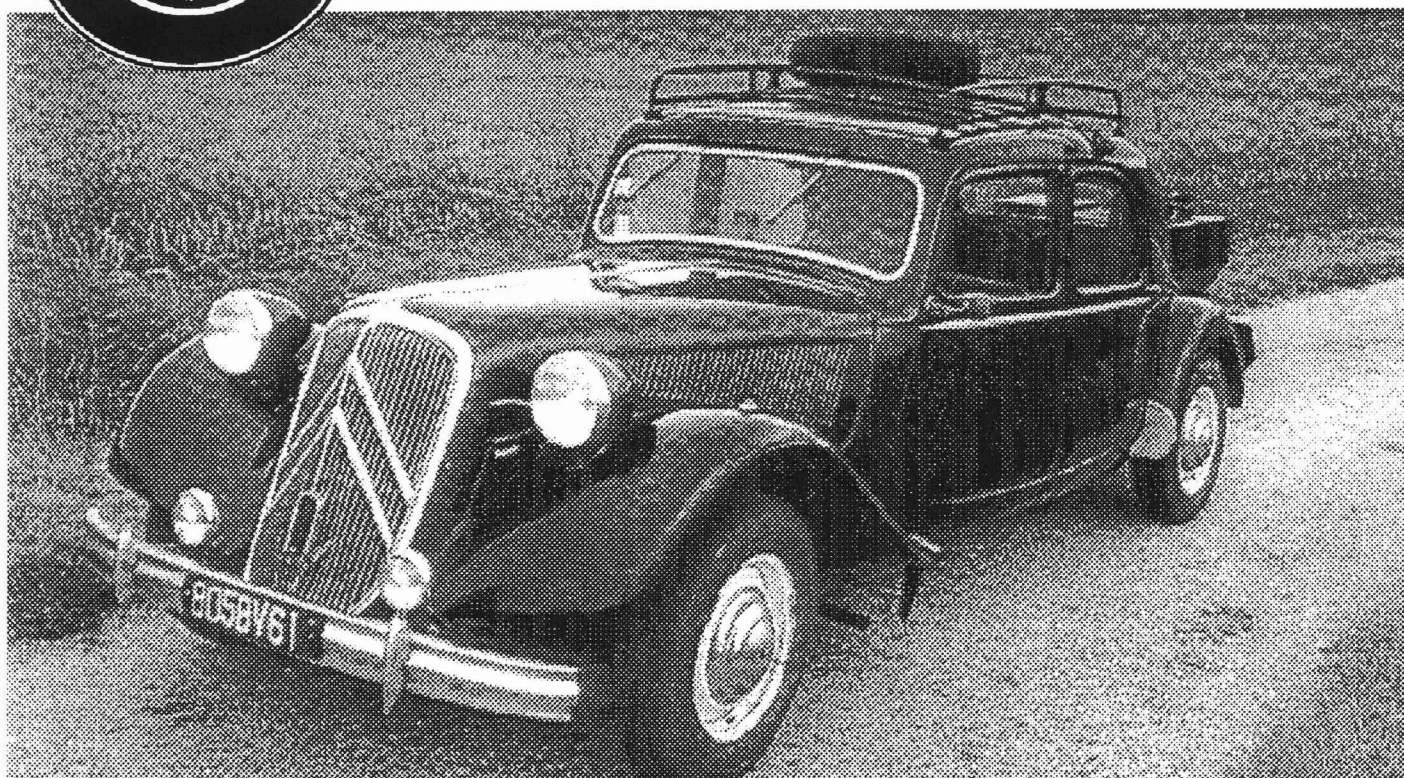


FRONT DRIVE

THE MAGAZINE OF THE CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA INC.

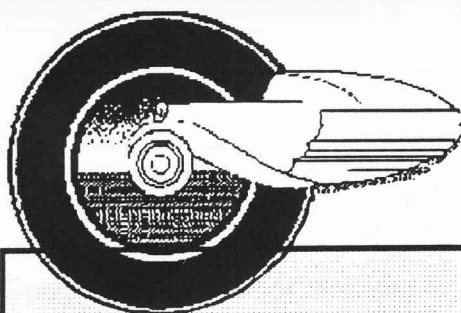
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INSIDE THIS ISSUE
MORE ALTERNATIVE POWER
ALL THE NEWS THAT'S FIT TO
PRINT FROM CIT-IN '96
DOROTHY FIXX GIVES ADVICE
ON YOUR CLUTCH ADJUSTMENT

MARCH / APRIL 1996

VOLUME 20 ISSUE 1



FROM THE DESK

"**L**ast seen, wandering vaguely, quite of his own accord, Bill Graham, Editor, thirty shillings reward."

With apologies to AA Milne, but indeed our editor has been keeping a low profile since the end of Cit-In. It was suggested that he was travelling south from Gayndah, in company with newly moved member, David Hancox.

There had been further suggestions that his ultimate destination was Nimbin. Whether in pursuit of noxious [and possibly illegal] substances or merely to view the rich assortment of internationally famed flora, or was that fauna, to be found in this relaxed environment, it is not yet known.

David assures me that he is totally unaware if Bill's whereabouts, and was unfortunately not of the view that thirty shillings was sufficient recompense to go in hot [or even mildly warm] pursuit.

The story of a traveller attempting to board an aeroplane with 50kg of excess baggage, heading to Melbourne excited our interest. Could it be that the editor had discovered a hidden cache of Citroën memorabilia in the rainforest. Ultimately the 50kg of excess baggage was a hoax — and the traveller had to leave her behind.

There was a rumour that Bill has actually been sighted further south. Conflicting reports as to the presence, or otherwise, of Nimbin based fauna in his company have also been received.

There was an unconfirmed, but reliable sighting in the Deniliquin region.

However, wherever he is, he has assured us that he will be back on-deck for the next issue of Front Drive.

Leigh F Miles
Acting Editor

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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 or its committee.

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

PREZ SEZ

Here we are the start of another Club Year and planning for the coming twelve months is already well in hand. But first a word or two about the Annual General Meeting that was held in March.

As always with any Club, over time new blood comes onto the Committee — or at least some faces that have not been seen for some time decide to return. This year sees both these moves take place. I therefore wish to welcome as totally new members of the Committee of CCOCA Inc. Mel Carey and Sue Bryant.

Mel is taking on the daunting task of Spare Parts and Sue is to fill the rather 'back-room' position of Secretary. I welcome both these people to the Committee.

Peter Fitzgerald, after a few years off Committee has returned to take on Activities again, as Ted Cross has opted to return to Treasurer.

Elsewhere in this issue you will find a few words of introduction from both the re-elected members of the Committee and the new members. This will allow all members to put a face to the name and to have at least some background information on the Committee.

inside...

I must also, naturally, thank the retiring Committee for all the work

they have done on behalf of you, the members, over the last year — and in many cases many years.

Ian Forster has managed the money for the last two years and his impending move to sunnier

I think Peter was rather surprised to find that anybody would be stupid [?] enough to wish to take on the position

climes has forced his resignation. Peter Hore who has been Secretary for some years now, has decided to call it a day.

But special thanks must go to Peter Boyle who has been on the Committee continuously for some 14 years and has managed the Club's Spare Parts for at least ten years. I think he was rather surprised to find that anybody would be stupid [?] enough to wish to take on the position and I understand that he had a long talk to Mel before deciding that Mel was fit to undertake this position.

I am not sure whether Peter was concerned as to Mel's sanity, ability or what, but he came away

convinced that Mel has the aptitude and interest of the members at heart in taking up the rôle.

I certainly shall miss Peter's presence at Committee Meetings but I know that I shall still be able to hear such verbal gems as "it brought a tear to my glass eye" and "it happened when Cocky was an egg" at Club General Meetings and outings.

Peter, on behalf of the Club and the Committees [both current and past] I would like to extend my sincere thanks to you for all the efforts you have put in on behalf of the Club over the last 14 years.

The other important matter decided at the AGM was the constitutional amendment that was proposed by me — to limit the tenure of the President to no more than three consecutive years.

I am very pleased to advise members that the amendment was not only accepted by the Meeting, but agreed to by all members present.

Leigh F Miles
President



FROM THE DESK

PREZ SEZ

YOUR COMMITTEE

A-TRACTIONS

PAST EVENTS — GAYNDAH '96

ALTERNATIVE POWER #2

OF SMITH & CITROËNS

ADVICE TO THE VEHICULARLY DISTRAUGHT —

ADJUSTING FOUR CYLINDER CLUTCH ASSEMBLIES

YOU CAN BE STIFF & OTHER JOTTINGS

SPARES, LETTERS & CLASSIFIED ADVERTISEMENTS

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THE 1996/97 COMMITTEE



LEIGH MILES — PRESIDENT

This is my fourth year on the Committee, and third as President. Prior to the Presidency I filled the position of Activities Officer. Whilst always regarding Citroën as a desirable vehicle, I did not acquire my first example until 1981 when I bought my parents' bright yellow Dyane Weekend 6. Since then the collection has expanded with the addition of other small Citroëns, predominantly of the variety *citroënus visaus*.



SUE BRYANT — SECRETARY

My love of Citroëns began some 13 years ago with the purchase of a 1974 G Special named Suz. She was a reliable, happy and well travelled member of our family. Having one Citroën is of course never enough — especially with two drivers, so before very long Suz had a 1974 DS 23 Pallas named Idle to keep her company in the carport.

Over the ensuing years I have been involved in many Citroëning events, both with CCCV, and CCOCA. I currently own a BX 19 TRI Estate and enjoy riding in other peoples Traction — alas I don't own a Traction or DI! In order to support my car [and the Teddy Bears who choose to live with me] I work as the Finance and Administration Manager for a U.S. based computer software company.



TED CROSS — TREASURER

For those who don't know me I joined CCOCA in 1982/83 with "Restorers Delight" L15, 1953. My first mistake was to win Club Person of the Year in 1983. Thereafter I have spent most years since on Committee.

These days I have a 1949 Big 6 and enjoy driving the Beastie as often as I can. CCOCA is very much like a "Big Family" and I greatly enjoy meeting with Club members. My involvement is fully supported by my wife Helen and the children, Matt, Claire and Tim, which is just as well, as I am hooked on CCOCA and Citroëns.



PETER FITZGERALD — ACTIVITIES OFFICER

Many people in the Club know me by now, and those who only know of me through reputation...it's all lies — except for the really good bits.

I bought my first car at the tender age of 15 — a Normale [not a bad place to start] and I have had many Citroëns of in the last 20-something years. Currently, I have a 2CV Van [Junior] who I have owned for about 16 years, a 1980 GSA [Gisella], a 1950 Big 6 [Rosey] and a Xantia VSX.

I joined CCOCA in its foundation year. Since then, I have been on the Committee in various positions for a total of around 9 years...and here I am again!



BILL GRAHAM — FRONT DRIVE EDITOR

Bill joined CCOCA in 1980, and this is the eighth of the subsequent years in which he has acted as Editor. His own Citroëns are Traction. He sees "Front Drive" as providing for the interests of all CCOCA members with material to inform, communicate and entertain.



MEL CAREY — SPARE PARTS

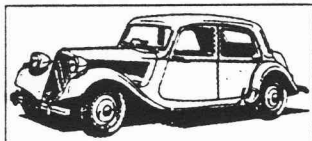
It all started in about 1959, when Bertha, my Mother, acquired a 1950 Big 6. Since then I haven't been far away from Traction, my first arriving when I finally reached 21, and had a choice!

Colleen, my wife, also enjoys the Traction, although driving a GS Break as daily transport. We have just completed the restoration of a 1951 Big 6 which included a few modifications.

I look forward to the challenge of supplying the parts that you need.

A-TRACTIONS – NEWS FROM THE NOT SO SLENDER

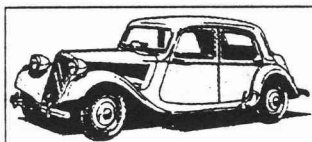
MAY EVENTS



Wednesday, 22nd — General Meeting - Canterbury Sport Ground - Model Competition and Photo Competition. Prizes for Small, Medium and Large Models.[Citroën models preferred, but not essential!] and Colour and Black & White photography. Supper provided

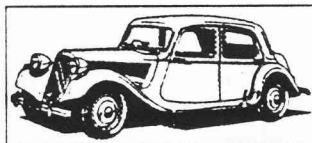
25-26th — Weekend Run to Shepparton & District with CCCV. Depart Melbourne 25th, 9am, returning Sunday late afternoon. This looks an other inexpensive Weekend away, with the opportunity to visit CCOCA members Rob and Elizabeth Little. Full details on page 13.

JUNE EVENTS



7-10th — Austraction '96, incorporating CCOCA Annual Awards - Warrnambool/Koroit. What more can we say! The premier event on the CCOCA calender. Bookings are looking good, but there is still space. We must recommend the Koroit accommodation - with rooms sleeping just one, rooms for two, three, four...or more if you have a large group. Simple accommodation, similar to Bairnsdale in 1995 at really affordable prices. Remember, Koroit is the centre of the Rally and the venue for a number of meals. [It's just a short stroll back your room!] Full details on page 13.

JULY EVENTS

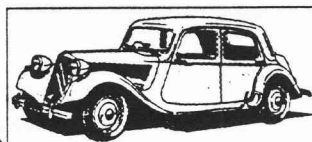


Sunday, 7th — 1st Technical Day. Mel Carey Spare Parts and technical information forum to review parts and information needs of our members, plus a technical demonstration. Venue: Peter Fitzgerald's, 297 Moray St, South Melbourne. BBQ facilities available, BYO everything else.

Saturday, 13th — Bastille Day Dinner. Venue: Cafe de France, Hawthorn.

Wednesday 24th — Wine and Cheese night at Peter Fitzgerald's 297 Moray Street South Melbourne not at the Canterbury Sports Ground

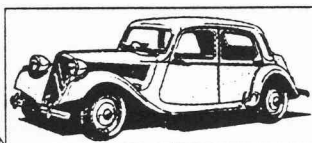
AUGUST



Sunday, 11th — Winter Warmer Run to Daylesford - Joint run with the CCCV.

Wednesday, 28th — General Meeting - Speaker - Canterbury Sports Ground. Supper provided.

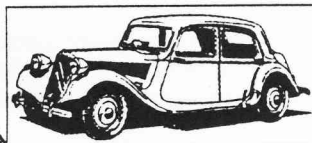
SEPTEMBER



Sunday, 8th — Economy Run - Destination to be announced

Wednesday, 25th - General Meeting - speaker - Canterbury Sports Ground. Supper provided.

OCTOBER

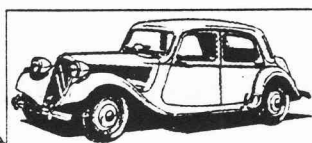


Sunday, 6th — Technical Day at Melbourne Citroën [to be confirmed].

Sunday, 20th - Annual *concours d'elegance* held in conjunction with the CCCV.

Wednesday, 23rd - General Meeting - Speaker - Canterbury Sports Ground. Supper provided.

NOVEMBER

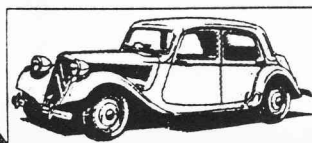


Sunday, 3rd — CCOCA run to Nagambie and Haywards wineries plus a BYO food BBQ lunch at Haywards

Sunday, 17th [to be confirmed] - Annual All French Day

Wednesday, 27th - General Meeting - Speaker - Canterbury Sports Ground. Supper provided.

DEC. & JAN 97



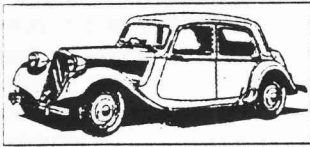
8th - Annual CCOCA Christmas BBQ Lunch

January, 12th - Gourmet Deli Run

22nd - Twilight Picnic meeting - Canterbury Sports Ground

A-TRACTIONS – NEWS FROM THE NOT SO SLENDER

1997 EVENTS



February, 2nd - Yarra Valley Wine Tour.

16th - Technical day.

26th - General Meeting - Technical night at Heka's.

March, 9th Australian Formula 1 Grand Prix.

10th National *concours d'elegance* at Domain Chandon.

23rd - First Charity Day run.

26th - Annual General Meeting - Canterbury Sports Ground.

28th - 31st National Citroën Rally held at Renmark, South Australia hosted by the Citroën Car Club of South Australia.

April, 23rd - General Meeting - Canterbury Sports Ground.

June, Queen's Birthday Weekend — Austraction Rally, Incorporating Annual 1996/97 Awards - Canberra.

ACTIVITIES REPORT & COMING EVENTS

The calendar has already been planned into the Club's next year. Dates and details may vary later in the year as planning and timing problems occur, but you will be notified in plenty of time.

I planned this calendar in consultation with the committee and a number of members. We looked back over the years and worked out events that were successful and why. Armed with this, we have hopefully planned a full, interesting and informative year.

Apart from the CCOCA calendar I would also like to publish the highlights of the calendars from the other Citroën Car Clubs in Australia plus any other important motoring events. To do this well I need some communication from members around Australia. Any volunteers for a request that takes very little time? It will benefit members Australia wide as well as help members travelling interstate Australia to meet other people with this terrible affliction.

Really, the major event in recent times was the national meeting in Queensland at Gayndah. This will be fully covered in this issue, but I must say that those who chose not to go really lost out. It was the largest and, I think, best run National Rally in Australia ever. The atmosphere was electric, the people of Gayndah welcoming

and excited, and the weather for a Mexican...just plain hot. Special thanks must go to Les, Peter, and Pam — you did a great job guys. Rosey and I had a great time.

COMING EVENTS

The first event after you read this is the Model and Photographic Competition — held on a general meeting night. Come along with your rare and wacky models and gaze in amazement at the photographic mastery of our members. You may even win a bottle of bubbly. Many shots will also be on display that night from the National Rally in Queensland.

The weekend of the 25th-26th we have been invited to come along to a weekend run organised by the Citroën Car Club of Victoria. A perfect way to get the bugs out of the old banger before the next weekend, when we all head off to Warrnambool for Austraction.

Speaking of Austraction [7th - 10th June] PLEASE PLEASE get your booking forms in ASAP. It is hard enough organising one of these very successful weekends without the surprise of discovering two weeks before the Rally that suddenly the numbers have doubled. You then go into a blind panic, drop everything including your day job and try and sort it out. We just don't need that, OK! [Is

that subtle enough]

At the June meeting I am hoping to kick off our speaker program with a presentation from McGuires who make sensational cleaning, polishing and conditioning products to help with the protection and preservation of our treasures. This is still to be confirmed at the time of going to press.

July 7th will give you the opportunity to meet with our new spare parts officer Mel Carey. He will be putting on display the Big 6 he has just finished, featuring the Roger Williams' drive shafts and Mercedes based clutch. He also wants to take the opportunity to find out from you, the members, what parts you will require over the next 12 months and in the future. This is so he can formulate a plan of action to supply those parts as quickly and as economically as possible. If you are unable to make this event Mel is keen to hear from you about your requirements whether they be Traction based, 2CV or other models.

There are many other events that are coming up but I will look at those in the next issue



PAST EVENTS - CIT-IN '96 GAYNDAH

2 pm Wednesday before Easter, Dubbo Railway Station in central NSW waiting for Victoria to arrive. I have just spent six and a half hours in French seats — but not those of a Citroën. Our XPT trains boast seats from the French TGV. They also boast 160 kph speeds — half the speed the seats travel at in their own land, but mostly the twisting tracks keep things down to 110-115 kph. Even 2CV6 seats can manage that.

The mobile phone struggles to connect Victorian voices. The Miles chariot is not in Dubbo. West Wyalong, says Sue Bryant, leaving us about 220 kms and a rendezvous with Mel and Colleen Carey in Forbes along the way. About 5pm is the new ETA.

A country haircut, a country jail — no not the location for a very short haircut — an in-depth meaning of life Easter bunny discussion at the salon, a swim in the town pool and Dubbo seems fine for a Citroën Cit-In. Why go any further? Why

travel all those miles?

If we stay here we will miss out on 112 other Citroëns, we'll miss out on the Light 15 overheating, the Big 15 needing a fuel pump, the Big 6 needing bushes and then the brake master cylinder, clouds of black smoke from a fused Light 15 tail light wire insulation imitating a

vertical griller and finally a generator dying during the nearly 5,000 kilometres in the CCOCA Traction.

At 6pm four Traction's grace the main street of Dubbo — Leigh Miles' Light 15, David Hancock's Big 15, Peter Fitzgerald's recently acquired Big 6 and the Carey's Big 6.

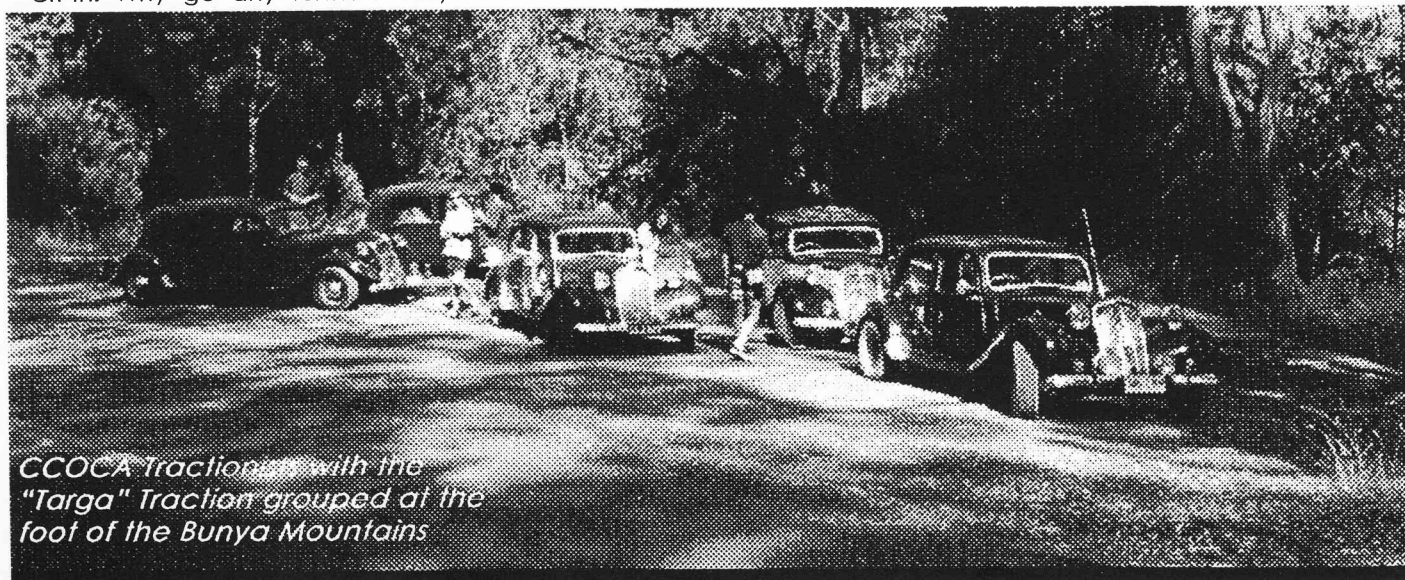
Young locals doing the main street drag on P-plates momentarily quit the vroom of their Falcon GT, Nissan Skyline and Gemini's to feast on real motoring icons. In the half-light of the western plains sunset, after a couple of U-turns finding the way out of town, the procession heads northward for Coonabarabran, Dalby and Gayndah.

Why are we doing this?? Bribery, that's why. Lance Collins had offered mind bending substances to any Victorian drivers, and passengers, who ventured north by Traction. He offered free beer, bottled wine and the ultimate substance to Melbourne dwellers — sunshine. Big, rich, dusty, mind bending Queensland sunshine.....

And so, led by Mr Miles we clocked them up on Leigh's almost virginal 1955 Light 15 with less than 35,000 miles in her 40 years since first registration in early 1956. All four Traction's were shepherded on their journey by Mel and Colleen Carey in their better than new LPG-powered Big 6. They parented the rest of us — both cars and passengers. Mel playing doctor to the cars and Colleen with a warm hug of encouragement and friendship at every stop.

It was my first journey in a Traction. Previously I had only driven a Big 6 Hydraulic about 10 kilometres, 20 years ago, before deciding I could not take on the restoration. My appetite for new and 'better' Citroëns had taken me though 17 Citroëns over 25 years — from a 1962 ID 19 to GSs, DS 21 and 23 Pallas injections, a CX Prestige and three new 2CVs. Over 1,000,000 Citroën kilometres and only 10 in a Traction! Time for the education to be completed!

(CONTINUED ON PAGE 7)



CCOCA Traction's with the "Targa" Traction grouped at the foot of the Bunya Mountains

PAST EVENTS - CIT-IN '96 GAYNDAH

I had heard Light 15s travelled well at 55-60 mph on the open road but at 65-70 mph they were inclined to overheat. With Miles' enthusiasm behind the wheel, hissing noises perpetuated this story. Regular checks and water topping-ups were made and the speed kept to a comfortable 60 mph. This was a rather pleasant way to be chauffeured in such style and dignity.

Everywhere the Tractions stopped, or even without stopping people enthused in our windows — "I got my licence in one of those; My Father had one of those; My Uncle's still got one of those; They are incredible; So majestic; Travelling in style; Are they fast?; What are they??"

Lance Collins and Wendy Hincks joined us on Thursday night for Dinner in Dalby to lead us the next day through Kingaroy and the Bunya Mountains. An overheat stop followed by 10 km of corrugated dirt and a sign that seemed to say "If you haven't boiled today, you sure will on this hill." On the first run Leigh's Traction died halfway, reversing down forced a big, new Toyota Landcruiser backwards in joint retreat. Conference. All three occupants pile into the other four Tractions and Lance takes the helm, with the bonnet propped open with sticks, and takes a flying run at one of Australia's steepest roads. A Nissan 4WD waits, offering to tow it up,

but Lance is victorious. Wendy followed in the 'Targa' Traction and the big-bodied cars rose confidently to the occasion. At the top, lunch and magical rainforests and bunya pines.

Post-lunch, Mel Carey handed me the keys to his fantastic LPG-powered Big 6 in dark green over cream, complete with wife Colleen for instructions. This was the first big trip in the concours standard restoration which included new front hubs to give the grand lady a respectable turning circle. Threading my way through the mountain rainforest was a magical prelude to the fun and friendship awaiting in Gayndah.

After eight years of restoration work on the Big 6, I was amazed how the Careys were happy to travel on the dirt sections of road and also let others sample the pleasures of driving their stunning grand lady on many occasions.

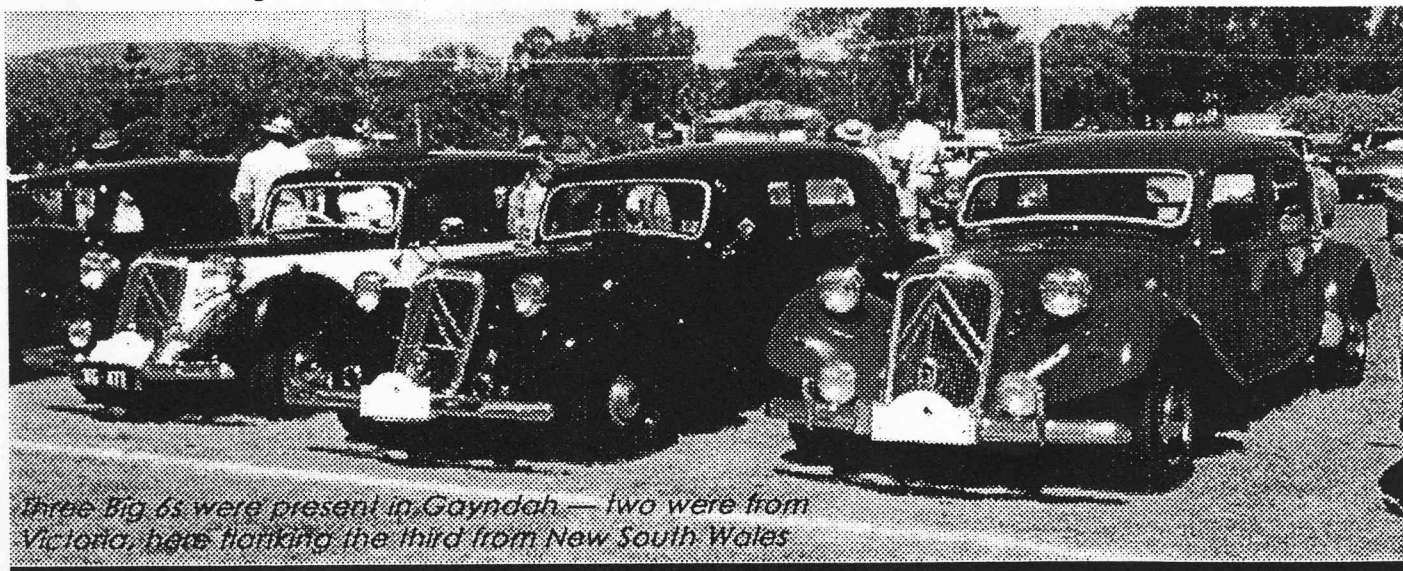
On the last day a ride in Citroën's later big 6, in the guise of the Laguna's SM, gave Mel a taste of how others had felt travelling the their impressive chariot.

All four Tractions were shepherded on their journey by Mel and Colleen Carey. They parented the rest of us — both cars and passengers. Mel playing doctor to the cars and Colleen with a warm hug of encouragement and friendship at every stop.

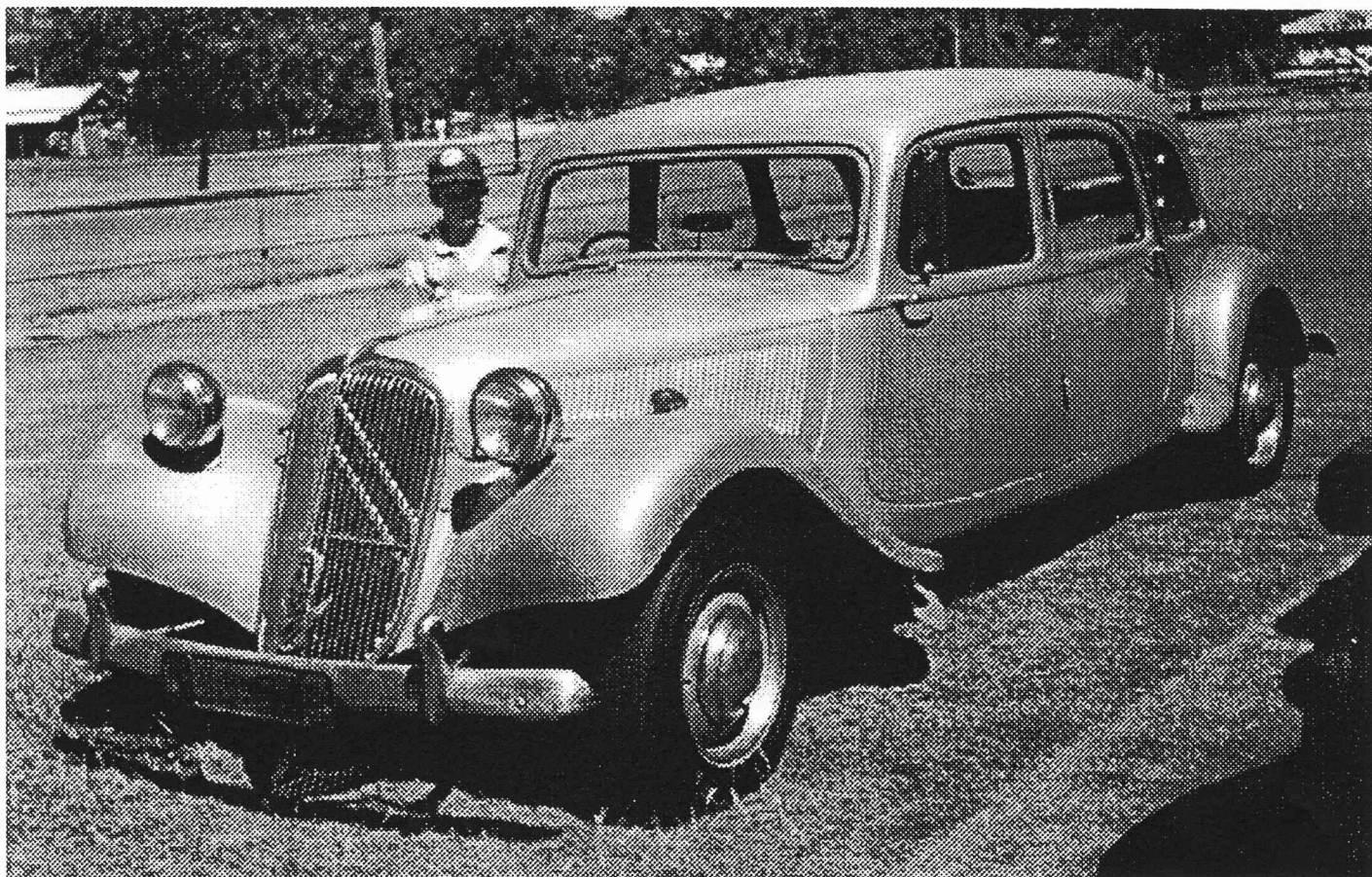
By Saturday night we really knew the only thing warmer than Queensland sun was the Gayndah hospitality. A fabulous four-course dinner, including a choice of roasts. Lance Collins and Wendy Hincks get the award for the biggest stir perpetuated. They secretly issued over 50 members with large, black cardboard moustaches, complete with

double-sided tape. The MC asked Leigh Miles to stand-up as the members wished to salute him. Suddenly, he was surrounded by moustaches — even on babies. After 24 years growing it, he had shaved his trademark handlebar moustache and got tinted con-

(CONTINUED ON PAGE 11)



Three Big 6s were present in Gayndah — two were from Victoria, here flanking the third from New South Wales

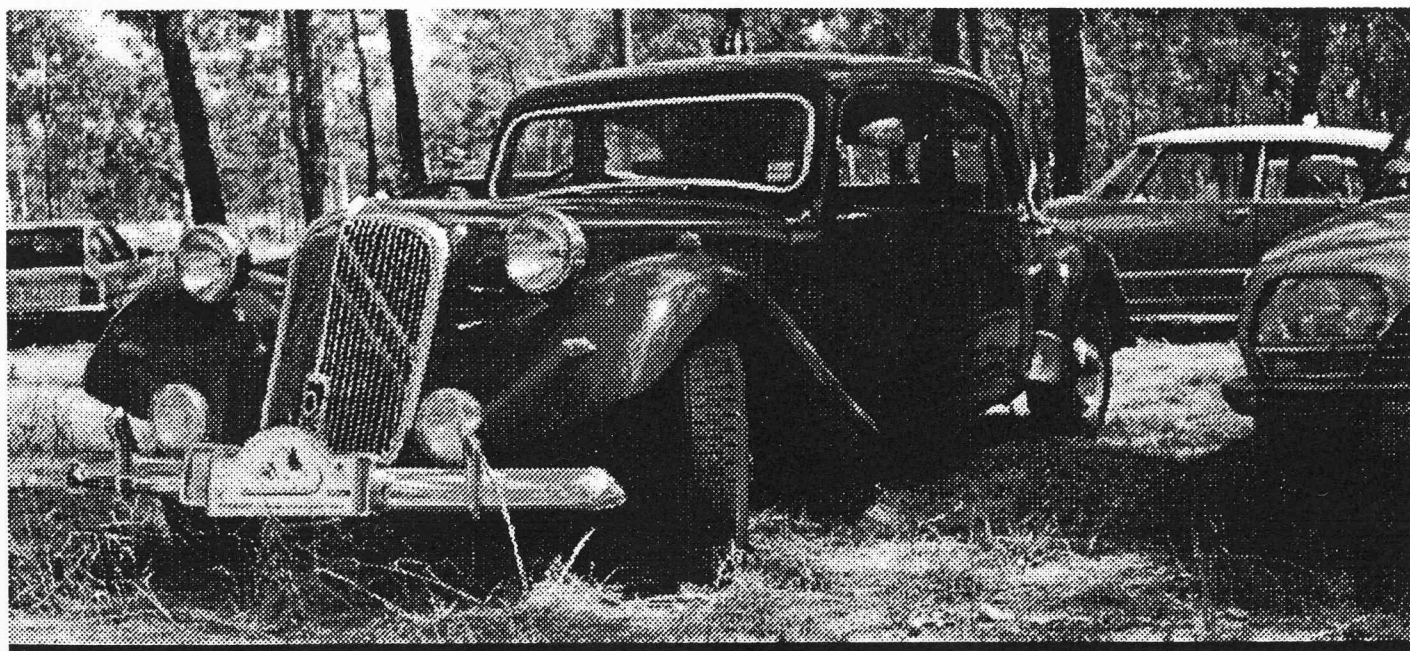
PAST EVENTS - CIT-IN '96 GAYNDAH

Above: Now in the possession of CCOCA member Alain Antonius this Family 9 was traded by the Gayndah Gang for a CX GTi Turbo 2. Alain is putting the car into the hands of newly-formed Traction Restorations Australasia for a major restoration before he commences using it as a wedding hire car in Sydney.

Photo: Jeff Cox

Below: Peter Fitzgerald's Big 6, at the Motorkhana ground. Whilst she has been christened Rosey, if he keeps washing her at the present rate she will have to be rechristened Silver as the bare metal starts to show through.

Photo: Jeff Cox



PAST EVENTS - CIT-IN '96 GAYNDAH



Above: Brian & Esther Wade were at Gayndah with their red and cream 1939 Light 15.

Photo: Jeff Cox

Below: Whilst for some, the wimps of the group, the motel pool became more attractive than doing french fry imitations in the growing gymkhana dustbowl, others found alternative ways to beat the heat. Ian Steele, President CCCQ, motorkhanaing in his DS Cabriolet, complete with umbrella to keep the sun off!

Photo: Jeff Cox



PAST EVENTS - CIT-IN '96 GAYNDAH

Above: Wendy Hincks and Lance Collins get the award for the biggest stir perpetuated. Left to right: Wendy Hincks, Leigh Miles, Lance Collins, Peter Fitzgerald, Stuart Pekin, Colleen Carey. Front row: Stephen Berry, author of this article. No, none of them actually have moustaches!

Photo: Mel Carey

Below: It is really dreadful what some people will do to a 2CV!

Photo: Jeff Cox



PAST EVENTS - CIT-IN '96 GAYNDAH

tacts instead of glasses. As both President of the CCOCA and a true character amongst our eccentric Citroën clan the imitators showed their love with a sense of fun he has always personified.

During the course of the weekend Leigh's wardrobe lived-up to his reputation for sartorial elegance including black boxer swimmers that looked like they had been vulcanised to his skin. At Sunday night's dinner dance the black Nehru-style suit with brass buttons was discarded to reveal a gold lamé tank top which later, in the heat of dancing, was peeled down to the waistline. And who says Leigh dresses provocatively...women kept dragging him onto the dance floor all night just to watch the sweat pour off his torso!

Sunday's motorkhana ground was even hotter than the parade or the dancing. Stuart Pekin, from Perth, escaped by wandering along the river, discovering the local botany, to find two hours later there had been search parties all over the place looking for him. The motel pool became more attractive to us wimps, rather than doing french fry imitations in the growing

gymkhana dust bowl.

Although no one fainted from the heat, everyone around the pool fainted from shock when David Gries turned-up with a dozen beers for all and sundry. Opening a beer poolside for himself and raising it in a salute to the Gayndah hospitality we saw him disappear in slow motion beneath the surface — all except the beer, held aloft. Recovering his composure, he threw his wallet on the poolside, where Lance Collins helpfully squished it beneath his foot. What would one find in a

David Gries wallet? The surveyor of Raid '96. What indeed? One sole article — the evening meal ticket; no money, no licence — empty...very squishy, but empty.

We could not leave town on Monday morning after the champagne brekkie without seeing the Haezyhuth collection on the way

out of town. An immaculate 1968 DS 21 Pallas cabriolet, another ID 19 cabriolet under ground-up restoration, three Amis, an ID Safari, a left hand drive DS 23 Prestige with a glass division, a Dyane. The Family 9 Traction had just been exchanged for a Series 2 CX GT/

Turbo...just wonderful.

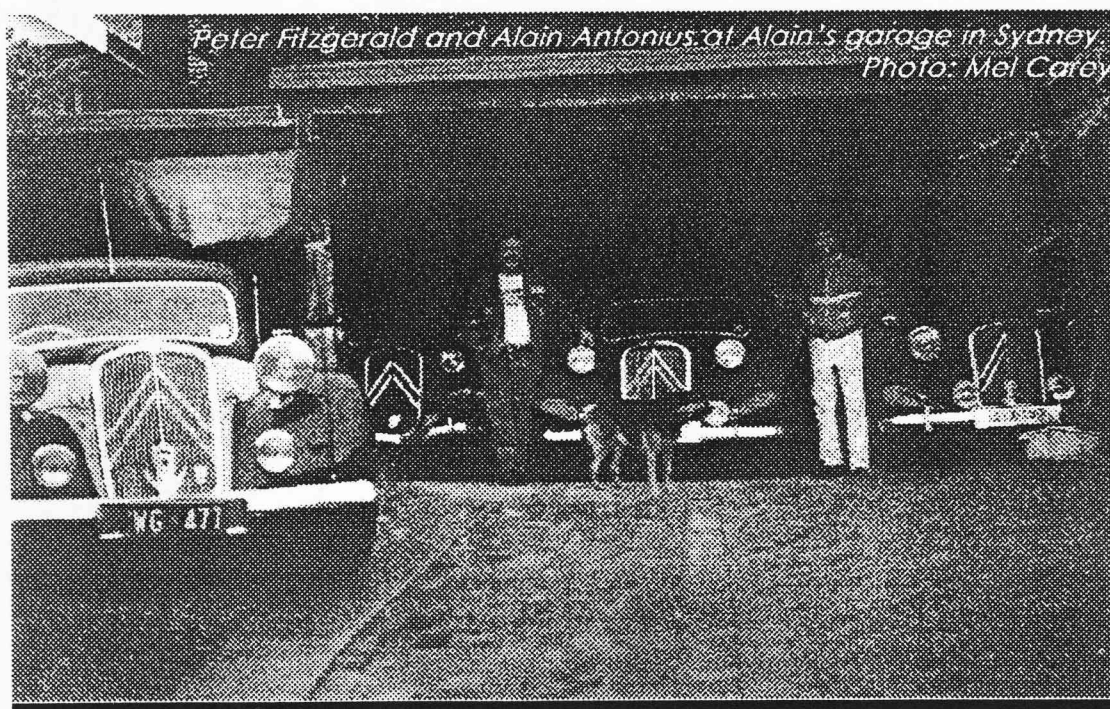
...women kept dragging him onto the dance floor all night just to watch the sweat pour off his torso!

On the return journey we split up for a while. Peter Fitz had his brake master cylinder on the Big 6 seize near Gympie and drove all the way to Coffs Harbour without using the brakes. We stayed the night with long time Citroën

and Bristol enthusiast, Richard Bick-off near Coffs while the brakes were done — a Holden master cylinder kit fitted. Then we swam with dolphins off Forster, before overnighting in Sydney and regrouping at Continental Cars, complete with my 2CV6 Charleston, to view another Big 6, before heading down to Kiama for lunch and fond farewells.

For all the miles, the heat and some rain on the final leg our 40 year old steeds never had us stuck. Without Mel it may have been a different story. I am looking forward to the next Traction journey on the June long weekend, around the Great Ocean Road. See you there.

Stephen Berry



Peter Fitzgerald and Alain Antonius at Alain's garage in Sydney.
Photo: Mel Carey



ALTERNATIVE POWER 2—GAS GENERATION

How and why would anyone wish to undertake a gas generating conversion to a Traction 15/Six of 1951? The car was acquired in 1956 by the present owner, who had previously adapted a six-cylinder Renault to gas operation. We can reassure you the installation is "authentic," since he remember the events of the Suez Crisis and recalls that drivers were then warned that the risk of fuel deprivation was not far away. Twenty years after, the car was converted, we are today permitted to witness the ineffable joys of travel without petroleum based fuel. The installation of a system of gas generation on a car is signalled by two very distinct elements, the first on the motor and the other, more visible and more voluminous — for this concerns the furnace.

The modifications to the motor of this Traction were the following: the head was planed in order to increase the compression ratio, while the gas collector was supplied with various additions most notably an oiler to the I.V. — very much in the pre-1914 style — in order to lubricate the tops of the cylinders and the valve stems. The gas diffuser replaced the original carburettor. To the rear, in place of the luggage space, is the pot where the charcoal is burned.

In order to link the burner to the engine, a network of tubes under the flooring, cools the gases. Finally, in order to facilitate the circulation of the gases under the bonnet, a centrifugal fan inhales the cool air and provides the furnace with oxygen.

Some palettes of charcoal in the bottom of garage are collected. You pad your shoulder using your hat, cap or beret sacrificed to this use, and lift a sack of 20 kg of charcoal onto shoulder. You fill the furnace through the aperture which is covered with a threaded lid. You light the furnace with a cotton wad saturated with alcohol and attached to the tip of a long piece of iron. When the coal is very red in the centre of the furnace, it is time to operate the fan. You open the door and windows of the garage to prevent the gases collecting. You send into the distance women, children and dogs because the gas is heavy possibly dangerous.

And now, we wait. We waited over thirty minutes during which time you must regularly agitate the contents

(CONTINUED ON PAGE 14)



ALTERNATIVE POWER 2-GAS GENERATION

of the hopper and move the coal vigorously. A beautiful plume of dark dust will come to recompense your efforts if your fire is in good shape.

You fill the hopper with fuel then, that is to say two or three sacks, before closing the lid. You also must fill the car by removing the rear bench for there sit eight sacks. If you went up a level to the roof, with luck, you will have room for four supplementary sacks.

Now we start her. First of all one cuts the fan then one moves the handle labelled "air" to enable the motor to inhale the only the gas. One opens big the handle labelled "gas" and depresses the accelerator without pumping. One brings back the ignition advance to full delay and one finally pulls on the starter. If you try this too soon, nothing happens and he one must redo of gas and put back the fan back to its previous route.

Ten minutes later, we try again. She

starts! Some cylinders take to life. The buddies of the first cylinder arrive little by little and over three to four minutes, the six cylinders answer together to the call.

If you do not wish your neighbour to believe you are a collier, now is the time to undress and put yourself into some type of presentable order. Quickly though, for the level in the hopper is falling. Now you have left your immobile state. You sense your contraption is moving. If we push it to its limits what can be achieved? Miracle, we soon attain 40 kph.

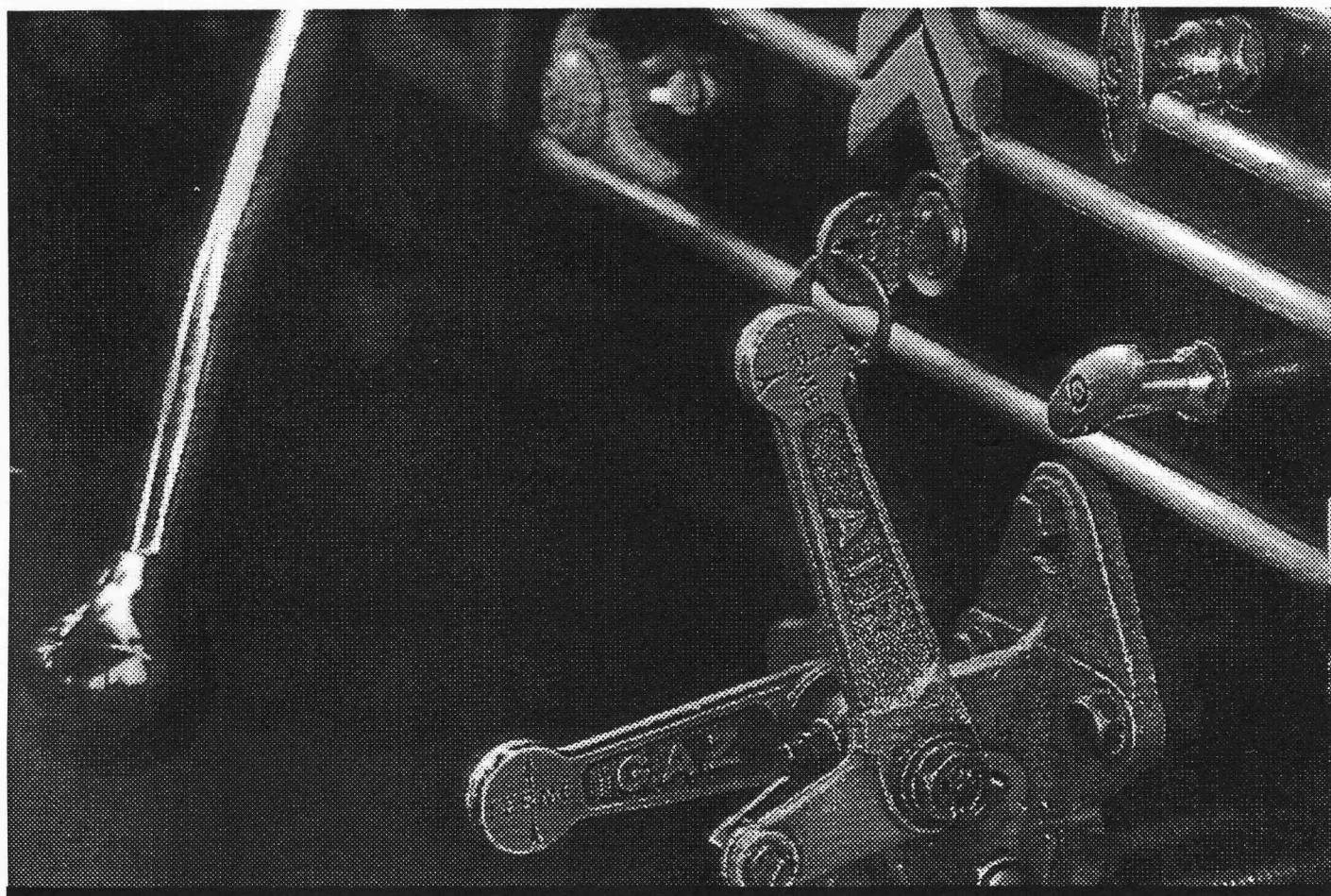
With the passing of some kilometres the car takes on new strength. On a gentle downhill we almost reach 100 kph. This is certainly a car for those who do not wish to break the speed limits. This car is, alas, a far cry from the legendary "Queen of the Road" from Quai Javel.

Little by little the car losses its strength. It is time to reload the hopper. We have not travelled much more than 7 km before we have to

empty another sack, or two. This must be undertaken quickly to limit the escape of gas. Again we wait ten minutes to generate more gas, and we are off.

We must avoid traffic jams, because travelling slowly reduces the generation of gas. We get home with dark hands, smoky clothes and giving the impression of having driven from Paris to Rouen in a de Dion Buton at the turn of the century. In fact you have travelled no more than 20 km and used a dozen sacks of charcoal.

Every oil crisis the idea of gas generating is suggested, with either more or less seriousness. Long after Gaza-uto or Imbert, the two specialists of the 30s and 40s, with Gohin-Poulinc and Panhard, Calberson has made his point that the years since then gas generation remains a possible solution for urban journeys. It is clear that this will never have the energy value to work miracles and already he is working with acetylene.



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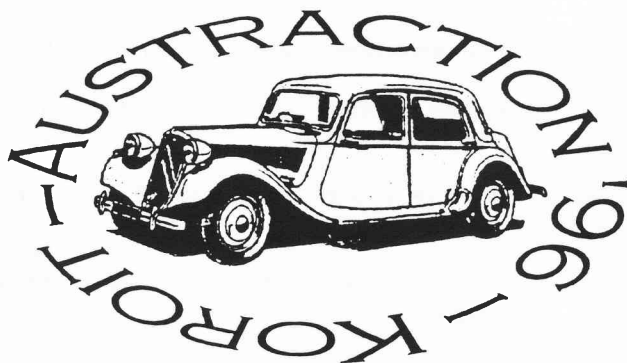
BUT TO BE SURE OF BEING IN THE MIDST OF THE ACTION,

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ARRIVE SHEPPARTON 12 MIDDAY – MEETING POINT ROB LITTLE'S FOR BBQ LUNCH.

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ORCHARDS ETC.

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YOUR SLEEPING QUARTERS.

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MOTORCYCLE COLLECTION.

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LEAVE FOR MELBOURNE VIA MURCHISON & POSSIBLY VISIT DAY'S MILL AND
THEN PROCEED TO WINERIES [CHATEAU TAHBILK, MITCHELTON...] AT NAGAMBIE.

RETURN TO MELBOURNE LATE AFTERNOON.

ACCOMMODATION COST FOR SATURDAY NIGHT APPROX. \$50 PER COUPLE
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OF SMITH & CITROËNS

"It is the Cadillac of France," the Citroën mechanic told me. "You will be very 'appy"

"I hope I'm not too happy," I said. "I'm only taking it out for the weekend I shouldn't want to fall in love."

It was a new pearl-white DS-21 with upholstery the colour of a good red Bordeaux.

"Please to get in," said the Citroën man. "I show you how she work."

We got in. In a moment the whole car rose like a cake.

It was adjusting to our avoirdupois, regaining its aplomb, the man explained.

We spun around the block. He briefed me on all the pips, levers, switches, gauges, pedals and cranks, and the knob by which one can raise or lower the chassis—even at 60 miles an hour.

"And the brake, monsieur," he said. "She is on the floor, eh? This little button. Like a *champignon*. How you say a mushroom, yes?"

"Oui," I said. "The brake is a mushroom."

"Don't worry," he said. He gave the glove compartment a pat. "In here is the little book. You read French, Yes?"

"No," I confessed. "But my wife reads French. Yes."

I drove the Citroën home. I felt like a schoolboy on his first assignation. My performance was not flawless. The DS-21 is not a vulgar Wench

from Detroit, insensitive to loutishness and stupidity. She must be courted, not forced.

I shifted like a bear. I couldn't find the brake. I kept waving my foot around in the air above it.

"Mushroom," I had to remind myself. "A little mushroom on the floor. Yes?"

I parked in the driveway.. My wife came out and walked around the Citroën.

"It's gorgeous," she sighed. "It's so — French!"

"You are a Francophile," I told her.

Gribble popped out of his house across the street.

"What've you got there, Jack? A new car already?"

"It's a Citroën," I said. "I'm just trying it out."

the Citroën a road test. I wore the red beret I had brought home from Paris.

"After all," I pointed out, "I can't very well wear it in the Dodge."

We headed out the freeway to Malibu. I was still having some trouble with the stick. We changed speeds like a bad horse.

"I'm doing something wrong," I admitted. "Get the book out of the glove compartment."

She got the book out and thumbed through it.

"Here it is," she said. "*Changement de vitesses*. Changing speeds. It says *manoeuvrez sans brutalite le levier*."

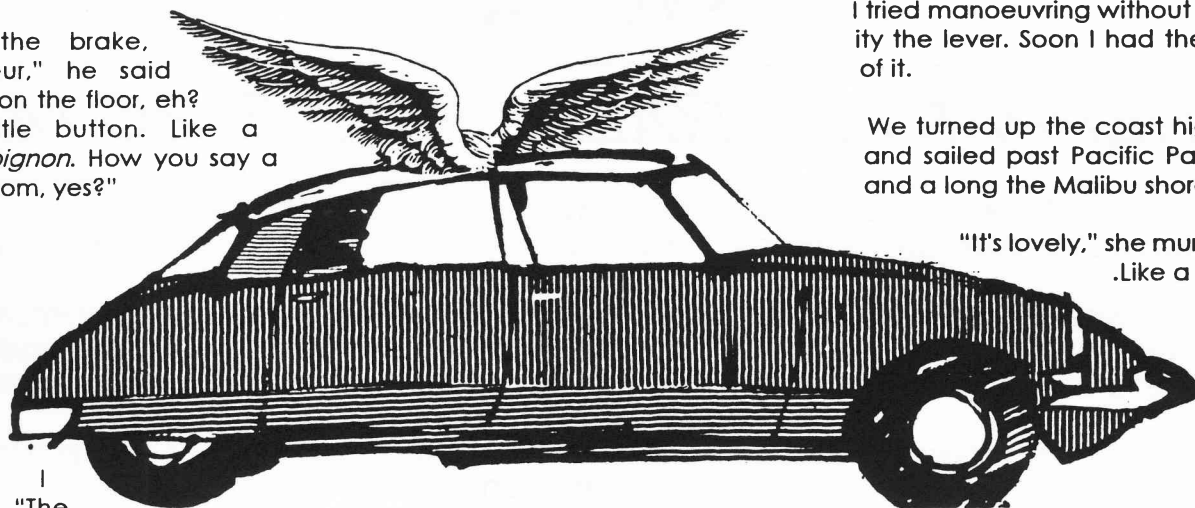
"What's that mean?"

"It means manoeuvre without brutality the lever."

I tried manoeuvring without brutality the lever. Soon I had the hang of it.

We turned up the coast highway and sailed past Pacific Palisades and a long the Malibu shore.

"It's lovely," she murmured. "Like a cloud."



He eyed the car sceptically. Gribble is a bigot about cars. He's afraid of anything foreign, especially French

"You know what it looks like?" he said. "A clam."

"Well it ain't no clam," I told him. "It's one of the sweetest cars ever made. You're a Francophobe, Gribble."

We left early the next day to give

"Keep that book open," I advised. "I haven't mastered it yet."

She began thumbing through the book. "This is cute," she chortled. "You know what the brake is? *Un gros bouton en forme de champignon*. A large button in the form of —" "Yes, I know," I said. "A mushroom."

I asked her to find out how to raise the chassis while travelling 60 mph.

(CONTINUED ON PAGE 17)

OF SMITH & CITROËNS

She studied the index. "This must be it. *Reglage de la hauteur au-dessus du sol.* Regulation of the height above the soil." She read the instructions, translating for me.

I raised the lever to the highest notch. Slowly the Citroën ascended. We passed a man in a blue Chevrolet. He gave us a glance of casual interest. Suddenly his eyes widened his mouth fell open.

"He thinks we're taking off," I said.

I lowered the lever. We sank back to normal.

"There's a stop ahead" My wife warned.

I was waving my foot around, looking for the brake.

"*Le champignon!*" she shouted. "The mushroom!"

My foot found the button. We slowed like a ball on a rubber string. I realised I ought to shift down. I manhandled the stick. We lurched into third.

"*Manoeuvrez sans brutalite le levier,*" she reminded me.

At the stop light the man in the blue Chevrolet pulled up beside

us. He stuck his head out and regarded the Citroën suspiciously.

"Watch this," I whispered. I raised the lever for *reglage de la hauteur.* The Citroën began to rise. The man's face went stark.

"Am I crazy?" he shouted "Or are you going up?"

"It's not us," I shouted back. "It must be you. You're going down!"

The light changed. I touched the throttle and brutalised the stick. We shot away.

We took Mulholland Highway over the mountains. I wanted to try the Citroën to on curves and bumps. I took the curves hard and steered

for the rough spots. It was like a cloud.

"Notice anything?" I cried.

"Yes! You're driving like a maniac!"

By the time we hit the Ventura Freeway and headed home I was the Citroën's master. We floated along like two angels.

"Gorgeous," my wife said. "Absolutely dreamy."

I felt happy as a bird. I found myself humming. It was a tantalising tune, but I couldn't quite place it.

"What is this?" I asked, humming it again.

"*Mademoiselle de Paris,*" she said. "It's French."

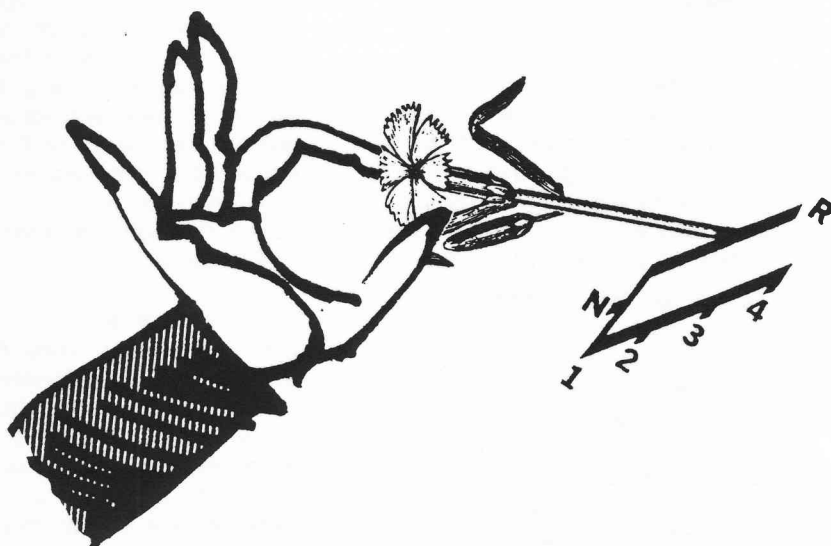
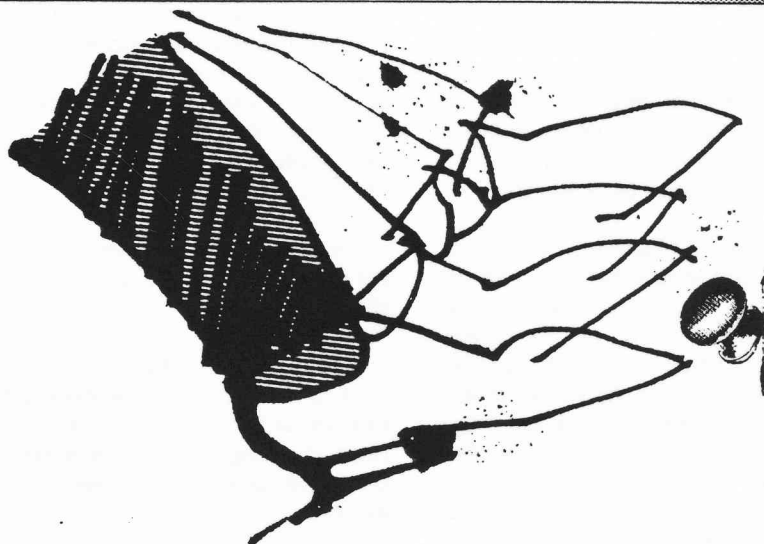
"Good Lord!" I thought. "I've been brain washed!"

"Well, how do you like the Citroën?" the mechanic asked when I took it back.

"Beautiful," I admitted. "But it's a little different from my Dodge — handling, that is."

"*Oui,*" he said "*Vive le difference?*"

Written by Jack Smith and reprinted from "Road & Track", July, 1966, from a copy kindly lend by DS owner, Bruce Dickie



DOROTHY FIXX – ADVICE TO THE VEHICULARLY DISTRAUGHT

ADJUSTING FOUR CYLINDER CLUTCH ASSEMBLIES – ONE METHOD



Over the years I have been asked to drive a number of Tractions in order to assess the feel and drivability of the cars. While some of them have been delightful, others have been spoiled by various deficiencies.

One major deficiency that can spoil an otherwise brilliant motor-car is the quality of the clutch engagement. A clutch that engages smoothly and progressively over the length of its travel is important to prevent shock loadings being transmitted through the gearbox. Depressing a smooth clutch can even be acting as a shock absorber when rounding a low speed corner in second gear, or traversing pot-holed surfaces at low speeds.

A shuddering or rapidly engaging clutch can be cured. The workshop manual refers to two fixtures: 1701-T and simplified fixture MR 3457/11. Both these fixtures provide adjustment conditions in the loaded position as if the clutch pedal were depressed and the clutch disengaged. Obviously, if you have the expertise or connections to make MR 3457/11 or can find a 1701-T, then by all means use it. These are the ideal methods by which to perform the adjustments. However, it is not a perfect world; I don't have these fixtures and hence I have arrived at the following method, which over the years has worked well for me.

Before we begin, a few precautions. Now is a good time to change the flywheel spigot bearing and the clutch thrust bearing. NSK 7207BW-407 is an acceptable alternative to the original thrust bearing but its use requires modification to the tin dust shield and cover that retains the bearing in the thrust block. Clean the flywheel and pressure plate very carefully and examine the working surfaces for scores or roughness. The instructions to rectify the flywheel are on page 45, Op 116 par 3/4 of the workshop manual. Examine the pressure plate springs toggles and fingers for damage

and wear. You may choose to dismantle the pressure plate to test or replace the springs if they can be obtained. They can be tested for load/length specifications by a reputable clutch specialist if desired. A quick test is to"

- examine for evenness in height by standing on a surface plate or sheet of glass

- place two springs at a time end to end in the vice and partly compress them [very tricky]. Compare the lengths and weak springs become obvious by their shorter length.

Examine the wear on the contact face of the clutch fingers. It should appear rounded but will probably have a flat worn onto it. Choose the best you can. If you choose to dismantle, rectify and reassemble, then be sure to clean and roughen the friction surfaces with emery paper on both flywheel and pressure plate, in order to deglaze the working faces.

Now, proceed as follows:-

- 1 Fit the flywheel to the engine, mounting the new spigot bearing, lightly greased [HTB grease], the closing plate and nuts torqued to 18 ft lbs. Turn back locking flanges and the closing plate against flywheel nuts. NOTE: The six nuts are tightened on a "Star of David" pattern, to prevent distortion.
- 2 Place the pressure plate and friction plate onto the flywheel using an old primary shaft as a mandrel to align the friction plate with the spigot bearing. Fit spring washers under heads of the set screws and tighten to 14.5 ft lbs [☆ pattern again]. Incidentally the new thickness of a friction plate is 11mm. Be sure there is sufficient lining material on the plate you intend using. If you are having yours relined, select friction material as close to the original as you can. Soft linings can produce a

vicious clutch.

- 3 Ensure that the peening of the toggle nuts is removed with a hacksaw blade and that they can be turned smoothly on the toggle bolt. A little WD-40 or similar can help; but DO NOT contaminate the friction linings.
- 4 Fit the thrust race into the bell housing and fit the thrust race return spring. Undo the cross shaft return stop screw and lock nut in order that the thrust race can go FULLY IN on its side. Lightly oil the slide surface.

Condition 1: 11 BL, 11B and early Slough cars with cable clutch. Screw in cross shaft return stop screws until it just touches the shaft's return stop lever. Now screw in a further two turns and tighten lock nut. [This screw will need to be set again later and then reset at the end of the operation.]

Condition 2: L15 and B15 rod operated clutches. To prevent fouling of the clutch lever on the radiator cross member a distance of 155mm must exist between the rear face of the bell housing and the centre line of the clevis pin hole in the lever. Set the stop screw to give this condition.

- 5 Mount the bell housing [gearbox removed for lightness] using only the 12mm headed screws either side of the housing. The camshaft dog, flat sided set screws and large bolts are not necessary as the housing will be removed later. Turn the flywheel so one finger is visible through the front of the bell housing.
- 6 Now, release the lock nut on the stop screw while holding the stop screw stationary with a screwdriver. Tighten the stop screw one full turn and retighten lock nut. This corresponds to the point of contact between the clutch fingers and

(CONTINUED ON PAGE 19)

DOROTHY FIXX – ADVICE TO THE VEHICULARLY DISTRAUGHT – ADJUSTING FOUR CYLINDER CLUTCH ASSEMBLIES – ONE METHOD

the thrust race, and when returned to the previous position the stop screw then serves to give 1mm running clearance from the fingers to the thrust race. NOTE: Do not worry if the fingers do not contact the thrust race at this point. It is probable that they won't.

- 7 Reference finger adjustment. Using a screwdriver and a 14mm spanner turn the toggle nut so that the finger comes into contact with the thrust race. Access is gained through the bell housing frontal aperture. Test the degree of contact by pushing on clutch withdrawal lever...aim for soft contact. DO NOT be tempted to take a short cut at this point and adjust the other fingers this way! it will NOT be ACCURATE. The first toggle is adjusted in this way merely as a reference for accurate measurement to adjust the other fingers.

- 8 Remove the bell housing and reset stop screw of the cross shaft by screwing OUT one full turn. Tighten lock nut. The thrust race running clearance has now been set.

- 9 At this stage you will need access to a good quality vernier calliper with a depth gauge facility and a 30cm steel rule to use as a straight edge. Placing the straight edge across the pressure plate housing EDGE ON so that it passes over the contact surface of the reference finger [previously set], measure with the depth gauge vernier the distance from the TOP EDGE of the steel rule to the clutch finger contact point. This point is rounded so make sure the depth gauge pointer is on the very top part of the finger's contact surface. You will find you will be able to hold the vernier and straight edge together and rock the pointer across the finger to "feel" the point at which the gauge is most accurate. The vernier at this point MUST BE perpendicular to the pressure plate housing. When satisfied with the

reading LOCK UP the thumb screws on the vernier to PRESERVE this measurement.

- 10 The aim is now to bring both of the other clutch fingers to the same height setting as the reference finger. Adjust each in turn, paying particular attention to accuracy. Rock the vernier to get a good feel for the measurement, as before, and compare the feel to the reference finger often [aim for a "light" touch]. Once you are satisfied with the three settings bounce the face of an engineers hammer against each finger contact point and re-check the measurements of all three fingers. Re-adjust if there is a change. You may have to reset the vernier to the reference finger if it has also changed.

- 11 Once the settings are stable, punch an amount of metal from the toggle locknut into the toggle slot to fix the adjustment.

- 12 Replace the bell housing, remembering the camshaft drive dog and tighten all set screws. Fit the flywheel closing shield and large bolts. Tighten well. Check that 1mm running clearance does exist between clutch fingers and thrust race. If not, re-adjust clutch shaft stop screws.

If you have been very particular you should now have a very smooth and progressive clutch.

Ms FIXX WOULD LIKE TO TAKE THIS OPPORTUNITY TO THANK CCOCA MEMBER GERRY PROPSTING FOR THE TECHNICAL ADVICE AND EXPERTISE IN PREPARING AND WRITING THIS ARTICLE.



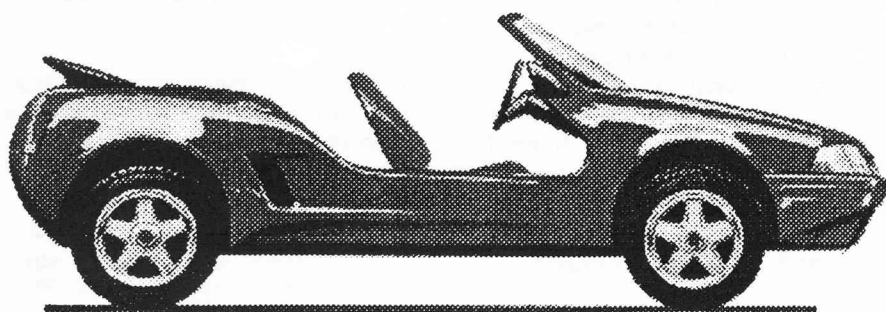
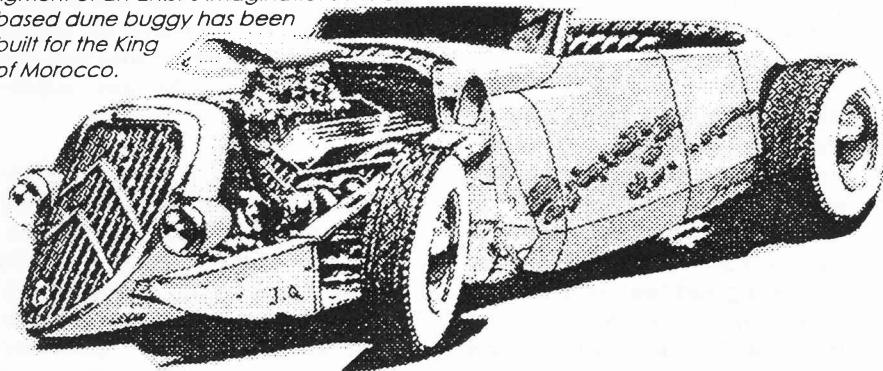
YOU CAN BE STIFF...AND OTHER DISCONNECTED JOTTINGS

Saw a note about a woman in the UK, watching the lottery results on TV.

"My God, My God", she said, "I've won, I've won", and raced outside to tell her friends. In her haste, she left the iron on or the toaster on or whatever, and it burned her house down. Rough justice, you might say.

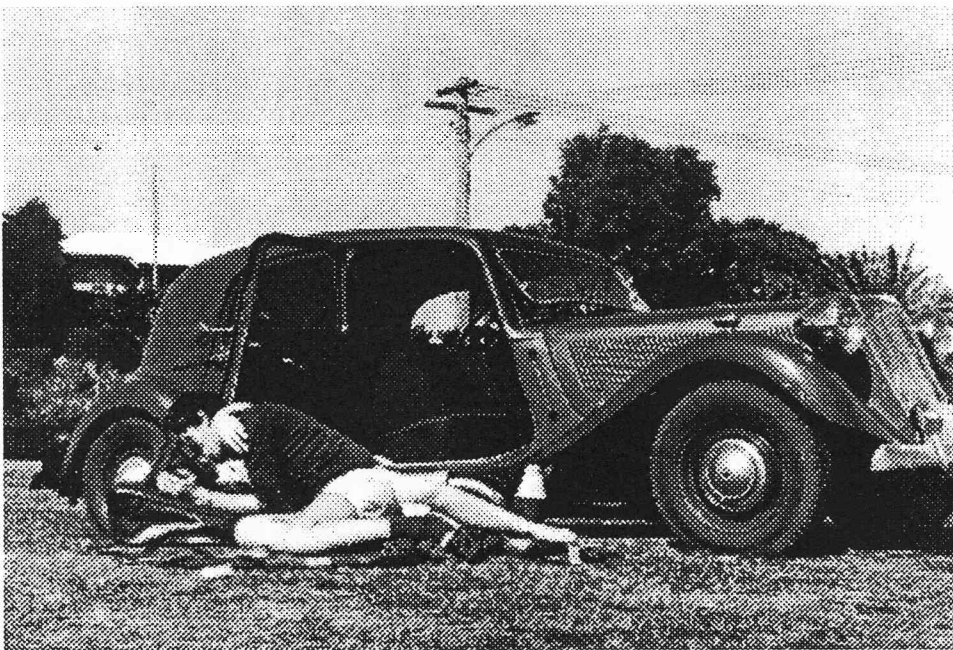
But that's not all. When the smoke had died away, she took another look at her ticket. She'd misread the numbers, and hadn't won the lottery at all!

Below: Two cabriolets that may interest members. The DS based example is just a figment of an artist's imagination. The BX-based dune buggy has been built for the King of Morocco.



BRaille WAIL

At Christmas, a friend had given a blind man a nutmeg grater as a



gift. Seeing the man a couple of weeks later, she asked him how he had liked it.

"Terrible", he said, holding up bandaged fingertips. "It was the most violent thing I have ever read".

PERSONALLY SPEAKING

Sex can be a victim of modern life, reports the Herald-Sun of 11/9/95, with couples, who feel they don't have the time or inclination for sex, increasingly turning up at fertility clinics to try to have children that way.

On the same day, the Financial Review reports that people who put their family first tend to do better in life and earn more money. US work indicates that by comparison, ambi-

tion, willingness to work long hours, and determination do not seem to matter. Even employers are urging workers to have a balanced life.

The answer seems obvious. Have more sex, and spend more time with your family. A hobby which combines both would seem ideal. Motoring outings such as those put on by CCOCA's Activities Officer can be enjoyed by all family members. There is even evidence that Citroën outings can enhance your sex life! If you doubt that, look no further than the photo in this issue of CCOCA members doing just that, many years ago.

Bill Graham
Editor

CCOCA SPARES

MEL CAREY HAS ADVISED THAT HE IS REVIEWING TOTALLY THE LIST OF SPARE PARTS, BOTH WHAT IS IN STOCK & WHAT IS REQUIRED BY MEMBERS.

THIS WILL BE COMPLETE IN TIME FOR THE NEXT EDITION OF FRONT DRIVE – GUARANTEED!

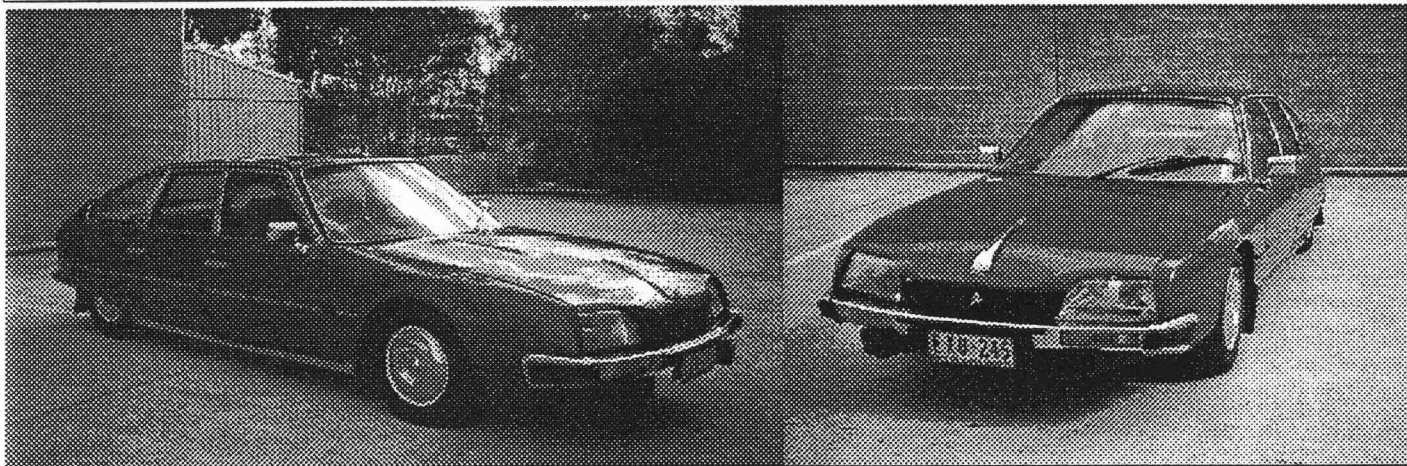
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