

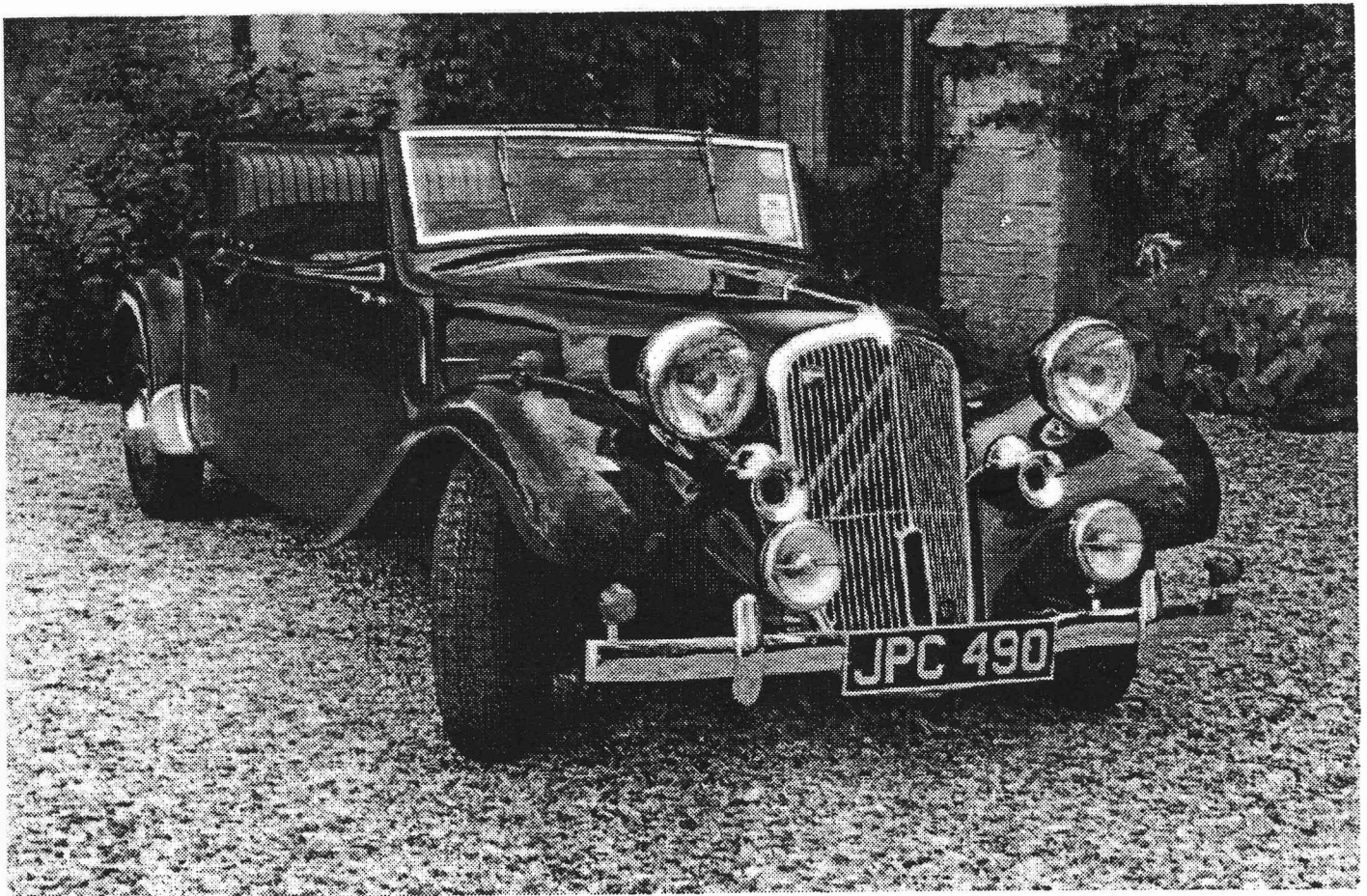
FRONT DRIVE

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

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*A Joyous and
Peaceful Season*



Front and back cover depicts Fred Annells' beautiful Traction Avant roadster, winner of Traction Concours d'Elegance at 10th ICCCR in August, 1995

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FROM the Desk

Well here we are back at the old "Front Drive" after the trip to 10th ICCCR in Europe in August. There is so much to tell - the people we met, the cars we saw, the places, and the ideas and information. Most of this stuff will have to be held over to later issues, since this magazine went together fairly easily in terms of articles, based largely on material already to hand. I have tried to give you some of the flavour of Europe though, via my first-hand experience with Fred Annells' Big 15 roadster, and another comment or two.

The European flavour is continued with an introduction to a new member based in France — Alan Brown. I am certain you will find this an interesting tale. The 'pay-off' to members of Alan joining the Club is the availability of a range of vehicles and parts sourced from France.

With material held over, it should be easy to get another magazine out in January (called December/January issue) and this will bring us back on track. The final issue for this present volume of FD, i.e. Volume 19, will be then be spot on for February/March (No. 6).

As time permits, I want to acquaint you with the surprisingly good supplies of parts for various models, but particularly for Tractions and 2CVs, which are available in Europe. Very heartening indeed. Our man of many parts, Luigi Boyle, will be working on these matters, hopefully with a summary of the situation and perhaps a change of parts policy appearing in next issue. The

manufacture of new parts (in many cases in improved form over the originals) will also be of great interest to you. Who said parts are hard to get for old cars? Often they are cheaper than parts for their modern counterparts as well!

And I do hope you will read the great little note from El Prez about the need to be scrupulously honest and ethical in your dealings. Accurately and succinctly put. He strings the words together very well, doesn't he, our "Cousin Leigh"?

This being the last issue for this calendar year, may I wish you all the best for the Festive Season and into a happy and rewarding 1996. All the indications are that the resources and support are there for you to do just that, at least with respect to your Citroën - and if your Citroën is in good shape, so should you and your family!

And may I thank Committee (especially Prez Leigh) and members who have helped with input to Front Drive this year, who have expressed appreciation for our efforts, and again made the task rewarding. Your encouragement and friendship, demonstrated in these various ways, has been most warming.

Bill Graham
Editor.

HONORARY LIFE MEMBERS

Nance Clarke 1984

Jack Weaver 1991

CCOCA MEMBERSHIP

Annual Membership \$30

Overseas Postage Add \$9

CCOCA MEETINGS

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

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

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

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

Prez Sez

A couple of weeks ago my next door neighbour asked the value of his sister's Light 15. It certainly came as surprise to me that his sister has a Light 15 as he has never mentioned it in the eight, or so, years he has lived next door. It turns out that his sister and her husband have separated — he has gone north and left behind in the garage a Light 15. He had intended it to be a restoration project, but the best laid plans.... This car, a 1948 model I understand, does not have a Club history, to my knowledge.

Should you embark on the deceptive, albeit potentially profitable, route; that constitutes FRAUD.

So the first thing to note is that no matter what we as Citroënists may believe, there certainly are 'new' cars out there to be discovered. The second thing, and the purpose of this article, is that as a member of the Club being asked to place a value on a Citroën you are being retained as a specialist — you, it is believed by the vehicle owner are

bringing to bear your special expertise in the field.

Now, you may find yourself

looking at an immaculate Big 6 with 10,000 miles on the clock, no rust and leather seating that has never been sat upon or at a rust infested Light 15 with water in the cylinders, a pin wheel and crownian that has seen better days and 500,000 miles on the clock. No matter what the condition, the temptation can be present to undervalue the vehicle. You may indeed offer to take the car off the hands of the unsuspecting current owner with a view to reselling, at a profit, to a desperate aficionado. Beware, it is beholden on you as a retained expert to value the car to the best of your ability and knowledge. If you feel, as I did, that you lack the expertise that is being sought, contact another Club member who has the knowledge.

Should you embark on the deceptive, albeit potentially profitable, route; that constitutes FRAUD. If the seller were to find out they such a 'swindle' had occurred it is potentially a matter for the police and charges can be pressed.

Whilst there has never been any suggestion of dishonourable conduct in this area by any member of CCOCA I understand that there have been problems interstate in other marques' clubs. Naturally it is bad enough if a member of a Club is found to have been indulging in this type of activity, worse for the reputation of a Club if it were a member of a committee that was found to have been taking advantage of his or her position to generate financial gain. Worse, not just for the Club, but also for the committee member. In this situation the committee member is using their position, as an office bearer of the Club — read director of a company — for personal gain.

Rumour can be a dangerous thing and like Cæsar's wife, we must not only be without sin, but must be seen to be without sin.

As we approach the Christmas/New Year season I should like to take the opportunity to wish all our members a most joyous and safe time. It was good to see so many members turn up for the Christmas BBQ and drinks — I can only hope that everybody else enjoyed themselves as much as I did!

Leigh F Miles
President

IMITATION IS---

The sincerest form of flattery, so it has been said.

We note that the most recent issue of our sister magazine, put out by the Citroën Car Club in California, has lifted (with proper credit) the technical notes on the Traction gearbox from the June/July issue of FD and reprinted them. These notes were prepared by one of our club gurus, Jack Weaver, along with his Mallee alter ego, the venerable M/s Dorothy Fixx.

This is not the first time that material from our magazine has been put to good use by sister clubs, and it reflects the worldwide camaraderie which makes the Citroën marque such a pleasure to support. The implied compliment communicated thereby is warming recognition for CCOCA itself, and more particularly for our technical contributors who already enjoy the strong but often unexpressed gratitude of fellow members.

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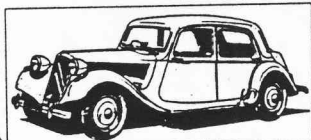
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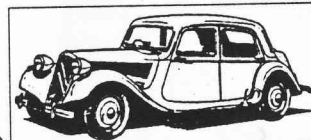
Jan'y Events



Wednesday, January 24th — Film Night at Club Rooms — Canterbury. Videos of both historic Citroën footage and specially shot images from Raid '92 will be shown. Discover some Citroën history and see what damage can be done to a 2CV! Supper provided.

Sunday, January 28th — Garage Crawl Technical Day. Visit a member's garage and see what delights have stored away for longer than even the owner can remember! Final destination will be advised in January

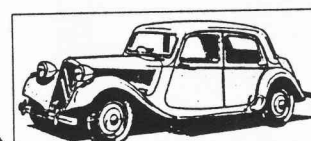
Feb'y Events



Saturday, February 17th — Melways/Armchair Observation Run & BBQ. Bring your Melways some meat for the BBQ and refreshments for a late afternoon test of your navigation skills followed by dinner. Salads supplied. Roll up to 16 Harrow St., Blackburn South around 4pm. RSVP to Ted Cross.

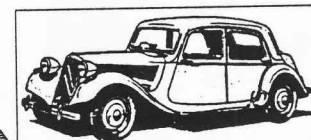
Wednesday, February 28th - An opportunity to visit Heka & Co, in Dandenong. Heka's are arguably Melbourne's foremost Citroën repair shop. [There will be a special mystery prize for one lucky Citroën driver, on the night!] Wine & cheese supper supplied. Meet at Heka & Co., 3/10-16 Stephen Rd, Dandenong.

March Events



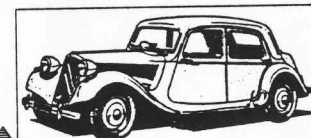
Wednesday, March 28th — Annual General Meeting. Some claim it to be the most boring night of the year, but we manage to get the official part over and done with fairly quickly. So turn up and have your say in the running of the Club. If you cannot come, don't forget to return your proxy forms to the Club. [Proxy forms will be included with the next magazine.]

April Events



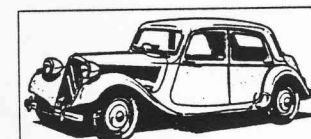
Easter — April 5 to 8th. National Citroën Meeting, Gayndah, Queensland. See elsewhere in this issue for details and booking forms. A good turn-up from CCOCA is anticipated with at least five already committed to driving north in their Tractions. Join us for a great event.

June Events



Queens Birthday Austraction Weekend — Full details in the next 'Front Drive', but planning is well under way and you should keep this weekend free for our Annual Extravaganza, this year in Warrambool.

Please Note:



Some specific activities are marked 'RSVP'. Be sure to RSVP to Ted Cross [03] 9819 2208 to confirm your attendance at these special events - they may have required a booking by the Club, or the supply of food/beverages by a member[s]. These Events are undertaken in conjunction with commercial enterprises and deposits have, in some cases been paid already and we must have an indication of numbers to ensure our booking is retained.

Titanic — Another Citroën Masterstroke?

A year or so ago Malcolm Bobbit was intrigued to read of Eric Bailey's claim in the motoring section of The Daily Telegraph that gear mechanisms fitted to the Titanic had been supplied by Citroën. At that time this was news to him and on asking various Citroënists whether this information was known to them, it became something of a mystery as to the source of the information.

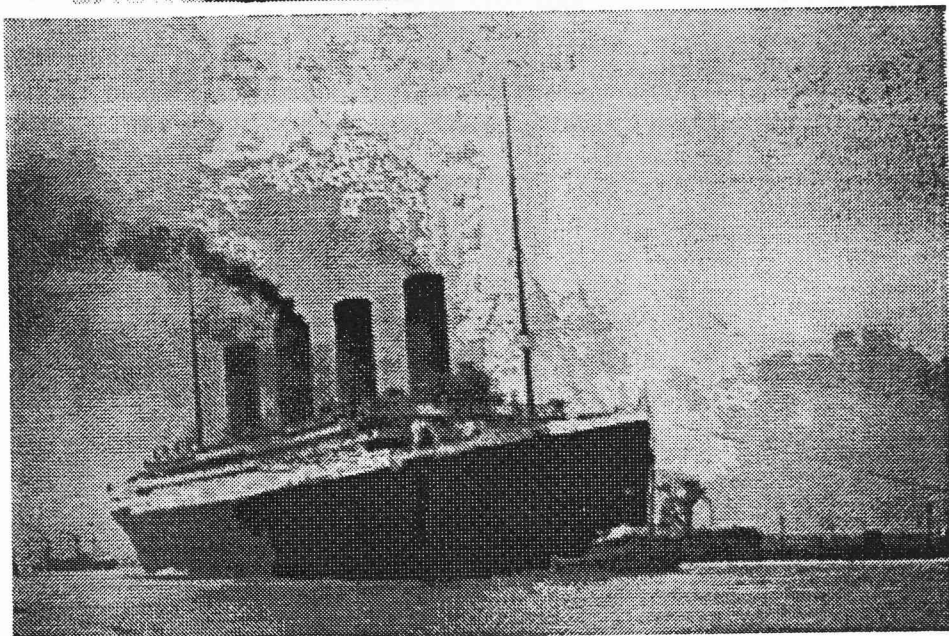
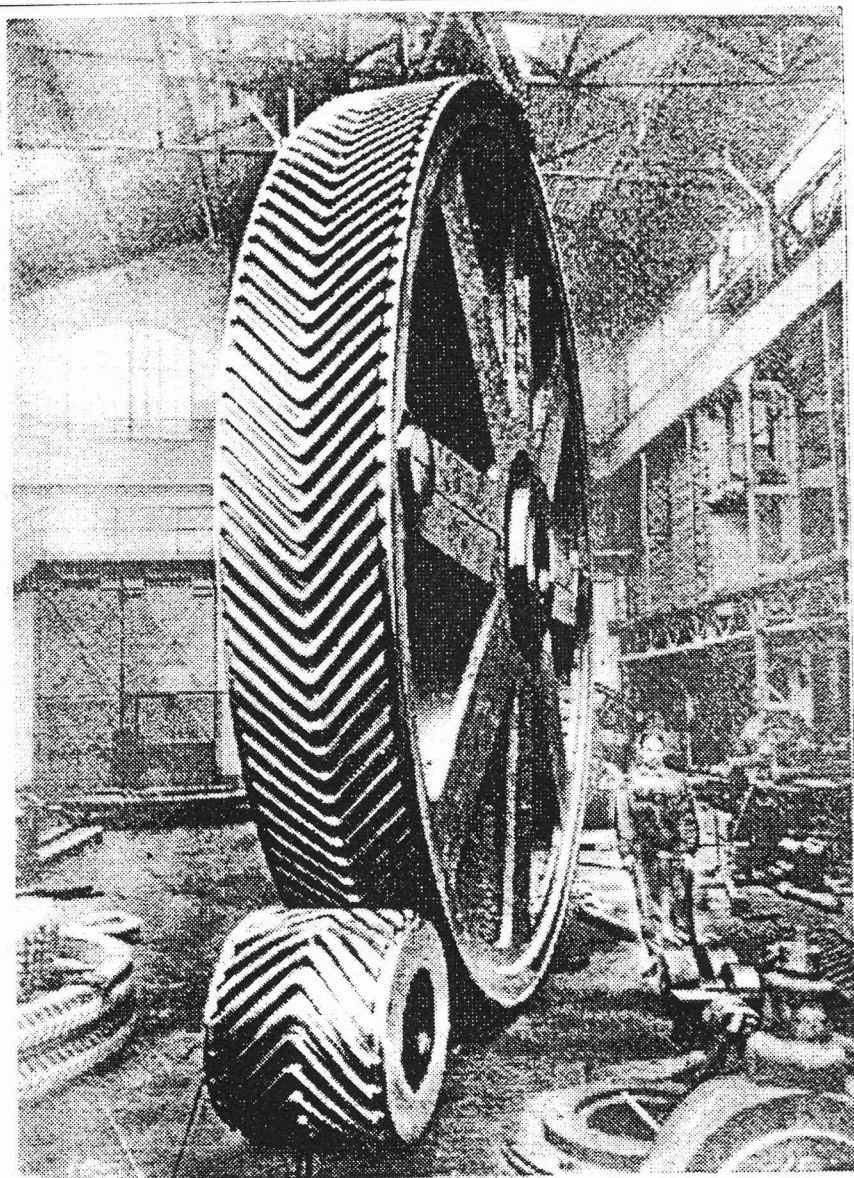
He contacted the archivists at the National Maritime Museum, who knew nothing of this; when in Liverpool he searched through some of the records at the Maritime Museum at Albert Dock and he searched through all the Citroën reference books he had available. No luck. So just where did Eric Bailey get his information?

Part of the answer came through most unexpected circumstances. Whilst browsing through a venerable antiquarian booksellers in Whitehaven, he came across a book devoted to the French motor industry before 1914. As Citroën did not produce cars until 1919 it was unlikely there would be more than a passing reference the *le Patron*. How wrong can you be!

Andre Citroën's affair with Mors was chronicled in depth as was his venture with Jacques Hinstin in establishing a gear cutting shop. Business flourished and by 1913 the concern became the *Societe Anonyme des Engrenages Citroën*, backed by a capital of some Fr3 million. Even before the Mors episode Citroën was involved with the motor industry and together with Hinstin undertook to supply Sizaire et Naudin with 500 engines for their cars.

It appears the gear cutting business was not restricted to purely light engineering as Citroën and Hinstin won several orders to supply the gearing for ocean-going vessels which included, none other than the Titanic. The fact that the Titanic was lost on her maiden voyage is no reflection on Citroën's engineering prowess.

Reprinted from an article by Malcolm Bobbit, in 'The Citroënian' [UK] of September, 1994.



Past Events - Concours d'Elegance

This year saw a change of venue for the Annual Combined Citroën *Concours d'Elegance* — Yarra Bend Park, in Fairfield. Some of our longer serving members will remember that we have actually used this site previously. The large grassy field, graced with trees for shade certainly made a change from the dusty arena at Scienceworks.

Peter Fitzgerald with his parents Ray and June, Mel and Colleen Carey and I organised a bit of a picnic for ourselves. Well, a bit of a picnic was the original idea, but with Peter as the organising genius behind the picnic it turned into something rather bigger than Ben Hur. It took three cars to get the picnic and the associated furniture to the venue — Mel and Colleen's GS Break, the Fitzgerald's new Xantia and my Dyane!

We naturally were not alone in the picnic idea and by lunchtime there were little groups gathering all over the field to eat, drink, chat and generally enjoy the afternoon.

The judges had embarked on the difficult task of assessing the cars that were submitted for the Concours and as a result they did rather miss the best of the food. Certainly that happened with our assembly.

A special highlight of the day was the first sighting of the recently imported 11BL Faux Cabriolet [ex-Vietnam] and its owners — Peter Scales and family.

I must take this opportunity to thank those members of CCOCA and especially those from CCCV who agreed to devote part of their day to the difficult and time consuming task of judging cars.

I must express my disappointment also at the small number of members who submitted their cars for judging. It meant that in a number of classes the best car present on the day did not win their Concours class, simply because their owners did not choose to enter the Event. The Committee has discussed this and we have two decisions.

Firstly, to simplify the judging for future Concours. In order that the points awarded in the future are consistent with those from past years, both the total possible points and the points in each section — body, interior etc. — will remain as current.

Secondly, all Club Members cars present will be judged. We believe this will ensure that the best cars will win, rather than simply those that are entered.

Class Winners:

Vintage — Peter & Maria Boyle
Traction — David Giddings
2-Cylinder — Leigh Miles
D Series — Fred Hall
G Series — Mel & Colleen Carey
BX — Yves Schieseck
Xantia/XM — Larry & Pam O'Carroll

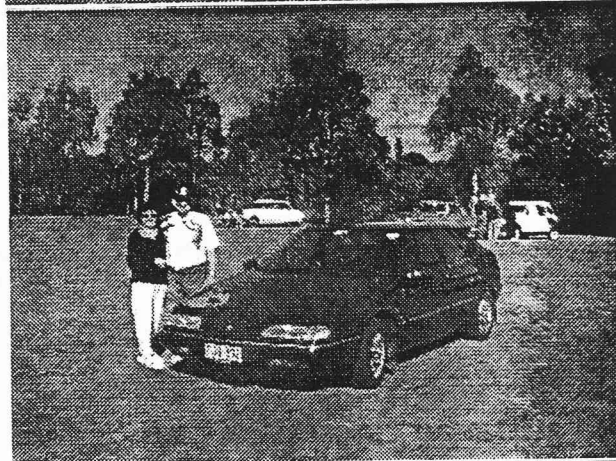
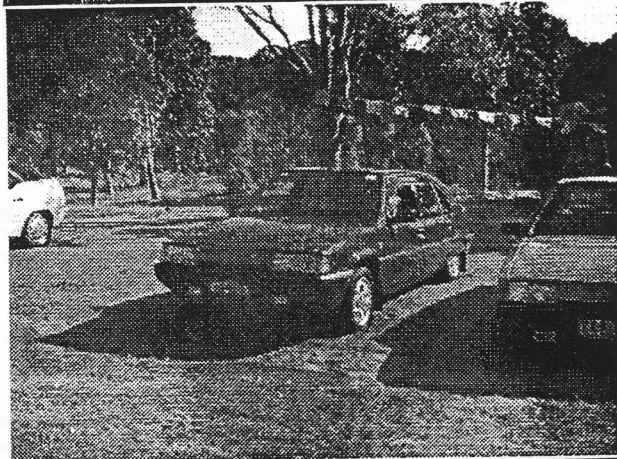
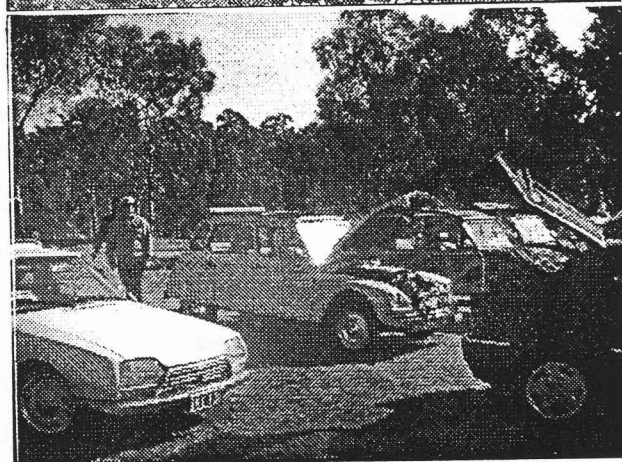
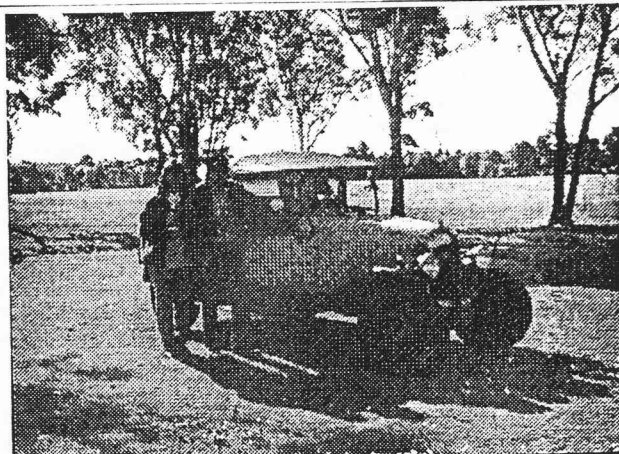
Overall Winner & Best CCOCA Car of Show — David Giddings, Light 15

Arthur Clarke Most Improved Vehicle — George Tippet, Light 15.

Mel & Colleen Carey Encouragement Award — John Faine, Normale Cabriolet

The Mel and Colleen Carey Encouragement Award is a new Trophy for CCOCA. We thank Mel and Colleen for the donation of this trophy which will be awarded each year, at the Concours to the CCOCA member who has undertaken work on their car of special significance, or who simply needs all the encouragement they can get to undertake or complete a project. It is awarded by consensus of Mel and Colleen and the members of the Committee present at the time of judging.

Leigh F Miles



Historic Road Test *Citroën ID 20 & NSU Ro80*

On the surface it would seem strange to compare cars with a price difference as large as £545, but we chose these two because of their similarity in layout and size, and because they have the same swept volume of engine [1,985 cc for the Citroën, 1,990 cc for the NSU]. Price for price, the more logical competitor for the NSU is the Citroën DS 21 Pallas [£2,121 against the NSU's £2,279] and this would be appreciably faster than the ID 20 because it has an extra 15 bhp.

In addition, the NSU was a very early demonstrator with over 50,000 km to its credit. We are running it for a few months to gain experience of the rotary power unit.

During the period of this double test we also tried the latest right-hand demonstrator which was a much nicer car in almost every respect.

PERFORMANCE — NSU Ro80

Without exceeding the recommended rev limit of 6,500 rpm, the Ro80 accelerates from rest to 100 kph in 14 sec. From 0-130 kph takes 25.5 sec. These figures compare well with those returned by our original road test Ro80 early last year [13.9 and 24.8 sec respectively].

Thanks to the torque converter, acceleration at low road speeds in a high gear is remarkably good. From rest to 50 kph, using top gear, takes only 5.9 sec; 65 kph comes up in another 8.0 sec — identical with the original test car. Although the acceleration drops off progressively as the speed increases, the 100-130 kph time is still a commendable 15.2 sec — 0.8 sec better than the original car.

Maximum speed is also well up to scratch, a mean of 171 kph and a best one-way of 174 kph being recorded. The speedometer, incidentally, is wildly optimistic, the latter figure representing a reading of 190 kph.

In our report on the original Ro80 we criticised its overall fuel consumption figure of 12.9 l/100kmmpg. During the course of this latest test, the very disappointing overall figure of 14.3 l/100km has been returned. Oil consumption, at around 850 km per litre, also adds significantly to running expenses. In its defence, however, it

must be admitted that it was habitually driven hard and that the lower price of 92-octane fuel helps keep down costs.

PERFORMANCE — Citroën ID 20

Despite having a claimed power output of only 91 bhp, compared with the DS 21 Pallas' 106 bhp, the ID 20 performed surprisingly well. From rest, 100 mph comes up in 14.2 sec and 130 mph in 24.8 sec. Equivalent figures for the Pallas tested at the end of 1965 [with 6 bhp less than the current version, please note] are 14.4 and 28.4 sec, but its 0-145 mph time of 42.0 sec pips the ID 220 by 1.7 sec.

Despite lower gearing, the ID 20's in-the-

Their characters differ enormously. Although both have excellent high-speed cruising qualities, one is very aware of the Citroën's big four thumping away

gears acceleration is inferior to that of the DS 21. In top, 50-65 takes 14.2 sec [Pallas — 12.6 sec.]; 65-100 and 100-130 mph take 16.0 and 18.2 sec respectively. [Pallas — 13.5 and 17.7 sec].

A mean maximum speed of 161 kph was recorded, with a best one-way figure of 169 kph. The DS 21 topped this comfortably, with 172 and 174 kph respectively. The ID 20's speedometer error is no worse than average, 167 kph being indicated at a true 161 kph.

One of the Citroën's biggest attributes is its ability to travel fast without consuming an excessive quantity of petrol. The overall figure returned during the test was 9.9 l/100km — a very good performance for such a spacious car, driven hard. Oil consumption too, is modest [around 3,400 km per litre].

PERFORMANCE DIFFERENCE

In term of sheer performance, there is less to choose between the two than one expects. True, the Ro80 is some 10 kph faster but the ID 20 has a slight edge up to 100 kph through the gears. Thereafter, the NSU has the advantage, but not until around 130 kph does it become at all significant. Their performances over a standing 400 metres illustrates this. The Ro80 takes 19.7 sec, reaching 116 kph in the process, the ID 20 is marginally quicker [19.6 sec], reaching 113 kph.

Yet their characters differ enormously. Although both have excellent high-speed cruising qualities, one is very aware of the Citroën's big four thumping away [comparatively speaking] just ahead of the bulkhead. The Ro80's engine, on the other hand, is uncannily silent and smooth. The fact that it is ahead of the transmission may help, but there is no doubt that the Wankel's lack of reciprocating parts is largely responsible.

It is unrealistic to compare in-the-gears acceleration times for the two, as the Ro80's torque converter, with its 2.2-to-1 multiplication capacity, gives it an enormous advantage. Strangely enough, it still feels sluggish — more so than the Citroën. This could be due to the monstrous hum of the engine, together with the complete absence of any form of surging.

The Ro80's dry plate clutch is vacuum operated. The servo being triggered by the micro-switch built into the gear knob. On the well-used test car, it is far too easy to beat the clutch and thus cause clashing of the dog-teeth. Weak synchromesh may also be factor. A later car, tried shortly afterwards, did not suffer from this fault. In fact, the quality of the gearchange was exceptionally good.

There is a tendency to use the Ro80's gearbox as one would in an ordinary car. This is quite unnecessary and does little to aid performance. It is far better to follow NSU's advice — treat each gear as a performance range. First need only be used for restarting on steep gradients. The Ro80, incidentally, excels at this, treating the 1-in-3 gradient at MIRA [Motor Industry Research Authority, UK —Ed.] with contempt. Intermediate is the gear to use normally in urban areas. Top is obviously an open-road gear.

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Historic Road Test *Citroën ID 20 & NSU Ro80*

The Citroën uses a perfectly straightforward all-synchromesh, column change 4-speed gearbox. The quality of the change is very good and the ratios suit the car well. It is also commendably silent in operation.

RIDE AND HANDLING — NSU Ro80

On public roads, one rarely even approaches the handling limitations of the Ro80. Its behaviour is virtually neutral and with adhesion little short of phenomenal. The light, precise power-assisted steering is completely devoid of 'fight', yet has ample feel.

With such a streamlined shape, wind noise is also disappointing, and there is even a lot of wind rush through the fresh air vents if they are fractionally opened. Undoubtedly the NSU is the quieter car by a long way, and the Citroën is relatively fussy and busy.

Its track handling, although still above average, is less impressive. Exuberant cornering results in a great deal of understeer — enough to cause complete front-end break-away on a good dry surface. Lifting off even under these extreme conditions, produces no

drama. The car remains under complete control and excess speed soon scrubs off.

The ride, especially at higher speeds, is

Seating is good — definitely above average — but front seat lateral support is not really adequate for spirited driving.



well above average and the road noise, both thump and tyre roar, well subdued. MIRA's washboard produces most unpleasant vertical scuttle shake, even at speeds far removed from the critical one. The suspension copes fairly well with the pavé and long-wave surfaces.

RIDE AND HANDLING — Citroën ID 20

The ID 20's handling characteristics are broadly similar to those of the Ro80. It is, however, rather less sporting in character, the accent being primarily on comfort. Front wheel drive and a forward weight distribution bias result in a stable, understeering character. Under normal conditions it understeers rather more than the Ro80. Its power-assisted steering lacks the sensitivity and sporting feel of the Ro80's, but one gets used to this.

Although it understeers strongly when pushed hard, the front end never quite breaks away [dry surface]. There is considerable body roll but this causes little discomfort. Lifting off on

(CONTINUED ON PAGE 8)



Historic Road Test *Citroën ID 20 & NSU Ro80*

a fast corner results in a gentle decrease in the turning radius — a useful safety feature. Its only handling oddity is a tendency to wallow if a sizable bump is encountered when cornering hard.

tends to stop rather snatchily, especially when the car is still unfamiliar. But on both cars the brakes are good, and there was no fade during repeated hard braking on the circuit.

traffic as engine speed goes up and down in response to throttle changes. If it had positive drive instead of a torque convertor, and engine speed geared directly to car speed rather than throttle opening, there might be less impression of fussiness at low speeds.

Handbrakes are good — impossible to reach under the fascia on the Citroën with safety belts fastened — but both cars could be parked confidently on 1-in-3.

NOISE - Citroën ID 20

In its original form the Citroën used to be very high-g geared, and have that wonderful 'seven league boots' feeling, striding along at 145 kph without any impression of effort. In the search for more performance it has become much more fussy, and the engine noise level all the time is disappointing: although it never reaches the stage of thrashing or sounding over-revved, the engine always sounds busy, and at 130 kph in top it feels ready for a higher gear. There are also tiresome chuntering noises intermittently when the pump cuts in to keep up the hydraulic pressure.

With such a streamlined shape, wind noise is also disappointing, and there is even a lot of wind rush through the fresh

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NOISE — NSU Ro80

Cruising speed is very high with the NSU because the engine remains wonderfully smooth and quiet right up to the maximum speed. At 130 or 140 kph it is an outstanding motorway car, no more than a subdued hum being audible from the engine, and the wind noise level is extremely low. On the test car the door seal may have deteriorated slightly, as there was some noise from the region of the pillar on the driver's side; it was obtrusive to the driver, yet scarcely noticed by the passenger.

In the gears there is rather more fuss from the engine, mainly exhaust and induction noise, rising and falling in

The Citroën's unique hydro-pneumatic suspension provides quite an exceptional ride over almost all types of surface. Some roads — notably those of a nobbly nature — do not show it to good advantage but a drive along MIRA's test surfaces soon make it abundantly clear that there is little, if anything, to compare with it. The way it copes with the long-wave pitching surface is quite uncanny. It also copes

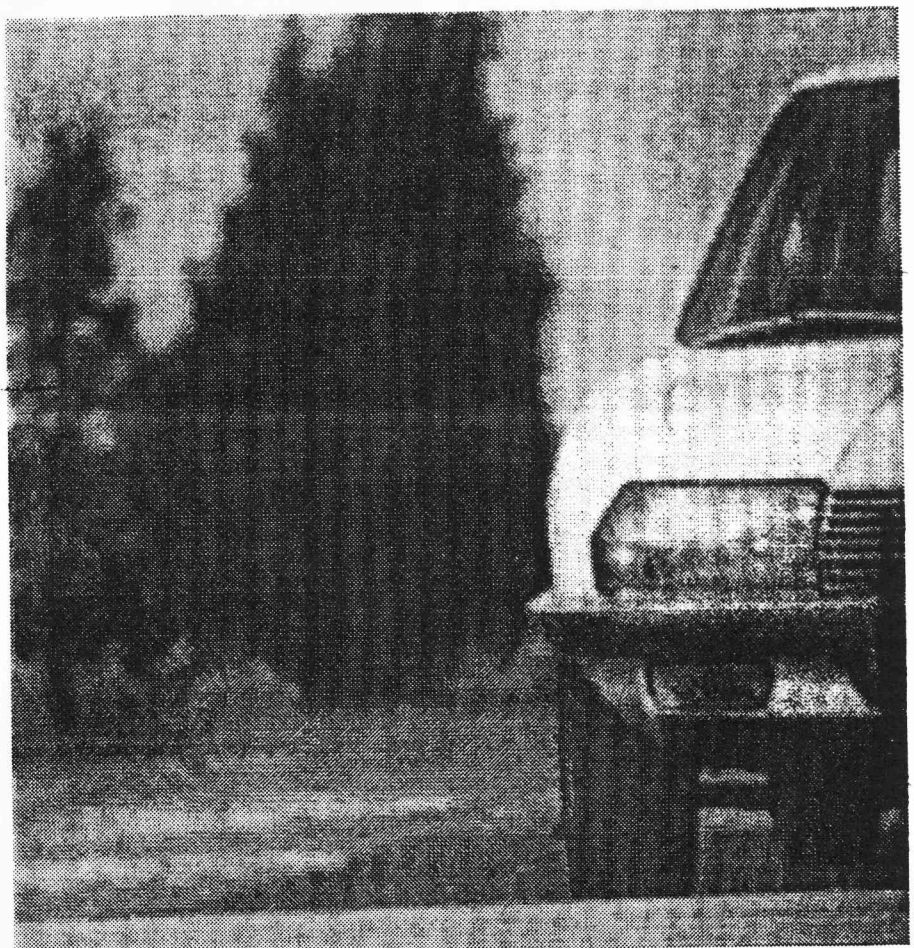
The speedometer is clumsily-marked oblong quadrant; switches are scattered about in rather disorderly fashion

very well with the pavé but is less happy on the washboard. The excellent seats further augment the comfort provided by the suspension.

It isn't perfect — the hydraulic pump is quite noisy in operation and the car suffers from quite marked temporary changes of attitude when accelerating or braking. Comfort is unimpaired but the rather poor rear view mirror is even more difficult to use.

BRAKES

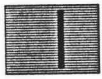
Disc brakes are fitted all round on the NSU so it is understandably a little better on braking than the Citroën, which has discs at the front only, drums at the rear. Good progressive action is appreciated with the NSU, and pedal loads are relatively light. On the Citroën, a round 'mushroom' is fitted having virtually no travel and being set very much below the level of the accelerator. The result is that it is rather difficult to adjust braking progressively, and one



Historic Road Test *Citroën DS 21 Pallas & NSU Ro80*

air vents if they are fractionally opened. Undoubtedly the NSU is the quieter car by a long way, and the Citroën is relatively fussy and busy.

FITTING AND FURNITURE — NSU Ro80



In the NSU Ro80 the interior layout is essentially functional, but trimmed tastefully and in extremely neat fashion. The fascia is all covered in padded PVC, and seats are also in PVC. They are comfortable, and have reclining backrests, but do not match up to the luxury of the Citroën seats. They also lack the curvature necessary to give adequate lateral grip in really hard cornering.

The switches are laid out in an orderly fashion but a number of them have combined functions which have to be memorised, particularly as most of them have no identity at all. A red switch is fitted for the hazard warning lamps. Both cars, incidentally, have parking lamps. The NSU has a straightforward Neimann steering column lock. Recesses in the roof lining above the screen take the visors, on the back of each being a vanity mirror. The driver's vanity mirror even sports a safety cover.

Wipers, washers and loud horns are worked by a column stalk on the right, while a matching and confusingly similar stalk on the left works the headlamp flasher and indicators. The wipers leave a large area unswept at the upper part of the screen. The luggage boot is enormous, in spite of losing space to a useful 70 litre tank.

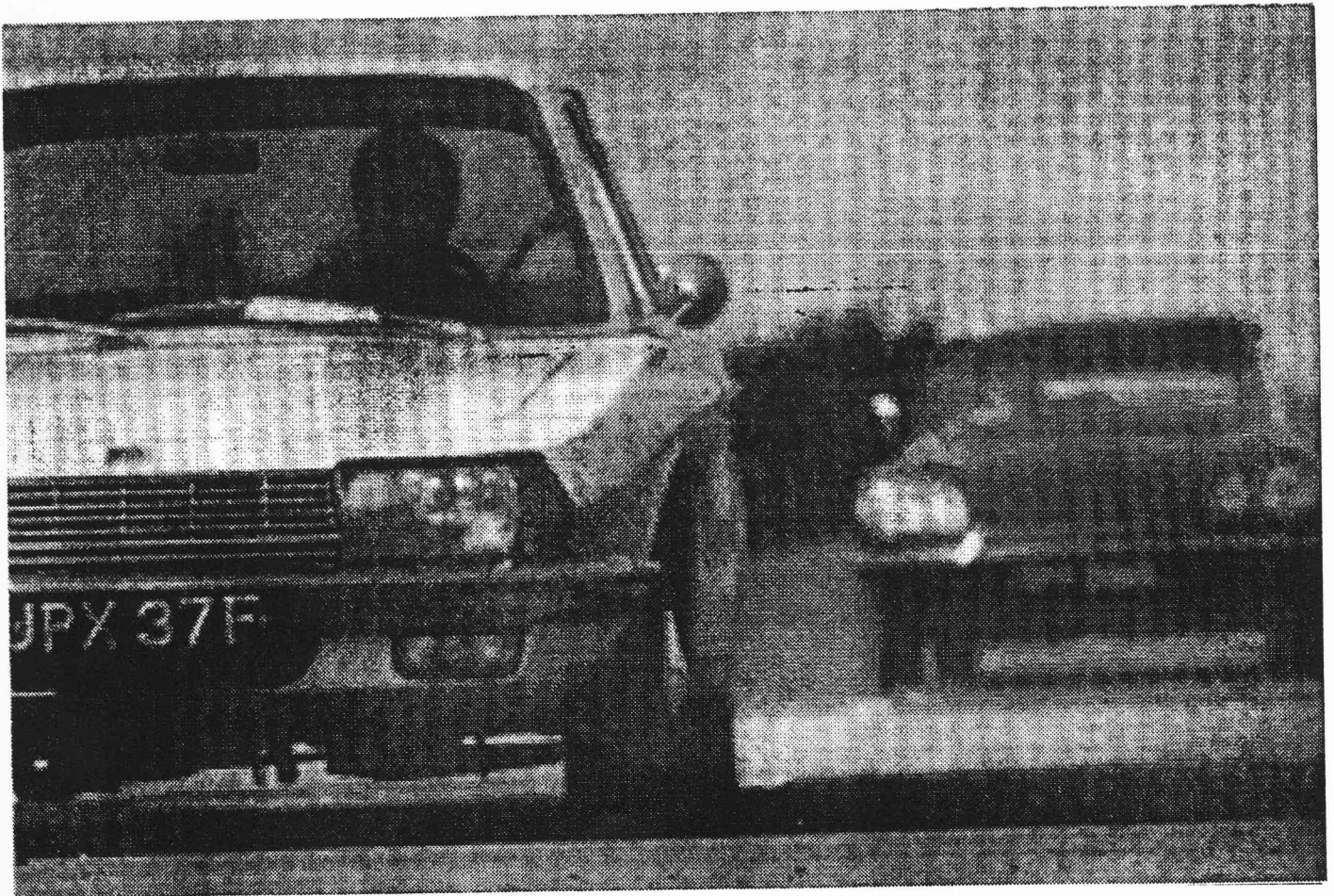
FITTINGS & FURNITURE — Citroën ID 20

Interior fittings are not as luxuriously executed on the ID as the dearer DS or luxury Pallas models, but it is still an inviting interior with superbly comfortable seats. Padding is very soft, and the seats are well shaped, with easy adjustment and hand wheel control for reclining backrests. In keeping with the unusual design of the Citroën is its distinctive fascia layout. There are ventilation grilles at each end, and a large glove compartment in front of the passenger. The speedometer is clumsily-marked oblong quadrant; switches are scattered about in rather disorderly fashion, but positions can be memorised and whichever switch is needed is then found easily, because they are so well spaced.

Easy provision is made for radio, on the left if the fascia, and there is a large ashtray drawer. The interior mirror is too small and mounted much too low, where it is badly affected by the frequent changes in attitude of the car allowed by the ultra-soft suspension. Visibility is good, but it is difficult to judge the extremities of the forward

(CONTINUED ON PAGE 10)

On the other hand, the ID 20 undoubtedly scores as far as ride, seating and lighting are concerned.



Historic Road Test *Citroën DS 21 Pallas & NSU Ro80*

quarters beyond the sloping bonnet; large rubber overrides protrude at the front and cushion the blow of any careless parking bumps. A steering lock is fitted, but the lock is immediately beneath the steering column and difficult to reach; it is also rather awkward that the key has to be pulled against a spring before it can be rotated the final turn which allows the key to be withdrawn. An electrically-heated rear window is standard.

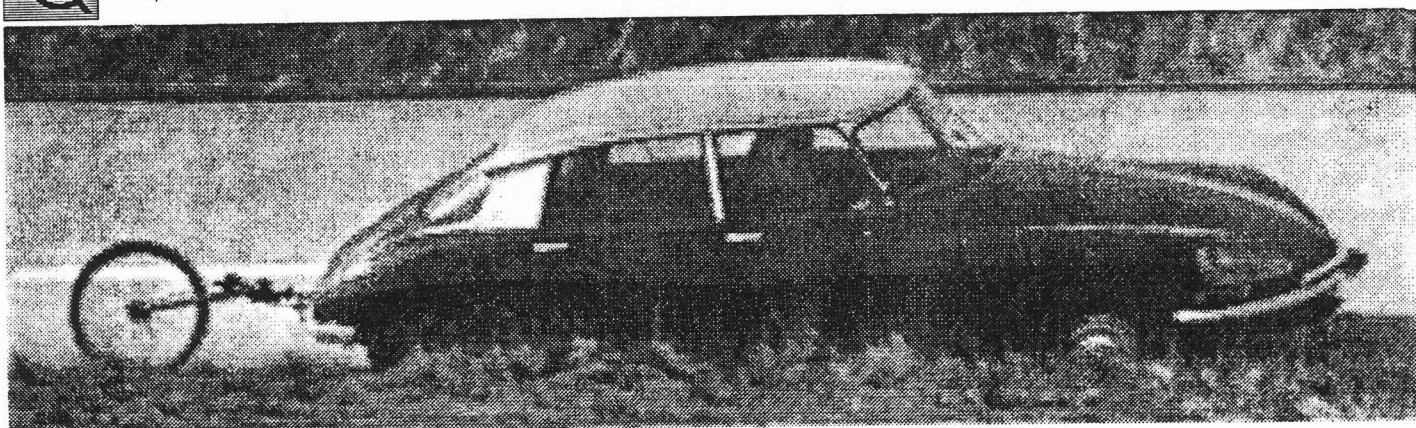


uite the most excellent feature of the Citroën, after its suspension, is its directionally

superb long-range headlamps and round-the-corner illumination, the hard truth is that in the south-east of England and if are on the road mainly at civilised hours, you don't get much chance to use main beams. So this praiseworthy feature would be lost on me. The NSU's better handling would remove any final doubts from the decision.

PERSONAL VIEW - DRT

Seldom have I found such difficulty in choosing between two cars. It finally boils down to a question of money. Since operating costs would be of vital



controlled quartz-iodine headlamps. The outer lamps are fixed, but the inner lamps swivel in response to the steering, and the resultant night driving visibility is a revelation whenever the road is clear of oncoming traffic and main beams can be used.

The boot opening is rather small, but the compartment is really deep and extends well forward; the fuel tank is ahead of it, well out of the way of any rear collision.

PERSONAL VIEW - JSMB

It came as a surprise to find the later Citroën not as good a motorway car as I had remembered, so its slightly cumbersome bulk in town does not pay off with advantages for restful high-speed travel. If I were to have the ID 20, and an overdrive could be ordered for it, it would certainly be on my list of extras. In this respect it is a little disappointing, but the superb ride and insulation from the road are as good as ever I remember.

I value effortless 130-140 kph motorway cruising and for this the NSU is much more suitable. Much as I would value Citroën's

importance, the Citroën's considerably better fuel economy would tip the balance in its favour. There is also comfort in the thought of £545 in the bank.

Ignoring financial considerations and comparing brand new examples of each, I might settle for the Ro80. Its superb effortless cruise, accurate steering and tenacious road-holding appeal immensely, as does its first-class braking system.

On the other hand, the ID 20 undoubtedly scores as far as ride, seating and lighting are concerned. But its engine feels rather harsh compared with the perfectly smooth Wankel unit of the Ro80. This is particularly true at speeds over 115 kph.

Reprinted from 'Autocar'
of 1 May, 1969.



Practical Help from the Internet

As many members will be aware, my mechanical knowledge is rather on the limited side, so the following article I downloaded from the Internet was of particular interest to me, in my never ending search for practical information.

Leigh F Miles

"Bonjour,

Just to wake up the social list a bit, a scintillating gem from rec.autos.driving [Usenet news group].

Joseph Zitt <jzitt@humansystems.com> writes,

After twenty years of procrastination and phobia, I've finally gotten a licence and a car. I now am on the road, and have a whole bunch of questions, of the type that everybody seems to be born knowing the answers:

1. When I start the car the "OIL" light comes on then goes off. Is this a problem?

Yes! When the oil light goes off after starting the car, that means you have too much oil in the engine. You should drain it at once. Most manhole covers have a slot for just such a purpose. Insert a funnel in the small manhole cover, and position your car with the oil drain plug on the bottom of the engine over the funnel, and remove the plug. Once all the excess oil is drained, you're ready to drive. Make sure you watch the light, however. If it goes off again, that means oil has accumulated in the engine and needs to be drained.

2. How do I get gas?

Eat refried beans and a lot of cabbage. Raisins work too.

3. What about a gas card? What about automatic gas-card readers?

What about 'em?

4. How close to the curb should I parallel park?

You don't want to interfere with pedestrian traffic, or the proper operation of the gutter, so NEVER park closer than three feet from the curb. Five is better.

5. What is the legal speed range above/below the limit? Do driving conditions affect this?

Yes. The speed limit posted is only in effect while you SEE the sign it is posted on. So then, at night, or during adverse weather conditions you can go MUCH faster. Try it.

6. What do I do if I find myself irreversibly on the on ramp to a terrifying highway?

Stop right where you are, and open all the doors to your car so that others can more easily see you. Now look for a sign that says "Wrong Way". That's the way you should go: It is an exit put there in case you're going the wrong way.

7. Where are the emergency light controls?

If you can't find them, and find yourself in an emergency situation, roll down the windows at once, and shout "EMERGENCY, EMERGENCY!" as loudly as you can.

8. When should I use the emergency brake?

The emergency brake should be used whenever you see an emergency vehicle, like an ambulance, fire truck or pizza delivery car. If you spot one on the road [regardless of if the lights are flashing], you should firmly engage the emergency brake at once. You should also shout

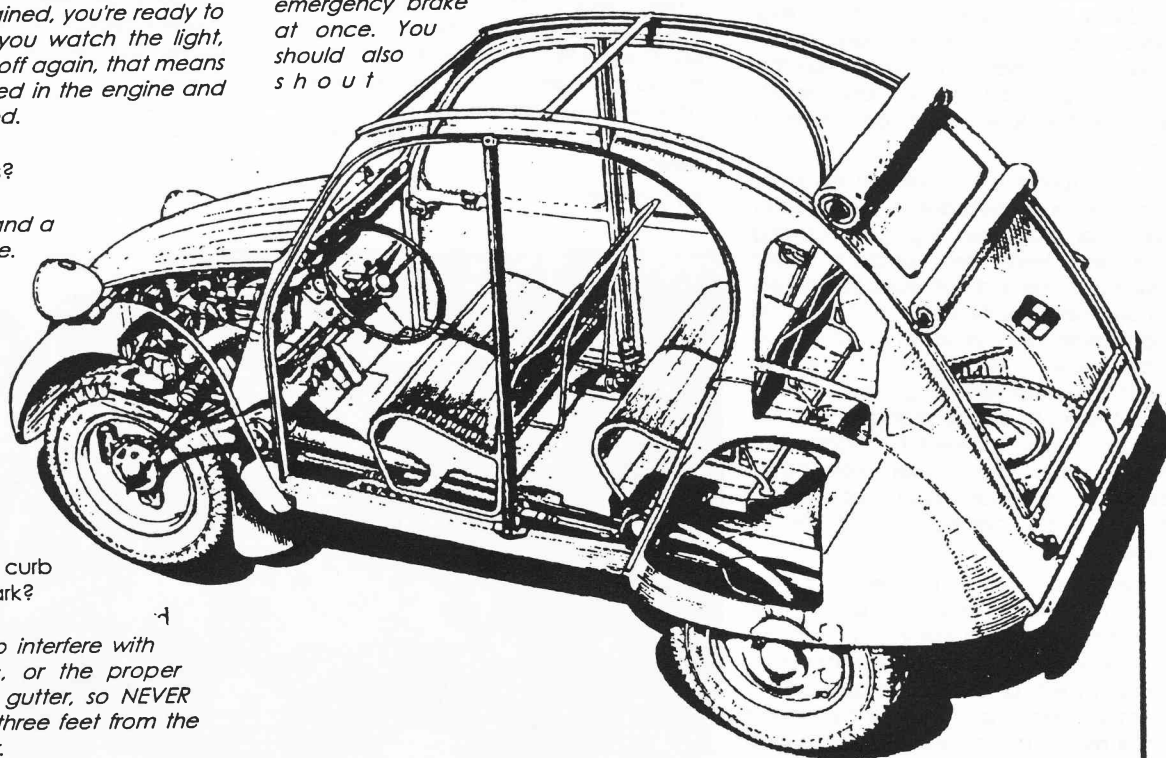
"EMERGENCY!" as described above to warn other motorists.

9. What is the cruise control? How/when should I use it?

It is there to control the car when you are tired. If you're heading home after a long day at work, just turn that sucker on, lean back, close your eyes, and wait. Soon you'll be home.

10. Is there a book which answers all this stuff?

No, but I agree that there should be, you'd be surprised how much misinformation is out there."



I Was a Lodger With Roger

Readers may recall an enquiry from Bill Slater in SA about, inter alia, the strength of the crownwheel and pinions coming from UK (FD June/July 1995). Well, while I was in the UK after 10 ICCCR, I was fortunate enough to be able to stay with Roger Williams and his wife Wilhelmina (Wil) at their home at Beverley near Hull for a few days and see what he is up to.

Roger "retired" from local government, and has set up a very adequate (for his purposes) set of machine tools in a snug workshop in the yard behind the cosy and very functional house which he extensively modernised some years back. Set flush with the lane, and accessed through a solid carriage gate, none of this is visible from the outside.

Roger came to our notice through his technically well illustrated accounts of his fitting ID motor and four speed gearbox units to Traction Avants ("More glide for your stride" etc) in the Traction Owners Club (UK) magazine, "Floating Power". Our Prez, Leigh Miles, has said that these articles are the most frequently requested as reprints by CCOCA members after they were re-run in FD.

Roger's basic "products" are driveshafts, gearbox bits (particularly new CWP's) and gearbox reconditioning, clutch and engine bits and modifications, and reconditioning front suspension wishbone spindles. Generally, these products are provided for both four cylinder and six cylinder cars. These services and charges are shown on the adjacent price list. I understand he still does the odd four speed conversion on request.

Manufacturing is variously in his own workshop or farmed out to specialists in particular processes e.g. gear cutting and heat treatment, electron beam welding. In farmed-out work, Roger sets up product specifications and monitors production and product quality and adherence to specs. Where feasible/warranted (e.g. driveshafts), load testing to ensure strength matches up to current commercial standards has been carried out. Other production, assembly, overhaul and packing for dispatch are carried out at "home base".

Adherence to proper current manufacturing quality is further enhanced by using existing critical sub-components e.g. driveshaft constant velocity joints and cardans as supplied to major manufacturers, or by having parts made by the same people and same line that make them up in the

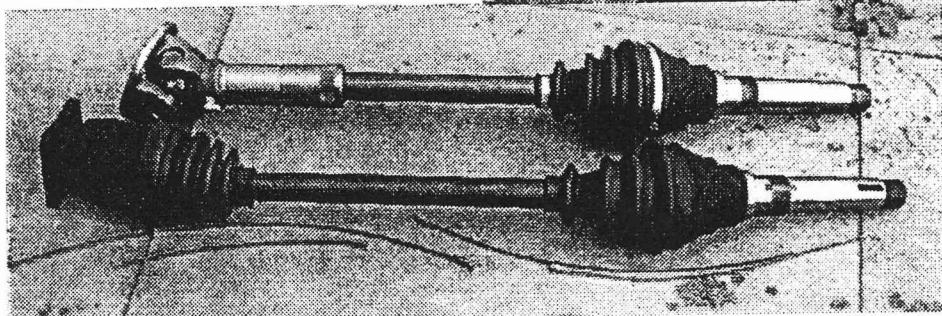
many thousands for the "big boys" (e.g. crownwheels and pinions).

It is interesting to compare Roger's "low volume" prices (50 would be a big run for him) with the Australian prices for roughly the same items where they would be made up in the tens of thousands e.g.:

New Ford Falcon crownwheel and pinion: \$A 569 + 22% tax = \$A 694.

New Ford Laser driveshaft (2 CVJs) : \$A 665 + 22% tax = \$A 811.

Roger's prices don't include VAT (which we wouldn't have to pay), but we have to add freight and any duties/tax. Hence direct comparisons require a bit more research, but at 1 \$A = say 47 pence and comparing pre-tax prices, Roger's prices are pretty reasonable, and in the case of the 2 CVJ driveshaft, it is actually about \$A 28 cheaper than the "equivalent" item here. You might even say: "How does he do it?"

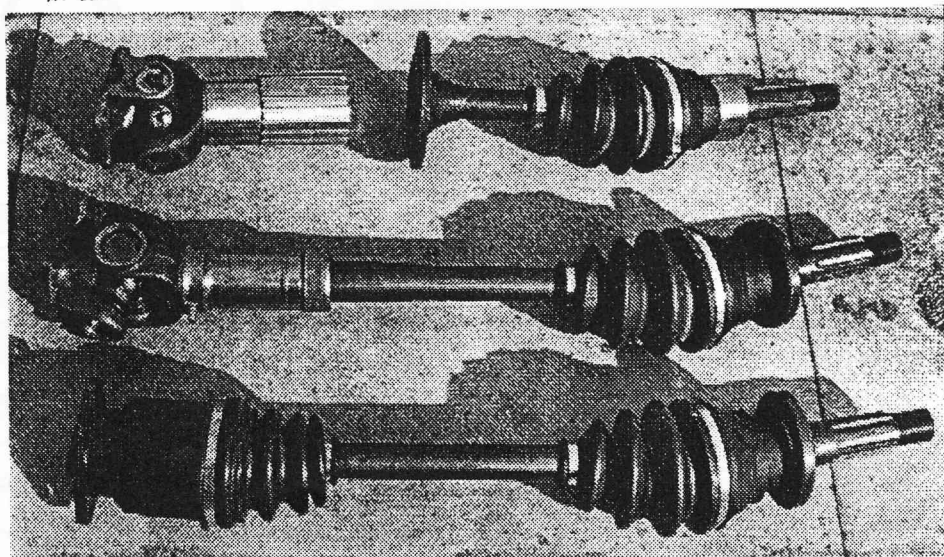


While I was there, I actually helped Roger in overhauling the gearbox for Mel Carey's Big Six (CCOCA Vic.). Many thanks to Roger and Wil for their warm and generous hospitality, and for the opportunity to see this valuable Citroën service.

Bill Graham.

Top: Roger packing grease into CV joint of new 4-cylinder driveshaft.

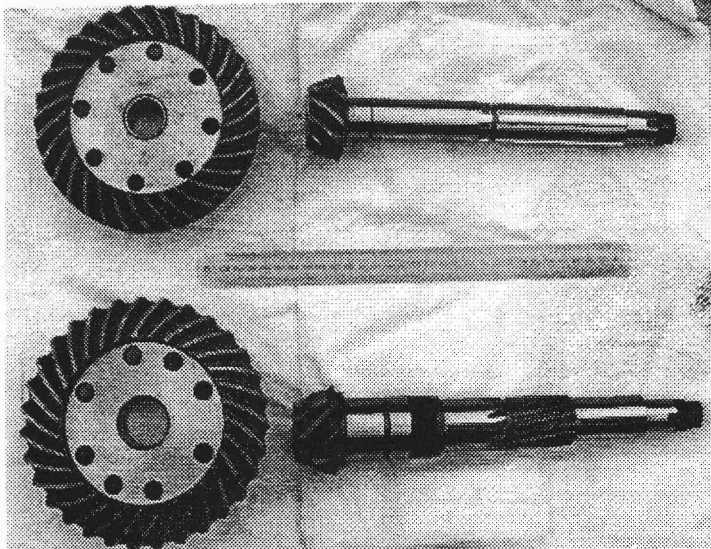
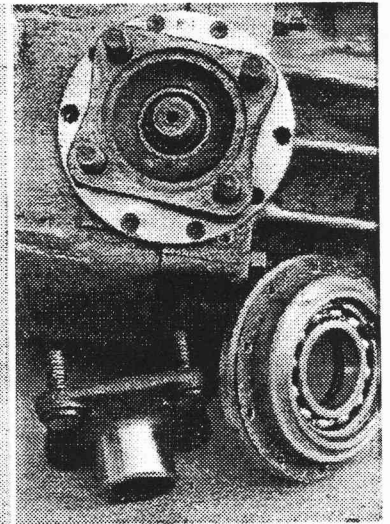
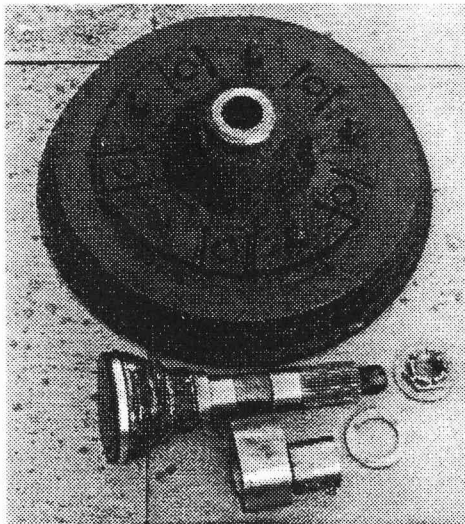
Above: Four-cylinder shaft inner joint options — cardan (top) or plunging CV. Below: Options for six-cylinder shafts — to accept standard bibax coupling (top); with inner joint as a cardan (centre) or as a plunging CV (bottom).



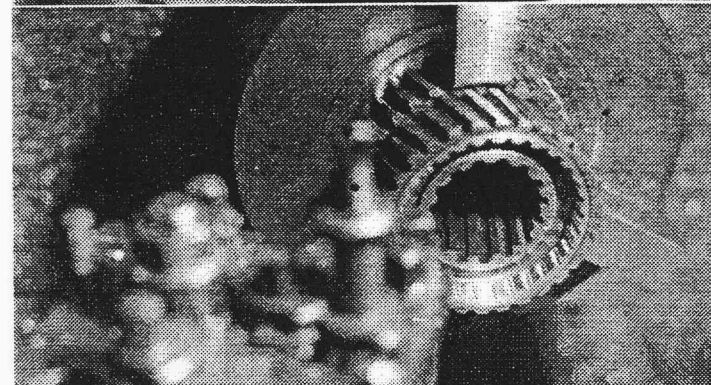
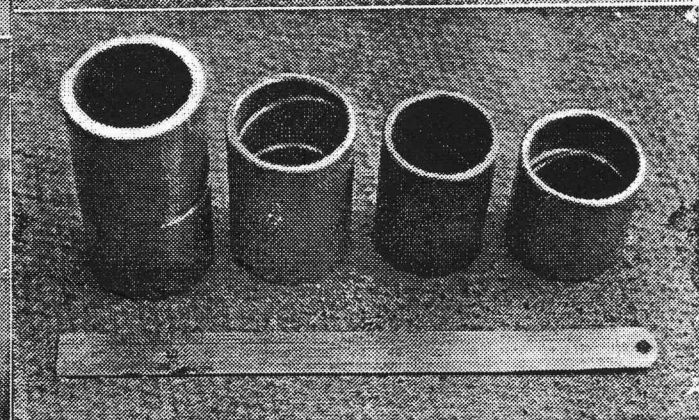
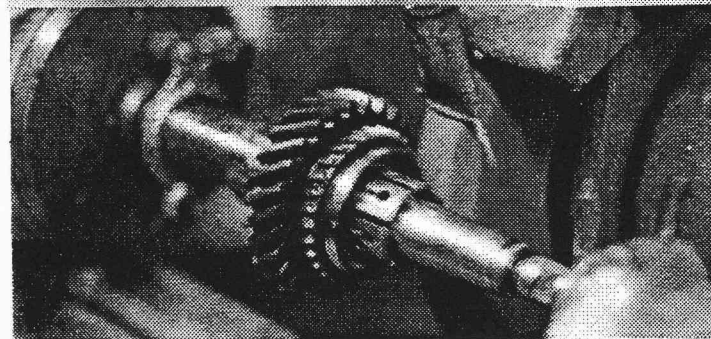
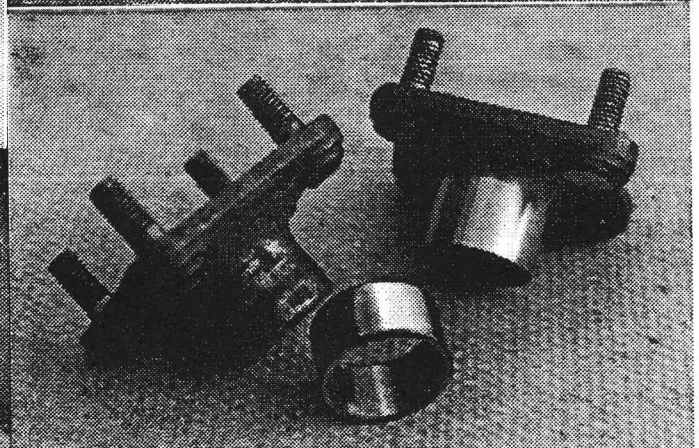
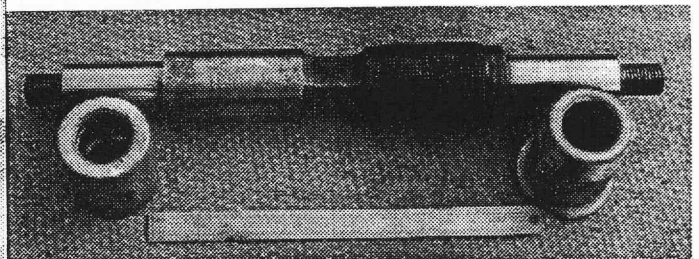
I Was a Lodger With Roger

Anti-clockwise from below:

- New CWP's for four (top) and six.
- Grinding synchromesh gear cone.
- Machining taper on synchro bush.
- New gearbox bushes.
- Output flange restored using roller bearing inner race.
- Restored upper suspension arm pivot.



Above left: Stub axle for four-cylinder shaft, splined to suit worn taper in brake drum.
Above right: Auxiliary outer bearing and seal for four-cylinder gearbox.



Who is Alan Brown

Down here at the "coal face" of CCOCA activities, the name of Alan Brown seems to be cropping up quite regularly, and you will be seeing references to him in the pages of our journal. We thought you'd like to know just a little bit about him, since you might want to have some dealings with him.

Alan is a West Australian, an ex-teacher now living in western France and making a quid (well, some francs actually) by running a translating service called "Inter Bocage". He refers to himself as a bilingual consultant. And while this is all very interesting and commendable, Alan has a couple of additional strings to his bow which are likely to set CCOCA antennae atwiltch.

Firstly, Alan is a very competent story writer, and he has agreed to let us use material, that he has already published, in our magazine and/or will write the occasional note for us. Our last issue featured one of his already published stories about a Traction used by the French Resistance. Recently, he has contributed a translated news item about the French scheme to encourage the scrapping of older cars as a way of reviving sales of modern cars and revitalizing the local auto industry. He also has let his imagination loose in picturing the scene in a car sales outlet under this new regime.

This scheme of encouraged scrapping via "bounties" paid to owners, or the more draconian coercive measures being mooted in the UK and in Australia, send tremors through the ranks of old car buffs, and certainly need to be watched closely so as to protect our interests and heritage. It also explains why in travelling round Europe, I saw very few old cars, except in the Czech Republic.

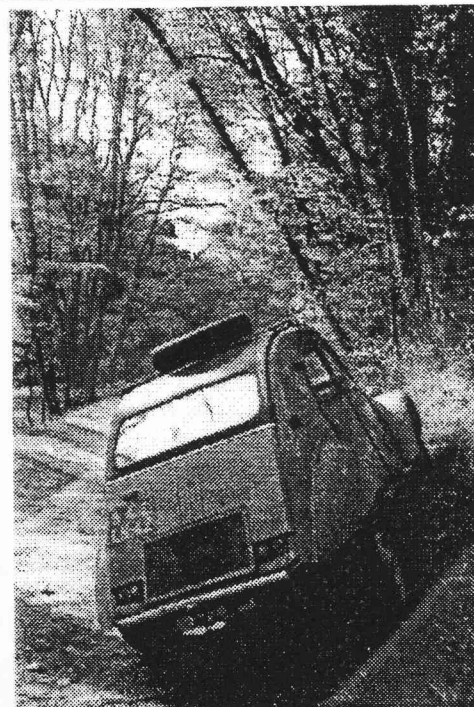
The second string to Alan's bow is his other business of importing and exporting motor vehicles and parts. This goes under the name of "CIT'EXPORT", and specializes in Citroën cars.

The cars which are scrapped under the French bounty scheme cannot be resold in France, but can be exported or wrecked for parts. These provisions appear to provide much of the input to Alan's scheme of parts and car exports. He has also adapted twin-pots to 4WD, using the VOISIN technique.

As well as having copious stocks in France, Alan has some cars already stored in Western Australia (all RHD), and some have been delivered to Australian purchasers who may be contacted for comment (Greg Bracegirdle - '79 Acadiane - Tel 09 454 5745 Fax 09 291 7415 and Richard Trevaskis - '79 2CV6 Special - Tel /Fax 058 216 281). Numerous spares have also come to WA for sale, via Ralph Hibble, 105 Clifford Street, Orange Grove WA 6109, Tel 09 459 1636 Fax 09 459 2803.

I had hoped to call in and see Alan in France to assess his activities for myself, but had to settle for telephoning him from Paris. For the Australian "market", he specializes in pre-1970 vehicles so as to avoid ADR problems. Alan and his wife, Shirley plan to spend a 12 month "sabbatical" in Australia in 1996, and so we may have the chance to meet him here.

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85110 Ste Cecile
France.
Tel/Fax 51 40 22 74.
Bill Graham.

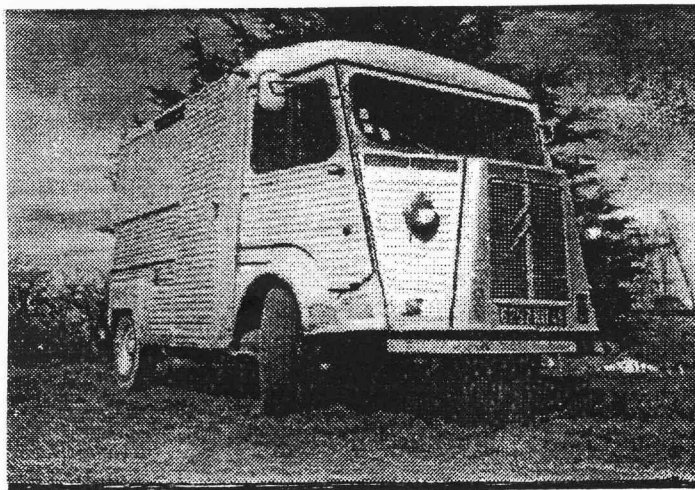


Above: 1963 4x4 Sahara. Original, 45,000 km. Offers

Below left: H Van, SWB, petrol engined. 108,000 km. £2,275.

Below right: 1976 Ami Saloon. Government buy-back vehicle.

See page 20 for more Citroëns for sale from Alan Brown and on page 18 you will find a recent letter.



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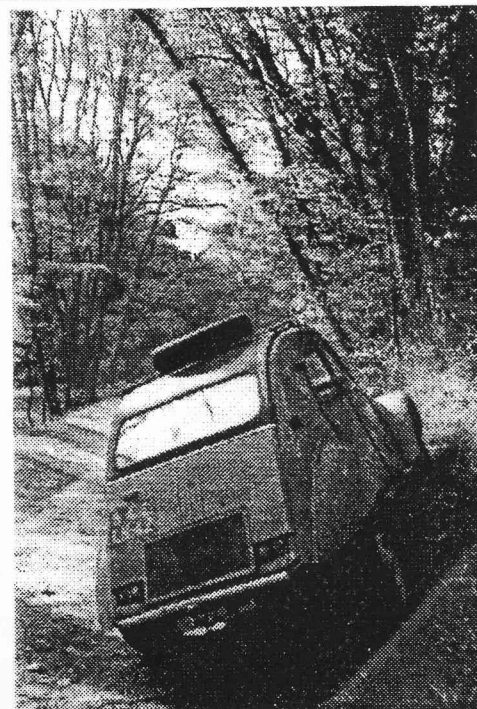
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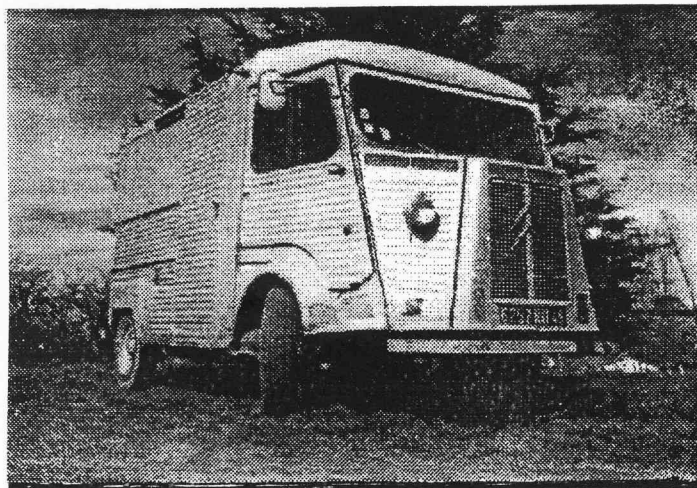


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Cit-In Qld Easter '96

Make sure you come to Queensland and enjoy :

- 1 Australia's best display of restored Citroëns: over many years Peter, Pam and Les have collected and restored to concours standard, a unique collection of Citroëns, including D Cabriolets, Amis and various other models.
- 2 A full range of accommodation has been reserved which includes motels with full facilities, budget motels and hotels, and camping grounds.
- 3 Gayndah, situated on the Burnett River, has several claims to fame which include being the oldest town in Queensland and having one of the best steam-driven sawmill museums in the Country [the museum will be working over the weekend].

Gayndah is within easy driving distance to the Sunshine Coast, Bunya Mountains, Noosa, arts and crafts districts of Maleny/Montville and Bundaberg, the Gateway to the Barrier Reef.

So, plan your holiday early.

A full programme of the weekend's events will be included with confirmation of your registration.

For additional information, phone:

John Paas	[07] 3368 3220
Ron Purvis	[074] 974 259
Brian Wade	[07] 3807 5781

or

'The Gayndah Gang' [071] 612 309

A booking form is included with this edition of Front Drive.

Raid Australia [North West] 1996

Start planning now for RAID Australia '96.

Australia's third and best RAID yet is planned to begin in late-July, 1996 and finish at the end of August, 1996.

Our RAID leader is David Gries, who hails from Victoria. He has been in both Aussie Raids and has owned and driven 2CVs since he was 16. [I think that makes about 25 years of 2CV experience.] We have an excellent Raid leader.

The committee for RAID '96 is:

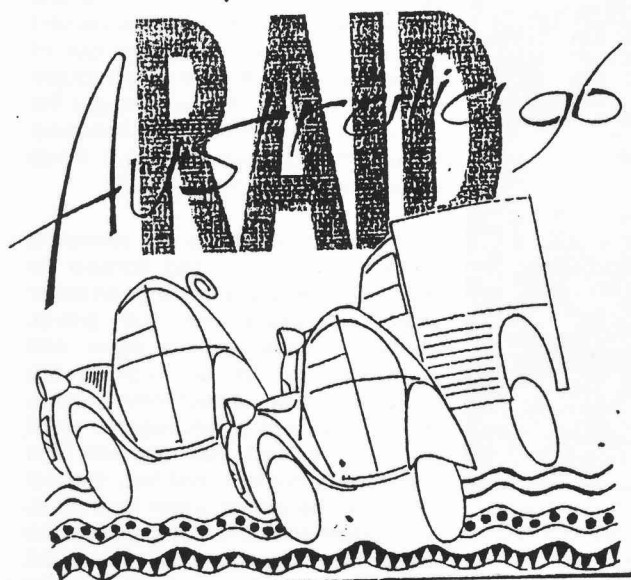
David Gries, Raid Leader
Lance Collins [Qld]
Ralph Hibble [WA]
Phil Ward [SA]
and
Steve Wedell [NSW]

Those of you who have been on Oz Raids before will recognise the wealth of experience and especially the friendliness of the Raid committee members.

The RAID will start at Alice Springs, cross the Tanami Desert to Wolf Creek Crater, then go up to Kununurra in the far north of WA. From here we wend our way south through the Kimberley region along the Gibb River Rd for five days to Derby, then Broome. We then follow a route which winds alternately along the coast and inland, through the Hammersley Ranges, Carnarvon, Monkey Mia, and we finish at Kalbarri which is a holiday town 600 km north of Perth.

Full details and registration forms are available from

Steve Wedell,
Lot 110 Cooyong Rd,
Terrey Hills, 2084
Tel: [02] 486 3394.



Right, said Fred

"Right", said Fred, "let's have a cup of tea and head off. I know where there are some beaut thatched cottages in one of the villages that will make a terrific background. What about it, Ducks?"

And so it was decided. Edna had soon knocked up one of her fortifying cuppas, and Fred and I were going on a shooting expedition - with a camera, that is.

I'd been mooching around the comfortable home of Fred Annells (Mr Citroën of the UK) and his wife Edna (should we call them "Fredna"?), in the little village of Dyke near Bourne in rural Lincolnshire for a few days, basically recovering from the exhaustion brought on by the heat and humidity of the 10th International Citroën Car Club Rally at Clermont-Ferrand, driving round Europe for a month, and then tramping round Paris for a week. But by now, "the batteries were more-or-less recharged" courtesy of Fredna's kindness and hospitality, and there was a job to be done.

The subject of the photo shoot was Fred's stunning deep red 1940 Big Fifteen Traction Avant Citroën Roadster. This unique car (in the proper sense of the word - it really is the only one of its

the rally site (changed over for a spare item in a nearby trucking depot), the red beauty rolled in on the second day in time to both draw universal acclaim and to have Fred collect the Traction Concours d'Elegance trophy from the hand of the celebrated Citroën writer, Olivier de Serres. I simply had to record this car for the benefit of my own recollections and for those CCOCA members who hadn't the good fortune to have seen it.

As well as featuring its splendid red cellulose finish (modern two-pot finishes were thought likely to mar the period look of the car), it also is trimmed in tan Connolly hide, has Pilote wheels and a

A sheepish milkman appeared from round the back.

lot of extra brightwork or "jewellery", since this car was the one specially prepared for display at the London Motor Show of 1940.

Pretty soon, with the top down and the mild autumn wind streaming through

Firstly, we stopped off at a sand quarry site where the Annells' daughter, Linda, had promised the office workers a chance to admire Dad's prize-winning car. Theoretically, this should have provided great photo opportunities, but I found the scene rather less impressive in practice.

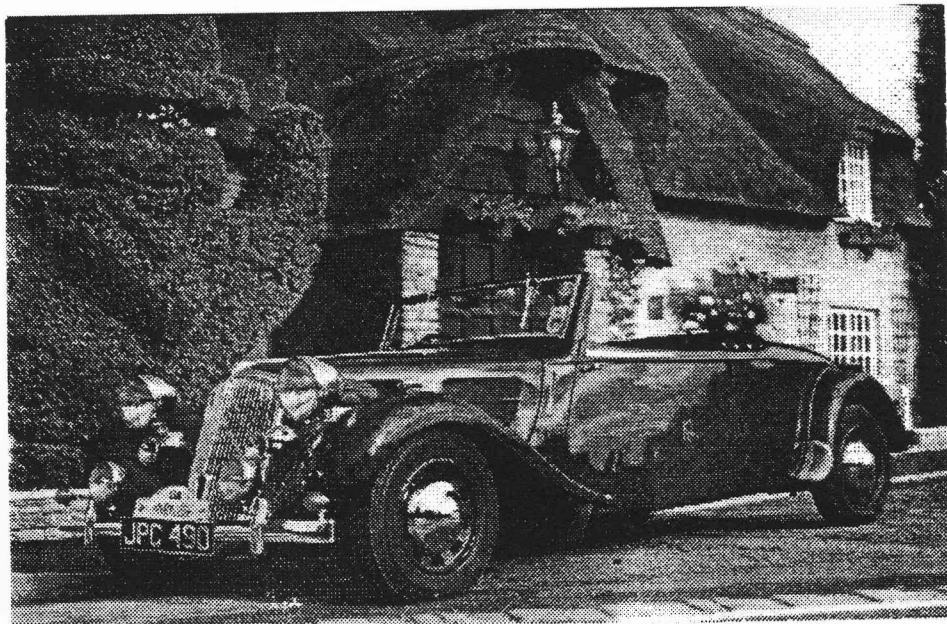
Finding the "right spot" wasn't quite as easy as we had thought. We looked at some cottages in quiet village streets, but always there was something to distract - house too close to a too-modern roadway, powerlines, "junk" in the foreground or behind, traffic too close for comfort and so on. We moved on to a location outside a charming thatched roof public house. This seemed more like what we wanted, and we angled around and started shooting. But again, I wasn't really happy with the situation, and I could see that Fred wasn't ecstatic about it either - there was a distracting modern building behind to dodge, as well as modern signs and security lights, not to mention the risk of being wiped out in the narrow road by modern traffic and the occasional farmer's muck spreader.

"Just up by the edge of the village, there's an old monastery that I've always wanted to look at", said Fred. "Let's try that. It could have some promise".

When we got there, the "monastery" didn't look so good to me, though I said nothing to Fred. The enclosing wall was close to the modern road which would be hard to crop out of any picture, and an electric milk float near the arched entrance way was definitely out of character. Fred pulled up with a couple of wheels up over the verge to get the car away from traffic, and I walked through the archway to see if things looked better from the inside.

The view opened up to reveal a courtyard, spacious and flanked by impressive grey stone buildings on either side. I crunched over fine gravel, checking various closed doors and open windows for any sign of the occupants, but without any success. The location was as photogenic as all get out - obviously very old, with high stone walls, ancient roof tiles, leaded windows, the gravel under foot, roses, no modern intrusions. But it looked like the mission was doomed - we didn't want to bring the roadster into the courtyard without approval, and there

(CONTINUED ON PAGE 17)



kind) was completed just in time for the big rally (well actually, there are some minor fiddly bits still to do), and driven down to Clermont by Fred and a small team of fellow UK Tractionists, including son, Barry. Despite the mishap of a seized gearbox as they approached

what passes for hair in both our cases, Fred and I were motoring along rolling Lincolnshire roads, lined with low hedges beside fields of sugar beet and pasture, as we sought out suitable photo locales. Surely, one must find experiences like this in Heaven.

Right, said Fred

were many signs that the buildings were not deserted. I consulted with Chef de Mission, Fred, and decided to have one more try.

I pushed through an iron hand gate to the right of the main chapel-like building and rapped on a wooden side door. The vigorous but muffled yapping of dogs sounded on the other side. Ah, life at last! Then the door opened just a smidgen, revealing as well as a canine snout or two, a single suspicious and beady human eye. Fearing that even this slender contact with someone passing as proprietorship might soon be irretrievably withdrawn, I hastily, stumbingly put forward my case. "Visitor from Australia, photographing classic automobile, can we use your courtyard. Superb building."

There was a period of contemplation. Did I give the impression of a ne'er-do-well remittance man escaped back to haunt a respected family in the Old Dart, or maybe the latest in a long line of Pommy serial killers (is it the climate that sends them round the twist over there)? Eventually there were some muffled words which I interpreted as meaning "Yes, alright but don't make a habit of it, keep mum and don't urinate in the shrubbery - it could frighten the maid-servants".

Relieved (if that isn't too provocative a term), I returned to Fred and gave him the nod. Discretely, we positioned the car and lined up our shots. And by now life had started to stir round the place. The Citroën presence was weaving its magic. A couple of ladies crossed the courtyard and informed Fred that the buildings were very old and had Cromwellian associations.

A sheepish milkman appeared from round the back and headed, basket in hand, towards the milk float outside the archway. Fred and I exchanged meaningful glances. "Someone has been having a good seeing to", I suggested firmly. "Either that or they've been getting a good rub down with a copy of *Sporting Life*", said Fred. Maybe we both watch too much British TV comedy.

Next, there appeared a willowy young blonde, for all the world like the petulant and over-indulged Lesley who jousts with Jacko in "Brush Strokes". She claimed ownership of the tired red Cortina wagon in the courtyard, and soon was gratuitously regaling us with

tales of the perfidy of her estranged and far-distant American husband.

Intrigued, we soldiered on with our photography, explaining aspects of the car to our little audience all the while.

Then, a major coup. A fine-looking blond woman of middle years appeared, perhaps overcome with curiosity, and seemingly the mistress of

I don't mind you
having a mistress, as
long as she's a rich
one.

the domain. Reflection suggested that she was probably also the owner of the eye at the side door, but now very presentable following a hasty but effective toilette. The energetic small boy in her arms was probably a grand child, most likely the offspring of the blond "Lesley" and the absent American.

The gorgeous motorcar and our genuine interest in her old house soon won the mistress round. The main house was built in the 1330s she told us, and had been occupied by Oliver

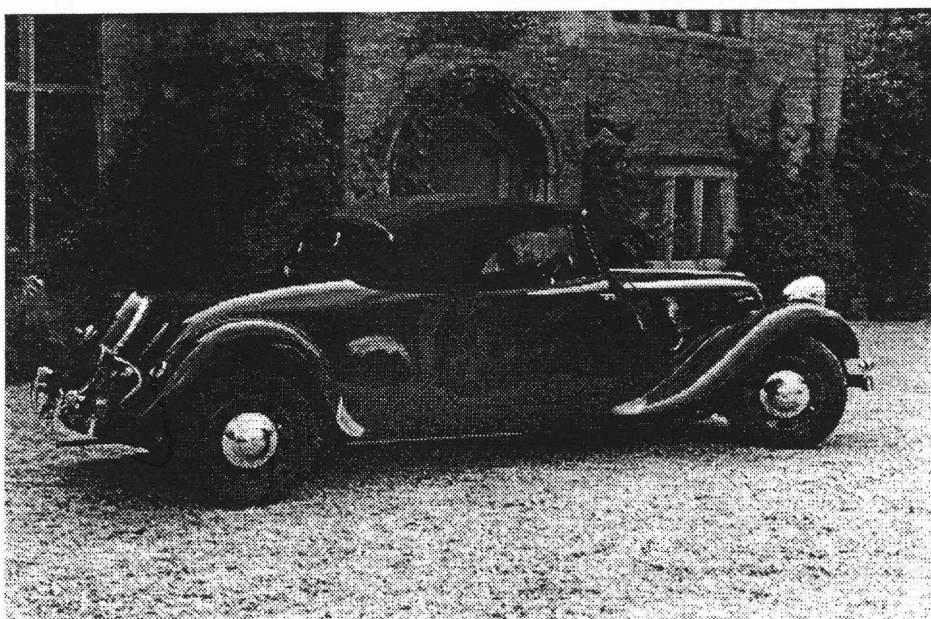
what was to be quite a long chat.

We noted a Cromwellian portrait, helmets and swords in the main hall. "And it's got a Colly Weston slate roof on top", said Fred, scoring a few Brownie points and displaying a bit of local knowledge. The mistress even admitted to having an Australian son-in-law, more acceptable, one surmised, than the failed American. I quickly reviewed the possibilities of playing "Jacko" to the daughter's "Lesley", but with "Brush Strokes" in mind and the daughter in view, the cons seemed to outweigh the pros and I let sleeping dogs lie.

So much for British reserve and class distinctions. Fred, bless him, gave great credit to my Aussie charm. But who knows?

Back home for lunch, late of course, we had to explain to Edna. Fred's enthusiasm over his brush with minor aristocracy obviously roused Edna's suspicions. Perhaps his interest in Her Ladyship went further than her Colly Westons and her Cromwellian doodads?

"Look, Fred", she said, "I don't mind you having a mistress, as long as she's a rich one. But be sure you come home once a fortnight to pay the bills and mow the lawn."



Cromwell's mother and his favourite daughter. The newer building was erected in the 1600s, and during Cromwell's visits, it provided quarters and stabling for his troops. Soon, the mistress was inviting us in for coffee and

Fred seemed quite undeterred and didn't miss a beat. "Right", he said, "Let's have another cup of tea".

Bill Graham.

Letters to CCOCA

D

ear Bill,

August 6 1995.

I receive your excellent magazine as Secretary of the Citroën Car Club of Tasmania, although I am not a member of your club. For various reasons, but mainly the small number of members, we are not very active at present but maybe this will improve after the AGM in September.

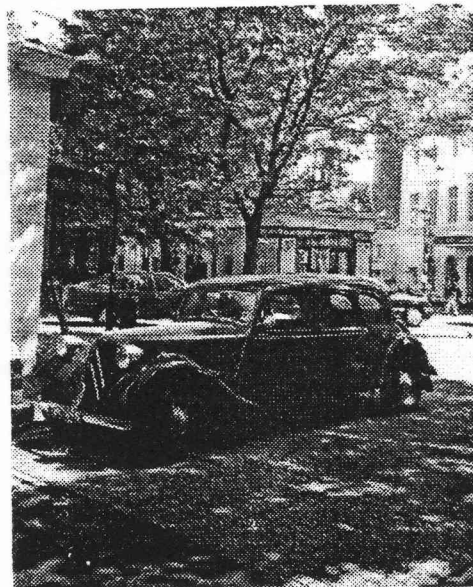
My wife was overseas earlier this year on a family visit and took the enclosed photo in the middle of London - the owner had stopped to buy a newspaper. The car is dark green and maybe it will reproduce for the mag. I also have two interesting Big Six photos, but they are stuck in albums. One is of General de Gaulle and the other is a very crowded taxi, possibly in Vietnam. I will try to get them copied sometime.

I owned a 1951 Light 15 and later, a 1953 Big Six in the UK, so still have a strong regard for these models. I also owned a DS 23 Safari and an Ami, but here in Tasmania, I have a 1969 ID and a '76 CX, both in reasonable condition.

I hope you will have a very successful and enjoyable trip to France - my wife needed the trip this year, otherwise I would have been very interested. I am hoping Bob King may be able to get me a souvenir program from Clermont-Ferrand.

With kind regards,

Michael Jeffries.
Mill House
Campbell Town
Tasmania 7210



23 August, 1995

D

ear Leigh

Thank you for your letter of 29 May which reached me only yesterday by surface mail. It is a pity that we did not meet up when you were last in France. Perhaps we can blame Stuart's geography skill for that one.

By coincidence another letter was with my pile of holiday mail, one from Bill Graham. I expect him to call in during his time in France and he will no doubt be able to liaise with your club re my activities here.

We moved to Western France from W.A. almost ten years ago. I am an interpreter by profession, but have always had a keen interest in Citroën vehicles.

During my years as Head of Languages at Bunbury Grammar in WA I wrote into the syllabus a module on the historical and social impact on French society of the 2CV as part of a strategy to interest the male school population in languages. My links with that school still remain strong via a student exchange system we set up in 1985. My wife Shirley who is a language teacher, and my self hope to extend 2CV awareness next year when we plan a 12 month sabbatical break (after the Raid), and intend to visit Australian schools on a voluntary basis to promote language teaching techniques using authentic stimuli [in this case a real 2CV!] as a starting point. It is becoming increasingly clear that Franco-Australian relations need all the help they can get at present; my namesake at the Australian Embassy in Paris must be feeling the pinch to say the least.

I would have no objections at all to your club using my material in its excellent magazine. We are in the process of taking out copyright and perhaps this should be made clear when you

publish. I am more than happy to be an official club contact, and could undertake to supply articles on a semi-regular basis at the rate of around half a dozen over the next twelve months, starting with past Citroën articles.

The commercial aspects of my Citroënist activities resulted in the founding of CITEXPORT a couple of years back. As the 2CV ended production I felt that there would be a demand in the future years for cars and parts which are plentiful at present.

The two major developments since 2CV production ended as far as I can see from my position here have been the premature disappearance by rust from poorly-built late model RHD cars in the UK, and the French government buy-back scheme which ended last month after two years' giving owners of older cars a cash premium to scrap their car and buy a new one. These two developments have resulted in the accelerated disappearance of 2CVs and derivatives from regular use in the UK and France. Australian visitors will probably have noticed this if they knew France a few years back.

The picture is, happily, not all gloom. There has been an abundance of spares available here in France, including complete LHD cars with no rego papers and good dry climate chassis. Mechanical parts from collapsed chassis cars in the UK are plentiful. Most cheap 2CVs in the UK are no-hopers [as are some of the more expensive ones...]. Seventies French dry climate cars can provide solid bases for later mechanicals. What you see is generally what you get. The underside is not usually pitted with rust or bodged with underseal. There are plenty of RHD front axle tubes and firewalls around. RHD conversion is fairly simple [10 days and 300 pounds to have done in the UK pre-shipment] and you get a free KPH speedo with the LHD car.

I have already sent several vehicles to enthusiasts in Australia, and provide a regular parts back up facility to trade and private clients. I operate a system for parts of French wreckers price plus 20% admin fee.

I consider that there are two main types of 2CV owner/driver in Australia; firstly the person for whom the "chic" image is more important and who will pay new car prices for the right vehicle and secondly the person who is perhaps more of an enthusiast prepared to invest maybe half as much and do the aesthetic work themselves to a sound, honest base vehicle.

The first of these two types of potential owner is quite well catered for judging by adverts in club magazines. It does seem, though that there is a genuine need for real enthusiasts to have a contact in Europe for the supply of good vehicles at local prices. I would be only too pleased to assist members who seek such a contact.

They can be assured that my knowledge of Citroën cars in general and 2CV and derivatives in particular is very extensive. My own collection includes a 1963 Sahara 4x4 2CV, a Bijou currently under restoration and examples of most derivatives from wrecks to concours. I always have a minimum of 30 complete cars in stock. DS, H Vans, Ami, GS, BX, CX, Acadianes, AK250/400 and the occasional pre 57 model. Shipping is always via Tilbury, UK. Delivery time to shippers 21 days. Container shipping only.

Alan Brown

Inter Bocage Interpreting Services
Les Roblinieres
85110 Ste Cecile
France.

Letters to CCOCA

E

I Presidente

Dear Leigh,

Hope this note finds you bright eyed and bushy tailed as per usual.

The reason I write is to inform you of an error in the most recent CCOCA magazine.

I have not read it from cover to cover but did note amidst the mysteries and mayhem that my name was printed incorrectly and would like to make sure that this does not occur again!

My correct surname is STOKES-HORE, and not HORE as published on page 6 and 8.

As from 18 January 1979 I have been known as Hazel Stokes-Hore, my maiden

name remains intact and my married name is attached to this, a suggestion which was Peter's I might add, and I am happy with this arrangement. (I have two passports to prove it!)

However, as time has gone by I have become rather sensitive to the fact that it is commonplace for people to assume that as one is married the name is automatically the same as one's husband. Should I find, by some quirk of fate in the future, that I am in a position to open a brothel, I may find that the other version is the more suitable one to have!! ha, ha!!

In the meantime I would appreciate it very much if my proper name is used, also you may like to bring this to the Editor's attention, who I hope has now recovered from his verbal dysentery.

Best Wishes
Hazel Stokes-Hore
46 College Pde.,
Kew, 3101.

Hazel,

Thankyou for your letter, printed opposite. Both Editor Bill and I apologise to you for the unfortunate mix-up in nomenclature and will make every effort in the future to ensure it is not repeated.

Meanwhile, I am assured by Bill's doctor that the likelihood of his recovery from verbal dysentery is slim, to say the least!

*Yours in Citroën,
El Presidente.*

D

ear Mr Miles,

With the Australian Formula One Grand Prix scheduled for Albert Park early in 1996, We are beginning to look at the range of activities that will surround the event. We are keen to involve the general motoring enthusiast as well as the Formula One fans and to that end we plan a series of Club displays during the weekend of the Grand Prix.

The purpose of this letter is to invite your Club to register an interest in being part of this Display.

As there are more Clubs and enthusiasts than we would have space for in this Display we intend to have a random draw made of those Clubs that respond and indicate an interest in taking part. The following are some guide-lines.

- 1 Five Clubs selected at random, will be invited to display 20 cars each.
- 2 The cars will be parked on grass in the General Admission area.
- 3 The Display will be on both Saturday and Sunday of the race weekend.

- 4 A uniform banner will be provided by the Grand Prix Corporation for each Club.
- 5 Fencing is not encouraged but is optional at a Club's cost.
- 6 It is suggested that Clubs roster members to respond to queries from the public.
- 7 Clubs are welcome to distribute material relating to the Club
- 8 Descriptive boards describing a particular vehicle are welcome.
- 9 Clubs should select 20 cars that are well presented and are appropriate for display.
- 10 There is no cost involved for a Club or its members.

It is intended that this Display become an annual feature of the Grand Prix, however a Club once selected will not be eligible for consideration in a following year. This will ensure as many Clubs as possible have an opportunity to be involved.

If your Club should wish to be considered

for an invitation to take part in this Display, please respond as soon as possible by returning the enclosed acceptance form. Should you have any query, please do not hesitate to ring and our staff will be delighted to speak with you.

The draw for successful Clubs will take place in November following which you will receive advice on your success or otherwise. If successful, you will receive further information regularly including timetables, circuit access times, credentials etc. If you are not accepting the invitation I thank you for giving the matter your consideration.

Yours sincerely,
John Bladen
Consultant — Historic Motoring

Unfortunately, this letter did not arrive for consideration before the 'random draw' was due. However, the Club has expressed its interest in being involved in a display of this sort at some time in the future.

Leigh F Miles

D

ear Leigh,

Further to your letter of 29th May and my subsequent reply, we held our AGM on September 17th. It had to be postponed from March when we had too few members able to attend.

Your letter was read and tabled and interest was expressed in holding the National Citroën Rally in 2001, if at all possible. I believe this is the next available date for which a venue has

yet to be decided so I hope that you will be able to keep the CCCT in mind for this date.

Also, the meeting was in general support of the formation of a National Citroën Club and we would be pleased to be kept informed of any progress in this matter.

With kind regards,
Your sincerely,
Michael Jefferies
Secretary, Citroën Car Club of Tasmania.

D

ear Bill,

I really enjoyed the recent edition with the roadster and cabriolets.

Ian Kimpton, Maldon (Vic).

Classified Advertisements

WANTED

Wanted for the roadster restoration:

Big 15/Normale driveshafts, stub axles and hubs - just about any condition.

To buy or swap: A pair of French headlights or just the innards - the lenses with reflectors and telltales on the top (Marchal, Ducellier or Cibie). I have several types of lights for swaps, including Big Six style Lucas "King of the Road" and others.

Jon Faine, Tel 03 9482 4737.

FOR SALE

For sale to make some space:

British wooden dashboards complete with instruments; one for a Big 15 or Big Six (?), one for a Light 15, both with square Lucas instruments.

Two Light 15 grills, one VGC, other poor but straight and complete.

Lucas distributor (4 cyl. squarish type) and wiper motor

Two windscreens, one L15, one Big 6.

Jon Faine, Tel 03 9482 4737.

FOR SALE

For sale: 2 CV van (AK 400) 1975, restored cond. Great car for Raid 96.

Serious offers invited.

Chris Bennet, Tel 08 293 2619 (H) or 08 208 1245 (W).

WANTED

Wanted to finish restoration: Hubcaps for 1953 Light 15; straight bumpers; inner windscreen surround (head liner fits under it). Have early type bumpers, a new 185/400 tyre plus other Light 15 parts available for swap/trade.

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

FOR SALE

For sale, cars from Alan Brown (see separate notes for background):

In stock in France: '69 H van, '78 2CV4, '79 2CV6, '78 Ami 8 sedan, '55 2 CVAZ, '63 2CVAZC, '66 Ami 6 sedan, '66 Ami 6 wagon, '74 2CV6, '89 2CV6, '77 AK400, '76 AK250.

In WA (all RHD): '78 AK400, '88 grey Chaleston, '83 Beachcomber, '87 Blue/cream Dolly, '86 Red Special.

Plus numerous parts in WA (list available) and in France.

Alan Brown
CIT'EXPORT
Les Roblinieres
85110 Ste Cecile
France.
Tel/fax 51 40 22 74.

Ralph Hibble
105 Clifford Street
Orange Grove
WA 6109.

Tel 09 459 1636, Fax 09 459 2803.

FOR SALE

English Light 15
Small Boot, 1950

Restored Condition with good tyres, new radiator, clutch, ring-gear, fly wheel, brakes and exhaust system. Re-built carby and re-chromed head light reflectors. Recently repainted.. in original shade of green. Original number plates. Registered 'till April 1996

Runs extremely well. Complete with Owners and Workshop Manuals

Only 81,000 miles
\$11,500, negotiable

Contact: T Burchall,
16 Franklin St,
Maldon, 3463
Tel 054 752 791.

FOR SALE FROM ROGER WILLIAMS

NORMALE/LEGERE & BIG/LT 15

DRIVESHAFTS

Driveshaft with new outer CV joint and new inner cardan with standard taper fit to brakedrum £250.00

Driveshaft with new inner and outer CV joints with standard taper fit to brakedrum £300.00

Driveshaft with new outer CV joint and new inner cardan with splined fit to brakedrum. (exchange brakedrum required) £325.00

Driveshaft with new inner and outer CV joints with splined fit to brake drum. (exchange brakedrum required) £375.00

CLUTCH

Diaphragm pressure plate and sealed release & spigot bearings (exchange flywheel required) £150.00

Lighten flywheel from 16kg to 9kg £25.00

Reline clutch plate. (exchange clutch plate required) £40.00

GEARBOX

Crown wheel and pinion (10 x 31) with matching speedometer pinion £375.00

Differential with new body and satellite/side gears £225.00

Reconditioning of gearbox including all new bearings/bushes/oil seals/etc., reconditioned synchromesh hub and Gear cones £500.00

Gearbox strengthening flanges for output flanges with new bearings and oil seals. (exchange output flanges required) £150.00

Reconditioned output flange (exchange output flange required) £30.00

Output flange stud (standard or oversize) £2.50

Nyloc nut for output flange stud (14mm A/F) £0.50

TOP shaft lock washer £3.00

Pinion shaft locknut £2.00

Gearbox gasket set £2.50

ENGINE

Distributor shaft/body reconditioned with needle roller bearings £25.00

Stainless steel exhaust pipe/manifold nut £2.50

Complete engine gasket set £35.00

Cylinder head gasket £15.00

Wet liner base seal

(0.05/0.075/0.10/0.125/0.15) £0.35

SUSPENSION

Reconditioned wishbone spindle with new phosphor bronze bushes (exchange spindle required) £50.00

15/6 & BIG 6

DRIVESHAFTS

Driveshaft with new outer CV joint and new inner cardan conventional pattern* £325.00

Driveshaft with new inner and outer CV joints conventional pattern* £375.00

Driveshaft with new outer CV joint and new inner cardan of the original pattern that reuses the original Bibax joint £400.00

*For the best results use a sprung clutch plate — the one from Normale/Legere & Big/Lt 15 fits.

CLUTCH

Diaphragm Pressure plate and sealed release bearing set in new bearing carrier (exchange flywheel required) £200.00

Reline clutch plate (exchange clutch plate required) £40.00

GEARBOX

Crown wheel and pinion (9 x 31) with matching speedometer pinion and new twin taper roller bearings for the pinion head £650.00

Reconditioning of gearbox including all new bearings/bushes/oil seals/etc., reconditioned synchromesh hub and gear cones £500.00

Gearbox gasket set £10.00

ENGINE

Water pump impeller and shaft £f35.00

New exhaust manifold in steel £300.00

Cylinder head gasket £25.00

Complete engine gasket set £45.00

Wet liner base seal

(0.05/0.075/0.10/0.125/0.15) £0.35

Contact: R D R Williams

35 Wood Lane

Beverley, HU17 8BS

Tel/Fax: 01482 863 344

*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 cardan 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

