

FRONT DRIVE

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

JUNE-JULY 1993



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From the desk

Well here we are again with another Front Drive for your enjoyment and information. There is quite a lot of important information to take note of in this magazine.

Firstly, we have printed a full list of events for 1993. Take note of date changes and pop them in your diary so you don't miss out on anything.

Mel's Carey's Mum, Bertha, has written a great article reminiscing about her Big 6 days. It's fascinating to read first hand accounts of Traction days gone by. Its good to see that, as today, these cars were not just pieces of machinery but part of the family.

Leigh Miles has written an update on Austraction '93 coming up on the June long weekend. It appears that not everyone coming has registered with Leigh. This makes finalizing numbers for meals etc, rather difficult, so do Leigh a favour and tell him you're coming!

Mel has written an account of the Gippsland Gourmet Deli Day Run. This was a great day of eating and Citroëning, so if you missed out make sure you come along to the next day run.

Ted Cross wrote a report and included photos of the recent Technical Day at George Tippet's home. The theme of this day was the options available for Traction owners wanting to repair or replace problem drive shafts.

We have a new column in this magazine. Graham, our 'first lady' is the first contributor. It is a Members Forum, where members can write in with opinions or suggestions. Graham raised some very valid and important points. This column will help your committee to get feedback from the general membership to build a better club. So your contribution will be most welcome.

The spares Report is worth a read as it points out some fundamental changes as regards spares, that in the long term will assist in easier, more economic and more accurate restorations.

Finally I received feedback that some members were upset by various comments made in this column in the last magazine. The comments on review were perhaps put a little strongly and I apologize if any one was offended. My comments were not intended to offend.

Until next time, happy Citroëning, and I am looking forward to catching up with you at Horsham in June.

Peter Fitzgerald

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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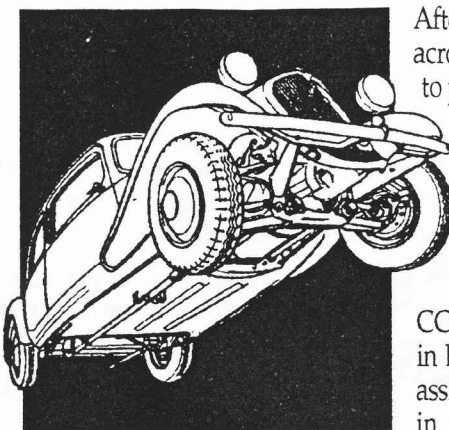
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PRESIDENT'S REPORT



After having spent Easter Tractioning it across to Perth and back, I have now begun to put the life back on track... and the Club!

Committee meetings have seen much work go into planning and preparing for Austraction '93 and for the rest of this fifteenth anniversary year. It has also been decided at the Easter Rally President's meeting that '95 will see CCOCA hosting the National Easter Rally in Bairnsdale. I have already had offers of assistance from members "on the ground" in the region, all of whom are greatly enthused at the prospect of a National Rally in their home town.

Reports of all recent club events may well encourage the faint of heart to take to the bitumen with their cars in future with a little more confidence - after hearing what some of the more (some would say foolhardy) adventurous amongst us will do with their cars and that they survive to tell the tale!

With this edition of the magazine you will receive a membership card for the '93-'94 financial year - if yours is a joint membership, there will be two cards. If there is NOT a card with your magazine, one of two things has happened. The first is that you have not yet sent in your renewal form - if this is the case, please rectify promptly! The other alternative may be that your form and cheque have gone astray - please let us know immediately in order for appropriate action to take place. If your renewal is not received by 30th June, you may be in receipt of a phone call from one of our Club members. Have your excuses ready!

Do you happen to know former Club members who have not rejoined? Please take advantage of the membership form printed on the back of your mailing sheet to encourage them to rejoin or to introduce a new member to the Club. Under our revamped Club Championship points system, you receive extra points for signing up a member.

Lots of interesting transactions, recoveries of wrecks, innovative ideas exchanged, early morning parts deliveries and long phone calls have been taking place over the last few weeks. Why don't you come along to the next Club event and find out what you've been missing out on? You don't need a restored and running car to have heaps of fun with other club members... just be there and become part of this crazy group of people!

Vive Le Chevrons!

Robbie Stockfeld

IMPORTANT

If you did not receive a membership card in this magazine you are now according to our records unfinancial for the '93 - '94 Club year and this will be the last magazine you will receive.

If you did not receive a card and you consider that you have paid your membership please contact the club immediately and the records will be rectified. Remember when sending in your forms please fill out all details of your cars even if you think that you have done so in previous years.

1993 CALENDAR COMING EVENTS

**1993 - 1994
MEMBERSHIP FEES
DUE NOW!**

J U N E

11th - 14th VOYAGE CITROEN

Event Austraction '93
Venue Horsham - Wimmera
Victoria

Plans are now completed for the Queen's Birthday Weekend Austraction Rally. The venue - Horsham - has been selected for its high potential for good weather and its proximity to such tourist attractions as the Grampians and the wineries of Great Western - this could provide an opportunity to visit the famous champagne drives of Seppelts.

Be sure to keep this weekend free for the major CCOCA activity of the year.

WEDNESDAY 23rd CLUB MEETING

Event Model Concours
d'Elegance & Wine
Tasting
Venue Canterbury Sports Oval
Time 8.00 pm

This is an opportunity for you to sample fine wines - both red and white while you view an array of Citroen models.

So, be sure to bring along your favourite Citroen Model for judging in this Concours with a difference. You may not have the top full size Citroen in the Club, but you could well have the best model around. Judging will be in three classes, with prizes.

Class 1 Traction Avant
Class 2 2CV and other 2 Cylinder models
Class 3 All others including ID, DS, GS, CX, Vintage

J U L Y

SUNDAY 11th VOYAGE CITROEN & CUISINE CITROEN

Event 2nd Annual Economy Run
and Bastille Day
Luncheon
Meeting Pt. Shell Service Station
Outbound side of the West
Gate Freeway Melway
Map ref 42, H12
Time 10.30 am

Destination: Our direction is along the Bellarine Peninsula, actual luncheon point to be confirmed in the next magazine.

Join us in celebration of the French Revolution, and Show off you revolutionary French automobile. For members in Geelong and the West of the state. Rendezvous with other Club members at the destination, if you prefer.

SUNDAY 18TH VOYAGE CITROEN

Event Canberra French Car Day
Venue Old Parliament House
Canberra ACT
Time 11am - 3pm

We have received an invitation from the Canberra French Car Day Committee to attend this excellent event. Member in the area or those passing through should not miss out. A booking form is included in this magazine.

WEDNESDAY 28TH GRAND PRIX CITROEN

Event Go Kart Racing
Venue Blue Thunder Indoor
Karting Centre
Lot 2, Canterbury Road,
Kylsyth
Melway Ref. Map 51, H9
Time 8.00 pm

IF THIS EVENT IS TO PROCEED YOU MUST COMPLETE THE BOOKING FORM INCLUDED WITH THIS MAGAZINE - THE EVENT WILL ONLY

OCCUR IF SUFFICIENT BOOKINGS ARE RECEIVED BY 1ST JULY.

Here's something new for members. If we have sufficient interest we will be making a group booking at the Blue Thunder Karting Centre for an evening of fast racing. The Blue Thunder Centre provides full safety gear for all drivers. Cost, naturally will depend on numbers, but as an indication 20 people will cost \$20 per person with everybody enjoying two 1/4 hour rides.

Booking will be essential for this event. Details to follow.

A U G U S T

SUNDAY 8TH VOYAGE CITROEN

Event 2nd Annual Winter
Warmer Day Run
Meeting Point Nunawading Civic
Centre
Maroondah Highway,
Nunawading Melway
Map 48 G9
Time 9.00am
Destination Upper Yarra Dam

This event was a great success last year, despite the early start. Again the Club will supply a cooked brunch for a small charge.

WEDNESDAY 25TH CLUB MEETING

Event Speaker
Venue Canterbury Sports Oval
Time 8.00 pm

S E P T E M B E R

WEDNESDAY 22ND CLUB MEETING

Event Preparing a Concours
winner
Venue Canterbury Sports Oval
Time 8.00pm

In preparation, with sufficient time to make use of the information, an experienced Concours judge will provide advice on preparing your car for the annual

Combined Clubs Concours in October. Learn a few tricks and try to gain those few winning points

SUNDAY SEPTEMBER 24TH-26TH VOYAGE CITROEN

Event CCOCA Camping
Weekend
Venue Warnambool - Western
District of Victoria

A re-newed event on the CCOCA Calendar - the Club has previously run inexpensive camping weekends with great success. However, over recent years these have not been included on the calendar - so now is your opportunity to show your prowess in erecting a tent, in the dark, and joining other intrepid idiots on a great weekend in the Western District of Victoria. More details to follow.

OCTOBER

SUNDAY 10TH VOYAGE CITROEN

Event Puffing Billy Old Time
Festival
Venue Belgrave - the Puffing Billy
Line to Lakeside
Time From 9.00am

The Puffing Billy Old Time Festival celebrate the motoring scene in the Dandenong Ranges from the foundation of the rail line to Gembrook in 1900, through to 1962 - when the line was closed by Victorian Railways, and the Puffing Billy Preservation society took over. Booking forms for the event will be available from Robbie Stockfeld soon. Booking for this event is essential.

SUNDAY 17TH VOYAGE CITROEN

Event Combined CCOCA and
CCCV Annual Concours
d'Elegance
Venue Scienceworks Museum.
Williamstown Melway
Map ref 56.B1
Time From 10.30 am

One of the major events in the Annual calendar, the Concours at Scienceworks last year proved itself to be a great day out for all the family. With a market atmosphere of both Club Shops (a chance to buy a Christmas present for you devoted Citroenthusiast), a great array of vehicles and something to keep the non enthusiast happy, it is bound to be a great day again this year.

WEDNESDAY 27TH CLUB MEETING

Event Film Night
Venue Canterbury Sports Oval
Time 8.00 pm

This is an opportunity for members to see - or see again - some of the excellent films that have been made on behalf of both Citroen and Michelin. We do expect some new footage to be made available to us, so even if you think you have seen everything in the film archives, you may be in for a surprise.

NOVEMBER

13th - 14th

Event Bendigo Swap Meeting
Venue Showgrounds - Bendigo

SUNDAY 21ST VOYAGE SANTA

Event Annual CCOCA Parts
Auction and Children's
Christmas Party
Venue 16 Harrow Street
Blackburn South
Melway Map 61, H4
Time From 11.30

PLEASE NOTE THE CHANGE OF DATE
FROM YOUR LAST CALENDAR

Once again Santa is arriving early in 1993 to visit CCOCA, so bundle up the kids, and any other parts you are keen to get rid of, and your wallet, and help make this a great day in the sun. BBQ facilities will be supplied, bring your own food and refreshments.

WEDNESDAY 24TH

Event Club Meeting
Venue Canterbury Sports Oval
Time 8.00 pm

DECEMBER SATURDAY 11TH

Event CCOCA Christmas
Meeting
Venue The Stockfeld/Bradshaws
119 Victoria Street
Flemington
Melway Map 2A B1
Time 8.00 pm

PLEASE NOTE THE CHANGE OF DATE
FOR THIS EVENT FROM YOUR LAST
CALENDAR

This is the final event in the CCOCA calendar. You last chance for a drink and a chat with fellow members and their families for 1993.

We recently received a letter from the Pioniers de la Route Organization informing of us about the third big 2CV rally this time around the United States. We have also heard that the response was overwhelming and it may be either full or close to it. So if you wish to go hurry up.

Citroën Clubs,

Like you, we too are a handful of Citroën car fanatics. As far as I'm concerned, I had the honour of presiding over the Club SM France's destinies during its first years of existence. Since then, with friends, we organised two 2CV rallies in Morocco in 1990 and 1992, reuniting 1500 and 200 people in the deep South on very difficult trails.

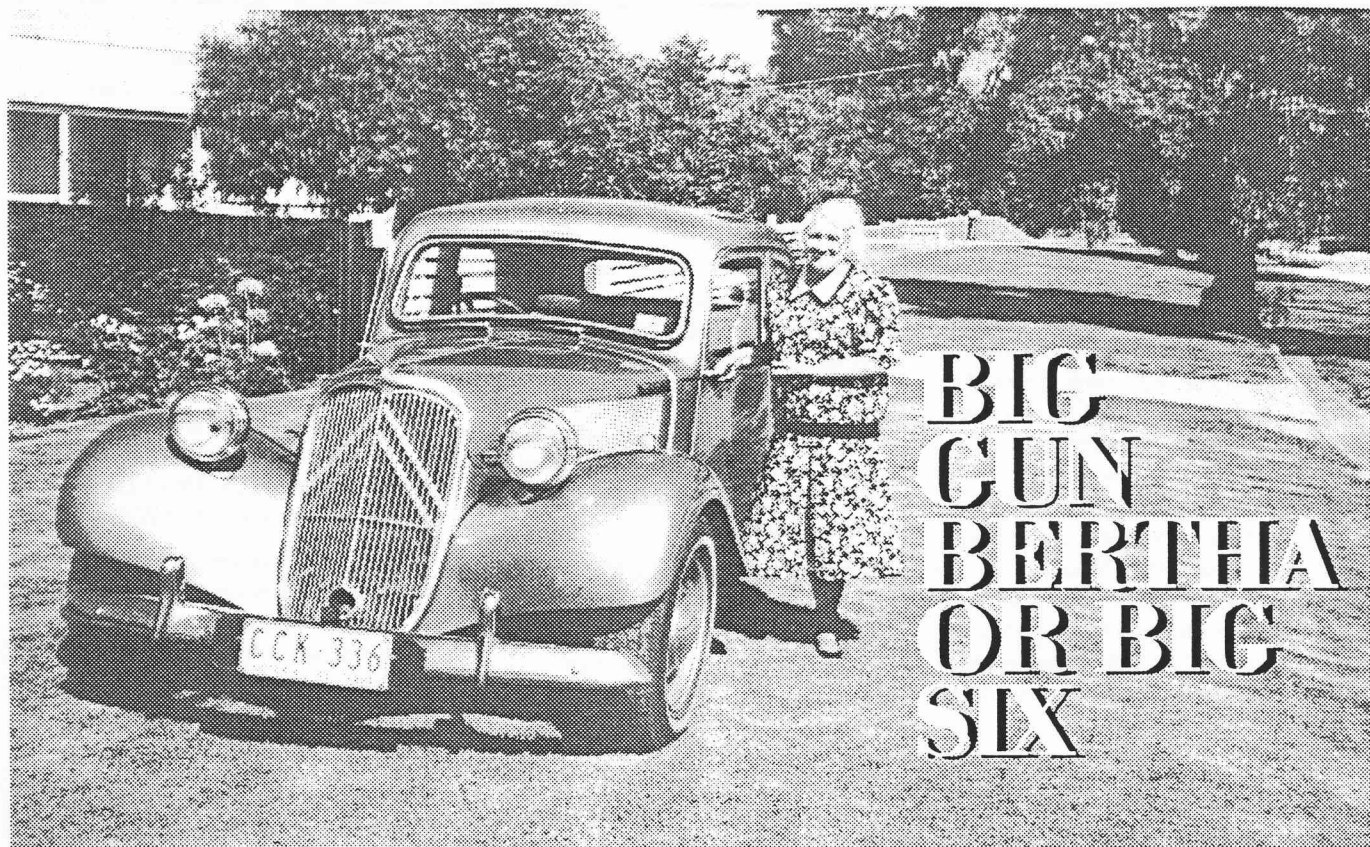
Today, we are launching the third big 2CV rally, this time in the United States. The purpose of this letter is to send out this

information to Citroën fanatics across the globe. Our first preliminary survey will take place from April 24 to May 8. Our close collaboration with Citroën leads us to predict a grand success for this third 2CV rally.

We hop to form a close contact with your club.

Sincerely
Jean Paul Debroise.

Pioniers de la Route Organisation
21, avenue du General de Gaulle
35530 Noyal-sur-Vilaine
France
Tell: 99.00.68.75 Fax: 99.00.62.47



BIG CUN BERTHA OR BIG SIX

Beside Siedel's Traction on March 8 1992 outside Mel's house, after the wedding.

Hi! Here is Mel Carey's Mum daring to have a go at writing about Citroëns, and particularly SK 613.

My real regret is not having written these words before Iain's death, as he was one who requested a literary effort from me and I considered that a privilege. Sincere condolences to CCOCA.

In the 1960's, I was the proud owner of SK 613, a silver Big 6, 1950 model with red Connolly hide interior and the envy of my friends and neighbours. Mel mentioned this Big Six several times in a letter to Peter Simmenauer (Front Drive Vol. 6 Number 4, Nov/Dec 1982).

It was my first experience with a front wheel drive car, and shaking hands with a dashboard gear lever.

From Mel's reminiscences, I learnt that at times, I was guilty of driving this 'limousine' at 50 mph in second gear, and that I had a bad habit of second gear starts.

And to think that I once ordered him out of the car for back seat driving - Actually, he didn't budge.

70-80 mph was my everywhere - cruising - speed. Obviously, I expected a lot of that wonderful motor.

These speeding excesses may have something to do with my being the daughter of a pioneer civil aviation flying man. My love of a French car may be connected with Dad's love of French aeroplanes - viz, the Bleriot 60 monoplane which he bought and learnt to fly, in 1916, and in 1919, his purchase of four 1911 model Maurice Farman biplanes, at Point Cook.

The Australian Flying Corps declared these trainers as obsolete, but Dad maintained and flew two of them for the next fifteen years, safely carrying about 70,000 passengers. As a girl, I was one of those enthusiastic passengers.

Interesting to note, is that when my children went off on their careers, and following my widowhood after a second marriage (to a Fiat man!), I found that our old Mount Evelyn home was later owned by a Citroën man with two Big 6's parked in the driveway. I had named that house 'La Voici', another French connection and a property worthy of having French motor cars on its soil.

In the '70's, a visit to France, the home of Citroëns. AH ME! Gay Paree! CITROËNS, CITROËNS, CITROËNS everywhere. and not one ride for me to share!

No fellow tourist was impressed with my rapture, nevertheless, I was free to feast

by eyes on them. A background of French air and road winged machines leaves no room for surprise that my retirement home is named 'Owl Cottage'. It houses my collection of about 400 owls - regrettably not one live specimen among them - but there are some French models.

Another continuation of the flying theme is my membership of the Antique Aeroplane Association of Australia (AAAA). Mel holds a family membership. It delights me to see Mel so involved with Citroëns and the Club.

He fell in love with my Big 6 and practised on it.

I recall spotting Mel, aged 13, with my Citroën bonnet up, a pair of pliers in hand and head down tinkering with my precious car engine!

From a normal kitchen-door-exit, leapt into a raging parent, not only of a supposed 'delinquent' teenager, but an outraged owner of a jealously-guarded motor vehicle.

I was horrified at his temerity and considered that he could have no mechanical knowledge of such a sophisticated piece of machinery. I forgot that he came from a mechanically minded family.

That bonnetful of 'iron-horse' always held me in awe.

To this day, I do not know what Mel was pinching with those pliers - nor does he - so he vows. I must have driven all such thoughts out of his mind in the furore which descended on him.

As time passed, I learnt that he would not harm the car, anymore that I would have it harmed. In fact, he kept it immaculate. Tirelessly, he washed, cleaned and polished it, as indeed, he did all my cars, in those days. (Little did I think, I would be allowed to drive one of his Citroens.) Once we were obliged to do a removal job for a friend and overloaded SK 613 to the point that the body sagged and the back doors were never the same again. On one occasion, we travelled from Mount Evelyn to Bairnsdale in a heat wave. It was so hot in the front of the car, that I had to paddle my feet in a shallow part of the Tarago River, at Picnic Point, near the Robin Hood Inn (Drouin).

After a few years SK 613 was usurped by a red 'wheel in each corner' mini.

Incidentally, it also had to cruise around 70 mph, and once during bushfires, it had to

improvise for a furniture van just like its gallant predecessor.

How could I bear to part with my Citroën? Oh well, being a single Mum, working to support three growing children, finances were effected.

Maybe, if I had travelled more sedately in it, those 6 universal joints would not have kept giving up with determined alternate regularity. (Perhaps they were not reconditioned properly).

It has to be allowed that Lilydale stone, road metal, was murder on tyres and those replacement Michelins were expensive, even in the 60's.

After I traded in SK 613, Mel watched the deacease of this, his Citroën first-love. He traced it movements to the graveyard from one wrecking owner to another.

As we mourned its loss, we could not help remembering those days when we prided ourselves in it. I left a lasting impression.

No wonder that I could revel in the Club's visit to Bairnsdale on the occasion of Mel and Colleen's Wedding (March, 1992). A happy sunny day.

All those Citroens, and the somewhat unique Dyane with its number plate intact. An added thrill was to be a passenger in the Stockfeld/Bradshaw Traction, as the Wedding Cavalcade of Citroens, led by Mel's Maroon Big 6 (WG 477) used as the bridal car, slowly drove through Bairnsdale's Main street, on its way to the Reception Venue.

Delighted local spectators waved to us, and we reciprocated.

Later, I was driven in Warren and Pam Seidel's attractive Green traction. Often, this Citroën (CCK 336 - L15) is driven past my home at Clifton Waters Village.

I am proud, of the photographs which flatter me standing beside some of these Citroens, on that March day, And to be mentioned in the Autumn 1992 Front Drive account.

I look forward to future en masse Citroën visits to the city of Bairnsdale.

Finally, every good wish to the Club for many happy Cit-ins and adventurous Citroën Voyageur par excellence!

Bertha Harvey

AUSTRACTION '93 UPDATE

HORSHAM - VICTORIA - JUNE 11th - 14th

The delights of Horsham are nearly upon us - well at least they are for those members of both CCOCA and other Citroën clubs around the nation who are joining us for Austraction '93. At last count we had 34 adults and two "paying children attending. We are also expecting two non-paying children to attend, babies in arms, as it were always welcome at Citroën events. In addition to the 34 there are others who keep saying they are coming to the event, but nothing more appears to happen. (Lance Collins, please take note) There are others, whose names I will not mention who have booked accommodation but have yet to register themselves with me. IF YOU ARE NOT REGISTERED, YOU WILL NOT BE CATERED FOR AS REGARDS FOOD ETC. For those of you still considering whether you are coming, the cost of the weekend includes dinner on Saturday evening, lunch and dinner on Sunday, and the traditional chicken and Champagne breakfast on Monday morning. Transport to and from the

celebration dinner on Sunday evening will also be provided. So, with significant sponsorship for the weekend and great value in both accommodation and sustenance it will be a great event, again this year.

So, if you are coming to the event please ensure you have registered and paid your deposit for the weekend. If you have any doubt about your status, please ring Leigh Miles on (03) 8887506. If you are contemplating joining the Rally for any of the catered events, rather than for the whole weekend, please contact me immediately upon receipt of this edition of Front Drive in order that I can arrange for food to be available. We cannot guarantee that we can cater for you if you do not let us know what you are doing.

If you are still thinking of coming to the weekend. I understand that all the rooms at the motel have been taken, but there is still space at the Wimmera Lakes Caravan Park. Ring them on (053) 82 4481 to check the

current status on space in their quite splendid mobile homes.

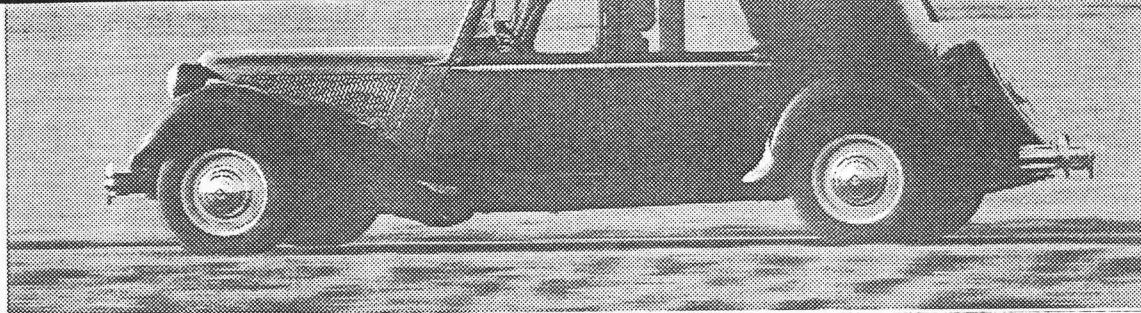
For those of you not familiar with Horsham, both the Motel and the Caravan Park are located on the Melbourne side of Horsham, on the left, heading from Melbourne and on the right heading to Melbourne. Both are well signposted. For those who will be arriving late on Friday evening, I will do my best to be awake to direct you to your rooms at the Majestic Motel and for the very late clear instructions will be available.

As was the situation, last year in Yarrowonga, full details of all events will be supplied to all attendees over the course of the weekend, so do not worry that you have not received a full itinerary at this stage. Suffice it to note, for the benefit of the late arrivers that the photo session will commence at 10am at Sawyer Park on Saturday morning. As full details of the meeting will have been sent to the local newspaper and both local radio stations it would be appreciated if all members attending could have their cars in place as close to 10am as possible.

So. I look forward to seeing you all in Horsham over the June long weekend.

1 9 4 0
C A R S

Citroën introduce a new six cylinder 22.6 h.p. model



In overall dimensions the new car is similar to the existing Big Fifteen; it has the same wheelbase (10ft. 1.5 in.), with very wide track, this being 4ft. 10.5 in. at the front and 4 ft. 9.5 in. at the rear.

The six-cylinder engine is of clean exterior design, and is built in unit with the double-plate clutch, an entirely new gearbox and differential for the front-wheel-drive mechanism.

The bore and stroke are 78mm. and 100mm. (capacity 2,866 c.c.). It has overhead valves operated by the push-rods, a compression ratio of 6.25 to 1, detachable cylinder liners (in common with other Citroën models) cast in special wear-resisting and corrosion-proof material and a four-bearing counterweighted crankshaft. Few cars have established such a reputation for prolonged cylinder life as the Citroën; 60,000 miles and more have been covered by user, with negligible wear in the cylinder walls - a high tribute to the corrosion-resisting nature of the materials used.

The whole unit has been designed for easy accessibility; all components can be removed readily and, indeed, anything which needs attention is located above the bonnet line.

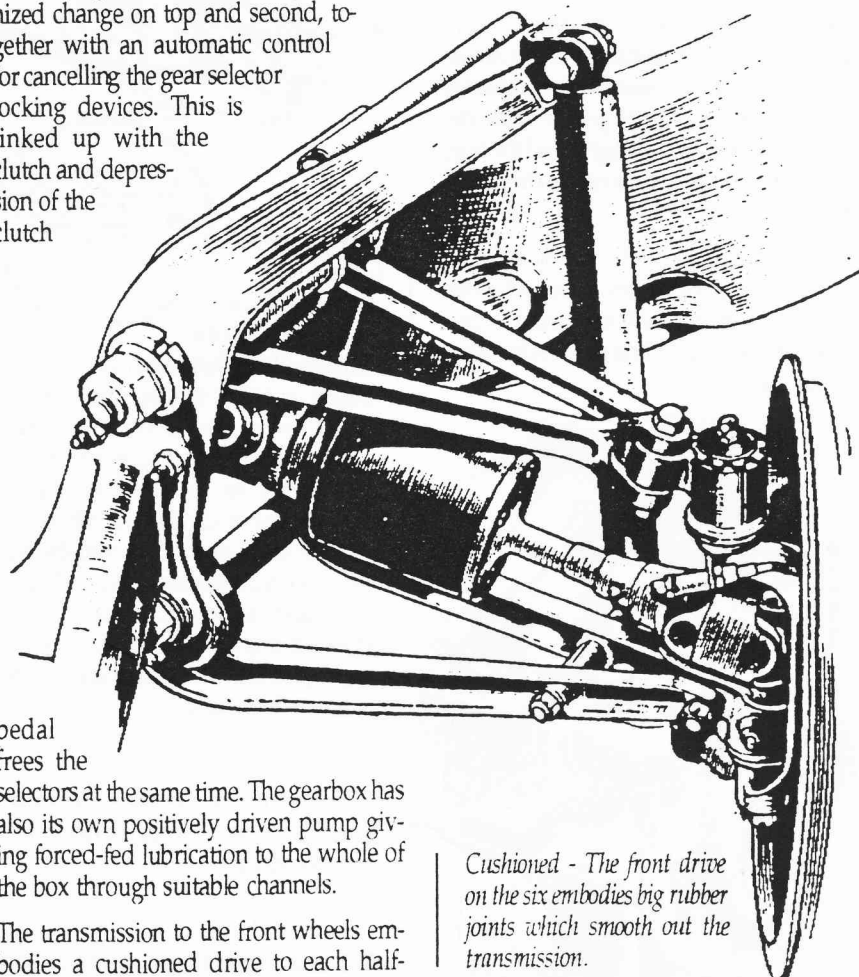
Other features of the engine are the carburation by a Solex downdraught twin carburettor with accelerator pump and starter device; a large combined air filter and silencer which eliminates induction noise, and a mechanical fuel feed. Coil ignition operates on 12-volt equipment on the Grand Luxe type, the standard car having 6-volt. Exide batteries are standard equip-

ment. The ignition advance and retard is fully automatic, but an additional hand control is provided for use when conditions or fuel demand a variation from the standard setting.

The compactness of the gearbox is particularly commendable feature. It is only just over half the length of the unit employed on existing Citroëns, has a synchronized change on top and second, together with an automatic control for cancelling the gear selector locking devices. This is linked up with the clutch and depression of the clutch

shaft, this being in the form of a rubber coupling, the elasticity of which takes up all transmission shocks. The result is improved sweetness and greater quietness in the front-wheel-drive mechanism.

The independent front wheel suspension system with torsion bars is based on that which has been used in the past by Citroëns, but the swivels are connected by



pedal frees the selectors at the same time. The gearbox has also its own positively driven pump giving forced-fed lubrication to the whole of the box through suitable channels.

The transmission to the front wheels embodies a cushioned drive to each half-

Cushioned - The front drive on the six embodies big rubber joints which smooth out the transmission.

triangulated upper and lower links of heavy section; powerful hydraulic shock absorbers are mounted vertically. The front axle cradle is of very stiff construction with cross bracing and carries the integral front wing supports and shock-absorber mountings.

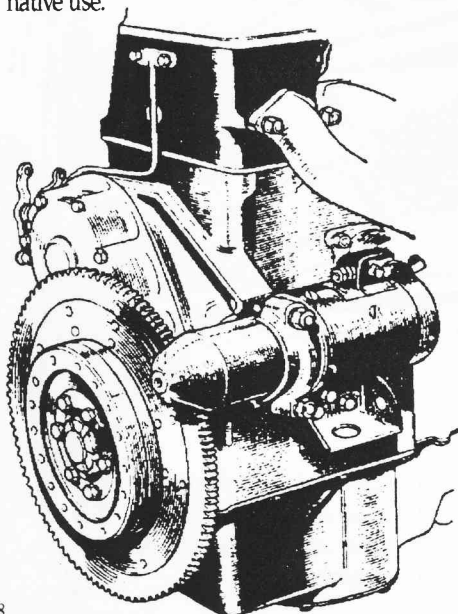
The rear suspension is by torsion bars with a trailing axle beam of cruciform sections; vertical hydraulic shock absorbers are also fitted here. The brakes are Lockheed hydraulic with 12 in. drums and shoes operated by 1.25 in. twin cylinders on the front drive wheels, and a 1 in. single cylinder at the rear. The wheels are the latest Michelin pressed steel "Broadbase" type with 185 by 400 tyres.

Passenger Comfort

Consideration has been given to passenger comfort, the seat cushions and squabs being deeply sprung and upholstered in leather; equipment by Raco Epeda is used. There is a central arm rest front and rear.

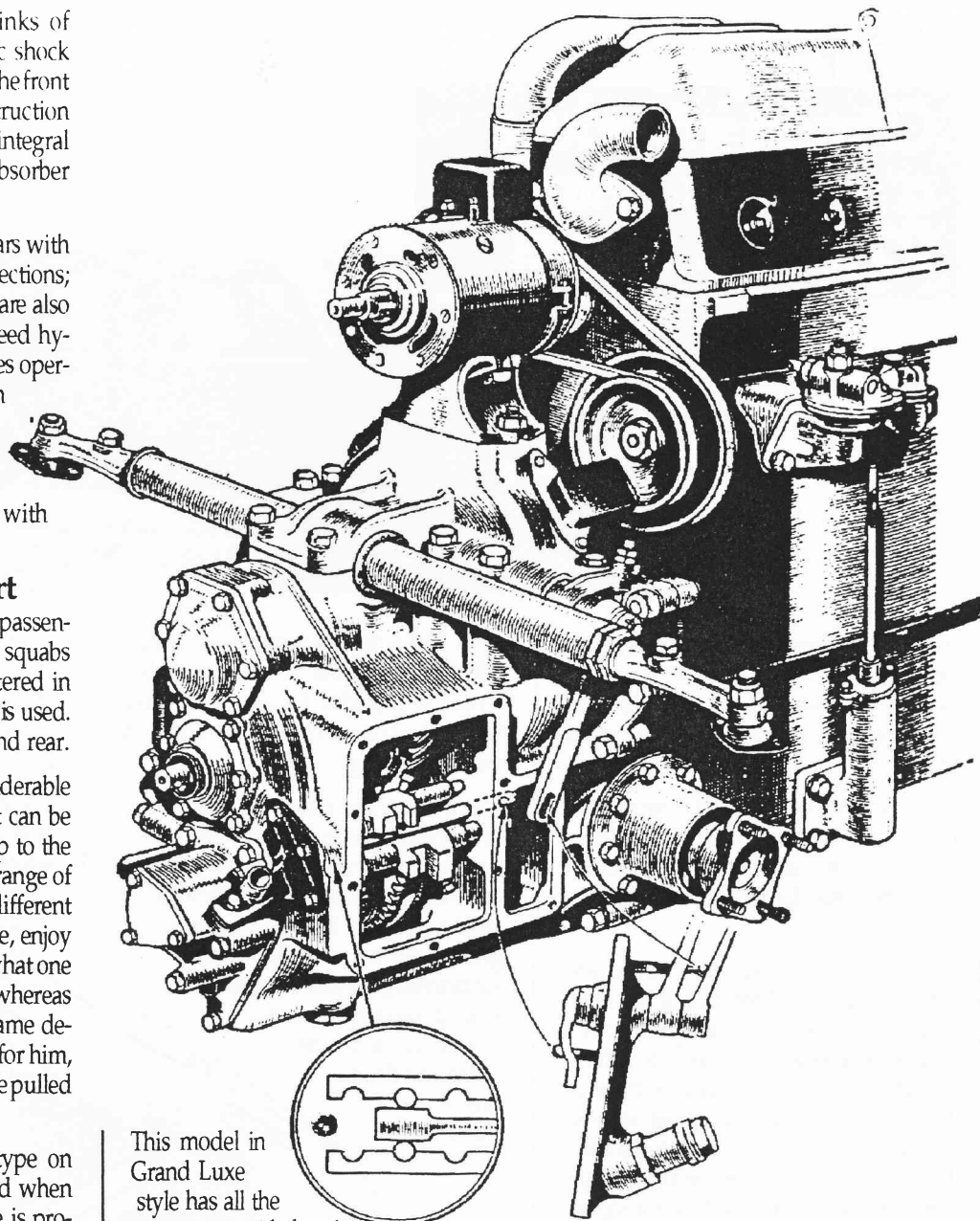
The rear seat cushion is of considerable depth but it is so arranged that it can be moved backwards or forwards up to the base of the squab, so providing a range of adjustments to suit persons of different stature. Short persons, for example, enjoy a greater degree of comfort with what one would call a narrow seat cushion, whereas a tall person would not get the same degree of support under thighs, and for him, consequently, the cushion would be pulled forward.

The front seat is of the bench type on which three persons can be seated when occasion demands, although there is provided the central folding armrest for alternative use.



This model in Grand Luxe style has all the equipment, with the addition of sunshine roof, a centrally controlled opening screen, safety glass all round, large luggage locker and built-in car heater of simple and efficient design. Pile carpets are provided for the floor, there are two folding picnic tables of polished walnut which fold into the squab when not required, attractive walnut door fillets and dashboard panel, visors and Pyrene bumpers. The electric windscreen wiper provides twin blades and the motor is remotely mounted.

Left: Rear end of the engine showing the accessible starter, exposed starter ring and vibration damper



The standard model is designed to provide the same performance as the Grand Luxe, but it has simpler equipment, namely, steel facia with rectangular instrument board, glove pocket, no pass light, Rexine upholstery instead of leather, a fixed roof and so on. With its high standard of performance, quietness of running and smoothness of power unit, this model although it will carry a £30 tax next year, will no doubt be popular.

Above: Transmission - The compact gearbox (with its own built in oil pump), front engine transverse mounting, gear selector lock (inset) and visible oil level indicator of the new "Six".

This article came from a reprint of an original article published in "Citroën Traction Avant Gold Portfolio" by Brooklands Books. This book is available for loan from CCOCA Library

GOURMET DELI DAY RUN

SUNDAY MARCH 21ST, 1993

By Mel Carey

Off to a good start, to be at the Lindenow South turn off at 8 am. There we would meet up with the Seidels in the "Hybrid" Light 15 and continue on to meet up with the Melbourne contingent at the Robin Hood Inn, on the Princes Highway near Druin.

All went well for the two Citroens and happy crews, watching the scenery slip by and enjoying this vaguely vintage style of motoring, albeit cruising at the legal speed limit.

Problems started for the Carey's Big 6 on the Morwell by-pass freeway when that subterranean knock which has always been in that second hand engine since fitting some four years ago, manifested itself in the form of a "Big End Knock".

Much light flashing and gesticulation, brief discussions and unprintable mutterings then, resignation to the facts and decision to press on and enjoy the day.

And what a great day, arriving at the pre-arranged spot, on time, with a terrific roll up of members, friends and Citroens.

After a brief chat and note swapping, off to the first venue. The Druin West Fruit and Berry Farm.

Making our own selections at leisure wondering through the orchards, also enjoyed a "special" fruit ice cream, then morning teas provided by the McKibbin family with all sorts of tasty morsels, great hospitality and catching up with the latest business wise, thanks Mark and Sue.

Then, on to the Jindivick Smokehouse, where there were cars parked at odd angles everywhere outside and very busy counter sales inside, many smiling faces, tastings and purchases for lunch later (if the temptation to partake now is not too great).

Then off again, to the Tarago river Cheese. We found it difficult to fit into the carpark which was taken up by mostly Jaguars, early Mk IV, Mk V and XJs, and the odd MG T Type and an "all Steel" Bentley.

The Citroens arranged themselves well and proved a striking contrast to these "ordinary" classics.

More tasting and purchases, lunch was looking very good by now, so off!

Noojee and the Trestle Bridge for our lunch stop. An impressive structure saved for future generations to admire. Hopefully the forests will survive as well. Now to partake of the chosen morsels from our mornings gatherings, washed down with a cleansing ale (Thanks Ted!)

But it's not over yet! Off again, this short drive to the Alpine Trout Farm gave all an opportunity to catch fresh trout at a reasonable price to take home. And I saw some whoppers landed. Tim Cross caught my share, well done Tim.

On a sad note it was our last opportunity to talk with our friend Iain Mackerras, who although not well had made a great effort to attend what proved to be another of his successfully organised functions for the Car Club.

The numbers were thinning out as the afternoon progressed and it was decided to head home in Tandem (Not on Tandem) through the back way to rejoin the Princes Highway at Warrigal.

To accompany another traction on the road is a rare treat indeed or to glimpse another in the mirror is a special thrill and always has been for us.

Eventually we emerged from the forest at Warrigal after minor diversions caused by vandalised road signs.

What about the "Subterranean Knock"? Yes, it was still there, playing with the throttle could not manage any more to avoid the dreaded knock. So the inevitable, the ultimate disgrace, to proceed in a most undignified manner on the end of a tow rope, behind, of all things, a hybrid Citroën.

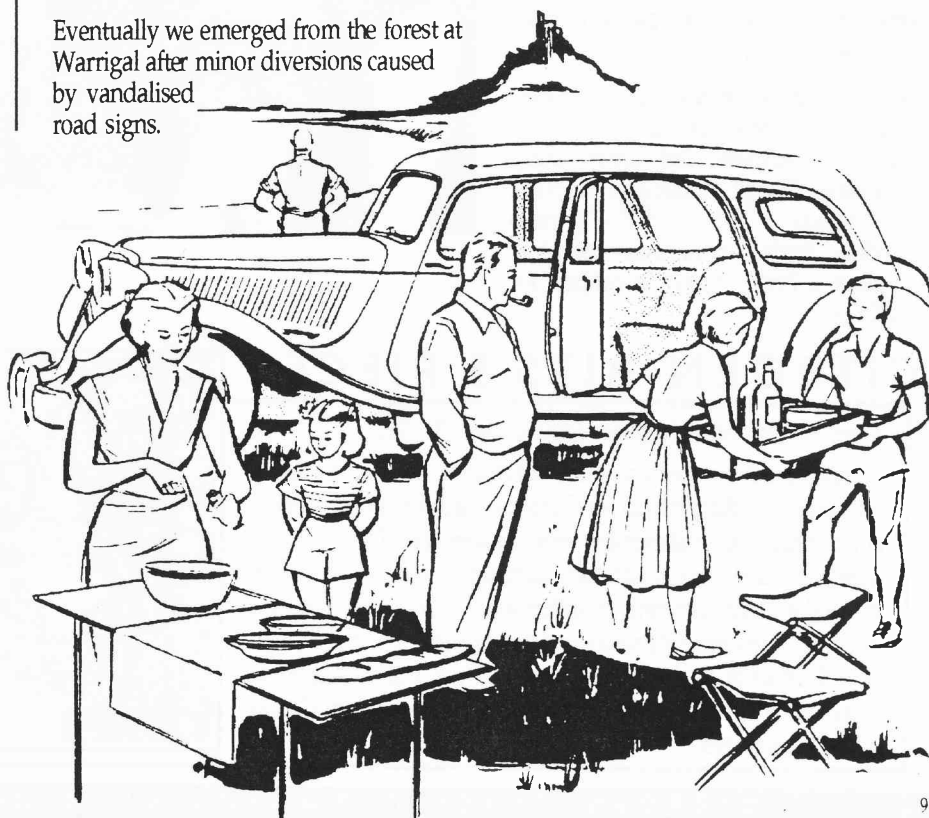
But thanks to modern engineering and practical application we were saved from a very inconvenient situation and arrived home in Baimsdale around 8pm no later than we were expected.

Many thanks to Warren and Pam with their amazing little car.

On removing the engine/gearbox assembly and tripping the engine it was found. #4 big end had "run". As the other big ends were in good shape we can only surmise an early fault in the pouring of the big end white metal contributed to the failure.

Fortunately I was able to contract a retired engineer, a specialist in remetalting poured type bearings and had the job done in less than a week and at a most reasonable cost.

Ridge removal, hone the bore and a new set of rings and away we go again, hopefully ready for Horsham, our first actual drive to our National Rally.



CCOCA TECHNICAL DAY

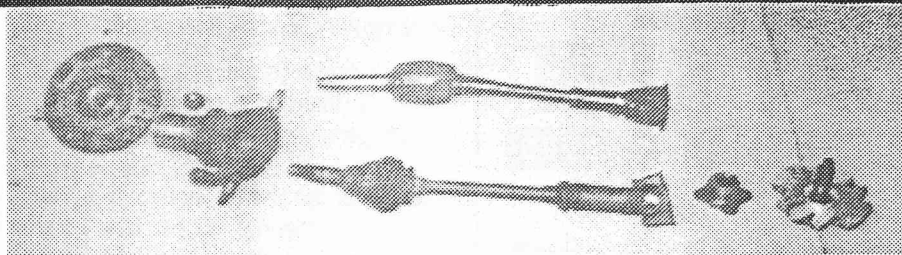
Venue: George Tippet's Home Sunday 16 May, 1993

After a long break from any Club organised Technical Day/ Garage Crawl activity, it was very enjoyable to visit George's house in Kew to see his recently imported replacement drive shafts. These have been developed by Peacocks in the UK using Range Rover components suitable modified to fit Traction's. This is interesting as some would say that Range Rover drive shafts used Traction style Drive shafts as a base and brought them up to modern standards!

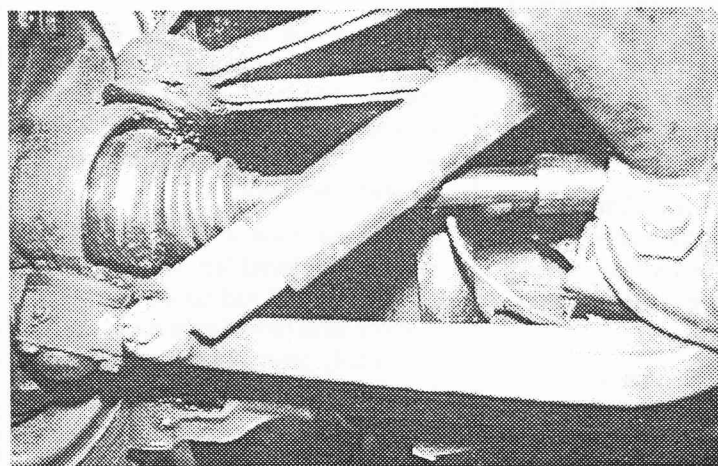
The Sunday morning was fine and sunny and I took the opportunity to take along my Big 6 Traction and made some mental notes of areas which will need attention before the June long weekend run to Horsham (300km west of Melbourne approximately).

Georges wife kindly provided morning tea and we were able to compare 3 different drive shaft options, ie. original, Range Rover, and Austin 1800 conversion which has been prepared by Peter Boyle (and others previously). A very pleasant "chin-wag" was had by all.

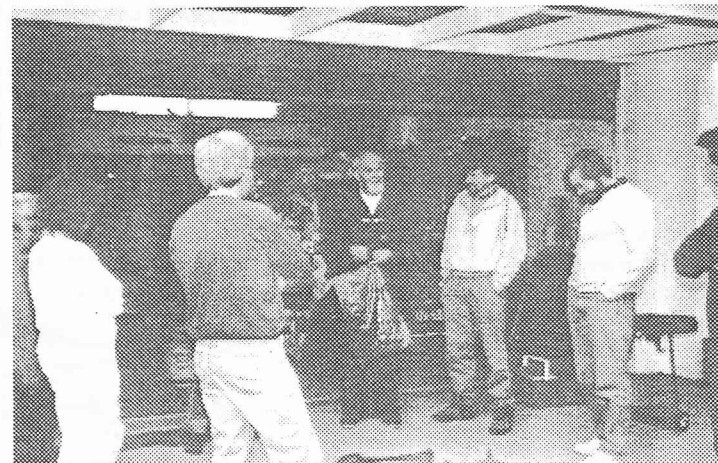
Members there on the day included: Robbie Stockfeld, Jacque Stockfeld, Graham Bradshaw, Ted Cross, Gerry Propsting, George Tippet and of course the "Peters of this world" - Messrs Sandow, Boyle, Simmenauer and Hore (is there a Peter register in prospect for CCOCA).



TOP: Two drive shafts on display. The top one is the original and the one below it is the Austin 1800 conversion



LEFT: Range Rover based version of the drive shaft fitted to a car

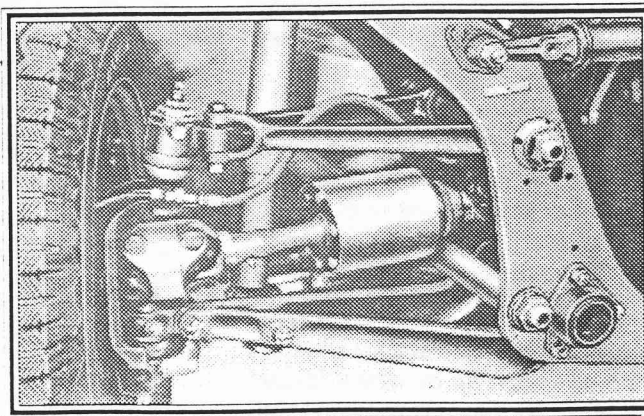


BELOW: Some of the gathering discussing the problems at hand

CITROEN BITS & PIECES

From the Illustrated London News October 25, 1952

Front-wheel drive is unusual in Great Britain, but a most interesting example is that fitted to the Citroën 6-cylinder Saloon, where it is combined with independent front suspension. This system is claimed to have some outstanding advantages such as elimination of skidding, safe cornering at higher speed because the steering is assisted, lower centre of gravity and weight reduction. It also allows for a flat floor in the body, both front and rear, and thus increases passenger comfort. This method was first introduced by Citroën eighteen years ago.



OUT & ABOUT

All ages and types of wonderful Eratic automobiles were gathered together for the South Australian All French Day on Sunday April 4th.

Some Victorian enthusiasts made the trip for the day - Bob & Joy King (DS 21) and George Hamada (ID Safari) from the CCCV were there, along with Robbie and Graham in the L15. good chance to see some interesting and different S.A. machinery. Of particular interest was the range and number of vintage cars on display, as well as a beautifully restored 50's model Simca. The day was not without its dramas for the Bennet family - the trusty L15 decided at Blackwood it would "fail to proceed". Chris had to do a bit of fast shuffling back home to collect the 2CV (and a few spare fuel pumps)) and return

to attempt to get the car underway again. No success! Call in and buy a kit for the fuel pump on the way to the display. Several mechanically enthusiastic helpers supervised Chris while he tried to rekit the pump. (Maybe lack of food and drink hampered his concentration) - later (much later) Chris, Graham and George began the work over again in the safety of the garage. Then it was off to recover the car much to Beverley's relief, as it was left on what was considered to be a particularly nasty corner. Highly recommended for the future participation.

John Grattan-Wilson from Mortlake has disappeared to Old Blighty for business over the last few weeks. He hoped to take in a couple of Citroën Car Club events in the UK in his spare time - and fetch home a few goodies in the spares line... report forthcoming John?

Annie (Obst) McLeod has finally added her contribution to the ever increasing numbers of female Citroën

enthusiasts. Congrats Annie and Angus on the arrival of your baby "Ami Dyane" - nominated as such, as our intrepid reporter of all things important in the West didn't know what you've called her!

24th-25th April All makes Swap at Footscray Fresh Centre.

Regular attendees at Swap meets greeted like old friends all the piles of spares for American cars that had been trotted out once again. Every now and then there appears something of interest to someone - Neil Rankine was spotted departing with a model Steam Traction Engine. Russell Wade always manages to find something and Stuart Pekin found a supplier of all those bit he need for refitting the Big 6 interior. What 'Luigi' went home with is unknown but it was probably something for the bike! Robbie enlarged the model collection by one for, Graham, the magazine ads and reports expanded.

FOR SALE

1952 Light 15 with 11D motor - not running
Body okay, little rust,
needs interior, headlining okay not reg.
\$5,000 David Coffen
(03) 890 2019

WANTED

Car emblems and Badges - single items or collections especially from early models. Contact A. MacKenzie P.O. Box 535 Lilydale Vic. 3140 (AH) (03) 457 2507

WANTED

Donations of unwanted photos of past club events... to go into a photographic collection profiling the history of the Club over the past 15 years. If you have any photos spare that you are willing to donate to a collection being put together, please forward them to Robbie Stockfeld etc.

Please note on the photo all relevant details - identities of the cars, owners, club members, location and event date and of course the name of the photographer for credits.

WANTED

Pair of parking lights for front guards of Big 15.
Ring David Hancox on (059) 432 579 (BH)

WANTED

Exhaust manifold for Big 6
Window winder, lock mechanism, front passenger or rear drivers for Big 6 or Light 15
T Jeffrey
Phone (057) 976 373

FOR SALE

White metal bearings Col. Rothwell
25 Tannock Street
North Balwyn 3103
Phone (03) 857 4201

NOW AVAILABLE

Change over Big 6 Front end cradle with reconditioned silent blocs fitted to top and bottom wishbones. Also still available. front and rear silent blocs supplied and fitted if required to suit L15, B15 and Big 6 on changeover basis Contact Mel Carey Phone 018 516 126 Bairnsdale

MEMBER FORUM

AN OCCASIONAL COLUMN FOR
INDIVIDUAL MEMBERS OPINIONS AND IDEAS

As Gerald had Betty, Ronald had Nancy, George had Barbara, and Hillary has Bill, so President Robbie has First Lady Graham. I haven't yet got the long black gloves and the pearls, but I'm working on it. As some of you know, I have a finally honed sense of Triumphs, several in fact. At least one of them is front wheel drive, however Triumph saw the error of its ways, and scrapped the idea. Triumph, of course, is no more! I came to Citroens by way of Effie, Briddish built of course, none of that froggy muck in my driveway thank-you, even Renny was Australian!

Effie is a Light Fifteen, undercooled as are all that race, as found out on our recent excursion, amazing what you find when you take a car for a little drive. The northern guru gave me some tips, I read of others, and realised that what this Club really needs is a collection of Tractions Tip and Tricks. From the west I gained an appreciation of Floating Power, yet find out that many of the Club's copies are missing? What is a noephyte to do? Press on is the answer, as it often is. A fresh approach is sometimes required, an injection of new blood, and other such cliches. What it all means is that things need to be done, members need to be catered to, and when all that is done we can look to recruiting new members, expanding our horizons, etc.

Firstly, the collected Traction Tips. I have heard of tales, maybe rumours, that such a work is being/has been undertaken. I first heard these stories back in '89. I don't think it was 1889! I attended a meeting where our guest speaker was the knowledgeable Jack Weaver. The meeting was taped, with a view to a transcription being made and published. I see that Jack is scheduled for a return engagement soon, let's hope something comes of this visit!

Secondly, Floating Power. It was a name used by Citroën to describe their engine suspension system. It is also the name

under which the British Traction Owners Club publishes their magazine. Robin tells me that we had a complete set once, or certainly a lot of them, but he never received them. Perhaps some midnight raids may be in order for recovery of same.

I have always wondered why a Club of the type (Older Car) and size (Medium - certainly not unfinancial) as CCOCA has not had a Tool Library, with a full range of the sorts of specialist tools required to work on the cars that we care for. Apparently we used to have. Where are they now? Who knows? Animal matter dies, vegetable matter too, but mineral items get lost, misappropriated or forgotten about. To remake the necessary tools now is a matter of no small cost. Who bears that? Why, the membership at large, subsidising those who may have last seen the tools.

Communication is important, and CCOCA need to communicate well, being a Melbourne based Club with over half its membership outside Melbourne. The magazine needs to be regular, informative and helpful. Members need to know the Club is working, and what is proposed. Imagine the screams if the Club President lived in Perth, the Editor was a Queenslander, and Melbourne members got occasional magazines saying nothing about what happens in Victoria. Under our Constitution there is no reason why the Committee of any of its members should reside in Victoria, or even Australia.

That's enough to think about, this is an occasional column, turning up when least expected, saying what some may find to be unpalatable, but remember, I'm not the Committee, my views are my own and nothing to do with Robbie or her position as your President. You, as a member of this Club, have equal rights to be in print.

Graham J Bradshaw.

R EADER'S W R I T E

Dear Peter

Enclosed in my requested contribution to CCOCA magazine 'Front Drive' and a photograph. I hope that it is acceptable material

All good wishes,

Yours sincerley

Bertha

P.S. By way of explanation in heading. Unfortunately, shortly after my birth, the Germans brought out a big gun which they named 'Big Bertha'. Really I would prefer a French version of my name, Berthe.

SPARES REPORT

Due to the escalating cost of imported parts, we suggest that where possible members support local suppliers of gaskets, fan belts, bearings, exhaust systems and brake parts etc.

At present we are endeavouring to have windscreen rubber and door seals made locally. We are also concentrating on importing only "Hard to get" items that are not available locally.

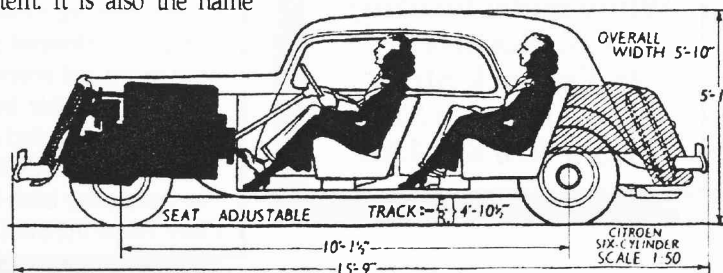
Just a few words to clarify the clubs spares situation with respect to ordering

1 Please send a written order direct to the Spare Parts Officer. But do not send money as the parts ordered may not be in stock. You will receive them by post followed by an invoice. Please make all cheques payable to "CCOCA Spare Parts Fund" and mail direct to the Spare Parts Officer.

2 If you wish to verify availability of parts or need any technical advise. Please do not phone during business hours or leave messages on my answering machine as I will not return your call.

Any suggestions that members have regarding spares will be welcome

Regards
Peter Boyle
Spare Parts Officer



CCOCA SPARES

T R A C T I O N E A R L Y 2 C V

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) (LESS INNER CARDEN SHAFTS)	\$480.00
BRAKE MASTER CYLINDER (NEW)	\$85.00
BRAKE MASTER CYLINDER KIT	\$15.00
TIE ROD BALL JOINT KIT	\$70.00
BALL JOINT BOOT (LEATHER) (UPPER AND LOWER)	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

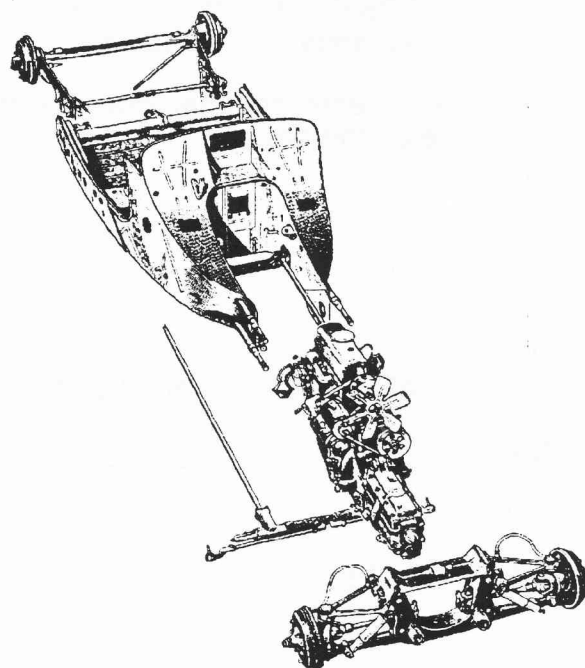
ALL PARTS ARE NEW, UNLESS OTHERWISE STATED.

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.

W A N T E D

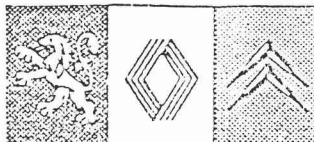
CHANGE OVER SILENT BLOCS. (FRONT) \$56.00, EACH PROVIDED
YOUR SILENT BLOC SPLINES ARE SERVICABLE



**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



CANBERRA

ALPINE, AMILCAR, BALLOT, BERLIET, BUGATTI, CITROEN, CLEMENT-BAYARD, DARRACQ, DE
DION, DELAGE, DELAHAYE, DELAUNAY-BELLEVILLE, DYNA PANHARD, FACEL VEGA, GORDINI,
GREGOIRE, HOTCHKISS, LAGO-TALBOT, LIGIER, LORRAINE-DIETRICH, MATRA, PANHARD ET
LEVASSOR, PEUGEOT, RENAULT, SALMON, SIMCA, TALBOT, TURCAT-MERY, VOISIN.

CANBERRA FRENCH CAR DAY 1993

Lesley Inglis (06)291 8123 (h)
Lisa Molvig (06)247 2097 (h)
Peter Alabaster (06)254 0732 (h)

INVITATION

TO ALL MEMBERS OF YOUR CLUB

To attend the Canberra French Car Day; as a participant, interested spectator or both.

The Canberra French Car Day is an annual event (in the form of a static display) welcoming owners of any French make of vehicle, and interested spectators.

When: Sunday 18th July, 11am - 3pm

Where: Old Parliament House, Canberra, ACT

Cost: -\$6 for first vehicle, subsequent vehicles free
-\$5 Special Pre-Booking price (Closing date 1 July)
-Free entry for spectators

Hot refreshments, commemorative cloth patches and stickers available for purchase on the day.

L. Molvig

Lisa Molvig
Canberra French Car Day Committee

CANBERRA FRENCH CAR DAY 1993 PRE-BOOKING FORM

NAME: _____

CLUB: _____

MAKE/MODEL: 1 _____

2 _____

3 _____

* \$5.00 *
* SPECIAL *
* PRE-BOOK *
* PRICE *

Please send this form, together with payment of \$5 to:
CANBERRA FRENCH CAR DAY 1993

C/- BOX 1070

WODEN ACT 2606

*Cheques payable to Peugeot Association of the ACT.
Pre-bookings close on July 1 1993

CANBERRA FRENCH CAR DAY 1993
c/- PO BOX 1070
WODEN ACT 2606

Lesley Inglis (06) 291 8123 (h)
Lisa Molvig (06) 247 2097 (h)
Peter Alabaster (06) 254 0732 (h)

