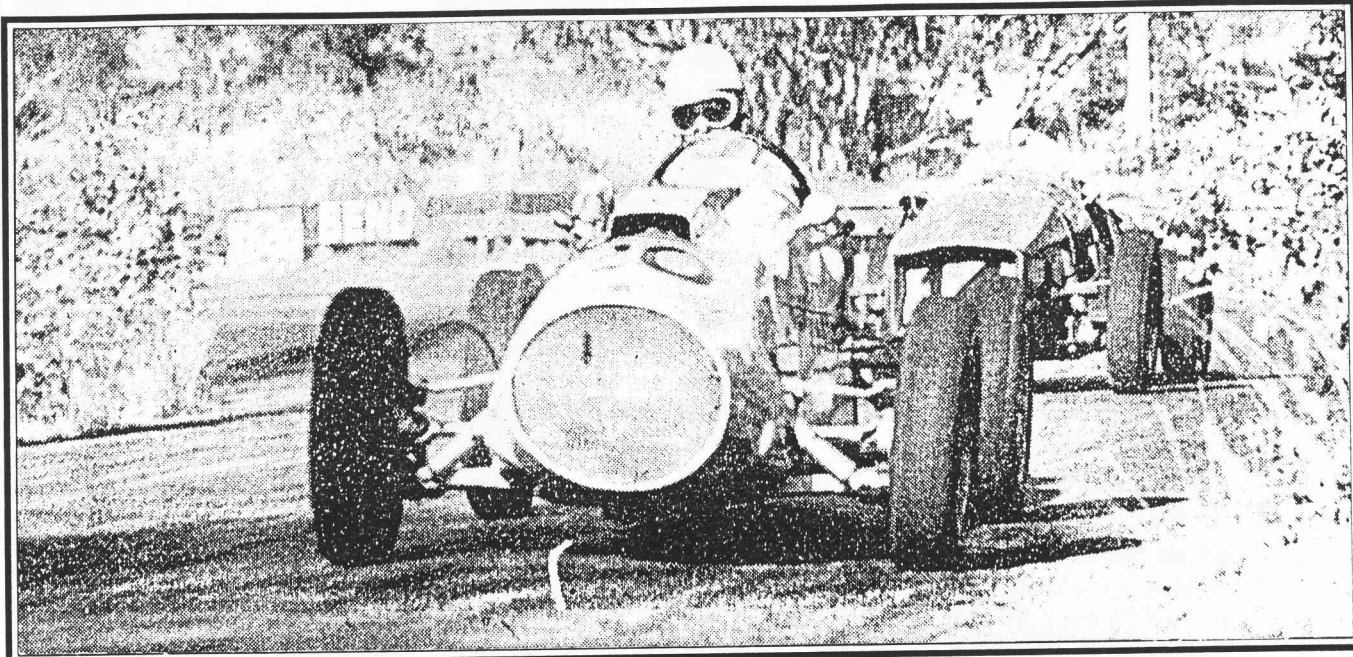
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CITROEN WITH A STRONG PULL

by Alan Gibbons

FROM FROM SPORTS CAR WORLD - FEBRUARY 1958



Pull instead of push! The Citroen special, with Ian Steel doing the conducting, comes out of a corner on the Bathurst circuit with power on.

In the hands of many owners who have contributed their bit to making it go, this Citroen special is a car to watch in the future.

Stones peppered the fence, spectators ducked, as the all blue racing car thundered around the hairpin.

Don Wright flattened the accelerator, and headed towards the finishing line of the Hawkesbury - Mt. Panorama Hill Climb. His time established a new course record for the difficult hill.

Today, the ex Bill Buckle, ex Don Wright, ex Ian Steele, Citroën, one of the few front wheel drive racing cars, is owned by former champion ice hockey player, Geoff Thorne, and will undoubtedly become a regular starter at future meetings.

This Citroen special - one of the smartest B class cars, has had a colourful career, and more than half a dozen capable engineers have had a finger in the design and preparation of the car.

This was born following the success of Bill Buckle in his Citroen saloon at Bathurst

and air strip meetings during the 1950-51 racing season. The Light 15, fitted with a hot cam, twin SU carburettors and running on an 8 to 1 compression ratio, was reputed to be one of the fastest saloons through the tricky Bathurst "Esses". Consequently, it won many handicap events during its season or two of racing.

But Bill Buckle had visions of owning a racing car, so it was not surprising to see him set about designing and building a racing chassis. His Plans, naturally enough, included a Citroen motor as the car's power unit.

By the time Bill Buckle had built the chassis rails, front and rear ends, cross members he became matrimonially. Buckles interest in the Citroen special waned, and as a result the car lay in the Buckle workshop for months.

At this time. Pennant Hills engineer, Don Wright, who made his racing debut in the ancient Salmson, became interested in the Citroen. The bare chassis, rear and front ends, steering rack and pinion and five special Tilote wheels were delivered to Wright's workshop.

A few months prior to this sale. Buckle Motors, N.S.W. dealer for Citroën, suffered a fire, and as a result many brand

new motors were seriously damaged by heat and water. Don Wright bought two of these "15" engines for as many pounds and set about reconditioning them to first-class condition.

All motor car racing enthusiasts have their own ideas as to what is the best type of chassis, suspension, etc., and it was not surprising that within the next few weeks Wright, in association with Franklin Baldwin, made drastic modifications to Buckle's chassis.

By now Wright had a chassis, suspension, motor (on the way to be restored to new condition), but he was lacking such important items as gearbox, carburettors, etc.

Negotiating with a French firm he soon overcame the gearbox problem by importing a Duriez box which featured four forward gears instead of the standard three. Fitting twin 1.25 in. SU's he got the Citroen special going, and two weeks later, although the motor otherwise standard, he entered the car for the Vintage Car Clubs climb at Foley's Hill. In chassis form, the Citroen hurtled up the hill and many spectators were sceptical as to whether this crude looking motor car would ever reappear at Sydney's hill climbs.

Not only did it reappear, but less than 12 months later it lowered the course record on the tough Hawkesbury hill.

When Don Wright towed the unclad car back to his workshop he was convinced it was a motor car well worth fiddling about with, and that when all teething troubles were overcome, it would be capable of winning races.

Wright's next call was on Stan Barrett, a well-known designer of racing car bodies, and after many hours of consultation over drawing boards, the now familiar outer covering of the Citroen was designed. Built from 16 gauge aluminium with odd sections from 18 gauge, the completed car tipped the weighbridge at less than 14.5 cwt.

Wright also fashioned a stainless steel fuel tank for his machine. This fitted between the two chassis rails immediately between the driver's seat and held 13.5 gallons.

From the outset, the car's colour has been French racing blue, and although the present owner, Geoff Thorne, is the third driver to race the Citroen, the original colour has always been retained.

The Citroen was a neat, attractive looking racing car when Don Wright first wheeled it on to the Mt. Druitt circuit nearly four years ago, but its achievements were restricted to a few minor placings in handicap racing.

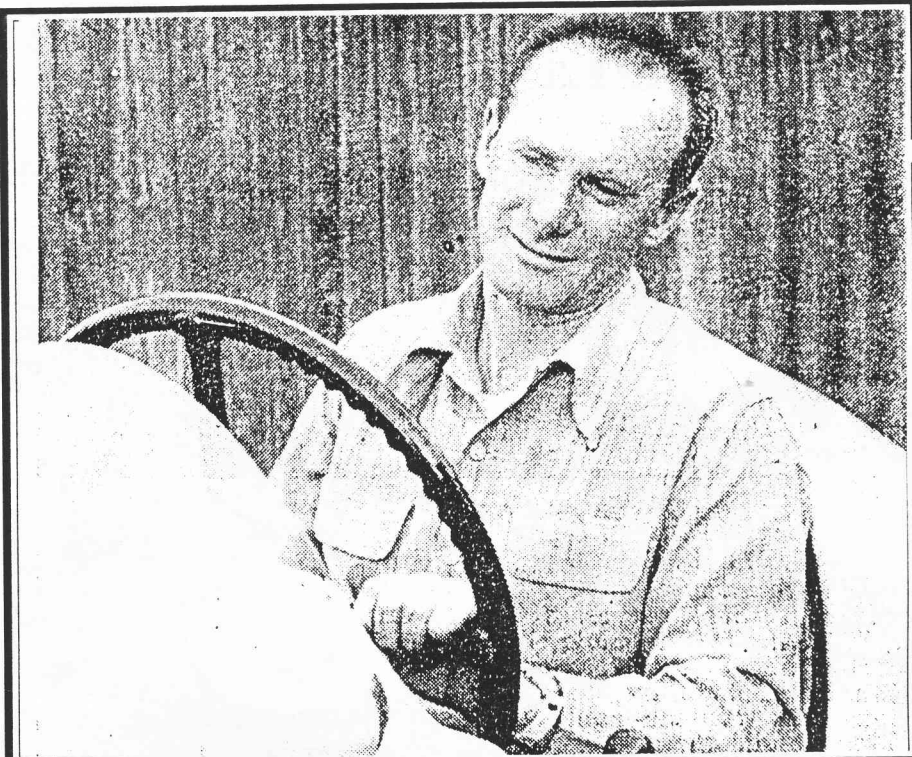
Then came Orange and the long flat course which lent itself to high speed.

Wright installed a higher geared crown wheel and pinion and during official practice, clocked 92 mph. This speed was most satisfying for the still near standard motor.

However, during the Gnoolas Handicap, Wright suffered his first mechanical breakdown. The alloy differential carrier bearing gave way and oil poured from the motor. With one lap to go Wright nursed the near siezing motor car and finished in fourth place.

Repairs were quickly effected. The damaged parts were replaced with steel supports which have proved entirely satisfactory since that incident.

Meanwhile Wright commenced to "hot up" the French car's motor. It was bored out an 8th in. to 3.5 in., the crankshaft was ground and the bearings remetalled with aero "C" heavy duty metal. A new set of valves were air freighted from the HWM



After many owners, the Citroen was in the hands of former International ice skating star, Geoff Thorne, who labouriously rebuilt the car at the time of the article.

factory in England, while Triumph 5T motor cycle valve springs were fitted. The head was polished and ported and 9 thous. removed. This lifted the compression ratio to 8.9 to 1. Twin 1.5 in. SU's were used to feed the ethyl-alcohol based fuel into the motor.

In this stage of tune, the Citroen's speed increased considerably and at Bathurst, Wright was timed at 102 mph down the mountain side.

The Mount Panorama meeting proved most successful for Don Wright.

He finished in second position in the handicap for "B" racing cars, and a close fourth in the principal race, the Bathurst 100.

Shortly after Bathurst, Wright took the Citroen to the Newcastle hillclimb, where he finished a close second in his class.

By now Don Wright was reaching his ambition. Wins were coming his way, and although the handicapper was placing him further and further towards the rear of the B class fields, he was able to win or gain a minor placing in the majority of races.

Eventually, the Citroen was promoted to the A class racing car section, and against this opposition Don Wright found the going tough. His solution was simple - improve the performance of the car.

Once again the motor was pulled down. In all, 175 thous. was shaved from the head. An aircraft type fuel pump was fitted to the nose of the gearbox to cope with the increased demands on fuel. Don also tinkered with the rear end. In order to improve the car's track handling ability, Morris Minor torsion bars and lower arms were incorporated in the rear suspension, while new upper arms were designed and built to grasp the Citroens hubs and stubs. This important modification made two important changes to the French racing car. Firstly, it now had independent suspension on all four wheels. Secondly, the weight was reduced by 1.5 cwt. to 13 cwt.

Don Wright also experimented with a number of alcohol fuels to find one most suited to the 11 to 1 compression ratio.

These experiments soon proved their worth.

The first time Wright started the car at Mt. Druitt he won both handicap and scratch event for "B" group racing cars and finished the closest of seconds in the 50 mile feature race.

Fresh from these successes at Druitt, Wright again made his way northwards to the Newcastle Hill Climb. This time he was victorious. He won the climb outright against allcomers.

As the gearbox was now starting to show

signs of wear following the pounding it has been receiving the Citroën owner decided to import an Ersi gearbox from France. This proved somewhat of a disappointment to Wright, who found it not nearly so sturdy as the Duriez box. However, Bathurst was drawing close so Wright decided to run the car on the Mt. Panorama circuit and hope all would go well.

Halfway through the Bathurst 100, Wright pushed the Citroën into the vanguard position and the next eight laps led his opposition a merry dance. The front wheel drive vehicle was handling the mountainous circuit with ease, and looked as if it only had to keep going to take out the handicap section of this racing classic.

At the end of Con Rod Straight Wright flashed into the braking area, slipped into third gear, but fifty yards from the 90 degree corner he depressed the clutch and shoved the stick into the position of second. A screech of metal to metal followed - the Citroën's selector gear was on the ice. Throughout the remaining six laps of the race Wright pushed the Citroën along with the aid of only top and third gears, and although this added seconds to his lap times, he was able to finish the Bathurst 100 in fourth place.

While careering down the mountain straight the Citroën was clocked at 111mph - quite fast for a Light 15 Citroën.

The gearbox was proving such a headache to Wright that he decided to make a new box on similar patterns to that of the Duriez. Tediously he machined the blanks - a big job for any mechanic who had a full time job running his own business. While this operation was under way a hill climb at Newcastle was due, and on the spur of the moment Wright decided to compete. He hastily installed a three speed box in the car and went north.

The Newcastle hill is a solid test for any car, and it was not surprising to see Wright's Citroën throw a rod whilst being revved past its limit during the steep climb. However, he nevertheless recorded the fourth fastest time of the day before wrecking the motor.

Soon afterwards the Citroën changed hands.

Burwood Dentist, Ian Steele, made an offer for the car which subsequently was accepted by Wright.

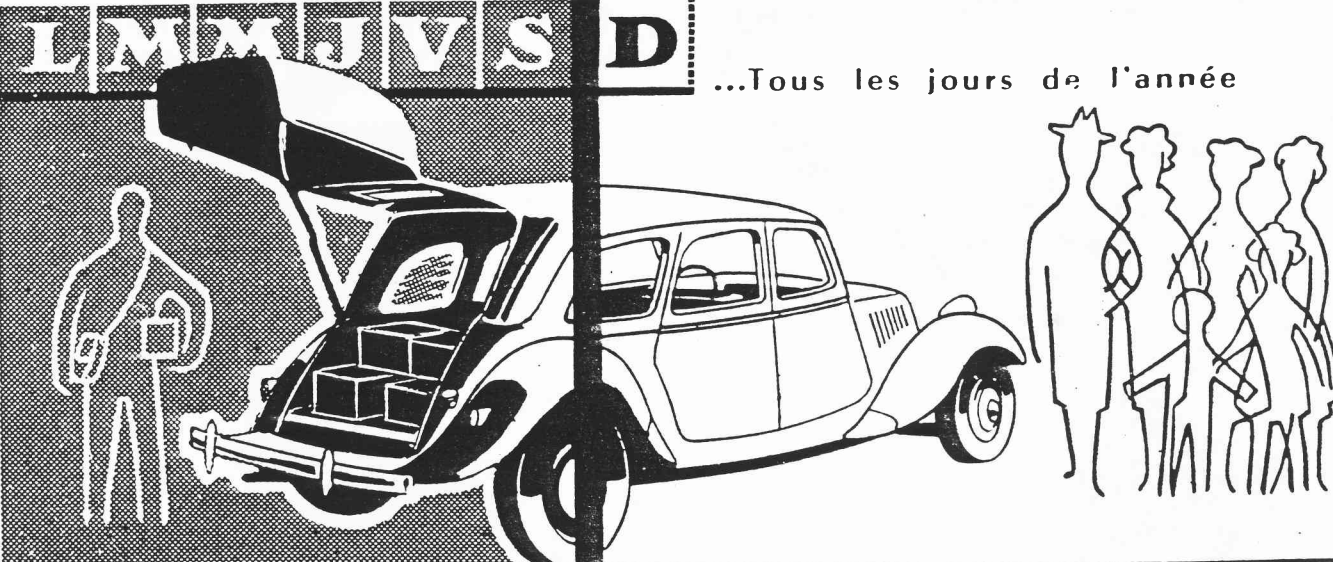
Ian Steele's success in the Citroën was limited to one minor race at Mt. Druitt, but at Bathurst last year he was unlucky not to

have won the handicap section of the Bathurst 100. Touching just over 100 mph on the downhill straight, Steele was lapping consistently, although the car appeared to be running well below par. With only one lap of the Mt. Panorama circuit remaining, Steele rounded Pit Corner and headed towards the control tower. When opposite the official area the car gave up the ghost - oil was thrown high into the air and there was a horrible sound from under the bonnet. When Steele brought the car to a standstill he found a hole in the block and the remains from the car's sump pouring on the ground. The thrown rod had protruded near the distributor drive.

It was some months later before Steele and the Citroën made their reappearance at Mt. Druitt. In between Bathurst and this meeting he had fitted a new block, shaft rods, liners, etc., to the engine, but even so, mechanical troubles had not been fully overcome. He started to blow head gaskets with alarming rapidity.

"When I did get my troubles ironed out," Steele stated, "I spun the car at 4,500 rpm in order to run in the motor. Geoff Thorne came along and made me an offer on the Citroën. I accepted and the car and I parted

L M M J V S D ...Tous les jours de l'année



en semaine
une camionnette
500 Kg

le dimanche
une limousine
5 places

CITROËN T1D COMMERCIALE

and although he is a comparatively inexperienced driver, he should not take long to accustom himself to race track conditions. He has spent many hours and much money or reconditioning the car.

He obtained from Bill Buckle the Citroën motor which was originally intended for the car, and he has complete the work started by Wright on the building of a new four speed gearbox.

If the Citroën can go fast, Thorne (as demonstrated in the only drive of the car at Druitt) should be an operator who can get most of the car's performance.

Racing car enthusiasts will follow Thorne's progress and that of the Citroën with interest during the forthcoming racing season.

As far as we know, this is the only Citroën special ever to be built in Australia and is probably one of the very few monoposto Citroën specials in the world.

In common with most front wheel drive cars, the Citroën has excellent road holding characteristics brought about by the fact that the car is pulled out of corners, rather than pushed. This is of particular advantage in wet conditions.

Road adhesion of this Citroën special is so

good that photographs have been taken of it bent like a banana when cornering extremely hard.

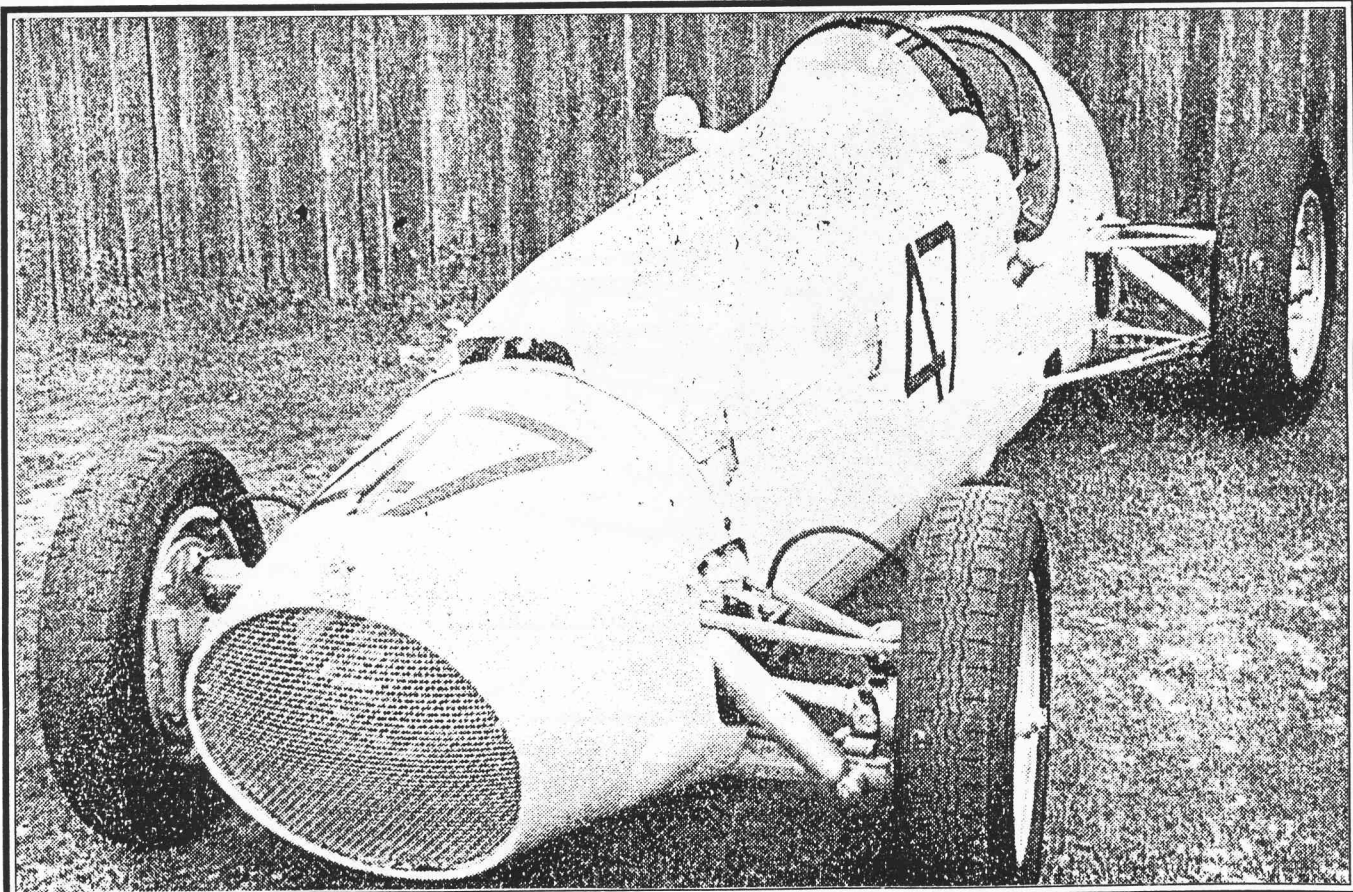
From all accounts, Thorne's car never suffered from alleged front wheel drive bug of chewing out universal joints.

Although this was a problem in very early fwd cars, it seems to be very rare these days, just so long as the car concerned is not turning out really big horsepower, eg, 240 upwards.

A rather special driving technique is needed to operate a fast front wheel drive car. The most important thing the pilot has to remember is that, no matter what he should keep the power on, even if the tail is swinging around in a threatening manner.

WHERE IS THIS SPECIAL IN 1992

The Don Wright Special still exists in appropriately appreciative but anonymous hands in Australia. The last report was the car was having a comprehensive overhaul to bring it back to scratch. (Jack Weaver says he has been able to get inside it on corners in his hot traction 11D sedan none-the-less!



One of the neatest of specials, the Citroën has an aluminium body finished in french racing blue. Note rear suspension arrangements

PANHARD'S DELIGHTFUL

FROM WHEELS - AUGUST 1959

Dyna



Looking a little as though it has been blown up with a bicycle pump, the Dyna has very good aerodynamic qualities which contribute to its 85 mph top speed. Note the Victorian number Plate...I wonder where this car is today?

Nice to look at, nice to drive and designed with all the cunning of J.A. Gregoire, the little Dyna is a charming Frenchman, says PETER LYELL.

It's one of the tragedies of the automobile business that unconventional cars don't sell better than they do. The French Dyna Panhard is typical.

It is sufficiently strange and expensive enough to discourage serious scrutiny by all but the car enthusiast who reads magazines such as *Wheels*.

But the closer you look at the Dyna the more you see that its great beauty is in its simplicity. It is, you feel on reflection, the kind of car the whole world of motor manufacturers should borrow from. But they probably never will. Conventional design

has taken the low road, it seems and the separation of such vitals as engine and differential by a propeller shaft is a permanent feature for family cars.

It is now too late, says the conventionalist, to start moving basic components every which way - it costs too much, cuts down margins, destroys the economy of a legion of small suppliers (and a hatful of mammoth ones too) who have been making axle differential casings for 30 years and, by heaven, are going to keep on making them.

But that as it may, the Dyna is a monument to good sense: it demonstrates again, that front wheel drive is a superior method of propulsion; that you don't need a V8 engine weighing a quarter of a ton to get you from A to Z at 85 mph when a light twin cylinder unit of say, 850 cc will do; that a car body interior was meant to be filled with people, not skewered by tailshaft tunnels and filled with bulging automatic transmission humps and bristling with

wrap around screen overhangs.

In short, the Dyna gets back to the cannons of good thinking design which have been ignored in the horsepower and height races.

The Dyna, thought out mostly by distinguished French engineer J.A. Gregoire, is ample (15ft. long 5ft. 3 in. wide) with four doors, space for four or five passengers and an impressive number of suitcases. Externally the body is bulbous and rounded, like a Borgward that has been blown up by a bicycle pump. But it is very practical. Its rounded corners make it easier to ooze into parking spaces - none of that horrible waiting for the end of you bumper to crunch a neighbour's! - and aerodynamically most efficient.

At rear is a boot of incredible proportions, accessible as well from inside the car merely by tilting the rear seat squab forward. Boot-lovers can give this one full marks.

Inside the Dyna is furnished with fine Gallic disdain for subtlety in colours and a

wealth of that creamy French plastic that seems to find its way into every piece of French machinery - Citroens, Simcas, Renaults all contain it.

After personal experience of this stuff, I can say with some authority that it attracts dirt like a five year old boy. No amount of cleaning will remove ingrained grime. The pity is that there are acres of this composition in the Dyna's massive steering column shell.

This is nothing like any shell you have ever seen before. It is about 18 inches long, and contains every knob, level, button and instrument with which the lucky owner is to become familiar.

Through the single spoke steering wheel the drive sees the speedometer arc mounted on the top of the shell. On the left is the gear change - stubby, a little difficult to handle at first - on the right the turn indicator lever, with a sprinkling of minor controls on each side. The starter-ignition lock is under the wheel, almost out of sight, and requires some wrist contortion to operate smoothly. Under the padded control panel rim is a glovebox and an ash tray also provision for radio.

From behind the wheel visibility is good, but not sensational. The driving position is relaxing enough except for the height of the wheel. A high wheel can give you tired arms on long trips, but on our brief impressions drive we didn't have time to test the result in the Dyna.

The most pleasing difference, though, is the absence of any obstructions on the floor, front and rear. In the front, you may put feet forward against the angled scuttle, lightly braced against braking effects, and feel exceptionally secure. It goes with out saying that such things as women's handbags and shopping bags are at home on that flat space.

On the Road the Dyna is notably quiet, almost ghostly, and for the reason you must look at the very special plumbing under the bonnet.

But before you lift the bonnet you know you're not going to find any radiator. The only opening in the Dyna's blunt snout is a rounded air intake surrounding a chromium spotlight boss built on to the front bumper.

When you do lift the bonnet, with it comes headlights front guards (one piece with

the bonnet, exposing the engine completely.

Covering the wheels are the real mudguards and between these the extraordinary power unit that has helped the Panhard win more than 900 competition victories. This is a twin-cylinder horizontally opposed air-cooled four-stroke ohv unit of 850 cc bore 85 mm, stroke 75 mm, developing 45 bhp. ait cooling comes via an impellor housed right up front in an aluminium casing. Air is ducted from here though more aluminium casing over the finned one-piece cylinder heads and barrels.

Connecting rods use Panhard parent frictionless roller bearing big ends, while at the other end, the overhead valves are operated by pushrods and rockers with hydraulic constant lash mechanism and torsion bar return springs. One feature new to the engine in the 1959 Panhard is the hydraulic valve clearance take-up. In this way, the rocker of each valve is held in permanent contact with the push rod and valve stem, and completely eliminates the usual rocker and tappet noises associated with overhead layouts.

The cylinders are fed by a Zennith Stromberg carburettor supplied by mechanical fuel pump. Ignition comes from a spiral bevel gear-driven distributor mounted close to the carburettor.

Behind the motor is a four speed synchromesh gearbox, built integrally with the differential behind it.

Third gear is a direct drive, and top is an overdrive. Drive is to the front wheels through constant speed universal joints and half shafts.

Sliding spline sleeves make the driving shafts "elastic".

Hot air ducted from the engine is used to advantage, as it is in the Volkswagen design, in a highly efficient heating system.

While you eye is roving over the engine room you note that the front suspension is well exposed at the same time.

This is comprised of two transverse leaf springs which form upper and lower links with the "elastic" axles between. The wheels are located by obliquely mounted control arms to which at attached inclined telescopic shockers. All in all and independent layout with great rigidity and a necessary lack of unsprung parts - with the weight of the engine - gearbox - differential directly over it, the Dyna's front suspension has to be good, or the results would be to awful to think about.

At rear, suspension is semi-independent, with a vee shaped de Dion tube connected to the car's flat floor frame by a



An enormous amount of luggage can be piled into the Dyna's boot. Access to this compartment can be had from inside the car too

central pivot mounting. At the ends of the tube are trailing arms, suspended on longitudinal torsion bars, with telescopic shock absorbers.

On the question of weight the Dyna tips the scales at just over 15.75 cwt - an astonishingly low total for a car of its dimensions. The two biggest factors that make this possible are the lightweight alloy engine - gearbox - differential unit, and the Dyna's twist proof, all steel flat floor chassis - a Panhard patent. This floor is reinforced with massive box section side members with tubular cross members like young drain pipes. The engine unit is mounted on a triangulated tubular structure built as an extension (and therefore easily repairable) to the floor which ends at the scuttle.

On the road the dyna give the novice some unconventional sensations. There's none of the normal feeling of contained power that the sound and faint vibrations of a big six cylinder engine conveys. All is quiet. The man with the untuned ear might guess that under the bonnet beats a king size sewing machine. The tuned ear,

on the other hand imagines a whisper quiet motorcycle engine - and he would be dead right. The amusing point here is that plenty of motor cycles have cubic capacities 150 cubic ft. larger than the Dyna-Panhard!

Finding your way though the gate of the Dyna's gear change isn't easy for the first few times, but with practice you improve. The synchromesh felt to me to be an agreeable constant pressure mechanism, and changing down from top to third to second was a completely silent process. Top gear, of course, can't be engaged, or shouldn't be, until a road speed of 35 mph plus is reached. Even at that speed there is no real response to throttle opening. Top is a ration designed to cruise the Dyna at speeds around 70 mph all day with truly fantastic economy. I am told that French men drive Panhards unmercifully on their faster roads and still get 40 mpg. A maximum of 48 mpg is claimed by the makers.

The Dyna's rack and pinion steering is direct and accurate. Like all front wheel drive cars, it is inclined to be heavy. Even when you're pedalling hard on sharply radiused bends it needs no real physical

effort to control it with one hand. But then, maybe I don't know my strength: women perhaps might tire more easily. In any event, front wheel drive makes up for any steering heaviness by giving Dyna admirable cornering stability. Stand the car on the edges of the tyres, but it still claws it way through the most brutal bends.

And if you need brakes in a hurry the Panhard has them - enough to stop a tram, without noticable nose-diving.

I haven't mentions acceleration performance because under impression conditions with what was a new car there was no opportunity to extend the Dyna through the gears with flat throttle. My feelings, though, is that the car wouldn't be particularly impressive against a stopwatch. Its great virtues are concentrated at the other end of the performance scale - high speeds (up to 85 mph), long distances with a maximum of comfort on rough stuff, and exceptional economy.

And the price? Just £1,349, including tax.

The test car was provided by Joubert's British Motors Pty Ltd Melbourne

KENTWELL '92

We were on holidays in England visiting our daughter, and I was driven to Long Melford to attend the last day of the three day Rally run by the Traction Owners Club of England. The day was a Concours judging and trade day. There were between 50 - 60 tractions there, some LHD and some over from France and Belgium for the event. The winner of the day was a French LHD and black as most cars were

by Graeme Mc Donald

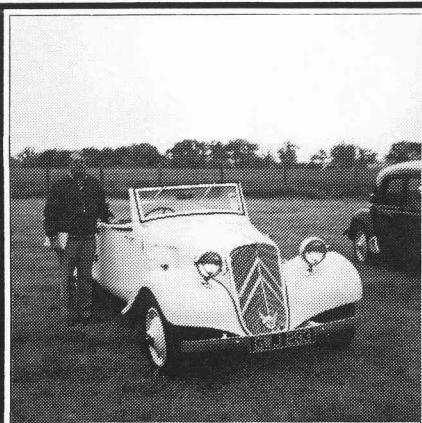
black with various types of wheels. They varied in condition from fair to excellent, and I would consider my Citroen to be average or a little above average. Some of the cars were quite untidy under the bonnet, rusty air cleaners etc.

There were not a lot of trade stands at the Rally. Although the Club Shop had Cardon Shafts on offer. I did purchase rubbers for

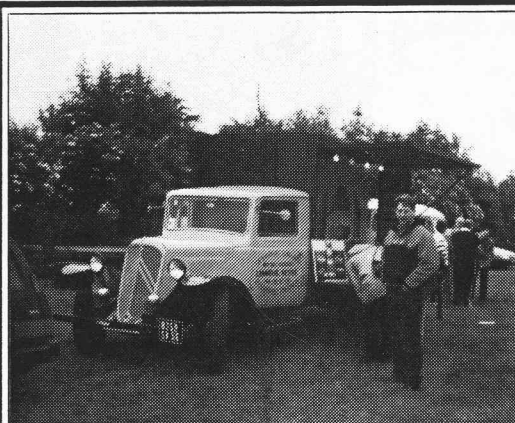
the swivel joints though, and they seemed to be very strong and good quality.

There were three of four cars for sale from £3,800 to £5,800 for a restored one (about \$14,000 A) Crown wheel and pinions of a more robust design are to be available by November.

I have included some photos of the fine machinery on display.



This Light 15 Roadster won 1st prize for the Spectators popular choice. Very nice car (I am standing beside the car)



This truck was still working on a farm until about 3 years ago and used in 2nd World War. Brought to England after getting permission from the French Government of the day.



Yes this is a Traction and it is a Citroën, 2nd popular choice, and 2nd in the Concours. Super Traction 11CV. It had Belgium number plates and owners couldn't speak english, but could say thank you, thank you, thank you.

A U S T R A L I A N CITROEN DIESELS

by Russell Wade

Following poor sales in the post depression years (compared to Peugeot and Renault) Citroen introduced in 1933 the NH (Novel H abillage translated as new styling) series of the 8,10 and 15 HP. These used a new sloping radiator grille, curved bumpers with a pair of horns mounted on the front bumper and valances welded under the guards behind the front and rear wheels, all very reminiscent of the 33 Fords, however these few concessions were not enough to make them sell like hot croissants.

In May 1934 a new torsion bar independent front suspension similar to the Traction Avant front end was added to "modernise" these rear wheel drive side valve cars and production ceased in September 1934 just before the introduction of the new 7 and 11 Traction Avant at the 1934 Paris Motor Show.

In Jan. 1935 the 8 and 10 HP rear drives were put back into production to satisfy the conservative clientele unable to accept a Traction Avant. These rear drives reverted to beam axles but gained OHV motors similar to the 7 and 11 CV Traction, but carried the engine prefix MI (Moteur Inverse) i.e. the engine ran in the opposite direction to that of the Traction. They also had straight bumpers with chassis prefix 7VA and 11VA. A diesel variant was produced for commercial users with 75 x 100 mm giving 1766 cc with the engine prefix MI and chassis prefix UD, these were made in very small numbers apparently from a confection of bits i.e. they had the earlier NH curved bumpers.

Production by all accounts was 500 Kg chassis - 520 and 850 Kg chassis - 1000 (between 1937 and 1939).

As far as can be ascertained 6 diesels in chassis form were imported to Australia (Melbourne) being a mixture of 500 Kg and 850 Kg types.

In about 1988 I acquired a Citroen Diesel car (tourer) and a pick up truck from the widow of John Sunderland, whom I had known for about 10 years and had tried to get him to sell up a few times. He had operated a business known as "Sunderland Diesels" from 60 Sydney Road Coburg for many years during the 50s and 60s.

With the vehicles came a heap of used spares with such gems as broken crankshafts and odd crownwheels. The other curios with the vehicles were the two original registration folders of the old green style showing original registration and the history of ownership since. These folders were phased out in the early 60s I seem to remember.

The car had been first registered in 1939 and showed a curious pattern of ownership. It would be owned by the same person for many years then changing ownership there would be 2 or 3 new owners over a 12 to 18 month period, then a period

of long ownership following. The reason for this was that many owners never came to grips with the cold starting procedure.

This cold starting problem is common to all small diesels because the tiny combustion space with 200:1 or higher compression tends to quench or cool the compressed air during cold starts, in large diesels the bigger mass of air in the combustion chamber acts as an insulator leaving a hot spot in the middle to start combustion. Modern small diesels use heater plugs to give a hot spot to start combustion. Early small diesels had a thermostatic valve (fed by diesel fuel) in the inlet manifold. For a cold start you simply held a switch until the resistance was white hot (by guessing the time) this opened the thermostatic valve but no fuel flowed in.

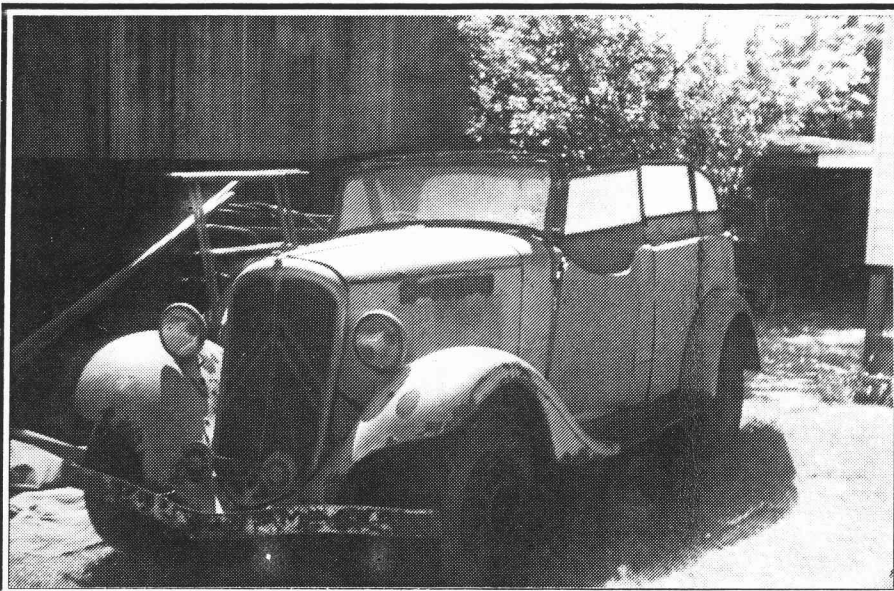
Then the starter operated, fuel and air sucked past this white hot coil produced a nice inferno in the inlet manifold and providing there was some oxygen left in the air the engine started. This system although very simple was always prone to blockages or electrical maladies.

The pick-up truck was first registered in 1941 and has had only 2 register owners, but had spent many years unregistered on French Island so it was badly rusted, but ran quite well after I bought it. The body was very well made with wind up windows, wind out windscreen but had the usual wood frame of that era.

The car by comparison has an incredibly unsophisticated tourer body with side curtains, again wood framed built in Melbourne Motor Bodier previously located on the site of the Trocadero night club, now the Arts Centre site. Incredibly the car was



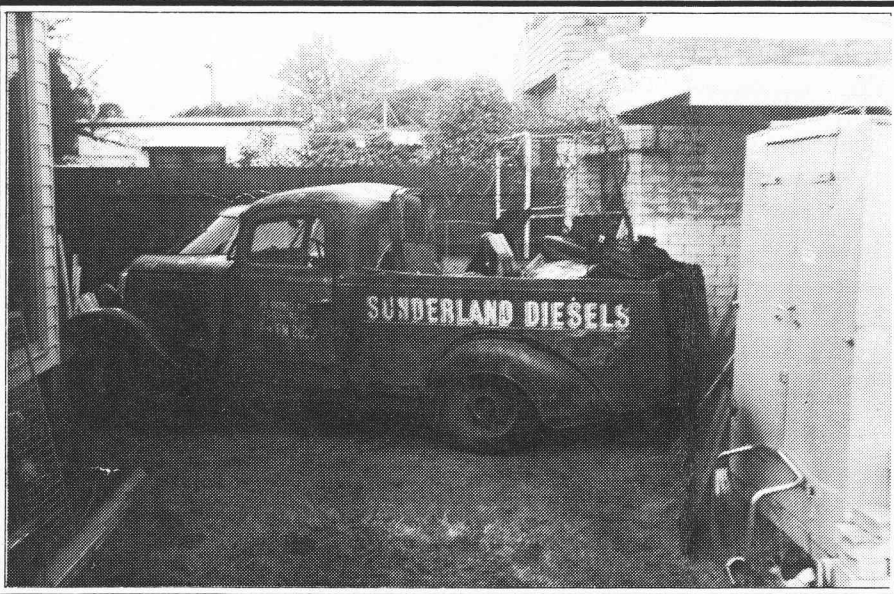
Front view of the Diesel Pick-up



built on an 850 Kg chassis. I could not find the chassis plate on the pick-up, but the remains of another diesel pick-up found by John Couch had a 500 Kg chassis plate, so presumably some lackey was sent to choose a chassis at random - unaware that there were subtle differences (springs).

Of the 6 vehicles imported (I have heard the figure 6 from 2 totally unconnected sources) all 6 engine blocks still exist, but only 2 complete vehicles and the remains of a 500 Kg pick-up, so it is fair to assume the other 3 vehicles have been scrapped.

Various factors relating to time, family, usability and safety (cable brakes) saw me sell these 2 Citroën diesel vehicles to Neil Rankine (a CCOCA member) of Tidal River



TOP - The Diesel Citroën Tourer with shall we say a functional rather than a graceful tourer body,

MIDDLE - Side view of the Diesel Pick-up still is its original Sunderland Diesels livery.

BOTTOM - A front view of the Pick-up. Note the wind out front window,



PAINT REMOVAL

by Russell Wade

If you have a notion of restoring an "Oldie but a Goodie" removal of aged paint can be a cause of much procrastination. To save this time wasting here are a few comments on systems I have used.

A Cautic dips (erroneously called acid dips) where you take your parts, usually panels or completely stripped body shells to a professional paint stripping firm, eg Metal Prep, Dandenong Victoria. this process removes all paint, rust, body filler, proofcoating etc from both sides of the metal which can produce interesting spiderweb effects on rusty panels. It can be done in a few days, but is fairly costly, but very cost effective. If there is any disadvantage it is the need to be ready to paint, rust proof the naked panels/shells the moment you get them home, a time consuming task to paint all the insides of cavities as well as visible surfaces.

B For those 100 and 1 mechanical odds and ends another method is molasses mix-

ture. I use an old heating oil tank (rectangular) with the top cut and all bungs and taps replaced by steel plugs. the mixture about 6 water to 1 molasses (mix with hot water to help dissolving initially) will remove paint and rust very slowly, but it actually removes metal. It eventually eats through the tank unless you use Stainless steel or fibreglass but mine has lasted 4 years.

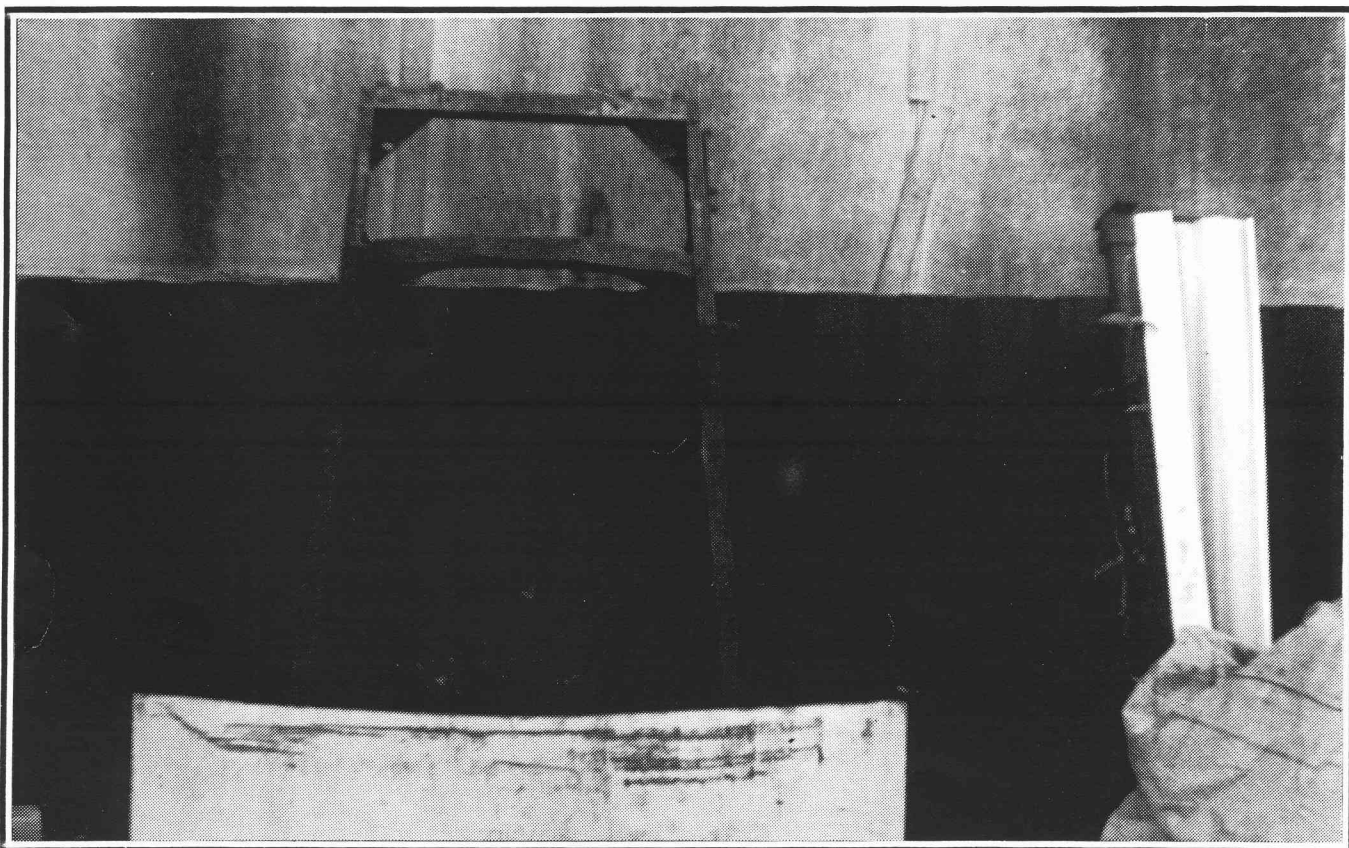
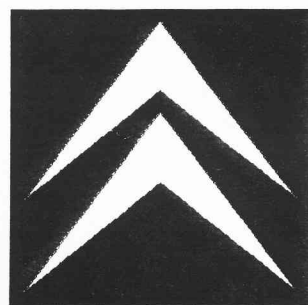
It is environmentally very friendly, but can smell a bit in hot weather. The parts need to be degreased first. I normally hang the parts on a wire for a month then check after hosing off. This will only work on iron and steel parts. Long parts may need to be done one end at a time, see Photo of 5CV chassis in the tank.

C Hot Air paint stripping guns will work well on panels. The worse the paint the better they work, but they may need a second go to remove undercoat. They produce very hot air, making it a cosy job on

a winter's night, but they could set fire to insulation/body deadner, rats nests etc, so always feel behind the panels before you go to bed.

You need a narrow paint scrapper say 3/4 inch with a sharp edge, old chisels work well, but handles are often uncomfortable. This is a surprisingly clean process as the old paint is fairly hard and dry.

No doubt there are other methods that suit individuals or specific circumstances so best of stripping luck.



Long parts may need to be done one end at a time, as in the 5CV chassis shown in the tank above.

1992 ALL FRENCH DAY A HUGE SUCCESS

by Bill Graham

Firstly, I was struck by the strong trade and commercial support that the day had managed to attract. The Clubs each had their shops for books, badges, marque memorabilia etc; specialist traders covered oil, insurance, parts and so on; and Commissioners for the "big three" had current models on show - Citroën BX, Renault 19, and Peugeot 205 and 405 (including the Bathurst competition car). Some of this collection were captured in my shot of Steve Wedell's 1951 Traction 11BL (CCOCA. Steve's car, superbly detailed in champagne metallic and brought down from Sydney took out the Kellow-Falkiner Award for Outright Concours Winner.

An interesting vehicle on the day was the yellow Dacia utility owned by the French Connection. Probably the only one in Australia. This Romanian vehicle is based on a Renault 12 "business end" coupled to other Renault mechanicals and special panels in a rugged "switch - in" 4WD package - just the thing for Eastern Roads!

De rigueur for photographers inevitably was Ferdi Saliba's wonderful black 1962 ID19 (CCCV). This took out the other top prize - VGL Insurance Brokers Most Popular Choice. The people had their say, and they said: "Good on you Ferdi".

Perhaps at this point I should mention the "oldies" which made it. The 1927 Darraq sedan (Doug Hotton), Don Leigh's 1929 Delage D8 Roadster with it's owner built boat tail body and four litre straight eight motor, the rare and very sweet 1925 two litre Amilcar sports car (Ben Jenkins) and the oldest of the lot, the stately 1914 Hotchkiss Tourer. Also attracting much interest in this category was Dennis Brooks Latil industrial and forestry tractor - four wheel drive and four wheel steer and a top speed of 40 kph, one had to admire Dennis's endurance in braving the elements for our pleasure. Non French invitees also rolled up - I noted an early Crossley, a yellow '30 Vauxhall coupe with dicky seat, the cutest little Austin 7 and a nice selection of Porsches including a rare 914.

As a group, I was perhaps most taken with the contingent of Peugeot 203s including an ex NT wagon, GRM 203. The beautifully restored dark green sedan of Graeme Miller

deservedly took out the Outright Peugeot Concours Award from European Auto Imports.

Other notables? Well one must mention the continuing charms of Bryan and Joan Grant's L15 KSE 441, just beaten as top Citroën by Steve Wedell (both Tractions, both CCOCA!)

The tiny pair of Renault 750s displayed by Stephen Cavanaugh (white 1962) and Charles Koning (dark grey, 1961) were charming, while one couldn't avoid noticing the multi - flouro - hued Peugeot 404 wagon of Matthew Dix which picked up the Encouragement Award and a package of Wynns products to help keep it on the road.

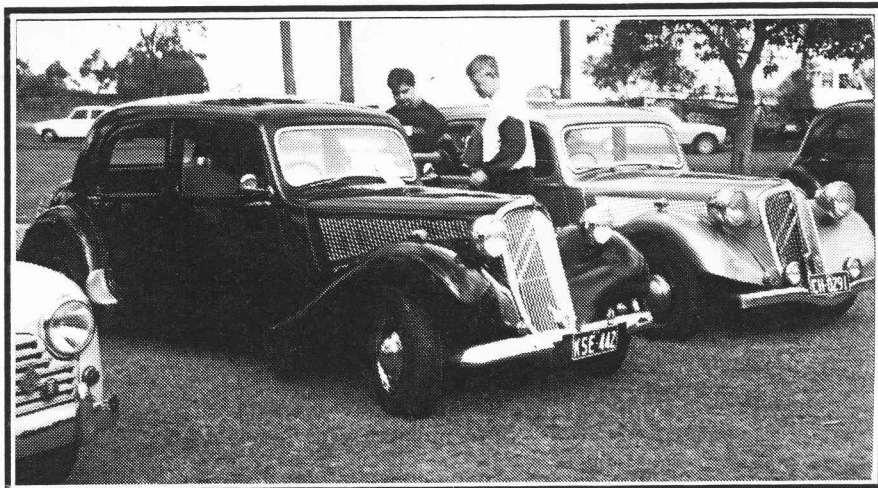
The 1968 R8 Gordini looked very business-like beside a pair of A310 Renault Alpines (metallic blue and red, both 1979).

Wine, breadsticks, check cloth featured in the best presented car, Andrew Murrays 1961 D Safari - very French.

And about the orange 2CV pedal car, strapped on a D5 roof? Does that sum up the 1992 All French Day - elegance versus eccentricity, minute versus magnificence, something for the suave adult cognicenti yet picking up the playful child in each of us? Maybe.

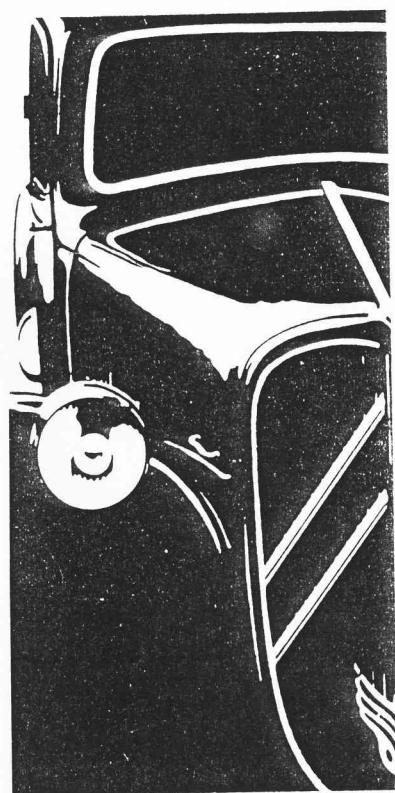
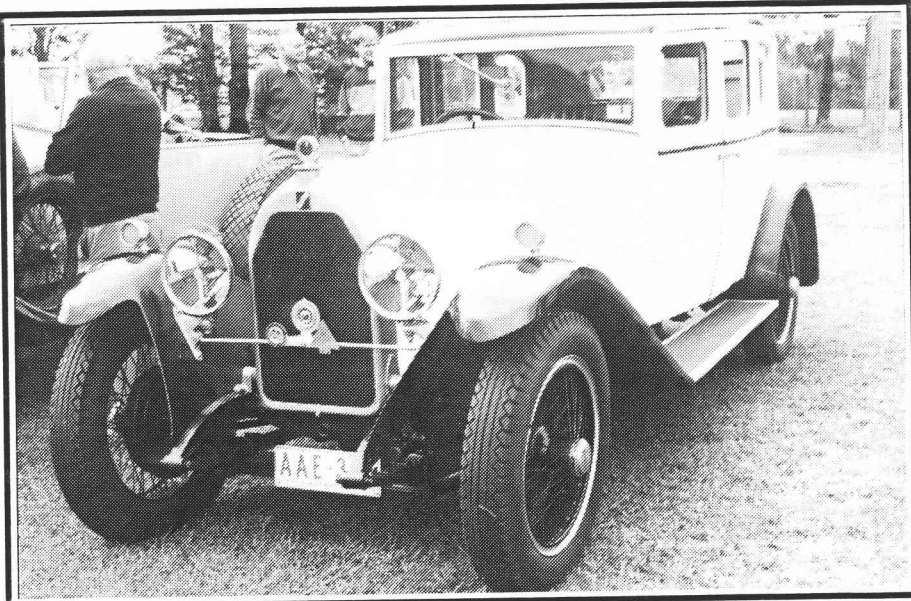
And finally, congratulations to Robbie Stockfeld and all those from all the Clubs for the efforts needed to make it such a successful and enjoyable day. May there be All French Days for many years to come.

BELOW The Judges descend on the Citroën Traction Avants. Bryan Grant's 1953 Light 15 (runner up in Citroën outright) and Ted Cross's 1949 Big 6.



BELOW Renault R8 Gordini 1968 and two Renault Alpine A310s both 1979 models





TOP 1927 Darracq DUS (Doug Hotton) winner of the Vintage section.

MIDDLE 1962 Australian built Citroën ID 19 (Ferd Saliba) winner of the most popular car.

BOTTOM Two very cute Renault 750s (L) 1962 (Stephen Cavanaugh) (R) 1961 (Charles Konings)



TOP Outright winner and best Citroën: Stephen Wedell's 1951 Traction Avant 11BL, in the background is the trade display area.

MIDDLE Citroën 2CV Charleston with mock up one at rear, quite a good roll up of our little two pot mates

BOTTOM Peugeot 203 line up. Very rugged cars from the 50's (who wants rugged when you can have style with a Traction - ED [I had to say it, I'm biased])

THE WEEKEND THAT WAS

A U S T R A C T I O N '9 2

by Iain MacKerras

As we drove into Yarrawonga early on Friday night, stopping to put into place the directional signs to indicate where everyone should be heading, we were wondering what the weekend was going to be like, given the reduced numbers coming.

We needn't have worried.

Let me take you back to the beginning...

The way it was set up was, everyone would receive a "Welcome to Austraction '92, this is your itinerary for the weekend", plus details of activities for Saturday. Arrangements for Sunday would be delivered on Saturday Evening and so on. They were waiting for everyone in their Cabin or Caravan on arrival. The important thing about the weekend was that everyone be made feel part of what was going on, and not to forget people once they had registered. I could not have anticipated how well it would work.

We arrived, a group of fellow Austractioners, Mel and Colleen Carey and Colleen's son James Henwood, Jack and Kari Hawke and John and Leah Abbott,

were already in place, in the Hawke/Abbott cabin in fact, looking for something to celebrate.

That other famous Bairnsdale couple, and notorious attender of things Citroen, the Seidels, were by this stage completely at home in their cabin, and, as usual, totally self sufficient.

Robbie Stockfeld and Graham Bradshaw were in place, putting their smiling, talking and drinking (only to be social, of course) lips on.

Before long, Peter Fitzgerald arrived with the ubiquitous Stuart Pekin, who had arrived in Melbourne very early in the morning in his private jet from Perth, (only joking, but it would probably be cheaper for him to have one, considering the trips he does across the country, attending the various Citroen rallies). Mr. Fitzgerald brought with him, the entire contents of his house in readiness for what he had planned for the weekend. The story of the trip was a familiar one, "we came via the Victoria Markets, for edibles; Heinz, for

freebies to put in the rally packs; several clients, to drop off bits of work related stuff, and, here we are."

Peter Hore made an appearance with that wonderful "brightener-upper" Hazel, and their son Ricky.

One of the great things about the accommodation was, apart from the cabins being of a good size, and with en-suites, they were all together. The cabins were in an avenue by themselves and the caravans were one "street" over. This, of course, made inter home visits most convenient.

It was during dinner that evening in the Fitzgerald residence, that the best part of the weekend occurred for me.

Lance Collins, Wendy Paas and her two delightful sons Murray and Oliver arrived. I realise that in itself is not big news, after all, they come to everything. However, this was a little different. Lance arrived in his ever faithful traction and Wendy and the boys zoomed in aboard my new car - a Visa GTI. Lance told us at Easter there was a car for sale in Queensland, that might



A line up of the Traction's rather looked at home at the all Saints Winery

interest someone. Then commenced the biggest secret of all time. The car was delivered to Lance in Brisbane, he checked it out, took photographs, and after several phone calls to him and the cars owner, a purchase was made. And, no one knew about it until it arrived, and didn't that cause some excitement in the camp. It is the bigger brother to Leigh's Visa Club, and red. Mind you, with a top speed of 117 miles per hour, it goes a little faster than the two pot, but only just.

After the "blockies" were completed and everyone calmed down, it was back to what we had been doing, i.e., eating, drinking and generally having a good time. Lance and Wendy were getting themselves and the boys settled into our cabin. It's funny isn't it, we asked them to share with us, yet, if you saw the joint five minutes after they arrived, you would swear they had lived there for years. So much for the take over merchants from the sunnier climes.

Lance and Sue Bryant (CCCV) had now arrived and were getting into the frivolities and the refreshments. After everyone being terribly polite to each other, we decided it was time to head off to our various beds. After all, we had a big day on Saturday.

During the night, as we discovered the next morning, we had been joined by Michael and John Paas from Queensland, Road Greschke, and that voluptuous raffle ticket marketer, Barbie Osborn from Canberra, Chris and Beverley Bennet and that wonderful baby of theirs, Michael (funny I thought it's name was Hugo - Ed) who was attending his first Austraction Rally, all from Adelaide. Unfortunately, Tom and Helen Campbell (we saved the champagne for you), had to cancel their booking. If they made it, we would have boasted attendees from Brisbane, Sydney, Canberra, Bairnsdale, Melbourne, Geelong, Adelaide and Perth, Not bad cross section for a small group.

On a sadder note, due to the recent sudden death of Alan Thomas, Marie and friends Bryan and Joan Grant, staunch Austractioneers and great friends for many years, understandably did not make the trip this time. We hope to see you back with us next year.

The first official activity for the weekend was the Registration which we had organised to be completed on Saturday morning prior to the Photo Line up. This was to

be held in the Foreshore Park on Lake Mulwala, in full view of everyone crossing the bridge into Yarrawonga. After the trip on Friday night to wherever Austraction is being held from the length and breadth of the country, the last thing you need to worry about is registration. Next morning is much better I think.

Club Shop was set up, displayed the vast array of products that has made that little enterprise as famous as it has become. With the registration table creaking under the weight of all the goodies for the "show bags", Club Shop in full swing, and the line up of cars along the edge of the lake, the area took on quite a festive appearance, much to the delight of the many onlookers.

The Cross family sauntered in to take their position in the line up, and soon they were doing what both Ted and Helen do so well, saying hello to everyone and making people feel welcome. Shame they were soooo late arriving.



Between the "official" part of the morning and the observation run commencing, we had a Sausage Sizzle lunch. Cooked on the BBQs in the park, it was great fun, and put everyone in the right mood to go off observationing. One of the most satisfying elements of the weekend, for me, was to see everyone taking part in everything, and, enjoying it. The Smiths, Robin and Sue with son Alistair made it in time for lunch. As they run a business they unfortunately had to work on Saturday morning and couldn't be there as early as they would have liked. It was tremendous that they made the effort to come.

Part of the arrangements for the weekend were a couple of activities for the younger members, so they too would have a share in what was going on. One of them a "kid's choice" Most Popular Car Award, so they could choose the car that most appealed to them, rather than just being bystanders. The other was a competition to design a 2CV for the 90s, using their imagination, and without any real guidelines to assist.

After lunch everyone took off on the Observation Run with great gusto, and to help them on their way, each with a bottle of Evian water, generously donated by Cadbury Schweppes for the event.

It seemed no time at all before everyone was back, milling around the Tourist Office, in which lay the last question, and where everyone would have the opportunity to purchase those incredibly important items, the type of thing that you just cannot buy at Club Shop. You know the sort of thing, huge blowflies to stick to the roof or windscreen of the car, or perhaps frog shaped water pistols which could come in handy during the weekend, and did.

So, after we got through the usual disputes on questions, it was back to the Caravan Park for a bit of a kip before Peter Fitzgerald's cocktail party. It was at this glittering reception, Peter attempted, and I am sure succeeded, in breaking the Guinness Book of Records record for the number of well dressed people in a Cabin in a Yarrawonga Caravan Park.

Then it was off to the Mulwala Services Club for dinner and an evening of Poker Machine Magic. Clubs like this one have so many facilities, under age disco, a creche for the smaller children, movies running throughout the evening, a very nice dinner at more than reasonable prices (Roast Dinner at \$6.95), and we sampled it all. Some of the Austractioneers even won money. The Club provides Courtesy Buses to get their patrons to and from the Club, and we were no exception. Two buses duly arrive to cart us into town, which, apart from being extremely convenient, was also a bit amusing. No matter where it is or what sort of bus, there is always someone who wants to sing, isn't there?

Sunday morning seemed to arrive awfully quickly, much before I was ready for it, then it was off into town for breakfast at the Left Bank Cafe. Whilst it was great to see all the cars lined up outside this establishment for all to see, inside chaos reigned supreme as the three people who were running the show tried to cook breakfast for the hungry hoards. You have never seen so many fried eggs. Still, they appreciated us going there and we certainly had a good time. After breakfast we headed out of town in convoy, in the direction of the wineries. It was interesting to see those Tractions belt down the Murray Valley Highway (speed limit, of course) trying to

pass me. They didn't.

Being "The Great Winery Walkabout", there were plenty of activities for everyone. Our first port of call was All Saints, where we drove down that wonderful tree lined drive and parked under the trees, once again in line up. At one stage we came out to the cars and there were about a dozen people taking photographs. Great to see. There were pipers playing, stalls with hot food, a produce market and of course all the wines. After hanging around for a while, we tootled off in the direction of Pfeiffers and then off to Bullers for lunch. Whilst lunch was cooking many of our friends headed off in the direction of the bush band (from Baimsdale), wine tasting and purchases. So you can imagine that lunch had all the right additives.

When lunch was over, everyone headed off to do their own thing, more wineries, a trip into Rutherglen for the big market day or just home for a rest. After all we did have a "big dinner" tonight.

Following the success of the bus to the Services Club, we arranged another one to take us to the Restaurant. This way no one was tempted to drink and drive. When this bus arrived, it was an interstate tourist job, some of our guests wondered, and quite rightly too, as to where this Restaurant actually was.

The Restaurant was in one of the big old homes in the district, and, with the open fires going when we arrived, gave it a very

warm and welcoming feeling. The sort that makes you look forward to the evening ahead.

When everyone settled down, and in, Barbie Osborn and Helen Cross started to flog the raffle tickets. We had some great prizes, 6 bottles of superb red wine, donated by David Hayward (CCOCA member) of Hayward's Winery at Seymour - well worth a visit if you like gutsy, full bodied reds. (The rumour is true that Stuart Pekin had several dozen shipped to Perth - Ed) If not go anyway, they are wonderful hospitable people. Another donation of wine for the raffle were the 2 bottles of Champagne and 3 bottles of red from the Grand Hyatt in Collins Street. So you can see, we had a good line up of prizes. As it turned out we ran out of raffle tickets and had to postpone the drawing until the farewell on Monday.

After Dinner we had our prize presentation, speeches kept to a minimum.

Longest Distance Travelled - Stuart Pekin
Hard Luck Award - Beverley, Chris and Michael (Hugo) Bennet

Most Popular Car - Jack and Kari Hawke (Black Big 6)

Kid's Choice Most Popular Car - Iain MacKerras (Visa GTI)

Observation Run Drive - Rod Greschke

Observation Run Navigator - Barbie

Osborn

Observation Run Back Seat Driver - Tim Cross

Younger Members Design Competition - Alister Smith

Before we knew what we were up to, it was back on the bus and home, well to Fitzgerald's actually, for coffee and port - the port having been kindly donated to the cause of Peter's habit, by John Abbot, from his winnings at Mulwala the night before.

Come Monday morning, and no one really wanted to say goodbye. We had a farewell nosh of chicken, champagne, orange juice and lots of fruit. We ate all the chicken, none of the fruit, drank a bit of the champagne and most of the orange juice. It probably says something, though I am not sure what.

The raffle was drawn by Helen Cross. The winners were Phil Ward, Leah Abbot and Karl Hawke. We also had a special prize draw, open to all those who attended everything, which was everyone as it turned out. However, the magnum of champagne was won by Barbie Osborn.

It seems when I got up to make my last speech, everyone was relieved. None more than the ream of renegades led by Monsieur Phillippe Mortier, with their froggie water pistols, who proceeded to drench the organiser. Ungrateful lot.

People were still hanging around saying goodbye at 11 am, asking others to come for the weekend, or for dinner or lunch.

This was the friendly games, where everyone enjoyed each other's company, liked what was arranged for the weekend and had a great time.

As the organiser of Austraction '92, I can only say, I also had a tremendous time and look forward to seeing more Austractioneers at Horsham in '93.

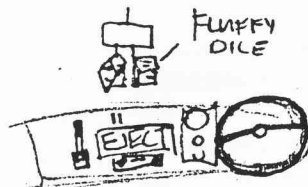


Monday's farewell breakfast consisted of fine food, fine champagne, good friends and fun all to the musical accompaniment of Vivaldi's Four seasons - what more could a little Citroen person desire!

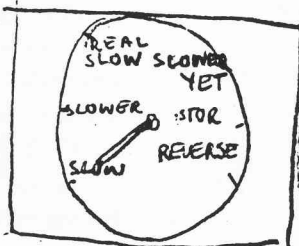
NEW 2CV :

(MAKE FROM CARDBOARD AN OLD PLASTIC BOTTLES) TOP SPEED : NOT MUCH
ACCELERATION : 32 FEET PER SECOND, PER SECOND

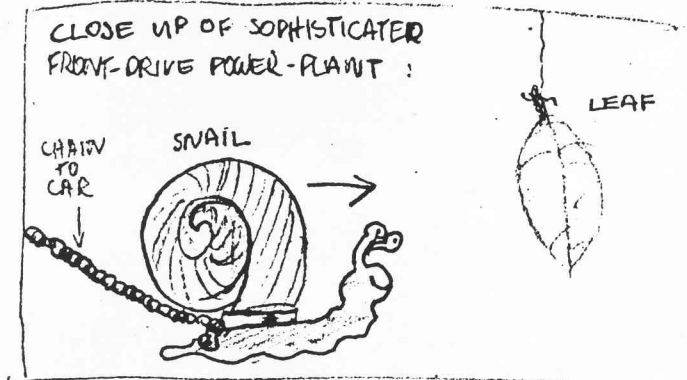
DASH BOARD :



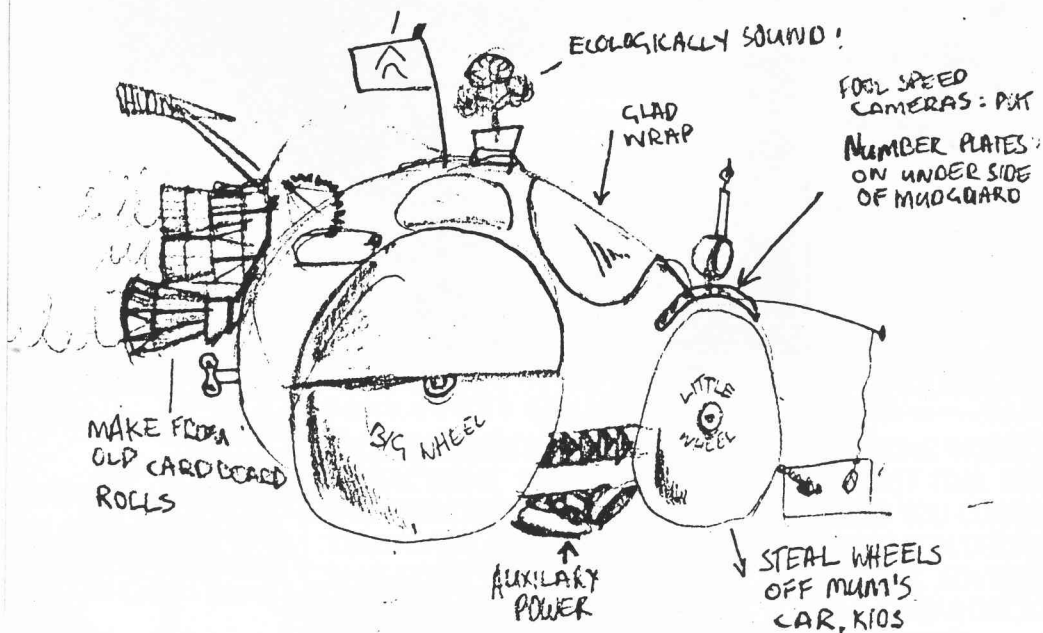
SPEEDOMETER :



CLOSE UP OF SOPHISTICATED FRONT-DRIVE POWER-PLANT :



STARCHED FLAG FOR IMPRESSION OF SPEED.



The Award winning design for a 2CV for the 90s by Alister Smith

CITROEN CLASSIC OWNERS CLUB OF AUSTRALIA

2CV VANS TO GO IN TO PRODUCTION IN AUSTRALIA

by Peter Fitzgerald



The Victorian Government in conjunction with the Victorian Police Force and one of CCOCA's members have been recently conducting trials and evaluations on a Citroen 2CV Van (AKS 400). This vehicle although almost 19 years old is the centre of a plan which will shortly be given the green light to use an existing design of vehicle as a multi-purpose government vehicle. The Police Department have been successfully trialing the 2CV Van as a 'mini' mobile alcohol breath testing station. The advantage of the vehicle according to the police spokes person is that it has a huge carrying capacity for equipment, is very economical to run, and the breath testing unit can be set up in minor roads etc where it is currently impossible to set up even the smallest of current units. This will clamp down on people over the legal limit using "back ways" to get to their destination.

As an aside, the police trialing the vehicle also thought that it was enormous fun to drive.

The Government has been looking at other uses for the vehicle in areas such as the Public Transport System, Parks and Gardens, etc.

Due to the recent Nissan "pull out" of manufacturing in Australia. The Victorian Government are looking at taking over part of the Nissan complex to use as the production line for the new 2CV Vans. The Victorian Government is also chasing contracts

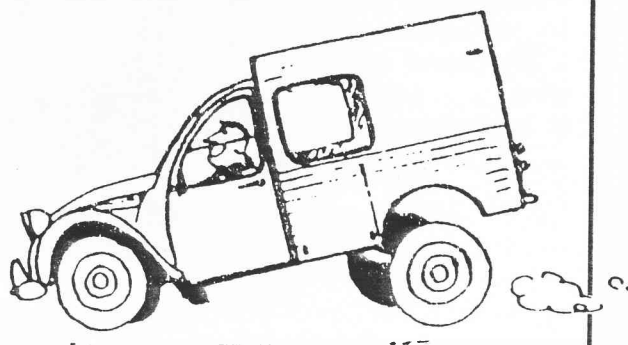
from Federal Departments such as Australia Post etc. Interest has been flooding in from interested overseas markets. And strong export markets seem to be assured.

The initial project is likely to develop 400 new jobs in Victoria, with a planned 1200 new jobs by the end of 1993. This will create much need jobs and manufacturing income for Victoria's long suffering economy.

But the main thing for us enthusiasts is that Australia is for once showing initia-

tive and putting this vehicle back on not only Australian roads, but world roads.

There appears to be only one hurdle in this imaginative and forward thinking plan... it's all in the writer's imagination ... basically a big pile of bull's droppings. The real story? Well the car was used in the new Yoplait TV commercial and was (temporarily) resprayed in French Police colours. It is likely to also get a mention soon in a national MOTORing magazine who shall remain nameless.





FOR SALE

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

CAR STORAGE - available, excellent security under cover - your car looked after by a fellow enthusiast. \$9 per car per week. Contact John Belfield (03) 796 8216 or (03) 796 8188

LIGHT 15 HEAD - Complete with water pump and carburettor only 5,000 km since a complete overhaul.. Excellent condition. Has been changed for an ID head as part of a 4 speed conversion \$600 complete. Dave Noke (07) 368 2136

LIGHT 15 3 SPEED GEARBOX AND BELL HOUSING - very rare, changed in conversion to a 4 speed. Went to Adelaide in 1991 with no problems at all. A bargain at \$850.00 plus transportation costs. Dave Noke (07) 368 2136

1923 CITROEN TOURER - Very good body, ready to paint, seat recovered, rechromed, new tyres. Mechanically complete and OK order. Contact Peter Rynia (03) 712 0601

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 bottles left! Contact Robbie Stockfeld (03) 376 8585

4 TRACTION CONRODS remetalled to first undersize (1.870) 1 missing a gudgeon bush \$100. Contact Russell Wade (03) 570 3486

EARLY DS/ID MUFFLERS to 1962. Stainless steel mufflers and 2 stainless steel tailpipes. 3.5 metres long, fits all standard brackets and clamps \$350 Contact Russell Wade (03) 570 3486

DS 23 1975 EFI Borg Warner full automatic. Rust in boot. Doors, bonnet etc excellent. seats poor. Auto sometimes forgets first at traffic lights. No hub caps. No reg or RWC. 4 new 185 - 15 Pirelli cinturatos included (not fitted) A great restoration proposition \$2,300 Contact Russell Wade (03) 570 3486

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.)

SECTION EITHER IN FRONT DRIVE OR A TRACTATIONS, PLEASE FORWARD YOU FREE DS 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

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.

LIGHT 15 Prefer Black in colour. Restored or in Very Good original condition .Phone Larry O'Carroll (045) 791 051 FAX (045) 791 247 North Sackville New South Wales.

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

TWIN CARBS and manifold to suit Traction, exhaust manifold guard to suit 1962 ID 19, front engine bay tray to suit ID 19, 1 x hubcap for French made Traction, Inner and outer, 2 x wing nuts for top screen wiper shafts Contact Stephen Cooke (07) 367 1092

PARTS FOR BIG 6

2 x headlight lenses, 2 x boot hinges, 1 x boot rubber, 2 x taillight lenses, 1 x workshop manual, 1 x boot handle Contact John Hootman (03) 857 8459

DS 19 OWNERS HANDBOOK and 11.4 HP (B12) Owners Handbook. Contact Andrew Begelhole (055) 62 8169

IF YOU WISH TO ADVERTISE IN THIS

EXPRESSIONS OF INTEREST

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

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) (UPPER AND LOWER)	N/A
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

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 buy the club, but we can arrange delivery quite quickly in most cases.

W A N T E D

CHANGE OVER SILENT BLOCS. (FRONT) \$56.00, EACH PROVIDED
YOUR SILENT BLOC SPLINES ARE SERVICABLE

CROWN WHEEL AND PINIONS

The Traction Owners Club of England has been able to secure the production of a limited number of crown wheel and pinions to be produced by a company which started specifically to design and manufacture high quality precision gears and associated parts for Classic racing cars, Vintage and Veteran and Specialist vehicles.

The crown wheel and pinion sets are cut to the original ration using the Gleason system as used by Citroen and are manufactured from the highest quality Ni, Cr, steel, fully heat treated (they go through 3 heat treatment processes) are lapped in pairs and individually marked with correct setting position. Individually boxed and labelled with fitting instructions included.

They are offered to Club members and associated Clubs on a first come first served basis at a price of £295. A cheque with your order will ensure the supply of the crown wheel and pinion which will be available in 14-16 weeks.

TO ORDER

Forward you order to Steve Reed, 1 Terwick Cottage, Rogate, near Petersfield, Hampshire GU31 5EG with a cheque for £295 for each set ordered. The cheque is to be made payable to the Traction Owners Club.

Delivery costs will be paid by the orderer of the parts.

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

OOS = OUT OF STOCK N/A = NOT AVAILABLE

BY THE WAY, I CAN'T 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 BOYEL