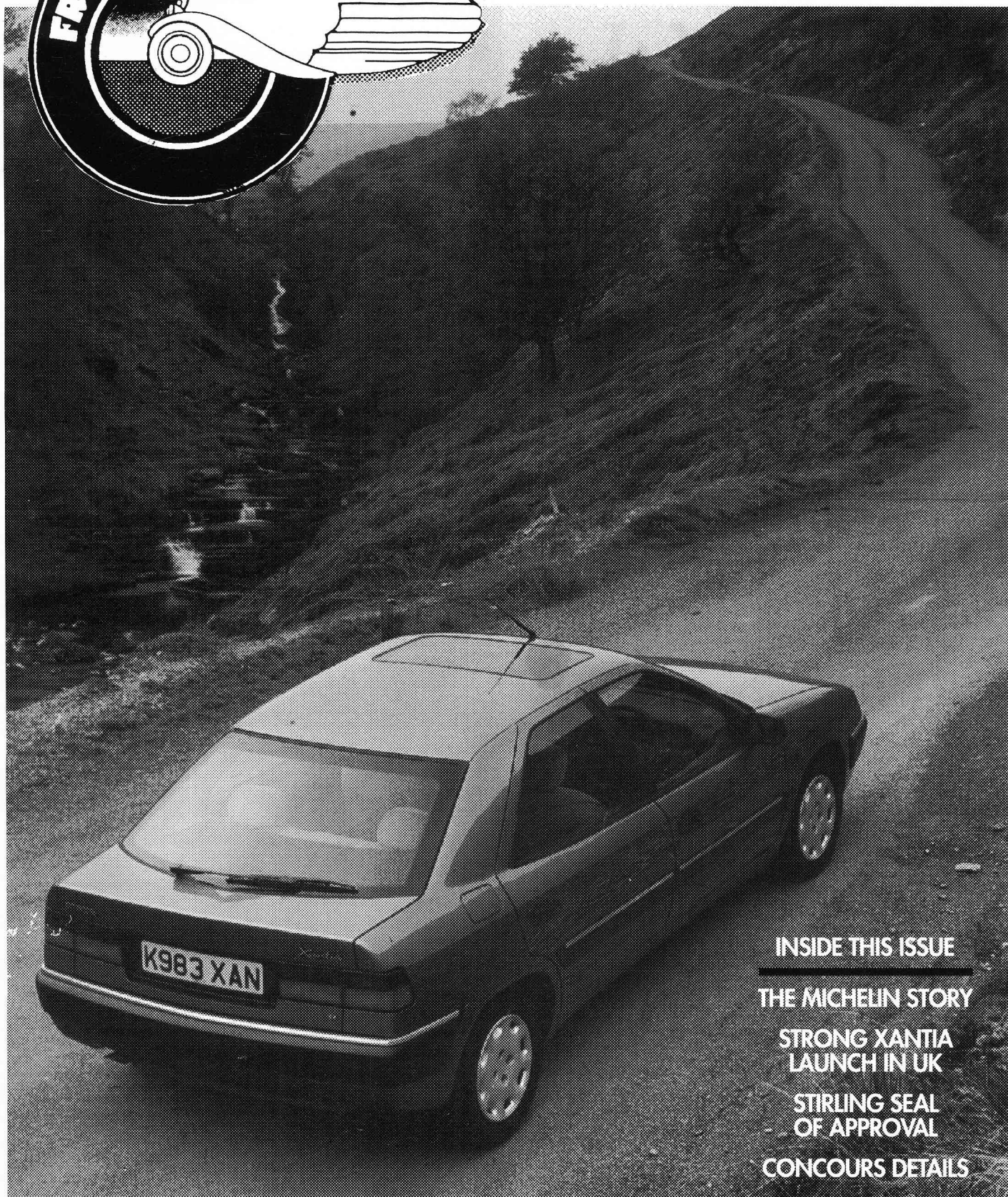
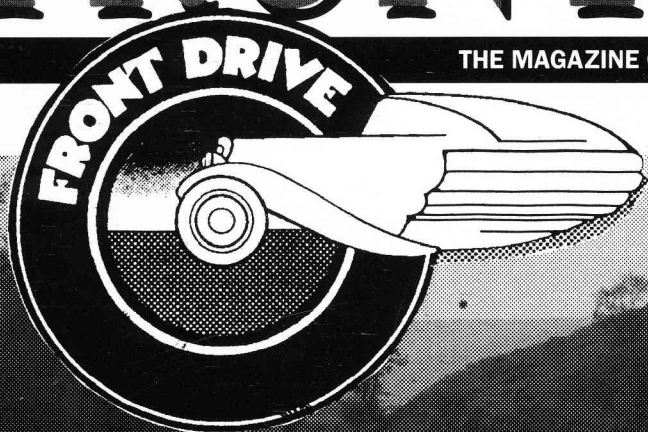


# FRONT DRIVE

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

OCTOBER/NOVEMBER 1993



## INSIDE THIS ISSUE

THE MICHELIN STORY

STRONG XANTIA  
LAUNCH IN UK

STIRLING SEAL  
OF APPROVAL

CONCOURS DETAILS



# FROM<sup>the</sup>desk

**PRESIDENT:**

Robbie Stockfeld  
P.O. Box 108,  
Parkville 3052  
Victoria, Australia  
Phone: (03) 376 8585

**SECRETARY:**

Peter Hore  
46 College Parade,  
Kew 3101,  
Victoria, Australia.  
Phone: (03) 818 5409

**TREASURER:**

POSITION VACANT

**SPARE PARTS OFFICER**

Peter Boyle  
35 Newman Street,  
Thornbury 3071,  
Victoria, Australia  
Phone: (03) 480 3560

**ACTIVITIES OFFICER**

Leigh Miles  
16 Harrow Street,  
Blackburn South 3130  
Victoria, Australia  
Phone (03) 888 7506

**PUBLIC OFFICER**

John Couche  
31 Broadway  
Belgrave, 3160  
Victoria, Australia.  
Phone: (03) 754 3583

**EDITOR**

Peter Fitzgerald  
11 Allison Road  
Elsternwick 3175  
Victoria, Australia  
Phone (03) 528 4549

**LIBRARIAN**

Robin Smith  
9 St. Aubins Avenue,  
North Caulfield 3161  
Victoria, Australia.  
Phone: (03) 527 5429

**CLUB SHOP**

Leigh Miles  
16 Harrow Street,  
Blackburn South 3130,  
Victoria, Australia.  
Phone: (03) 888 7506

Well, considering that Melbourne is supposed to go to sleep during the winter, we sure have had a lot happening within the club and club members!

On the event side of things, we had a very successful 2nd Annual Winter Warmer Run on Sunday the 8th of August. Those who braved what appeared would turn out to be a wet day, were rewarded by a pleasant and mostly sunny day at the Upper Yarra Dam. The traditional Winter Warmer hot brunch went down well. The Careys put in an appearance naturally, to add their special sparkle to the day.

On Wednesday the 25th of August we had our second talk by Jack Weaver. Members from all over the place turned out in hords to listen to the tech talk on engines. Jack kept us all entertained and informed in his usual manner with solutions to that mysterious knock in the engine at idling and other hints. The discussion lead naturally to fuel and the compatibility of unleaded fuel with the Traction motors. It appears that they might be able to cope reasonably well.

As this publication goes to press CCOCA is holding a Camping weekend in Warmambool - Western District of Victoria. Unfortunately I did not make it as I have only just arrived back from holidays. The weather was stunningly good so I was a bit sorry to miss out.

There are a couple of dates coming up very quickly that you should pencil into your diary the Puffing Billy Old Time Festival in the Dandenongs near Melbourne and the big one... The Annual Combined CCOCA and CCCV Concours d'Elegance. It is important to note that Scienceworks cancelled our booking late in the day, due to a decision to have an alternative energy month in October (I guess cars can't really be regarded as using alternative energy.) The venue has been changed to the magnificent Gulf Station in the Yarra Valley just outside Melbourne.

Ted and Helen Cross did the big move house bit recently, from Doncaster to the far more civilised Hawthorn area. Well done Ted, Big sixes are so terribly Hawthorn. Their new address is noted in this magazine.

George Tibbet has and probably still is roving around the world, He firstly went to England to go to reputedly the best Swap Meet in the world... Especially if you are looking for English parts. He was then off to Vietnam on one of his regular trips.

I actually slipped out of the country too! I was in England at the same time as George, but although I was not far away from him in Sussex, the weekend of the swap meeting I attended a friend's wedding at Thakeham...very grand affair. Loads of V12 Jags, BMWs, Porsches, Daimlers and even a Ferrari Daytona. I stayed in my friend's parents 16th century manor for a number of days, and then headed up to London to stay with friends in I must say a very pleasant Daimler. Myself and old friend Deb (an old flat mate of mine and now a 2CV owning mum-to-be) and her husband Kim and all my other friends in London had a wonderful time, but a bit too short. I was there a month or so after the launch of the Xantia to the British markets. Quite some car. It is pictured on the front cover. This shot was taken from the launch brochure. Since I was there last, England has certainly embraced Citroen. The streets are full of them. AXs, Visa vans, XMs and BXs by the score. What the Australian public regard a quirky cars, Britain regards as well designed, practical cars that shine in their reliability.

In this issue we publish an article written by Ray Nilsson on Michelin and Mr. Bebandum. Well worth a read and look at some images that may bring back some memories.

I also picked up my new baby just before I flew out. A 1980 GSA, in what I must say is in very tidy condition. There are only a handful in the country, so I am very pleased to lay my hands on a fine example. It is a very quick and pleasant car to drive. Just ask anyone who I have had to prize from the driving position eg Mel and Colleen Carey, Leigh Miles, my Dad etc.

Well that's enough for now. See you around... Peter

**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 CROSSING

3  
CCOCA 1993 CALENDAR

4  
STIRLING SERVICE

6  
1993 COMBINED CCOCA AND  
CCCV CONCOURS D'ELEGANCE

7  
MICHELIN AND BEBENDUM

T  
17  
RESTORERS GUIDE

17  
CLASSIFIEDS

18  
CCOCA SPARES

Citroen Classic Owners Club of Australia Inc.  
and Front Drive postal address is P.O. Box 52  
Balwyn, Victoria 3103

CCOCA Inc. is a member of the Association of  
Motoring Clubs. G.P.O. Box 2374V Melbourne,  
Victoria 3001

The views expressed in this publication are not  
necessarily those of the CCOCA Club or it's  
committee.

Cover Printed by Snap Instant Print,  
Glenhuntly Road, Caulfield, Victoria, 3004.

Art Direction and Typesetting by  
To The Point, 11 Allison Road, Elsternwick  
Victoria, 3185. (03) 528 4549

# THE CROSSING

I'd been at the dealer eyeing off Deux Cheveaux and the likes.  
When I thought I'd do the right thing and cross safely at the lights.  
Well, I walked up to the crossing, pushed the button - wait for go.  
When I looked and saw a police car, and it didn't seem to slow.

Now the policeman wasn't looking, had his head stuck out the door.  
Looking at the truck behind, that he was escort for.

Upon the truck there a sat a house, plus a "Wide Load" sign or two.  
That's why the police were there I s'pose, to guide it safely through.

Behind the truck, complete with house was police car number two.  
Although I couldn't see it, 'cause the house had blocked my view.  
So now you've got the picture, car, truck and house, and car.  
And me stuck at the walk lights, not getting very far.

The lights flashed "Walk", I thought "Like Hell, they're never going to stop.  
Then who should turn and see me? One very startled cop!  
By now he's at the crossing, he knew he should have stopped.  
His instincts took control of him. He hit the brakes and propped.

The driver of the truck (poor bloke) had nowhere left to go.  
He peered down from his cabin, saw the police car down below.  
I'll swear upon the truckies face I saw a grin.  
He lined up on the police car's boot, and drove his truck right in.

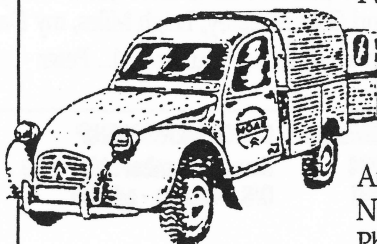
Next thing I hear a screech of brakes, from police car number two.  
But I didn't see it's front fold up, cause that damned house blocked my view.  
What started out as two police cars has ended up as one.  
The back one hasn't got a front, the front one's got no bum.

I stood there wondering what to do, the lights still saying "Walk"  
So walk I did, I had to, 'cause I laughed too much to talk.  
I laughed so much I thought that I was going to have a fit.  
To think I started this, all for a front wheel cylinder kit.

Sent in from David Hancox, CCOCA member

Modified from version printed in "Inprint" April/May 1993  
(Victorian Newsagents magazine)

## DO YOU KNOW WHERE I AM NOW?



I used to live in Rudley Johnson's (Maizey's)  
shed on his Redcliffs vineblock near  
Mildura, Victoria. Bought by a grape picker  
and taken to W.A. some five years ago.

Just like to know you're safe and happy.  
Any details to John Hancock, P.O. Box 53,  
Nichols Point, near Mildura 3501  
Phone 050 214670

# COMING EVENTS

1 9 9 3 C A L E N D A R

## OCTOBER

### SUNDAY 10TH VOYAGE CITROEN

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

The Puffing Billy Old Time Festival celebrates 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 Gulf Station  
Just past Yarra Glen on the Melba Hwy  
Time From 10.30 am

One of the major events in the Annual calendar, the Concours at Gulf Station and will 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 your devoted Citroenthusiast), a great array of vehicles and something to keep the nonenthusiast 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

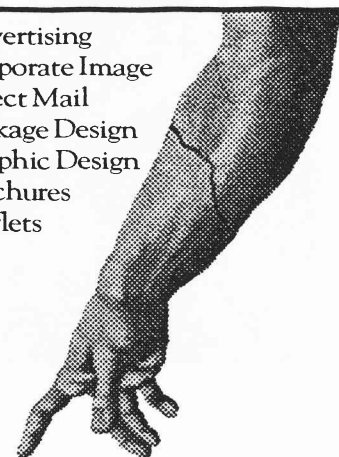
PLEASE NOTE THE CHANGE OF DATE FOR THIS EVENT FROM YOUR LAST CALENDAR

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.

# PLEASE NOTE CHANGE OF VENUE FOR THE ANNUAL CONCOURS D'ELEGANCE ON SUNDAY 17TH OF OCT.

Now to Held at historic Gulf Station on the Melba Highway just past the village of Yarra Glen  
Melway map refer. 267 C 11

Advertising  
Corporate Image  
Direct Mail  
Package Design  
Graphic Design  
Brochures  
Leaflets



*To The Point*  
Contact Peter Fitzgerald  
Phone (03) 528 45 49



# STIRLING service

Asking a living racing legend to try a new diesel may sound like a harsh test for what most people would think of as an economy car. So could the Xantia Turbo Diesel stand up to the test of facing up to Stirling Moss' exacting scrutiny? John Henderson from the English Citroen Directions magazine spoke to Stirling Moss.



Motor racing legend Stirling Moss is obviously impressed with the car: he praised its performance and refinement while the excellent combination of supple ride and accomplished handling amazed him.

Stirling had been driving the Xantia VSX 1.9TD, the latest addition to Citroën's

extensive range of diesels available in Europe.

Stirling can be hard on a car when he evaluates it, but he actually found very little to criticise.

The Xantia shares the same impressive equipment levels as the petrol models,

except that there can be no keypad coded ignition immobiliser because diesels have no ignition.

The 1.9 TD that Stirling drove, develops 92 hp at 4400rpm and an impressively beefy 148lb ft torque at 2250rpm. This means that flexibility at low and mid engine speeds are high on its list of attributes, as

is fuel economy with 56.5mpg at 56mph. But with a top speed of 111mph and 0-60mph in 11.6 seconds, it's no slouch

And that was the first thing that impressed Stirling, "As soon as I drove it just 50 yards up the road I could feel it had good performance - it's not what you're brought up to expect from diesels.

The engine is on hydro-elastic mounts to isolate it from the body and 90,000 man hours went into sound proofing the cabin. "It doesn't sound clattery like a Hong Kong taxi," Stirling joked.

And like the petrol VSX model, the turbo diesel has Citroen's advanced, computer controlled Hydractive II suspension, coupled with the programmed self steer rear axle fitted to all Xantias. The system's computer takes 0.04 of a second to change the self-levelling suspension's spring and damper rates from a soft, comfort orientated ride to a firm, sporting, controlled action when driving style or conditions demand. It gets over the compromise that has always faced engineers because a compliant, comfortable ride is not the ideal for handling.

It obviously works Stirling said: "I was surprised how good a ride and handling combination it was. It has a soft ride which makes you expect lots of roll at first, yet when you start to push it on there's no roll and it becomes very well controlled."

It says something for the speed of the system's reactions that Stirling said he never felt it was caught out by road conditions or anything he asked of the car. He also thought the brakes were excellent and like the way that although the VSX has anti-lock brakes (ABS) you were not aware of them unless you needed them (some ABS systems have a dead feeling pedal).

Interestingly, Stirling reckons that the most modern family cars like Xantia have reached levels of road holding not far short of the sports cars he drove in races like the Mille Miglia in the mid-fifties. He says the old sports cars had much more agility to allow the driver to make the most of the grip available, but that was achieved through uncompromising ride and very direct steering that kicked back hard on every bump and could be very heavy at low speeds.

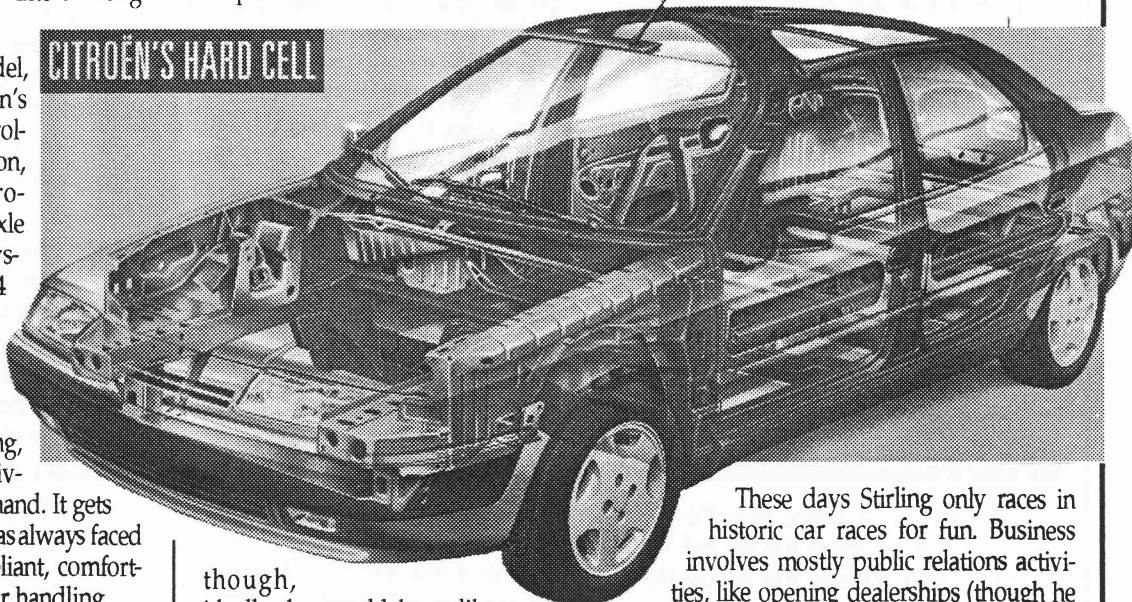
"The Xantia's steering is very good in a modern way - it is very good power steering," Stirling stressed.

While he liked the remote central locking system, which also activates the alarm and security deadlocks, he felt the key mounted sender had to be too precisely aimed to work. But he added: "I'm sure that when you're used to it it's not a problem. I wasn't really sure what I was aiming at."

He praised the seats for their comfort

Stirling is fascinated by gadgets (his house is full of them) and design practicality so there was little wonder that he was a great fan of having the radio controls on the steering wheel. He liked that idea that adjustments could be made without taking the eyes off the road or hands from the wheel. For the same reason he would prefer the horn button to be in the wheel centre instead of the indicator stalk, but he added "I suppose that's because I'm an olde and I got used to it being there."

### CITROEN'S HARD CELL



though, ideally, he would have like a little more support under the legs. He was enthusiastic about the Xantia's interior, most of all for its spacious practicality. "It has very good utilisation of space and a feeling of roominess with good legroom and plenty of luggage room, yet it does this without looking a large car," he explained. In fact he thought the Xantia was an attractive shape though he found the rear quarter panels intruded on rear visibility.

These days Stirling only races in historic car races for fun. Business involves mostly public relations activities, like opening dealerships (though he has even helped launch a hair care product) as well as giving lectures and talks for company training programmes. In fact, he is just the sort of person who the Xantia VSX 1.9TD is aimed at the business person with many miles to travel who wants to do it in comfort and in a car that they find entertaining to drive, yet one that will help keep running costs to a minimum. The Xantia lives up to the legend

*Article taken from Citroen Directions Magazine issue four*

## XANTIA SALES SUCCESS

While Xantia sales got off to an excellent start in the UK (over 1000 in the first month) in France the car has been the best seller in its class every month since its February launch taking 26.1 per cent of sales.

And when will this car that is taking Europe by storm be available in Australia... good question. Rumours were going around that it might be as early as the beginning of 1994. It will be a worthy replacement for the tried and true BX and almost perfect for Australian driving conditions and requirements. The models will be equivalent to the current BX range and prices should be around the same price.

With Citroens now recognised reliability and the reasonable pricing structure, this car deserves a place in the Australian Market for the intelligent, informed new car buyer

It is interesting to note that late model Citroen spare parts are more often than not noticeably cheaper than Honda or even Hyundai parts in Australia.



# 1993 CCOCA & CCCV combined annual concours d'elegance

**17th OCTOBER 1993**

As members will be aware, from the last mail out, due to circumstances beyond our control we have not been able to hold the Concours D'Elegance at the Science Works museum, this year. This is a great disappointment to us all, especially as the venue proved to so very successful in 1992. However, I would like to take this opportunity to assure all members that Scienceworks has been booked, and confirmed as available, for our use in 1994. As I am sure you will all understand, given the late timing of finding ourselves without a venue for this important event it has not been a simple matter to find a venue that will meet all our requirements. Aside from actually finding somewhere where the cars will fit, two other requirements were high on my list of priorities - firstly, to ensure there was something to do beside look at the cars [I apolo-

gise to the "true" car buffs for this, but I am sure there are many who will be attending who will appreciate this] and secondly to keep the cost of the day at a minimum, for members.

After a good deal of work it was decided that the National Trust property, Gulf Station, at Yarra Glen was the best available to us. It is hoped that despite the fact that this is not the perfect answer to all our requirements, it will never the less, prove to be a highly suitable venue for this important date in the combined Club's calendars. We have been able to obtain a discount for Club members, and those driving Citroens to Gulf Station. So, if you are not coming in your Citroen, be sure to bring your current membership card with you to ensure you are able to take advantage of the discounted entry fees. The discounted rates are - Adults \$5 and a Family Ticket is \$16. A further note, if your "child" does not look like a child be sure to also bring a student ID card, as children according to the National Trust refers to any student. Naturally, if you are a member of the National Trust, free entry is available. Upon entry, signs will direct you to the appropriate area of the grounds.

For those of you who have mislaid the notes on the venue that were sent with the last mail out, Gulf Station is on the Melba Highway, on the left side, heading out of Melbourne, just past the village of Yarra Glen. The Melway reference is Map 267, ref C11. The property opens at 10 am. Whilst Gulf Station represents the most complete set of solid timber slab buildings in Victoria, it is more than just buildings. A large collection of original farm implements and household effects remain to illustrate daily life at the property in the mid and late 1800's.

## Concours Categories

As in 1992 there will be judging in eight categories. These are:

Best Traction Avant - open to any Traction, French or English, 4 or 6 cylinder

Best D Series - open to any D series car, French, English, Australian assembled...

Best GS/CX - this grouping in fact covers Citroens not specifically covered in any other category that were produced during the time span that these models were current. So, included in this category are SM, GSA, Ami Super and H Van as well as GS and CX models.

Best AX/BX/XM - once again this covers Citroens not specifically covered in any other category that have been produced during the time span that these models have been current.

Best Twin Cylinder - open to any Citroen powered by a two cylinder motor, what ever its build date.

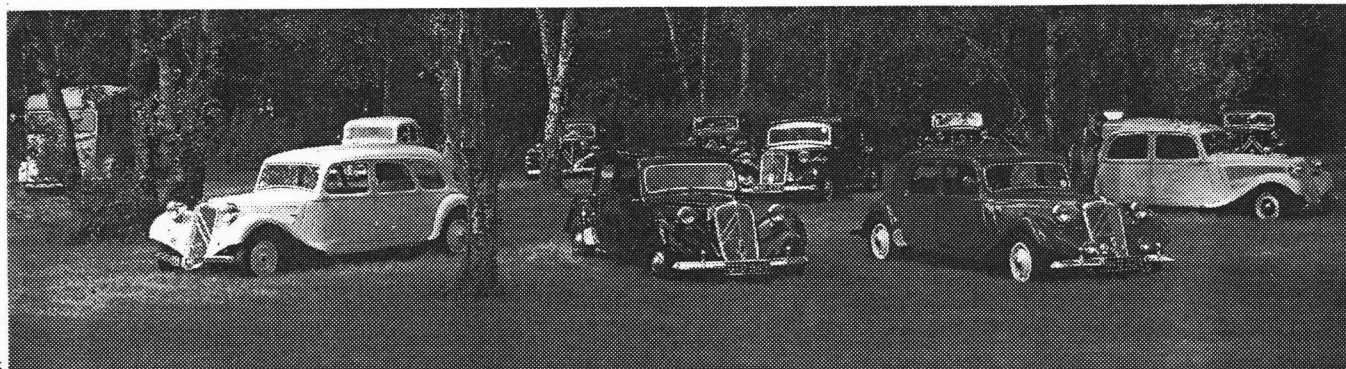
Most Popular Vehicle - this category is open to all Citroens, whether submitted to judging in the Concours, or not. Unlike the other categories this award is based on popular vote. All attendees at the event being eligible to vote, whether members of either Club, or not.

Overall Concours Winner - The Citroen with the highest aggregate score is the winner of the Overall Trophy, no matter what category that car has won. The CCOCA member with the highest aggregate score will be awarded the CCOCA perpetual trophy.

Arthur Clark Trophy - this awarded each year to the owner of the vehicle that exhibits the greatest improvement and is only open to members of CCOCA.

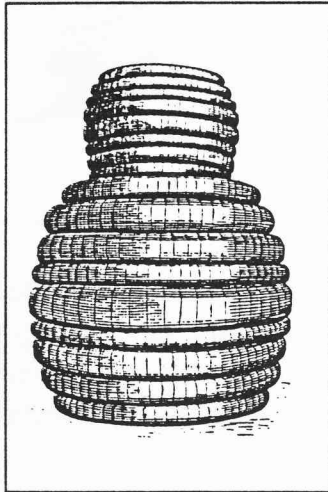
To remind members of the important items that are reviewed by the highly trained personnel that are retained to judge the cars in all categories, except Most Popular Vehicle, a copy of the 1992 judging form has been included with this issue of the magazine.

We all look forward to seeing as many members, and their families, as possible at this great day.



# MICHELIN & BIBENDUM

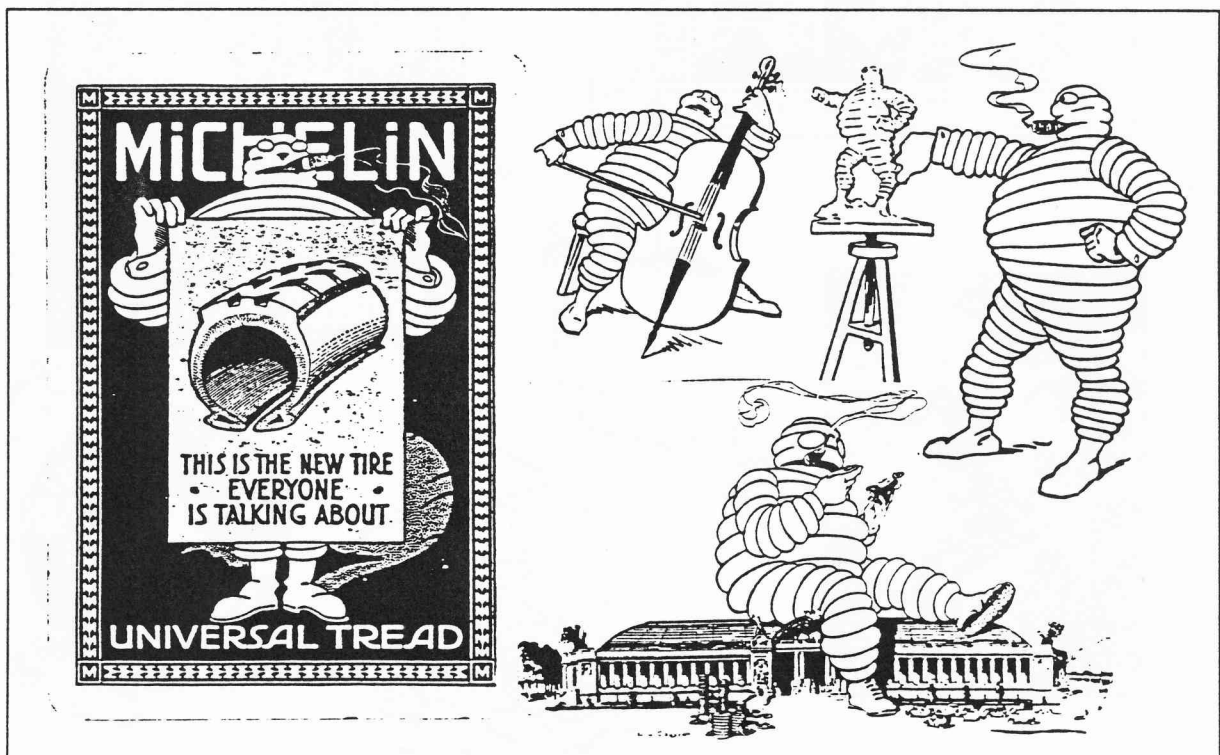
The topic of the Michelin and the Famous "Michelin Man" - Bibendum or Bib, emerged to me as an article for our Magazine, after I found a 1958 Michelin Catalogue at one of the many swap meeting that Graham, Robbie and I attend. All of the drawings appearing in this issue are reproductions from this Catalogue and a Michelin brochure or two.



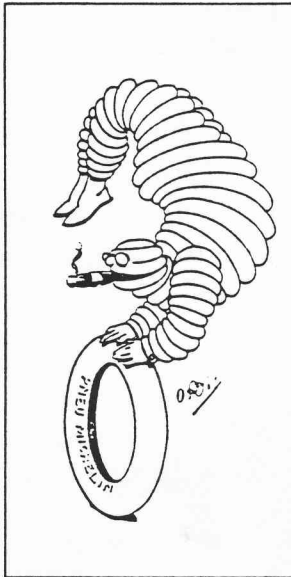
Two brothers, André and Edouard Michelin founded the company in 1890. In 1898 the brothers Michelin saw a stack of tyres at an exhibition in Lyon, France. Edouard remarked to his brother that if the tyres had arms and legs it would look like a man. André later commissioned an artist to prepare sketches based on Edouard's idea.



The Michelin man's first portrait was by an illustrator, O'Galop, in April 1898. He was depicted as a rotund beer drinker behind a table, raising his beer bottle in a toast "Now is the time to drink" - Nunc est Bibendum in Latin. The beer bottle was replaced by a champagne glass overflowing with broken glass and nails with a slogan "Michelin tyres swallow all obstacles".

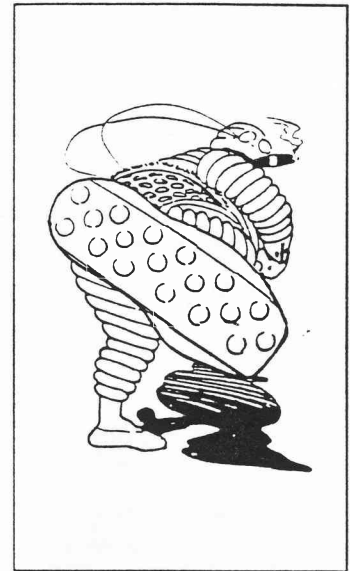




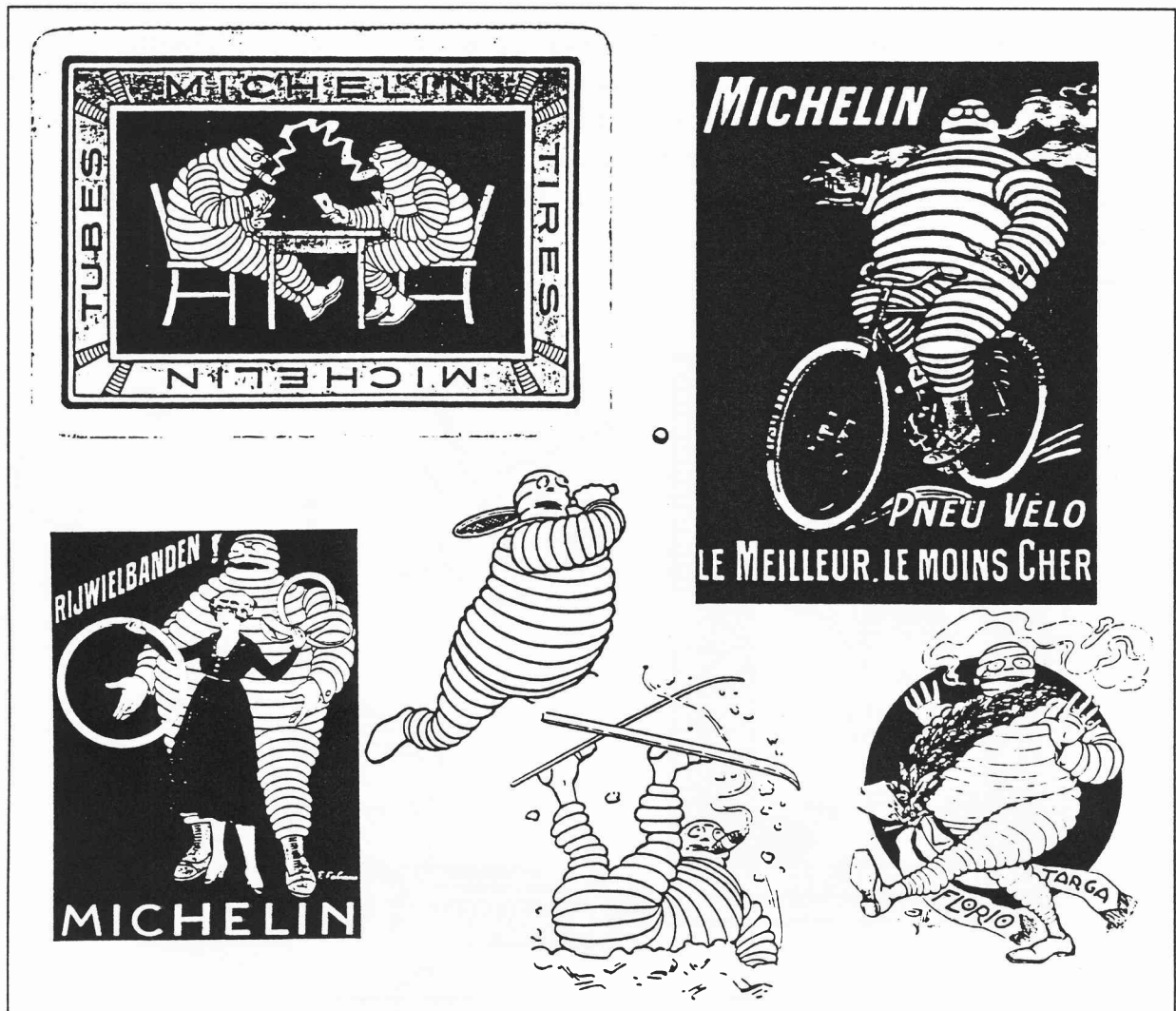


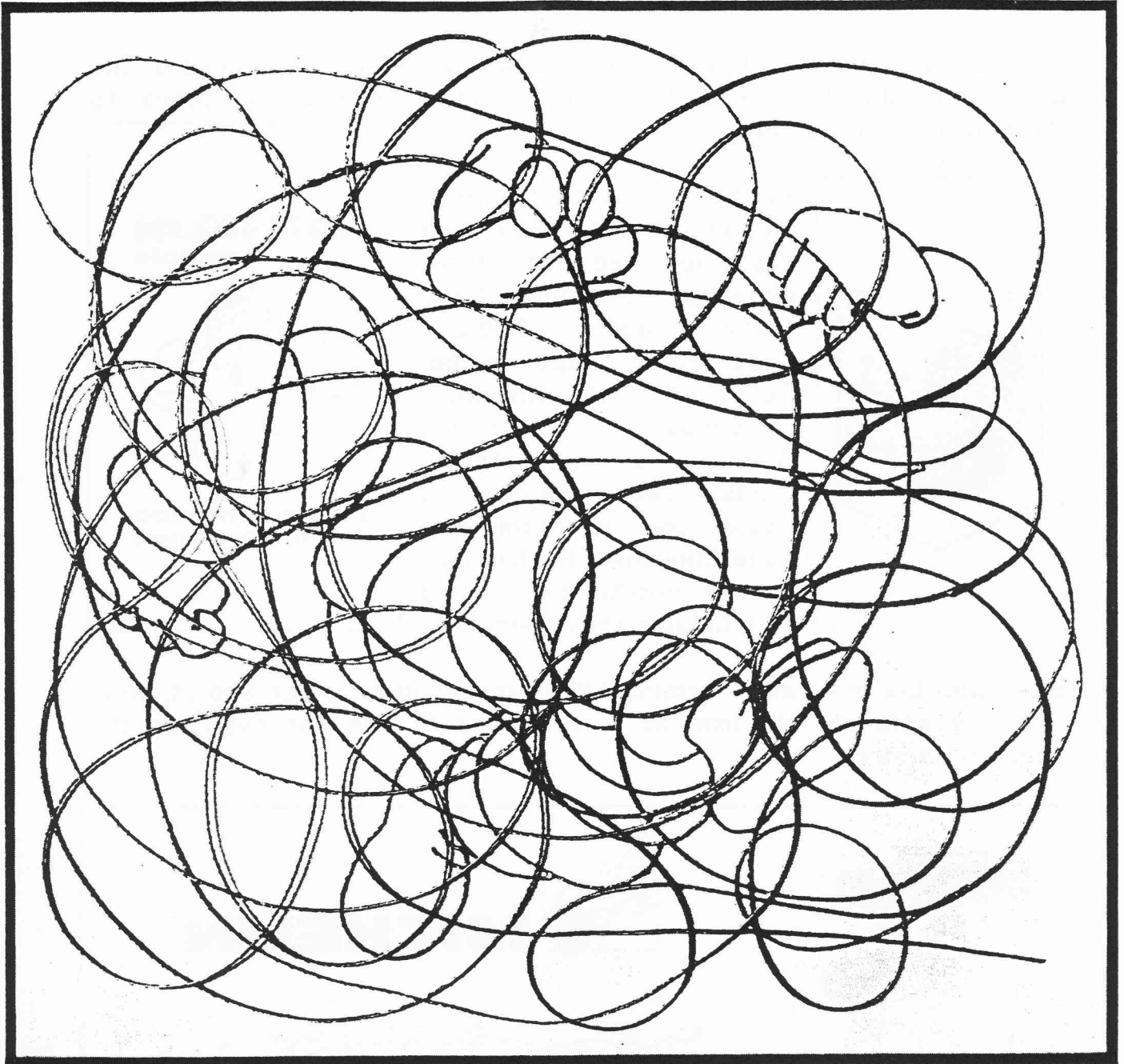
A few months later, a famous racing driver at the 1898 Paris-Amsterdam motor race, saw André Michelin go by and shouted "Hey, there goes Bibendum !" From that day on the name has not been forgotten.

In 1910 the first Bibendum with arms and legs appeared. He was drawn with many tyres due to the narrow width of tyres in those days.



Throughout his life artists have depicted him in various styles. O'Galop drew him as a wrestler pushing aside the hazards of the road, Grand Agile depicted him as a Tyrolean, Riz has him astride a bottle of compressed air, Cousyn as a sower of tyres, René Vincent as a rescuer of a car stranded with a puncture and Biscaretti depicted him as a carnival dancer.





**30 feet of why you should insist on  
Michelin radials.**

Fine supple steel cord.

Steel cord we make ourselves  
because no-one else can make it to  
the rigidly high standards we demand.

1200 feet of it goes into every single  
one of our 145-10 ZX radials.

We use as much as five times that in

our biggest-selling radial truck tyre.

But for exactly the same reason.

To reinforce the tread, keep it hard  
and flat down on the road.

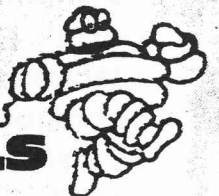
To hold the tread blocks firm and  
open, reduce tread block wear and  
shuffle to a minimum, give you

maximum possible grip and more sure,  
safe miles for your money.

We'd be the first to admit that steel  
does a lot for our tyres.

But then a lot of our customers would  
admit that our tyres have done a lot  
for them.

*Stronger on steel longer on life*  
**MICHELIN RADIALS**



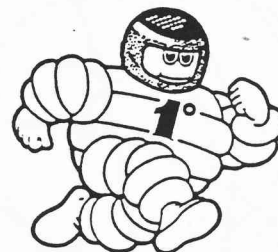


In 1923, with the new Low Pressure "Comfortable" tyre, the rings of the Bibendum figure became less numerous, and he became very similar to the figure we know today.



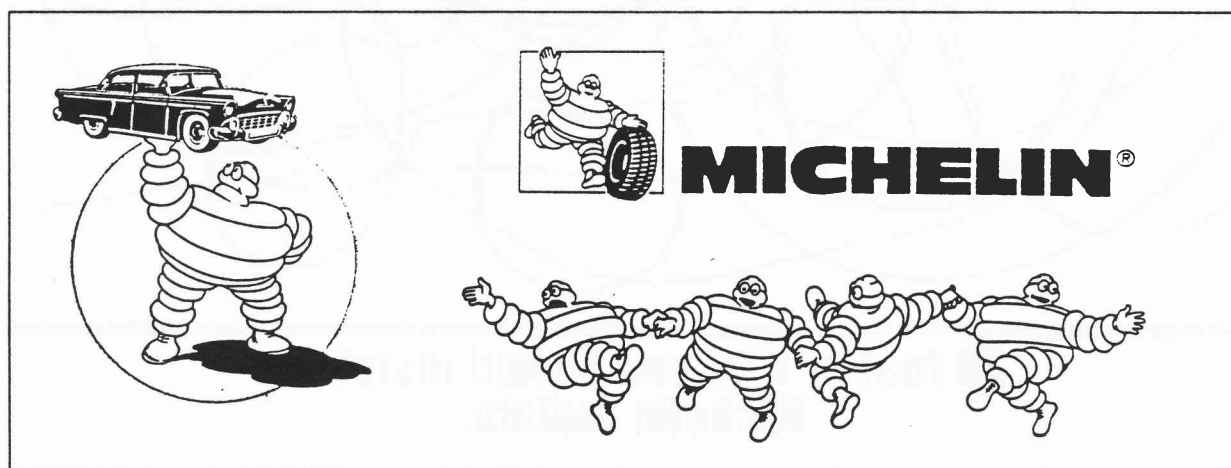
All the above were figures in two dimensions. Bibendum has appeared in three dimensions as some of the following items. Radiator Caps, Bottle Stops, Rubber Dolls, Chocolate Novelties, Christmas Pudding Surprises, a Clock, Playing Cards, Lapel Badges, a Radio and a Retractable Tape Measure. He has also been a Hot-Air balloon and an Inflatable show piece.

**MICHELIN**  
radiale

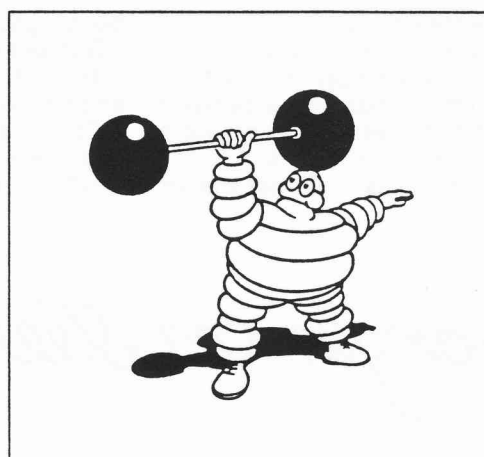


**primo al mondo  
in Formula 1**

Bibendum became "alive" around 1927, appearing at Motor Shows, fund raising events and the like, all over the world. He has even run the London Marathon.



Internationally, Bib has climbed mountains, toured California dressed as a biker, impersonated an Eskimo and a Red Indian, and even associated with the likes of James Bond. There are not many places Bib has not visited. Bib has been subjected to all schools of painting, and illustrator's techniques. He has been synthesised by computer, and recently by artists of the air-brush. He is a permanent graphic witness to change in fashion and taste.

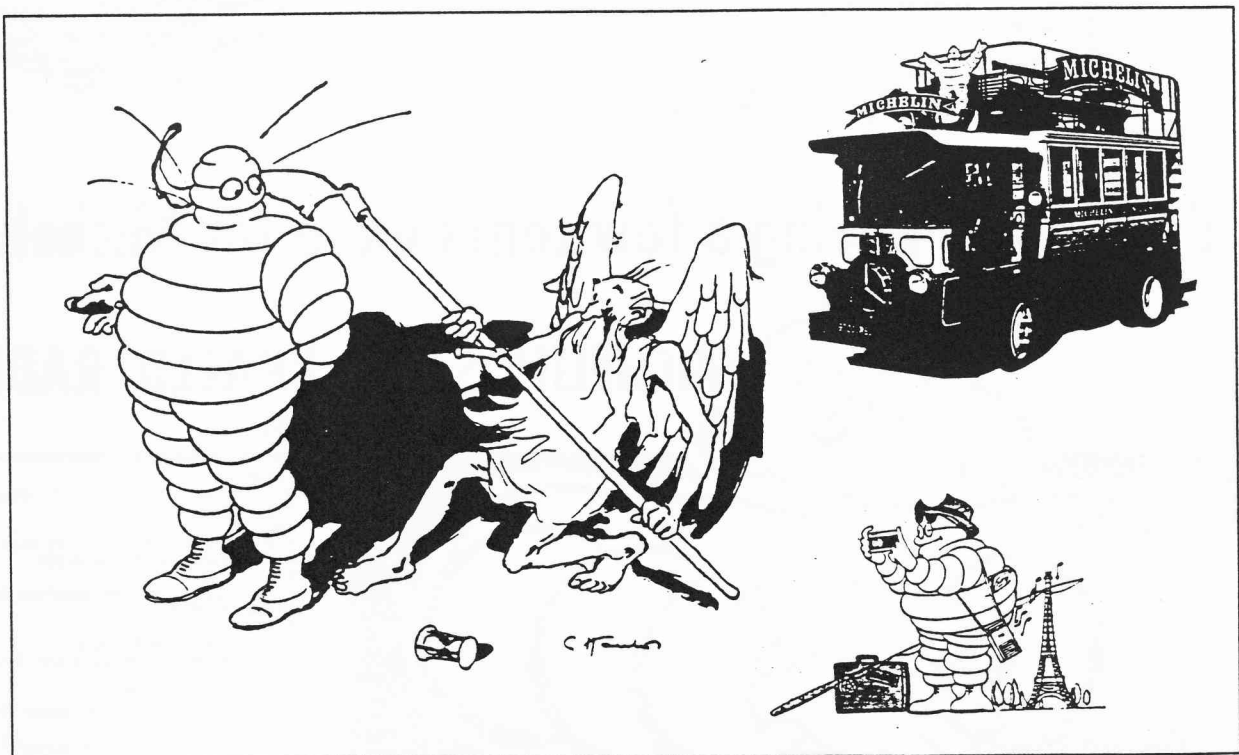
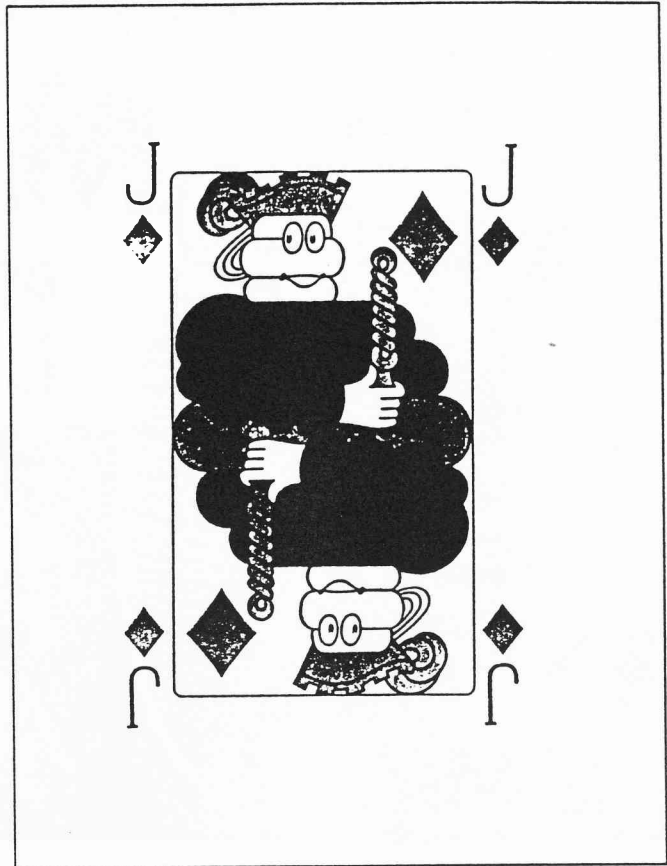


The company publishing efforts consist of 16 million copies per year, being the Red Guide and the Green Guide. The Green Guide is produced in several different languages, in more than seventy editions. Michelin maps and well known for their quality and reliability and sell over 10 million per year.

With the advent of latest technology, Michelin have adapted the Radial for use on aircraft and won the contract to supply the USAAF's combat aircraft - F15E.

The 1992 sales data is astounding.

Over 125,000 employees in 66 factories in 11 countries producing 645,000 tyres per day in 3,500 different type and sizes to be sold in 150 countries, and 4,500 people are employed in various research and development departments and tests cover the equivalent of a million kilometres per day.



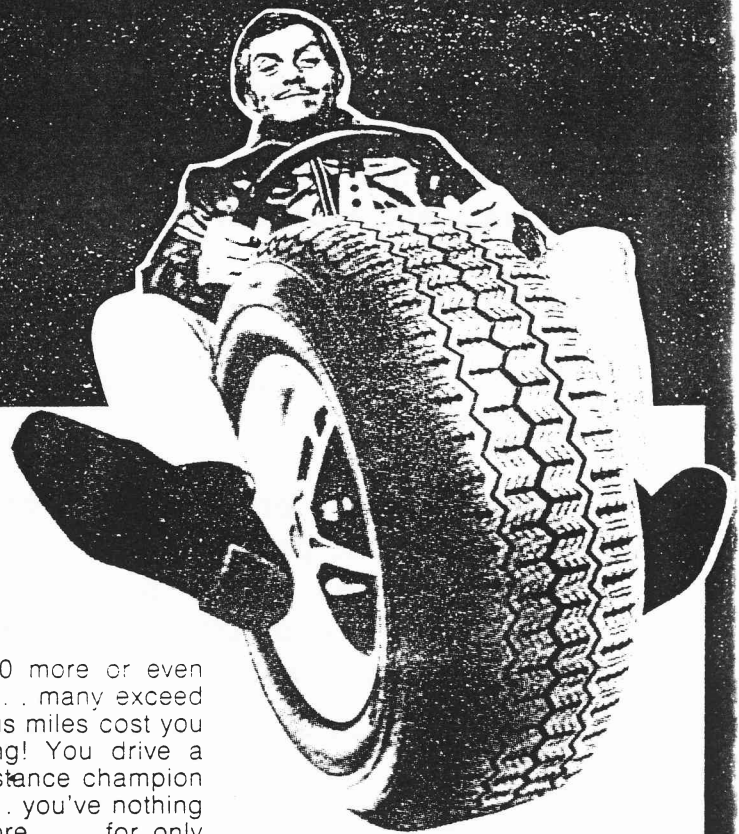




the price difference between  
**MICHELIN**  
and ordinary radials  
is only a few cents...

the difference in  
mileage is incredible.

Would you believe 5,000 miles more . . . maybe 7,000 more or even 9,000 more? Most Michelin men pass the 10,000 mark . . . many exceed 12,000 miles more than with ordinary radials. These bonus miles cost you as little as 10 cents per 1,000. That's cheap motoring! You drive a bargain . . . when you drive on Michelin . . . the long distance champion for more than 26 years. Join the big swing to Michelin . . . you've nothing to lose . . . and you stand to gain 10,000 miles or more . . . for only a few cents extra.



Isn't it worth paying a few cents more for Michelin?



**MICHELIN STEEL BRACED RADIALS**

distributed by . . .

**N.S.W.**  
M. S. McLeod Ltd., Carolyn St. Silverwater.  
Phone 648 4344  
**VIC.**  
A. P. Sutherland Pty. Ltd., 175 Sturt St.  
South Melbourne. Phone 69 2291  
**S.A.**  
M. S. McLeod Ltd., 249 Wakefield St. Adelaide.  
Phone 223 3679  
**W.A.**  
Bell Brothers Tyre Pty. Ltd.,  
Kalamunda Rd. South Guildford. Phone 79 3111  
**QLD.**  
Bell Brothers Tyre Pty. Ltd.  
63-69 Coronation Drive, Brisbane. Phone 21 2899  
**A.C.T.**  
M. S. McLeod Ltd., 96 Maryborough St. Fishwick  
Phone 95 1711  
**N.T.**  
Bell Brothers Tyre Pty. Ltd., 80 McMillan St.  
Darwin. Phone 22 2222

Latest technology has a computer micro-processor receiving signal from a module in the tyre. It sends the tyre pressure and temperature, even when travelling at top speed! The micro-processor is then linked to a display on the dashboard which will flash warning signals in the event of a likely tyre failure.

What next.....

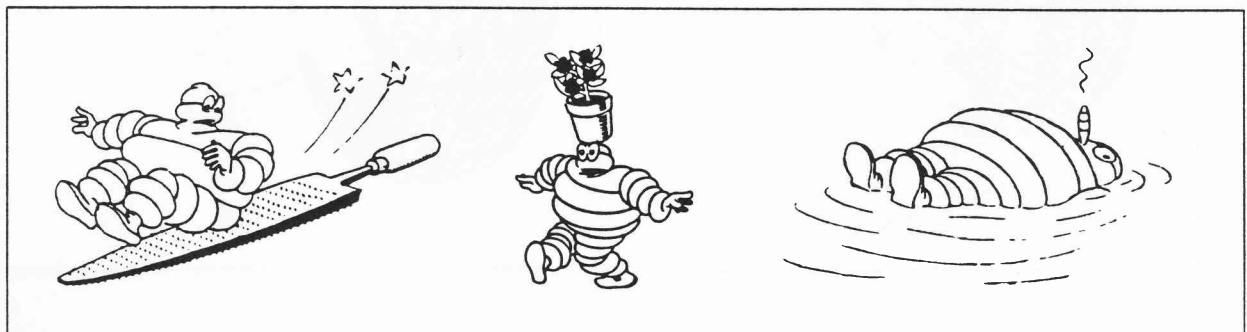
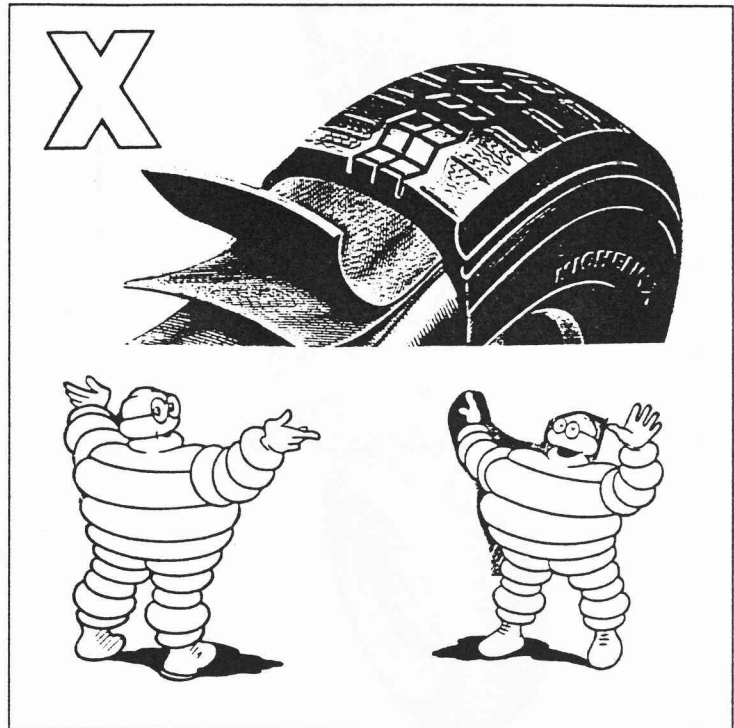
To finish this article I will quote exactly from a Michelin Brochure :

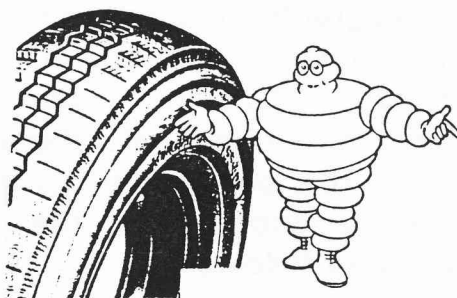
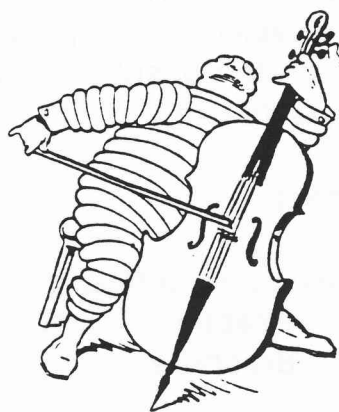
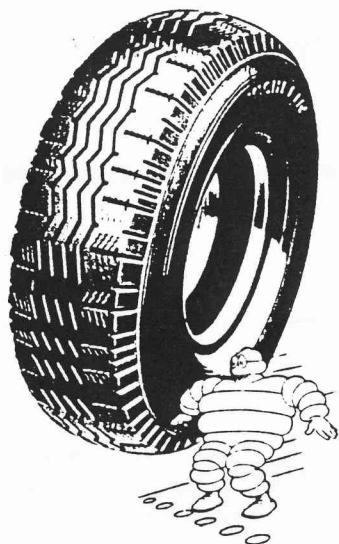
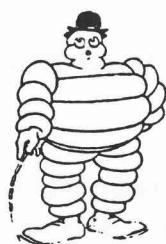
"Who better to end this short biography of Bibendum than his inventor's grandson, François Michelin, the present Chairman of the group. His philosophy for continuing success in the future is as follows :

#### BETTERING TODAY'S TYRE

Remembering a few simple things is the key :

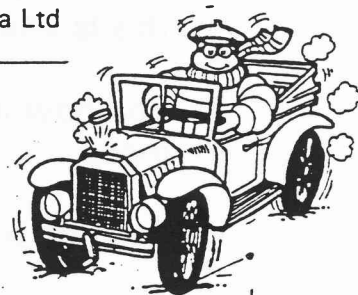
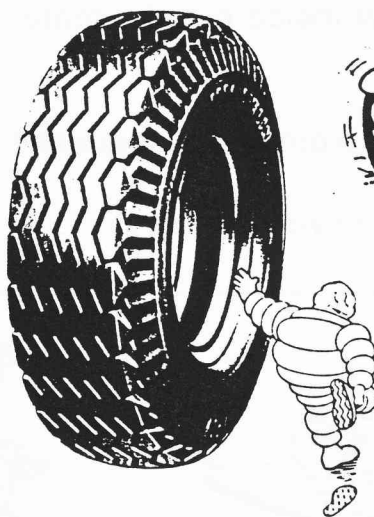
- To understand our present and future customers, to know their needs, and to anticipate their future needs.
- To make sure we fully understand the problems before researching the solutions; to look at things without preconceived ideas. Thinking like this is vital if we are to be innovative and revolutionary.
- To know inside out the materials from which tyres and wheels can be made.
- To learn from past experience, but to keep the past in perspective.
- To look beyond today."





I would like to thank Laura Ray and Michelin for their permission to reproduce the various images of Bibendum in the article.

Ray Nilsson. April - May 1993  
to be published in the magazines of :  
Citroen Classic Owners Club of Australia Inc  
Triumph Car Club of Victoria Inc  
Citroen Car Club of Victoria Ltd





# RESTORERS GUIDE-TRADE DIRECTORY

*If you a recently discovered a supplier/service that can be of use to other restorers let us know at CCOCA and we will publish it in this free Directory. Half our membership is out of Victoria so please forward those interstate recommendations. These will be invaluable for restorers in that state, or for members driving interstate and needing assistance. Listing is at no charge for the recommended supplier/service. The organisations and services listed in this Trade Directory are recommendations from members of CCOCA Inc. and as such the club accepts no responsibility for quality or workmanship*

## BIG SIX FRONT END CRADLE

Changeover with reconditions silent blocs fitted to top and bottom wishbones  
Mel Carey 018 516 126 Victoria

## FRONT AND REAR SILENT BLOCS

Supplied and fitted to suit L15, B15 and Big 6 on changeover basis.  
Mel Carey 018 516 126 Victoria

## 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

## FOR SALE

### CONFORTOP FOR 2CV SEDAN

Fits all models. Colour - anthracite, can be repainted. Keeps your 2CV warmer in winter, safer on the streets and quieter all the time. Best offer  
Phil Ward (08) 373 3404

## GEARBOX ASSEMBLY

All Tractions models reconditioned considerable experience Gerry Propsting 18 Bellara Drive Mooroolbark Victoria (03) 727 1890

## DRIVE SHAFTS

Reconditioned for all Traction models Gerry Propsting 18 Bellara Drive Mooroolbark Victoria (03) 727 1890

## STEERING RACKS

Reconditioned for all Traction models Gerry Propsting 18 Bellara Drive Mooroolbark Victoria (03) 727 1890

## STEERING ALIGNMENT

Tractions Gerry Propsting 18 Bellara Drive Mooroolbark Victoria (03) 727 1890

## MUFFLERS & TAILPIPES

To suit Early Ds/ID to 1962 in stainless steel Russell Wade Victoria (03) 570 3486

## ENGINEERING

White metal bearings poured to suit Tractions Col. Rothwell 25 Tannock Street North Balwyn Victoria 3103 (03) 857 4201

Reconditioning of 2CV Cranks - Pascosvale Victoria

Engine rebuilds vintage and Classic Specialists - white metal repourers etc. AS Broad 68 Tope St. South Melbourne Victoria

## TRIMMERS

Village Vintage Auto Supplies - Trimming supplies etc, i.e. bonnet lacing, window (bailey) channel, door draft excluder, trim clips etc. 148 Maroondah Hwy Ringwood Victoria 870 1728

J7L Auto Trade Carpets Manufacturer - sells direct. 74 stubbs St. Kensington Victoria

## 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

Big Six  
by John Humphries  
P.O. Box 886  
Palmerston NT

## WANTED

Big Six  
by David McMurray  
18 Prince Edward Parade  
Hunters Hill NSW 2110

## FOR SALE

### 1974 Renault 16 TS

Good honest straight car. Only needs left front drive shaft to complete full front end recon. Head re-done, Exhaust done, strong motor and gearbox, good interior, Registered and driven regularly. Must sell due to Citroen stable expansion. Best offer. Will include FREE St. Christopher medal on dash (I can't get the damn thing off)

Phone Peter Fitzgerald

528 4549 All hours

## WANTED

For 11BL  
Rear Number Plate Stand,  
Tail Light Assembly,  
4 Dashboard Bars - aluminium,  
x 2 Front and Rear Bumper  
Over-riders  
John Gratton-Wilson  
(055) 99 2499 (AH)

### NEW ADDRESS:

Ted and Helen Cross  
173 Power St Hawthorn (03) 819 2208

# 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	\$26.00
(STATE WIDTH WHEN ORDERING)	
VALVE GUIDES	\$12.00
RADIATOR HOSE UPPER / LOWER	N/A
FAN BELT	\$13.00
DOOR LOCK SPRINGS	\$3.00
INLET VALVES	\$20.00
CLUTCH PLATE	\$125.00
FUEL PUMP	\$50.00
ID/DS MAIN BEARING O/S	\$85.00
ID/DS CONROD BEARING	\$85.00
78 MM PISTON RINGS	\$85.00
BIG 15 DRIVE SHAFTS (EACH)	\$480.00
(LESS INNER CARDEN SHAFTS)	
BRAKE MASTER CYLINDER (NEW)	\$85.00
BRAKE MASTER CYLINDER KIT	\$15.00
TIE ROD BALL JOINT KIT	\$70.00
BALL JOINT BOOT ( LEATHER)	N/A
(UPPER AND LOWER)	
BRAKE HOSE (FRENCH) FRONT	\$28.00
REAR	\$24.00
TROTTLER SHAFT 32PBIC SOLEX	\$20.00
(0.5 MM OVERSIZE)	
HUB AND BEARING PULLER	N/A
LOWER BALL JOINT PULLER	N/A
BONNET STRIP CLAMP (INTERNAL)	\$1.50

## D Y A N E / 2 C V

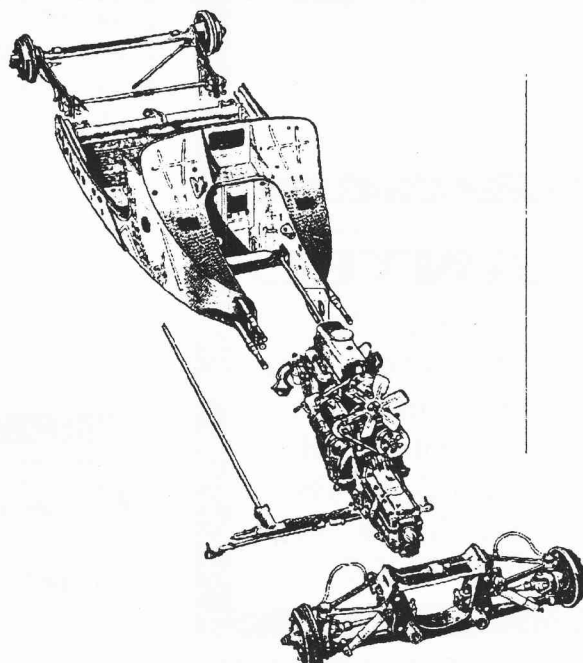
BRAKE HOSE	\$22.00
SEAT RUBBERS	\$1.00
WIPER BLADES (PAIR)	OOS

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 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



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

**OOS = OUT OF STOCK    N/A = NOT AVAILABLE**

BY THE WAY, I CANT JUSTIFY THE TIME TO CHASE UP SECOND  
HAND PARTS. IF YOU NEED THEM - ADVERTISE IN THE MAGAZINE  
PRICES SUBJECT TO CHANGE WITHOUT NOTICE  
CONTACT THE CLUB SPARE PARTS OFFICER PETER BOYEL

