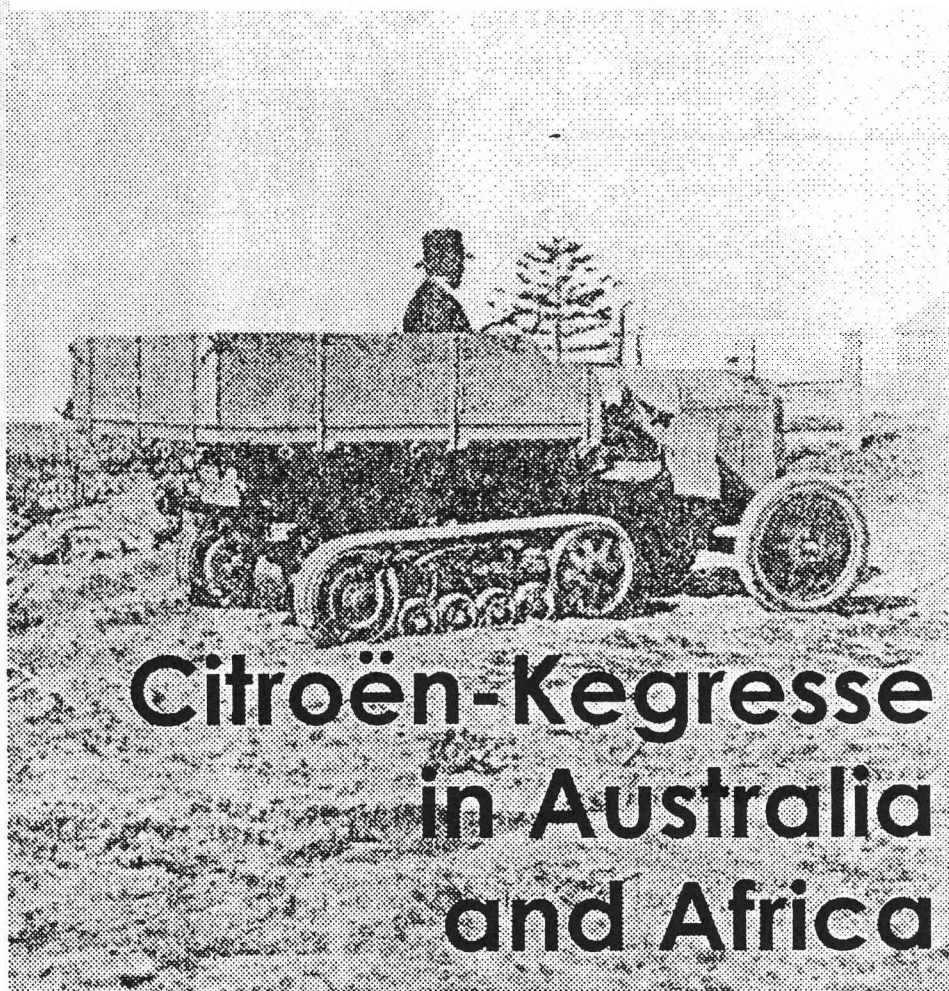
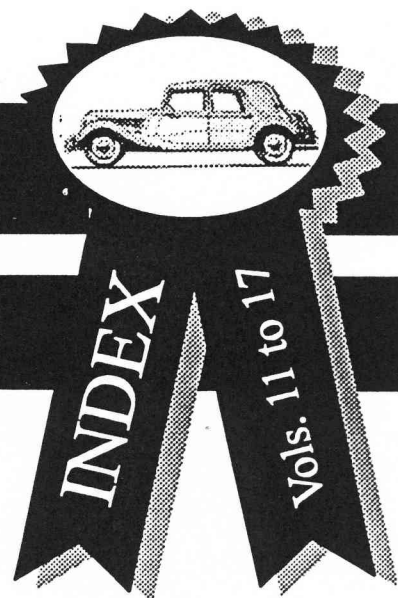


FRONT DRIVE

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

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Volume 18 Issue 5

**PRESIDENT:**

Leigh Miles
16 Harrow St
Blackburn South
Victoria, 3130

Phone [03] 888 7506 - AH, 794 3351 - BH

SECRETARY:

Peter Hore
46 College Parade
Kew
Victoria, 3101
Phone [03] 818 5409

TREASURER:

Ian Forster
RMB 4575
Kongwak
Victoria
Phone [056] 57 4324

SPARE PARTS OFFICER:

Peter Boyle
35 Newman Street
Thornbury
Victoria, 3071
Phone [03] 480 3560

ACTIVITIES OFFICER:

John Couche
31 Broadway
Belgrave
Victoria, 3160
Phone [03] 754 3583

PUBLIC OFFICER:

John Couche
31 Broadway
Belgrave
Victoria, 3160
Phone [03] 754 3583

EDITOR:

Bill Graham
87 Rosemary Cres
Frankston North
Victoria, 3200
Phone [03] 786 2710

LIBRARIAN:

Robin Smith
9 St Aubins Avenue
North Caulfield
Victoria, 3161
Phone [03] 527 5429

CLUB SHOP:

Leigh Miles
16 Harrow St
Blackburn South
Victoria, 3130

FROM the Desk

In this issue of Front Drive, we focus on the half-track Citroëns. They were a remarkable amalgam of the existing line of rear-drive cars of the 20s and 30s with an ingenious half-track system developed by Keggresse when he was doing a stint in the inhospitable climate of Russia. Naturally, Le Patron lapped up this novelty with enthusiasm and promoted for all it was worth. We feature the Black Crossing by half-tracks in Africa, and also update the scant but fascinating story of the half-track Citroëns which were brought to Australia.

The rest of the magazine is taken up with feedback on our Christmas Competition, letters, advertisements and information on past and coming events in the club.

I hope you notice the improving quality of presentation of the magazine which is the result of President Leigh's enthusiastic efforts on the desk top publishing equipment (DTP). In particular, I expect that improved photos and graphics will catch your eye.

And to all who have contributed to material which has gone towards making up this issue, a warm "Thank you".

Next issue should feature Traction (and other?) roadsters!

Bill Graham, Editor.

LATE ITEM

Not one but two Citroën convertibles have come into the country in the last week or so.

The first is a 1964 DS 19 Chapron cabrio from California coming via Perth to John Paas in Queensland. The second is a Traction Normale roadster from Vietnam, courtesy of Peter Scales and his son, arriving in Melbourne.

More details as they are available.



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.

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

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

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

Prez Sez

Welcome to 1995 and what is expected to be a busy and important year for CCOCA.

1995 is not only the year we host the Easter National Citroën Rally which celebrates the 40th Anniversary of the launch in Paris of the D-Series of cars but it is also the 70th Anniversary on the completion of the Croisière Noire. These two events of historic importance spanning thirty years are linked in displaying the virtuosity of the Citroën marque, the innovative approach for which the Company has become duly famous and the never give-up philosophy that drove the members of the Black Cruise to complete their mission.

The mission of CCOCA in 1995 is to ensure that Cit-In '95, in Bairnesdale is a great success. Not just for the Club, but for every member of CCOCA and the other Citroën Clubs around Australia [and New Zealand] who attend. The first step to a successful meeting is for you to be there! Without the members of

CCOCA we cannot expect to hold a great event. So, be sure to fill in the booking form that has been included with this edition of Front Drive. Help the organisers, and save yourself some money, by collecting a group to fill a room.

Please remember to send your booking form direct to the Booking Officer, at 16 Harrow St, Blackburn South, 3130 to ensure prompt handling of your booking. If you send it to the CCOCA PO Box, your booking will not be handled until it is passed on from the Secretary. Booking forms have now been sent to all Citroën Clubs and as there is limited accommodation, you will need to act quickly to ensure you can obtain the level of accommodation you prefer.

The Annual General Meeting is to be held on March 22nd. This is your chance to have a say in the running of the Club. So turn up on the night and vote, or stand for a position on the Committee. Nomination Forms and Proxy Vote forms are included

with this edition of Front Drive.

Remember also, that to vote you must be a financial member of CCOCA at the AGM. Membership renewal forms have also been included with this magazine [another copy will be included with the next edition also]. Please complete these forms and send them promptly to The Secretary, CCOCA Inc, PO Box 52, Balwyn, 3103.

Leigh F Miles, President

inside...

FROM THE DESK
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COMING EVENTS
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CONCOURS D'ELEGANCE - Full Results
COVER FEATURE - CITROËN-KEGRESSE IN AFRICA
ALVIS ANNE DOES SID TROON
LETTERS TO THE EDITOR
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Coming Events

22 February, 1995

Open night, Anchor & Hope Tavern. Church St., Richmond.

5 March, 1995

**PLEASE NOTE THIS
IMPORTANT CHANGE OF
DATE**

The Day Run to David Malkin Restorations, planned for 26th February is now to be held on 5 March.

Planned schedule for the day:

Meet at the Shell Service Station on the city side of the Westgate Bridge for a drive in convoy to Geelong, at 9.00am. [Others may choose to go direct to David Malkin's - see details below.]

Arrive at David Malkin Restorations at 10.30am, or so, for a tour of the workshop and demonstrations of restoration techniques, panel wheeling, etc.

1.00-2.00pm [Depending on the length of the tour and interest] we will depart for a lunch/afternoon tea at Jack and Kari Hawke's. Jack and Kari will supply the BBQ facilities

and coffee. You should supply everything else.

Mid/late afternoon, depart Jack's for a safe, sober drive home.

Location: David Malkin Restorations is located at 10 Maxwell Ave, Belmont [Geelong], behind Sizzlers Restaurant. Melway Ref 228, A10.

IT'S YOUR CLUB, SO SUPPORT YOUR EVENTS!

22 March, 1995
Annual General Meeting
Canterbury Rooms

This is your opportunity to have your say in how CCOCA continues into the future.

All executive positions will be open for nomination and election. Nomination forms are included with this magazine. Nominations, completed, signed by the nominator, seconder and the nominated member may be sent to the Secretary, PO Box 52, Balwyn 3103

prior to the AGM. Nominations will also be accepted on the night.

If you are unable to attend the AGM, you can still vote by completing the Proxy Form, also with this magazine and returning it, prior to the AGM to the Secretary.

**BE THERE, SUBMIT A PROXY,
HAVE A SAY!**

EASTER 1995
CIT-IN RALLY

Bookings for the Easter Rally have now opened to all members of Citroën Clubs throughout the country. So, be sure to get your booking form in to Cit-In Bookings, 16 Harrow St, Blackburn South, 3130. [Bookings sent to the CCOCA PO Box cannot be guaranteed immediate processing.]

23 April, 1995

All French Day. Full details of this great day will be published shortly, but mark it in your diary now.

26 April, 1995

Canterbury Rooms

Club Meeting, Canterbury - Guest speaker.

Joint Run Planned

In both 1993 and 1994 CCOCA ran an event, the Deli Day Run. This day trip into Western Gippsland provided an opportunity for a social day out, but was not in any way technical. There are no plans for CCOCA to run this event in 1995, however the gay and lesbian car club - 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

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

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.

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.

Citroën Half-Tracks in Australia

Most would accept that Citroën is a marque notable for putting before the public vehicles which are typically very advanced, often unusual and without exception, practical machines which often exploit niches not provided for by other manufacturers of the time. Among the unusual vehicles to leave the works of André Citroën, probably none were stranger than the Citroën-Kegresse auto-chenilles - literally "self-propelled caterpillars". In practice, they were "half-tracks" not "full-tracks" based on standard Citroën car chassis of various horse-powers and retaining steerable front wheels.

The half-track units replaced the powered rear wheels to permit much greater traction in conditions where load-bearing and adhesion was poor - mud, sand, snow and ice. The Kegresse tracks were "supple" and made of vulcanised rubber and canvas. They permitted much greater speed than the hard metal tracks such as used on military tanks and caterpillar track cars, though some Kegresse tracks did have steel re-enforcement.

The track system was developed by Adolphe Kegresse, a French mechanical engineer -who was born in 1879, the year after Citroën's birth. After completing his studies, Kegresse went to Russia and by age 25, he had become technical director of the garages of Tsar Nicholas II. Here Kegresse tried many prototype tracked vehicles, no doubt prompted in his effort by road conditions of the time. He returned to France after the revolution of 1917 and refined his inventions in collaboration with Jacques Hinstin.

Soon afterwards André Citroën purchased the rights to exploit the auto-chenille patents. The first Citroën auto-chenilles made their appearance in France in the winter of 1920-1921. The vehicles went on to have wide application, and are perhaps best known for their

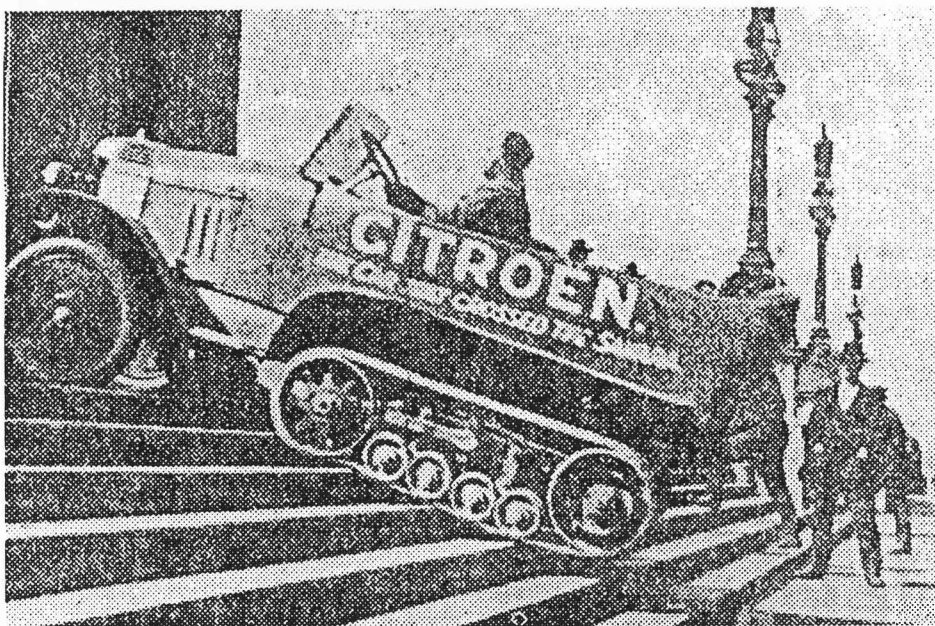
essential roles in early land crossings of Africa and Asia.

The 1920s and 1930s were times of "opening - up" lands newly available to the Europeans, and such lands typically had poor or non-existent roads. Obviously, such times and situations favoured the light and very mobile auto-chenilles Citroën-Kegresse.

What is a bit surprising, given the unusual nature of the vehicles, is how vague the records of them seem to be. Certainly, there is an excellent opportunity for enthusiastic club members to conduct further research and expand our knowledge of these fascinating Citroën vehicles.

Below is a brief resume of what is known of Citroën-Kegresses in

A large crowd gathered in Spring St, Melbourne, to witness the Citroën-Kegresse climbing the steps of Parliament House. Even in 1924 the police were not in favour of stunts such as this and their imminent arrival caused the driver the beat a hasty retreat.



The Kegresse tracks were "supple" and made of vulcanised rubber and canvas. They permitted much greater speed than the hard metal tracks such as used on military tanks and caterpillar track cars

Australia was being "opened-up" at this time too, and not surprisingly some Citroën half-tracks came here to take part in the process.

Australia at present. Much of the information is taken from the few copies of "The Citroën News", 'devoted to Citroën happenings in Australia' which are to hand.

The first issue of "The Citroën News" [Vol 1, No 1 April 10 1924] reports the amazing exploits of a Mr Curtis of Preston Motors in Melbourne [Citroën agents] and his Citroën-Kegresse as he travelled at about 20 mph in a somewhat all-embracing route from suburban Preston to the city centre, presumably for the benefit of the alerted reporters and the startled citizens.

A photo of the event shows Mr. Curtis in the Citroën [labelled 'the

(CONTINUED ON PAGE 5)

Citroën Half-Tracks in Australia

(CONTINUED FROM PAGE 4)

car that crossed the Sahara'] and he was driving it straight up the flights of steps at the front of State Parliament House in Spring Street.

Having crossed all sorts of roadside obstacles including a two-foot pine log in a nearby paddock and having towed a loaded lorry and trailer of about 12 tons gross mass, the Kegresse was deemed capable of towing one's house away, there being nothing one could do in the face of such an improbable event except 'save the women and children'. Dogs were said to be "rendered dumb" at the sight of the car.

This first issue of "The Citroën News" also reports that two Citroën-Kegresse had been extensively tested in Sydney [and then sent by ship to the East Kimberley's in NW Australia for use in a survey led by Dr Clapp, the American geologist in search of oil. The Citroëns were thought to be 'the only cars that could possibly attempt this long journey into virgin country'].

The vehicles were fully equipped for the excursion, even to the extent of carrying a 'complete Wireless Receiving and Transmitting Set', powered by a generator driven from

a grooved pulley on the driving shaft of one of the cars.

The next issue of the 'News' [June 10, 1924] reports the voyage of 10 men [count the hats - nine I think in the photo) in a Kegresse on a two-day trip into mountains inland from Launceston in Tasmania. Despite this mammoth load [I can't help but think of one of those little donkeys, piled high and uncomplaining], the car seemed to perform in an exemplary fashion. Though not, to detract from the fine effort of the exercise, it was noted that a 'Baby Citroën' had completed the same journey a couple of weeks earlier. A short note also reported that wireless contact had been made with Dr Clapp's oil exploration party at Hamilton's Well 'in the bush at the back of Broome'.

"The News" Vol 3, No 1 of February 10, 1926 records the introduction of a new Citroën Kegresse 11.5hp car to the notorious 'black soil' country near Toowoomba, Queensland. In the early days, this fertile, but treacherous soil bogged many conventional cars, but not so the Citroën. One of its first tasks was to pull out three bogged cars near Helidon.

The "Australian Motor Manual" [October 15 1954] shows a Kegresse some 30 years earlier at

Preston Motors had no idea that they had ever sold Citroëns

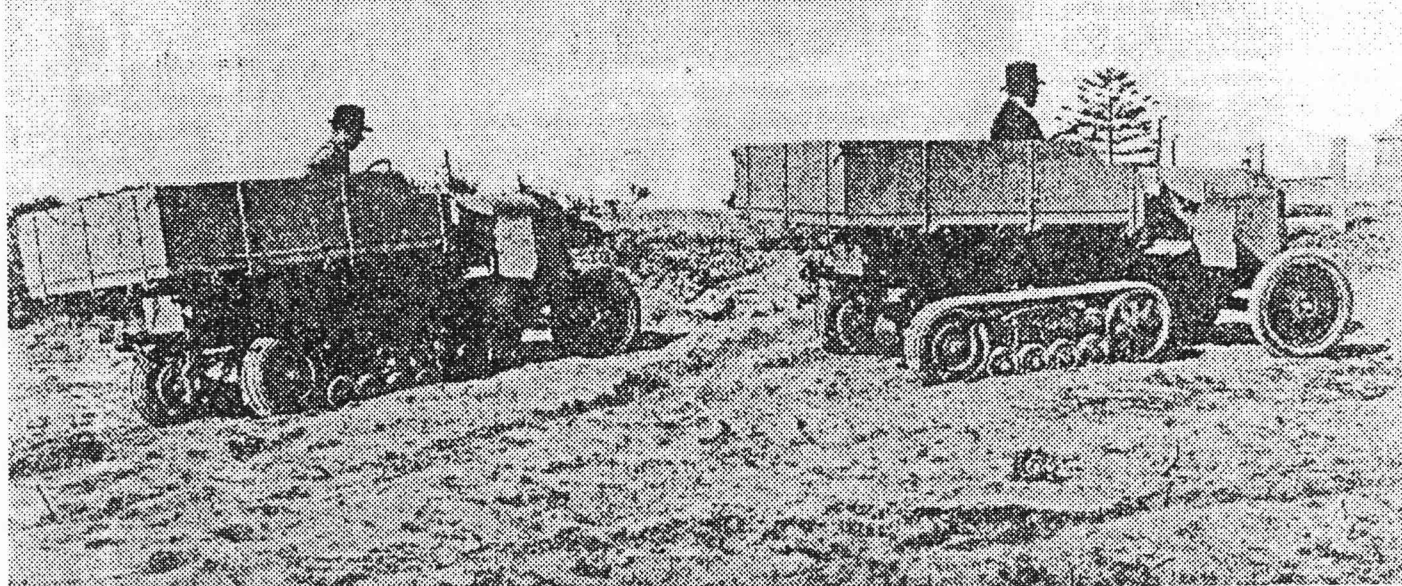
Geelong with a trailer in tow, having been on test at Anglesea before the Great Ocean Road was completed. It appears to be the same car which assaulted the parliamentary steps. Major Curtis, then chief of Preston Motors was at the wheel.

At least one Kegresse was used in the Australian snow fields, probably Mount Kosciusko, to haul skiers up the slopes in the days before they had ski-lifts. This activity was shown in a TV documentary shown on ABC a few years ago. However, attempts to trace the film did not succeed at the time.

Preston Motors, who still trade in Melbourne were approached by

(CONTINUED ON PAGE 6)

This picture, taken in Fremantle depicts the two Citroën-Kegresses used for oil exploration inland from Broome, in 1924.



Citroën Half-Tracks in Australia

(CONTINUED FROM PAGE 5)

John Couche a year or two back to see what they could add to the egresse story. They had no idea that they had ever sold Citroëns, and thought that any records would have disappeared when they cleaned out their archives during a recent shift. How often have you heard such tales of opportunities seemingly gone forever?

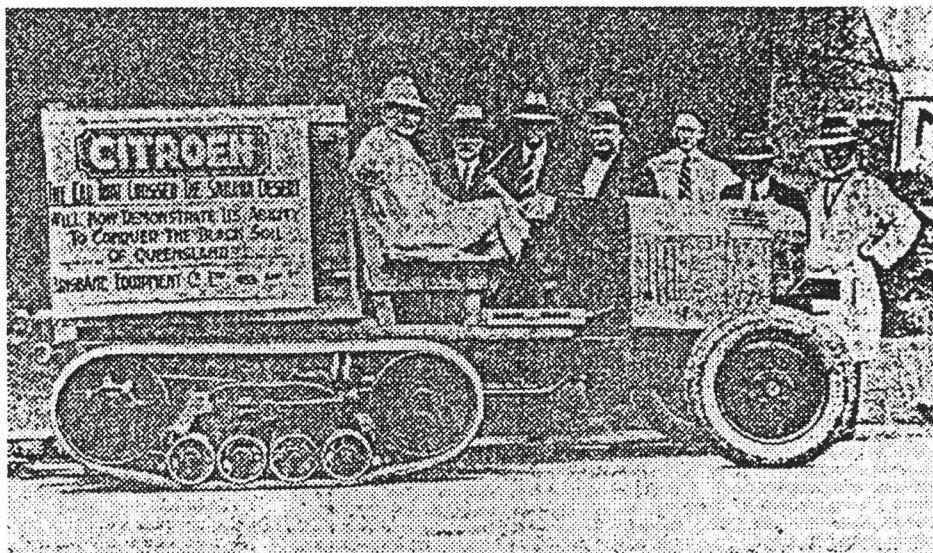
And surviving vehicles? Only one is known. It is incomplete and in the hands of Jim Reddix in Queensland. Jim rescued it from sugar-cane country where it had been abandoned more or less where it had stopped. He thinks it may have been one of three which were tried in that State, perhaps being brought down from the black soil country, and then found unable to grip on the lush and slippery tropical growth found in the cane fields. Jim has a conventional car of the same general specifications as the half-track to provide some spares, and he hopes to restore his rarest of cars one day.

How many half-track Citroëns came to Australia? Again, uncertainty. Counting up from the information available suggests that there were perhaps eight at least, but of course there could have been less (or more). More Citroën mysteries and another challenge to members to do some sleuthing. You could be sure of 'stopping them in their tracks' if you were to roll up to a rally in a beautifully restored Citroën-Kegresse. Isn't that enough to inspire your researches?

Bill Graham.

Reprinted from "Front Drive", Vol. 11, No. 1, May/June 1987.

Copies of "The Citroën News" [Australia], used in the preparation of these notes were kindly lent by John Couche and Jim Reddix. Many thanks - Ed.



'The car that crossed the Sahara desert will now demonstrate its ability to conquer the black soil of Queensland'. Is this the vehicle now in the hands of Jim Reddix?

A Remarkable Feat in Rain & Darkness

A remarkable feat in Rain and Darkness. To Waldheim, Cradle Valley [Tasmania] by Car. A Citroën-Kegresse Achievement.

A contemporary account from "The Citroën News", Vol. 1, No. 1, June 10, 1924.

Few of the party of four who left Launceston, or the ten venturesome spirits who essayed the journey to Cradle Valley in a Citroën car, equipped with a Kegresse attachment, on Saturday last, realised the experiences in store for them, or it is safe to say that the number would have been smaller by at least one. However, the satisfactory issue to what must be considered a really remarkable achievement provided ample compensation for the hardships and discomforts of the journey. To negotiate a track over which a bullock driver would require all his initiative and comprehensive vocabulary, and moreover to cover the major portion of the journey in inky darkness, speaks volumes for the high standard of efficiency to which low-powered car production

has been built up. The Kegresse attachment made it possible to negotiate obstacles and bogs which would have presented insurmountable difficulties to a car with ordinary equipment.

How on earth they ever negotiated the last few miles of the journey in the pitch dark, with the rain obscuring most of the rays thrown by the defective head lights will for ever remain a mystery. But they did it, and thus registered the unique performance of being the second car to reach Waldheim. It may be mentioned that Mr Lade, who drove the Citroën-Kegresse, also drove a Baby Citroën, which completed the full journey some weeks ago. We did not go out to greet them, but left that luxury to our host and another visitor. In the meantime, we

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A Remarkable Feat in Rain & Darkness

(CONTINUED FROM PAGE 6)

hurriedly utilised all the pegs round the enormous open fireplace for the purpose of drying our clothing. Quite a smart thing to do, or so we thought.

The whole outfit appeared to have had a somewhat strenuous time. The body of the Kegresse had not been completed, and the absence of a hood of any description did not help matters. Many amusing incidents were detailed as the party sat down to a sumptuous repast, and very soon everybody was quite happy. Except the writer, who had contracted a most inconvenient cold. Naturally, we demanded explanations why they were so late in arriving. It appeared they had had a bit of trouble on the way as in negotiating one of the numerous creeks. Water had interfered with the ignition and the headlights had failed to function properly. As a matter of fact, the real cause of the trouble seems to have been that the driver underestimated the difficulties of the track after having been over it when it was much drier, and so had set out too late in the morning. Had he had a few hours more daylight no doubt he would have negotiated the outward journey as easily as the return journey.

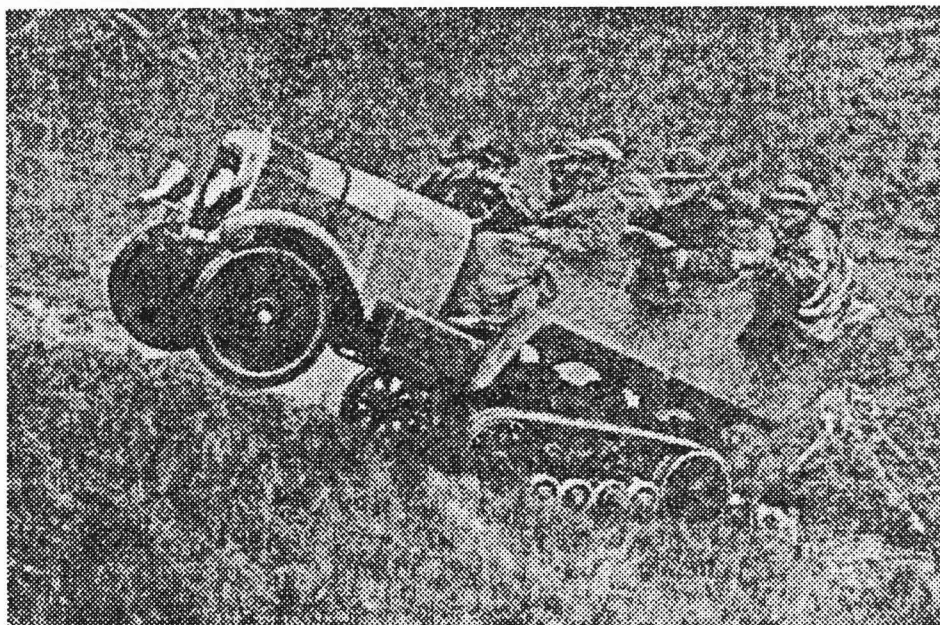
At about 12.30 our party retired to rest, but some of friend Wiendolfer "King Billy" mattresses are not suitable to angular folk.

With clear daylight for the return journey we were able to appreciate the class of country over which the Citroën-Kegresse had to travel, and its performance was a treat to witness. Leaving Waldheim, the first half-mile or so consisted of rough button-grass country, intersected at frequent intervals by deep and narrow streams. The Kegresse simply revelled in this type of work, and travelled over the softest looking patches without leaving any very pronounced depression. After this morass-infested country came some steep stoney slopes, the grading in

one or two places being about 1 in 2. The steepness was made light of by this splendid little engine, and this notwithstanding the fact that about ten passengers were aboard. After manoeuvring about in some intricate looking spots, we eventually arrived at the track where Mr Wiendolfer has done a certain amount of forming in parts! Here where the grass is absent from the surface, began our greatest difficulties. At time the track was so soft that even the caterpillar track sank right down until the differential was scraping along the ground. Progress under the circumstances was necessarily slow, but on one occasion only was any assistance

inaccessible-looking places; it will cross creeks high in flood, and do all manner of stunts. The front wheels often leave the ground entirely, and at first the passengers had a few anxious moments.

The remainder of the journey was a repetition of the outward run, but we got on much better going home, and were not bogged at all. Good progress was made after the first metal road was reached, and the Kegresse gave us a sample of rapid travelling by running along level stretches at a 25 miles an hour clip. Wilmot was reached at 7 o'clock, and a halt was made for tea. The petrol supply had diminished, and it was decided to replenish it, so a tin



Whilst your Editor can only find nine hats in this photo of an early Tasmanian Kegresse excursion, it is recorded that the expedition consisted of 10 participants. Ah, of course. The photographer!

necessary, and then it was only a case of putting in a few stones over about three or four yards of bog. The Citroën-Kegresse performed some truly marvellous feats, and it is easy to understand how it was possible for the car to cross and recross the Sahara Desert. Short of climbing vertically, the car will do almost anything asked of it. It will run across the most treacherous ground so long as there is any grass on the surface; it will climb the most

for each car was ordered. When our driver opened his tin he discovered that he had been supplied with kerosene, but by the time he was able to give warning, the Citroën tank contained the contents of the other tin. They pumped the kerosene out again with a small kerosene hand pump while we had our tea. And so we left our friends from the coast, and after an uneventful journey arrived in Launceston shortly before midnight.

Half-Tracks in Australia - 1995 Update

Elsewhere in this issue, we have re-run notes prepared some years back on what information we had then about these fascinating Citroën vehicles as they appeared in Australia. Sobering to report that little has been done since by way of research (through old journals, newspapers, records or personal recollections) to add greatly to the information acquired at that time. However, there are one or two bits and pieces of news to hand since which are worth reporting, and in particular, information gleaned by CCOCA member Leigh Mason of Albury. Leigh and Annette are long-standing Citroën enthusiasts, perhaps best known for their pair of lovingly restored 5 CVs, amongst other projects and Citroën possessions.

Leigh was told by people in the area that three Citroën half-tracks were brought in for evaluation in coping with the difficult terrain!

As I alluded to rather coyly in my earlier notes, Leigh has had for some time in his possession the grill surround from a Citroën half-track set up on display at his house.

Because of his known interest in Citroëns, Leigh was made aware of the existence of this item and in due course, he recovered it from a wrecking yard at Cooma in the Snowy Mountain area of south-eastern New South Wales. As found, the item consisted of the radiator surround with extended top tank which characterised half-tracks, and the cooling core. It appeared that people had assumed that the whole unit, not just the surround and tank, were of brass and therefore worthy of recovering as brass scrap. The whole unit had been bashed with an axe (!), presumably during this investigation process, and then

because the major mass, the cooling core, was of almost valueless steel, the unit had been abandoned. Leigh discarded the mutilated core and beat the surround back to original shape to form his present trophy. Leigh understands that the rest of the parent vehicle was "demolished in the bush" somewhere. From the radiator size, Leigh believes the vehicle was of small size (say 10-12 HP, similar to Peter Boyle's B2 sedan).

When I first heard of Leigh's find, some years ago, I assumed that what he had come upon was the scant remains of the solitary half-track which the (then) Couches had seen in archival film on television, pulling skiers somewhere in the Australian Alps (Mt. Kosciuszko?), presumably sometime pre-World War Two. However, my recent discussions with Leigh strongly suggest that this was not the case.

Cooma, as most would be aware, is the base for the Snowy Mountains Authority (SMA) which developed the huge Snowy Mountains hydro-electric scheme, starting in the late 1940s (the SMA was established in 1947). Much of this country would have been poorly roaded at best, so that early survey and exploratory work would of necessity been by horse-back or even by foot. Obtaining vehicular access would have been of high priority in order to facilitate these early stages of the massive project.

Now, here is the fascinating part. Leigh was told by people in the area that three (yes, three) Citroën half-tracks were brought in for evaluation in coping with the difficult terrain!

The story has it that the half-tracks proved quite satisfactory for the work required, except that they were a bit slow moving. The maximum speed of the half-tracks was about 30 kph which I would think would have been adequate in the very bad terrain, but may have been frustrating in more open country where roads might have permitted higher speeds.

Of course, any half-tracks which were around would have been getting a bit long in the tooth (or in the tracks as the case may be), since the last half-track produced (an auto-mitraille or self-propelled machine-gun roughly corresponding to our Bren-gun carrier) was in 1935. These short-comings led the SMA to standardise its light transport around the newly available Land Rover, and the rest as they say is history.

The story so far raises more questions than it answers. Perhaps the half-track seen by the Couches on TV was actually an SMA vehicle towing working (or recreating) survey people from the hydro project? Where did the SMA obtain the half-tracks from? Did it do a scrounge around of the hand-full or so of vehicles already in Australia, or were they specially imported? If so, from where, and how were they obtained? And what was the official fate of their remains?

We are told that the SMA has kept very good records of the vehicles that it used itself (but not of contractors' vehicles). There is an active association of former workers on the project, and there is an association newsletter so we understand. It is planned to pursue enquiries through these sources and also to track down some of the known surviving workers. Anyone want to take on a little project? We'll keep you posted.

The only other item of half-track news is that the only known more-or-less complete one in Australia (recovered by Jim Reddiex from a cane-field in Queensland) has gone to the collection of the "Gayndah Guys" in that state. It would be nice if we could have a report on how restoration is proceeding on that vehicle.

Well, that's about all there is on the local half-track scene at present. Not a lot, but far from dead. Look forward to our next report.

Bill Graham.

Past Events - Full Concours Results

T

he last edition of Front Drive detailed the members of CCOCA who achieved the highest scores in their class at the joint CCOCA and CCCV Concours d'Elegance. In this edition we are publishing a full listing of all results on the day. The list details scores achieved, the home club of the entrant and the class in which each entrant competed.

Remember, if you wish to compete for the Arthur Clarke Trophy for the Most Improved Car, but will not be presenting your vehicle in successive years you must obtain a copy of the judging form from the Activities Officer. The Club will only guarantee to retain judging forms for one year.

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Kay Belcourt CCCV 198

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D SERIES

Roger Brundle CCOCA 269

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CCOCA TROPHY FOR THE BEST CAR ON THE DAY

Victor & Lorraine Gready
CCOCA 297

STOP PRESS - Complete Citroen Halftrack Unearthed in Australia

Photographic evidence has just reached the editorial desk that rumours originating with one J.Couche, well-known within CCOCA, of a complete Citroen half-track having appeared in southern Australia, may well be true.

The Editor had cynically assumed that the afore-mentioned member, who has inhaled his fair share of Traction exhaust fumes over the years, was, along with other CCOCA witnesses of this alleged sighting as reported in the last issue of this prestigious journal, simply hallucinating yet again. But no - the camera doesn't lie. See for yourself!

This Citroen half-track would not be the first or even the only such vehicle to grace Australian roads (see more detailed notes elsewhere in this issue), but it would have to be the first to do so in over 50 years. Surely this is a momentous event and it is planned to ask Mr. Ted Turner to arrange for a CNN video team to be on standby to record the next sighting of the vehicle. It could be coming to a TV screen near you. And to think that some people get

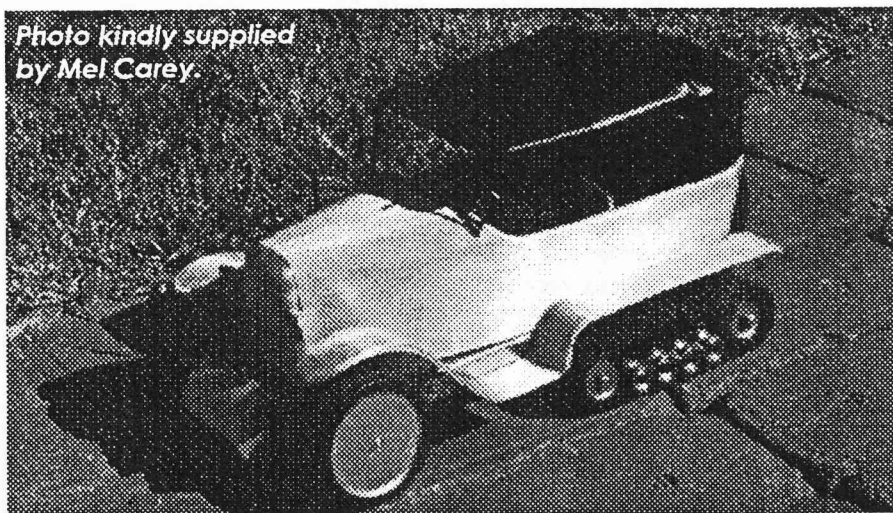
excited about the prospect of seeing and recording the continued existence of a Tasmanian tiger!

From the photo, readers will note the almost pristine appearance of the vehicle. This is no common find of a dusty derelect lurking in a barn or under a hay stack. The really alert amongst you (Be alert. Your country needs more lerts!) will note that some air of deception may surround this photographic evidence of the sighting of this new half-track in that some prankster has obviously placed

it on a roadway painted with a huge brick pattern on it so as to give the impression that the photo is of a scaled-down model. But the Editor is not so easily fooled and knows a genuine world first when he sees one. Details of this discovery are in the hands of a certain W. Seidel of darkest East Gippsland, and we await full technical information about the vehicle which will be passed on to our readers in Front Drive at an early date.

Ed.

Photo kindly supplied
by Mel Carey.



Croisière Noire

The Citroën expedition into Central Africa [26 October 1924 to 26 June 1925], was the second of the Haardt - Audouin-Dubreuil missions and was conceived immediately after the Touggourt - Timbuctoo trek by Citroën half-tracks [this first mission assigned to Haardt and Audouin-Dubreuil was the first crossing of the Sahara in motor vehicles]. The then President of the French Republic, Gaston Doumergue, had drawn the attention of André Citroën and Georges-Marie Haardt to the degree of isolation of Madagascar, and to how useful it would be to demonstrate that land communication between France's African colonies in the north and the great island was a feasible proposition.

The planned itinerary, covering 20,000 kilometres of desert, bush, savannah, swamps and forests, required that five auxiliary expeditions, to cope with fuel, food and equipment supplies all the way from Algeria to the Indian Ocean, should be sent out.

The expedition, which was to be named the Croisière Noire, took over a year to prepare. It was to be a true research expedition, placing the motor car at the behest of Science. It purposely dawdled in some territories in order to fulfil certain assignments it had received from the French Natural History Museum, the Ministry of Colonies, and so on.

The planned itinerary, covering 20,000 kilometres of desert, bush, savannah, swamps and forests,

required that five auxiliary expeditions, to cope with fuel, food and equipment supplies all the way from Algeria to the Indian Ocean, should be sent out. They waited on the spot until the expedition passed by their rendezvous point, and also dealt with the forwarding of collections, films and documents.

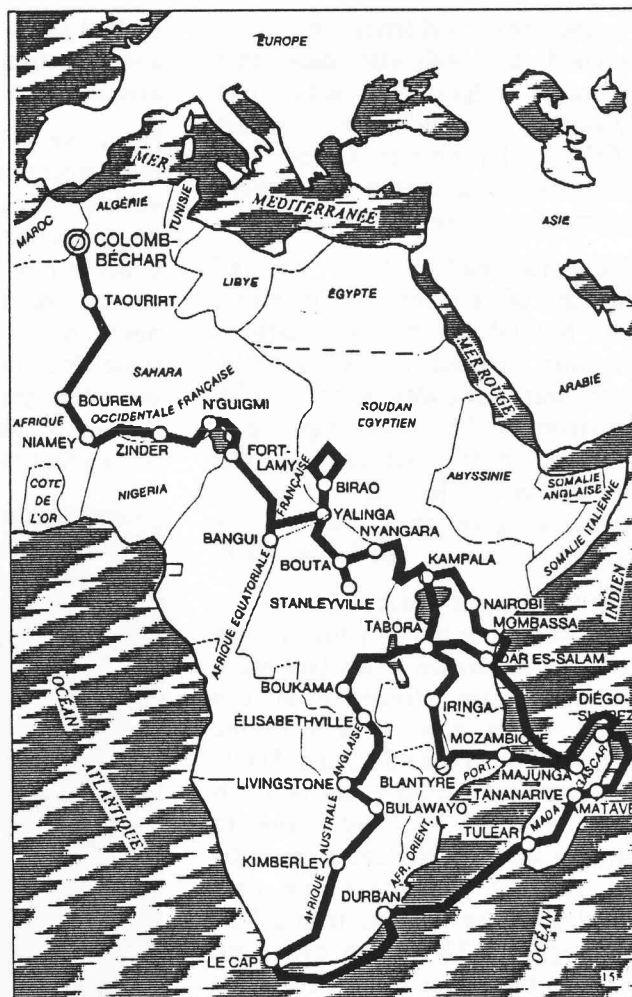
The expedition, led by Georges-Marie Haardt and his second-in-command, Louis Audouin-Dubreuil, was made up of 16 men and eight half-tracks [with Keggresse rubber treaded caterpillar tracks], fitted with a type B2 four cylinder engine and each having its own painted symbol to distinguish it: Golden Scarab [command car], Elephant and Castle [filming], Moving Sun and Winged Snail [filming], Silver Crescent [arms], Dove [sick bay and cook-house], Centaur [drawings and paintings] and Pegasus [mechanics].

They were in fact mobile laboratories, loaded with the indispensable scientific impedimenta. Six of the members had earned celebrity in their specialities, such as filming ace Leon Poirier, assisted by Specht, who had shot "l'Atlantide" ["Atlantis", a science-fiction film of the time], and Bergonie, lately Professor at the French West Africa School of Medicine, who looked after the medical department and zoological and pathological findings.

The start was given on 28 October 1924 at Colomb-Bechar. First target: across the desert, via the oases of Beni-Abbes, Adrar, Taourirt, Ouallen, the well of

Tessalit, in other words the road of the great Moroccan invasions, Bourem, on the River Niger, reached on 9 November. Then came the long trek across the bush, from the left bank of the Niger, with never a road or track, from 19 November to 15 December. At Niamey, the expedition was enthusiastically greeted in a picturesque ceremony enacted by some 3,000 horsemen and dromedary riders who had come in from all the surrounding regions. At Tessoua the Sultan, whose harem numbered a hundred wives, allowed the team to shoot films in an Arabian Nights setting. The Lord Barmou, of the ancient Haoussi nobility, had kept up the old customs of the Orient: the women bowed down before their lord and master and he had his meals alone, for no one must see him eat!

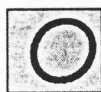
(CONTINUED ON PAGE 11)



Croisière Noire



(CONTINUED FROM PAGE 10)



n reaching the banks of Lake Tchad at dawn, our pilgrims met with an unforgettable sight: the rising sun reflected in the still waters of the lake, a fine reward for the fatigues of the journey. The Christmas feast took place at Fort Lamy, with the entire European colony present.

On 3 January 1925 the expedition took to the road again, on its way to Fort Archambault and crossed the land of fetishists where the Mohammedan religion never managed to penetrate. This is the country of the thickest bush, of sky-scraping trees and naked natives. It is the land of "plate-lipped women" and of "panther men", whose fetishism led them to indulge in human sacrifice.

Before crossing the Belgian Congo, the expedition ran up to the frontier of Anglo-Egyptian Sudan to hunt big game: lion, buffalo, hippopotamus, elephant, giraffe and all types of antelope. No roads, no tracks. Two hunting methods: bush fires,

unnecessarily cruel and not devoid of risk, the animals crazed with fear, rushing towards the hunters, who had to light counter fires. The other method: stalking near water points where the animals come to drink. This was where great films concerning herds of elephant and their migrations were shot. An unexpected enemy lay in wait for the operators: swarms of bees which fed on certain species of trees. So

The Congo forest proved relatively easy to negotiate ... the track had been opened up by the efforts of some 40,000 natives.

numerous were they on certain days that the camera team had to turn back.

There came serious river crossing problems: what few bridges there were being quite unsafe, it often proved necessary to build rafts kept afloat with dug-out canoes and a system of winches with cables stretching from one river bank to the other. On many occasions, a situation which had become critical was restored only thanks to the initiative and courage of the mechanics.

Initially, the Congo forest proved relatively easy to negotiate, thanks to the clearing work done by the Belgians before the mission's passage and the fact the 700 kilometres of track had been opened up by the efforts of some 40,000 natives stimulated by the announcement of the impending arrival of a group of men of the same calibre as Stanley ["the man who blew rocks apart"] in steel animals they had built.

Jacovleff, the painter, fairly howled for joy when he caught sight of multicoloured giant butterflies. In the heart of the virgin forest, the

(CONTINUED ON PAGE 12)

Croisière Noire

(CONTINUED FROM PAGE 11)

members of the expedition had occasion to appreciate the efficiency of the "gudu-gudu", a sort of very bass-sounding two-toned gong, used as a "bush telephone" over distances up to 20 kilometres, or so, from one tribe to another. Its rhythms remain a dead secret, known only to the "gudugudists" of each village. The mission also came across pygmies, whose only resource in order to glimpse the sky was to climb to the top of the enormous trees in whose shadow the live stifled. They look like legendary gnomes on account of their short legs; their head is voluminous and the hue of their skin is a rich coppery red. The natives call them "Tick-tick", they are astonishingly subtle hunters using bows over 50 cm long and poisoned arrows.

The caravan reached Stanleyville on 12 March, after 9,000 kilometres of gruelling effort. The link between the Belgian Congo and British East Africa was forged between 23 March and 13 April. The half tracks left Buta on 22 March by the Congo-Nile road, which runs across the whole width of the northern part of the Congo's eastern province. But rain hindered the vehicles' progress. In these

regions the tsetse fly can play havoc among cattle and the only animal completely immune is the elephant, the thickness of its skin being no myth. These elephants are tamed as they were by the Carthaginians of old, and as are Asian elephants, to replace manpower. On the way, the gold mines of Kilo were visited.

The Mangbetou offered scope for Jacovleff's pencil and the cinema boys' cameras to show what they could do. They are a race of stately mien, fine drawn joints, small feet and delicate hands. So much did Europeans and natives sympathise that one of the local tribal chiefs proposed his daughter for wife to one of the expedition's members...who managed to refuse the offer with sufficient tact not to antagonise anybody.

One part of the mission went off on Safari for elephant, black buffalo and white rhinoceros, to the great joy of Bergonie, the naturalist. Near Lake Albert, they met "the Bedouin princess", the Duchess of Aosta, a fanatic of the roving life, and her son the Duke of Apulia.

From Kampala onwards, the mission split up, as planned, into four groups of two half tracks each: the first group [Audouin-Dubreuil]

headed for Mombassa via Nairobi and the Kilimandjaro region, the second [Bettembourg group] for Dar-es-Salam, the third [Haardt group] for Mozambique and the fourth [Brull group] for Capetown. They were to forgather again and form once more into a single expedition at Majunga, on the west coast of Madagascar, to wend their way to Antananarivo, its capital, which was the ultimate goal of the trip.

The first group crossed a region of the highlands which forced it to climb to 3,000 metres and over; it by-passed Kilimandjaro on its southern side, went through very dense tropical forests and across tricky watercourses.

The English were very appreciative of the sporting feat. Arrival in Mombassa took place on 14 March and the cars embarked immediately for Madagascar. At Dar-es-Salam, Audouin-Dubreuil met up with the Bettembourg group, whose chief incident had been a difficult crossing of the Wani River, its depth of two to six metres having called for the erection of log bridges, one of them over 60 metres span.

Meanwhile, the Brull group was

(CONTINUED ON PAGE 13)

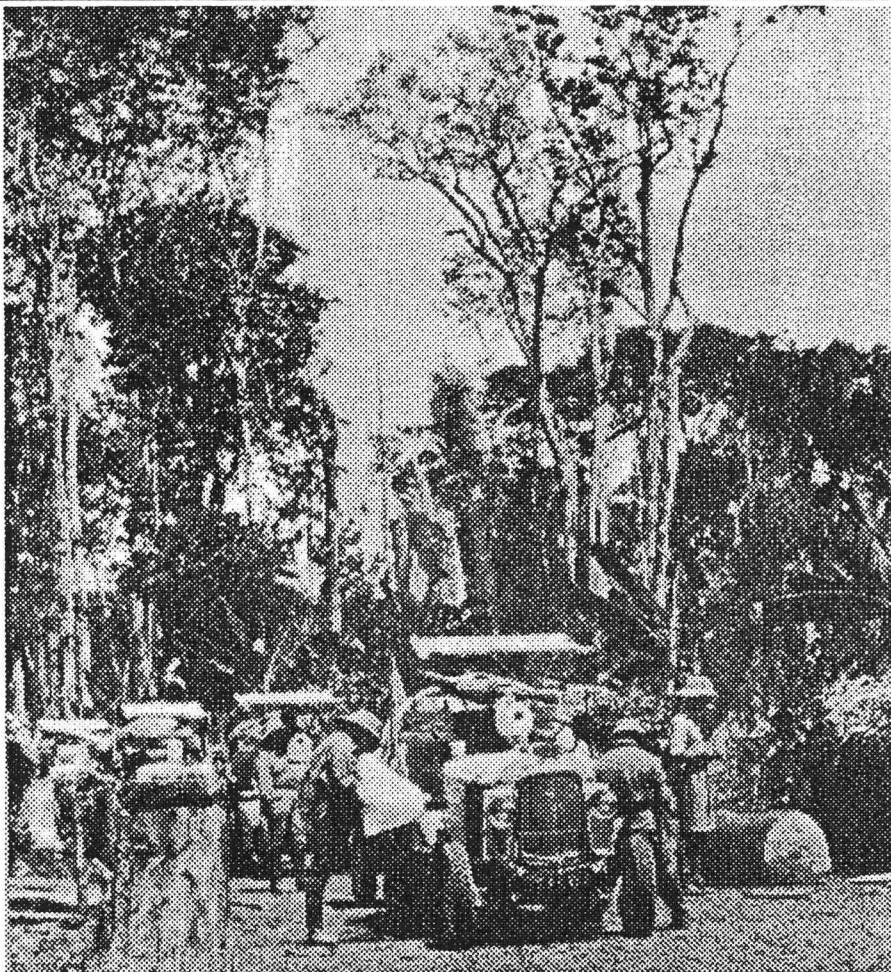


Croisière Noire

(CONTINUED FROM PAGE 12)

Mwending its way southwards, occasionally making use of the railway track's ballast. A man of note was on the route: the Prince of Wales, who proved most interested in the vicissitudes of the journey.

The third group, headed by Georges-Marie Haardt, was to come across the greatest difficulties, having in particular to cross the swampy north-shore banks of Lake Nyassa during the rainy season. All possible conditions were leagued against the progress of the two half tracks: swampy bush through which a way had to be hacked with axe, shovel and machete, only the compass being used to steer, mountainous regions with rain-pitted tracks, bridgeless rivers and rivers whose bridges had been washed away. It often took an hour to cover a kilometre, and the pace dropped to ten kilometres a day. Every river to be crossed set a fresh problem: some required the assembly of rafts made-up of tree trunks and dug-out canoes, others the rebuilding of bridges no longer existent; sometimes the rivers could be forded, after removing cars' magnetos. British civil servants and colonists put up tremendous bets for, to their minds, Nyassaland could not be crossed. So, when at last the reached Blantyre, the capital, our "Captains courageous" were greeted with a warm welcome. But before reaching Mozambique, there were



water and mud while heads were broiled by the brassy sun. Then fire came to greet the teams: they escaped thanks to the prompt reactions of the mechanics [Billy and Penaud], who forged ahead faster than planned despite burning rubber caterpillar treads, burst tyres and cruel burns... What a mort of miseries before reaching the Indian Ocean, where a boat was to carry the group from Mozambique to Majunga, in the northern part of Madagascar, to meet up with two other groups, the fourth, that of Brull, being briefed to disembark in the south, at Tulear.

The last part of the trip allowed interesting comparisons between Africa and Madagascar. After the mad exuberance of nature, equipoise; no more wild beasts and man-eating lions, no more poisonous snakes: instead, many hued butterflies and birds with a dazzling

plumage.

The cars reached Antananarivo on June 20 1925. During its advance of some 20,000 kilometres, from north to south and west to east, the expedition had blazed new trails, taken numerous topological coordinates, shot over 27,000 metres of film, produced over 300 drawings and 15 books of sketches, taken over 8,000 photographs, collected samples of over 300 mammals, 800 birds and 15,000 insects, some of which were up to that time unknown.

From: "Double Chevron 21",
Summer 1970.

**British civil servants
and colonists put up
tremendous bets for, to
their minds,
Nyassaland could not
be crossed.**

another 700 kilometres to cover, through the "dabo", an extensive and mysterious plain with tall grasses and soft ground, feet steeped in

Alvis Anne Does Sid Troons

The response from CCOCA members (who might for the present purpose be collectively labelled "Sid Troons"*) to the challenge of our Christmas Competition to find the hidden car names (see last issue of Front Drive) has not been cause for ecstasy. No, let's not gild the lily or beat about the bush. There have been NO bloody entries at all!

Well, that's not quite true. We have had one entry from a lady who is not even a member of CCOCA. There now, doesn't that make you feel ashamed of yourself? Our contributor managed to find about 60 car names without really trying too hard (remember, some are spelled backwards). And she really had been baptised Alvis Anne, so perhaps she did have a head start on the rest of us!

How come the lady was called Alvis Anne, I hear your clamour. Well, here is the true story, as if I need say so - would your Editor ever lie to you?

As far as we know, it started with Anne's father, though perhaps it really started earlier still. He had been named Frank Talbot (plus a surname), and as an engineer with a strong interest in motor cars, he decided to name his children to reflect that interest. After all, maybe that is what had happened to him when he was baptised, though at this time, we don't know the real basis for Talbot in his name.

When the first child arrived, he leapt in near the start of the alphabet and called her Alvis Anne (no, not Elvis - he would not have been so well known then). The second child, another girl, was also named without too much difficulty, and she became Francis for Lea Francis (these days, I guess she would have been given the full name and been called Lee Francis)

The third child had to be a boy, and it was planned that he would be

called John Bentley. By now you will have worked out what happened next. Yes, Murphy's Law took effect and the next one was another girl! She could easily have become Mercedes or Gloria (for Triumph Gloria), but no. It was all too much and the sequence was broken. Maybe Nick Georgano's Encyclopedia of Motor Cars wasn't available then, but whatever the reason, the prospective John Bentley was baptised Merle, and so she is to this day. If you don't believe me look her up next time you're passing through Maui!

Now, enough of this diversion. Here, in order, are the names that Anne found in the competition text. And remember, there are lots still to go.

Rover, Talbot, Ford, Mercury, Simca, Plymouth, Hillman, Mercedes, Bristol, Bugatti, Ferrari, Suzuki, Panther, Fiat, Riley, Morgan, Morris, Alvis, Essex, Daimler, Swift, Buick, Saab, Holden, Mazda, Benz, Triumph, Audi, Itala, Sunbeam, Chrysler, Renault, Pontiac, Oldsmobile, Austin, BMW, Lagonda, Jowett, Lea Francis, Lincoln, Nissan, Lancia, Aston Martin, Mini, Standard, Jaguar, Bentley, Humber, Ensign, Lamborghini, Toyota, Chevrolet, Porche, Alfa Romeo, Rolls Royce, Enfield.

In recognition of Anne's efforts and the fact that she has given her info to you, the same generous sponsor who provided the main competition prize will kit Anne out with a package of goodies also. And to give you sluggish Sid Troons some hope, we'll extend the competition deadline by a month, and the prize will be given to the entrant who submits the greatest number of car names. The outcome will be published in the next issue of Front Drive. After all, we can't have an Alvis trouncing a bunch of Sid Troons can we?

Ed.

ere is our holiday teaser. Look for

Christmas Competition Extended

Hmore 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 Alvis Anne has, send a marked copy of page 15 to Bill Graham [see address on page 1] by 1 March, 1995.

A prize generously donated by Cussons will be awarded to the winner. No correspondence will be entered into and the judge's decision is final.

y dear, how heavenly to see you - all
(CONTINUED ON PAGE 15)

*Sid Troon: A hapless character whose cartoon antics appear occasionally in "Floating Power" [Traction Owners' Club, UK].

Christmas Competition: Your Second Chance

(CONTINUED FROM PAGE 14)

Mone's friends to be here. But, you've had a face-lift! To heal the eye-strain? 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 titfer 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 baa-baas 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 rumpled egg dish - Bed Sitter Omelette, or Oeuf Duvet in Frogsspeak. 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 in for a harmonica solo last year, but when I snagged the fang we invited Larry Adler to take over. The stage? Oh, that was made so touchingly by a Tamil carpenter rescued from a transit camp in Sri Lanka. He had no hope of reaching Europe until our squire trod on official corns.

After a short moonlit whodunit suavely directed by our Welsh headmaster from

Cwmbran, rain almost drowned the audience just as the Dixie Flyers were warming up. Poor loves, they had no galoshes, and one who had his banjo wetted blamed it on our airedale. TV reports giving national coverage became less welcome after someone spilt the beans about our vicar passing erotic notes to a damsel in the choir during psalms on Sunday; evidently not his first irrational act - there had been a scandal at induction when someone stole a Franciscan's cowl. Poor chap was excommunicated to a chapel in Colnbrook. So now, whatever's befallen my Trev?

Did you have a super holiday, dear? In Enfield? Trev and I have never really thought of Enfield. Generally we stick pins in an atlas. This time a trip overland to Italy went OK until in Milan, CIA agents briefly abducted poor innocent Trev as an 'arms-with-art samples' terrorist suspect. Next day a dilapidated old Rimini tram, not safe by any standards, left the rails just ahead of our Jaguar and smashed into a coach. Result: one very bent Leyland.

Out final host in Italy, a disillusioned ex-trawler skipper, has quit Northumberland and the British Ensign for a piccolo Tuscan vineyard in the Colli Aretini, HG 'Rob' Malaprop. 'The sea brooks no sentiment!' he proclaims. 'Have you ever stood on the bridge and watched your ship rust? Ah! I advise devotion to the grape!' Such a refreshing philosophy - who else would keep a toy otter in the bath?

Next we flew to Egypt and the Hotel Orveh, Cairo, to see the Sphinx and pyramids, and were in two minds whether to come home by ship or scheduled flight; the aeroplane won, and Lufthansa flew us via Wadi Halfa, Rome, Orly to Birmingham. Perhaps we'll try Enfield next year, dear. Ah! Look here's Trev at last - he's bought a whole Rolls-Royce!

Letters to the Editor

Dear Bill,
I have had a very busy year building three shops and a restaurant - "The Rip Inn" - at Sorrento and have not been able to participate in Club activities to any great extent except to visit at the Scienceworks, very briefly.

Right now I am nursing three broken ribs, done in a fall on Boxing Day. Arranging some magazines, etc [which is all I can do right now] I glanced again at "Front Drive" for June/July.

Included was a list of my 5 Citroëns with the CX25EI with year of manufacture 1975. It should be 1985!

Page 10, "On Your Plate"; driving home from Scienceworks in my DS 21 Cabriolet I saw two number plates which tickled my funny bone

QQQQ
and
IYQ-000

Regards,

Julian Newton-Brown

Those number plates are ingenious, Julian, and I "dips me lid" to you. To "get it", I believe the first should be pronounced as "Four Qs" [how did it get past the censor?], and the second in the voice Elmer Fudd.

Keep it up. Ed.

Shaun Rebuked

Dear Bill Graham, Editor,

Quelle Horreur! May we all rip from our August Front Drive, page 18, and dispose of it as one thinks fit, probably as the evening firelighter or as a Sorbent replacement. I could not believe my eyes as I tried to read the incomprehensible babblings of the gibbering T.S. Barr.

That Editor Bill saw fit to include these ravings is surely a mark of his utter desperation and frustration at such a poor response from membership in supplying suitable articles for our magazine.

I am equally at fault and hasten to increase my contribution by enclosing articles recently gleaned from the English "Thoroughbred and Classic Cars" (N.B. the title) on Citroëns of both complexions. It is noticeable that Barr's diatribe was addressed to Doctor William. Maybe in his confused state of mind he thought he was talking to his analyst.

May I point out that as CCOCA members, we are as one, true to the marque - we are "Citroënists", irrespective of whether our "pride and joys" have 2, 4, or 6 pots, ride

on twisted bars or Swiss roll springs. We salute the genius of André C. and Pierre B. et al.

As for T.S.Barr and his messianic delusions of grandeur, for this tortured person we should only feel pity and compassion, stretching out our hands in friendship and perhaps, perhaps, we should even take that ultimate step in comradeship, taking him/her into the countryside to sooth his/her troubled mind - in a 2 CV with the roof rolled back d'accord.

Finally, a brief comment on the supposed combatants, Dirk Shervo and Torr Shaun Barr. It would rest much more easily with myself if the Nordic Dirk was discarded for a name closer to his Gaelic ancestry. Can we settle for "Duc" or "Deuce" Shervo, or is the following taking things a little too far? "Deux" = Dieu (God) + X (the unknown). Thus Deux = "the unknown God", light and salvation to the masses.

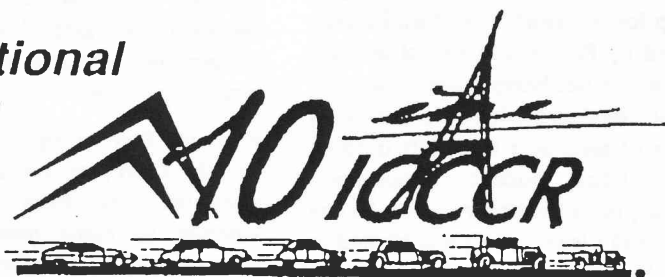
As for you Shaun, there is no place in this club for your divisive malevolence, nor in this country for fundamentalist fanatics. Seek out your shrink, grow flowers, partake of the simplicities of life, ride in a horse-drawn Deux Chevaux. Sorry, that should read "a Model A drawn by two horses".

En sincerete John Hancock, a two pot potentate.

Vivre le bibendum.

Well that should put the old Shaun back in his box, John. Many thanks for the Citroën items - I'm sure they'll be very handy in a later edition of FD. Ed.

**International
Citroën
Car
Club
Rally**



18,19 ET 20 AOÛT 1995



**CLERMONT
FERRAND**



Here is your opportunity to be involved with a group of people travelling to the above rally.

I am now taking bookings for a package trip that will leave Sydney on the 11th August, 1995. For more details contact Bob King [03] 807 0223, 4 Bengal Cres., Mt Waverley, 3149.

Regards,
Bob King.

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Vols. 6-10 is in Vol. 11 No. [2].

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Back issues of Front Drive are available from CCOCASHOP at \$1.00 each. Where an issue is out of print, a good photocopy will be supplied. It is not possible to supply photocopies of individual articles.

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Vol. 15 [1] as "Autumn 1991"

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NB: Issue numbers are irregular;

Vol. 16 [1] is Winter 1992
Vol. 16 [2] is Xmas 1992
Vol. 17 [1] is May-June 1993
Vol. 17 [2] is June-July 1993
Vol. 17 [3] is August-September 1993
Vol. 17 [4] is October-November 1993
Vol. 17 [5] is December-January 1993-94
Vol. 17 [6] is February-March 1994

Thank you to Peter Simmenauer for taking the time and effort to once again compile the index to Front Drive. [Ed.]

Classified Advertisements



his listing of parts available from Roger Williams of Steam Car Developments was printed in the last magazine, and space availability has allowed us to include it again. Steam Car Developments can be contacted at 35 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 reuse your existing Bibax joint £800 a pair
- 2 Driveshafts of a conventional pattern, ie no Bibax joint. For use with sprung clutch plate [4 cylinder 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 x [existing is 8 x 31] £400 each

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



**TO BE CERTAIN OF YOUR BOOKING FOR
IN '95, SEND YOUR BOOKING FOR
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 [AH]



TRACTION AVANTS FOR SALE

1951 Traction Avant Light 15. A classic beauty, winner 1970, '71 CCCV Concours, winner 1970, '71 MG Interclub Concours, featured in Wheels Magazine August 1971 and Restored cars Issue 13, Exhibited Melbourne Motor Show 1971. Body and interior now worn but plenty of potential to restore it to its former glory. Garage space precludes me from doing justice to the car (two other Traction, a CX and a DS). Reluctantly for sale to a dedicated Citroën enthusiast who will guarantee that the car will be restored. Some body work already commenced, front end rebuilt and excellent driveshafts, steering rack overhauled with all new parts, new tie rod ends, ballpins and cups. Good motor and sound gearbox. Offers in vicinity of \$4500.

Gerald Propsting
[03] 727 1890.

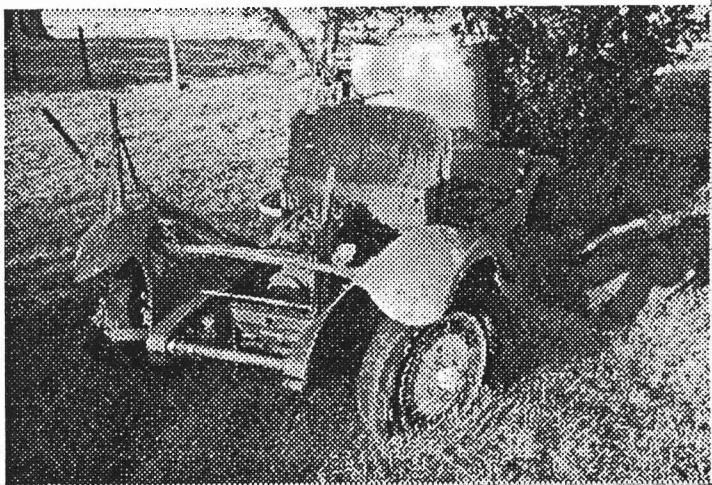
FOR SALE - REMNANTS OF HISTORY

Remnants of Early '30s Citroën

It owes me
\$100

Any offer
considered as it
HAS TO GO

Contact Dave
Hancox
[059]43
1029 [BH],
[059]43
2485 [AH]



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; new brake hoses. Have some 1949 parts to swap.

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.

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 Hughon, PO Box 422, Ocean Grove, Vic 3226. Tel. [052] 56 1631.

WANTED

ID Sedan. Must be runner, or better.

Carl Perrin, [09] 386 3268

For sale: Factory repair manual for 2 CV, 1950s, good average condition, two volume version. Best offer over \$30. Contact Peter Simmenauer on [03] 882 6539.

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

