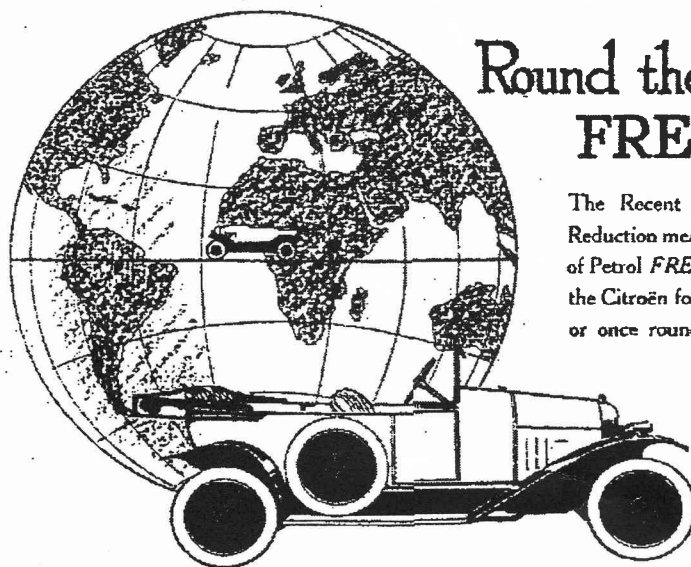


FRONT DRIVE

The Magazine of the Citroën Classic Owners Club of
Australia Inc.

Print Post Approved PP341403/0013



Round the World
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Reduction means 600 gallons
of Petrol *FREE*—enough on
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Universal Throughout the World

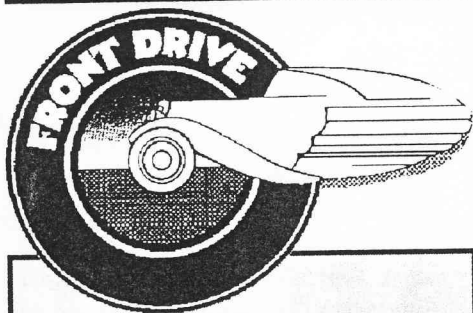
Traction Arrières -
Investigating our heritage

Cit-In '95 -
First News

Dorothy Fixx -
Your questions answered

June/July 1994

Volume 18 Issue 2

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FROM the desk

As you will have already noticed, the first issue of Front Drive under the new regime of President Leigh has hit the news stands, and taking everything into account, I think it's pretty good in both appearance and content. Leigh has organised layout and production, using computer and other facilities at his disposal and this certainly has reduced the load on me compared with my earlier spell as editor.

It is no mean feat to start up a new system and to get a product out, but that is just what Leigh did with the last issue (i.e. April/May, Volume 18, Number 1). The process was made much more difficult in that "Cousin Jo" who was helping Leigh with desk top publishing (DTP) to prepare the page layouts for printing was sick and indisposed - hence the magazine came out a bit later than planned.

This second issue has also had to go together in short succession, taking account of Leigh's intended absence, starting late in June. Hopefully, by the third issue (August/September), we will have had the respite necessary to look more closely at production and appearance aspects. The reproduction of photographs, always a tricky and/or expensive business unless you have easy access to good and usually expensive facilities and technologies, is a major area where

we will be looking to make improvements. I know Leigh is already looking at how to get better performance out of his electronic image scanner so as to do better in this area. But hey - I'm not complaining. As I said above, I think Leigh has already done a great job!

For this issue, we're maintaining the rear-wheel-drive (Traction Arriere) theme as proposed in the last issue.

This second issue has also had to go together in short succession, taking account of Leigh's intended absence, starting late in June.

As you probably know, rear-drive was the Citroen way until the mid-1930s when the introduction of the Traction Avant set Citroens on the track they have followed ever since. We set the scene with a review of rear-drive Citroens in their various guises and their often brilliant achievements. Some may recognise this article from an earlier issue of Front Drive (14:1, 1990), but we recognise that with membership turnover and a steady influx of new members, there is a good case for judicious reuse of such material.

As always, we hope this issue gives you a "good read" and keeps you up to date with club "doings".

Bill Graham.



HONORARY LIFE MEMBERS

Nance Clarke 1984
Jack Weaver 1991

CCOCA MEMBERSHIP

Annual Membership \$30
Overseas Postage Add \$9

CCOCA MEETINGS

Every fourth Wednesday of the month, except December, Canterbury Sports Ground Pavilion Room, cnr Chatham and Guilford Roads, Canterbury, Victoria. Melway Ref 46 F 10, or the Anchor & Hope Tavern, Church St, Richmond.



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

CCOCA Inc is a member of the Association of Motoring Clubs, GPO Box 2374V, Melbourne, Victoria, 3000.

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

Neither the CCOCA Club, nor its committee can accept any responsibility for any mechanical advice printed in, or adopted from Front Drive.

PREZ SEZ

After the rush of the Queen's Birthday Long Weekend and Austraction '94 it was good to get home and just sit around for a day or so, prior to the next onslaught. For those of you who were fortunate enough to have joined in the weekend I can only hope that you had an enjoyable and sufficiently busy three days. For those of you who were not able to join us be sure to see the next magazine which will include, I am told a full report on the event. In the meantime, pencil in Cit-In '95 - Easter 1995 - when CCOCA will be hosting the National Rally. An initial report on the status of the planning for the event is included elsewhere in this edition of Front Drive.

In the previous edition of Front Drive it was noted that two constitutional amendments had been proposed by John Couche to be put to the membership at Austraction. The opinion of the membership at the Annual General Meeting being that Austraction would provide the greatest opportunity for the greatest number of members to vote on these two important matters. The first amendment was to increase the Committee by one member, and the second to alter the prerequisites for full membership of the Club. Personally, I am pleased to advise that the first

amendment was carried unanimously and that the second was

defeated unanimously. I can only hope that this proposal will now rest in peace for the foreseeable future.

Whilst the Club had an excellent turn-up for Austraction, there was a less than good attendance at the May Meeting. Whilst I must take some blame for that - given the April/May Front Drive was even later than anticipated - it was disappointing that Graham Barton was the only mem-

After two days in Court I would recommend to anybody that they avoid at any cost transporting a vehicle by road carrier

ber interested in participating in the Nocturnal Observation Run that had been organised by John Couche. Personally, I can only hope that more members will start to attend more events as the year progresses.

As you all read this I shall be in France, on holiday with my parents. With a month in France - basically heading south from Paris to Nice - and a week in the UK it will be an opportunity to catch-up on friends and to see the latest in Citroens.

We will be driving a ZX diesel in France and either a Visa or BX diesel in the UK. I have promised our Editor an article for a later edition of Front Drive. I am not intending to purchase a vehicle for import on this trip - but you never can tell.

In my absence the reins of the Club will be in the more than capable

hands of Ted Cross and I am sure he will, as always, be pleased to talk with anybody on matters Citroen.

The other matter taking my time last week was the Court case against Finemores Transport. For those of you who are unaware, Finemores transported my Dyane from Cairns to Melbourne at the end of Raid '92. In the process they managed to drop the car half off the trailer, and in court claimed that almost all the damage sustained was pre-existing to the transport of the car. Despite having photos of the car balancing on its chassis Finemores claim that any damage sustained to the chassis is not their responsibility. Not only that, but as the photographer - Phil Ward - was not in Court the photo was initially deemed to be hearsay evidence and not admissible. After two days in Court I would recommend to anybody that they avoid at any cost transporting a vehicle by road carrier.

Presently the magistrate is considering his verdict and the whole sordid event, along with suggestions of how to go about preparing yourself and your car for shipment, will be the feature of a future Front Drive.

I wish all members a joyous Bastille Day and look forward to being back with you in August.

Leigh F Miles
President

inside...

FROM THE DESK
PREZ SEZ
CCOCA CALENDAR
PAST EVENTS
DOROTHY FIXX
AUSTRACTION '94
COVER FEATURE - TRACTION ARRIERE
CIT-IN '95 - SOME INITIAL NOTES

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Coming Events - 1994-95

27th JULY, 1994 NIGHT AUCTION

Canterbury Club Rooms

Something new to try on a cold winter's night.

Bring along any item of interest that you want to auction, preferably Citroen orientated but not essential.

Just think guys, the good lady will probably be at home in front of the fire with your best bottle of port so you're free to bid for that "special" item that you always wanted and was never game enough to get before.

Peter "Luigi, the Unbelievable" Boyle will be the Auction Master, as usual, so a fun night is guaranteed.

Admission will be by an item to auction. Supper provided.

24th JULY, 1994 NOGGIN & NATTER Anchor & Hope Tavern

Join other members in the convivial atmosphere of the Anchor & Hope Tavern, in Richmond for an ale and a chance for a chat.

28th AUGUST, 1994 GARAGE CRAWL, DAY RUN AND FAMILY PICNIC

Ian Kimpton has agreed to open his garage doors in Maldon for all members to have a look at a car they probably haven't seen before and to poke around his garage.

Plenty of time to talk about Citroens, or anything else for that matter or to look around beautiful historic Maldon. A picnic/BBQ lunch day to entertain the whole family.

A good chance to give the Citroen a run and to meet one of our country members and for him to meet you.

More details will be given closer to the date.

28th SEPTEMBER, 1994 TECHNICAL NIGHT TRACTION BRAKES - JACK WEAVER

Jack Weaver has proven to be one of the club's most popular and entertaining speakers on his previous technical nights - and this night promises to be just as good.

Even if your not into the technical side

of things, Jack's anecdotes and stories will keep you fully entertained.

WATCH THE COMING EVENTS SECTION!

Remember, this is YOUR club and without your support the club cannot be successful.

The subject for this night will be the correct setting up and adjusting of Traction brakes for maximum braking efficiency - including Jack's own method of doing away with the original piston and cup seals for a more efficient O-ring system and dual leading shoes.

This night is a must!

Supper provided.

28th OCTOBER, 1994 NOGGIN & NATTER Anchor & Hope Tavern

Join other members in the convivial atmosphere of the Anchor & Hope Tavern, in Richmond for an ale and a chance for a chat.

FUTURE EVENTS

Full details of the following events will be provided in future editions of Front Drive so mark them on your calendar and watch this space.

16th OCTOBER, 1994

Combined Concours d'Elegance with the CCCV.

23rd NOVEMBER, 1994

Model Concours d'Elegance and photograph competition.

25th JANUARY, 1995

Film night

26th FEBRUARY, 1995

Day run to David Malkin Restorations in Geelong. Afternoon tea at Jack Hawke's house.

22nd MARCH, 1995

Annual General Meeting

23rd APRIL, 1995

All French Day

26th APRIL, 1994

Guest speaker

Letters to the Editor

Dear Bill,

Over the Queen's Birthday weekend I attended the 1994 Austraction rally as a day tripper on Saturday and Sunday morning.

When I arrived at Bairnsdale in my 11BL it was most heartening to see 14 other Tractions in attendance along with 15 or 20 other Citroens of all types and ages. Phil Ward from SA had the "world's ugliest car" the Ami 6 there, there was a 2CV unknown to me [owned by CCCV member Kay Belcourt - Ed] and Visas, AX GTi, BX, GS, D's etc - very stirring stuff!!

The fact that so many people had driven from every State to attend our rally must prove that CCOCA is up and running at full pace again.

The star of the show had to be the Tasmanian Targa Light 15 driven down by Lance Collins - the car was immaculate, and proved later to be the most popular car on show.

The observation run on Saturday afternoon was a real brain twister and even with the "local help" of Mel Carey's mother, Bertha, I still failed miserably - but it was good fun.

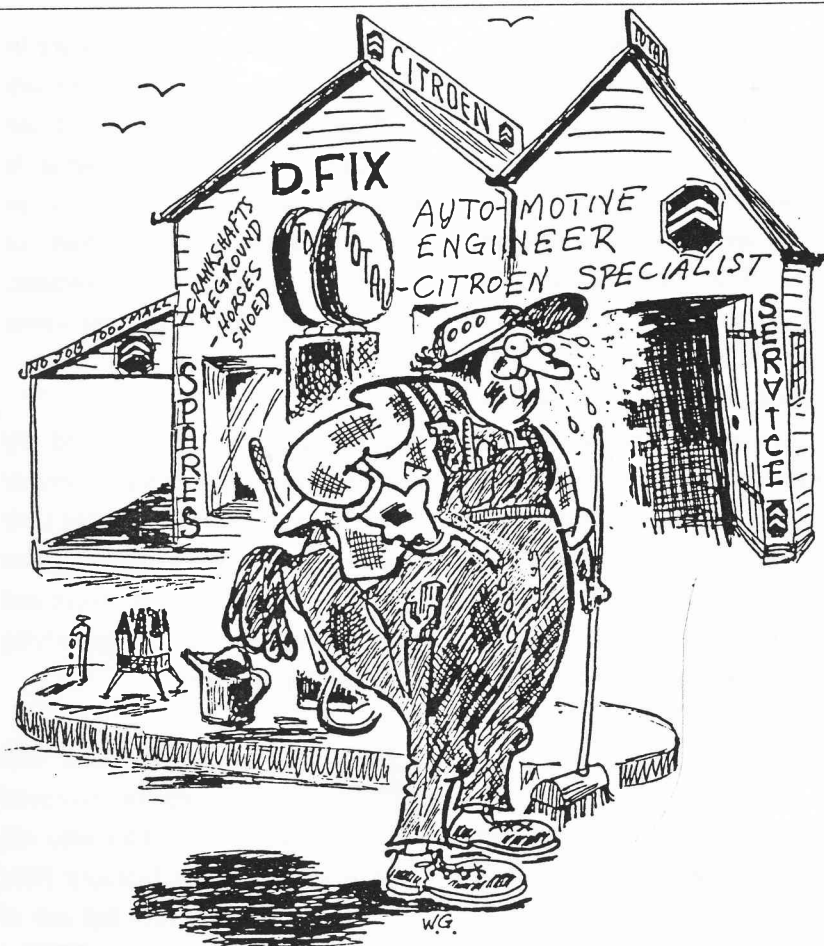
My 11BL, "Smellie" ran faultlessly over the trip from Melbourne and back, this being her first real trip since being back on the road. It must have been about 6 or so years since "Smellie" was last seen at an Austraction Rally.

I would like to take this opportunity to thank Mel Carey and Warren Seidel for their local organisation of the Rally and especially to Leigh Miles for the faultless execution of a brilliant weekend.

The National Rally in 1995 should be one not to be missed.

John Couche

Dear Dorothy Fixx *Technical advice to the vehicularly distraught*



Dear Dorothy,

When an auto electrician was checking the dwell angle on Floggety Ann (that's my old ID in case you didn't realise), I noticed that he earthed the high tension lead from the coil to the distributor while he spun the motor with the starter. Why would he do that - after all, it couldn't fire up because he had the distributor cap off?

Disturbed, Dimboola.

Dear Disturbed,

No, you haven't stumbled on a right Wally. Of course the motor couldn't fire up, but in the configuration you mention, the coil would still be producing full HT volts in the secondary winding as the points opened and closed. This HT can be 20 000 volts or more and it will try to find its way to earth some way or other. Even if the cap was on, it is quite likely that the spark plugs would be out since you would want to check their condition and point gap, and of course, the motor spins over with less load on the starter and battery if the plugs are out. Particularly as the coil ages, its internal insulation may weaken and that 20 000 volts, with nowhere else to go to reach earth, may well punch through the internal insulation and make the coil unserviceable. By providing an external "escape route" for this HT, your friendly "sparky" knows he

(Continued on page 6)

Dear Dorothy,

I am concerned about my Light Fifteen Traction Avant. Things seem to be catching up with us both - in my case it seems to be life in general, in her case it is modern traffic. My case I can understand, but I fail to see why the Light Fifteen, with a mere 120,000 miles on the clock (engine untouched) should have lost its verve.

Concerned, Cloncurry.

Dear Concerned,

It comes to us all, I'm afraid, even Light Fifteens. I note that I no longer have the enthusiasm I once displayed for kicking truck tyres off

their rims or carrying full 44 gallon (sorry - 200 litre) drums of petrol under each arm. However, the flagging enthusiasm of your Fifteen

Wet and dry compression tests have nothing to do with the weather...

although it is as well to select an appropriately quiet and sheltered place.

is not unexpected at that mileage. If there are no bearing noises, then a set of piston rings and a valve grind will almost certainly revitalise the machine. I wish I could say the same for myself!

Dear Dorothy Fixx *Technical advice to the vehicularly distraught*

(Continued from page 5)

may well be saving you the cost of a new coil.

Dear Dorothy,

It has been suggested that I should give my Traction a compression test to check on its internal health. The terms used were "wet and dry tests". Does this mean testing in both rainy and fine conditions or is it something else?

Inveterate, Inverloch.

Dear Inveterate,

Wet and dry compression tests have nothing to do with the weather and can be carried out at any time, though it is as well to select an appropriately quiet and sheltered place! That way, you won't need an umbrella or such like, and are less likely to be hit by a passing truck.

The dry test is done first on an engine which has not been run for at least four hours - left standing overnight is best.

Remove all the spark plugs. If the starter motor can be spun through a "mechanic's switch" or equivalent external circuit, so much the better. If the starter has to be activated through the ignition switch, then disconnect the low tension lead at the coil or distributor, or earth the HT lead coming away from the distributor (see earlier reply).

With the throttle fully open and the compression gauge fitted firmly into No.1 plug hole, spin the engine over on the starter for a few turns. If done properly, the gauge reading will not go any higher after say the fourth or fifth turn. Record the reading obtained as "No.1 dry". Repeat on the remaining cylinders to get a full set of dry readings. The actual pressures found will usually lie between 100 - 150 psi, depending on compression ratio of the engine, carbon build-up on piston crown and head, and engine condition/wear. The Traction, with its quite low compression ratio, would lie near the bottom of the above range.

Now come back to No.1 cylinder and put a couple of good squirts of oil into the cylinder via the plug hole, with an oil can or similar. Not too much oil or you could get a faceful when you spin the motor. Spin the motor to distribute the oil over the bore and piston rings. Carry out a compression test as

Put a couple of good squirts of oil into the cylinder. Not too much oil or you could get a faceful when you spin the motor.

before and record the result as "No.1 wet". Repeat these steps for the other cylinders.

If all the readings are essentially the same (say within 5 - 10 psi), then all is fine. If the wet readings are significantly better than the corresponding dry readings, it can

be taken that the piston rings are in poor condition. If one or more dry readings are low (compared to those of other cylinders or to what is expected as normal for such an engine) and the wet reading does not show any marked improvement, then the indication is that the valves are in poor condition.

You can see that the "wet and dry test" method will establish if any or all of the cylinders are not doing their share of engine work, and will also give some indication as to where and what is the nature of the underlying cause of the problem.

Editor's note: Members with technical problems may send them to the Editor who will pass them on to Ms Dorothy Fixx. We hope you will make full use of this valuable service, and that the column will flourish. Your questions and Dot's answers are of interest and value to many other members. Modest members may care to suggest their own nom-de-plumes (or should that be noms-de-plume or even noms-des-plumes?) - you will find a list of intriguing Australian place-names in the back of the telephone directory by way of inspiration.

"Citroënists" gather for Austraction '94

Bairnsdale and district welcomed close to 100 members of the Citroën Classic Owners Club of Australia and around 60 Citroëns over the Queen's Birthday long weekend. The occasion was "Austraction '94" the most important annual event on the club's calendar.

Each year Austraction centres on a Victorian country town. This year's event was the first in Gippsland.

East Gippslanders and Citroën

jammed bumper to bumper with Citroëns of all ages, colours and stages of restoration, everything from pristine showroom condition to some degrees of everyday usage. Innumerable rolls of colour film speeding past shutter mechanisms will undoubtedly keep photographic processors happy for weeks.

An Observation Run was conducted on Saturday afternoon, concluding in time for afternoon tea at the home of Pam and Warren Seidel, and a special pub night on Saturday night

taxed the Commercial Hotel, Bairnsdale, to the limits.

Sunday was a busy day with a long line of Citroëns wending their way to Buchan. Austraction rallyists were able to enjoy a pleasant Sunday drive in the country as well as Buchan hospitality and a caves tour.

Sunday evening found Citroënists in their finery in attendance at St Andrews Reception Centre for presentation of a number of Austraction Awards. The awards included longest distance travelled to be part of Austraction '94. Cars entered from all states except Northern Territory and Tasmania. The Iain Mackerras Memorial Trophy, Popular Car and attendance raffle were also decided.

Monday breakfast was enjoyed at Mel and Colleen Carey's home [Lucknow] where mechanics among the group were intrigued by Mel's range of Citroëns in various stages of restoration.

The huge event clearly put East Gippsland on the map for participants and created considerable interest wherever the cars were seen.

[Reprinted from Bairnsdale newspaper, "The News", June 16, 1994]



Above - Citroën enthusiasts at the Port of Bairnsdale on Saturday morning with a 1955 Citroën Light 15, from left: Lance Collins, Mel Carey, Warren Seidel and Barry Martin

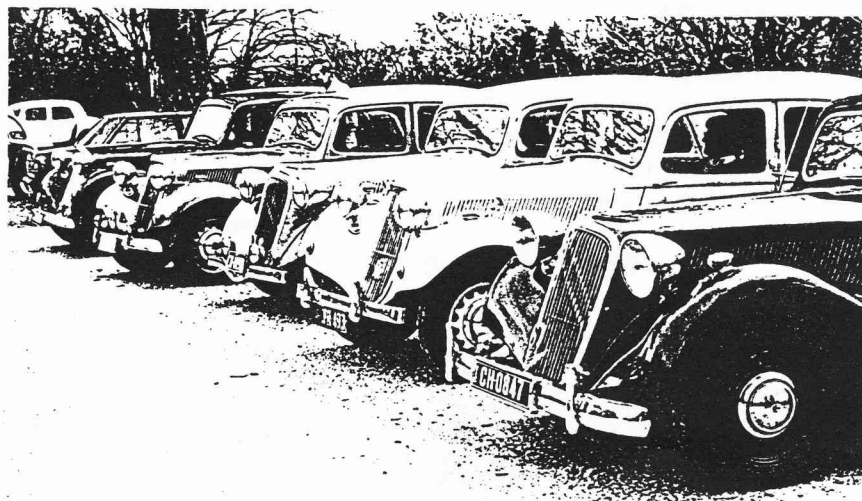
Citroën stalwarts, Mel and Colleen Carey, along with Pam and Warren Seidel, were largely responsible for the immense task of organising the big event at the Bairnsdale end.

stalwarts, Mel and Colleen Carey, along with Pam and Warren Seidel, were largely responsible for the immense task of organising the big event at the Bairnsdale end.

Many Austraction participants stayed at the Riverhill Motor Inn, using the establishment as a focus for organising the weekend activities.

Last Saturday morning the Port of Bairnsdale surrounds were literally

Below - Part of the line up of Citroëns at the Port of Bairnsdale



Lest we Forget: The Traction Arrieres

It would be easy to overlook the rear drive Citroëns - retrospectively termed the "traction arriere". After all, from any perspective later the mid-'30s, the Citroën marque has been associated with the "traction avant" concept. In fact, Citroën has been credited with the swing to front wheel drive [almost an avalanche] and as members will know, the Traction Avant was the first successful, mass produced, front wheel drive following its launch in 1934.

Andre Citroën was an imaginative and very successful vehicle maker long before his front wheel drive appeared - it was really only in the last three years, or so, of his life that his attention shifted to the "new system".

Prior to the mid-'30s, all the

Citroën was an imaginative and very successful vehicle maker long before his front wheel drive appeared - it was really only in the last three years of his life that his attention shifted to the "new system".

Citroëns were rear wheel drive - starting with Andre's Type A of 1919. Naturally, all these early vehicles [cars, commercials and even tractors for agricultural and haulage operations] employed the "Systeme Panhard" which had rapidly become

the norm for the years around the turn of the century. The sort of thing we now take for granted - the set-up of engine/clutch/gearbox in a north-south alignment and feeding the energy to the back axle via a drive shaft of some sort - the the Panhard system.

Ironically, the venerable firm of Panhard et Levassor was eventually swallowed up by Citroën in the 1950s.

Citroën aggressively took on the world when he turned from munitions production for France during the First

World War. He set out to mass produce cars for transport-starved Europe from a base at Quai Javal with its extensive factory set-up. [Later this would be called Quai Andre Citroën.] This establishment was on the south bank of the Seine.

Most notably, his cars were comprehensively equipped for the day and simple in concept; modest in price; backed by strong service support; robust and reliable. Moreover, their success was through the active

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Odd Spot

The column, "Odd Spot", in the Melbourne Age newspaper a year or so back, ran the following note:

"A British company has patented the technique of spraying bills with the smell of sweat from men's armpits to give off a chemical "aggression" message that makes people more likely to pay on time. It is offering the pheromone spray to debt-collecting agencies".

This report of a British behaviour-modifying essence brings to mind a project being hatched in the deepest most secret bowels of CCOCA. The idea is to make a composite distillation from the greasy deposits on Peter Boyle's garage floor, the vapours from Dylan Webb's "Rabbit Hilton", the dust accumulating on parts of the CCOCA Library at Robin Smith's, and a soupcon of scrapings from the dinner plates at Peter Fitz's last Club dinner or lunch.

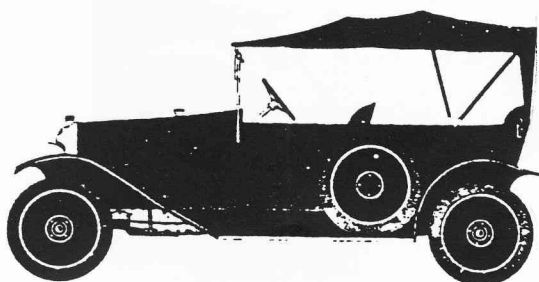
The intention is that people exposed to this essence will be overtaken by powerful urges to variously or collectively: get stuck into their restorations with enhanced vigour; write some notes to the Editor for Front Drive (this scheme was first mooted when Dylan was still editing the magazine); return any overdue borrowings forthwith (or at the very least fifth-with); and make sure that they attend a maximum of CCOCA functions.

It is thought that there may be a market for this material through CCOCASHOP, especially to other clubs.

In the meantime, if you feel overcome by an irresistible urge to do any or all of the above, then fear not. No harm and quite likely a lot of good should come from it. It may simply mean that the formulation has been perfected and that the magazine pages that you are now reading have been liberally (but not "labour-iously") doused with it, and that you are being drawn under its spell.

If however, you feel swayed by other less-delicate urges, it may mean that we've cocked the brew up a bit and picked up the wrong components from Dylan's rabbits. If the obvious enjoyable outlet for such urges is not available to you, perhaps you should take a cold shower and hope the urge goes away till a more opportune time!

Hey, hey - only kidding, guys! - Ed.



Above - 10hp Type A torpedo - 1919

Lest we Forget: The Traction Arrieres

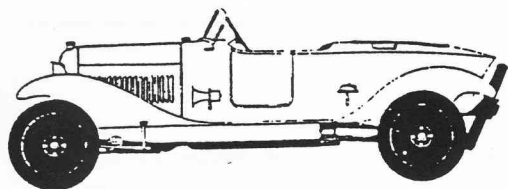
(Continued from page 8)

promotion Citroën lavished on his product. He was a superb publicist and marketer who was not troubled by modesty when, quite rightly, he claimed that his was the first French car to be mass produced.

In prewar times, Citroën had gained experience in the Mors works and the first cars to bear his name were built with the assistance of Jules Salomon who had started out producing the Le Zebre cyclecar. The light weight approach to the Le Zebre carried on into the Citroën cars giving them an agility of behaviour which characterises the marque to this day.

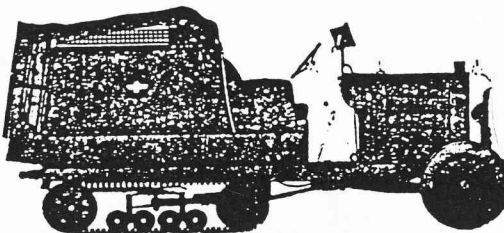
Early Citroëns [Type A, B2, C etc] featured the patron's own patented chevron cut gears, on the crownwheel and pinion. As we know, these gears became famous as the logo of the marque.

His first model, the Type A, had a three speed and reverse gearbox fed from a two main bearing side valve engine of 1,327cc. The 1921 B2 featured overhead valves and two tone paintwork on the Caddy Sports which now had a larger 1,452cc engine. This motor gave the regular



Above - B2 Caddy Sport - 1922

B2 a top speed of 44mph [54kph] at a consumption rate of 8 l/100km [34mpg]. Already it was succeeding in competitions, and of course it provided striking publicity by being the first car to cross the Sahara. That particular model was not the usual B2 but the Citroën-Kegresse half-track "specials".



Above - B2 Kegresse Half-Track - 1924

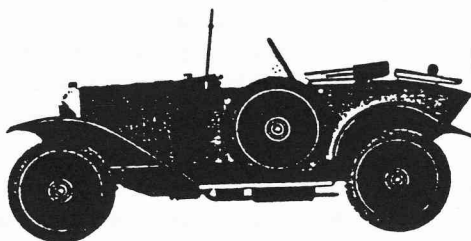
Memorable [unforgettable?] for 1922 was the introduction of the C model - a diminutive car of 856cc capacity. It was in effect a direct assault on the cyclecar market. It provided much more weather protection and comfort

A handful of rear drive Citroëns in half track form came to this country and were used in snow sport roles. One almost intact half track still survives

than a cyclecar, while retaining lightness of control and economy in operation.

An ideal "Lady's Car", often in "Citroën Yellow" paint, it became immortalised as the 5CV. Most significantly, in Australia, it became the first car to be driven right around the continent, in 1922. Amazingly the car still exists in the family of its former owner/record setter.

A handful of rear drive Citroëns in half-

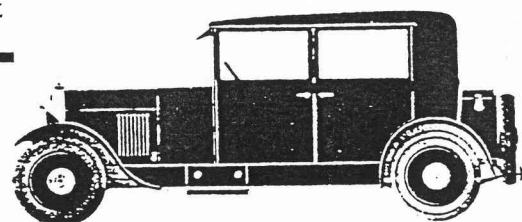


Above - 5hp Type C - 1922

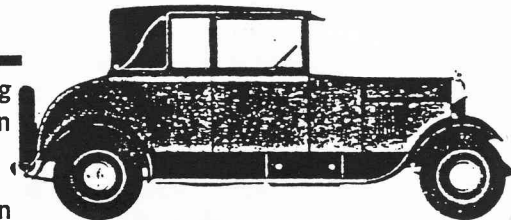
track form came to this country and were used in agricultural, construction,

snow sport and oil exploration roles. One almost intact half-track [and a separate grill] still survives!

In France, Citroën cars became very visible as taxis. The B10 had welded steel bodies and in 1925 the B12 arrived with front brakes. Andre Citroën was always looking for ideas for improvement - especially in the production arena and more so from the USA. In 1929 he brought in Delco-Remy automatic advance and retard for ignition on his AC-4 series and in



Above - B14 Saloon - 1927



Above - B14 4 Seat Cabriolet - 1928

1932 he introduced the Chrysler system of "floating power" - the flexible engine mounts.

The first six-cylinder engine was introduced in 1928. This was the C6. In 1931 and 1932 there continued the series of "Raids". The most spectacular was the "Yellow Raid" [Raid Jaune] from Beirut to Beijing when they crossed the Himalayas and then the Gobi Desert in Citroën C4s and C6s using the Citroën-Kegresse half-track system. The story of that adventure is staggering and worth the read.

More publicity came Citroën's way with the "Rosalie" series of endurance runs sponsored by the Yacco Oil

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Lest we Forget: The Traction Arrieres

(Continued from page 9)

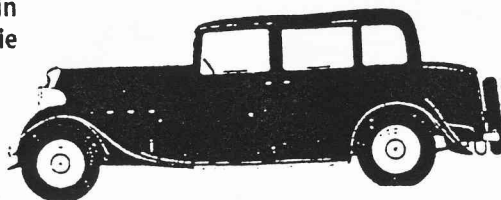
Company from 1931 to 1933. Rosalie I was a tuned and steamlined C6 which set 15 international records in an 11 day period on the Montlhery track in October/November 1931. Rosalie

However, to hedge the Company's bets and to serve the more conservative motoring faction, rear drive would

power units from Citroën but turned them out as rear drive cars. Delage adapted Traction Avant bodies to fit onto their own rear drive chassis. This is enough to confuse anyone!!!

In conclusion we must say that rear drive cars have a respected and essential role in the history of the Citroën marque. Some were relatively common in Australia - usually fitted with local timber and metal bodies on the imported rolling chassis. CCOCA members are the proud owners and restorers of several superb examples.

Bill Graham



Above - 10A 5 Seat 'interior drive' - 1934



Above - Petite Rosalie - 1933

II [a C6G] was driven day and night by five drivers to cover 100,000km in 40 days. Eventually it covered 131,000km averaging 104kph. Only anticipated consumables were allowed and the world long distance record was shattered! Andre was delighted with the result and offered to take on all comers.

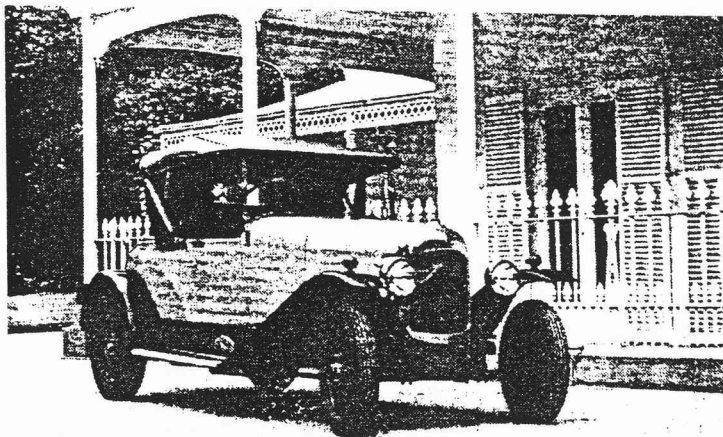
continue parallel to front drives until 1938 with the types 7UA, 10CV, 11CV and 11UA - these shared motors with the corresponding front drive versions.

Other manufacturers also hedged their bets in this period of transition. Licorne bought Traction Avant bodies and

Rosalie III [Petite Rosalie] was a newly released 8A of 1933. It covered 300,000km in 134 days at an average speed of 93kph and in doing so broke 106 world records and 193 international figures. In celebration the name "Rosalie" was applied to all new 8 and 10 series cars.

By the early 1930s rear drive Citroëns featured all the essential modern features we have come to expect in such cars. Even independent front suspension was fitted to some rear drive models in 1934 using torsion bars to be seen on the front drives for the next 23 years. Very economical diesels appeared in 1936 - the 11UD.

It would appear by now that Andre Citroën believed that the rear drive had been developed as far as was practical - though some would dispute that view now. Clearly to him the time had come for the next big step into front wheel drive.



Left - Peter Boyle's 1923 B2 at Como, Melbourne

On Your Plate

It is always fascinating to see the way motorists of certain leanings let their imaginations and interests show through in the form of registration plates on their cars. Sometimes they are pertinent (FIZZIO, RKITEC = physiotherapist, architect), sometimes a bit passe (is being GREG 57 any better than being FRED 9?), sometimes boringly obvious (surely you can pick a HOLDEN without reading the number plate).

One that caught my eye recently was on a dark grey SAAB 9000 2.3 Turbo. It said RUQAZY. I guess it's a fair question to ask. After all, there are some strange things going on in the world. But is anyone going to give a straight answer?

How about letting us know of some of the plates that have caught your eye so we can compare notes.

Editor.

Cit-In '95 - Early Warning

As noted elsewhere in this magazine planning for Cit-In '95 is advancing well and a venue for the event has been agreed. The Coonawarra Farm Resort is situated about 40km north west of Bairnsdale in the foothills of the Great Divide. A copy of the brochure on the establishment has been included with this magazine for your interest.

Coonawarra Farm Resort offers a range of accommodation - from bunk houses to small self contained cottages. Adequate facilities and space are provided and catering for the estimated 250+ attendees will present no difficulties for either CCOCA or the management of the Resort.

At this stage of the planning all the events, including the motorkhana [except the Observation Run and Photo Line-Up] will be undertaken on the the property. The motorkhana site is a fine natural amphitheatre that looks down onto a smooth, riverside paddock.

In order to fully utilise the beds available we will all need to consider sharing rooms with family/friends. Most rooms are designed to cater for from four to six people. Given that places are strictly limited I would suggest that you start collecting your group together so that when bookings open in September you will be prepared.

Some attendees at the Easter Rally in Mudgee expressed concerns to me, and others, that the total cost of the event was on the high side. As a result we have attempted to control costs as far as that is possible. Initial, very rough estimates indicate that the total weekend, consisting of

**3 night's accommodation
in a Motel style room for 4
Supper on Friday evening
Cooked breakfast Saturday
Dinner on Saturday evening
Cooked breakfast Sunday**

**Lunch at the motorkhana on
Sunday**

**Awards dinner on Sunday
evening**

**Farewell breakfast on
Monday**

will cost around \$150 per person. Let me stress that this is only an initial estimate and remains subject to final confirmation.

If you choose the bunk house rooms prices will be lower still, the cottages will be dearer.

The only additional costs for the weekend will be refreshments and Saturday lunch in Bairnsdale.

All bookings will be handled through the Club, not direct with the Coonawarra Farm Resort - so do not contact the Resort directly.

Full details will be supplied in forthcoming editions of Front Drive and will be supplied to members of CCOCA before they are issued to other Clubs.



OOPS! Sorry About That

With the last issue of Front Drive some members received notification that their membership was overdue for the year 1994/95. It appears that a significant error was made - as many of you had already paid but still received this message in error. For that I humbly apologise.

We will review our records and members who fall into the "lapsed" category will be written to separately. In the meantime, please check the membership form included with this magazine. The form shows the information on record regarding you and your car. Should any of that information be incorrect, please post the corrected form back to the Club so that the records can be updated.

If you are financial, and the form contains only correct information, you need do nothing at all.

Thankyou for your co-operation.

Leigh F Miles, President

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 32PBIC 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

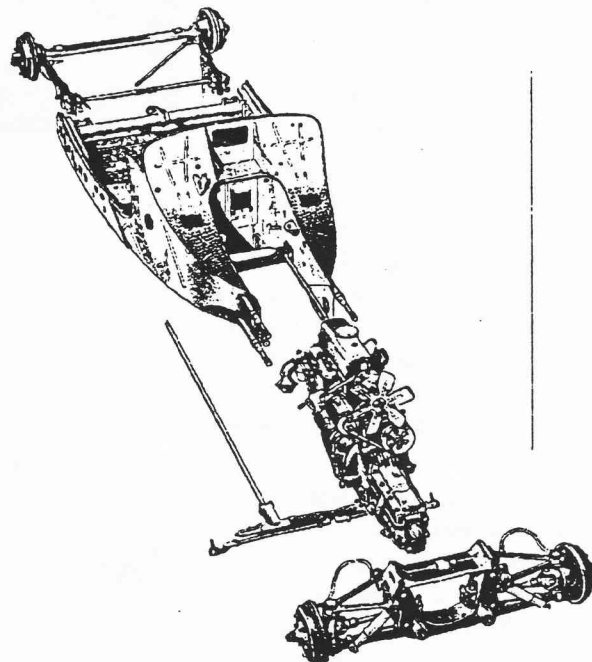
BRAKE HOSE	\$22.00
SEAT RUBBERS	\$1.00
WIPER BLADES (PAIR)	OOS

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 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 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

