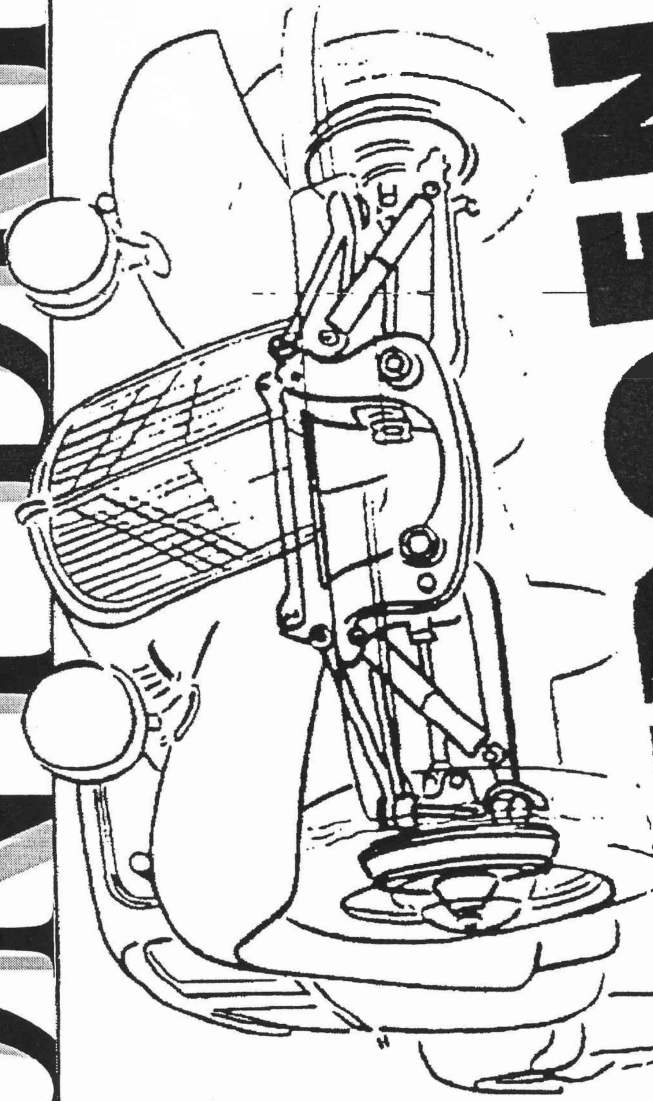


FRONT DRIVE

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

Print Post Approved PP341403/0013



CITROËN

FRONT WHEEL DRIVE

**60th Anniversary
Special**

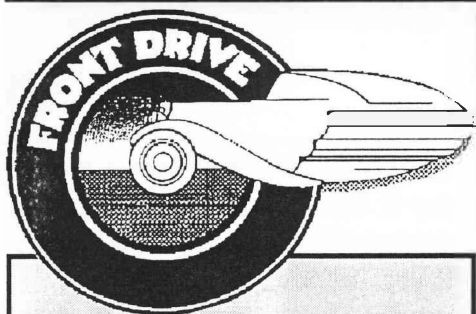
One Man's Dream
Andre Citroën and the
Traction Avant

New Rules for Club Permits

Technical Feature -
Updating your Driveshafts -
the Expert tells all

August/September 1994

Volume 18 Issue 3

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FROM the desk

Well, I'm not sure what to say, what with battling with the inanities of Word Perfect 5.1 and getting stuff together, and living in fear and trembling as to what my next phone bill will be, having talked for some time to Roger Williams in the UK about Citroën matters.

Anyway, this should end up a bumper issue of good reading, with reports of very successful meetings from our Activities officer, John, and a celebration of sixty years since the release of the Traction Avant (which we've pinched with grateful acknowledgment from Malcolm Bobbitt in Floating

Power, UK), and a very good technical article on life with Austin driveshafts in a Light 15 from the Seidel folk in Bairnsdale.

Oh, and a special thanks to Peter Simmenauer for putting together a comprehensive index of recent issues of our magazine - very handy when you are looking for a back topic in a hurry. Along with previously issued indexes, this will be published in the next edition of "Front Drive".

Best wishes to you all,

Bill Graham.

NEWS FLASH

Rumour has it that a certain Past President, whose wife was recently in Paris, had expected that she would devote her one Parisian day to visiting the Citroën Museum. Needless to say, before flitting to Edinburgh to hear No 2 son sing with the Australian Opera she managed to miss this potential travel highlight.

PS Congratulation, Tim, on what is understood to have been a performance 'tour de force'.

H

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.

C

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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, not its committee can accept any responsibility for any mechanical advice printed in, or adopted from Front Drive.

PREZ SEZ

Whilst I have, I am certain, bored a large section of the Club to death with news of my trip to France and the UK, not everybody has had that opportunity. No, I promise not to do that - simply to say that the month in France was fantastic - the weather was great, over 30°C, every day. The top temperature we knew about was 37! But it was fine and sunny, unlike England which was fine, but overcast and humid.

In France we had a ZX 19 diesel and a BX 19 diesel in the UK. Whilst both have exactly the same engine, and the ZX was new and the BX some 50,000 miles old, the performance from the larger, older car was far superior to the newer, lighter car. Both provided safe, trouble-free motoring for the time we were away - and that is all that was expected of either car. Whilst a number of less than attractive things have been said, in this magazine and elsewhere, about the appearance of the ZX - and yes it does look a bit like an Hyundai Excel - the handling of the car could not be faulted. The cornering ability, in the wet, was quite superb - out-

classing an Asian car on offer at over \$40,000 lo-

cally.

I am pleased to announce, and a full article appears elsewhere, the establishment of the Iain Mackerras Trust Fund. Iain's parents, Dick and Barbara, suggested setting-up the fund shortly after Iain's death in 1993. The aim of the Fund is to finance the establishment and ongoing maintenance of the Iain Mackerras Memorial Trophy for the Observation Run held in conjunction with Austraction, each year. The Club would like to

We have had Cit-In, Cit-raction and a number of other novel names. For the best suggestion of a name for the 1995 Rally, the Club will donate a prize of a case of Imperial Leather Soap.

take this opportunity to thank both Dick and Barbara for their generosity in establishing the Trust Fund and to assure them that Iain's memory, and the many things he did for the Club, will long be remembered in CCOCA.

John Couche has been working hard on the Activity front - so make sure you read his page and get your car polished-up for the forthcoming Concours at Scienceworks on October 16th. Those of you who were able to join us in 1992 at Science-

works will remember what a great day it was - despite the less than great weather. So, come along - even if you do not have a car "worth" showing. It is a great day and free entry to Scienceworks is assured for those of you bringing your Citroën. [In 1992 we were able to assure all members of free entry to Scienceworks, but at this stage we are not certain of this for 1994. Further information may be available by publication date.]

John also tells me that planning for another combined CCOCA/CCCV hosted event - the All French Day in 1995 is well under control and details will be published shortly. Also in the future is Easter 1995 in Bairnsdale, which is being hosted by CCOCA. Most members will be aware that each year this event is given a name that is associated with the marque. We have had Cit-In, Cit-raction and a number of other novel names. For the best suggestion of a name for the 1995 Rally, the Club will donate a prize of a case of Imperial Leather Soap. Entries close November 1st and should be sent direct to me at 16 Harrow St, Blackburn South, 3130. Get those thinking caps on, get creative and see what you can do.

Till next issue, go well.

Leigh F Miles

inside...

FROM THE DESK

PREZ SEZ

CCOCA CALENDAR

PAST EVENTS

MEMBERS CAR - The Grey Car

COVER FEATURE - One Man's Dream

IN THE RIGGING

TECHNICAL FEATURE - 1800 Driveshafts

LETTERS

AUSTRACTION ON HOME TURF

COMBINED CLUBS CONCOURS D'ELEGANCE - Full Details

NEW CLUB PERMIT RULES

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Coming Events - 1994-95

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.

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.

**COMBINED CONCOURS
D'ELEGANCE
SEE PAGE 23 FOR FULL
DETAILS**

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. Full details are on Page 23

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

Torr is Around Again

Some readers will recall a long-running feud that has been carried on in our magazine between an advocate of the twin cylinder Citroens and another advocate of that other major camp of classic Citroens, the Traction Avant. The noms de plume of these advocates are respectively, Dirk Shervo and Torr Shaun Barr. It does not take much imagination to work out that these names are thinly disguised phonetic renditions of, respectively, the power rating of the little fellows in French (Deux Chevaux or 2CV = two horses) and the suspension method of the big fellows (torsion bar).

The actual identities of these advocates have been matters for conjecture over the years, and it may be that more than one member has at various times adopted the persona of each of these "Citrophiliacs" in order to stir up controversy in the otherwise placid pages of our flagship, "Front Drive".

In order to add some identifiable substance to the otherwise nebulous persona of Dirk Shervo, some years ago, your present Editor adapted the then corporate figure of the Scandinavian furniture manufacturer, Ikea into a tubby little Viking-like gent to play the part of our friend, Dirk.

There has been no corresponding image of Torr for us to visualise as we peruse his myopic ramblings in

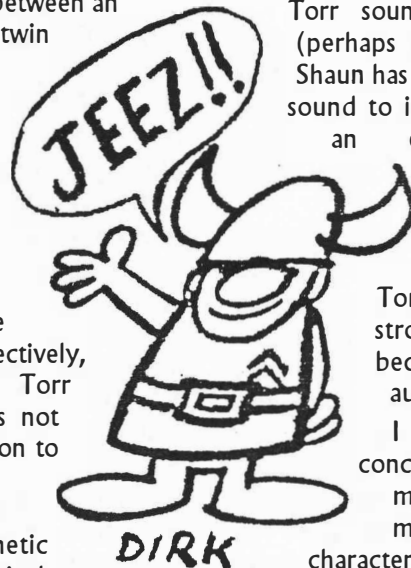
our pages. I feel the time has come to rectify that deficiency.

Torr sounds vaguely Nordic (perhaps it should be Thor), Shaun has a definite Irish/Celtic sound to it, while Barr, having an earthy four-letter appearance, would have to be Anglo-Saxon. In addition, Torr would have to have strong Gallic leanings because of his taste in automobiles.

I have reached the conclusion that Torr might be a rangier and more laid-back character than the more solid (and perhaps stolid) Dirk, with a touch of the laconic "she'll be right mate" Australian about him - in fact, very close to the image of the gent who appears in the promotions of a major Australian bank. There are reports that Torr's ghost-writer may sport a Ned Kelly-like facial hirsuteness, and that like George Formby, is forever cleaning windows. So, he'd need a cloth and bucket and a ladder, wouldn't he. Maybe the beard could be false, there could be a drooping Gauloise cigarette and perhaps a set of shades to keep out the Aussie sun and to maintain a greater degree of secrecy.

Voila, Torr Shaun Barr in all his splendour. Now, dear reader, please read the latest words of Torr elsewhere in these pages.

Editor.



Past Events *Night Auction - 27 July, 1994*

The July meeting of CCOCA has traditionally been one of the poorer attended meetings of the year due, mainly, to Melbourne's infamous winter nights.

This year, however, the averages were proved wrong - 13 members turned up to partake in the latest offering in the Club's rejuvenated activities calendar - the **Night Auction**.

A good variety of pre-loved goodies were presented to Peter "Luigi the Unbelievable" Boyle to put under the hammer. Peter, resplendent in his traditional bowler hat and very bright waistcoat admitted to being a little jittery about the auction, not having done one for a few years now. Once warmed up however, the Luigi of old was in full swing.

Goods on offer to anyone who dared

move during the auction included English hubcaps, English parking light, complete set of English L15 timber, Citroën publications, a set of silent blocks, spare wheel cover complete with trim and badge, various Citroën models and enough leatherette and leather to trim all the doors of a Traction and the seat faces as well.

Bidding on several items was brisk and prices quickly rose to the modest reserves and beyond.

As usual, the auction included a couple of "mystery items." Graham Barton became the proud owner of a paper BX sunhat after top bidding \$2.00 and I went home with a couple of "anatomy" magazines for \$2.20!

Bargain of the night would have to have been a suspect collection of wheels and tyres of "an old car", a

couple of D Citroën wheels, a D Citroën rear windscreen and an excellent FJ Holden bumper bar. Unfortunately, the reserve price of \$1.00 could not be met and even when offered for free the items still went home in the same car they arrived in. (The FJ bumperbar would probably fetch about \$40-50 at a swap meeting!)

Overall, the night was a great success and a good time was had by all who attended.

MEMBERS PRESENT:-

Peter Boyle	
Russell Wade	
Peter Simmenauer	
Graham Barton	Bill Graham
David Giddings	Dylan Webb
George Tippet	Ted Cross
David Hancox	Rodger Brundle
Peter Hore	John Couche

JOHN COUCHE

Swap Meet Dates

Whilst we do not claim that this is an exhaustive listing of Swap Meets around the Nation, it should provide most members with a usable list. Should your favourite Swap Meet not be listed here, contact John Couche and he will ensure that the list is updated in the next edition of Front Drive.

25.9.94	Lismore NSW	Info. 053-333442
	Info. 066-244411	5/6.11.94 Queanbeyan NSW
9.10.94	Maitland NSW	Info. 06-2993552
	Info. 049-558607	6.11.94 Luddenham NSW
15/16.10.94	All Makes Fresh Centre Vic	Info. 047-734460
15.10.94	Wagga NSW	12/13.11.94 Bendigo Vic
	Info. 069-252130	
16.10.94	Parkes NSW	Info. 054-411002
	Info. 068-622930	13.11.94 Taree NSW
16.10.94	Canberra ACT	
	Info. 06-2588747	Info. 065-527159
23.10.94	Sydney NSW	20.11.94 Penrith NSW
	Info. 046-284319	Info. 047-774182
23.10.94	British Blacktown NSW	4.12.94 Moorebank NSW
	Info. 02-6398611	Info. 046-471206
4-6.11.94	Elmore Vic	11.12.94 Moorabbin Vic
		Info. 03-4784473

Past Events *Maldon Day Run*

RECIPE FOR SUCCESS

NECESSARY INGREDIENTS:-

- eight Tractions
- one Visa GTi
- one ID 19
- one GS 1220
- one 2CV
- one Jaguar
- one Riley RME
- good weather
- magnificent country surroundings
- pleasant company
- one bottle of wine (or substitute beverage)

Take above ingredients and combine with an enjoyable drive to Maldon in central

Victoria and stir thoroughly.

Simmer for several hours and enjoy.

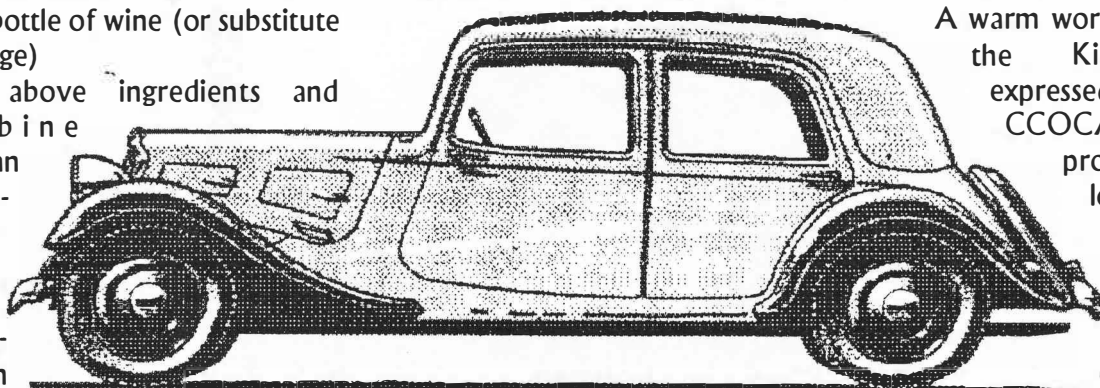
On Sunday 28 August, 1994 a perfect day run to Ian Kimpton's country residence, "Woodlands" was enjoyed by CCOCA members.

Starting at the assembly point of Calder Raceway, for those from Melbourne, five Citroëns headed up the Calder Highway towards Maldon. The run was problem free except for a slight delay half way when my 11BL dropped a wire from the generator and started to smell rather hot. A quick delve under the bonnet with the help of Roger Brundle and we were off again.

Arriving at Woodlands at about 11.30am it was encouraging to see several other Citroëns already in attendance.

It was especially pleasing to see some new faces and cars

attending for the first time. Darren and Kim Cox arrived at Calder to join in the convoy in their magnificent cream L15 (which was apparently purchased new by Darren's grandmother). Concours d'Elegance entrants beware!! Chris Koller arrived at Ian's in his newly purchased pride and joy, the 11BL he brought in Adelaide recently. Chris's car is one of the (well worn) most original cars I have seen for a



wine.

Later in the afternoon members drifted towards Maldon to take in the sights and sounds of our National Trust town.

As co-incidence would have it, the CCCV was having a day run to Castlemaine on the same day and a number of their members also drifted towards Maldon in the afternoon to add to the Citroënization of the area for the day.

A warm word of thanks to the Kimpton's is expressed on behalf of CCOCA for providing the location for a most enjoyable and successful event and to the members

who supported the event.

long time. Neville Sharpe with his maroon L15 was also a first time event member as were Pat and Joe Hovel.

Darren and Kim Cox arrived at Calder to join in the convoy in their magnificent cream L15

Chris Koller arrived at Ian's in his newly purchased pride and joy

Mel and Colleen Carey came all the way from Bairnsdale with the Big 6, John and Trish Gratton - Wilson from Mortlake and Andrew Beagelhole from Warrnambool in the GS.

A pleasant picnic atmosphere was quickly formulated as everyone's thoughts turned towards lunch and that bottle of

MEMBERS PRESENT:-

John Couche & Susan Langford	11BL
John & Trish Gratton - Wilson	11BL
Chris Koller	11BL
Darren & Kim Cox	L 15
Mel & Colleen Carey	Big 6
Robyn & Sue Smith	L 15
Ian Kimpton	L 15
Neville Sharpe	L 15
Leigh Miles	Visa GTi
Andrew Beagelhole	GS
Roger Brundle & Fay Dunstan	ID 19
Pat & Joe Hovel	
Hazel Hore	

Members Cars - The Grey Car

Club members, Mel and Colleen Carey are the proud owners of two Big 6 Citroëns. In this article Mel tells us about the car's history and the state of the work being undertaken to ensure this grey Queen of the Road will be in Brisbane in 1996. For those who may be interested, Mel and Colleen's other Big 6 - the maroon car seen regularly at CCOCA Events was the feature of Members Cars in August/September 1993.

It was bought in 1980, through a car dealer in Glen Waverley. I believe the original owners were the Neep family of Toorak, who were involved with Jane Harrod Cosmetics, of Collins Street, Melbourne.

The car was advertised for sale in Saturday's Age newspaper, thus:-
Vintage. Citroën BIG 6

1 owner, low miles. Oct reg. WG 477. Includes new spares. Tel No & LMCT No

I had to see this one!

Although twice the price of any six cylinder I had seen advertised in the past it certainly looked pretty good, with a genuine 48,000 miles on the clock. It was imposing in silver grey with red Connolly hide interior - all in very good condition. The only blemish was a tooth missing from first gear.

The exhaust fell to pieces - so it was replaced with a tailor-made stainless system.

With the car came numerous, hard to get spares, including a first gear and workshop manual.

Over the next three or four year the car was used occasionally and clocked up a further 2,000 miles, or so.

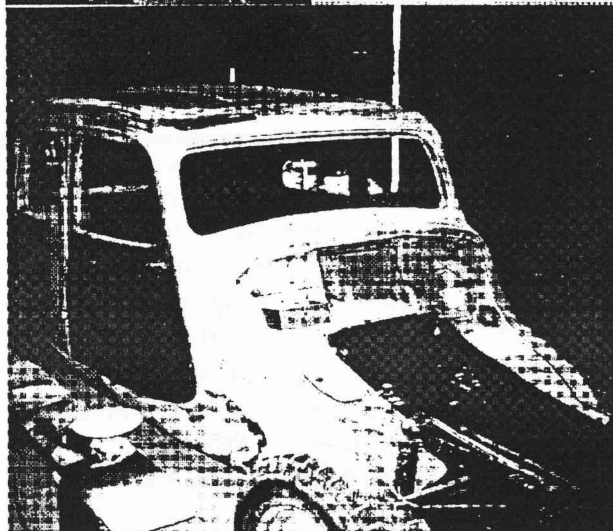
I tracked down a pair of larger headlights and had them repaired and plated. After fitting these the car looked more normal to me. I never could take to those smaller headlights!

The exhaust fell to pieces - so it was replaced with a tailor-made stainless system.

The car performed very well, overall and was reliable, but there were problems. [Aren't there always? Ed.] The severe shudder under



Above and below: Three views of the body of the Grey Queen, awaiting paint



brakes I put down to delaminating front silentblobs. Of course the first gear was still to be fixed. Some of the wiring throughout the car was getting dangerously tatty. Minor trim repairs were needed, including the headlining which was coming adrift around the back window.

So, about ten years ago it was decided to pull it to bits and fix it all up. Those of you who have been down this path know what the end result can be. Of course, it's still in bits!

Much work has been done over the period of time - in fits and starts.

After much research the silentblobs have been replaced. New headlining has been imported from England, along with other bits and pieces.

The body, having been stripped to bare shell is ready for a respray after fixing the minor body blemishes. The trim is currently being attended to. With any luck we may be able to start the long job of putting it all back together soon.

We have set a goal of driving to Brisbane for the National Rally - Easter 1996

One Man's Dream

Front wheel drive today is taken for granted. Back in 1959, when Sir Alec Issigonis launched his world shattering Mini, driving the front wheels was something of a novelty and even then there were those who claimed it would never catch on.

By the time the Mini had arrived, front wheel drive had already been around for in a mass-produced car for twenty-five years, Citroën having shown the way ahead a quarter of a century before. Nothing in automobile development is new: it has all been seen before, even in 1934 the mechanics of front wheel drive were perfectly understood and had been applied since the birth of the car itself. All that was different was that the technology had not been perfected in mass production.

It wasn't only driving the front wheels that made Citroën's Traction Avant so special, it was a question of appeal and design, of elegance and streamlining and, above all, projecting the image of the "new" out of all proportion to what had been previously understood.

Citroën's Traction Avant was not exotic - that was left to such machines as Pinin Farina's Alfa Romeo 6C2300 Pescara or, for sheer panache, the Alfa 8C 2900 of which only ten were built. Exoticism extended also to the Delage D670, Bugatti T57, Mercedes 150H and so on. For sheer audacity, nothing could beat the streamlined Lincoln Zephyr.

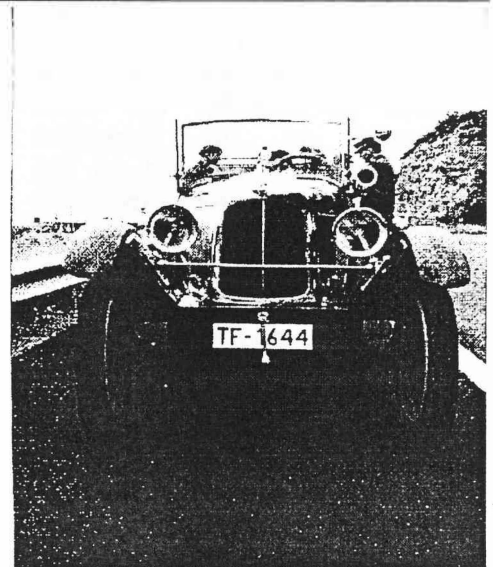
For Andre Citroën the Traction Avant was to some extent a natural progression. Before the Great War, Citroën had been called in to rescue the ailing Mors company, which he did with some success

True, the Traction Avant was designed as a car for the masses, yet neither was it utilitarian. The Thirties were an age of extremes of social

fortunes - while an element of the population enjoyed the opulence of the extraneous motor car others were grateful for the miracle in miniature of the demure Fiat 500 Topolino, the ubiquitous Austin Seven, the popular Morris Eights and Ford Y types which were all the rage. Vying somewhere in the middle ranges was the willing workhorse Renault Primaquatre and Opel's favourite, the Kadett, which quickly found 100,000 satisfied customers.

For Andre Citroën the Traction Avant was to some extent a natural progression. In 1919 the Patron diversified from making munitions and turned his skill to building motor cars, and not for the first time. Before the Great War, Citroën had been called in to rescue the ailing Mors company, which he did with some success. The Patron's aim was to build 100 Citroën cars a day and although many claimed this to be impossible they were proved wrong within a couple of years. Initially out of Javel arrived the Type A, a miracle in its time as it was sold as a complete package; then came the B2 followed by the B10, B12 and B14. By far the most successful though was the little 5CV, a delectable machine, rugged and reliable even if its brakes were a little uncertain. The little lemon, as it liked to be known, was not designed for speed, so what matter stopping? Its reputation did not stop however, and to this day hundreds remain around the world.

As the C4 and C6 models proudly appeared in the late Twenties it was clear American influence had dictated their design. Citroën never disguised his admiration for Ford in particular and had purposely set out to install American manufacturing methods in his factories. After the C4s and C6s the Rosalie made its mark by creating a quite unprecedented excitement throughout France by smashing all endurance records at the Montlhéry race track. Andre Citroën had an



In Citroën's early days, the demure 5CV successfully put thousands of French families on the road. Even now, hundreds have survived worldwide.

One Man's Dream

(CONTINUED FROM PAGE 7)

extravagant personality and was a master of publicity, this event appealed to his impetuous personality and followed on the heels of the mammoth expeditions across the Sahara desert, through darkest Africa and trans-Asia defying the Gobi desert and the Himalayas.

Rivalry played an important part in Citroën's determination to succeed and it was his old adversary across the Seine at Billancourt that he played cat and mouse. The love-hate relationship between the Jew of Javel and the Bear of Billancourt is one of motoring history's most illustrious stories: in their biographies it is clear that both Citroën and Renault had a high regard for each other even if they were reluctant to admit as such in

Citroën had turned to Ford and General Motors to seek financial help. This idea was dismissed by Ford and General Motors were warned off having anything to do with the affair by the French government.

public.

As the Twenties evolved into the Thirties there is no hiding the fact that Citroën's cars were beginning to lose a little of their appeal. The upright lines of his cars were in danger of becoming dated; a new enthusiasm towards the art of aerodynamics was interesting motor manufacturers on both sides of the Atlantic and the Patron had little to offer. At first the new wave of styling was restricted to softening lines, the slight raking of radiators and elongating mudguards before streamlining became seriously popular in France and elsewhere. There were the eccentricities of course, Chrysler's Airflow and the Burney Streamline had taken the craze to the limit.

There was another problem: money.

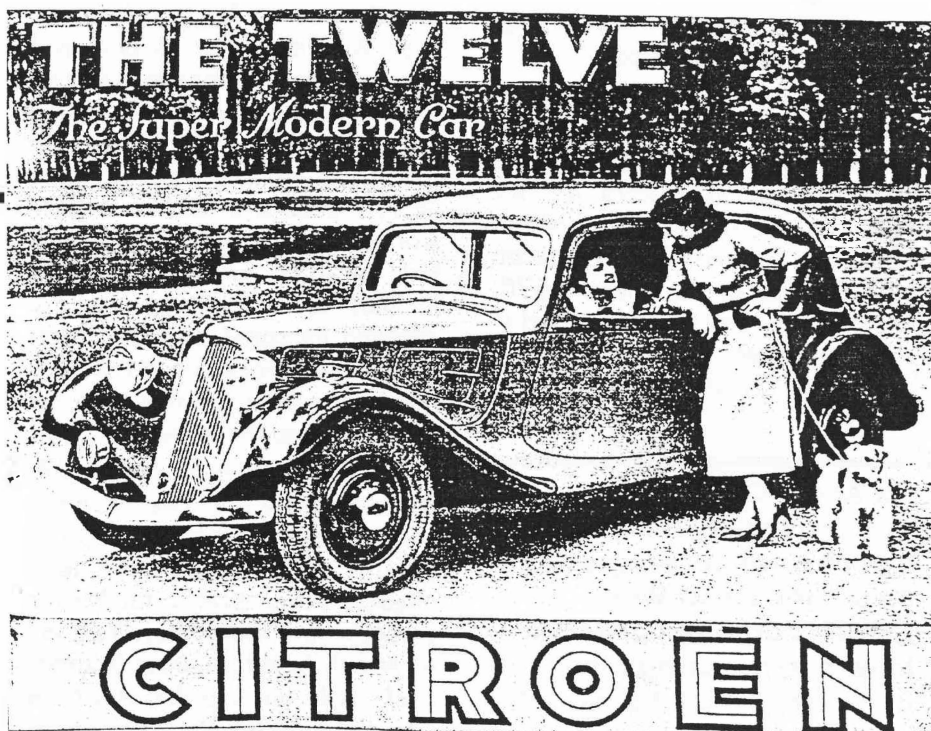
Andre Citroën's love of the casino was a poorly kept secret and it was well understood that his company's finances had been shaky to say the least. It is also reliably reported that on more than one occasion the fate of the Patron's motor empire hung upon his hand of cards.

There is no doubt the early 1930s dictated the wind of change and Citroën knew his future lay with a completely new strategy. Not for the first time Citroën turned to America for inspiration and the Budd Corporation in particular.

Citroën was no stranger to Budd and, as already shown, to American ideals. Even at the time of the launch of the Type A, Citroën had turned to Ford and General Motors to seek financial help or even a merger. This idea was dismissed by Ford and General Motors were warned off having anything to do with the affair by the French government. Budd, however, had developed the All-Steel body by

1919 and it was first seen on Dodge cars; five years later Citroën, greatly impressed with Budd's ideas, had introduced the same principle on the B10 - although a few B2s were so equipped - so as to produce the first Tout Accier cars in France.

Although the front-engine/rear-drive format was by then considered the norm, front-wheel-drive had not fallen completely out of favour and a handful of small manufacturers continued to be exponents of this method of traction. Alvis, BSA, Cord and Tracta, amongst others, were all committed to pulling the car along by its front wheels. What was all the more interesting though was a move towards an integral build design, uniting body shell and chassis into a single unit and this began to present itself as a challenge to be conquered by the end of the 1920s. Nevertheless, for all this enthusiasm unitary construction was not widespread outside France until a decade later.



The cover of a brochure issued in August 1934 for the launch of Slough-built cars. The photograph was retouched to include sidelights and reversed to show the car in RHD form. [The word "Supercomfort" on the front tyre is reversed.]

One Man's Dream

(CONTINUED FROM PAGE 8)

Budd again was at the forefront of technology and helped in the development of unitary construction.

Close behind was Andre Citroën. Budd had been working with Joseph Ledwinka on a prototype design and it was to Citroën, the master of innovation, they chose to present their ideas.

There is no doubt that the chassis-less front wheel drive car shown to Citroën eventually evolved into the famous Traction Avant. What had happened is that in 1931 Citroën had visited the Budd Corporation and, after being shown the prototype car, had hastily decided this was the way ahead and a lasting cure for his financial crises. It was also the route to gain a substantial lead upon his rivals. History has revealed that in fact there were two prototypes, one a front wheel drive but utilising a separate chassis, and a

second car, much more akin to the Traction Avant, with a monocoque shell and front drive. Both car enjoyed a similar styling exercise.

As far as Citroën's Traction Avant is concerned, 1931 was the all-important year. Not only had the seeds of change been sown in

In 1931 Citroën had visited the Budd Corporation and, after being shown the prototype car, had hastily decided this was the way ahead and a lasting cure for his financial crises.

respect of the Patron but Andre Lefebvre had arrived on the scene as well. Citroën knew that in order to succeed he had to establish a car to be so different in concept it would do for him what the Model T had done for Ford. Lefebvre had long been an exponent of front wheel

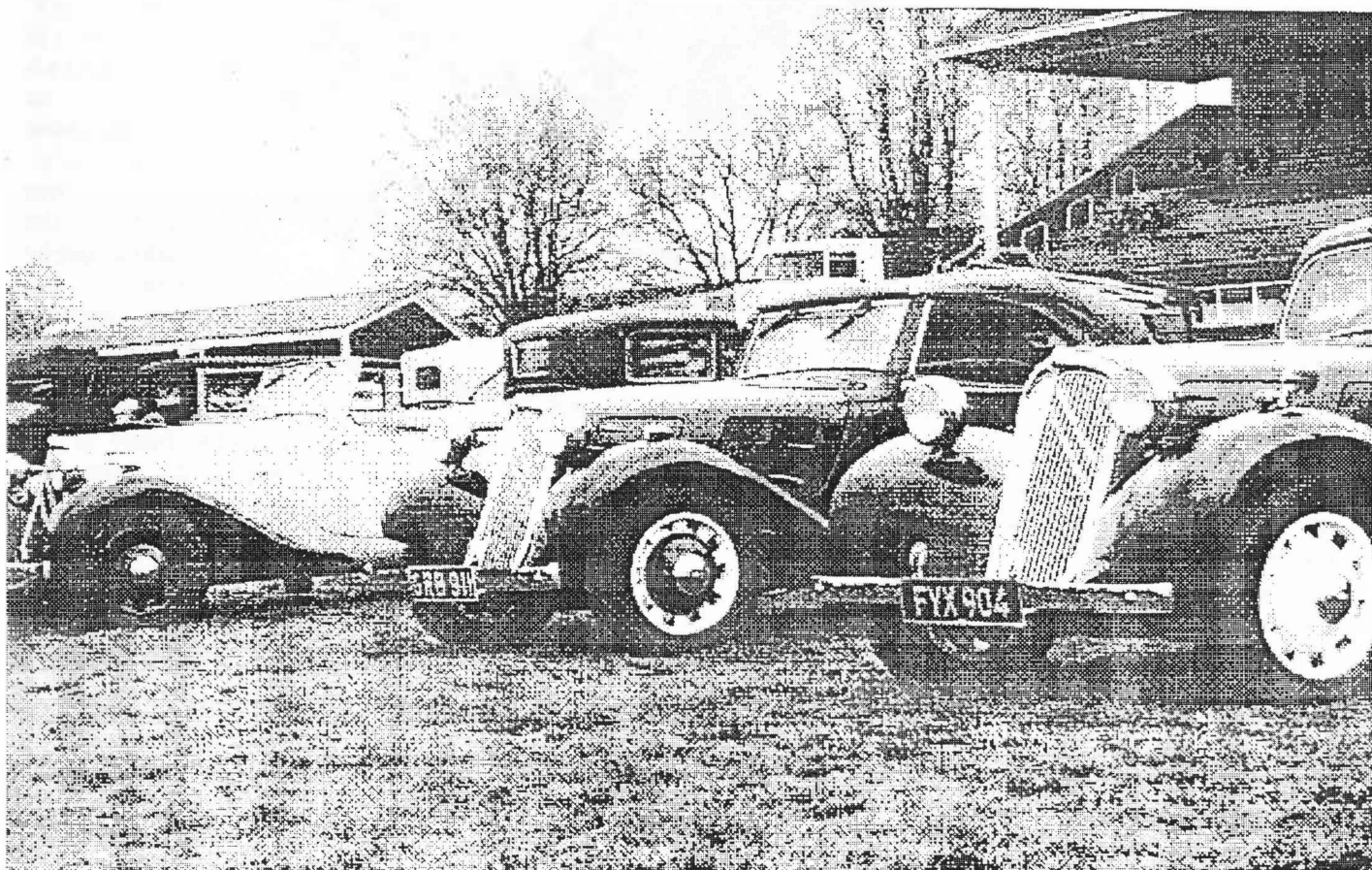
drive, having worked with Gabriel Voison until that company had been taken over by Imperia. It was Voison himself that urged the young engineer to find a new position where his talents could be realised. But Lefebvre made the mistake of joining Renault at Billancourt where his ideas were stifled by, the ever conservative, Louis.

Crossing the Seine after only a short spell with Renault, Lefebvre approached Citroën who was receptive to his ideas. Wasting no time, Lefebvre was installed at Javel with special responsibility for the new car - the Traction Avant.

Andre Lefebvre's career had started, as many motor car designers had, in the aero industry. Under the direction of Gabriel Voison he later moved across to the company's motor division where he was used on what was considered then as

(CONTINUED ON PAGE 10)

Three pre-war Tractions at Asct to celebrate the Queen's Silver Jubilee motoring event.



One Man's Dream

(CONTINUED FROM PAGE 9)

eccentric ideas including, of course, front wheel drive. With a background such as this there is no wonder the young Lefebvre found work at Billancourt difficult, but totally absorbing at Javel.

Pressing ahead with restructuring his design team, Citroën went shopping during the late Twenties and early Thirties for the best ability and genius in the motor industry. From Hotchkiss, Maurice Sainturat was poached; Albert Guillot was head-hunted from Rolland Pilain; Pierre Provost was acquired and settled down with Maurice Jullien, Bertoni and Cuirot. By the time the team was fully in place Lefebvre was 37 years of age. The year was 1933.

The Patron's brief to Lefebvre was all apparent.

The new car would have front wheel drive and a monocoque shell; be comfortable and have seating for four, four doors and unprecedented road-holding.

The top speed had to be no less than 100kph and fuel consumption of approximately 30mpg; all in all the car had to be outstanding in every way. Citroën's demands amounted to nothing less than something wholly new in the development of the motor car.

Citroën remembered only too well the prototype shown to him by Budd in America; it had a sloping radiator and a raked, split windscreen; flowing wings which supported neat headlamps and the overall styling was "devilish sporting" especially with the proposed V-8 aluminium engine. The Patron was, of course aiming at a mass market and

therefore an aluminium V-8 was considered too pretentious. More in mind was a robust 4 cylinder engine but as far as prestige was concerned Citroën had his own plans for a super-Traction.

Surprisingly quickly the Traction Avant began to take shape. Flammino Bertoni was in charge of styling, Maurice Sainturat had responsibility for the engine while Maurice Jullien sorted out the suspension. Lefebvre had overall direction and subsequently engaged Jean-Albert Gregoire to advise on the transmission. Gregoire only

ever acted in an advisory capacity and was never employed by

Citroën, thereby retaining a certain distance from the project as a whole.

The development of the Traction was beset by difficulties and exacerbated by the Patron's demands for an unreasonable timescale.

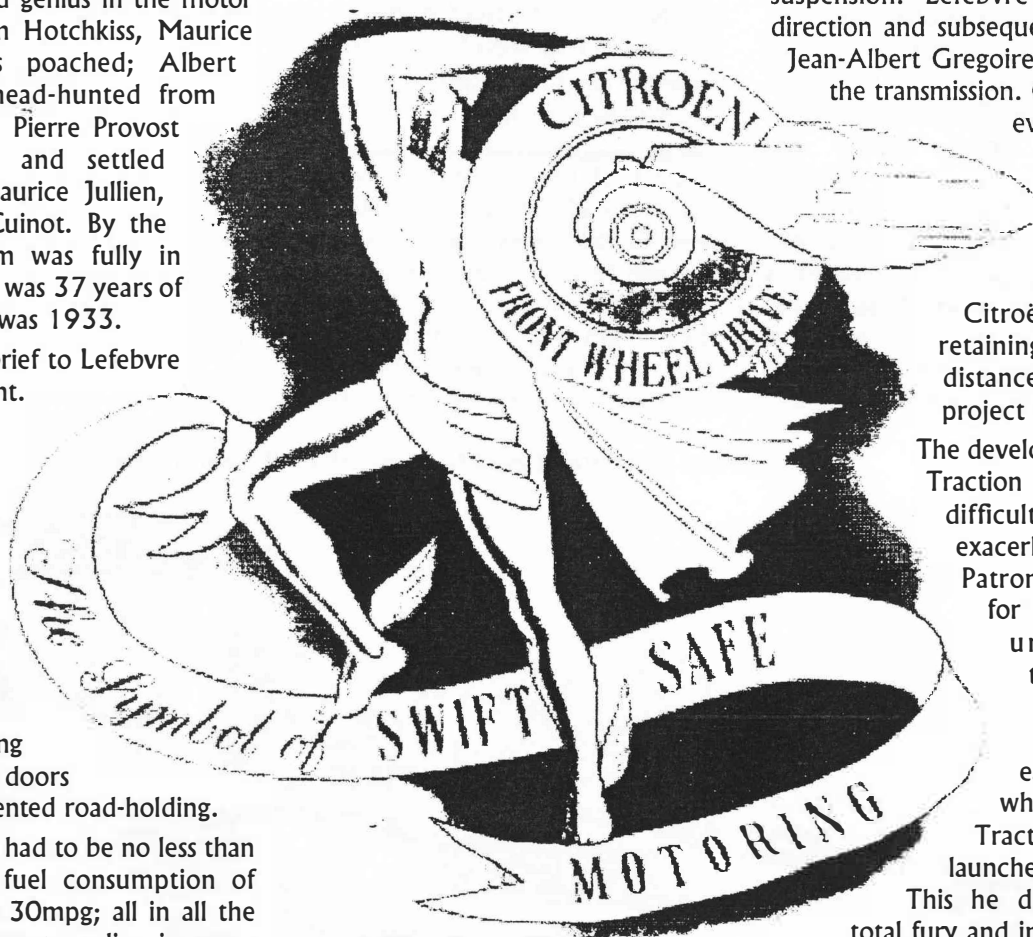
Citroën was told the earliest date by which the

Traction could be launched was 1936.

This he dismissed with total fury and insisted the car be ready by 1934. Many of the problems originated from the transmission system, firstly the drive shafts and then the gearbox.

Initially Tracta universal joints were used on prototype cars which is not surprising considering Gregoire's relationship to both companies. The drive shafts produced a history of failure and the blame was quickly bounced into the Gregoire camp. Gregoire seethed and set out to

(CONTINUED ON PAGE 11)



One Man's Dream

(CONTINUED FROM PAGE 10)

prove the problem lay with the component specialist and not with the original design. Nevertheless Citroën turned away from Tracta joints and used Rzeppa ball bearing joints which, turned out to be just as unreliable. The affair was eventually resolved successfully when Citroën returned to their old-established supplier, Glaenzer, who managed to perfect the drive shaft system. In truth, even Glaenzer experienced serious teething troubles at first. Problems with gearbox presented another serious blow to the Traction's development and the Patron was getting increasingly frantic over the situation. The fraught condition had arisen when Andre Citroën had met Robert Dimitri Sensaud de Lavaud who had persuaded him his automatic gearbox was the ultimate in technology. True, Sensaud de Lavaud's gearbox had worked well under trials and that its future at first had seemed encouraging. True also that had the system been perfected it would have made the Traction an even more astonishing car. Citroën had ordered the Sensaud de Lavaud gearbox to be fitted to prototype Traction after experiments with the unit installed in a Rosalie had worked extremely well at Montlhéry.

The expected success of the automatic gearbox fitted to the Traction was not to be. Put to the test under normal driving conditions the gearbox oil boiled time after time rendering the unit quite useless. The Patron, though, would hear none of the difficulties and insisted the development be continued. The truth of the matter is that time was running out and however much Lefebvre and his team tried, the gearbox could not be made to perform.

The Patron's bad temper became all the more insufferable until Lefebvre resolved the situation by having a conventional gearbox secretly



One Man's Dream

(CONTINUED FROM PAGE 11)

developed. Incredibly the new gearbox was ready within two weeks and as Sensaud de Lavaud's gearbox troubles refused to go away the new 'box was presented to Citroën as a 'fait accompli'. Citroën could do nothing but accept the situation and agreed, reluctantly, to the manual three speed 'box, the concept of which stayed with the car throughout its production.

There were, of course other development problems; drive shafts snapped like matchsticks and the monocoque bodies had a tendency to split apart. The company's dire financial situation did not help matters and only made the early launch of the Traction all the more necessary to restore confidence. Whether Citroën himself knew, or those closest to him realised, the Patron was ill - suffering from stomach cancer.

Exacerbating the stress of the situation still further, Citroën suddenly ordered the complete refit of the Javel works instructing that the work be carried out in record breaking time and with no loss to production. Amazingly the work took just four months to complete, anywhere else such an enterprise would have taken years. The reasons for such a move were twofold: firstly to improve the company's standing in industry by making ready for a new model and, secondly, to compete with Louis Renault. Billancourt had just been updated and it is suggested Renault invited Citroën to visit the revamped factory. Furious that his old adversary could steal a lead on him, Citroën could not be seen to lag behind.

Life became virtually intolerable at Javel as the deadline for the launch of the Traction neared. The car was not ready but the Patron could not be convinced to delay announcement by even a few weeks. Everybody sensed disaster.

As 1933 crept into 1934, and knowing the Traction could not be fully prepared in time, the Patron nevertheless went ahead and arranged an extravagant meeting of his agents to which the Traction would be unveiled. The agents arrived from every part of France, apprehensive at what they knew of the company's financial crisis and even more concerned that the grapevine had suggested the new car to be too revolutionary to be of any

Boulanger was determined the Traction should succeed and in a relatively short time had the quirks sorted out. In so doing certain rationalisation was necessary and plans for the V-8 - the fabled '22' - were scuttled.

value.

That the Traction caused a furore at its unveiling to Citroën's agents is an understatement. The concept of front wheel drive, chassis-less construction and a design streamlined and of low build was beyond belief. It had other attributes too: the wet-liner engine, torsion bar suspension and superlative comfort all neatly packaged produced a superbly engineered car distinctly ahead of its time. The Traction had its critics though: they saw the car as being too adventurous, too complicated and too radical to attract the mass market; they saw it as the company's death knell. In part they were right as the enormous cost of development helped break the Patron.

The Traction was launched in May 1934. It cost 17,700 francs. Its appearance caused disbelief throughout France, such curiosity and debate not seen again until the launch of the 2CV and later, the DS.

At its launch the same problems that had bedevilled its development remained in part. The question as to

the reliability of the driveshafts had not been rectified and the rear cross member of the monocoque shell was still presenting difficulties. The car was dreadfully underpowered, the 1,302cc unit required enlarging. With the car at least in production, Lefebvre and his team could concentrate on getting it right.

Catastrophe struck the Citroën empire as creditors lost confidence in the Patron and demanded their money. The company collapsed like a house of cards. The Michelin brothers stepped in, placed Pierre Boulanger in charge and it was he that tidied-up the Traction affair. As a final blow to the Citroën regime the Patron died on July 3, 1935, aged 57.

Boulanger was determined the Traction should succeed and in a relatively short time had the quirks sorted out. In so doing certain rationalisation was necessary and plans for the V-8 - the fabled '22' - were scuttled. The 1,302cc engine was eventually joined by a 1,628cc unit but by far the most popular engine was the 1,911cc unit first seen on the early "Sports" version.

The tribute to the original design is its longevity of life: a 1957 car appears virtually identical, apart from relatively minor styling changes, to a 1934 model and over a twenty-three production span, that is success.

This article originally appeared in "Floating Power", the magazine of the Traction Owners Club [UK], June 1994 edition. The photo of the three pre-war Tractions was taken by Malcolm Bobbitt.

In the Rigging

Police files reveal that the constabulary recently sought assistance in their enquiries from two "thought-to-be-respectable" CCOCA members who were scrambling over a garden fence and generally acting suspiciously at the rear of a somewhat derelict abode in Melbourne's western seaside suburbs. The story I've been told is that the abode belonged to a rather eccentric gent who had deposited there many years ago the essentially intact remains of a Traction Arrière (C6) Citroën and over the years, he had used it as repository for all kinds of rubbish and junk which thrown through the collapsed roof of the car, built up to an impressive level inside. Outside, grass and so forth also built up and the car subsided until the wheels were buried. Our lads arrived just in the nick of time to prevent the precious vehicle being carted off to the crusher. By use of a bob-cat, tip-truck and loader, plus much sweat, cursing and ingenuity, they managed to retrieve the vehicle, and it is now safely stored awaiting restoration, plans for which are well in hand. And most importantly, our lads are able to sleep peacefully at night, not plagued by thoughts that they might spend the morrow out in the yard of the penitentiary, breaking up bluestone. More details of this remarkable find will appear in our pages later.

It is common knowledge that southern Asia is to some extent in an automotive time-warp, with some remarkably old vehicles surviving, even in everyday use. The Indian subcontinent is a case in point, still producing Morris Oxfords (as Hindustans) in India and Morris Minors in Ceylon. Some years ago, it was the practice to ship FIAT 1100s from Italy to India to be refurbished as taxis. In fact it must be common for economic backwaters (Russia, Eastern Europe, South America, the Caribbean etc) to hold onto old cars in appreciable numbers simply because they can't afford to throw them away. It is no great surprise therefore to hear stories of old cars (and from our point of view, notably Citroens) turning up in the former French colonies of South East Asia. Sister magazines have contained such stories, and in at least one case I read of, the canny new owner of a Traction Avant roadster arranged for it to be restored in its homeland of Vietnam (efficiently and at very

reasonable cost given local wage rates) before it was exported to its new home in the United States. Therefore it was no great surprise to hear of an Australian engineer working in Vietnam who is planning to have a TA roadster restored in Vietnam before shipping it back here. He was assured that at this time it would be the only such car in the country. News about the freeing up of registering left-hand drive cars might mean that it could retain originality in that sense (see separate note on LHD elsewhere in Front Drive).

As a result of the regular contact between South Australian member Jeff Harris and the brilliant manufacturer/designer of parts to maintain/improve Traction Avants in the UK, Roger Williams, and Roger's desire to ensure that CCOCA members are aware of the range of goodies he can supply I have been in contact with Roger myself and indirectly with the new editor of the Traction Owners Club magazine (UK), John Starke. In addition to finding out some fascinating UK technical doings (which we will report later in Front Drive), our exchanges reveal that while we have been receiving copies of their Floating Power regularly, the copies of our Front Drive which we have been sending to them with religious zeal, have for something like the last eight years been going to an out of date address and officially at least, TOC hasn't received them. And we at this end have received no signals from the UK such as "not known at this address, return to sender" to warn us of the situation. When I think of the Front Drives that I have put together, thinking all the time that where appropriate I was variously also informing/acknowledging our Pommy pals, I am tempted to utter the name of that material found in the bottom of bird-cages which starts with "SH" and ends with "IT" (and I don't mean "SHELL GRIT" either). Ah well, as that well-known Pommy poet, Rabbie Burns said: "The best laid plans of mice and men gang aft aglay" (or words to that effect - it's quite a while since I've been in the Highlands). Meanwhile, Roger and Co. are scouring Britain to try to unearth the missing copies. Their interest in keeping up their archives of CCOCA materials is very pleasing and reassuring, and both clubs have resolved to "top up" each others' archives as eventually proves necessary.

Elsewhere in this issue, we feature an update of an earlier article describing Warren Seidel's use of Austin 1800 driveshafts in his TA Light 15. It is encouraging that they have worked very well over nearly 80 thousand miles. However, as been noted by others as well, Warren observes that 1800 driveshafts are becoming a bit long in the tooth and it would be very desirable to investigate the use of more modern driveshafts/components in making up TA shaft replacements. We can now reveal that there is a top secret project well in hand in a workshop on the southern fringe of Melbourne's suburbs to do just that, paying particular attention to currently available driveshafts for Japanese cars. Early investigations are very promising, almost persuading one to think that some oriental gents might have looked closely at a TA before stepping over to the designing table (What? Never!).

Having seen some of the very well-made replacement shafts that Roger Williams has made up using British components (Mike Killingworth of Hong Kong and Ocean Grove (Vic.) has had a set of Roger's shafts in his Light 15 for a couple of years), and now having spoken to Roger (including his comments about European attempts to make up shafts using VW components), we should be in a good position to weigh up all the pros and cons.

Incidentally, do take note of Roger Williams' moves into driveshafts for six cylinder TAs and his call for expressions of interest in proposals to make up higher geared crownwheel and pinion sets for the sixes.

To finish on a lighter note, we were amused to observe the wonderment displayed by one of our members at the arrival of his first grand-child. This member (delicacy forbids us to name names, but let's say he is often thought of as a man of many parts) normally seems very knowledgeable about such things biological, but his puzzlement as to how such a thing could happen does make us wonder. Maybe someone can suggest some suitable reading matter for him? Anyway, congrats all round.

1800 Driveshafts Revisited - Technical Update

1800 DRIVESHAFTS REVISITED:
HOW THEY HAVE BEHAVED IN
A LIGHT 15

RMB 4230

Bairnsdale 3875

7/7/94.

Dear Bill,

Here are the updated driveshaft conversion drawings. Some dimensions are changed and the stub axle now does not need altering to fit the inner oil seal. This is as fitted to our car. An observation was made that the CV joint centreline is offset from the swivel joint centreline, which might affect steering under power. It is offset, but has absolutely no effect on the steering.

Now, a bit of a "long-term user's report" on the Austin 1800 shafts and CV joints. Our Light 15, CCK 336, has done 86 000 miles since we bought it in September 1986. The first 12 000 miles were with the original mechanicals (in about 16 months - frustration territory). It was then fitted with a Datsun 2-litre OHC engine, Volkswagen transaxle and Austin driveshafts and CV joints. The shaft assemblies were not new when fitted, but have performed faultlessly for the 74,000 miles since. They are still silent and smooth, which is a bit of a surprise as the car has to earn its

keep. We have a nice vintage trailer with wood spoke wheels that follows it around now and then. It enjoys the odd traffic light derby and always cruises at the legal speed limit.

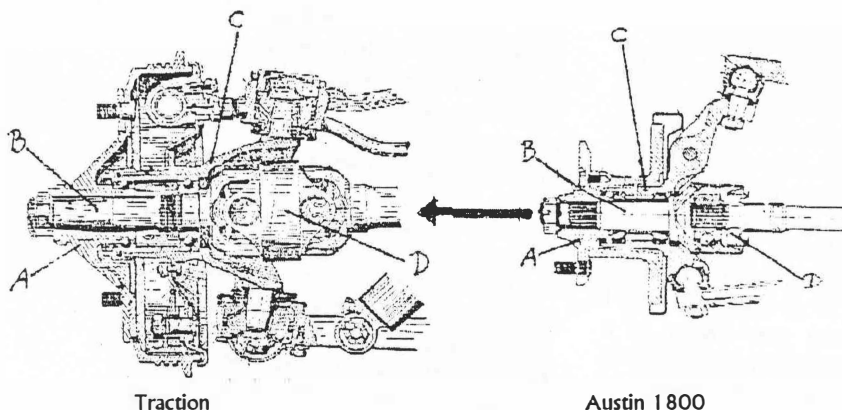
It was also given a bit of a tryout when Mel Carey's Big 6 ran a big-end bearing on the CCOCA Deli Day Run in 1993. Our Light 15 towed the Big 6 from Morwell to Bairnsdale, about 100 miles, at 40-50 mph. The tank was topped up in Morwell, and on refuelling in Bairnsdale, it was found to have averaged 27 mpg - well alright, 10.3 litres per kilomumbles.

Overall fuel economy since the conversion is 30.5 mpg or 9.25 L/100 km, and the car has been pretty well trouble-free, mostly just routine maintenance. The starter motor needed new brushes and bushes a few months ago (it was overhauled when the conversion was done - it is from a Simca Vedette by the way, as is the flywheel and pressure plate assembly). One cardan universal joint collapsed about the same time, and in a week or so, I'll have to replace the clutch plate (VW Kombi 1800) as one of the cushion springs in the plate centre has broken and is rattling around --- I must have been a bit heavy-footed. All of these parts have been obtained over the counter from suppliers in Bairnsdale. For

instance, the cardan UJ cost \$15. Bill, you will have to find out information about swivel joints and driveshafts from page 11 of Front Drive Vol. 11, including circlip removal, as the spacer drawing has displaced it. There have been odd comments that Austin shaft assemblies are becoming hard to find. No wonder - its now over 20 years since the Tasman/Kimberley version was sold. There is likely to be a front drive car with shaft assemblies which could be fitted in the same way as the Austin 1800 without the sourcing problem. A good project for someone (the Rigging - Ed.).

Also while discussing mechanical with Mel Citroën - he mentioned there are companies in Melbourne specialise in re-conditioning CV assemblies, usually on an over basis. I don't know as far back as the Austin 1800 if only worn ones are available might be worth checking. I hope that you find information of interest. I would like to thank ever has a hand in producing and distributing the club magazine and in the past, as it was contact for us poor country

(CONTINUED)



Outer end of front drive suspension, showing where [A], stub axles [B], swivel joints [C] & CV joint [D]. Note: for Traction are shown in detail in Front Drive Vol. 1 - May June 1986.

These drawings are not scale.

1800 Driveshafts Revisited - Technical Update

(CONTINUED FROM PAGE 14)

P.S. All the mechanical alterations to our Traction have been passed by a consulting engineer and accepted by the Road Traffic Authority. In the original Front Drive article, I estimated that a consulting engineer's report would cost about \$200 to assess the driveshafts. It turned out that it cost \$300 to assess the entire conversion, engine and all.

Yours

Warren and Pam Seidel.

EDITORIAL NOTES

Warren and Pam Seidel created a lot of interest when he described the fitting of Austin 1800 driveshafts to replace the tired and virtually unreplaceable originals in his (ex-Noel Cammock) Light 15, back in the November/December 1987 issue (11/4) of our magazine. There have been frequent calls for copies or reprints, and Warren and Pam have obliged in this issue, relating how well the shafts have performed, and also showing improvements that they have devised to make the adaptation easier and the functioning and fitting of the inner bearing seal more effective.

Rather than re-running the original article in its entirety (since some of it is now out-of-date, and is already held by many readers) we have

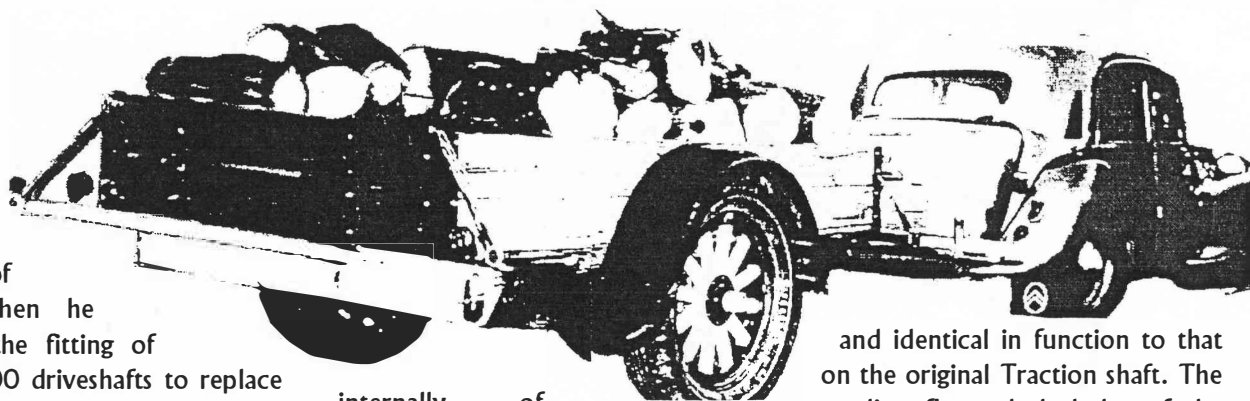
opted here to simply add sufficient from the original to Warren's current notes so as to make an article which will be adequate for the needs of both our "older" readers and those readers seeing the conversion notes for the first time.

Warren found that the Driveshafts from an Austin 1800 automatic are very close in length and functional dimensions to the Traction Avant originals fitted to a Light 15. His particular genius was in devising a very simple way of adapting the 1800 shaft and bearing/seal assembly so that it fitted neatly into the Traction swivel hub (see supplementary diagrams). He did this by machining the existing 1800 swivel hub (which is already machined

(now adaptor tube) and the spacer tube between the bearing cups. These are pre-set Austin items and don't need critical machining in the adaptation process. Originally (and maybe still), the bearings were sold as matched sets complete with spacer tube.

The conversion uses Austin 1800 automatic half shafts which are 10 mm longer than the manual versions, plus automatic inner universal joints and coupling flanges. The stub axles, CV joints, bearings, seals and swivel hubs can be 1800 automatic or manual sedan or utility, or from Tasman or Kimberley sedans. The half shafts are not available new.

The 1800 inner shaft joint (cardan unit) is very similar in appearance



internally of course to carry the original 1800 bearings, spacers, seals and shaft) down to form an adaptor sleeve which can be slid inside the unmodified Traction swivel hub. This adaptor sleeve (ex-1800 swivel hub) is retained inside the Traction swivel hub by the threaded Citroën outer locking ring which also carries the Citroën outer bearing grease seal. In the latest version, it is not necessary to machine the 1800 driveshaft to accept the inner grease seal which now runs on a spacer ring retained by the inner wheel bearing. The critical end loading on the bearings is determined by internal shoulders of the 1800 swivel hub

and identical in function to that on the original Traction shaft. The coupling flange bolt holes of the cardan are filled with weld and redrilled to the Citroën output flange pattern. The flange locating shoulder matches the Citroën output flange without modification.

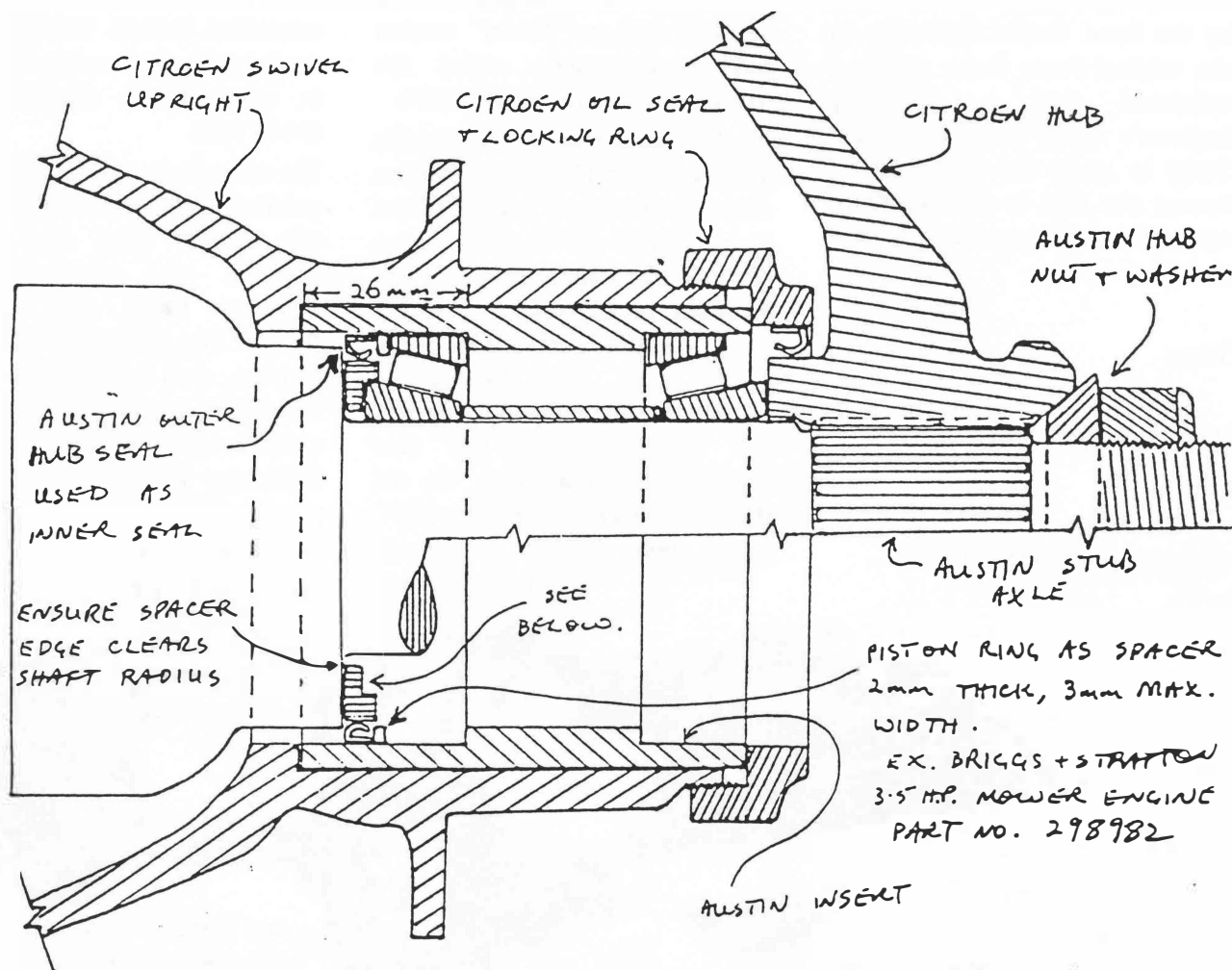
The shaft-retaining clip in the splined sleeve of the cardan unit must be removed and discarded.

As can be seen in Warren's drawing, the Citroën wheel hub is machined out parallel and broached to produce splines to mate with those on the 1800 stub axle. This means that hubs with poor tapers and/or keyways can be brought into service.

1800 Driveshafts Revisited - Technical Update

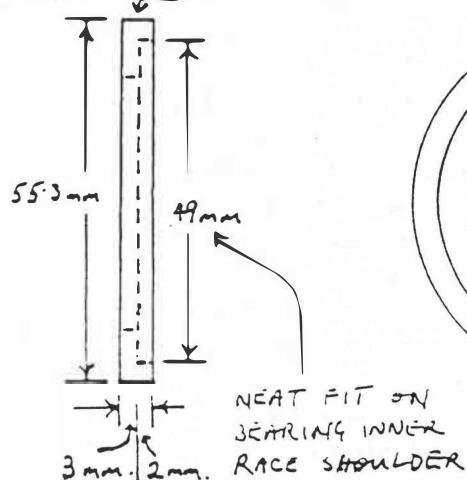
AUSTIN STUB AXLE FITTED INTO CITROËN HUB

STUB AXLE IS NOT ALTERED

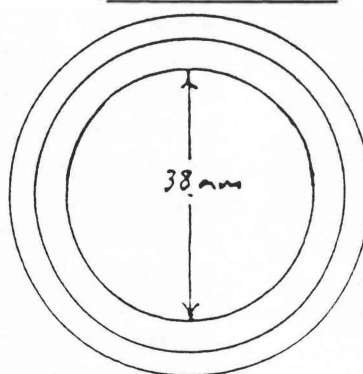


SIDE VIEW

OIL SEAL WIPING SURFACE - SMOOTH FINISH

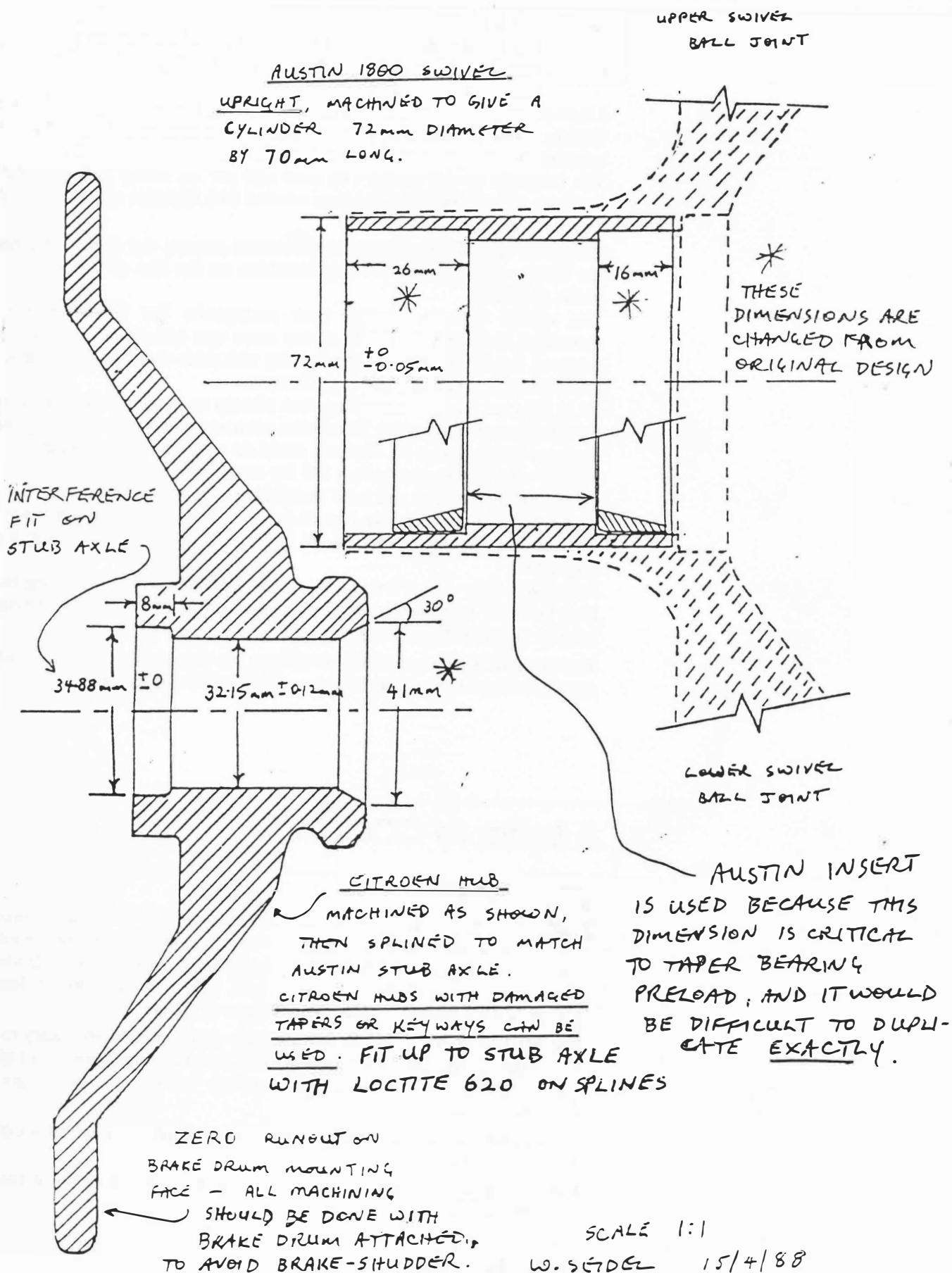


OIL SEAL - SPACER RING MILD STEEL. 5mm THICK FRONT VIEW.



W SEIDEL 15/4/88

1800 Driveshafts Revisited - Technical Update



Letters to the Editor

D

ear Dr William

My most obsequious and repentant confabulations to you and all unsullied and honest Tractionists for not writing to you for quite some time now - but alas, I could not!

I have recently returned from an extended stay in the home country, La Belle France, where I have been working under top secret cover with the inner sanctum of the Corporate Board of Citroën S.A.

The intention of my calling - to once and for all, finally and irrevocably eradicate all vestiges of the insidious criminal Dirk Chevaux and his 2 cylinder cohorts.

During my tour of duty I achieved the second greatest aim of my campaign - the demise of those dreadful little blemishes on the face of the automotive globe, the 2CV.

Yes, rejoice Traction purists, your protagonist Tor Shaun-Bar having succeeded in ridding the world of any more new two cylinder upstarts has returned, head held high and ego bursting with pride to now aim my sights at the ringleader of evil himself - Dirk Chevaux.

As in the past, I cannot reveal my true identity to you even though I realise that all devoted and genuine Tractionists adore me and want to be by my side. Can you imagine what D. Chevaux could do with information regarding my identity - the whole transcendent T S Bar movement could be threatened.

What I need now, true and loyal Tractionists is your help in tracking the evil overlord down and bringing him to justice. Any intelligence regarding his whereabouts should be sent to Dr William Graham care of this glorious magazine.

As for you Dirk - if you are reading this in your hidden haven thinking that I have lost your trail, exult now; for you will be hunted down and eliminated just like your malefactor band.

Thankyou, true purists, feel free to navigate the thoroughfares of this beautiful country without fear of harassment - your hero T S Bar has returned!

A Letter to CCOCA

D

ear Leigh

Thankyou for your letter. Unfortunately it came at a most inopportune time. It was with much regret that I have recently sold AKS 102 [formally GFX 628] after owning her for twenty years. During those years she gave me troublefree, safe, enjoyable motoring. I don't believe any other car has quite the ambience of a Light 15.

She was sold to Phillip Rogers who I believe now was an intermediary to a Mr Adrian Chew of Bendigo. I believe Mr Chew recently imported a Light 15 [English] from New Zealand which proved to be a great disappointment.

Again, thankyou for your letter. I shall always have soft spot for a Light 15.

I would like to wish the Club the very best in the preservation of these lovely cars.

Yours faithfully,

Lorraine Finn

Austraction on Home Turf

Austraction '94 started early this year for us Bairnsdale members. Our normally quiet country style being pressured by the Activities Officer from 'Head Office'. Venue options, transport, menus, numbers, accommodation et al was bewildering to us country folk accustomed to a quiet life with seldom a ripple. But needs must. The loose ends were drawn together and all was set for a great event.

On Friday afternoon there were reports of the odd Traction in Town! How exciting! Which one? What colour? The momentum grew. The Riverhill Motel was filling up fast. By the time we got there it was 'chockers' with CCOCA's Tractions, various Twin Pots, Ds and modern Citroens as well!

The Riverhill's reception area was overflowing with Citroenists in various stages of disrepair having driven their steeds to this beautiful Eastern Victorian City for the CCOCA Gala event of the year.

The coffee, soup, buns etc. prepared by Peter, Isobel and Colleen, I'm sure were welcomed by the travellers.

As locals we were overwhelmed by the attendance and enthusiasm of so many CCOCA members and



Above: Breakfast on Monday morning was held at Mel and Colleen Carey's. A great venue.

Below: Part of the line-up of Tractions at the Port of Bairnsdale on the Saturday morning



friends.

Saturday morning found us all lined-up at the Riverhill for the cavalcade through the main street on our way to the Port of Bairnsdale for the photo session. The area set aside could hardly accommodate the great array of Citroens present - twice as many as were originally expected. The local press photographer was there to capture the event for inclusion in the local rag [See "Front Drive" June/July p7].

The Observation Run commenced at 1pm [or there abouts] and most headed west into the countryside to bend their brains as they meandered along, endeavouring to get answers to questions designed to test their observation skills.

Pam and Warren Seidel's 'hideaway' was a welcome relief for participants, as one by one they arrived for refreshments. It was dark by the time the last of us headed back to the Riverhill or the caravan park to hastily prepare for dinner at the Commercial Hotel.

Before dinner though, entrees and pre-dinner drinks had been arranged at the Riverhill. Peter Fitzgerald's entrees were enjoyed by all and gave us the opportunity to unwind before

(CONTINUED ON PAGE 20)

Austraction on Home Turf

(CONTINUED FROM PAGE 19)

dinner in the friendly atmosphere of the Riverhill's lounge.

It was a squeeze for dinner, but we had been warned and most made the best of it. We enjoyed 'afters' back at the Motel, taking advantage of their lounge room again. It was quite late by the time we hit the sack that night.

Sunday morning was typical Victorian Riviera weather - sunny with a blue sky - as we again lined-up in convoy for the drive to Buchan. It all started very quietly with the anxious drivers being restrained and polite - not passing the slower cars. But it was obvious it couldn't last. First Robbie Stockfeld's Traction came into view in the mirror, passing all and sundry. Was it the notorious Graeme Bradshaw driving in such an aggressive manner? Time to put a spurt on to stay ahead. From there on it was the breakaway mob who

set the pace. With little other traffic to contend with it was a good run into the Tambo Valley at Bruthen, then into the State Forest where we caught up with some of the local car club members also on their way to Buchan in their predominantly American type vintage and classic cars.

This was our chance to hop in front and do a "U" turn and drive back to see how our mob were spread out. It was great to see the Citroens coming towards us - all shapes and sizes. It made a fascinating sight with much waving and wide grins. It was clear all were enjoying the drive.

The north arm at Buchan Caves Reserve had been put aside for us and was only just big enough for all the cars to fit. But we did, and it wasn't long before the smell of BBQ snags was wafting through the gully. The caves tour worked off any excesses of lunch and by all reports

children and adults enjoyed the subterranean hike.

We set off back to Bairnsdale at a leisurely pace, some opting for a detour on the return via Lakes Entrance. Colleen and I couldn't resist the opportunity of a 'dice' with part of the Queensland contingent - namely Lance Collins, who was driving Alec Lowe's lovely little Targa Tassie car. On board with him were the very brave pair Barry Martin and Gayle. Goodness knows what the local vintage car club members thought as we passed them in the most unlikely spots. Joining in were our local members Rob and Margie Barton, with children Tom, Annie and Harry, then Pam and Warren Seidel - all enjoying the fun.

It was a small group of 'desperates' that congregated in our shed swapping lies for an hour, or so. I had problems keeping the fridge door shut!

St Andrews Receptions provided the venue for the Austraction Award Dinner and a very successful and enjoyable evening it was too. The uncanny re-appearance and subsequent disappearance of Peter Fitzgerald's garden gnome - Pierre - left both Peter and the gnome a little disconcerted. I'm sure we haven't seen the last of him, Peter, so cheer up.

Monday morning's farewell came to quickly for us. But it was a grand sight to see and experience all these Citroën friends at our home for breakfast. Something we will always remember. My only regret was not getting around to talk to everyone before they had to depart, but we look forward to catching-up with you all next year at the Easter Cit-In to be celebrated at the Coonawarra Farm Resort, via Bairnsdale, East Gippsland, Victoria.

Regards Mel, Colleen and James.
Written with able assistance of James on Leigh's computer. Thanks Leigh.

Left: Ted Cross and his Big 6. I suppose one out of two looking elegant is as much as can be expected.[Ed]



Iain Mackerras Trust & Trophy

In 1992, shortly after the death of the Club's Activities Officer, friend to many members and my partner, Iain Mackerras, his parents, Dick and Barbara, suggested the establishment of the Iain Mackerras Memorial Trust Fund. Iain's parents believed, correctly, that Iain had found great acceptance, support and friendship in a very short time within CCOCA. He certainly gave a great deal to the Club and to many individuals within CCOCA.

The suggestion was warmly greeted by the then current committee and it was agreed that given Iain's non-mechanical background any Memorial Trophy should reflect Iain's social interests in the Club. Following discussions between myself and Iain's parents it was agreed that the Trust Fund should provide the on-going financial funding for a Trophy to be awarded to the winner of the Observation Run undertaken each year at Austraction.

Robbie Stockfeld, Graeme Bradshaw and I worked on the Trophy design and Graeme undertook the production of the Trophy. Manufactured from timber and adorned with a crystal 2CV this Trophy will, I am sure, be as sought after as the Club's other perpetual Award - the Arthur Clarke Trophy for the Most Improved Car presented at the Club's Annual Concours.

Whilst the Trust Fund had not been established, at the time, it gave me great personal pleasure to present the inaugural Iain Mackerras Memorial Trophy to Robbie and Graeme in 1993, at Horsham. Robbie and Graeme won again in 1994 at Bairnsdale.

In order to prevent any discussions in the future about the Trust Fund, the Trophy and the awarding of same, I should like to take this opportunity to publish the principles

for the administration of the Fund as suggested by Dick Mackerras and accepted by the Club.

The Iain Mackerras Memorial Trust

1. Principal Sum \$ 1,000

1[a] The Trustees shall be required to set-up such accounts as may be necessary to effectively control and manage the funds of the Trust in accordance with established accounting practice.

2. The Sum to be invested as an Interest Bearing Deposit with a bank or credit union.

3. Funds generated to be applied, in the first instance, to the provision and maintenance of trophies for the annual event dedicated to the memory of the late Iain G Mackerras.

4. The accumulation of any surplus funds may, at the discretion of the Trustees, be applied to the social benefit and enjoyment of the members of CCOCA [for example at the Austraction Presentation Dinner, or similar social event.].

5. If, for any reason the need for the provision of funds should cease permanently and the trust is to be wound up, the principal sum, together with any funds accrued at that time, shall be returned to H J Mackerras or his heirs through Messrs Sheridan and Stubbs or their successors in practice.

6. The number of honorary trustees shall be three [3] whose term of office shall continue until terminated by incapacity or resignation.

7. The foundation trustees shall be Leigh Miles, Ted Cross and Mel Carey.

8. To provide the opportunity for the nomination of candidates, any vacancy on the Board of Trustees shall be notified to CCOCA Inc at the earliest possible time, but not later than within seven [7] days of the event.

9. Any such vacancy shall be filled by the decision of the remaining

trustees within three [3] months of the vacancy occurring. [If a quorum is lacking, for this purpose then the terms of Cause 14 shall apply.]

10. Recognition and interest in the concept and purpose of the Trust and its proper stewardship shall be prerequisites for appointment as a trustee, but membership of CCOCA Inc is not essential.

11. The Trustees shall meet as required for the proper execution of their duties and a record of such proceedings shall be kept.

12. A quorum for a meeting of trustees shall be two [2].

13. Deadlocks shall be decided by lot with the first item drawn standing.

14. In the event of a lack of ability to settle any matter, details shall be submitted by notice to members of CCOCA Inc for resolution at the next ordinary meeting of members.

15. The trustees shall appoint an honorary auditor apart from their number.

16. The audited annual financial report of the Trust shall be provided to CCOCA Inc for inclusion with the reports to the Annual General Meeting of the members.

17 A copy of this deed shall be provided to CCOCA Inc for information and retention in the files of the Club.

Ted, Mel and I would all like to take this opportunity to thank Dick and Barbara for appointing us as the inaugural Trustees of the Fund and we hope that we can live-up to the faith that has been shown in us. Naturally, the Club, as a whole, is most grateful for the establishment of the Trust Fund and can assure Dick and Barbara that they will remain on the Club's mailing list as long as they choose to maintain their interest in the activities and well being of the Citroën Classic Owners Club Inc.

Classified Advertisements

DISCOVERY FOR SALE

Remnants of early '30s C6 consisting of Chassis, Engine, Gearbox etc & some rough sheet metal
Possibly light commercial originally.
Negotiable Price, but must be disposed of SOON!

Contact David Hancox for more information

[059] 431.029 [BH]
[059] 4320485 [AH]

CITROËN DYANE WEEKEND 6 FOR SALE

1979 Citroën Dyane Weekend 6

Bright yellow

This two owner car, finished in bright yellow is reluctantly being sold.

Recently re-sprayed and fitted with new upholstery

Believed to be one of only three such cars in Australia - this is a unique opportunity to acquire a lovingly cared-for vehicle.

Contact John Woulfe

[09] 330.7766

WANTED

David Hancox is seeking any info from here or overseas on rear-drive C6 Citroens and other rear-drives of that era. David's address is:

Cr Princes Hwy and Tivendale Rd, Officer, Vic, 3809.

Tel (059) 432 485.

LAST CHANCE FOR BIG 6 OWNERS?

A limited number of BRAND NEW tyres for Citroën Big 6 have been located and are now available for sale.

It is believed these are the last correctly sized tyres available and any enthusiast will want to ensure they hold a full set.

For more details contact Mel Carey [051] 521040

STEAM CAR DEVELOPMENTS

Jeff Harris (CCOCA, S. Aust.) and the Editor have both been in touch with Roger Williams in the UK recently. Apart from the intriguing name of his business, Roger has become well-known for engineering improvements to Traction Avants. His list of new items and modification services make impressive reading, and we will include them in the next issue. Apart from this list, Roger notes that he plans to publish an updated version of his four-speed conversion for the Traction which we have previously published in Front Drive ("More glide in your stride" etc). He can provide a complete bolt-up kit for this conversion for 1000 pounds.

In reply to a local enquiry, Roger advises that cars fitted with his high-g geared crown wheel and pinion (10x31 cf. 9x31 original) go very well, cruising at 70 mph in a Light 15 and delivering 30+ mpg. Take-off in first is still fine and second gear becomes a good gear around town. These sell for 350 pounds per set, including altered speedo pinion.

He has also been asked to make a higher geared final drive for the Big 6 (9x31 cf. 8x31) and has asked for expressions of interest from Downunder. If you pay an up-front deposit, these would be 475 pounds including speedo pinion. Without a deposit, they will be 525 pounds. IF YOU ARE INTERESTED IN THESE BIG 6 CWP's, PLEASE LET ROGER KNOW!

Roger's address is:

35 Wood Lane, Beverley, North
Humberside, HU17 8B8,
ENGLAND. Tel/fax (001144) 482
863344.

RAID '92 ON VIDEO

STEVE WEDELL PRESENTS

RAID OZ TOP END 1992

6 hours of Raid Video - in two parts over two 3 hour tapes.

Part One: RAID 92 TOP END

This is the full story of Raid; 5 hours 10 minutes, 800 scenes covering 8500 kms of roads, cars, people, repairs, mud, more mud, meetings, campsites & events. All Raid cars are covered

The story of 37 Citroen Cars, 73 people on an Australian outback adventure trip starting in Brisbane, then to Gayndah, Carnarvon Gorge, Blackall, Longreach, Betoota, Birdsville, Boulia, Jervois Station, Alice Springs, Phillip Creek, Mataranka, Darwin, Coöinda, Roper Bar, Borroloola, Escott, Lawn Hill, Normanton, Mt Surprise, Chillagoe, Cape Kimberley, and finishing in Cairns.

Part Two: HIGHLIGHTS OF RAID 92

A shorter, highlight version. This is the one to show the neighbours! - 53 minutes.

Cost for the two 3 hour tapes & postage:

Australia (econ-air) \$50 Overseas (econ-air) A\$60

These prices are subject to receiving sufficient orders required for economy of scale & orders must be received before the end of October, 1994.

ORDER FORM

Please supply copies Raid 92 Video

Name:.....

Address:.....

Please forward \$50 (A\$60 overseas) to Steve Wedell at:
Lot 110 Cooyong Road, Terrey Hills, 2084 Australia

Concours d'Elegance - October 16th

As previously advised, the 1994 Combined Citroën Clubs' Concours d'Elegance will be staged at Scienceworks Museum, from 11am on Sunday, October 16th.

As in 1992 entry will be via Craig Street, for those of you bringing your Citroën. Please be sure to follow the instructions given by the Gate Marshall. Those bringing cars will gain free entry to Scienceworks. But, unlike in 1992 when we were last at this venue free entry cannot be gained without your car. This must be a big incentive to bring the Citroën out of the garage, no matter what state it is in.

For those not in a Citroën, normal admission charges to Scienceworks will apply. There is a special exhibit - Special Effects in Film & Television - for which entry is an additional \$2. This fee applies whether you are in your Citroën, or not. It is planned that a group booking for this will be made, resulting in a discount on this. Further information will be available on the day. Judging will commence at 11.30, so if you wish to have your car included in the Concours please be sure to be early! We all look forward to seeing as many members, and their families, as possible at this great day.

Concours Categories

- **Best Vintage** - Awarded to the owner of the Vintage Citroën that accumulates the greatest number of points in the judging. If this car is owned by a CCOCA Member they may also win the CCOCA Outright Winner Award.
- **Best Traction** - Awarded to the owner of the Traction that accumulates the greatest number of points in the judging. If this car is owned by a CCOCA Member they may also win the CCOCA Outright Winner Award.
- **Best D Series** - open to any D series car, French, English, Australian assembled... If this car is owned by a CCOCA Member they may also win the CCOCA Outright Winner Award.
- **Best GS/CX** - this grouping in fact covers Citroëns 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. If this car is owned by a CCOCA Member they may also win the CCOCA Outright Winner Award.

- **Best AX/BX/XM** - once again this covers Citroëns not specifically covered in any other category that have been produced during the time span that these models have been current. If this car is owned by a CCOCA Member they may also win the CCOCA Outright Winner Award.
- **Best Twin Cylinder** - open to any Citroën powered by a two cylinder motor, whatever its build date. Awarded to the owner of the 2 cylinder Citroën that accumulates the greatest number of points in the judging. If this car is owned by a CCOCA Member they may also win the CCOCA Outright Winner Award.
- **Most Popular Vehicle** - Awarded to the owner of the Citroën that accumulates the greatest number of votes following the counting of voting forms supplied to members present on the day of judging. Votes may only be accepted from financial members of the Clubs participating in the event and their family members over 16 years of age.
- **Overall Concours Winner** - The Citroën 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** - Awarded to the CCOCA member's car that has accumulated the greatest INCREASE in points since the last time that the same car was judged at a Concours d'Elegance event run by CCOCA. The points accumulated in judging, must reflect an increase of at least 10% since the previous occasion [whenever that may have been] on which the car was judged. As a minimum, CCOCA will retain Concours d'Elegance judging forms from one Concours to the next. Should

subsequent judging of a vehicle be extended beyond this time frame it is the responsibility of the CCOCA member to obtain a certified copy of the official judging sheet for their car, dated and signed by two CCOCA officials. This must be made available to the judges on the next occasion on which the car is presented for judging in this award. [For the purposes of this Award, a CCOCA Official is any Committee Member or person acting as a judge on the day of the Event.]

If no car entered for the Award has shown an improvement of at least 10% since last judged, the award will not be presented.

GENERAL CONDITIONS OF JUDGING

Any vehicle can win more than one of the above mentioned Awards in any given year and can be awarded the prize in any category on multiple occasions.

A panel of judges will be appointed prior to, or on the day of the event by the CCOCA committee.

Each judge will be allocated a specific area to review on all cars - eg. engine bay, interior etc.

A consistent point score system, as specified by the Committee, shall be used in all subsequent years.

One extra point will be allocated to each entrant's score for each year of age of the car. ie. a 1951 Traction will automatically receive 20 points more than a 1971 2CV.

It is the responsibility of each CCOCA member to ensure that his car is clearly identified as being one to be judged.

Only those cars requested, as above, to be judged will be included in the scoring for all classes.

All cars entered in any of the judging classes must be registered - either on full registration, or under the Club Permit [Red Plate] scheme, with the exception of an entrant for the Arthur Clarke Trophy.

John Couche & Leigh F Miles

Club Permits for Left Hand Drive

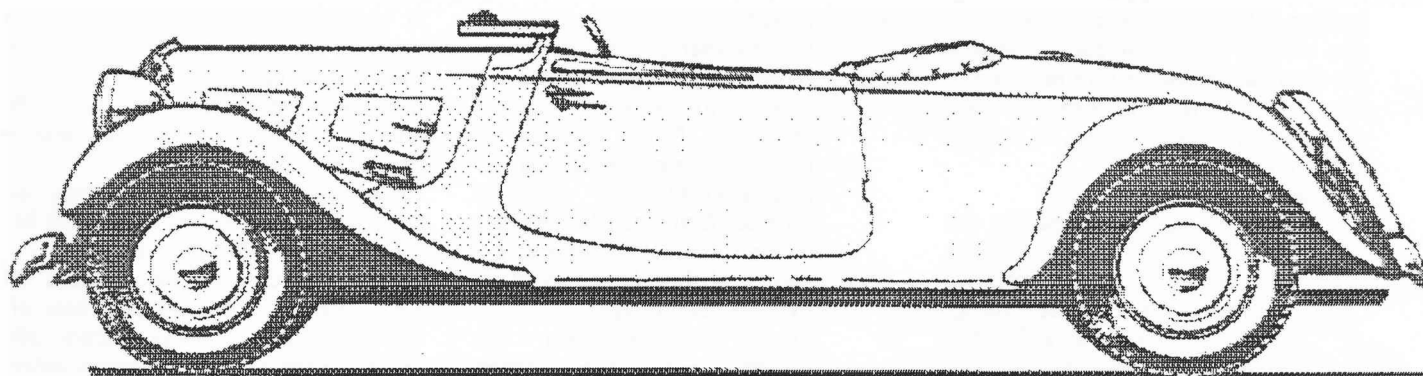
The policy relating to the issue of Club Permits for left hand drive vehicles has been reviewed. Left hand drive vehicles manufactured before 1 January, 1969 may now be issued with a Club Permit, provided they have not been modified and meet all the requirements listed below:

1. Only approved Clubs which are members of the Association of Motoring Clubs are permitted to authorise applications for permits for left hand drive vehicles.
2. Provided they have not been modified, only those left hand drive vehicles manufactured before the commencement of the Australian Design Rules [ie 1

only participate in

- a. their own Club's events, or
- b. events of other Clubs in which their own Club is officially participating, or
- c. on issue of a permit by the individual Club.

7. The Association of Motoring Clubs, together with the individual Clubs will be responsible for Club Permits in respect of their members. Failure to do so may result in the Club losing its authority to issue Club Permits.



January 1969] will be accepted into the scheme.

3. The words "Left Hand Drive" in lettering at least 50mm high must be clearly displayed on the front of the vehicle and on the rear of the vehicles at least 75mm high.
4. If the left hand drive vehicle does not have all required lamps, [including dipping headlamps suitable for right hand drive vehicles] it cannot be used at night.
5. The driver of a left hand drive vehicle must hold a full [ie not probationary] licence.
6. Left hand drive vehicles which are approved for permit may

NOTE: Existing left hand drive vehicles already operating on a Club Permit may continue to do so under the present arrangements, but any new permits for left hand drive vehicles must comply with the reviewed policy.

VicRoads - Technical Issues
Issue 3-26 July, 1994

ALL OTHER CLUB PERMIT
RULES APPLY TO ALL VEHICLES
ON CLUB PERMITS WHETHER
LEFT HAND OR RIGHT HAND
DRIVE

CCOCA Spares

TRACTION DYANE / 2CV

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 bottom rubber	\$20.00
Scuttle vent rubber	\$30.00
Pedal rubber	\$10.00
Rubber grommet - petrol filler, 2 sizes	\$10.00
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 tailpipe	
• Light 15	\$190.00
• Big 15	\$150.00
• Big 6	\$140.00
Exhaust hanger, rubber	\$2.50
Front hub	
• Outer seal	\$8.00
• Inner seal	\$8.00
Door lock [French]	
• Big boot	\$22.00
• Small boot	\$22.00
Front wheel bearings [state width when ordering]	\$26.00
Valve guides	\$12.00
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
78mm Piston rings	\$85.00
Big 15 Drive shafts [each, less inner cardin shafts]	\$480.00
Brake master cylinder [new]	\$85.00
Brake master cylinder kit	\$15.00
Tie rod ball joint kit	\$15.00
Brake hose [French]	
• Front	\$28.00
• Rear	\$24.00
Throttle shaft 32PBIC Solex [0.5mm oversize]	\$20.00
Bonnet strip clamp [internal]	\$1.50

Brake hose	\$22.00
Seat rubbers	\$1.00

EARLY 2CV

All parts are new, unless otherwise stated

Clutch linings	\$15.00
Tie rod covers [metal]	\$3.00
Starter motor [reco]	\$40.00
Crown wheel & pinion	\$200.00
Front brake drum	\$15.00
Rear brake drum	\$15.00
Starter Bendix unit	\$10.00
Windscreen wiper speedo worm & drive	\$8.00
Front over riders	\$5.00
Head gasket [375cc]	\$2.00
Lock & key set [2 barrels & 2 keys]	\$15.00
Oil pump bodies [bronze, no gears]	\$10.00
Valve springs	\$1.00
Steering pinion & 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, at very reasonable prices. These are not held in stock by the Club, but we can arrange delivery quite quickly, in most cases

WANTED

Change over Silent Blocs [front] \$56.00 each, provided your Silent Blocs are servicable

NOTE: ORDER FORMS TAKE PRECEDENCE OVER TELEPHONE CALLS

I cannot justify the time to chase second hand parts. If you need them, advertise in Front Drive

Prices subject to change without notice.
Contact Spare Parts Office - Peter Boyle