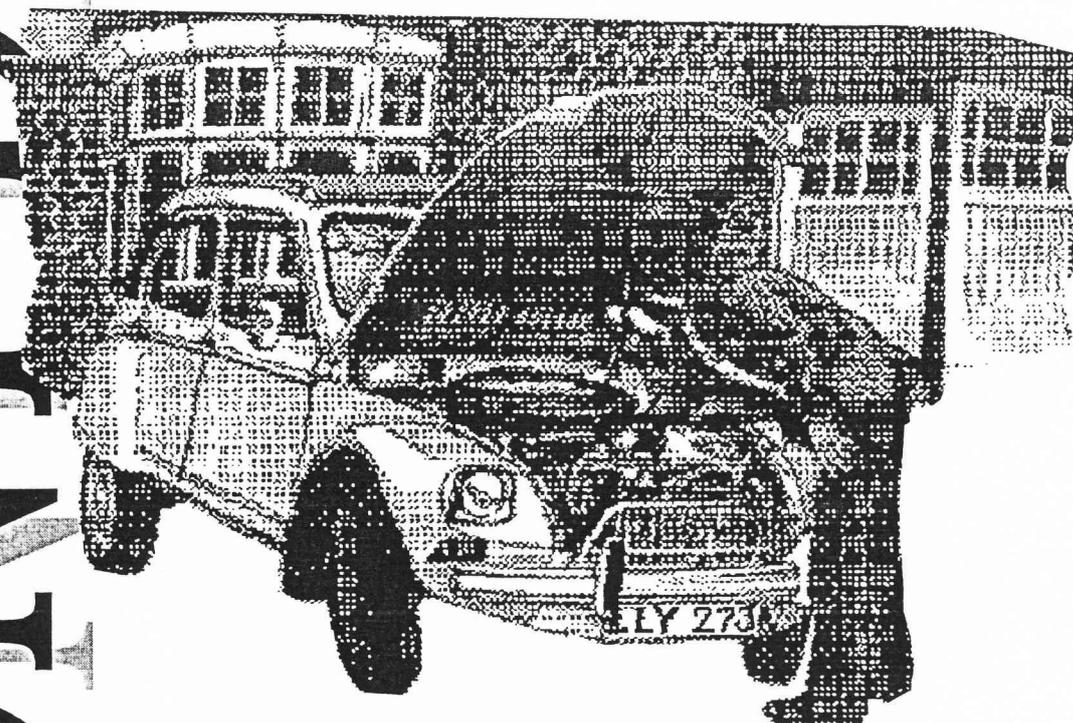
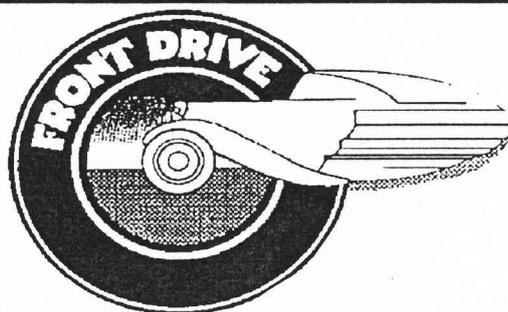


FRONT DRIVE

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

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Tales of Woe -
Acquiring a C6

Servicing your
2CV/Dyane

Christmas 1994

Volume 18 Issue 4

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FROM the Desk

Those of you who have been wondering where their October/November issue of Front Drive had got to can now rest easy. This is it in your hand! Yes, I know it says "Christmas Issue", but never mind.

If you haven't already heard the story of President Leigh's scary brush with the scalpel, then quickly turn to "Prez Sez" for all the lurid and gory details. And of the tragic death of former CCOCA members from WA, whose funeral Leigh attended.

Because of the way we produce Front Drive at present, Leigh is absolutely critical in the production process (in fact, he IS the production process!), so no Leigh = no Front Drive. Fortunately, and unknown to those of us sweating in the wings, Leigh has knocked this issue together almost single-handed, in a Herculean effort conducted somewhere between his sick bed and his desk at Cussons (they of the Imperial Leather etc), so as to get you info-starved Citroenists some vital reading for over your Christmas hols.

Such hiccups are not unknown in smallish clubs such as ours where a few individuals have critical roles (or even in much bigger clubs for that matter), and it is a situation we'd all like to improve on. In fact, we are

looking forward with some confidence to a not too distant time when perhaps three or four members are all sufficiently well skilled and equipped so that one or two can get together and knock up an issue without too much delay or trauma.

In the meantime, we see every prospect of getting out two more issues (notionally December/January and February/March) before the AGM on March 22 - TAKE NOTE OF THAT DATE - so that we are again back on course.

Here at Company HQ, we do note how vital to morale regular supplies of info and Front Drives are for you guys in the field. Keep an eye out from your foxhole for a Unimog carrying bully beef, ammo and stocks of party hats (along with Front Drives) to help you fight off the non-believers in the true cause, the only cause, the cause celebre, the Cause Citroen!

Oh, and it's good to hear Leigh's cheery chuckle around HQ again, even if he does get his moustache caught in the spirit duplicator and gives us all minor heart attacks from time to time! All the best for the Festive Season, and see you in the new year.

Bill Graham,

Editor.

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.

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

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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

It is very pleasing to be able to advise you that bookings are now open for Cit-In '95, Bairnsdale. You will have found the Booking Form included with this, the last Front Drive for 1994 and in a separate article you will find more details of the event. Unlike Austraction, Booking Forms for Cit-In are sent throughout Australia and it is expected that demand for accommodation will be high, so my advice to all members of CCOCA is that if you want to participate in this great event you must complete your booking form as quickly as possible. We certainly do not want to be in the position of there being no accommodation for CCOCA members, because it has all been taken by other Citroenists. So get moving and get those booking forms in, with your deposits. Should you have any queries regarding any matter associated with Cit-In '95, do not hesitate to contact me or Mel Carey.

It does not take long for word to spread that I have been subjected to

the surgeon's knife recently. In early October my appendix decided it wished to see the light of day, which it did after I spent three hours on the operating table. The shock was so great for the appendix that it fell to pieces, I spent a week in hospital and a month off work! Thankfully all is now well again, but the month of October was effectively wiped from the record.

So, I was not able to be present at the combined CCOCA and Citroen Car Club of Victoria Concours d'Elegance. However I am assured that it was a great day with a fine selection of Citroens and a particularly large array of Tractions. Whilst a full report appears elsewhere, I must note that it was very pleasing that so many of the classes were won by CCOCA members - even classes that are not traditionally associated with CCOCA, including the GS/CX class and the D Series Class. Congratulations all round, though, to everybody who contributed to making it such a great day.

On Sunday November 13th, West Australian Citroen Dyane and GS owners, and until recently CCOCA members, John and Kate Woulfe and their two children were involved in a motor car accident. John, Kate and Aiden were all killed as a result. The Club extends its sympathy to John and Kate's family and friends. I first met John at the Easter Rally in Adelaide in 1982 - he had travelled from Perth with Stuart Pekin and displayed a penchant for bright yellow bib and brace overalls. My contact with both Kate and John continued over the years and indeed it was me who provided John's entree to the world of the Dyane when he bought a bright yellow Dyane from me. Personally, I shall miss the joy and happiness that John and Kate exuded, the welcome whenever I was in Perth and the pleasure of being with them in Melbourne. I know I am not alone.

Leigh F Miles,
President

inside...

FROM THE DESK
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Past Events - Concours

This year's combined Concours d'Elegance between CCOCA and CCCV was held once again at Scienceworks Museum, Spotswood. An excellent turn-up of Citroëns arrived from both Clubs to brave a very hot Melbourne day and make this one of our best events this year. A varying total number of cars came and went during the day with the average number on display being about 45.

We were even treated to the rare presence of a D series cabriolet, which attracted a great amount of attention.

Models present included Traction - both 4 and 6 cylinder - 2CVs, Dyanes, Visa, BX, GS, Ds, and CXs. We were even treated to the rare presence of a D series cabriolet, which attracted a great amount of attention.

Judging this year was made difficult by the overall very high standard of cars presented on the day by each Club and a couple of "non-club" cars from Victoria and interstate. [We are assured that Larry and Pam O'Carrol, from NSW will be joining - Ed]

I would like to thank the members of CCCV and CCOCA who assisted me in running the event under such adverse weather conditions and especially to the member's efforts in providing the viewing public with such a splendid site to browse through.

CCOCA Prize Winners were as follows:-

Outright Winner

Victor and Lorraine Gready, Light 15, CH 1254

Best Traction
Victor and Lorraine Gready, Light 15, CH 1254

Best 2 Cylinder
Leigh Miles, Dyane 6, DYANE 6

Popular Vote
Roger Brundle, ID 19, CH 1829

Best GS
James Henwood, GS Sedan

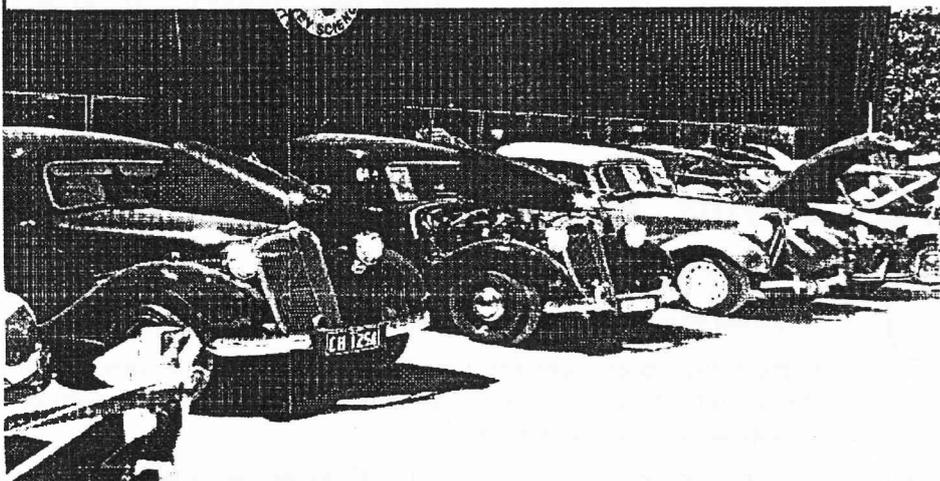
Arthur Clarke Trophy

Leigh Miles, Dyane 6, DYANE 6

A full report of the judge's scores will appear in the next edition of Front Drive.

Other Attractions at Scienceworks included a touch and feel children's exhibition, a special effect exhibition and displays by the Fire Services, as part of Fire Awareness Week

John Couche



Keep on Trucking?

Some Club Members may be aware that in 1992, at the end of the Top End Raid, Iain and I entrusted our pride and joy - the Dyane - to the care of Finemore Transport. In exchange for what, at the time, seemed like a large sum of money, they agreed to truck the Dyane from Cairns to Melbourne. Which indeed they did. However along the way they managed to drop the car off the trailer with considerable damage resulting. No, not to the truck, to the Dyane. Members may indeed recall seeing a photo printed in 'Front Drive' of the Dyane half off the front end of the trailer, balancing on its chassis, with the front of the car in contact with the back of the cabin of the prime mover. Club members Lance Collins and Wendy Paas and fellow Raider Phil Ward helped the truck driver replace the Citroën on the trailer

and to resecure it. Phil took the photo that appeared in 'Front Drive'.

So, Iain and I knew that the car had been damaged in transit before we went to collect it. Finemore, at that stage appeared quite reasonable about the matter and certainly did not indicate either that the damage was not their responsibility or that we would have any difficulty regarding the repairs to the Dyane being paid for by Finemore.

Iain's health problems kept me from doing anything much about the car, indeed it was not until late in 1993 that I finally collected a quotation for the repairs from Heka and contacted Finemore to arrange settlement. Things had obviously changed in the intervening time and in response to a repair quotation of almost \$3,500 Finemore, whilst denying responsibil-

ity for the damage, offered just over \$1,000 as an act of their good faith.

This I understand is standard practice. The transport companies be-

The transport companies believe that if the car involved is your only means of transport, there is a good chance you will accept the offer. The alternative - waiting the nine months for the matter to end up in Court - is unlikely to appeal to many average motorists.

Past Events - Photo Competition & Model Concours

This year's Photographic Competition and Model Concours was combined into a single meeting, which proved to be very successful.

A good turn-up of members arrived with an even better selection of photographs and models to be judged. It was decided that the prizes would be awarded by popular vote and this worked well.

In the photographic competition Peter [Luigi] Boyle swamped the other entrants with a brilliant photo of an H-van in Paris. Second place went to John Couche with a photo of his 11BL. Third was David Hancox and his "needs a little work before it's finished", C6.

The Model Competition was progressing well enough until Warren Seidel blew everyone into the weeds with his totally hand-made, radio controlled Kegresse Half Track, towing its own series of trailers, showing reference photographs used for its construction. Warren obviously won First Prize. Second went to the ZX Rally Special of Peter Boyle and Tim Cross wrapped up Third with his Traction.

A feature article on Warren Seidel's Half Track has been promised for a future edition of Front Drive.

Thank you to all the members present who made this meeting a success.

John Couche

lieve that if the car involved is your only means of transport, there is a good chance you will accept the offer. The alternative - waiting the nine months for the matter to end up in Court - is unlikely to appeal to many average motorists.

In June of 1994 I ended up in Court suing Finemore. A case which was anticipated to last for less than a day took three days of the Court's time, as well as my time and that of both my - and Finemore's - "expert" witnesses. The judge reserved his decision and it was not until I returned from France at the beginning of August that I found that the Court had found entirely in my favour.

So the purpose of this article is to provide what I hope will be some useful information for anyone who may at any time in the future need

Keep on Trucking?

to truck their rare, pride and joy around the country.

When the car is collected a condition report will be completed by Company to show the condition of the vehicle at the time of collection. Almost certainly if the report is prepared by the truck driver it will be done in a rough and ready manner. But, do not allow the person preparing the report to miss any damage, of which you are aware, already on the car. This will prevent any arguments regarding the "quality" of the condition report, its validity and whether there was any other pre-existing damage that should not be covered by the trucker's insurance. I would also suggest that you photograph the car in sufficient detail for the actual extent and nature of any damage to be clearly discernible. Ideally, a camera that imprints the date of the photo or a Polaroid photo [witnessed by the truck driver] should be taken. Otherwise it will be suggested that you took the photos of the car at some other time or indeed took photos of another car entirely. [Never mind that the photos show the registration plate of the car, it still could be any other car, photographed at any time.]

Do not provide the driver with any advice on how to secure the car to the trailer unless you are absolutely certain that the advice you give is totally correct. Thankfully, I know nothing about such matters and so this is one mistake that I did not make.

If you find yourself in the position of Lance, Wendy and Phil, and take

photos of a car in a position of distress, ensure that the photos clearly show the registration plate of the car, otherwise it could be...you guessed it, any Citroën Dyane fallen off the truck, anywhere. Ensure that the photos clearly show the trucking company's name, and/or the truck registration plate, otherwise it could be...yes, not just any Citroën Dyane, but any Dyane off any truck. Yes they tried that one too, denying it was their truck! If you are fortunate

I suppose there is only one other piece of advice I can give to you on the subject of trucking your car around - don't.

enough to have such photos, ensure that the photographer is present in court. Otherwise your photo runs the risk of being "hearsay" evidence. Yes, I know you have the photo physically in your hand, but it is only a nasty rumour and the judge cannot look at it.

When the assessor turns up to assess the extent of the damage to the car do not say anything to him. Nothing more than "There it is." Any more than that and there would appear to be a fair chance the tale told in court will not tally with your recall of what was said. Indeed we ended up with Finemore's legal eagle suggesting in a totally polite manner, that my father - who had been present on the occasion of the first assessment of

the car - was a stupid old fool who could not remember what happened yesterday, let alone what happened a year ago.

If you have more than one expert witness they should all be present when any of them are giving evidence and they must take note of the evidence that is given. Otherwise you can end up with your own experts giving different, and disagreeing evidence in answer to the same questions. Not a good thing.

Under no circumstances refer to Club Events, as we do, as Rallies. For CCOCA any event - from Raid '92 to the Gourmet Deli Day Run - tends to be referred to as a Rally. Unfortunately, this word conjures in the mind of the judge the very worst of driving conditions. I ended up in the words of Finemore's legal-eagle with a car that had not participated in one Raid, but with a car that had "competed in dozens of Rallies". So take care and take note!

The trucking company will also refuse to compensate you for any damage that is done to the chassis or the underside of the car. So, despite the fact that the photos showed the Dyane balancing on the chassis Finemore claimed that their terms and conditions expressly excluded responsibility for any damage to that part of the vehicle.

I suppose there is only one other piece of advice I can give to you on the subject of trucking your car around - don't.

Leigh Miles

On Acquiring a C6

It happens to us all at times, somewhere, sometime a little seed is sown which slowly begins to grow into an out of control situation.

It happened to me sometime in the past when photographs of early rear wheel drive Citroëns caught my eye and slowly the longing to own one became almost an obsession.

The 6 cylinder C6 was the main attraction and when the remnants of one became available I just couldn't help myself. I raced off to see it, quickly glanced at it by torchlight, bought it, and raced off home to beg forgiveness from my darling wife, Bronwyn. Bless her heart, she was happy for me.

Things went along reasonably well for a few months with various parts being picked up along the way from as far away as Dartmoor near SA Border (thanks to Doug Ferguson for a range of parts) to Sydney (slight detour required) for spare rear end and spring parts.

My enthusiasm for the project was still full on but I was beginning to question my own sanity, others had made up their minds long before this and long sideways glances were becoming the order of the day.

Then, all hell broke loose. Bronwyn gave me the phone message. It was sketchy, "Peter Boyle rang, C6, Ian Anderson Yarraville". I couldn't get to the phone quickly enough. At the

back of a house in Yarraville, a C6. Sounds good. Ian didn't get much of a look at it, but I couldn't contain myself.

The house where it was is up for sale and no one lives there anymore. Ian very kindly got the name and phone number of the agent and I rang him immediately. House for sale? Trustees Auction, Simsmetal been called to take old cars for scrap!!

My heart nearly stopped. Have to be quick, would have to get permission from Trustees, ring me in 3-4 days.

I raced out to meet Ian that afternoon and we went round to see it.

(CONTINUED ON PAGE 7)

Joint Run Planned

In both 1993 and 1994 CCOCA ran an event, the Deli Day Run. This day trip into the depths of Western Gippsland provided an opportunity for a social day out, but was not in any way technical. There are, it is understood, no plans to run this event in 1995, however another car club of which I am a member - MOTORFRENZ is undertaking the same event on Sunday, February 12th. Any member, or their friends who wish to join Motorfrenz for this day run are most welcome so to do.

As in the past, the initial meeting point will be the car park of the Prince Mark Hotel, with a view to being on the road by 9.30am. The group will re-form at the Robin Hood Motel - to provide a meeting point for members of both Clubs who are heading in from the East. It is planned to leave the Robin Hood by 10.30am.

For CCOCA members who have not been on this run before, it provides an opportunity to gather with other motor enthusiasts and sample the delightful foods of Victoria. Open

spaces, rolling hills and picture book farms. Rural villages and quaint country walks. You will meet 'real' people. Warm, welcoming country people, who share their experiences and their livelihood with you.

Learn about deer farming and how to cook venison to perfection at Hilston Deer Farm. Pick fresh fruit at Drouin West Fruit & Berry Farm - or just sit in the sun and delight in their natural berry ice cream.

This is not an official CCOCA Event and attendance at it does not count towards Club Person Points for the Club Year.

Jindivick Smokehouse is tucked away in a lovely valley and supplies superb European style smoked meats, sausages, ham and trout. Gippsland Blue Cheese Factory will supply you with some of the best cheese in the state. Some say better

than anywhere else in the nation!

Sample your purchases as part of your lunch under the massive beams of the trestle bridge at Noojee. Then, relaxed and refreshed, fish for trout or salmon at the Alpine Trout Farm. It's a great day out.

For more information, call me - Leigh Miles - on [03] 888 7506, or simply turn-up on the day.



On Acquiring a C6

(CONTINUED FROM PAGE 6)

D Re-action - Disappointed - Yes
Enthusiastic - Yes

id I want it - Yes But why??

If I could get it from the clutches of Simsmetal how would I get it home?

It had obviously been there for a very long time, the front had sunk into the ground up to well above the running boards. The motor was there (mostly). Impossible to tell if any other mechanicals were still there. The doors had been nailed shut and the interior of the car was used as a rubbish tip. Full to the roof (via the non-existent fabric top) with bricks, bottles cans, tiles, a lawn mower and just about anything else you would care to name.

Luigi to the rescue. Peter kindly donated the services of his Bobcat and his time to get it out for me (he is as mad as me) and at this stage he hadn't seen the situation it was in. He just didn't know what he was getting himself into.

Knowing I had Peter's help and the loan of a triple axle trailer from another friend of mine, I figured I was well set up to get it home. Now for the agent again. I rang him at the requested time. Response - "I'm sorry, he's in a meeting."

Ring again - "He's at an auction."

Ring again - "He's out - no, nobody else knows anything about it, have to speak to him."

3 or 4 days have gone by since the time he was supposed to have an answer for me, still can't contact him, have Simsmetal taken it away? I'm starting to panic, I must be mad, surely I don't really want this thing anyway, but I just couldn't bear to see it go to the scrap yard. Finally I got a message from him. "Auction's getting close, have to clear the site, act quickly."

Yes, it was mine!!

It was organised for the following Sunday. My son Daniel and I picked up the trailer and headed off to get

there about an hour before Peter so we could clear the rubble out of it to make it easier to move. I had another good look at it. "Why?" I asked myself again, but it was too late now. We started to empty out the rubbish and Ian Anderson arrived for moral support. We continued and were watched by inquisitive neighbours. Perhaps we looked a bit 'sus' because it wasn't long before we were 'greeted' by two well armed and inquiring local police. They took my name and address and appeared happy with my story although I'm sure they ran checks on me and my car registration before they left.

Peter arrived and I was a bit concerned by the look on his face when he saw the task ahead of us. "May present just a little problem" he suggested.

After the police had gone the neighbours became a little more talkative.

"You gonna fixa this car?"

"How you gonna move it?"

"Bobcat? You never move it with a Bobcat."

Perhaps we looked a bit 'sus' because it wasn't long before we were 'greeted' by two well armed and inquiring local police. They took my name and address and appeared happy with my story

"I driva Bobcat for years" - he said

"Bob a cat? No way" - he said

He looked at Peter's Bobcat and laughed. If Peter needed an incentive to get it out with his machine, that was it. He wouldn't let the little \$%^& !! have the last laugh.

We enquired "How long have you lived here?"

"40 years" - he said

"How long has the car been here?"

"40 years" - he said. "Plenty of other cars under the ground, Morris minor convertible - FJ's probably another 5 or 6 that we couldn't see."

"Lets get into it" said Pete. It took a lot of work with that little machine but he got it out and lined it up with the driveway. "Back the trailer in" was the order. Bigger it!!

Trailer's too wide for the gateway, not to worry, Pete pushed backwards up the driveway.

"Put your ramps on the trailer" was the next order.

"Damn!! forgot to bring them." Not to worry - we'll use Petes ramps. On she went - piece of cake - Shes mine. After all that time out in the weather we were surprised to discover that all the door linings are still there, window winders, door handles, grab handles - all there. Sure, there are lots of parts missing. And then probably the most exciting part of all: -This car is definitely different to other C6's you might see and I believe it to be a fully imported car as opposed to everything else that I have seen or heard of (usually sent as rolling chassis with a locally produced body fitted). I am awaiting replies from both England and France which I hope will confirm this.

Anyway, there it is, sitting in my backyard awaiting my TLC and lots of it. My thanks to Pete and Ian for their help in sourcing and retrieving it and to Bronwyn for being sympathetic and patient in whatever makes me happy.

P.S. If anyone was trying to ring Peter during that week and only got his answering service, he wouldn't answer the phone for fear of retribution. If anyone is interested in these cars I would love to hear from you.

Yours in Citroen
Dave Hancox

Ph/Fax - [059] 431029

A/H (059) 432485

Letter to the President

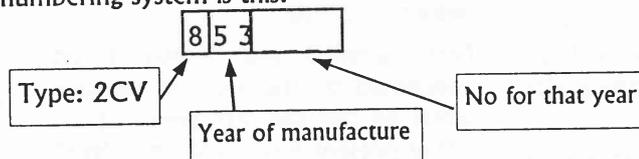
Please read the enclosed photocopy [see article below], which triggered my query. The article claims that their 2CV is the 2nd off the production line in 1953 and is probably the earliest remaining Slough-built 2CV. Are they making an outright claim or is someone fishing for a response with earlier claims?

Via Bert Houtepen, CCOCA, Sydney, and a little searching myself I have a list of nine vehicles all pre the above number. Admittedly they range from "parts off" through various stages of restoration, to a full "on the road" example. So, the question is - as far as CCOCA is concerned - should we be waving the Aussie flag, writing letters to refute the Pommies futile claims, or should we keep quiet, lie low and hold onto what early 2CVs we have. For example, I belong to 2CV GB also, is it wise to part with details of my vehicle for their early register?

I guess it come down to what relationship we have with the English Clubs and 2CV scene in general and whether we wish to remain aloof and independent.

Cheers for now
John Hancock, a two pot potentate.

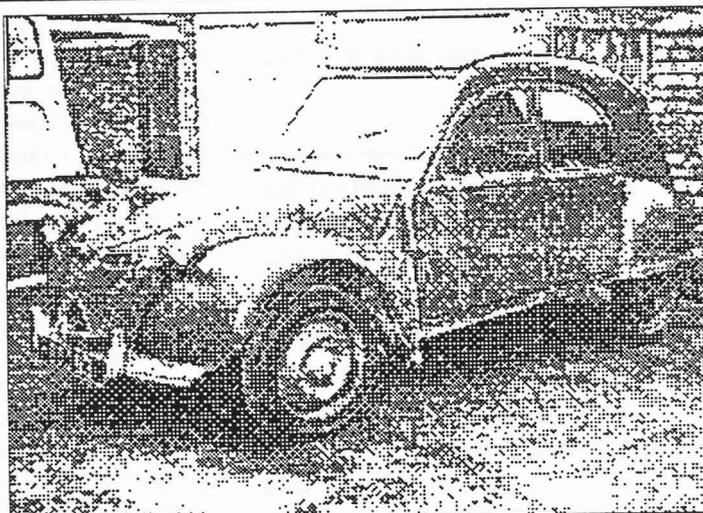
PS. My understanding of the chassis numbering system is this:



Is my understanding correct? Have they made a mistake?

Earliest 2CV? [Reprinted from Thoroughbred & Classic Cars - April, 1991]

The very last right-hand drive 2CV off the French production line is to go on display at the National Motor Museum at Beaulieu, on loan from Citroën UK. At one time the 2CV was made in this country at Slough, and Ken Woods of Lytham St Annes believes he has the earliest Slough-built car remaining. It is chassis number 8-



Above: Not only the second Slough-built 2CV off the line but a specifically modified one at that. Would it happen nowadays?

53-0102, engine number AH 1796, registered STJ 113. Ken told me "the car was purchased new in 1953 by Major Wanliss of Lytham St Annes. The Major was very tall and suffered with a spinal injury obtained during the last war." He wrote to most of the motor manufacturers to see if they could supply a car with increased roof height. Apparently Citroën was the only company to reply to his letter, and in 1953 he collected this 2CV with the roof raised to his specifications. This extra height plus the unique qualities of the car's suspension allowed him to enjoy his motoring. The car is believed to be only the second off the Slough production line. It is complete but has been standing untouched for 13 years. It is in need of restoration and Ken is willing to sell.

John,

Firstly, my understanding of the chassis numbers is in line with yours - but that is no guarantee of its correctness.

Secondly, interest in the marque will only be fostered and improved by the interchange of information and ideas between Citroën Clubs and enthusiasts around the world. I also believe that if Australia does have cars of greater historical significance, then we should tell the world about it.

Of course, knowing how parochial some Englishmen can be, they probably do not believe that a car in Australia could be of any significance.

So, shout what we know and what we have from the rooftops! Naturally, other CCOCA members may hold different views and Front Drive is your chance to express them.

Leigh F Miles

Servicing Your Two Pot

Another technical article! This time for the 2-cylinder brigade. This certainly appears to be a simple path towards servicing a 2-cylinder Citroën - whether it be a real 2CV and Ami or one of those pretend 2CVs - a Dyane.

There is a curious idea that the French are garrulous. No Citroën owner will believe that one - not so far as maintenance is concerned, anyway. Look in the handbook for a guide to servicing your car and you are met with a silence so deafening that it matches that of a Norman peasant when asked for a discount on his calvados.

After years of work on 2 cylinder Citroens I thought it was time I shared my experiences with the technically challenged. So, here is a quick run through of an average 6,000mile service on a 2CV/Ami...even an imitation 2CV, such as a Dyane.

Engine. The first question the average owner asks is "How do you adjust the tappets?". When you gaze down through the 2CV's crowded bonnet at the horizontal cylinders far below you understand why! In fact once the tappet covers are off there is ample room even if it is a bit of a stretch.

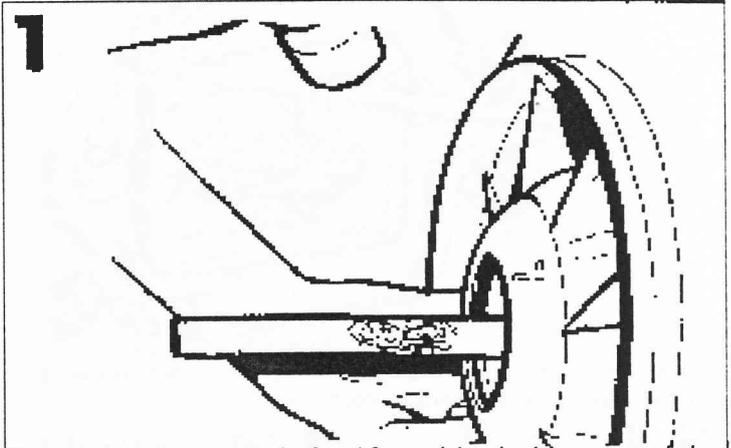
As with all "flat" engines, removal of the tappet covers means a loss of oil. About 300ml is trapped in each cover, so it's essential to position an oil tray under each head as you work on it and also to slide a wad of absorbent cloth on to the chassis member below the head to soak up the rest.

That done, remove the 12mm nut holding the tappet cover. The engine needs to be stone cold for this job - not just because you are likely to find it uncomfortably warm work if it isn't, but because the heads are of light alloy and the clearance will be wildly out if set when hot.

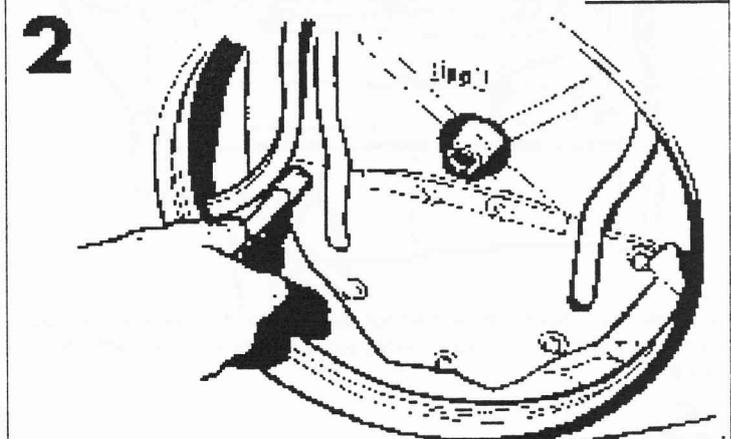
The method is simple enough. Turn the engine on the starting handle until one valve on the side on which you are working is fully open. Then, adjust the other valve - a simple "screw and locknut" job. [See illustration 10] Repeat the performance for the second valve, refit the cover - using a new rubber gasket - and then adjust the other side.

Normally, the tappet adjustments and oil changes are carried out at the same time, but if for any reason the tappets are reset between oil changes, do not forget to top up the oil level to compensate for the loss of lubricant in the covers.

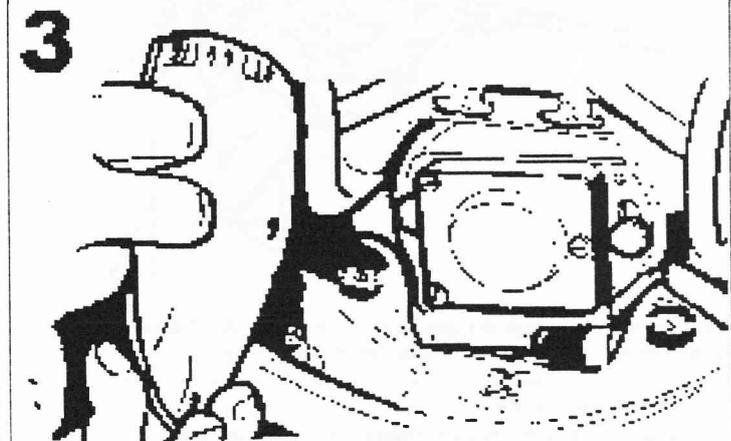
Oil changes [3,000miles for filter-equipped models, 1,500miles for models without filters] are delightfully simple. Slide a hand under the car, and you will feel a 19mm drain plug, just protruding from the undershield. Slide a tray beneath this, open the filler cap and undo the drain plug. The oil just flows out. No



To reach the points remove the fan. After undoing the 14mm centre bolt break the taper by inserting a drift and hammering from side to side.



The points housing is protected by this rubber shield, which is held by a ring of seven 8mm bolts.



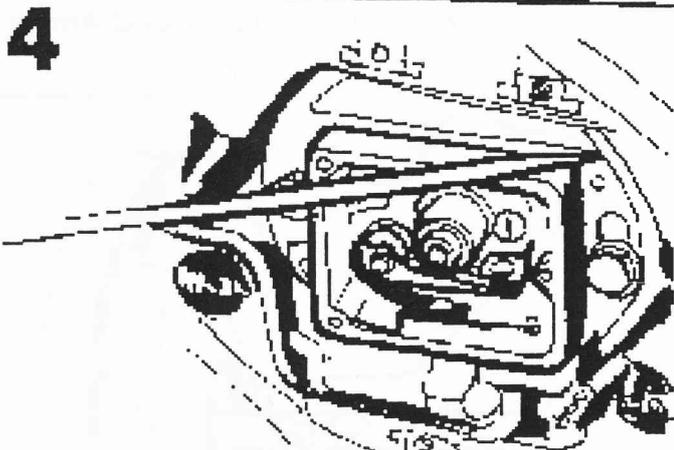
Yet another shield closes the box shaped points housing. It is secured by three screws.

grubbing about underneath the car at all.

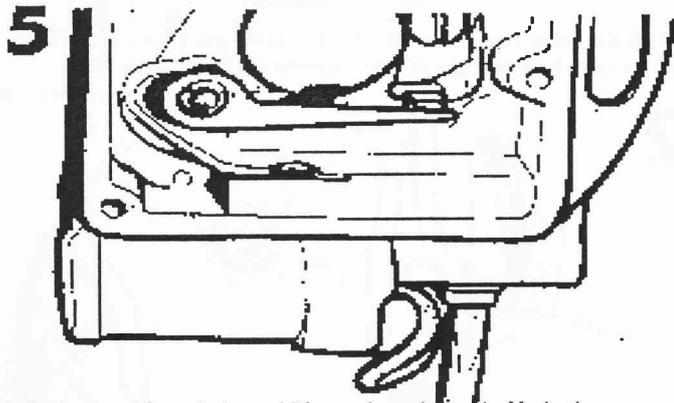
Unfortunately there remains the slight question of the filter

(CONTINUED ON PAGE 10)

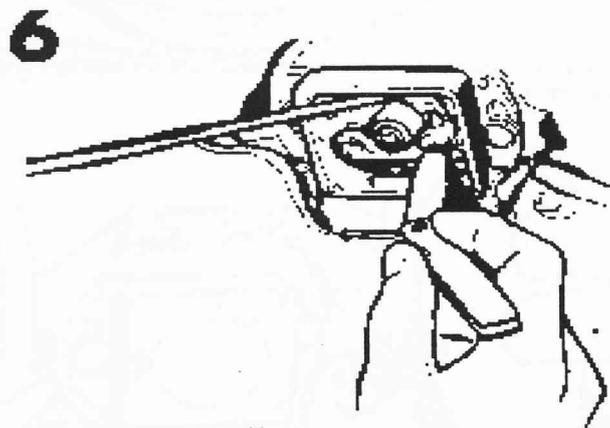
Servicing Your Two Pot



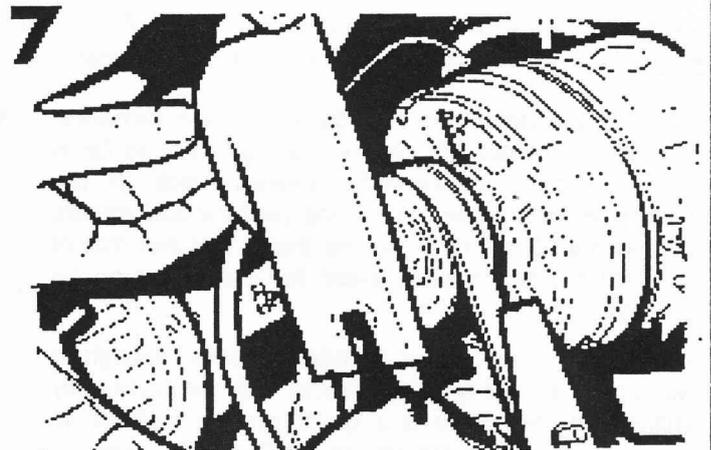
4 Disconnect the spade terminal below the housing, and scribe a mark along the upper edge so that the timing cannot be "lost".



5 Undo the two 12mm bolts and lift out the points unit. Undo the screw on the terminal and the back plate locking screw to detach the contacts for cleaning.



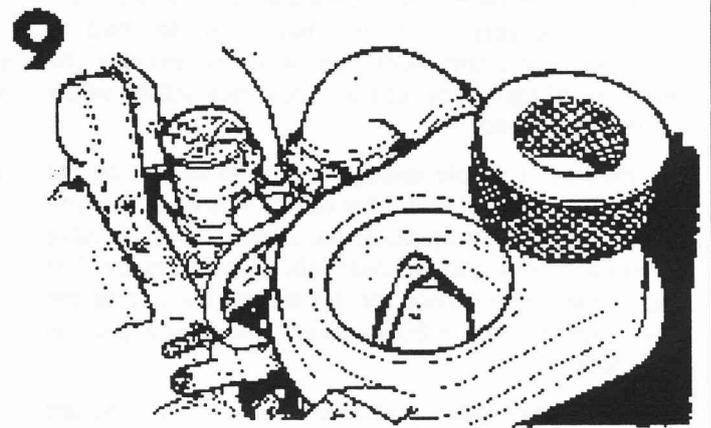
6 Refit the unit and check the gap on each cam peak. A 12-thou feeler should be just a loose fit, a 15-thou feeler must be tight.



7 To reach the alternator belt, loosen the three 8mm nuts on the securing studs and slide off the cover. It is slotted for easy removal.



8 Irregular idling could be due to dirt obstructing the slow running air jet which is fitted externally at the front of the carby. Clean it!



9 There is a mesh filter in the fuel inlet on the carburettor, and the air cleaner element must be washed in petrol. Check every 6,000miles.

(CONTINUED FROM PAGE 9)

- changed every 6,000miles. A canister type, it lurks inaccessibly below the off-side cylinder and it calls for some acrobatics to reach it. A strap spanner will free it, but the DIY owner will have to "guesstimate" the torque required for replacement - 11 ft lb. A tip here, incidentally, is to apply a light smear of grease to the oil filter seal. This will allow it to seat without distorting as it is tightened down.

When the filter has been changed there's a trick to refilling with oil too. Pour in 2.5 litres and then start the engine. Run it till the dashboard light goes out - it is, contrary to popular belief, an oil pressure light and not an ignition light. This should happen in about five to ten seconds, showing that the filter is fully charged with oil. Stop the engine, allow the oil a few minutes to settle and you will find that the engine will take about 500 to 600ml more.

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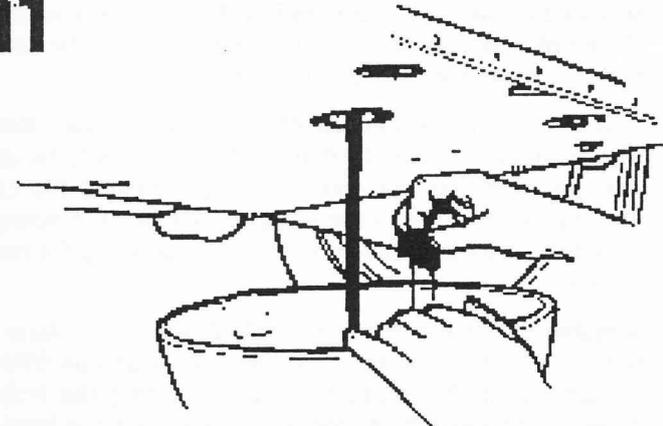
Servicing Your Two Pot

10



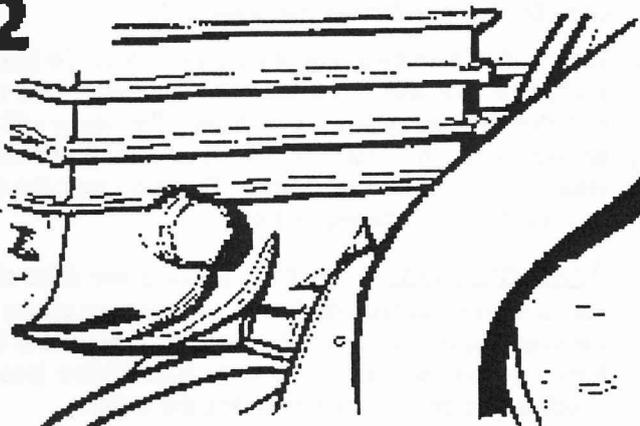
It can be done! Though the space is a bit cramped, tappet adjustment to 6 thou cold is made from the top of the engine.

11



You could drain the oil while wearing your best suit! The plug can be reached without getting under the car...

12



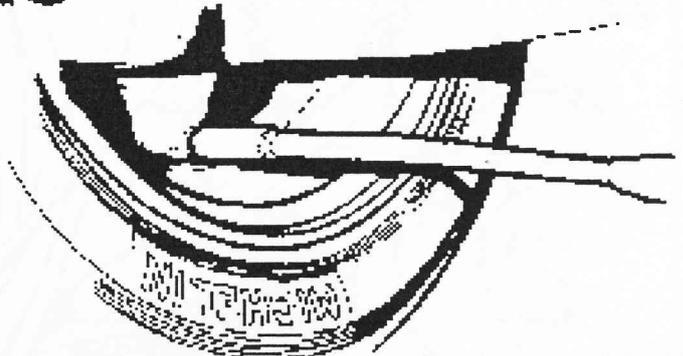
...but the gearbox is a different matter. This 17mm combined filler/level plug demands a syringe for topping up the transmission.

(CONTINUED FROM PAGE 10)

2CV drivers who do not know this trick can worry themselves silly about an oil consumption which seems, temporarily, to have reached "litres per km".

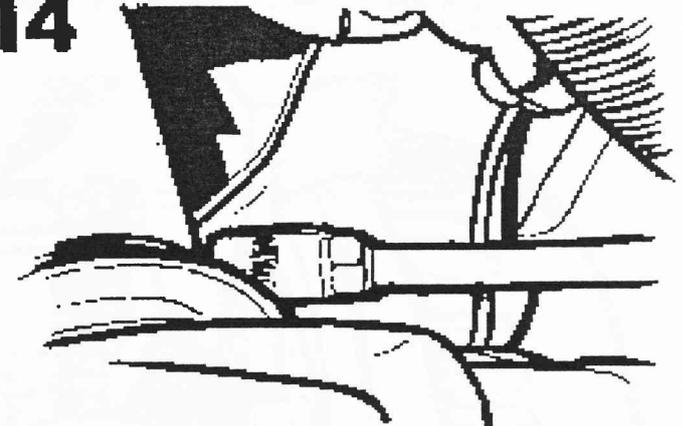
Electrics. Have you ever wondered where the points are? The picture strip reveals all - well almost all. To reach them involves a certain amount of dismantling. The grille comes off most models quite easily, and the method

13



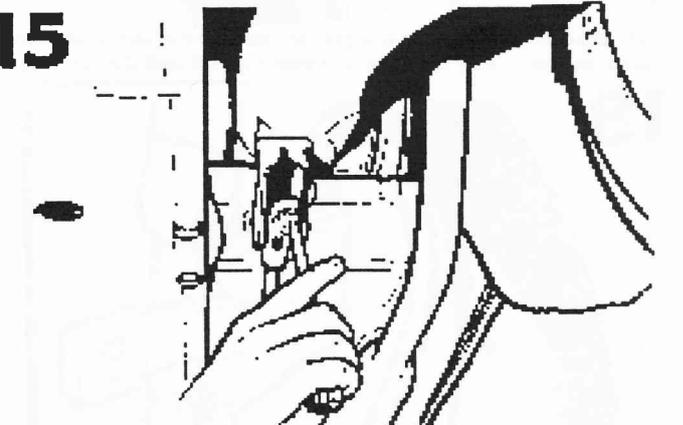
Each steering pin has a single grease nipple. Inject lubricant until the old grease begins to squeeze out of the joint.

14



Greasing the driveshaft splines is a tricky job - you have to wheel the car back and forth until the single nipple on each shaft is accessible.

15



A vital one this, if the suspension is to remain supple. Raise the car and use a spatula to pack grease all around the four knife-edge bearings on the spring rods.

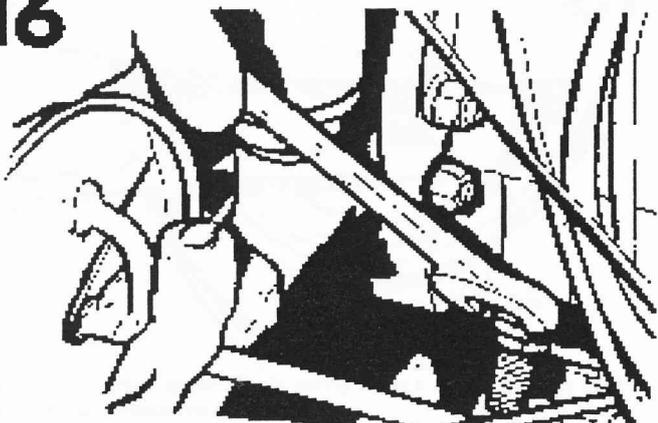
of breaking the fan taper shown here will succeed, if you persevere. The actual setting of the gap is reasonably simple - but it does require a degree of judgement. a 0.015inch feeler gauge should be tight in the gap, while a 0.012inch blade should be loose.

Alternator belt adjustment is straightforward. There should be 12mm of play in the belt, set by loosening the

(CONTINUED ON PAGE 12)

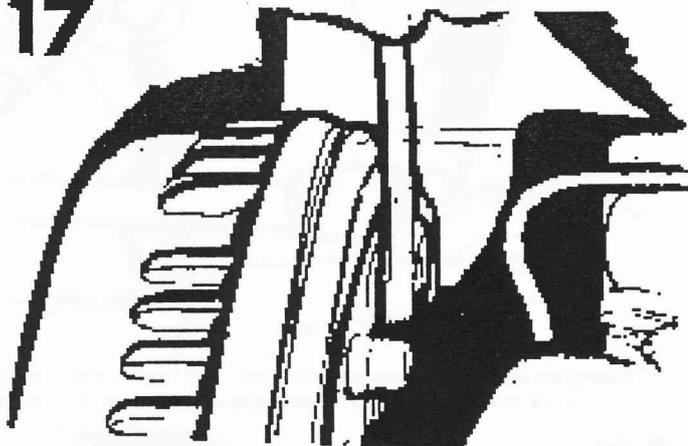
Servicing Your Two Pot

16



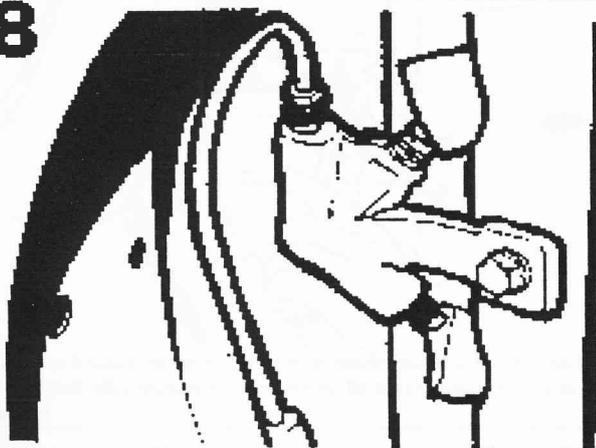
The clutch cable adjuster does not screw to the bulkhead. It is positioned by a nut secured with a lock nut. Set to 20mm pedal play.

17



Each brake has two 124mm hexagon adjusters on the back plate. Turn them outwards to lock the shoes and then back off until they are free.

18



Check the condition of the brake pipes at each service. The rear lines come to this junction on the chassis and then run internally to the arm centres.

(CONTINUED FROM PAGE 11)

11mm adjuster bolt and the 14mm alternator pivot bolt, and then pulling the alternator upwards.

Brakes. It is far easier to adjust the brakes with the car standing free on level ground, than by jacking it up, so

that's the method to adopt whenever possible.

Release the handbrake and open the bonnet. Lift out the spare wheel. Adjust the front brakes by turning each 14mm hexagon headed adjuster outwards until it locks the shoe against the drum. Back off until the drum unlocks - check this by rocking the car back and forwards - and then turn the adjuster very slightly outwards again, so that the final adjustment occurs on an outward stroke. Repeat the procedure for the second shoe, then for the other front brake.

Since the handbrake operates on the front wheels, this can now be set. Adjustment is by a pair of wing nuts, low down beside the front cross-member. Pull out the handbrake by three or four notches on the ratchet. Then turn one of the wing nuts until it locks its brake, counting the number of half turns this requires. Then do the same with the other nut. The two should synchronise.

Complete the brake adjustment by setting the rear shoes. The method is similar to that used at the front, except that one stretches out comfortably just behind the car and reaches in to get to the adjusters. This enables you to rock the car backwards and forwards by grasping the rear bumper.

Bleeding the brakes involves standard procedure, using a sequence of nearside rear, offside rear, near side front, off side front. No snags here. But reaching the brake shoes is a trickier job. At the rear, it is essential to have a puller to detach the drum/hub unit. At the front, where the brakes are inboard, no puller is needed but there is a complication of releasing the drive shafts.

Each shaft is held by a ring of six 14mm nuts. To free the shaft, first jack and block the car. Then undo the nuts, pull the shaft away from the drum. This alone will not provide enough clearance to allow the drum to be removed, so jack the car higher. This will lower the shaft and the drum can be wiggled out.

Transmission. Apart from greasing the drive shafts - another job that requires "feel" - by injecting grease into the single nipple on each drive shaft until the rubber boot feels firm but not hard, the only transmission jobs are checking the gearbox and adjusting the clutch.

You will look in vain in the handbook for any reference to the clutch cable adjuster. Actually, it is barrel shaped and located in an aperture in the front bulkhead. Adjustment is made by freeing the lock nut, holding the adjuster nut and screwing on the barrel by means of a flat on its lower end. When the pedal clearance is right, tighten the lock nut hard against the adjustment nut.

Stiff clutch operation can be traced, often, to a badly lubricated cable. It is possible to trickle oil through,

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Servicing Your Two Pot

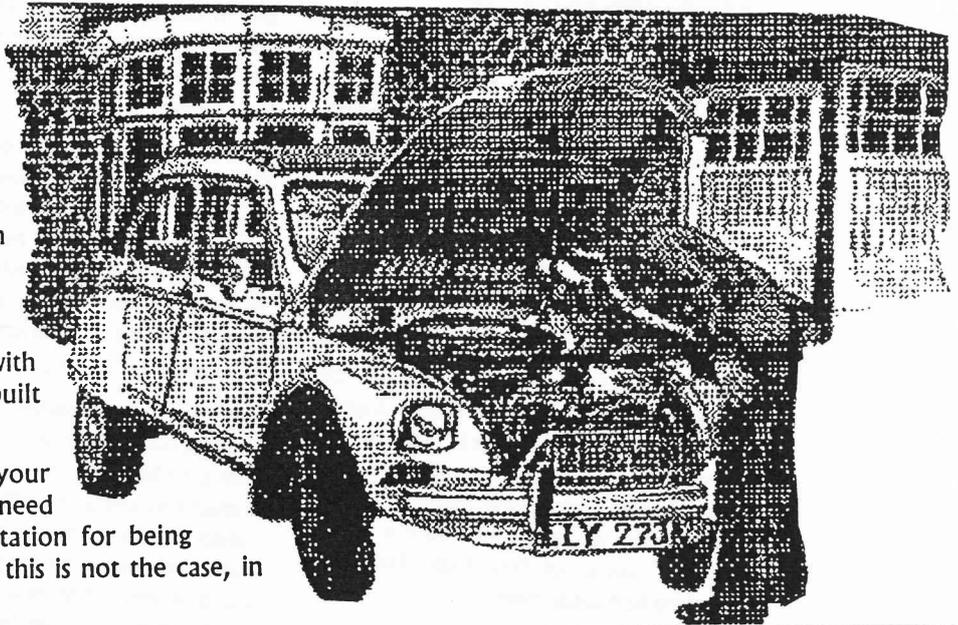
(CONTINUED FROM PAGE 12)

injecting it from the passenger compartment end. A more permanent method is to detach the cable from the car, coil it up, and "sink" it into one of those motorcycle lubricants - Duckhams "Chainguard", for example. An admirable idea that and thanks to the UK Citroen Car Club, from whose magazine I stole it.

Steering and Suspension. Basically there is nothing to do here but carry out a regular greasing routine. Apart from the nipple of each steering pin, the main essential is to pack the knife-edge pivots on the suspension rods with grease. It is vital that this is done properly, or the quality of the ride will suffer.

It involves getting under the car and using a spatula or a screwdriver blade to pack grease right round the pivots on the suspension rods. Be liberal - the results are worth the effort. At the same time, give the damper attachment points a generous application of spray with a silicon can to combat any inbuilt "stiction".

With regard to routine servicing of your 2CV/Ami/Dyane, that's about all you need to undertake. Despite having a reputation for being difficult to work on, as a DIY vehicle, this is not the case, in my view.



This article is reprinted from Practical Motorist, February, 1973

Letter to the Editor

1675 Coolgardie Street,
Mundaring,
WA 6073.
15 November 1994.

Dear Ed.,

I read with both interest and disappointment of Mr. Adrian Chew (page 18 of last issue) joining the growing number of dissatisfied buyers of Light 15s from New Zealand. I am also one of these people, and I know of another in Perth.

I want to send a warning to club members of the dangers and pitfalls of this costly exercise, of buying a car sight unseen from New Zealand or even from Australia for that matter. Photos may tell a thousand words, but they can also hide a thousand faults. Get someone you know or who comes highly recommended for a second opinion to inspect before purchase. Don't believe too much of what the seller tells you, even if they claim to be a reputable dealer or collector. Remember the old saying - "Buyer beware".

Yours sincerely,
Ken Churchman.

PS: I have not received an October/November Newsletter. Have I missed it or is it still coming?

Editor's note: See "From the desk" for the answer to your question, Ken. You were not the only one to be looking for the dust of the postie's ute with an anxiety only exceeded by that of a Queensland cockie looking for rain clouds.

By the way, I'm holding over a biting response to the ramblings of that devout anti-Twin Pot renegade, Torr Shaun Barr. It'll be enough to boil your anti-freeze. Also a beaut letter from good old Fred Annells, Mr. Bibendum himself of the UK, reporting that the long-running restoration of his Big 15 roadster (yes, your eyes are not deceiving you) is virtually complete. We'll bring that story and more in our next issue if there is room.

Christmas Competition

H

ere is our holiday teaser. Look for more than 200 car names. Most are hidden, some reading forwards and some backwards. Only car makes count, ignore model or truck names. There are no anagrams or cryptic clues, only names that read backwards or forwards. If you find more than 150 send a marked copy of page to Bill Graham [see address on page 1] by 17 January 1995. A prize generously donated by Cussor will be awarded to the winner. No correspondence will be entered into and the judge's decision is final.

My dear, how heavenly to see you - all one's friends to be here. But, you've had a face-lift! To heal the eyestrain? How bizarre! Well, at least one must be glad a scar isn't more obvious. Last March Trevor and I had a spell in a London hospital, both together but for different reasons. He'd swallowed a mercury thermometer while being checked for a cardiac misfire and I'd contracted caries from puncturing the amalgam on a hollow tooth with a three-ply mouth organ.

Old Trev's really a bit hopeless, dear, your typical pipe-smoking Dunhill man who grumbles despairingly about commerce destroying the amateur, yet still never leaves a sale without a mass of old debris to lash on the trailer. I tell him that's a provincial, humbug attitude; most traders aren't really as evil as alleged. Anyhow, I keep chivvying for a new car instead of this old trash, but some men abhor change. Today he's after ceramic badges and mascots, and toy puffer rarities for our toddler. I need a seat for my mini-Suzuki but Trev doubts finding me anything from Japan there.

Hey, who's the auburn-haired Adonis sandwiched between that macho guy with the raffia tifter and the big nancy got up like an Arabian chief? For that crouch he must have been overtaken by an avalanche, stern first!

Listen! Hear that cat-call? I'd acknowledge it if only I could place the whistler. By the Tom's apparel I anticipate some febrile yuppie funded

from organised crime, probably centred on a pier disco in Brighton. Cripes, no! It's Sir Romney Hythe from Dymchurch, the celebrated railway nutcase, hence the asbestos suit! He'll drone on and on about problems on the line or Ticket Collector's Itch, and is known to extract a rich picking from the money markets by contemplating animal viscera.

Now, it's high time you visited our bijou retreat in Essex, dear. We have this typical cottage by an old mill, with a garden loo and external larder, and some woods around; not a clue whether they're oak or elm, I admit, but come spring, the air hums with swifts and Buick geese, the baabaas are bleating and from April, the garden is a joy to behold - entrancing!

Next week we're expecting these Americans, Tom and Diana Crosley and Tom's brother Sam. Tom at his best is a rather deadpan, hard-faced character hooked on the bottle. Darling, one just cannot imagine the dosage per day! Tom finds vodka is erogenous, but can grow very merry on a whiff of perry or high as a kite on a Traminer-valerian draft concocted by a mad Zambian freak who used to chauffeur a bus at some alpine haunt of his.

Morning remorse is tempered by benzadrine with lager. A glass or two of Tuborg wards off pink elephants in time to prepare lunch - you see culinary talents have made Tom a social asset beyond measure. In fact, it's really quite a brotherhood, both being Cordon Bleu champions. Meats on the spit are Sam's speciality - his Roti de Coq Carradine with glazed elderberries is a triumph. Even for breakfast one of them always dreams up something startling such as a rather rumped egg dish - Bed Sitter Omelette, or Oeuf Duvet in Frogpeak. Dear Diana's into subliminal audiology, you know. It all sounds immeasurably otic. Is it a liaison a trois between them? My dear, the thought never crossed my mind.

Might the bosun be amenable to bringing you up for our yearly May Bach Festival, inspired by Pitlochry's? Le roi le veut, tell him. It's not heavy going, more of a showbiz weekend when we put on a shindig of sorts in a makeshift outdoor arena. Ultra bucolic atmosphere, naturally, but a neighbour used to be one of Maxwell's legal editors and hitched to a ravishing ex-Carlo Ponti actress who was once nominated for an Oscar

with Hermoine Gingold's mob. I let myself play a harmonica solo last year, but when I saw the fang we invited Larry Adler to take on stage? Oh, that was made so touching. A Tamil carpenter rescued from a transit camp in Sri Lanka. He had no hope of reaching home until our squire trod on official corns.

After a short moonlit whodunit suavely presented by our Welsh headmaster from Cwmbran almost drowned the audience just as the Flyers were warming up. Poor loves, no galoshes, and one who had his baritone blamed it on our airedale. TV reports of national coverage became less welcome when someone spilt the beans about our vicarious erotic notes to a damsel in the church psalms on Sunday; evidently not a rational act - there had been a scandalous induction when someone stole a Frigate cowl. Poor chap was excommunicated from chapel in Colnbrook. So now, what has befallen my Trev?

Did you have a super holiday, dear? Trev and I have never really thought of it. Generally we stick pins in an atlas. My last trip overland to Italy went OK until it was interrupted by agents briefly abducted poor innocent an 'arms-with-art samples' terror. Next day a dilapidated old Rimini train, by any standards, left the rails just as a Jaguar and smashed into a coach, leaving very bent Leyland.

Our final host in Italy, a disillusioned skipper, has quit Northumberland and taken the Ensign for a piccolo Tuscan vineyard. Aretini, HG 'Rob' Malaprop. 'The sentiment!' he proclaims. 'Have you seen me on the bridge and watched your son advise devotion to the grape? Such a philosophy - who else would keep the bath?

Next we flew to Egypt and the Sphinx and pyramids in two minds whether to come for the scheduled flight; the aeroplane was Lufthansa flew us via Wadi Halfa to Birmingham. Perhaps we'll try Egypt dear. Ah! Look here's Trev at it with a whole Rolls-Royce!

Coming Events

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

Classified Advertisements

T

his listing of parts available from Roger Williams of Steam Car Developments was promised in the last magazine, and true to our word, here it is. Steam Car Developments can be contacted at Wood Lane, Beverley, North Humberside, HU17 8BS. Telephone and fax is [001144] 482 86 3344.

PARTS FOR 4 CYLINDER CARS

- 1 Crown wheel and pinion sets with a ration of 10 x 31 £290 each
- 2 Speedometer pinion drives for the above £50 each
- 3 Driveshafts, complete with new inner cardan and outer CV joint with taper fit to the brake drum* £250 each
- 4 Driveshafts, complete with new inner cardan and outer CV joint with splined fit to the brake drum* £650 a pair
- 5 Output shaft support flanges includes new bearings/oil seals/modified output shafts* £150 a pair
- 6 Reconditioned output flanges with new studs and nyloc nuts* £30 each
- 7 Existing flywheel machined to accept diaphragm pressure plate, new diaphragm pressure plate, sealed release bearing set into existing bearing carrier and new sealed crankshaft spigot bearing* £150 each
- 8 Lighten flywheel from 35lb to 20lb £25 each
- 9 Hub/outer bearing puller £105 each
- 10 Top ball joint breaker £17.50 each
- 11 Bottom ball joint breaker £70 each
- 12 Inner hub nut spanner £42.50 each
- 13 Reconditioned gearbox which includes all new bearings/bushes/oil seals etc [does not include reconditioned synchromesh hub]* £450 each
- 14 Reconditioned synchromesh hub* £50 each
- 15 Supply and fitting of strengthening flanges if done at the same time as reconditioning gearbox* £200 a pair
- 16 Reconditioned wishbone spindles with new phosphor bronze bushes* £50 each

PARTS FOR 6 CYLINDER CARS

- 1 Driveshaft to the original pattern, where you retain your existing Bibax joint £800 a pair
- 2 Driveshafts of a conventional pattern, ie no Bil joint. For use with sprung clutch plate [4 cylinders one fits] £650 a pair
- 3 Sealed release bearing for clutch £20 each
- 4 Diaphragm pressure plate to existing flywheel* £150 each
- 5 New flywheel and diaphragm pressure plate £200 each
- 6 Water pump impeller [bronze or aluminium] shaft £30 each
- 7 Inlet valves £10 each
- 8 Exhaust valves £10 each
- 9 Valve guides £60 a set of 12
- 10 Crown wheel and pinions with a ration of 10 [existing is 8 x 31] £400 each

* These items are on an exchange basis or you would have to buy an old part in the UK. The items listed are new or are reconditioned.



To BE CERTAIN OF YOUR BOOKING FOR '95, SEND YOUR ENCLOSED BOOKING PROMPTLY TO CIT-IN BOOKINGS, 16 HARROW BLACKBURN SOUTH, 3130

Classified Advertisements

FOR SALE - 2CV PANEL VAN

AK 400 Van 1975

Recently restored with a significant number of new panels

Two pack paint, inside and out in Rouge Delage

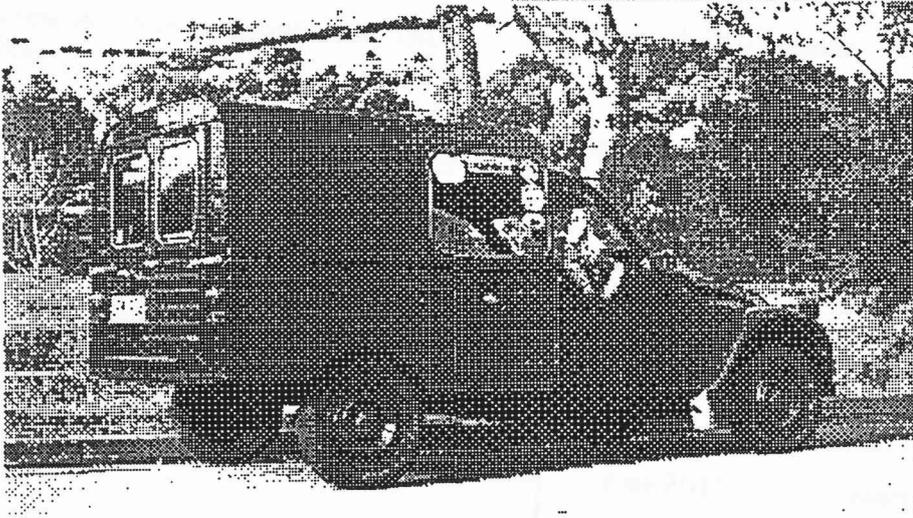
Chassis strengthened to "Raid" specification

Only 10,000 miles since new engine

Many other parts replaced during restoration

\$14,500, or best offer

Contact Chris Bennet [08]293 2619



FOR SALE: ID 19 PARTS

For sale: ID 19 parts sale, too numerous to detail, but include; gearboxes, radiator, complete set of glass for doors plus front and rear screens. Would separate but prefer to sell as a package. \$800 negotiable.

John Towner, Unit 2 28/30 McIntyre Close, Port Macquarie, NSW 2444. Tel. 065 82 1005.

For sale: ID wagon and sedan, plus almost complete set of panels for each, plus many other spares. Prefer to sell as a single lot.

Andrew Stewart, PO Box 146, Sea Lake, Vic 3533. Tel. 050 70 1376.

WANTED

Wanted: Four hubcaps for 1953 Light 15 (English), big boot model. Have a set of early clip-on type to trade, could be French.

Ken Churchman, 1675 Coolgardie Street, Mundaring, WA 6073. Tel. 09 295 2569.

Wanted: DS 21 sedan in good going condition.

Andrew Stewart, PO Box 146, Sea Lake, Vic 3533. Tel. 050 70 1376.

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 Stuart Pekin

[09] 451 6433

FOR SALE: TRACTION AVANT

For sale: 1951 Traction 11 BL, VGC, older restoration to very original condition, fitted ID engine and gear box, unique gearshift conversion, easy-driving everyday or rally car. Asking \$12000.

Peter Hughan, PO Box 422, Ocean Grove, Vic 3226. Tel. 052 56 1631.



Merry
Christmas
to all
CCOCA
Members
& their
families

CCOCA Spares

TRACTION

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

DYANE / 2CV

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 serviceable

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 Officer -Peter Boyle

