

# FRONT DRIVE

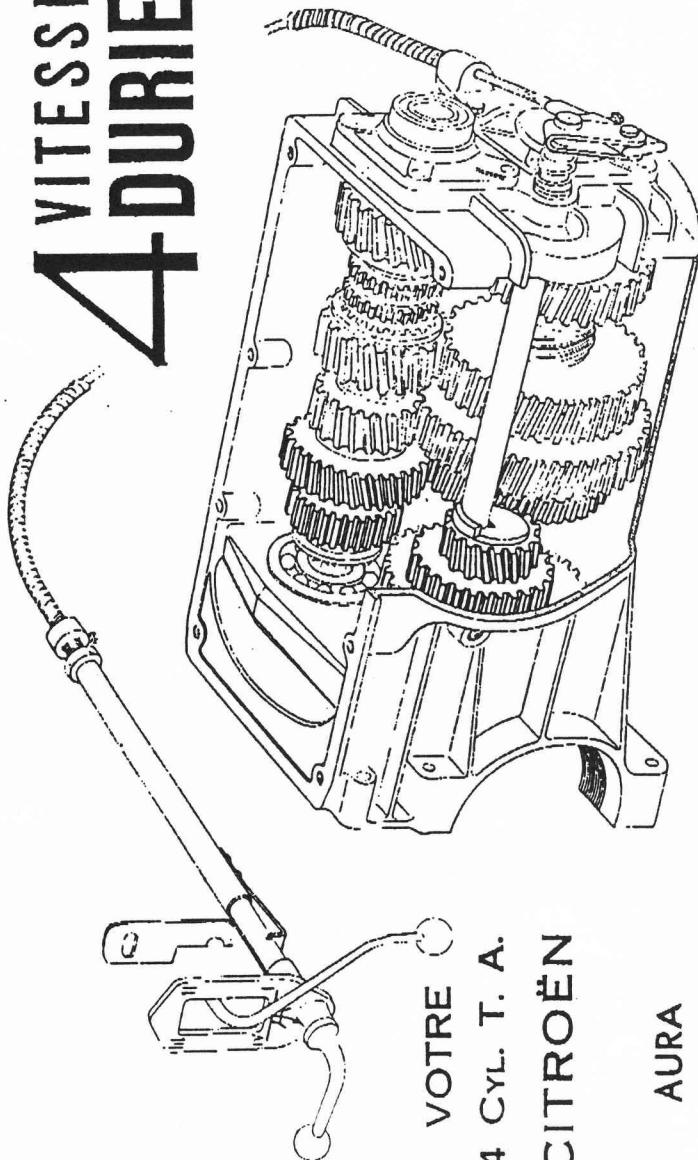
The Magazine of the Citroën Classic Owners Club of Australia Inc.

Print Post Approved PP341403/0013



In This Issue:  
Understanding  
the Traction  
Gearbox

AVEC SA BOITE TRANSFORMEE EN  
**4 VITESSES**  
**4 DURIEZ**



VOTRE

4 CYL. T. A.

CITROËN

AURA

LES PERFORMANCES D'UNE "15" et la CONSOMMATION D'UNE "7"

June/July, 1995

Volume 19 Issue 2

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## FROM the Desk

W

e were planning to have a big feature on Citroëns in south-east Asia, specifically in Vietnam. However, once we'd covered some recent rallies and a very important reply from our technical advisers, Dorothy Figg and Jack Weaver, plus the usual line-up of communication and information for members - Why, we'd filled up a magazine again!

So, Vietnam - next issue! But there are some great and intriguing photos and stories that our scouts in the club membership have come up with on the subject, so the wait will be worth while.

Congratulations to the Famille Cross for picking up the Activities baton from the John Couche knapsack, and building on JC's efforts. There are some great and enjoyable events listed, making ideal Citroën outings. Be there, even if like me, your Cit is still coming!

Bill Graham, Editor.

Cover illustration: The Duriez four-speed gearbox as an option for the Traction in earlier times, topical in this issue in view of our technical discussion of the standard box's shortcomings. Note the separate lever for reverse, and the odd shift pattern.



### **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



must start by saying that the following represent my personal opinions only and have not been raised with the Committee as a whole but they have been canvassed with individual Committee members and others in CCOCA.

A longer than usual Prez Sez this issue, as there are some issues that I wish to address. The timing is opportune as the ideas behind this article were distilled over the Easter Weekend - Cit-In '95. Firstly some history, for newer members who may not understand where this club's roots were formed. The Citroën Classic Owners Club of Australia broke away from the Citroën Car Club of Victoria more years ago than even I can remember. We broke away from CCCV because the interests of the two groups were growing disparate. Our needs, firmly rooted in the Traction Avant at that time, were for parts and restoration skills - the help needed to keep older cars on the road. When we broke away there was certainly some acrimony, but this has largely dissipated with the passage of time. Today the two Clubs work together to ensure the long term viability of the marque - in Victoria and Australia. As a group that is based in Melbourne, it has been difficult at times to retain members in regional Victoria, let alone those members in other States. However, I feel that we are again in a position to state that we do offer special benefits to members Australia wide.

It was suggested, by an interstate Citroënist, over the Easter Event, that "the two Victorian Clubs should merge" to become a stronger force. I must repeat that CCOCA is not a Victorian Club - we are a National Club, that happens to have its base in Victoria. Indeed, we are the only National Citroën Club! We remain the main Club for owners of Traction Avant vehicles - indeed I am told that there are no Traction owners in the CCCNSW - and

probably the principal Club for 2-cylinder owners too.

However, as a result of that conversation

I raised the issue with the President of CCCV, merely as a matter of discussion. He agreed with my personal view, that the two Clubs continue to offer different benefits, have different drives, aims and responsibilities to members. He agreed that any suggestion of a merger was neither on his agenda nor did he believe that it would be of benefit to members of either Club.

**CCOCA is not a Victorian Club - we are a National Club, that happens to have its base in Victoria. Indeed, we are the only National Citroën Club!**

So, having put that hoary old chestnut to bed, the question must be asked how do we reinforce to all Citroënists that CCOCA is indeed the National Citroën Club? Two suggestions, neither of them mine, have already been made. The first was raised in our survey of members - that in addition to holding meetings in Melbourne, we should hold meetings in other State Capital cities. Ex-member David Gries, who made the suggestion, recommended that the first of these should be undertaken in Sydney. David was, I believe, prepared to undertake the arrangements for such a meeting, with the assistance of members in the Sydney area. It is certainly not easy to arrange a meeting in a city with which one is not familiar. So, let me throw down the gauntlet to our Sydney area members and their friends, why not arrange a meeting in your part of the country? It is in your hands and certainly has my personal support.

The second suggestion came from Stuart Pekin, although I believe that it was not his

idea originally. That is to form a "CCOCA - West" to cater for the specific needs of members on the far side of the Nullarbor. As an integral part of CCOCA, based in Perth, the Club would be sure to cater for the needs of members even more successfully that CCOCA can at present. A shared magazine, with special WA activities, could easily be produced with the benefits of DTP. A similar suggestion was made some time ago regarding the ACT members. Given that at one stage all the members of CCCACT were members of CCOCA, it was indicated that CCOCA - Canberra could effectively replace CCCACT, however at that time no further action was undertaken because of the difficulties associated with among other things, magazine production. Today, though, if our members were so interested this could be a real possibility.

I suppose to a large extent it is in the hands of our members in other States to make the first moves towards making CCOCA even more the Club at the forefront of the development of a National Citroën Club. I am certain that support from the committee will be forthcoming.

Leigh F Miles  
President

## inside...

### FROM THE DESK

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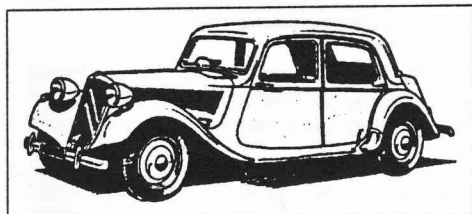
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# A' tractions

## CCOCA Presents the Events Calendar for 1995



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John has therefore made the decision to reduce his extra activities, including those associated with this Club. I am pleased to announce that Ted Cross has agreed to move from the position of 'Committeeman without portfolio' to Activities Officer. Thank you to both Ted and Helen Cross.

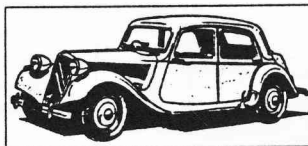
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I should like to take this opportunity to thank both John and Susan Langford for their efforts on behalf of the Club in recent times.

The attractions listed here have been compiled by Ted Cross using both John's original Events Calendar for 1995-96, combined with some ideas of his own. As John has never tired of saying, "It's your Club, support the Events."

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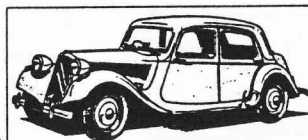
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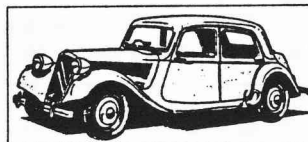
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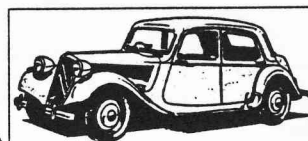


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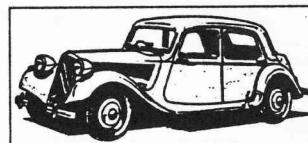
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# A' tractions

## SA ALL FRENCH AUTOMOBILE DAY

If you own a French vehicle of any age, you will enjoy a great day of family entertainment in Adelaide and the Barossa Valley on Sunday the 10th September, 1995.

The All French Automobiles Day will commence from the Torrens Parade Ground, [located in the heart of Adelaide, corner Victoria Drive and King William Rd] at 10 am.

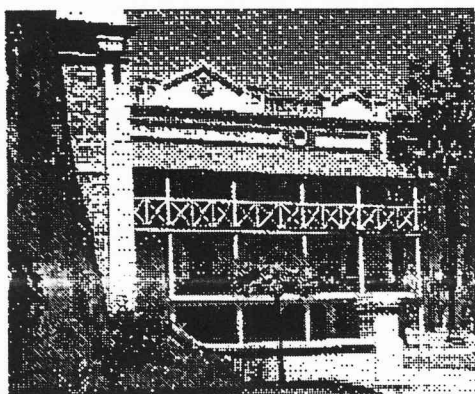
For an entry fee of \$20 you can join owners of French vehicles of all ages, shapes and sizes, from all over Australia, on a tour of the picturesque Barossa Valley. You will receive a bag of assorted goodies with a decidedly French flavour and a commemorative plaque on completing the Event.

Arriving at Seppeltsfield Winery, situated in the heart of the Barossa, you can participate in the family entertainment during the afternoon. There will be games for the children and popular choice trophies for various groups of vehicles.

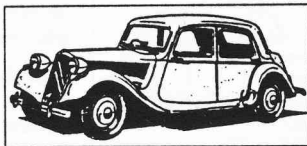
Further musical entertainment will be provided and the petanque bowlers will amaze you with their skills.

Do not miss this great day! Complete the enclosed entry form below and send to Les Tapping, 170 Hart St, Glanville, 5015. Numbers are limited [late entries have been turned down in the past] therefore early entry is a must! Sorry, but entries will not be accepted on the day.

Phone: Simon Fitzpatrick [08] 260 6408 [Home] or [08] 204 8826 [Work], should you have any queries.



## Oct'r Events



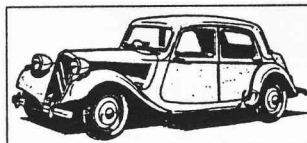
Sunday, October 8th - Puffing Billy Olde Time Festival. See details elsewhere in this magazine.

Saturday, October 14th - Turkish Dinner at the Golden Terrace Restaurant with CCCV. This promises to be a great, inexpensive night out, so line up your friends for this too. Belly dancer is guaranteed!

Sunday, October 15th - CCOCA/CCCV Concours d'Elegance. This year we are at Yarra Bend Park, for a pleasant change of venue.

Wednesday, October 25th, 6.30pm - General Meeting, Canterbury Club Rooms. Model Competition and Night Auction, with entertainment by auctioneer extraordinary - Luigi Boyle. BBQ facilities will be provided, so gather the family and friends for a balmy [barmy?] evening out.

## Nov'r Events

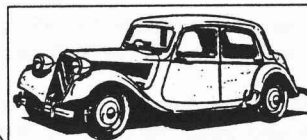


Saturday, November 11th - Puffing Billy Dinner Train. Imagine a star lit evening in the Dandenong Ranges, riding on one of the great little trains of the world, dining in luxury. Full details in Front Drive.

Sunday, November 12th - The CCOCA Inaugural Bob Sled Challenge at Whittlesea.

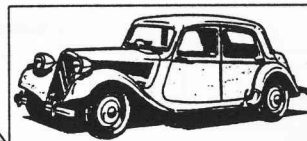
Wednesday, November 22nd - General Meeting, Canterbury Club Rooms - the last meeting for 1995.

## Dec'r Events



Friday, December 1st - Evening Social Meeting at Leigh Miles'. Refreshments, modest social drinks and BBQ facilities provided. Wives, partners and children are particularly welcome. Father Christmas is expected, so bring a 'same sex' gift to the value of \$5.

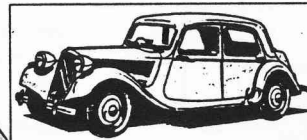
## Jan'y Events



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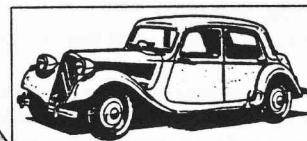
Sunday, January 28th - Garage Crawl Technical Day. Visit a member's garage and see what delights have been stored away for longer than even the owner can remember!

## Feb'y Events



Wednesday, February 28th - An opportunity to visit Heka & Co, in Dandenong. Heka's are arguably Melbourne's foremost Citroën repair shop. There will be a special mystery prize for one lucky Citroën driver, on the night!

## March Events

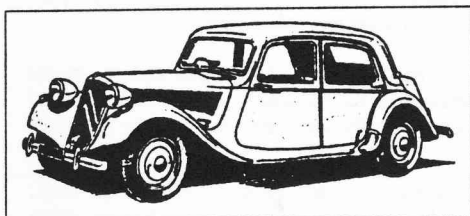


Wednesday, March 28th - Annual General Meeting.

Left: The Seppelts Winery, in the Barossa Valley. Venue for the forthcoming South Australian All French Automobile Day.

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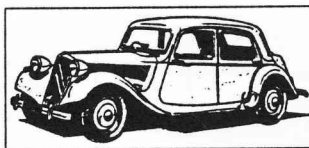
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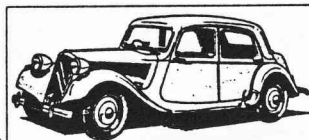
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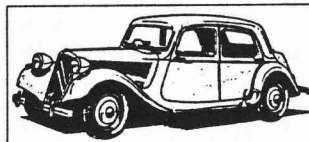
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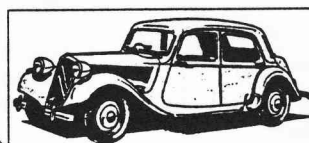


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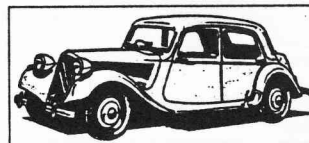
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## Past Events - All French Day

**A**s a result, largely, of the communication breakdown between Citroën Car Club of Victoria and CCOCA we did not have a great deal of warning of the date for All French Day, which unfortunately limited the number of CCOCA members who were able to attend. However, those who did manage to fit the event into their schedule, were rewarded by a great line-up of quality French motoring.

The highlight for me, and for many others, was the first sighting of the Big 15 Cabriolet, recently imported from Vietnam. I will not dwell on this car as it forms the centre piece of the our Editor's article that will appear in the next edition of 'Front Drive'. Suffice to say there was considerable interest in the car - even I was down on all fours to inspect the underside! There has also been interest expressed in the purchase of the car, by some members, and without naming names, John, perhaps you could be persuaded to keep the Club informed of your progress on this front?

Club member Peter Simmenauer and your Editor were both adopting a high profile with their respective cameras. They were both seen taking pictures of almost anything with four wheels. I gather, however, that both realised there was something amiss when they had taken over 40 photos, on rolls of 24 exposure film. [I know the film companies are making special offers all the time, but this seems a little more generous than usual!] No, both had actually failed to put film into their respective cameras, so there are only a couple of pictures available of the day.

Members present, as I recall, were the aforementioned potential photographers, Chris Koller in his rather nice black 15, George Tippet also in his 15, Roger Brundle and Fay Dunstan in their D, Graeme Barton came up from the Mornington Peninsula, John Faine, Robin Smith apparently turned up after I had left for other pastimes...I think that is all who arrived.

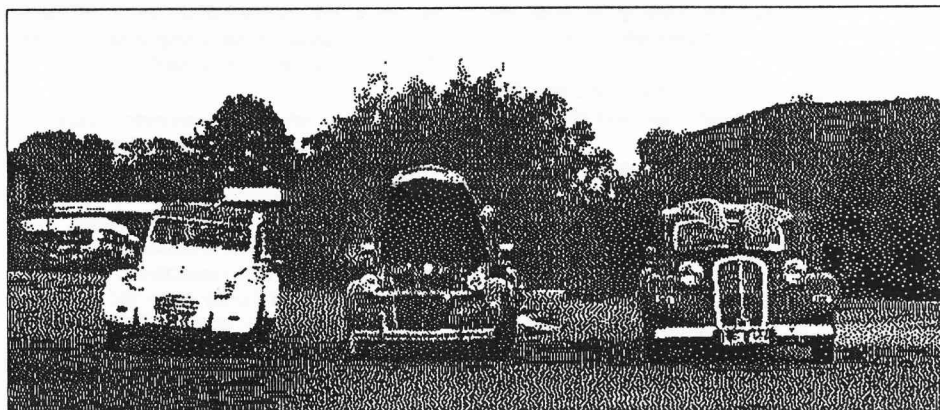
As regular meeting attendees will be aware, George Tippet has the happy knack of being able to doze quietly off in almost any environment. There was a suggestion that he was voted onto the Committee last AGM whilst fast asleep. However, George was found in his Light 15, fast asleep early in the afternoon. Unfortunately, I was around at the time and managed to capture the event with the camera.

Roger Brundle and Fay Dunstan were hiding behind their car enjoying a luxury picnic, that would almost rival the excesses of Peter Fitzgerald in his hayday. They certainly deserve the award for the best presented CCOCA contingent on the day!

Leigh F Miles



Above: George Tippet taking a little shut-eye in his Light 15.



Above: All French Day line up including David Gries' 2CV [left] and Graeme Barton's Light 15 [right].

Below: Almost the full Citroën line-up.





# Dear Dorothy Fixx *Technical advice to the vehicularly distraught*

PO Box 211  
Oaklands Park 5046  
South Australia.  
Tel. 08 416 7578 (BH).

17 February 1995.



he Committee, CCOCA.

Dear experts!

I am about to restart the restoration of my Light 15 and would like some advice on gearboxes.

I intend driving the car a fair bit and so want it to be reliable, but would prefer to retain the 3-speed gearbox for originality.

It seems to me that there are conflicting views on the old diffs:

- They gave no trouble if you have one in good condition and it is adjusted correctly.
- As above but the case should be strengthened also.
- There are some that break and some that don't, and you can tell the difference by looking at how the teeth on the crown wheel are cut.
- They are not reliable unless you fit a modern crown wheel and pinion.

Reliability is the important thing. I have a spare good box but would prefer to never go through the trouble of breaking down (always at the worst time and place, isn't it?).

Has anyone investigated upgrading the 3-speed box by say transplanting an ID diff into it? (I'm not familiar with the ID box, so don't know if that suggestion is anywhere near possible).

Do you know if the crown wheel and pinions from "Steam Car" in England are any good?

So what do you think is currently the best method of getting a reliable 3-speed box? Any help would be greatly appreciated.

Thanks for a great magazine. It alone is worth the membership fee.

Regards,

Bill Slater.

[Leigh, any chance of sending this guy a crate of Cussons goodies - with that last comment, we've obviously got to cultivate him as much as possible!]

Bill, many thanks for your fine letter. It goes right to the heart of several concerns widely shared by Traction enthusiasts. We are fortunate to have in the club several "experts" on various aspects of the cars that concern and delight us. In this case, we've passed your queries on to a couple of people, M/s Dorothy Fixx and Mr Jack Weaver, who have had much experience and opportunity over a long time to drive Light 15s under a range of sometimes gruelling conditions, to consider their performance and failings, and to restore and improve on them. In particular of course, they will address your questions about the Light 15/Legere (and Big 15/Normale) gearbox, as fitted to all these four-cylinder Traction Avants. Their considered answers to your specific concerns follow in this issue of Front Drive - Ed.

## Tech Notes THE TRACTION GEARBOX Expert answers to reader's concerns.

Our reader, Bill Slater, asks about the varying views on the durability of the "Light 15 diff", but to answer his questions properly, we need to open the conversation up a bit and consider various other components of the Traction Avant gearbox as well.

[We'll stay with the common usage as adopted by our reader, but of course the "Light 15" gearbox is common to the corresponding French-built car (Legere = 11BL) as well as to the British-built and French-built bigger four cylinder cars (Big 15 and Normale = 11B respectively, as well as the longer-bodied Family Nine and Familiale respectively). The six cylinder Tractions used quite different gearboxes - Ed.]

Firstly, the correspondent asks about the Light 15 differential. As such, ie. the bevel gear arrangement which enables the two driven wheels to rotate at different speeds, it is very robust and gave little trouble.

Secondly, can the D Series differential can be fitted to a Light 15? Yes, with a little modification.

However, we're now being pedantic. If by "diff" you mean "crown wheel and pinion", the answer is rather different. The D crown wheel will fit, but the D pinion will not. The D pinion could be modified to accept the Light 15 gearbox components. This would be a rather expensive operation, with the results rather problematical in terms of longevity.

At this point, we need to consider some background. The Light 15 transaxle (combined gearbox and differential unit) has

a number of weaknesses which have been inherent since its first appearance in the early 1930s.

The second gear assembly is included in the total gear train not only when second gear is engaged, but also when reverse and first are engaged. Obviously, it works very hard. Unfortunately, perhaps in retaliation to this extra work load, it has the habit of shedding teeth (more about the possible results of this later). This habit is exacerbated by the tendency of the two short bronze bushes inside the gear assembly to creep together. Movement of the bushes in this way has two unfortunate consequences.

Firstly, wear in the second gear bushes (and shaft) is accelerated due to impaired lubrication, since the displaced bushes block off the oil holes through which the meshing gear teeth contrive to pump oil back inside the second gear assembly.

Secondly, the effectively shortened bearing length of the bushes gives greater scope for the gear assembly to skew or rock on the main shaft. In turn, this "rocking" of the assembly allows the depth of tooth meshing to change. That is, the gear teeth no longer mesh at their designed pitch circles, but further out, thus giving rise to a dramatic increase in mechanical pitch pressure. Not surprisingly, the teeth then tend to "fall off", even when being used normally.

Incidentally, there is a relatively simple modification which effectively cures the bush and oiling problems with the second gear assembly, and hence aids in "keeping the teeth on".

Teeth which may have fallen off a gear drop to the bottom of the gearbox casing and hopefully stay there. Unfortunately, they do not always do so, and may drift rearwards where they can all too readily be picked up by the crown wheel and carried up to jam between the teeth of the crown wheel and the pinion as they rotate. The ingested tooth obviously acts as a most efficient (and expensive!) wedge. The pressures developed as the vehicle moves are usually sufficient to split the gearbox casing and the bell housing which encloses the clutch and flywheel. The ominous pool of gearbox oil then deposited on the road does little for the driver's peace of mind! Few crown wheels and pinions survive such a catastrophe unmarked either.

Incidentally, it is possible in most cases to trap stray bits of metal (such as second-gear teeth) before they form a fateful liaison with the crown wheel by having a magnet (eg. from a domestic flashlight) firmly fixed into the gearbox drain plug. You may well be surprised at what is found clinging to the drain plug when it is removed for a gear oil change!

(CONTINUED ON PAGE 7)



# Dear Dorothy Fixx *Technical advice to the vehicularly distraught*

**T**he second, and main cause of crown wheel and pinion failure is due to flexing of the gearbox casing. This flexing in turn can lead to multiple other faults which precipitate crown wheel and pinion failure.

Up to 1952-53 when the cap design was changed, it was not unknown for one of the alloy caps holding the differential side bearings to fracture. It is not difficult to visualise the result as the crown wheel and pinion force themselves out of mesh and skip over the tips of the teeth. Chipped teeth are then the problem.

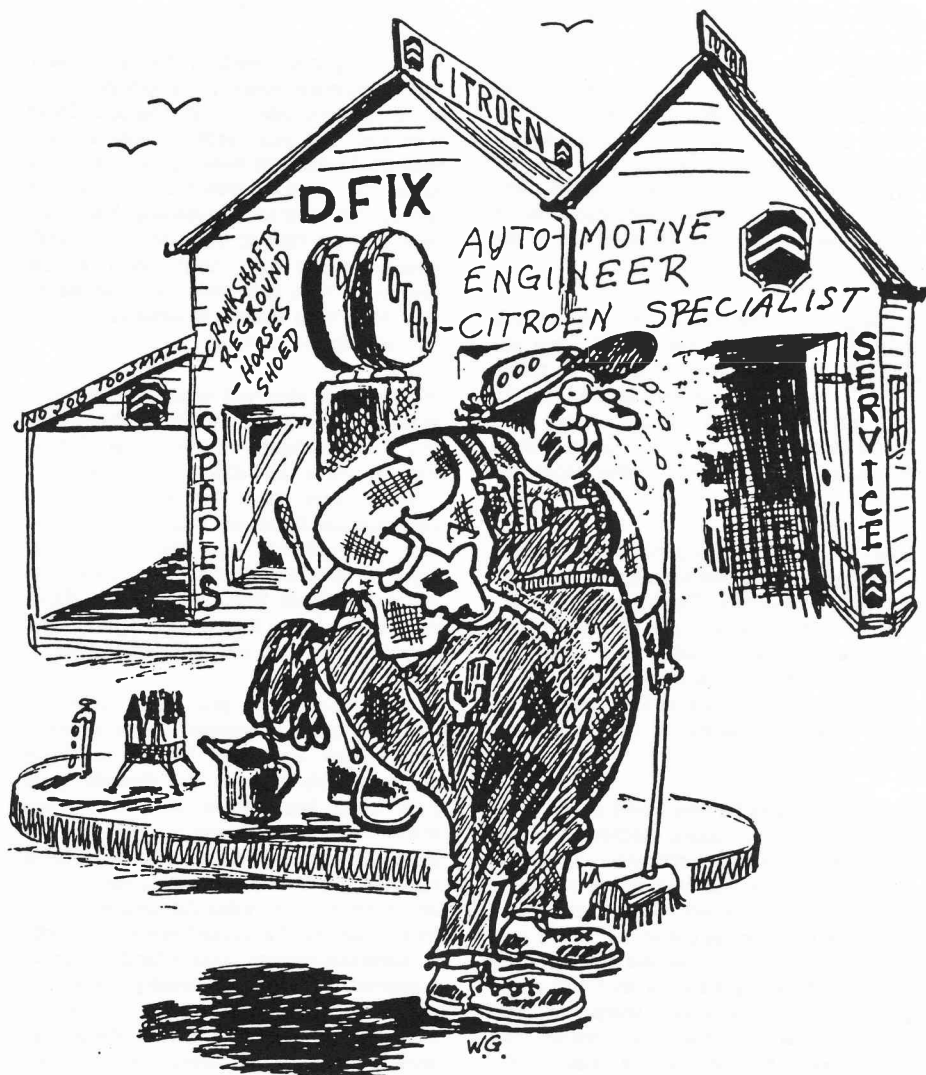
The 12 mm diameter studs which secure the caps have only some 15 mm of thread holding them into the aluminium box casing. Hence it is not unknown for a stud to pull out or break out from the box casing, with disastrous results when the crown wheel screws out of mesh as above.

Even when new, the gearbox life was problematical, and this with only handling 54 brake horsepower. However, Coopers used the Traction box in their racing cars, and they were made surprisingly reliable, even when coping with in excess of 200 bhp. This greatly increased strength and reliability came from a few basic modifications.

Firstly, boxes employed on Coopers were fitted with longer high tensile bearing cap studs threading further into the casing, with steel strengthening straps carried over the tops of the caps themselves. Secondly, a specially fabricated "diaphragm" was added over the four lengthened side bearing studs, thereby trussing the whole structure together and stopping the casing flexing about the side bearing area.

Citroën design office must have been aware of this flexing problem. The D Series gearboxes had an altered design of the bell housing which acts as a stiffener for the box. They also overcame the problem of failing side bearing caps by incorporating them as an integral part of the bell housing. It is rare for a crown wheel and pinion to drop a tooth in a D Citroën.

Coopers Cars Ltd fitted Light 15 gearboxes, albeit with four-speed conversions, firstly to the 1100 cc FWA Coventry Climax single OHC engines, through the 1 1/2 and 2 litre series up to and including the FPF twin OHC 2 1/2 litre Formula One version. While the gear train etc was extensively modified each time power was increased, the casing and crown wheel and pinion remained Light 15. The gearbox stiffening process as described above was developed and applied as horsepower was increased, preventing gearbox flexing which caused damage to the crown wheels and pinions. These observations should remove any doubts concerning the



basic robustness of the crown wheel and pinion design and manufacture. After all, are you expecting to push 200 bhp through your Traction gearbox?

Further circumstantial evidence indicating the actual robustness of the Light 15 crown wheel and pinion can be gained by considering the corresponding parts in a 19 or 20 Series Citroën gear box. The crown wheel and pinion teeth designs are virtually identical. There is no reason to suppose that there had been some major improvement in metallurgical processes incorporated in the interim. Yet failure of these components in a 19 or 20 Series box is almost unheard of, even if the car is being "caned" severely. The only known change is in the improved rigidity and strength of the gearbox casing as noted earlier.

One may question why Citroën did not apply these improvements to the Light 15 box, rather than waiting for the D to emerge. Who knows? Maybe the disruption due to wartime

invasion and bombing of the plant, maybe finances, maybe the prospect of an improved replacement car in the DS. Apart from removing the spring-loaded detent ball on the gear selector shaft, thus making the change lighter, and replacing it with the clutch interlock system, it is noteworthy that the changes Citroën did make over the production life of the box from 1934 to 1957 were directed toward strengthening the box casing. Firstly, they added stiffening ribs to the outside (when they went from the A series to the B series box early in the piece), and secondly when they reduced stress concentrations in the side bearing caps by going from a "faceted" shape to a heavier form with a smoothly curved outer profile, which virtually eliminated the cap failure problem.

Another observation worth noting and considering is that at least one car, with an unmodified but seemingly "healthy" box, went through something like four crown

(CONTINUED ON PAGE 8)

## Dear Dorothy Fixx *Technical advice to the vehicularly distraught*

wheel and pinion sets in a short time, even though it was not being driven hard. Maybe in this case, the box casing was unusually flexible, due perhaps to a casting or metallurgical problem. Another rather hypothetical possibility leading to crown wheel and pinion failure might be effects resulting from the heavy flywheel on Tractions - for example, inertial and gyroscopic forces which might cause shock loadings in the gear train or distortion of the box casing.



From the discussion and analysis above, it is our opinion that the primary cause of failure in crown wheels and pinions in the Light 15 type of box is not in the design and manufacture of these components themselves, but rather in weaknesses in other aspects of the box as described.

None the less, there is a persistent notion that some crown wheel and pinions are inherently "better" than others. The usual explanation put forward is the way the gear teeth have been cut. We would offer as a suggestion only, why some Citroën-supplied crown wheel and pinion sets seemed to fail more readily than others, in terms of the miles they covered.

Spiral bevel gears (crown wheel and pinions) are cut on a gear cutting machine originally developed by an organisation named Gleason, the gear cutting machine being named a "Gleason Spiral Bevel Gear Generator". When the teeth on the cutter (or "hob") used on the generator are new and sharp or have just been sharpened on a tool and cutter grinder, they leave a very sharp near-right angle edge at the root of the tooth. This sharp-edged section change causes the greatest concentration of stress to occur at this point.

All gear teeth are subject to bending moment over their length, with the greatest leverage load being concentrated at the root where the teeth join the main body of the gear. A small radius at this point will serve to reduce the local stress concentration, and hence reduce the likelihood of fracture and failure. This is

why, for example, crankshaft pins have radii where the pins join the webs.

As a cutting tool is used, its sharp edges wear away (becoming blunted), the tool eventually acquiring slight radii at its cutting tips. Could it be then that gear teeth cut with a newly sharpened cutter will show a greater tendency to fail than those cut with the more rounded tool tips just prior to resharpening? But please note that the radii at the base of the teeth would not be very large (only a few hundredths of a millimetre), so it would be very difficult to discern differences in these radii with the naked eye.

We have not observed gross differences in tooth form which might explain differences in gear life, and hence conclude that all sets, even if made by different suppliers for Citroën, were made to quite tight and consistent specifications. Thus we have found that "mis-matched" components will fit together quite well (unless they come from sets with different final drive ratios eg. 8x31 vs 9x31, and even then it is conceivable that they would mate up with sufficient lapping).

However, while the gear forms might be identical, there is another aspect whereby "gear quality" could vary between individual suppliers. This is in the way that the gears have been heat-treated after they were machined. Heat treatment is a complex and skilled process, and involves both initial stress relieving and later hardening. Unfortunately, any attempt to determine the adequacy of the heat treatment of a finished gear is necessarily a destructive process! Surface hardness can be measured readily, but testing teeth for resistance to side loading could well render even a good item unserviceable. Metallurgy itself is quite an exact science, but there are so many variables in heat treatment that the same cannot be said, there being a touch of magic and incantation involved!

The question is raised about the quality of crown wheel and pinion sets currently available from Steam Car Developments in the UK (ratio 10x31, 290 pounds). We have no first hand knowledge of these sets, but we have no reason to suppose that they are made

to anything but the best standards. Roger Williams of Steam Car has told our Editor that two sets have been delivered to enquirers in Sydney, while South Australian CCOCA member, Jeff Harris is in regular contact with Roger. If you are seriously interested, why not ring Roger on [001144] 482 86 3344 or Jeff on 08 2513761? Also you might like to talk to Keith James on 049 30 1729 (CCOCA member in NSW). Keith brought a couple of UK sets in two and a half years back at an all-up cost of about \$700 each. He hasn't put them into use yet.

Now, how do you go about setting up a really reliable gearbox? Well, the answer depends on how good you want it to be, how "painful" it is to you should it fail (money and convenience), and how much money you are prepared to spend. Of course, you could carry a spare gearbox on the front floor, as Lance Collins does in Queensland.

Ideally, it would be best to fit a new crown wheel and pinion. All the gears in the train should be magnafluxed. This process is non-destructive and detects even minute cracks. The gears finally selected could all then be "stress-relieved" and heat treated again. We would not recommend having any crown wheel and pinion sets stress relieved and heat treated again as distortion and warpage would be an ever present threat. We would strongly recommend magnafluxing only. This way, you would know something about the health of the teeth.

Carrying out the modifications as indicated (including new crown wheel and pinion), competently and professionally, may set you back the better part of a couple of grand. For maximum reliability, it is an all or nothing situation. Anything else would be a compromise. Life wasn't meant to be easy, we've been told.

We have not gone into minute detail of the box improvements mentioned above. However, it is intended to cover these more fully in an illustrated technical article to follow.

Dorothy Fixx and Jack Weaver.

# Holiday Teaser - Remember It?



Sorry for the delay in publishing the results of the Holiday Teaser, but other matters have been taking more of my time than was expected - you know work and things like that.

It was disappointing that only two entries were received; one from Bill Graham's friend Alvis Annle, the other from John Couche. Unfortunately neither came close to the almost 200 marques of which I am aware.

One anonymous person, who clearly found the Teaser too much for them wrote the following note to me:

Dear Leigh,

Enough, enough! Take it away! I'm out of control!

For weeks, sentences and phrases have been swimming by my eyes...no longer can I read a novel, magazine or paper without a subliminal search for yet another exclusive marque or obscure make hidden within the text.

My daily work has been affected: I'm usually late after spending breakfast reading yet again that sentence concerning "rusty bridges and grape devotions".

R\*\* has taken to head shaking on an almost daily basis, undecided on what it is that warrants such a decline in the banking department.

So for the sake of my continued sanity, take this addiction from my house and hand it back to the fellow responsible for its creation!

At last, fond union

L\*\*

For those of you who may be interested the list below represents my best working for a full list, although there are no guarantees that it is complete.

## MARQUE COUNTRIES OF ORIGIN

Able	France
AC	UK
Ace	USA/UK/Australia
Adams	USA/UK
Ader	France
Adler	Germany
Aero	Czech
Aga	Germany
Airedale	UK
Alco	USA
Alfa Romeo	Italy
Allard	UK
Allen	USA
Alpine	France
Alta	UK/Greece
Alvis	UK
Amilcar	France
America	USA/Spain
American	USA
Arden	UK
Aries	France
Asa	Italy
Ascot	UK/France
Ass	France
Aster	UK
Aston	USA
Aston Martin	UK
Astra	USA/France/Romania/UK
Atla	France
Atlas	USA/France
Auburn	USA
Audi	Germany
Austin	UK
Bean	UK
Bentley	UK
Benz	Germany
Blanchi	Italy
Bignan	France
Birmingham	USA
BMW	Germany
Borgward	Germany
Bristol	UK
British Ensign	UK
Brook	USA
Brooks	UK/Canada
BSA	UK
Brotherhood	UK
Bugatti	Germany/France
Buick	USA
Cadillac	USA
Calcott	UK
Champion	USA/Germany
Chevrolet	USA
Chrysler	USA
Cisitalia	Italy
Citroën	France
Clan	UK
Colt	Japan
Cord	USA
Crosley	UK
Crouch	USA/UK
Cub	USA
DAF	Holland
Daihatsu	Japan
Daimler	Germany/UK

## MARQUE COUNTRIES OF ORIGIN

Darracq	France
De Soto	USA
de Tomaso	Italy
Delage	France
DEW	Germany/USA
Dexter	France
Diana	USA/Germany
Dixi	Germany
Dixie	USA
Edit	Italy
Edsel	USA
Egg	Switzerland
Elco	USA
Elfin	UK
Enfield	UK
Ensign	UK
ERA	UK
ESA	Austria
Essex	USA
Facel	France
Ferrari	Italy
Fiat	Italy
Flyer	USA
FN	Belgium
Ford	USA
FSO	Poland
General	USA/UK
GN	UK
Hanomag	Germany
Hansa	Germany
Hart	UK
HE	UK
Hillman	UK
Holden	Australia
Honda	Japan
Horch	Germany
Humber	UK
Iso	Italy
Isuzu	Japan
Itala	Italy
Jaguar	UK
Jowett	UK
Kaiser	USA
King	UK/USA
La Salle	USA
Lada	USSR
Lagonda	UK
Lamborghini	Italy
Lanchester	UK
Lancia	Italy
Lane	USA
Lasalle	USA
Lea Francis	UK
Leyland	UK
Lincoln	USA
Lola	USA
Lotus	UK
Martin	UK/USA
Maserati	Italy
Mathis	Germany/France
Matra	France
Maxwell	USA
Maybach	Germany
Mazda	Japan
Mercedes	Germany
Mercury	USA

## MARQUE COUNTRIES OF ORIGIN

MG	UK
Minerva	Belgium
Mini	UK
Monica	France
Moon	USA
Moretti	Italy
Morgan	UK
Morris	UK
Mors	France
NAG	Germany
Napier	UK
Nash	USA
National	USA/UK
Nissan	Japan
NSU	Germany
Oldsmobile	USA
Opel	Germany
OSCA	Italy
Overland	USA
Panhard	France
Panther	Germany/Italy/USA/UK/Korea
Pegaso	Spain
Perry	UK
Piccolo	Germany
Pick	UK
Plymouth	USA
Pontiac	USA
Porsche	Germany
RCH	USA
Regal	Canada/France/USA
Reliant	UK
Renault	France
REO	USA
Riley	UK
Rolls Royce	UK
Rover	UK
Saab	Sweden
Sage	France
Salmson	France/UK
Sam	Germany/Italy
SCAR	France
Seabrook	UK
Seat	Spain
Sphinx	France/USA/Germany
Simca	France
Singer	UK
Siva	Italy/UK
Spa	Italy
Squire	USA/UK
Standard	UK
Steyr	Austria
Subaru	Japan
Sunbeam	UK
Super	USA/France
Suzuki	Japan
Swallow	UK
Swift	UK/Canada/USA
Talbot	UK/France
Toyota	Japan
Tracta	France
Triumph	Germany/UK/USA
TVR	UK
VW	Germany

## Ted Mack - Australia's Best Known Citroënist?

**T**he Mayor of North Sydney, Alderman Ted Mack, drives what must be the most unusual mayoral limousine in the country. It's his own 1951 Citroën Light 15. First introduced in 1934, Alderman Mack bought it in 1961 for £200 and it's been in daily use (except for breakdowns) ever since.

"When I became Mayor about four years ago, the mayoral car was a Mercedes Benz," he said. "I thought North Sydney would be better off with a couple of community buses instead, so we sold the Mercedes and I introduced my Citroën as the mayoral car."

"It raised a few eyebrows at the time; it was a controversial gesture, but it was a way of breaking-away from the old-fashioned system of local government. The silver Citroën is now probably the best known car in North Sydney."

"It wasn't silver originally; it's been repainted, and it's about to have its third paint job."

"The car's design is over half a century old a two-litre, front-wheel-drive hatchback [sic] with torsion bar suspension."

"I've only had one major area of trouble, and that's the gearbox. After a series of gearbox problems, I found a few years ago that it was impossible to buy new parts for it. So it now has a later model four-speed gearbox fitted."

"The car's in good condition and should go forever, even though I've done those pretty awful things to it."

"One advantage I've found from driving an almost vintage car is I'm treated like a venerable little old lady on the road - changing lanes

and getting right of way is relatively easy. Other drivers don't feel challenged by an old car."

The preceding article is from a Sydney newspaper, of 1985 and the following article and the accompanying illustration, has been reprinted from the Sydney "Sunday Telegraph", of 20 November, 1994.

**"I've only had one major area of trouble, and that's the gearbox. After a series of gearbox problems, I found a few years ago that it was impossible to buy new parts for it. So it now has a later model four-speed gearbox fitted."**

After a relationship spanning more than 33 years, Australia's best known independent MP Ted Mack is contemplating a "divorce".

Not a conventional divorce, mind you, rather

the sale of his beloved 1951 silver Citroën, a majestic car which has become something of a trademark for the popular politician.

Recovering from a recent heart scare, Ted Mack admits the incident "heightened my consciousness that life is limited".

The silver streak, which he drives to work every day and has featured in his election material, was part of his "political persona" - a tie he is anxious to sever.

"I suppose it is a symbolic end to my public life - and hopefully the beginning of a much healthier private life ...but I almost feel like I am getting a divorce," Mr Mack said in an interview with The Sunday Telegraph.

Now 60, Ted Mack knew there were major changes looming.

After more than a decade in the public eye - first in State politics and then Federal politics he recently announced his decision to retire.

But even in his wildest dreams he never imagined his life was about to change so drastically.

On October 12 Mr Mack experienced chest pains while working in Parliament House.

When the pains, which he had experienced on and off for several weeks, became worse, a nurse was called.

The scene was then like something out of M \* A \* S \* H, he jokes.

Tests found he was suffering a blocked artery. Doctors told him no surgery was required - but his lifestyle needed a radical change.

Now adjusting to a strict dietary regimen, and with his health improving, Mr Mack appears to be just as concerned about the prospect of leaving the public eye after he retires as he is about his health.

"It is a difficult task to adjust from being a public figure to a private citizen," he said.

"Your whole life is devoted to politics. Everything you do is determined by your job. It consumes all your waking hours, seven days a week."

And that's why, as his life charts a completely new course, his beloved Citroën has to go.





# Past Events - Pret-A-Porter Hits the Riviera

**T**he "Victorian Riviera" that is ---- Yes, Robert Altman got a lot of mileage recently with his film describing the scene as various stars, literati and glitterati played themselves or someone else as they re-enacted the "ready-to-wear" show of fashions in Paris. Like a TV soap, I found that even though I dozed off in the middle, when I awoke, I felt I had missed nothing at all. But it did serve to

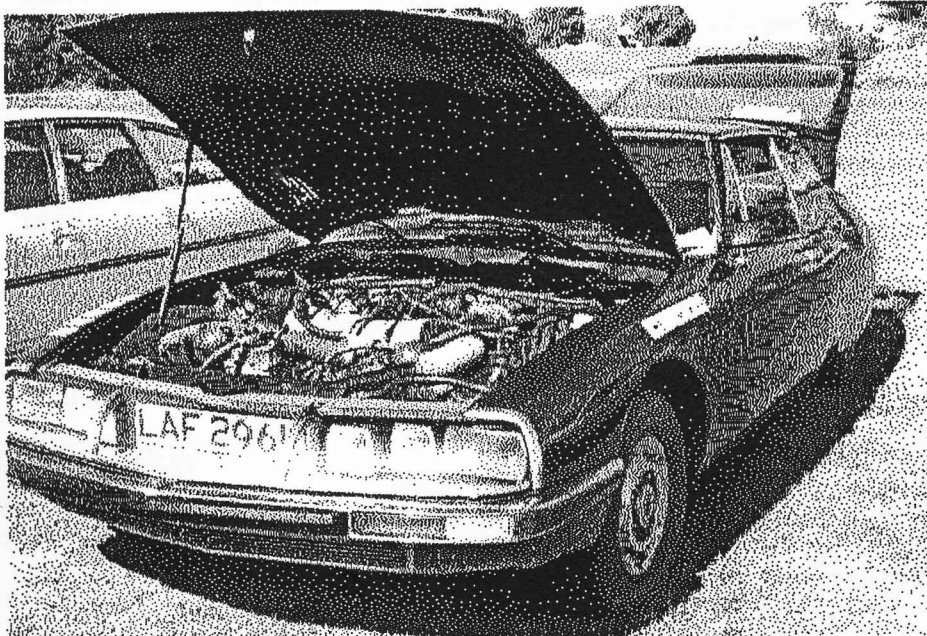
Might I say at this point that the whole weekend was a triumph of organisation for Leigh, but in saying that one must not overlook the assistance he had from people such as Peter Fitzgerald, the Careys, the Seidels, and the camp proprietors who were marvellous in terms of camp resources, food and environment generally. "Coonawarra" can accommodate 200 kids etc in comfort, and provide the resources to keep them

amused and/or gainfully occupied.

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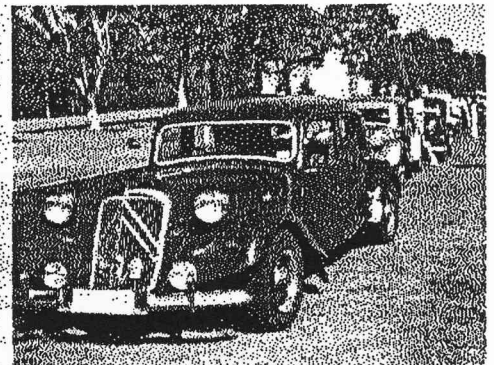
After a hearty breakfast in the dining room (not like a swaggy's breakfast which is said to be a piss and a look around), lots of "G'day, Fred. Haven't seen you in a long while. How's it going?", the cars were rounded up to drive in convoy into the heart of Bairnsdale, before

(CONTINUED ON PAGE 12)



Left: George Hamada's dark blue SM, which spent a good deal of the Motorkhana with either its bonnet up or being pushed around!!

Below: Bairnsdale, here we come!



plant the idea that the recent CCOCA-run CIT-IN 95 National Rally over Easter might be described in Pret-a-Porter terms. Here goes---

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I cadged a ride with Dave Hancox in his gas-powered Falcon, stowed in a sleeping bag and a few items of "ready-to-wear" clobber, tooth brush, wine cask etc (see how the theme develops?) and after a snack at the Big Mac at Traralgon, Dave and I rolled into the "Coonawarra" school camp a bit after dark on the Friday night. Access had been along a good bush road, west of Bairnsdale and on the way to Dargo. We soon located the large dining room/common room with its blazing open fire, and its welcoming coffee and fruit cake to prop the ribs apart. Most significant, President Leigh was already ensconced (no, P.B. -- not as a newt; it just means he had settled in), with a lap-top computer in front of him, ready to complete our booking in, payment of residues etc with utmost efficiency. We headed off to our cosy bunk room to find we were sharing with George Hamada who had driven down in his SM (ex-Chris Bennet of South Australia - see write-up of this car in Front Drive 10/6 March/April 1987).

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## Cit-In Roster



As always at the Cit-In meeting there was a meeting of the Presidents [or their representatives] to determine the roster for forthcoming Cit-In Events. Last year it had been hoped that by increasing CCOCA's contacts with the Citroën Car Club of Tasmania - who are now on our mailing list - that they could be influenced to join the Cit-In Roster on a rotating basis with the West Australian based ACE Club. Despite having been in contact with CCCT, by mail, I have not been able to gauge any apparent interest expressed by CCCT and so ACE have agreed to host Cit-In in 1998. Whilst I shall be pleased to be in Perth in 1998 [having missed the 1993 event due to Iain Mackerras' illness] it is, I believe, a pity the CCCT have not expressed interest in participating in the cycle of hosting Cit-In. The full roster, through to the next century is shown below:

- 1996 - Queensland
- 1997 - South Australia
- 1998 - Western Australia - ACE
- 1999 - Victoria - CCCV
- 2000 - New South Wales
- 2001 - Australian Capital Territory

Following the President's Meeting it was suggested, by Colin Bates - President of CCCV - that CCOCA should plan on hosting 2002. A view I share.

Those of you who attended Cit-In '95 will have noted the assistance that CCCV gave to us in running the weekend, with particular emphasis on organising the Motorkhana. In a similar spirit, CCOCA have offered to provide assistance to CCCV in 1999. [No, not to undertake the Motorkhana, but to arrange something rather more in our field of expertise.]

Planning for 1996 is already underway. The event will be centred on Gayndah, north of Brisbane. The CCCQ has a group of keen members in that area and visiting them will provide CCOCA members with a unique opportunity to see one of the finest Citroën collections in the country. It is renowned for both the breadth of the collection and the fine quality of the vehicles. Mark it on the calendar now, and full details will be published as soon as they are available.

## Past Events - Pret-A-Porter Hits the Riviera

settling in a line-up for photos, public scrutiny etc at the local riverside reserve which is, well actually, down near the river!

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Iready there was a pair of tiny FIAT Toppolinos - a wagon and a coupe/sedan, beautifully restored and fascinating. But soon, the Citroën s dominated the scene.

As always, our 2CVs catch the public eye, with people peering into the under-bonnet area, trying to figure out if that thing is really the engine or is it a starter motor for a more significant power plant which somehow has escaped their attention.

Every now and then (and this was one such occasion), a clown pins a giant clock key onto a 2CV to further confuse the numerous non-cognoscenti, but in this department, the more knowing were drawn to Phil Ward's 2CV Sahara with its engine at either end and spare wheel nested into the bonnet. Although not

an "original", this car is a very convincing replica, having been prepared in Europe for the Top End Raid of 1992, and it came into Phil's hands afterwards. It has a pair of 625 cc motors, not available on the originals, and with a capacity approximating the bigger GSs, cruises nicely at over 40 mpg.

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Also attracting a lot of interest from those who knew something of the subject was the Seidels' Light Fifteen, with its Datsun 2000 motor and VW gearbox, and with its "period" wood trailer behind. Those with sharp eyes were drawn to the scale model Citroën -Kegresse half-track perched on the roof. Yes, sadly we must reveal that the earlier report of a half-track found in Gippsland was a bit of a beat-up, and was really only Warren's radio-controlled model. Sorry. We'll go into the R/C Kegresse in a later issue, since Warren has promised us a comprehensive write-up, haven't you Warren?

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And what else caught my eye in the photo line-up? Well, for starters, there was Neil Rankine and Nola Maxwell's tres francaise Traction Legere, lined up next to Larry O'Carroll's Light 15 - both in standard black, but assembled and trimmed on opposite sides of the Channel (or "Sleeve" as the Froggies have it). I have a personal interest in Neil's car since it was my sleuthing that brought it to light from a Glen Iris garage. Neil has since fitted it with an English sun-roof, making it rather different. And as always, my eye lights fondly on Ferdi Saliba's superbly restored black Australian-built ID 19 (did you know it features in Olivier de Serres' big book on the DS?). There was a spate of "Little Ducks" as well, at least two featuring the fibreglass boot extensions which means they can carry a thermos flask as well as a cut lunch!

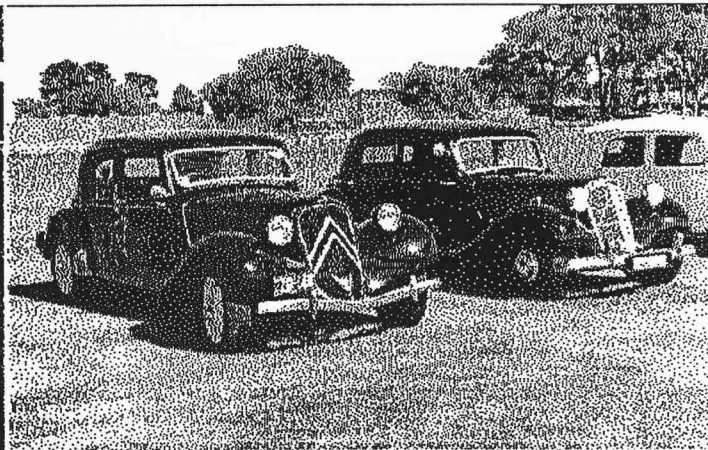
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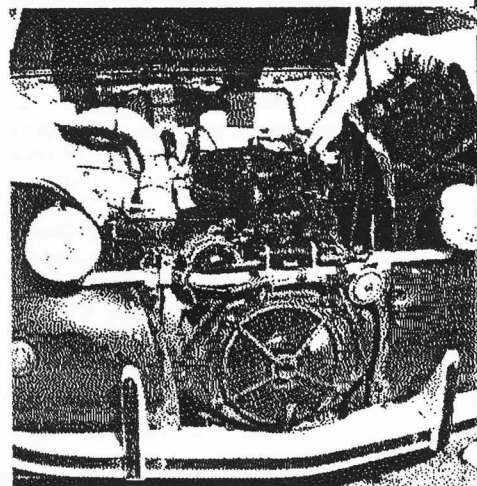
Above: Fiat Toppolinos - an Italian intrusion?

Below: "Is that really the motor?" A not uncommon question from non-2CVers. Right: Kay Belcourt's 2CV with optional "Manual Power".



Above Neil Rankine's 11BL in front of Larry O'Carroll's Light 15. Roy Begelhole's Big 15 is just visible..

Below: Phil Ward's 2CV Sahara, showing the rear engine fan opening.





## Past Events - Pret-A-Porter Hits the Riviera

**T**he "Victorian Riviera" that is ---- Yes, Robert Altman got a lot of mileage recently with his film describing the scene as various stars, literati and glitterati played themselves or someone else as they re-enacted the "ready-to-wear" show of fashions in Paris. Like a TV soap, I found that even though I dozed off in the middle, when I awoke, I felt I had missed nothing at all. But it did serve to

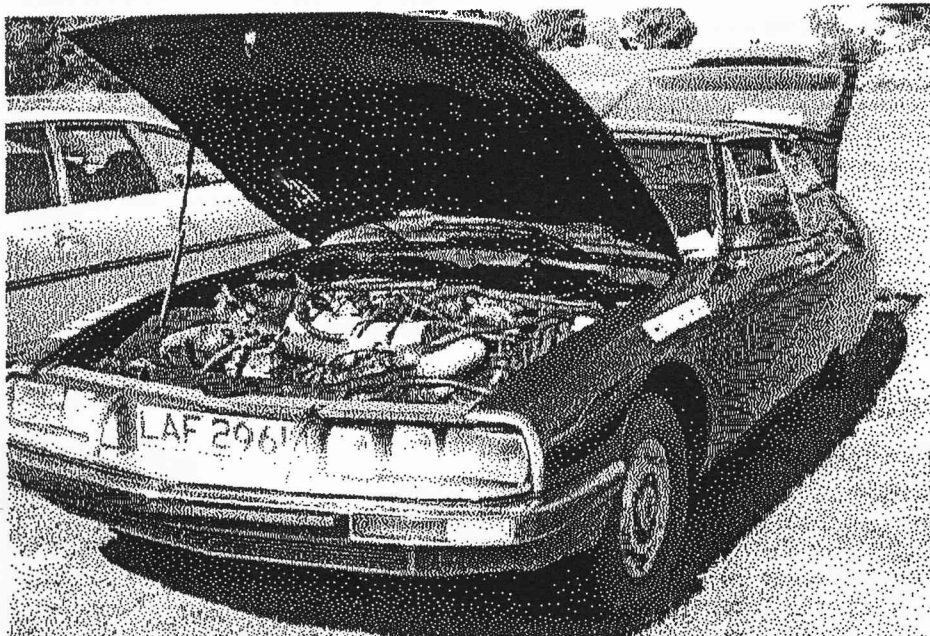
Might I say at this point that the whole weekend was a triumph of organisation for Leigh, but in saying that one must not overlook the assistance he had from people such as Peter Fitzgerald, the Careys, the Seidels, and the camp proprietors who were marvellous in terms of camp resources, food and environment generally. "Coonawarra" can accommodate 200 kids etc in comfort, and provide the resources to keep them

amused and/or gainfully occupied.

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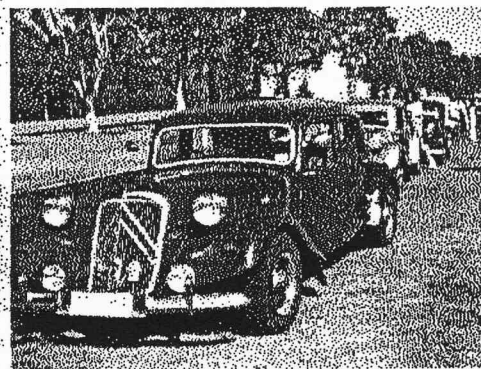
After a hearty breakfast in the dining room (not like a swaggy's breakfast which is said to be a piss and a look around), lots of "G'day, Fred. Haven't seen you in a long while. How's it going?", the cars were rounded up to drive in convoy into the heart of Bairnsdale, before

(CONTINUED ON PAGE 12)



Left: George Hamada's dark blue SM, which spent a good deal of the Motorkhana with either its bonnet up or being pushed around!!

Below: Bairnsdale, here we come!



plant the idea that the recent CCOCA-run CIT-IN 95 National Rally over Easter might be described in Pret-a-Porter terms. Here goes---

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I cadged a ride with Dave Hancox in his gas-powered Falcon, stowed in a sleeping bag and a few items of "ready-to-wear" clobber, tooth brush, wine cask etc (see how the theme develops?) and after a snack at the Big Mac at Traralgon, Dave and I rolled into the "Coonawarra" school camp a bit after dark on the Friday night. Access had been along a good bush road, west of Bairnsdale and on the way to Dargo. We soon located the large dining room/common room with its blazing open fire, and its welcoming coffee and fruit cake to prop the ribs apart. Most significant, President Leigh was already ensconced (no, P.B. -- not as a newt; it just means he had settled in), with a lap-top computer in front of him, ready to complete our booking in, payment of residues etc with utmost efficiency. We headed off to our cosy bunk room to find we were sharing with George Hamada who had driven down in his SM (ex-Chris Bennet of South Australia - see write-up of this car in Front Drive 10/6 March/April 1987).

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## Cit-In Roster

**A**s always at the Cit-In meeting there was a meeting of the Presidents [or their representatives] to determine the roster for forthcoming Cit-In Events. Last year it had been hoped that by increasing CCOCA's contacts with the Citroën Car Club of Tasmania - who are now on our mailing list - that they could be influenced to join the Cit-In Roster on a rotating basis with the West Australian based ACE Club. Despite having been in contact with CCCT, by mail, I have not been able to gauge any apparent interest expressed by CCCT and so ACE have agreed to host Cit-In in 1998. Whilst I shall be pleased to be in Perth in 1998 [having missed the 1993 event due to Iain Mackerras' illness] it is, I believe, a pity the CCCT have not expressed interest in participating in the cycle of hosting Cit-In. The full roster, through to the next century is shown below:

- 1996 - Queensland
- 1997 - South Australia
- 1998 - Western Australia - ACE
- 1999 - Victoria - CCCV
- 2000 - New South Wales
- 2001 - Australian Capital Territory

Following the President's Meeting it was suggested, by Colin Bates - President of CCCV - that CCOCA should plan on hosting 2002. A view I share.

Those of you who attended Cit-In '95 will have noted the assistance that CCCV gave to us in running the weekend, with particular emphasis on organising the Motorkhana. In a similar spirit, CCOCA have offered to provide assistance to CCCV in 1999. [No, not to undertake the Motorkhana, but to arrange something rather more in our field of expertise.]

Planning for 1996 is already underway. The event will be centred on Gayndah, north of Brisbane. The CCCQ has a group of keen members in that area and visiting them will provide CCOCA members with a unique opportunity to see one of the finest Citroën collections in the country. It is renowned for both the breadth of the collection and the fine quality of the vehicles. Mark it on the calendar now, and full details will be published as soon as they are available.

## Past Events - Pret-A-Porter Hits the Riviera

In the afternoon, we joined the convoy lead by Colleen in the Carey Big Six, exploring venues around the Gippsland Lakes - Picnic Point, Paynesville and the ever glorious Metung. Others were free to explore local wineries, or go to the Buchan Caves.

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But where does the PRET-A-PORTER bit come in, you surely must be clamouring by now. Well, it was Peter Fitzgerald's clobber that started the idea germinating in my mind that clothing, specifically pret-a-porter, could be the theme. Fitzzy or should I say "Peter modelling for the design house of Fitzgerald", fronted up on the Friday evening or was it Saturday morning, clad in a remarkable creation of butter-yellow canvas knee-length

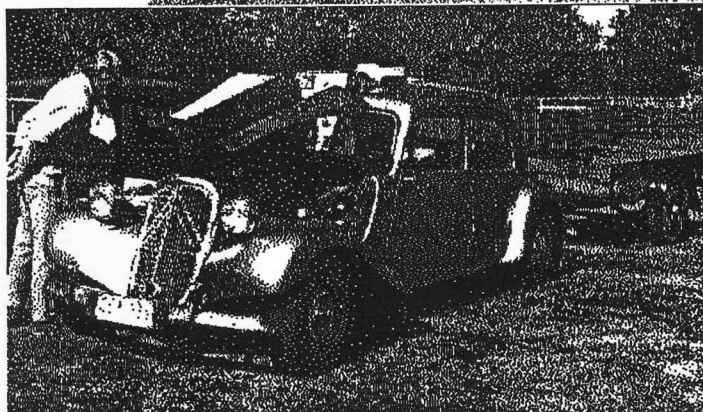
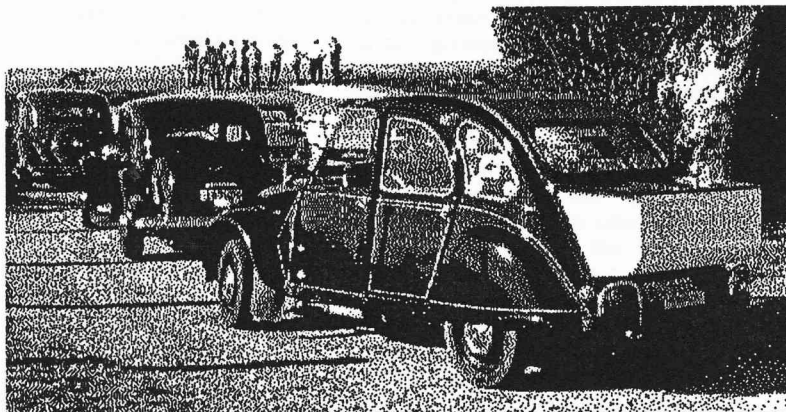
overalls, coupled with close-fitting black long-pile velour leggings. I was so fascinated by this creation that I failed to note any more details. As I made discrete enquiries, I was advised that model Peter was not wearing black velour leggings at all. Rather, what was showing below the butter yellow shorts were Fitzzy's hairy legs! It certainly fooled me, but after I'd wiped the dandruff and cracker crumbs off my specs, I had to admit that closer inspection revealed my advice to be absolutely correct.

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By Sunday morning, my imagination was well primed to visualise just about anything in pret-a-porter terms, and by now there had been enough mishaps etc to enable me to catch our clothing models in seemingly unposed locales, completely un-self conscious and at ease in their new environment. Experienced photographers will appreciate that this air of laid-back nonchalance is the

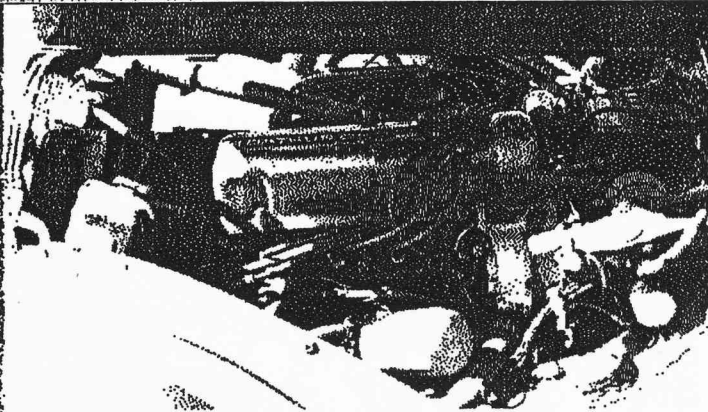
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Right: Citroënists enjoying the view from Picnic Point. In the foreground is Jeff & Lil Cartledge's 2CV, which was driven from north of Perth.



Above: Warren Seidel's modified Light 15, with trailer, attracted considerable attention.

Below: Ferdi Saliba's ID 19, a fine Australian assembled example. This vehicle is now featured in Olivier de Serres "Grand Livre de la DS"



Above: The Datsun engine of Warren Seidel's Light 15 has provided reliable motoring for some years.

Below: A group of 2CV owners in typical picnic mode - with the seats out of their cars.





## Past Events - Pret-A-Porter Hits the Riviera

sort of state that Lord Litchfield sweats days for as he tries to settle his bouncing-boob babes in some crocodile-infested stream in dusty darkest Africa. It speaks volumes for the relaxing "Coonawarra" environment and the professional sang froid of our models that they reached this state of ease in just a day.

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ur first clothing shot shows model Mel in crushed cotton enveloping coverall, simulating adjustment of the Presidential terminals of the Presidential battery in the Presidential Light 15. Mel's coverall in mid-blue is colour-coded to compliment the blue azure metallic finish of the Presidential Traction, while the discrete simulated tearing of the shoulder fabric reveals an alluring and contrasting flash of red under-shirt. Completing the ensemble, Mel sports the latest in metal-rimmed eyewear, which as well as making a powerful fashion statement, also serves the practical function of deflecting any acid which could erupt, should a carelessly dropped spanner onto the

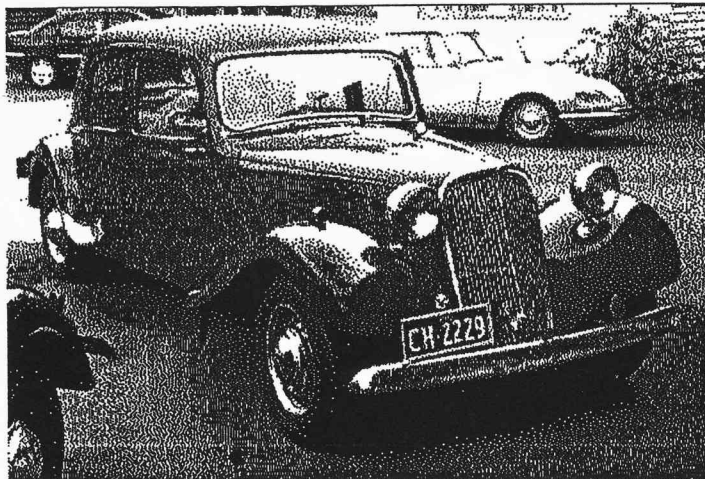
Presidential terminals cause the Presidential battery to spread its guts over the Presidential paintwork and anything else within about 100 metres! We confidently predict that Mel's ensemble will be a big seller among serious Tractionists over the coming maintenance year.

To the right of our shot, model John, sponsored by Warnambool Mills, projects a certain je ne sais quoi, a casual relaxed elegance in his crush-resisting apres-dormant/devant-toilette ensemble comprising "les trakky pants avec le T-shirt". Notez bien aussi, the casually un-laced footwear (colloquially called "les brothel creepers"), low-maintenance coiffure, and towel flung cape-like over the right shoulder. We confidently predict this look of the enthusiast "en vacance" will go like a bomb among Citroën ists far and wide, finding application in such diverse activities as "le spine-bashing", "le fornicating about" and watching "Les hommes Roy and HG" at "Le Club Buggery" on "le ABC-TV" on a Friday night.

Piece de resistance in the centre of this shot is model David from the House of Gries, showing a seasonal update of his tried and true "Citroën 1st at large" ensemble. The basic ensemble which viewers will recall from previous showings, consists of the now universally accepted "T-shirt" (with appropriate Citroën motif) teamed with "les baggy shorts" and "les rubber-thongs australien". The seasonal variant ensemble as modelled in our fashion shot, involves additions/substitutions for energy retention purposes as follows: sleeved business shirt or equivalent, "avec collier"; open weave "upper vetement"; and closed-toe lace-up shoes (or in extreme cases as illustrated, boots - in the latter case, only short socks should be worn so as to prevent excessive heat build up around the ankles).

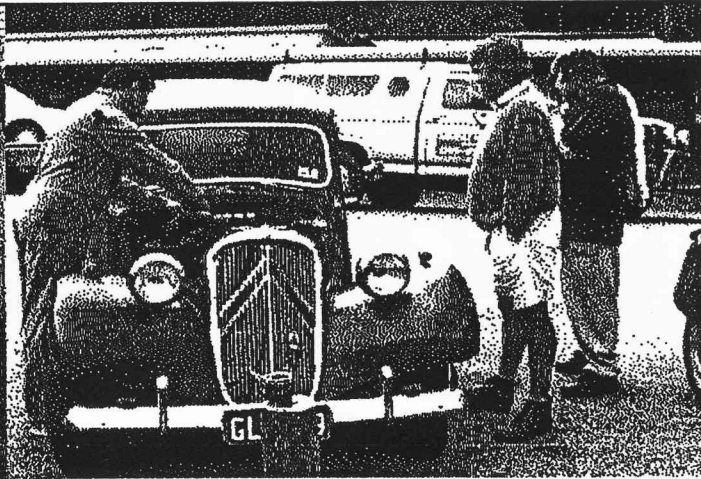
It should be noted that model David has now worn the basic ensemble as above so often and to so many Citroën rallies as to make it his professional modelling trademark

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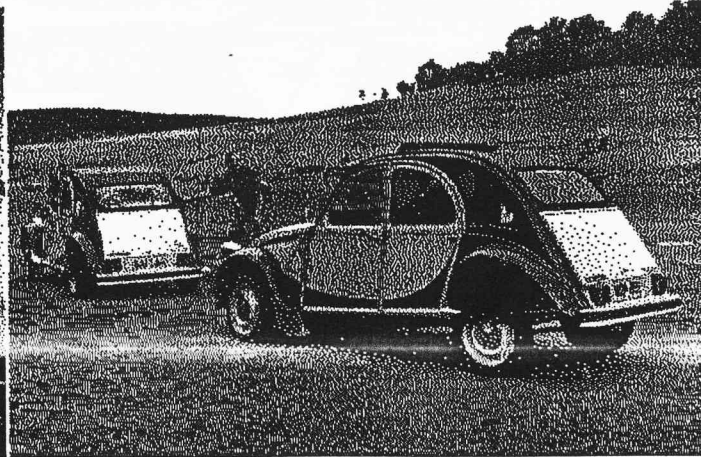
Above: Robert Little's Light 15 painted in a most eye-catching shade of red.

Below: Robert Martin [Sydney] and Keith James [Largs, NSW] discuss the finer points of Robert's new Xantia.



Above: PRET-A-PORTER #1: Models [from left] Mel, David & John display outfits for the well-dressed Citroënist.

Below: Kirk Kirkaldy [CCCV] provides instructions to Motorkhana competitors Greg and Adam Bracegirdle [WA], while "Wrong Way" Bennet [SA] waits his turn.



## Past Events - Pret-A-Porter Hits the Riviera

("l'habillement de Gries"), and common medical opinion has it that his body now has become physiologically adapted to this regime. It was therefore an act of great compassion (some say foolhardiness) for David to agree to don the ensemble additions, in order to meet the thoughtless, even selfish pleadings of Queenslanders present, who wanted a showing of safety clothing that would help preserve them if by accident, they should stray south of the NSW border while driving in mid-summer. As it was, and despite an air temperature of no more than ten degrees Celsius at the time, David's generous display of safety gear for the Banana Benders could have proved tragic. Clad in the (to him) excess of clothing, David suffered severe heat stress soon afterwards, and was only saved by the quick thinking of Ted Cross who, after checking temperature with a rectal thermometer, locked David in the cook-house cold-room over night to get his body temperature down again. Thereafter, to be on the safe side, David wore only a thin loin-cloth for the rest of the camp, though some thought he was being over cautious. But as

David says: "Better to be sure than sorry!".

Before we leave this photo, we should note the casually posed coffee cup and in the background, the Carey GS posed behind the F 100 so as to suggest the little blighter had just flicked a timing belt, thereby causing a closer than usual association between the non-moving valves and the still-moving pistons. Ah well, a clothing model's life is not an easy one!

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Just before model David collapsed from heat overload, we managed to pose him with the scarred remains of the Fitzgerald GSA. In the background, we see model Leigh from the Presidential Academy of Modelling, putting up his "habillement oriental" for consideration. We must admit that Leigh looked as he hadn't been feeling himself lately, but it could be that his despondent look was the result of either the failure of his youthful ambition to become a sumo wrestler, or to some devious attempt to get the

sympathy vote. Clearly this gear is an acquired taste, and may not be a winner unless Citroëns take on big in Japan.

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Sunday morning, I watched the motorkhana and in the afternoon, I shared a ride to Dargo to watch even more masochistic pursuits at the local Walnut Festival. It rained. Need I say more?

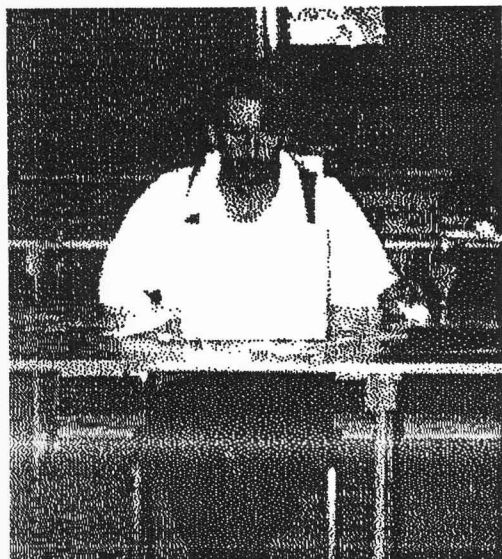
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Sunday evening was the Official Dinner and Trophy Presentation. I had the company of Rob Little (Shepparton) and Larry O'Carroll (North Sackville, NSW) and their lovely wives. The meal and company were excellent, but the night belonged to the Prez. Before leaving "Magic Thumbs" Larry, we did note him earlier on sporting "un chapeau de gendarme francais" as his contribution to pret-a-porter, and I have that deep "Inner

(CONTINUED ON PAGE 16)



Above: PRET-A-PORTER #2 - Model Leigh [from the Presidential Academy] presents his "habillement oriental" for David's approval.



Right: Peter Fitzgerald clutches his recently returned gnome, Pierre, to his breast.

Left: Leigh at the computer, adding up the money.  
Lower right: Phil Ward [SA], Peter Fitzgerald and Chris and "Hugo" Bennet [SA] enjoying the Champagne Breakfast on Monday morning



## Past Events - Pret-A-Porter Hits the Riviera

feeling" that we might see more of Larry (and his magic thumb) in future displays.



part from acting as Master of Ceremonies, maintaining the air of jollification, and giving out the awards (more elsewhere), our Prez also shone again as model Leigh showing off the pret-a-porter to perfection. From the outset, Leigh's outfit for the evening said "with-it Citroënist having cocktails" - black slacks, creamy-white jacket, white shirt with a hint of colour at the collar, and the occasional flash of luminous braces. But during the course of the evening, Leigh was "persuaded" to take off the jacket and to pirouette. The secret was out. Leigh had obviously raided "Toffee Tops" in Malvern and taken their finest. The shirt-back was a multi-hued blaze of colour.

There were gasps of amazement, delight and envy (and that was just from the guys!). Frankly, the women were just a little miffed and out-shone, and I'm confident I saw more than one glint of the green-eyed dragon, with a few plotting to have their revenge the next time they came upon Leigh at a formal gathering! The blokes on the other hand took it in good part, with shouts of "You gorgeous thing you", "Take it all off" and "Where can I get one like that?". Yes, indeed, "PRET-A-PORTER" at its best.

We confidently predict that "toffee tops" will be de rigueur among the true Citroënists in the coming ball season, the ladies outdone and relegated to their "little black dresses" on the sidelines, with the guys circling, jewel-like, under the central spotlights.

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Well that was about it. Breakfast on Monday morning and away. New friends and renewed friends, videos, drinks, food, laughter, cars, beaut locations. Before you and your Citroën go to your respective heavens, be sure you take her (?) to a gathering like Cit-In 95. You both deserve it. Perhaps you could start with Cit-In '96, at Gayndah, Qld. And if anyone says the best pret-a-porter is in Paris, forget it. Send them to a Cit-In in the Land of Oz.

Bill Graham.

On the Saturday morning line-up to Citroën tally was:

• D Series	15
• Traction Avant	8
• GS/GSA Series	5
• 2CV and Derivatives	7
• CX Series	3
• SM	1
• Xantia	1
• Visa	1
• BX Series	5
• TOTAL	46

Motorkhana winners were:

• Traction	No competitors
• D Series	Robert Woo [NSW]
• CX/SM	Barry Sargent [NSW]
• GS/GSA	Peter Fitzgerald [CCOCA]
• BX/Visa	Rex Karkeek [NZ]
• 2 Cylinder	Chris Bennet [SA]
• Best Lady	Hanny Hibble [ACE]
• Overall Winner	Chris Bennet [2CV]
• Bryson Trophy - Team Prize	CCCV
• Maxim Trophy - Novelty Event	ACE

I should like to thank members of CCCV who organised and ran the Motorkhana, on our behalf. We would not have been able to undertake this important component of any Cit-In without their help. Particular thanks to Kirk Kirkaldy, the van der Meis and the Kings who came from Melbourne for the day.

Two other important prizes were:

- Popular Car  
Roger Brundle & Fay Dunstan [ID, CCOCA]
- Longest Distance Travelled in a Citroën  
Jeff & Lil Cartledge [2CV/ACE]

I must take this opportunity, once again, to thank all those who provided help and assistance both in the lead-up to the weekend

and in the running of the Event.

- Mel and Colleen Carey - for putting me up weekend after weekend [or was it putting up with me?], for all their on-the-ground assistance both before and during the weekend.
- Rob Barton - for leading the trip to the Buchan Caves and providing afternoon tea to the cavers.
- Peter Fitzgerald and Stuart Pekin - for general help on the weekend, along with Helen and Ted Cross.
- Steven Berry - for relaxing massage for a marginally frazzled President and
- Warren and Pam Seidel.



## Please complete details in BLOCK LETTERS

PUFFING BILLY OLDE TIME FESTIVAL  
PO BOX 451  
BELGRAVE, 3160.

<b>ENTRY FEES</b>			
<input type="checkbox"/>	<b>ROAD VEHICLES</b> (other than as below) @ \$35 (Includes passes for 2 Adults, 2 children - value \$62 plus badge)	=	\$ .....
or			
<input type="checkbox"/>	<b>SOLO MOTORCYCLE</b> @ \$20 (Includes pass for 1 Adult - value \$19 plus badge)	=	\$ .....
or			
<input type="checkbox"/>	Road Steamer, Horsedrawn Vehicle, Stationery Engine, Trade Stand Static Club Display (ask organisers for rates and terms)	=	\$ .....
.... Advance Purchase Adults @ \$16 (Save \$3 on public price)		=	\$ .....
.... Advance Purchase Seniors Concession @ \$14 (Save \$3 on public price)		=	\$ .....
.... Advance Purchase Children (4-16 years) @ \$11 (Save \$1 on public price)		=	\$ .....
I enclose my cheque payable to "The Puffing Billy Railway" for		TOTAL	\$ .....
OR Charge total amount to my Bankcard <input type="checkbox"/> Mastercard <input type="checkbox"/> Visa Card <input type="checkbox"/>			
Number	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	Expiry Date	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> .....

Signed ..... Applicant

Advertised services, exhibits and events subject to alteration without notice.


DECLARATION BY EXHIBITOR: As an entrant in the 1995 Puffing Billy Olde Time Festival, I certify that the above vehicle is covered by my own Third Party Insurance and hereby release the Puffing Billy Preservation Society, The Emerald Tourist Railway Board and the Historic Commercial Vehicle Club Inc. from all liability for any loss, damage or injury to myself or my passengers or vehicle.

I ..... am the legal owner of .....

SIGNED\* ..... Vehicle Owner

\*Note: Application is not valid unless this declaration is signed.

# David Parkinson - 2CVs



avid Parkinson is, to the Club's knowledge, the only person importing 2CVs and upgrading them to meet Australian Safety Design Rules of 1989 before selling them on. Based in Noosa, David brings in very few cars each year and they are highly sought after. Whilst I have only seen one of his cars - on the Top End Raid in 1992 - it certainly appeared to be well prepared and well finished.

All the vehicles David has available are fully approved to the 1989 ADRs and each is

fitted with a compliance plate enabling trouble free registration in any State or Territory of Australia. Each 2CV is thoroughly serviced, tuned, checked, tested, repaired [where required], scrubbed and checked again.

David personally purchases his 2CVs from private vendors and he knows what to look for and more importantly, what to avoid. They are original right hand drive [Anybody who has seen Peter Fitzgerald's LHD converted van, with the steering column held in place with pop rivets, will appreciate the benefits inherent in this.] and most have service books.

Prices start at just \$12,500, which includes the \$3,500 it costs to bring each car up to the required safety standards.

Should any of the vehicles below be of interest to members, they should contact David directly on the number above. Should you have a particular model or year in which you are interested, speak to David and arrange for a vehicle to be sourced specially for you.

- 2 CV 6 Bamboo 1986. Vert Bamboo. 37,000 miles. Édition Limitée. \$16,000
- 2 CV 6 Special 1986. Sunrise Red. 43,000 miles. Une classique 2 CV. \$14,000
- 2 CV 6 Special 1982. Lagune Bleu. 26,000 miles. Très authentique. \$12,500
- 2 CV 6 Dolly 1985. Gray over Cream. 25,000 miles. Fantastique. \$16,000
- 2 CV 6 Dolly 1986. Claret over Cream. 32,000 miles. C'est superb. \$17,500
- 2 CV 6 Bamboo 1986. Vert Bamboo. 36,000 miles. Très unique. \$16,000
- 2 CV 6 Dolly 1986. Navy over Cream. 36,000 miles. Magnifique. \$17,000

# CCOCASHOP by Mail

In conjunction with CCCV and other Citroën Clubs Australia wide we are placing an order for clothing emblazoned with 'Citroën enthusiast'. The logo is embroidered in red, white and navy and is very smart. In order to keep the price to a minimum the order must exceed 60 garments in total. With a choice of either pure wool V-neck jumpers, pure wool crew neck jumpers, pure cotton polo shirts and pure cotton T-shirts, there is something for everybody. All garments are available in a wide range of colours - why not order one for every day of the week! [Just joking.] All garments are made in Australia, colour fast and machine washable. These garments are not, and will not, be standard CCOCASHOP items and this could be your only opportunity to order them.

Colours available are shown on the table below and the design is shown to the right.

Sizes available are Small [90 cm], Medium [95 cm], Large [100 cm], X Large [105 cm] and XX Large [110 cm].

All orders must be to me before 30 June to ensure delivery. Simply complete the enclosed order form and send it to me, with your cheque or money order, payable to Citroën Classic Owners Club of Australia Inc.

Leigh F Miles  
CCOCASHOP

	Pure Wool V-neck Jumper	Pure Wool Crew Neck Jumper	Pure Cotton Polo Shirt	Pure Cotton T-Shirt
Price	\$47.50	\$47.50	\$27.50	\$18.50
Black	#	#	#	
Bottle Green	#	#		
Burgundy	#	#		
Burgundy			#	
Butter				#
Denim				#
Gray Marle			#	#
Green			#	
Jade			#	
Lemon			#	
Mushroom				#
Natural			#	
Natural				#
Navy	#	#	#	#
Olive				#
Red	#	#	#	
Royal	#	#	#	
Sky			#	
Teal				#
Terracotta				#
White			#	#

White in-fill



Blue outline

**International  
Citroën  
Car  
Club  
Rally**



**18, 19 ET 20 AOÛT 1995**



**CLERMONT  
FERRAND**



Since 1972, clubs of Citroën car-lovers from all over the world have made the International Citroën Club Rally their regular meeting point.

1995 represents the 10th such event. Over the years, the Chevron has acquired more and more fans. Added to the Citroën models of the '20s and '30s, along with the Traction Avant, more recent models such as the DS and SM have become collectors favourites, world-wide. For this the 10th time, we will have the pleasure of welcoming Citroën cars from all over the world to France - their native land.

It is planned to celebrate this occasion in a special way:

- **Venue** Michelin will welcome participants to their Ladoux trial tracks, near Clermont Ferrand.

- **Participants** It is hoped to have some 10,000 visitors and approximately 4,000 vintage cars.

- **Attractions** Specially constructed museum displaying models and prototypes of particular interest, some previously unknown; large parts market; numerous Club and professional stands; competitions and varied activities.

- **Gala Evening** Traditional French gastronomic banquet on Saturday, followed by dancing.

Clermont Ferrand, the capital of the Auvergne, is situated close to the Volcanic

Nature Park, the largest of its kind in France. Officially designated as a City of Art, visitors are enchanted by its cathedral and ancient quarters.

The surrounding hills provide beautiful scenery and famous spa resorts such as La Bourboule and Vichy nestle in the valleys. Saint Nectaire cheeses such as Fourme d'Afbert, Bleu d'Auvergne and Cantal give a foretaste of local gastronomic products.

The renowned Puy-de-Dôme road with its 12% gradient is a perfect testing ground for engine power and brake efficiency...

These are just a few of the examples of what awaits you during your visit, be it for the weekend, or longer.

For the jetsetters amongst you, the Amicale Citroën International club is organising the 10th International Citroën Car Club Rally in August. It is to be held at Clermont Ferrand in the Central Massif alpine area of France. Amicale have extended invitations to all Citroën clubs around the world to attend this gathering and as this year is the 40th anniversary of the release of the DS, it is likely to be an especially large and varied event, hosted in one of Europe's most spectacular regions.

Here is your opportunity to be involved with a group of people travelling to the above event. Bob King is now taking bookings for a package trip that will leave Sydney on the 11th August, 1995. For more details contact him on [03] 807 0223, or write to 4 Bengal Cres., Mount Waverley, 3149.

# Letters to the Editor

**D**ear Bill,

Did you ever associate webs with Citroëns? [Apart from what decorates the neglected heap of rusting metal in your garage.] Well, have we got news for you!

Your unsystematic and disorganised correspondent has fluked contact with some bulletin boards accessible through gophers at the University of Missouri - Columbia. Among the topics read are "Traction upgrade question", "2CV tuning update", "DS 19 bearings" and the intriguing series of communications entitled "French Kiss". Disappointingly, this one concerns sightings of Citroëns in films only, to which I was only able to contribute Beineix's "Diva" [the exploding 11B and its resurrection] and Bertolucci's "The Conformist" [assassin drives victim into forest in a gleaming, black of course, 11BL]. Dutch and Canadian enthusiasts also correspond via E-mail - address: 2cv-l@mail.Missouri.edu [no spaces].

One of the Dutch surfers confesses to owning a near-complete set of tractions: 7C, 11BL, 15-Six H, 15-Six Familiale [?] but wants a coupé [who wouldn't?]. His address, if you have a spare one for him is : E-mail: cats@stack.urc.tue.nl/~cats. He says "Lots of Citroën pics there". He is starting a second www site for spare parts and sales.

1675 Coolgardie Street

Mundaring, WA, 6073.

**D**ear Bill,

Thanks for continuing my WANTED ad in the club magazine. As yet, I've had no luck, so could you please run this one for me [see ad in CLASSIFIEDS - Ed.]

Congratulations on the last magazine. I enjoyed reading it even though I don't have a D Citroën.

Regards,

Ken Churchman.

[A box of goodies for this correspondent too, Leigh. We must stop bribing our members to write these good comments soon, or Mr Cussons will not make any money this year! Ed.]

Seriously, folks, the World Wide Web, which is really just a large set of computers which communicate with each other and allow mail, file transfer and access to databases and news groups on Internet sites over most of the world using addresses constructed according to an international protocol [http] and in structured form, has great possibilities for communication between specialist interest groups, such as ours. Given the right equipment and access to an Internet provider, and using a suitable browser [such as "Mosaic" or "Netscape"], finding information and communication with others equally mad is possible and addictive. You are not limited to sending and receiving text; images and sound are also OK - anything that can be digitised [try your mother-in-law]. You may have read that it can be cheaper to communicate by E-mail than by phone - it's true.

Is there anyone out there who is "connected" and could host and maintain a CCOCA "Home Page"? If so, there is an immediate possibility of us being able to communicate

quickly and cheaply with other Citroën nuts and bolts almost anywhere in the world. This is not just a new "trend"; it is here, now and easy, given the facilities.

If you're interested, contact Peter Simmenauer [Email: peter@library1.lib.swin.edu.au] sometime.

Peter Simmenauer

Peter, you appear to have missed a few movies - there is a 2CV in the James Bond film "For Your Eyes Only" and a Traction Convertible is destroyed in one of the "Indiana Jones" films.

But seriously, it certainly sounds a good source of information and a great way of communicating with other Citroënists - all we are looking for now is a volunteer. Any offers? Ed

Première affiche de la Traction (Paris, 1934) (D'après le livre de...



**CITROËN**

**PRIX : 17.700<sup>FRS</sup>**

**DE CONCEPTION ENTIÈREMENT NOUVELLE**

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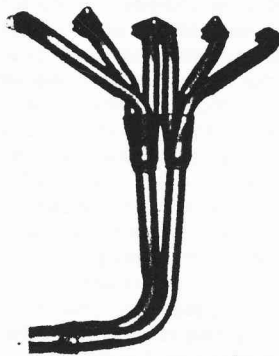
## Classified Advertisements

### Now Available for Big 6 - Extractors

Professionally built exhaust extractors. No more worriers with cracked exhaust manifolds. Bolts straight on using existing inlet manifold. With carby drip tray in place, these extractors are not obtrusive. And as a bonus, more power, economy and smoother running. At around \$600, with single or double engine pipes, as required.

Contact Mel Carey on [051] 52 1040

PS: They look very impressive with the carby drip tray off!



### WANTED - BY TRACTION AVANT ENTHUSIAST

Normale sedan (i.e. "French Big Fifteen"), original or close to original, in good mechanical condition and appearance, ranging up to concours standard, such that it could if desired be driven on an everyday basis. As an incentive to feed-back, the sum of five dollars will be paid for each sensible response, while a sum of fifty dollars will be paid for information leading to a successful and satisfying purchase.

Replies may be made in confidence to:

Frankie Phyle

c/- 87 Rosemary Crescent

Frankston North

Victoria 3200.

Tel. (03) 9786 2710.

### BIG 6 OWNERS!

#### Big 6 Owners/Restorers

Perhaps I can help you? Are you having trouble sourcing mechanical parts for your car? Over the years I have gathered an impressive list of suppliers and alternatives for our Big 6s. Everything from the correct A and B profile belts to driveline and engine parts. Free advice given.

Phone Mel Carey on [051] 52 1040

### FOR SALE: D SPECIAL

#### 1972 D Special - For Sale

Body in very good condition, mechanicals - fair, in need of TLC. Full inspection report available. Suit home mechanic. \$2,900 - or best offer

Tel Bruce Dickie - [03] 525 8715

### FOR SALE: TRACTION PARTS

For sale: Light 15 windscreen glass, brand new, cut by Pilkingtons, toughened, not laminated, will not crack in frame as laminated ones prone to do, to suit brass frame prior to 1952. \$60. Gerry Propsting. Tel. 03 727 1890.

### 2CV6 FOR SALE

For Sale: FUN 000, 1984 2CV6 Charleston, Grey/grey, 52,000 miles. Always garaged & maintained. New clutch, battery, front & rear side mufflers & tailpipe. Reg. July 1995. Needs new upholstery. \$13,750.

Featured in Motorist-In 1993 gymkhana.

Contact: Carl Pearson, 39 Stanley St., Nedlands, 6009, W.A. Ph: [09] 386 3268.

### WANTED

Wanted: For 1953 English Light 15. Interior metal windscreen surround (head lining and trim finishes under it), good rear bumper, good hub caps.

Ken Churchman, 1675 Coolgardie Street, Mundaring, WA 6073. Telephone: (09) 295 2569.

Wanted: DS 21 sedan in good going condition.

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

Wanted: Traction Avant - preferably Big 15, but any model considered, possibly part exchange for 2CV.

Les Farrer Tel [09] 319 1617 [BH] or [09] 430 5274 [AH]

4 or 5 wheels for Big 6

Contact Alain Antonius. Phone [02] 958 6240

# 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

AVEC SA BOITE TRANSFORMEE EN

**4** VITESSES  
**DURIEZ**

VOTRE  
4 Cyl. T. A.  
CITROËN

AURA

LES PERFORMANCES D'UNE "15" et la CONSOMMATION D'UNE "7"

