

FRONT DRIVE

FRONT DRIVE — AUSTRALIA'S NATIONAL CITROËN MAGAZINE

**MARCH/
APRIL 1998
VOL 21, ISSUE 6**

**HORSE SENSE —
BUYING A 2CV**

**POWER & POLITICS —
WHY FRIENDS IN
HIGH PLACES HELP**

**LIGHT 15 RESTORATION —
A PERSONAL STORY**

BUMPER CLASSIFIEDS



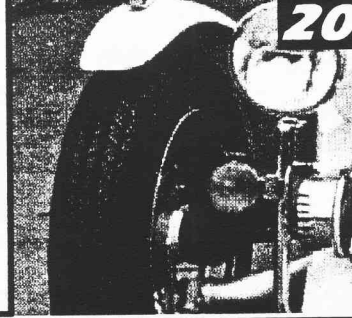
FRONT DRIVE

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POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB
OF AUSTRALIA INC.

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CCOCA MEMBERSHIP

Annual Membership	\$30
Overseas Postage Add	\$9

CCOCA memberships are due on the
25th of March, each year and run until
the following March.

CCOCA MEETINGS

Every fourth Wednesday of the month,
except December.
Venue:- Canterbury Sports Ground
Pavilion, cnr Chatham and Guildford
Roads, Canterbury, Victoria.
Melway's Ref 46 F10.

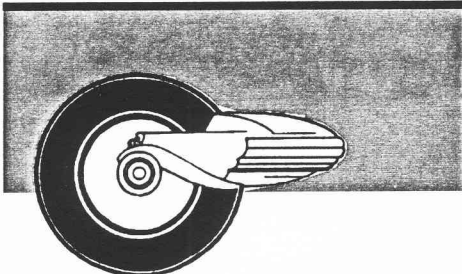
HONORARY LIFE MEMBERS

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JACK WEAVER	1991

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from the desk

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By now I am sure you are getting tired of the inserts that get delivered with Front Drive. But this time round the inserts are really very important. Please read them and act upon them. With this issue you will find your Membership Renewal. Please ensure that the information that is shown is correct, make any alterations that are needed, include your E-mail address, if you have one, and return it with your cheque, money order or credit card details to the Secretary to ensure your membership remains current.

Now, this issue; there's advice on buying a 2CV, taken from a number of sources. From the Citroën Club in the USA there is a interesting insight into French fiscal horsepower and the automotive need for friends in high places will I am certain create a stir amongst Tractionists in general and Big 6 owners in particular.

Geoff Hooler has contributed the second edition of Member's Models and it makes very interesting reading. I am on the 'look out' for a member's model for next issue. So, if I am editor again next year, when the 'phone call comes, be prepared.

Ex-Citroën owner and ABC film buff, John Hinde, has generously allowed us to reprint his article describing an unusual D-related holiday.

There are so many Classified ads this issue I have had to reduce the type size to fit them all in. Through Traction Avant Nederland we have some quite rare vehicles for sale. This could be your only opportunity to buy a 1934 7S or a real French 15/6. So, get reading!

Attractions, both local and international, and recent events, book reviews...it's all Front Drive — for Citroënists who want it all!

I trust you will all have a great read,
Leigh F Miles
Editor.

PS: There has been some trouble with my Email recently. It appears to have changed address of its own accord. So, to Email me direct with things for Front Drive try
business_direct@email.msn.com
without 'au' at the end.

PPS: Remember, Austraction is just around the corner. Austraction '98 is being held in Mt Gambier, South Australia and full details and the booking form will be posted to you in the next three weeks. So, keep the weekend of June 5 to 8 free for the biggest event of the CCOCA year.



prez sez

Well here we are again drawing to a close yet another CCOCA club year. It really doesn't seem 12 months since our current committee got together.

First of I would like to thank all the committee for the effort they have put in this year.

Every committee member has worked hard both in working in their position and on their position to improve efficiencies in the running of the club. It has been a great year for the club with a dramatic increase in membership enquiries and cars hitting the road for the first time in many years. The events have been many and varied with numerous high points including Austraction in Canberra, the technical night at Auto Nursery, the Christmas function at the Historic day at Rob Roy Hill Climb and all the others that have slipped my mind.

The Committee have also put in a lot of work sorting out and reading through our constitution. It has been a number of years since it has had a good look at, and there were a great number of items that are not relevant or contravene current laws. One of the more amusing items was the one where people applying for joint membership were required to produce their wedding certificate within 6 months of being married to qualify. As a founding member of this club I can't ever remember seeing one.

A copy of the revised constitution is included with this magazine for your perusal. And this very important document requires to be ratified at the AGM on the 25th of March. To be honest, nothing of importance has been changed and the spirit of the Club will remain unaltered, but finally we will have a document that makes sense and doesn't contradict

itself.

Speaking of the AGM, if you are serious about your marque of choice, and serious about ensuring that CCOCA is around to help you restore, maintain and enjoy your Citroën. It is a must that you attend the AGM or at least send a proxy voting form in. With CCOCA becoming a truly national club it is difficult for people to travel from the far flung corners, so it is more important than ever for the proxy system to be used, and for the Victorians to come out in force to meet the corium level. Besides, it is a fun night and we get the serious stuff out of the road so we can get onto the more serious stuff of chatting, eating, etc etc.

Finally thank you to everyone for making this the most enjoyable and satisfying year I have spent on this committee.
President Pete.

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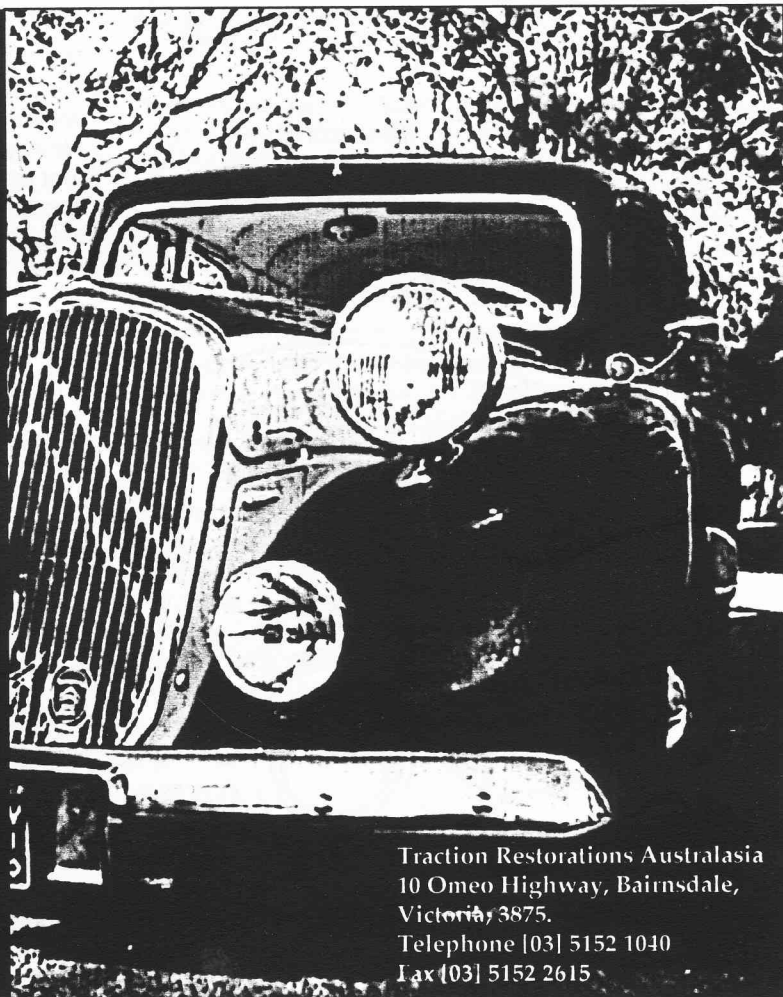
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a-tractions

MARCH

FRIDAY 27TH — TRAMCAR DINNER

Please note the change of date and see the display ad below for full details.

WEDNESDAY 25TH — ANNUAL GENERAL MEETING

Make your vote count and be sure to either be at the AGM or send your proxy forms in to the Secretary to ensure we make a quorum, the first time around.

This year the AGM is especially important as the Committee will be putting to the membership a number of changes to the Constitution. Full details of the AGM, including the planned alterations to the Constitution, proxy forms, nomination forms for Committee positions will all be posted to you late in February.

So, show your support, come along [or send in those proxy forms] and be present for the election of Office Bearers and presentation of the Club's financial statement. Supper, naturally, will be provided.

APRIL

EASTER EVENT — CITIN 1998 BUSSELTON, WESTERN AUSTRALIA, APRIL 13TH — 16TH

The Association of Citroën Enthusiasts [Perth] will make Citin '98 a truly memorable event. Busselton is a thriving resort some 2½ hours south of Perth and ½ hour from the well known Margaret River and its surrounding wine district.

Our venue is the Broadwater Resort on Geographe Bay, 6½ km from the centre of town. [Busselton is very long, but only two blocks wide!] The resort has its own shopping centre and other facilities. ACE have booked a number of 6 berth, fully self contained chalets. So, contact friends and form a group of 6. Bookings must be forwarded to Carmel Borg in Perth.

Alternatively, you may be interested in linking-up with some members who are driving the long way to Perth. CCOCA members Larry and Pamela O'Carroll along with Joe and Helen Schembri are planning this little excursion.

The group will be camping at all stops and it is a 'BYO EVERYTHING' trip. Registration must be made as soon as you get this issue of Front Drive, as official registration closed February 28!

The itinerary is:

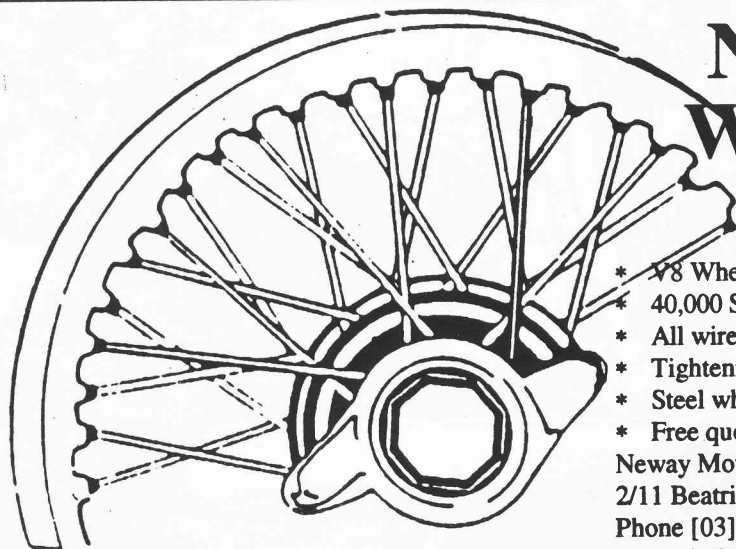
Day 1	27 Mar	Sydney to Cobar	630km
Day 2	28 Mar	Cobar to Broken Hill	449km
Day 3	29 Mar	Broken Hill to Port Augusta	405km
Day 4	30 Mar	Port Augusta to Coober Pedy	535km
Day 5	31 Mar	Coober Pedy to Mt Ebernezer	600km
Day 6	1 Apr	Mt Ebernezer to Uluru	70km
Day 7	2 Apr	Free Day	
Day 8	3 Apr	Uluru to Giles area	370km
Day 9	4 Apr	Giles area to Warburton	327km
Day 10	5 Apr	Warburton to Yamarna	325km
Day 11	6 Apr	Yamarna to Laverton	362km
Day 12	7 Apr	Laverton to Kalgoorlie	363km
Day 12	8 Apr	Kalgoorlie to Perth	563km
Day 13	9 Apr	Perth to Busselton	233km

Contact Larry O'Carroll on [02] 4579 1051 or Jim Schembri on [02] 9629 1573 NOW if you are interested in this once-in-a-lifetime journey.

WEDNESDAY 22ND — GENERAL MEETING — NEWAY WHEELS

Join the Club for an interesting and educational trip to Neway Wheels, in . Learn about wheel refurbishment. Not just Citroën wheels, but wire wheels and other specialist equipment.

Meeting commences at 8.00pm, at Neway Wheels, 2/11 Beatrice Ave, West Heidelberg, 3081. Phone 9457 3141.



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Booking essential

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1998

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Ex-editor of Front Drive, Bill Graham, has been prowling the international Citroën press to keep members up to date with events overseas that may be of interest. If you are planning an overseas trip, the idea of linking into a Citroën event has great merit. Members who attended the 10th International Citroën Car Clubs Rally in France in 1995 returned having made new friends and with wonderful stories. Nothing in Australia can prepare you for the size of these Meetings. The 11th 2CV World Meet in Slovenia in 1995 attracted almost 1,500 cars and over 3,000 people. The 12th International Meeting of 2CV Friends, held in Holland in mid-1997 attracted over 3,500 vehicles. If you are planning an international trip and a Citroën Event is concurrent, you should certainly consider attending.

MAY & AUGUST, 1998

Raid Vendée — A 5-day ramble through Western France. Full details of these Events were included in a recent Front Drive and it known that spaces are limited and were filling fast. But, contact Alan Brown at Les Robliniers, 851 10 Ste Cecile, France. Tel 0011 33 2 51 40 22 74

MAY, 1998

Fifty Years of the 2CV, Paris and 2CV Tour de France. Further details on this can be obtained direct from Alan Brown.

AUGUST 21-23, 1998

11th International Citroën Car Clubs Rally, Chevetogne near Lamur, Belgium
With 4,250 Citroëns at the 10th Rally, this has to be a 'must see'. Bob and Joy King [CCCV] organised a group for the 10th Rally and it is understood they are at the 'considering' stage with respect to a repeat effort in 1998. The Kings can be contacted of [03] 9807 0223.

AUGUST 28-31, 1998

2CV GB International and 50 Years of the 2CV, Worcester. Further information can be obtained from Barry Annells, 12A Barton Place, London Rd, Burpham, Guildford, Surrey, United Kingdom, GU4 7JT. Tel 0011 44 1 483 576 216 [AH].

SEPTEMBER 13 - OCTOBER 6, 1998

Historic Route 66 Special for DS across the USA
This is being organised by CAAR-Netherland and will reenact a 1993 Rally which involved travelling from Washington to Chicago and then via Route 66 to Los Angeles. The event will be limited to DS/ID models and will cover 300-350km per day. Basically, it is a camping trip. It is necessary to be a member of CAAR. Contact is CAAR-Nederland, Frankrijklaan 3, 2034 BB Haarlem, Netherlands. Tel 0011 31 23 536 0418 or fax 0011 31 23 536 3517.

1999

13th International Meeting of 2CV Friends — Greece

2001

14th International Meeting of 2CV Friends — Austria.

EVENTS R US!



to remember

For many, January means holidays. It's a time-honoured tradition — for better or for worse. Here, John Hinde of ABC TV film presentation fame shares one summer holiday experience.

In the Summer of 1966, there was a house we could rent for 10 days at a place almost no one knew about, down the coast from Sydney. For the rest of our three-week break, we'd rented, blind, a 'farmhouse' way over the mountains, right under the western foot of the Snowys, at Talbingo, near Tumut. ['We' is half a tonne of luggage, Barbe — a novelist who lets me share our house — and our daughter, Roz, who was studying zoology at uni.]

I wanted everything to go just right. So, in one of my alternate personas, as a brilliant automotive mechanic, I forgot to re-couple one of the back wheels of our old Citroën to its gloriously, uniquely Gallic hydraulic

suspension. For the next 200 kilometres or so, the wondrous Citroën would carry us at highway speeds with never a lurch or a warning. We never knew she was doing it with only one back wheel touching the road.

Down the coast, Mystery Bay turned out to be perfect. Right below the house, there was this huge rock-bound pool, three-and-a-half metres deep, sharkproof and so clear you could see the sand grains. It was perfect for swimming and mucking around.

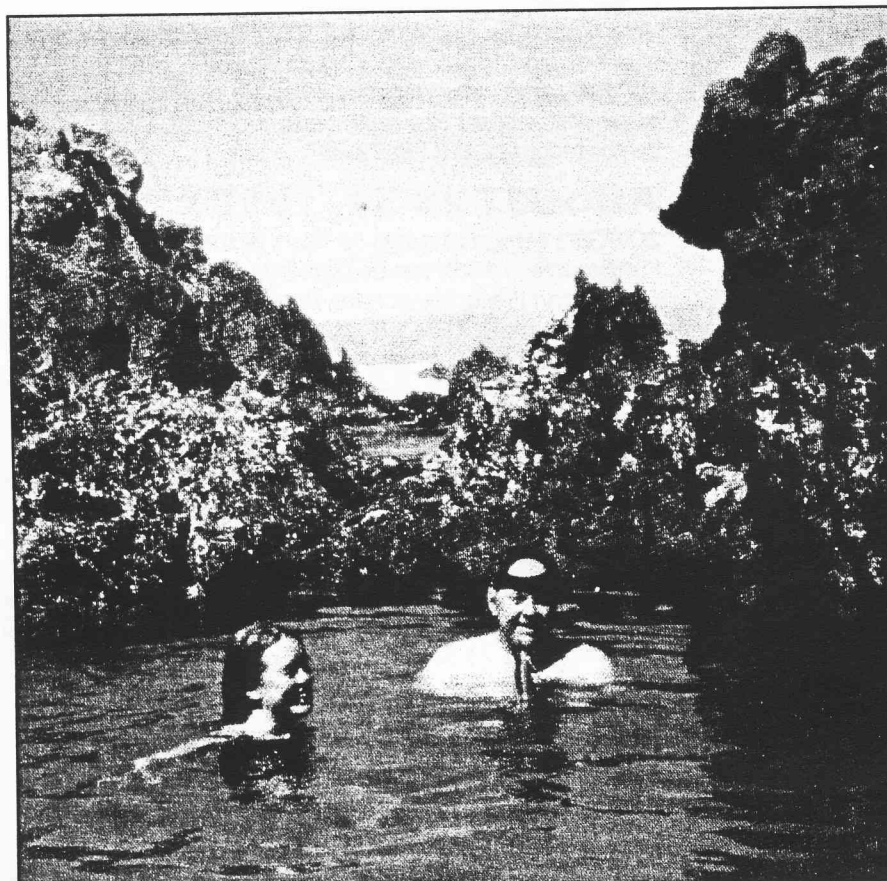
To the north, a headland stretched out into a long tidal rock ledge studded with strange circular sinkholes, wider than I could stretch

across, deep enough to snorkel in, and crowded with life...including hostile green eels. At the south end, there were abalone in the shallows. And infinitely more...and almost no one there but us. When we hauled across the mountains to stay a night in Canberra, the only thing we were glad to leave behind were the mosquitoes.

After 11 days of running faultlessly on three wheels, finally, on the bumpy 'short-cut' from Canberra to Tumut, the Citroën's overloaded suspension blew out and left her flat and dead on the gravel. While we waited for someone to pass, we followed a trail of bent shrubs back 25 metres into the bush and recovered the car's blown-away bit, the size of a small cannonball.

By mid-afternoon, car and all were dangling at the end of a crash-repair crane at Tumut's NRMA garage. The terrific guy who owned the place said he didn't know about Citroëns. I said I could fix it. The family looked worried. He offered work-space and tools. So we took a local taxi eight kilometres, or so, out to the Talbingo house. The friendly next-door farmer told us about the fishing and how you never have to worry about snakes. From his son, for about sixpence a mile, I hired an old ute with a gallon water-bottle in the back. [This was before decimalisation, and I'm not going to translate, except to say this was a steep price considering the ute on offer.]

When the ute and I got back, Barbie met us. Her eyes brilliant and mad. She said 'I killed a snake. I dropped a stone on its head.' She had...and hung it on the fence. It looked evil. Two metres long. Back then, killing snakes was brave and politically correct.



So, as the sun went down, we had eggs and Tumut sausages for dinner. Then slept. Believe it or not, breakdown and all, we'd had fun. While we waited for car parts from Sydney, we swam in the Tumut River...as cold and keen and beautiful as a blue steel knife.

I thrashed a line about without much hope because, while I love fishing, I'm uneasy when I land one. But this time, a trout attached itself before I had time to think. Next day there were a few more.

Barbe and Roz, meanwhile went zoologising in the bush but never brought home another snake. I began a daily run to and from the Citroën in Tumut, filling the hired ute's leaky radiator twice each way from the gallon jug. Deprived of transport, Barbe and Roz found a special creek where they could bathe and be a lot warmer than in our brilliantly cold river. We all went there together in the last couple of days, after I'd privately said 'sorry' to the Citroën and got it back on the road.

There were dragonflies. There was a blue kingfisher eyeing us. We just lay around in the pool. It was so quiet, it was like being in painted Roman myth [not Greek, because we had togs on]. After a while, big shiny yabbies started coming out of their caves in the banks. They looked us over and waved a claw at us now and then but they never took a nip. We could have put a bait in and taken a billycan-full back to the shack for dinner. But they were far too fine in their handsome, macho way, and the place was so beautiful, so quiet, so full of life. We stayed until the dragonflies had gone.

It would never have been anyone's dream of a holiday, with not one chef-driven restaurant, not one casino, not even a movie house, in sight. All we had was a no-star cottage and a five-star ecosystem —

and it was near enough to gorgeous. When we left, I'm glad we didn't know we'd never see Old Talbingo again. Years back, the Snowy Authority sank the district under the waters of a big storage dam. We would have hated it if we'd known.

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member's models

'JOK' IS ALIVE AND IDLING WELL.

Now you are saying, 'What in the hell is this person talking about? Well, 'JOK' is our 1950 Light 15, which we love very much.

Who are we? Geoff and Denise Hooler from Cronulla, NSW and we have just opened a new business, Denise Howell Real Estate in Cronulla. Now, back to 'JOK'. We purchased him in the late '80s from a very pleasant old man called John Towner, from Port Macquarie, NSW. John was a member of CCOCA and sadly he passed away last year. [I remember that it was with great sorrow that John parted with his car. Ed.] I had a love of Citroëns for many years but had never so much as sat in one, let alone driven one. So, by chance, one Summer's day while acting as relieving Station Officer for the NSW Fire Brigades at Port Macquarie, I saw a gleaming fawn and green Light 15 fly through the streets. I could not believe my eyes — a Light 15, here?

The investigator came out in me; I talked to many people about the car. They had all seen this great old car but it was like the Phantom — it would fly into town and out the other side not to be seen until the next flying visit. After visiting many Clubs and pubs I found someone who had overheard a person say there is a little old man who owns an old car and lives in Port Macquarie. I was getting nowhere fast. I was close to giving up, feeling dejected. How could I go on without finding this car?

You will not believe what happened. Walking down the street I saw the car, with John sitting in it. On the back window a sign read 'FOR SALE, low miles' and a 'phone number.

I was in like Flynn. John started telling me the history of the car. 'It was purchased by a fellow in 1950 and he drove the car for 12 months then passed away. The family knew how much he loved the car and could not bring themselves to sell it, so it was placed in a shed, on blocks somewhere near Camden, NSW. The family mechanic would come around once a month and run the car, give services, change rubbers, etc. This went on for approximately 35 years until the roof of the shed collapsed due to old age.' The car was then sold to John.

On hearing this story, I was gone! There was no chance of having a poker face when it came to negotiating the price, but I did try. 'Well, I have seen better and the price is a bit steep. I might

went John with my new car: down the road, around the corner, up the hill and out of sight. The first ten to 20 minutes I did not worry much. As it past the hour, I can tell you, I was starting to think a lot about Ned Kelly, Ronald Biggs and the like. I thought, why did I pay cash? You know all the things a person would think about as he watched his beloved car disappear into the yonder.

After 1½ hours I was looking for the local Police number when MY car returned. Trying not to look too upset, I coolly walked over to the car and looked over every panel with a signal glance, expecting to see the worst. 'Old' John said, 'I hope you weren't worried, Geoff.' 'Not at all, John', I replied. I assured John that I was not worried at all and

hoped that he had enjoyed his last drive.

I had just remembered that I had ordered four new Michelin tyres and a new battery so I decided they should be on for the trip to Sydney — a little going away present.

Now it was time to go home. The car drove like a dream all the way to Sydney.

Over the next three years my Light 15 was driven every

day of the week in peak hour traffic and I continued relieving all over NSW for the Fire Brigade. Most of the time I had trouble-free motoring. I just enjoyed driving the car so much. I had some mechanical problems, but the biggest problem I found was finding mechanics that knew how to work on Citroëns and would have the car ready when they said...not six months later. I found a good one, but that comes later in this tale.

In September 1991 the unthinkable happened! Our car, parked in our driveway, with Denise and me away



think about it for a while.' With that John said, 'All right, I have other people who are interested.' So, I agreed to his price — it's a nice car, I told myself. John gave me the original plates [ABR 464] but while he had all the original hand books and service history he decided to keep them, which I found rather upsetting.

It was time to drive back to Sydney. I had full tank of fuel, oil and grease. The speedo read 51,000 miles and John turned up and asked to take the car for one last drive by himself. He had a tear in his eye...how could I say no? So off



for the weekend, was attacked by vandals. They slashed the interior, the roof lining, seats, side door panels, then they spray painted the interior. The outside was a terrible mess too — doors, guards, bonnet and turret were all kicked in, for no reason at all.

After long fights with the insurance companies I only had enough money to have the car resprayed. The interior would have to wait.

MORE BAD NEWS...

Six months later a tow truck brought 'JOK' home — what a sorry sight. But I still had enthusiasm; until I looked under the car. The panel beater had jacked up the car on the gearbox, crushing the case. Then he proceeded to drive the car — you can imagine the mess.

I found out later that this had happened in the first week he had it. The last week was worse: 'JOK' had not been started for six months and the beater decided to start it. Say no more — the engine was destroyed and so was my enthusiasm. I could no longer even look at 'JOK'. I left CCOCA and placed 'JOK' in storage, where he remained until 1996.

A NEW LIFE BEGINS FOR 'JOK'

It was about April 1996 I found an old copy of 'Front Drive' and started reading; I started thinking of the good times driving a Light 15. Denise and I discussed the idea of restoring 'JOK'. I made a whole lot of 'phone calls to try and find the right people for the job, but was not happy with the results. Just by luck I was introduced, by 'phone, to a fellow named Mel. We talked at length about the different approaches to restoration. I wanted an ID conversion

and Mel had some other great ideas and suggested we get together on his next trip to Sydney.

Mel and Colleen arrived in May and we discussed our plan of attack and agreed on the what needed to be done. The next step was for Mel to see 'JOK' — a sorry sight. The mice had made a nest inside the seats, the brakes were seized, the engine was seized, the gearbox was smashed; but I told Denise it was a classic. 'Can you imagine how it is going to feel driving down the road in 'JOK' when he is restored?', I asked. 'NO', was Denise's definite reply!

Mel said we could save 'JOK', and Traction Restorations Australasia had its first restoration project.

Over the next 18 months we had an ID conversion installed, new drive shafts,

no — just about every conversion component had to be modified, including the drive shafts. The conversion turned into an expensive nightmare.

My only saving grace was that I was not doing the 4-speed conversion myself. That had been my original plan after speaking with the manufacturer of the conversion kit. He had indicated the kit was perfect; just bolt it together. Mel Carey saved the day on many occasions with his mechanical skills.

During the 18 months of the restoration Denise and I have become close friends with Mel and Colleen and have spent many a night around the BBQ table, sipping red wine and port and solving the problems of the world. That can be another story.

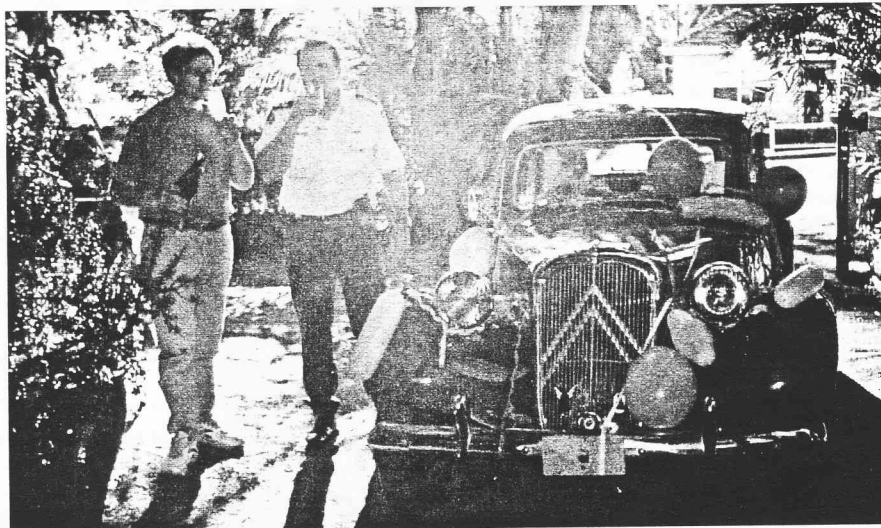
'JOK' returned home in December 1997, fully restored and running like a dream. Since then he has been driven every day in peak hour traffic, we have taken him to the Blue Mountains with Mel and Colleen; since his return we have travelled 1,900 miles, trouble free.

If anyone is thinking of an ID conversion and it may spoil their car, think again. Isn't it

better that we use these cars as much as possible and not just leave them in garages, bringing them out on the odd Club event?

Denise and I cannot thank Mel and Colleen Carey of Traction Restorations Australasia enough. If anyone has any further information regarding 'JOK', we would love to hear from you.

Geoff and Denise Hooler.



full front suspension rebuild, new braking system, silent blocks, new electrics throughout, rust cut from the guards and body, rechromed the headlights, new carpet, leather seats, door trims, roof lining, new timber, new gauges, heater, windscreen, all new rubbers and the list goes on and on...it totalled more than \$35,000.

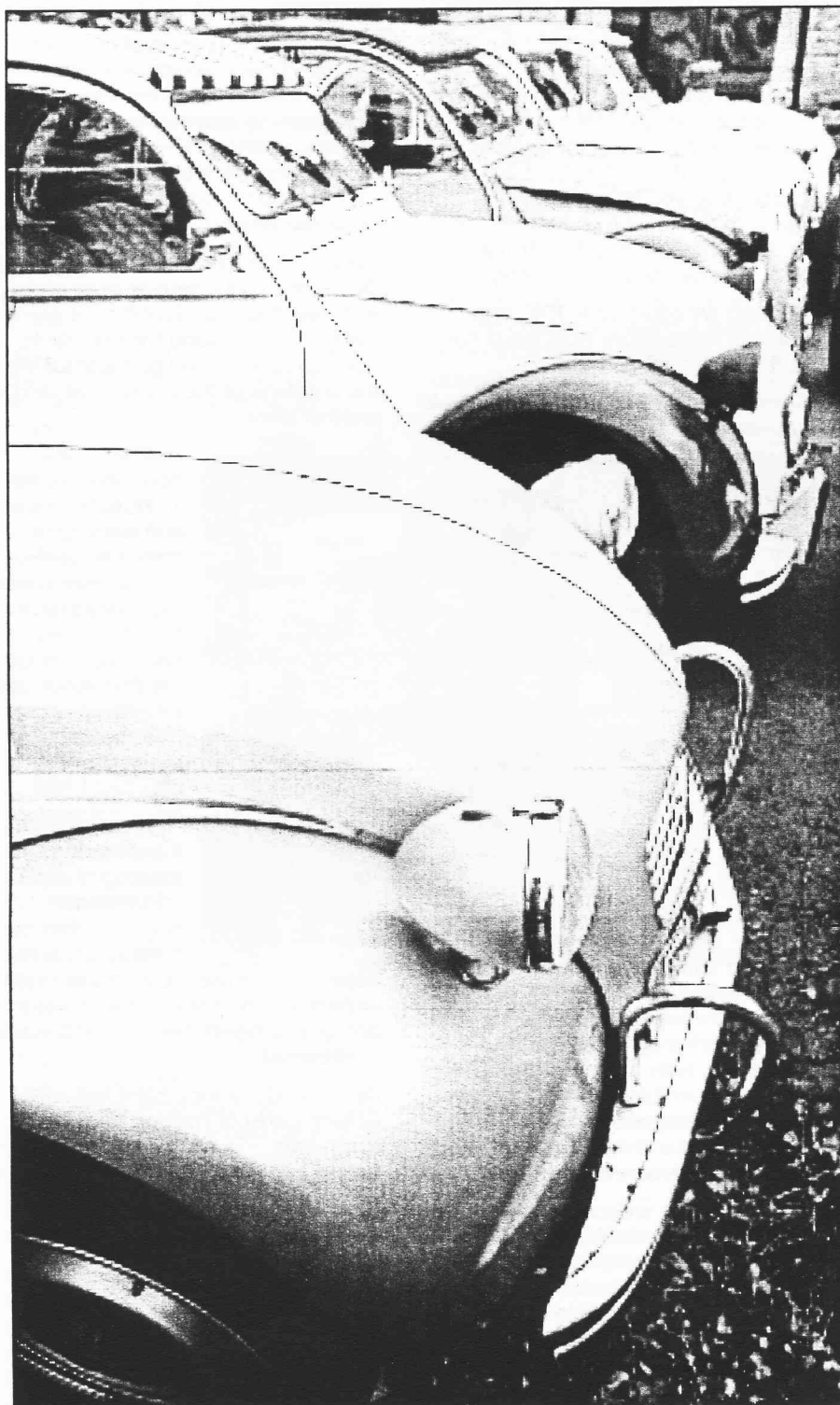
Naturally there were a few set backs that added considerably to the project's cost. Mel had purchased for me an ID conversion kit and new drive shafts from England. Advertised as being designed specifically for a Light 15, they should have fitted perfectly. But,



TECHNICALLY *speaking*

HORSE SENSE

Citroën's 2CV family may not be thoroughbreds but they have stayed the course. Here we investigate the risks of buying secondhand.



The effects of the 1973 oil crisis took away Citroën's last excuse for not importing the famed 2CV, or *deux chevaux*, the mainstay of the Company's French range since time immemorial. Right hand drive versions of Citroën's legendary corrugated animal had been assembled for some time by the French company's importers in Slough, though tightening safety legislation had long since deprived English motorists of new examples.

The eccentric and primitive charm of the 2CV has always guaranteed it an enthusiastic, if somewhat bohemian bunch of supporters — a cult following amongst students, artists and other automotive drop-outs.

Even if the bizarre curved bodywork panelling is for the moment disregarded, the 2CV has enough mechanical curiosities beneath its corrugated skin to make it unique in anyone's books. Its originality and attractions are undeniable and still remain undiluted after five decades and well over five million units of production.

More emphasis was placed at the design stage on the social and practical function of the projected vehicle — it could even be said that the 2CV was the first car to be tailored around the findings of large-scale market research. A wide-ranging

Left: 2CVs at Frome 2CV in Somerset. The cars second and third from the camera are now in Australia, having been imported by Alistair Sinclair a, hopefully, new CCOCA member

Facing page.

Left: Wings attract dents and scrapes. The resulting bare metal is often left to rot, and crudely bodged with filler.

Centre: Bumpers can suffer, but at under £25 each are often cheaper to replace than repair and repaint.

Right: Footwells are notorious for rot, often due to water congregation from leaking hoods. Repair sections are available and fitting is relatively easy.



survey conducted in the mid-thirties had revealed the need for a 'general purpose' vehicle accessible for all sectors of society — even those who had never been able to consider a car before.

HISTORY

To ensure maximum acceptability the new car would have to be cheap, simple, comfortable and reliable — the now famous design brief in fact called merely for 'four wheels under an umbrella' — a description particularly apt for the earliest prototypes, at least one of which had bodywork made entirely of canvas stretched over a light alloy framework. The car's designers were encouraged to dispense with established layouts and practices — numerous different prototypes were evaluated but almost as soon as the design had been finalised and some 250 prototypes built Hitler's advancing Wehrmacht intervened and forced the destruction of all but one of the prototypes. Work continued in secret, however, and by the time of the 1948 Paris Salon it was made known that Citroën would be revealing an all-new car to the public.

To describe the 2CV's debut as sensational would be a serious understatement — with both press and public reared on a diet of technical advancement ever since Citroën's

trend-setting Traction Avant in 1934 the sight of a primitive, agricultural-looking basic small car coming from under the Citroën wraps was met with shock and amazement — a technical disappointment for the pundits, maybe, but a car which was to revolutionise the lot of the French worker seeking mobility for himself and his family.

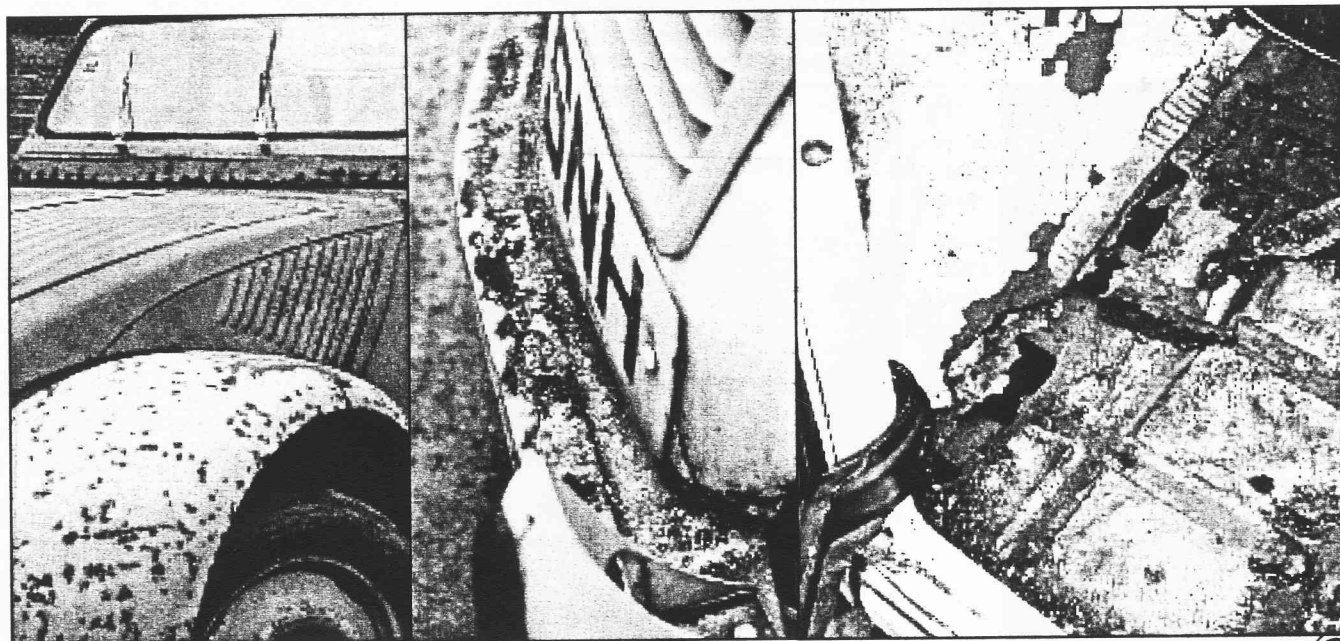
Although the first 'definitive' 1948 2CV model may not have features some of the more way-out ideas of its design-study forbears, such as the lawnmower type string-pull starter, the circular door panels or the hammock seats hung from the roof cross member, its curious styling, air-cooled flat twin cylinder engine driving the front wheels and its interconnected front-rear suspension hardly qualified it for a place in the mainstream of small-car design.

The original engine displaced just 375cc and gave a power output of eight bhp at 3,500rpm — low figures even then. The gearbox has always been four speed, operated by a very direct fascia-mounted lever. The all-independent suspension used — and still uses — leading arms at the front and trailing ones at the rear joined by a common spring. Wheel-mounted friction dampers were employed at first, but eventually gave way to more conventional length-wise mounted telescopic units. One of the original

design requirements for the suspension of the 2CV was that the car had to be capable of crossing a field with a basketball of eggs aboard and not break a single one — though it may seem ridiculously primitive, the 2CV's suspension is able to deal with the irregularities of the French road network much better than a good many more complicated systems.

Simplicity has always been the keynote of 2CV design, though current models must appear very well equipped in comparison with the earliest types. No fuel gauge was fitted, for instance [a dipstick in the tank sufficed] and the speedometer was strapped to the inside door pillar — a convenient place as it happened, for the windscreen wiper was driven by the speedometer cable.

Mechanical simplification [not corner cutting, it must be emphasised] started with air cooling [dispensing with radiators, hoses and water pumps], single piece con rods [eliminating shear-prone bolts but necessitating a much more complicated manufacturing process] accurately machined cylinder heads and barrel jointing faces which did away with the need for troublesome head gaskets, and an ignition system which did away with the distributor [another frequent source of trouble] by firing both plugs at once during each revolution of the engine.



TECHNICALY

speaking

The bodywork might appear stark and flimsy but it is certainly practical — the canvas roof can be flipped back or rolled back completely in hot weather or for carrying long loads; the doors and seats can be easily removed, too, and the wings come off quickly for ease of repair. The range of bodywork colours available took a leaf out of Henry Ford's book, too — the only shade available for a great many years was a mid-gray, ominously reminiscent of certain anti-rust primers.

EVOLUTION

A graphic illustration of the development undergone by the twin cylinder engine in its thirty year history is the fact that its power has increased fourfold from eight bhp to 32 at twice the crankshaft speed; top speed has doubled from 37mph to 75 and fuel consumption, despite the capacity increase from 375cc to 602cc, has remained the same at 47-56mpg.

The engine's first capacity boost was to 425cc in 1954, raising power to 12bhp — minor developments took place continually but the basic format remained unchanged. Assuming you are going for a 1974, or later car, under the bonnet will probably be the tarmac-scorching 602cc engine. Beware, though, because the earlier 425/435cc engine was offered as an option in France well into the '80s. Some heathen may have stuck one in a UK vehicle.

The first major upheaval in Citroën small car history was the arrival of the hideously styled Ami-series, a considerably bigger saloon and estate range using 2CV mechanicals, coupled to the 602cc engine.

2CV purists scorned the up-market, 'civilised' Dyane when it arrived in 1967 with a 21bhp, 435cc development of the 2CV engine. In its final form this too was available only with the 602cc motor, with up to 32.5bhp. Imports of the smaller engined models stopped in June 1974. It was only a matter of time before the 2CV acquired the bigger engine too, though it has a different carburettor and a lower compression ratio than the Dyane's motor, dropping output to 29bhp. Only the 2CV6 has been imported officially to the UK — there were good number of the slower 2CV4s and even earlier models that were privately imported, however.

Apart from the extra power, the most important difference between Dyane and earlier 2CV series is the fitting of disc front brakes. These do away with one of the major hassles of a 2CV's regular maintenance: replacement of the brake shoes in the inboard front brake drums, an operation which requires the dismantling of much of the suspension and steering. All UK imports were fitted with discs from 1981.

Bodywork, comfort and electrical equipment were improved steadily

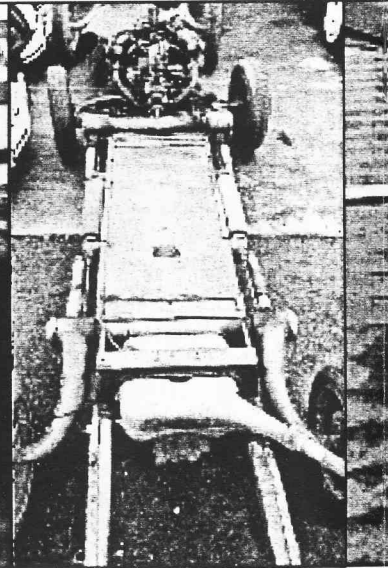
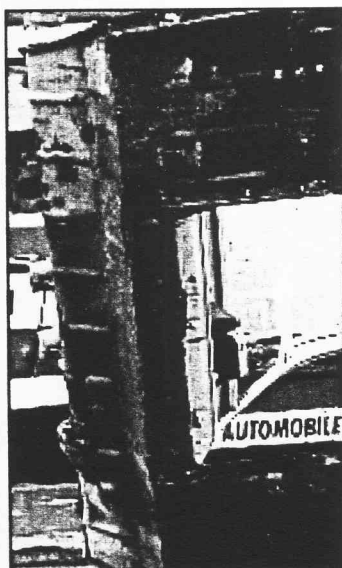
over the years; the 2CV acquired rear quarter windows in the mid-60s, front hinged front doors slightly later and, together with a choice of colours, improved door locks and electrics.

Much of the credit for the continuing success of the 2CV and Dyane series must go to its reliability and unburstability as well as its down to earth practicality. Legends abound concerning feats performed by these cars — climbing mountains, crossing deserts and wading swamps. One even competed in — and finished — the famous Mille Miglia road race in Italy: the relatively low finishing position achieved was blamed by the car's crew on the unsuitability of the event itself — it was not the 2CV's distance [too short] nor its type of terrain [too easy].

Numerous 2CVs have circumnavigated the globe: one of these covered 200 miles with its gearbox lubricated by bananas as a substitute for the oil lost when the box's casing broke. The antics of the 2CV Cross fraternity are well known, too, as are the so-called 'Raids'; where 500 or more 2CVs, Dyanes and other derivatives take part in massive, long-distance, cross-continent rallies.

WHAT TO LOOK FOR

The twin cylinder engines are mechanically very reliable as long as two key factors are kept under constant surveillance: the oil level and



the ignition system. The spark plugs seem to be the weak link in the ignition chain, and with only two to change each time, regular replacement and gap-checking is advisable. If the oil level is allowed to run low, damage to the main and big end bearings can result, necessitating a complete replacement crankshaft/conrods unit. Many owners prefer to change the oil every 3,000 miles. Oil coolers are fitted to most models, giving the lubricant an easier time when the car is driven hard. Oil coolers must be cleaned every 6,000 miles by attacking it with degreasant and an air-line. Many an engine has seized through neglect here because a clogged unit will lead to overheating. The engine's cooling fan must also be in tip-top condition.

If you can hear any loud knocks or taps then engine is on its way to requiring major attention. Whilst rebuilding is possible, in Europe at least, this can prove more expensive than fitting a replacement motor. Secondhand motors will set you back £200 from specialist such as ECAS [0011 44 1785 282 882], or any outlet listed below.

Clutches can have a hard time in city driving — the staple diet of many examples — but owners' experiences seem to vary on this point. According to David Sinclair of Two Horse Hire, clutches generally last around 20,000 miles, though he admits that the treatment meted out by his hirers is just

about the hardest any car can get: 'We explain to our clients that the cars need to be driven hard, but the 2CVs don't seem to suffer,' he said.

Gearboxes often outlast the motors — mileages in excess of 100,000 being not uncommon. Although the gearbox is claimed to have synchromesh on all four ratios, that on the bottom gear is very weak, even on new cars. For this reason, double-declutching is advisable when changing into first above approximately five mph. The dashboard gearchange is very quick and easy to use once the pattern has been mastered. Fierce acceleration in reverse can jam the gearbox, so take care.

The main and most costly problem facing 2CV, but not Dyane, owners must be that of front brake shoe replacement: as explained above, this is a lengthy process, though the life of the shoes can be anything up to 40,000 miles, depending on driving style. Defective gearbox oil seals can cause weepage and contamination of brake linings, though this is a relatively rare occurrence. Later models have an unusual semi-dual-circuit braking system, the main effect of which is, according to one mechanic we spoke to, to require three people instead of two for a brake-bleeding operation.

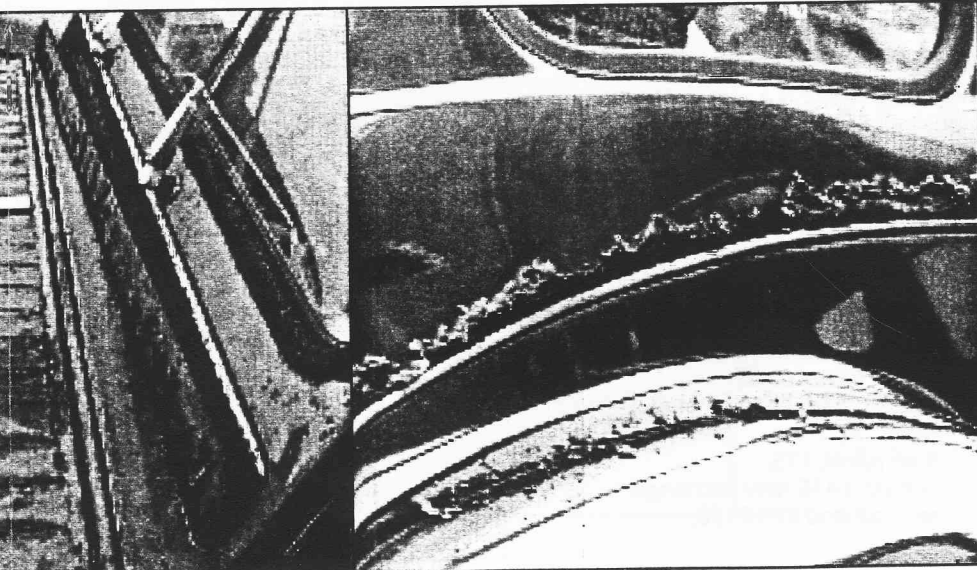
The overall efficiency of the braking system has never been in doubt, however. Drive shafts rarely cause problems [owing to the limited engine

power transmitted] and the suspension system is equally reliable. A rattle from the driveshafts while on the move indicates attention is needed. Rock the car from side to side when it is stationary to check for this. Body panels are easily replaceable: the wings bolt on and the doors are easily detached for repair or replacement.

Door locks can be a source of trouble if left to get rusty inside. A small interior spring can go, leaving the owner locked out of his vehicle. A small ball-point pen spring can be used to replace the broken component. Another problem can be the locks seizing or rusting up, defeating the key lock mechanism which relies on disconnecting the drive from the handle linkage inside.

Kingpins need greasing every 3,000 miles, or so and wear rapidly if neglected. Jack the car up and rock the wheels from top to bottom to check for play.

In 1979 the view being expressed that older examples tend to suffer from rust in certain areas, particularly the floor, but since the introduction of the square headlight model in 1974 the factory rust protection has been improved considerably. Corrosion is in any case not the major problem it is with many modern cars: the 2CV's construction is simpler and there are fewer box sections and rust traps. By 1997 views on corrosion had changed. Rot has no respect for the 2CV and do



Spot the Rot, from left to right.

Horrors under the bulkhead cannot be spotted without separating body from chassis.

Lower rear wing is another nesting place for rust, and it is not easy to repair. Look out for filler.

Chassis corrodes often unseen along sides, seams and cross members. Replacement is the cheapest option.

Front bulkhead air vent is almost certain to have suffered from rust. Fitting a replacement is the cheapest option.

In extreme cases even '80s 2CV's can be attacked around welded seams.



TECHNICALY

not imagine that buying a late-model car will dispense with your worries on this score. The general consensus is that the earlier the 2CV, the thicker the metal with which it was built.

Take particular care with cars built from 1984 onwards. The Portuguese factory did not treat their product as well as the French when it came to the application of rust proofing. The chassis can rust along its sides, on the seams and around the crossmembers and the rot tends to work its way from the inside out. Tap along the length to listen for the rustle of flaking metal.

The chassis could be dead if the bonnet is difficult to close, there is a substantial gap between the A-pillar and the bulkhead or the steering is unduly stiff. The floors can also rot out, particularly around the front footwell, but repair sections can be bought for this. The metal around the seams on the rear quarter panels also corrodes and this is not easy to repair.

The area between the chassis and the front bulkhead is a notorious rot spot and can only be seen by removing the chassis! But remember, that a 2CV with a rotted out chassis for a couple of hundred pounds could still be worth having, if the body's generally sound. Several UK based firms will fit a new, galvanised chassis for you. Among them are Frome 2CV [from whom new member Alistair Sinclair bought his two 2CVs] and Wheels of Tewin. Prices are £420 for a galvanised chassis with a ten year guarantee or £360 painted black. If the car is to be exported to Australia, where the risk of rust is far lower, the cheaper option should be considered.

Large wheels ensure a very low rate of wear — up to 50,000 miles on a set of Michelin Xs is the norm.

Hoods can fray and split over time, but replacement ones are made in several [but not all the original range] by the Sussex 2CV Centre. They cost £140 each. [I have bought a non-original roof for my Dyane, which lasted less than a year in the Australian sun. The original Citroën roof lasted at least eight years and Mel Carey of TRA recommends remanufacture in a

material of higher quality, more suitable for local conditions. He has indicated to me that a price of under \$400 will secure a Dyane roof more suitable to the Australian sun. Ed]

CONCLUSIONS

There is nothing else even vaguely like a 2CV. In many ways the 2CV represents the ultimate simplicity but in others it is quite complex, or at least unorthodox. Some jobs need special tools, though these can be fabricated. A workshop manual is an absolute and utter essential [I did not write this, 'Practical Classics' did, but they available through CCOCASHOP. Ed.] if you have any ideas of working on the car yourself.

Just about everything is still available and absolutely every specialist 'Practical Classics' spoke to began life as a 2CV fanatic who developed their hobby into a business. Perhaps the best summing-up comes from Nick Cordiner of Loughborough-based Sutton Cordiner, 'Look after a 2CV and it will look after you, but if someone comes here and says I just want a car, I wouldn't take them anywhere near a 2CV. They have to want a 2CV before I'll let them go away with one!'

FOR:

Frugal, comfortable, cheap to buy [well in Europe at least] and run, character overload, excellent spares availability.

AGAINST:

Very rust prone, slow, noisy, not always straightforward for DIY.

Although there is a plentiful supply of 2CVs and Dyanes, used examples are remaining very stable in price. All the same, they are a good second hand buy, particularly with the continuing escalating price of petrol.

SPARES

Prices are courtesy of Frome 2CV Centre and are exclusive of VAT [for export to Australia].

Chassis: from £250 to £420 or £670 fitted,
floor panel: £75,
engine: £415 new exchange,
secondhand £75-£120,

gearbox: £270 new, secondhand about £110,
shock absorber: £25,
kingpin: £23 each,
wheel bearing: £24,
clutch: £55,
starter motor: £33,
exhausts: £61.50 standard, £320 stainless.

SPECIALISTS

Andyspares, [0011 44] 1734 452 300
Cit-Twins, [0011 44] 1670 369 824

Citroën 2CV Cottage,
[0011 44] 1582 467 006

Citroën 2CV Workshop,
[0011 44] 1704 546 260

ECAS, [0011 44] 1785 282 882

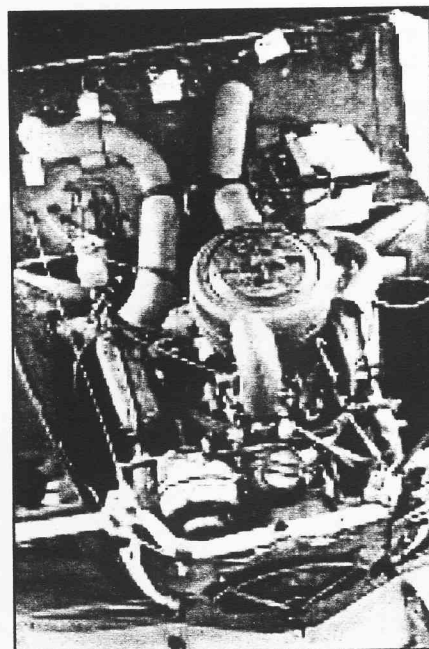
Frome 2CV Centre,
[0011 44] 1373 473 695

2CV Workshop,
[0011 44] 1822 832 976

Wheels, [0011 44] 1438 716 166,
hoods and interior furnishings only.

Alan Brown is also a good source of A-series parts from France and can be contacted on 0011 33 2 51 40 22 74

Reprinted from 'What Car?', March 1979 with additional information from 'Practical Classics', July 1997.



the net

The Internet is, as members with access know, a great source of information on Citroëns. All sorts of technical material can be downloaded easily. This column will

each edition bring you something of interest from the 'Net.

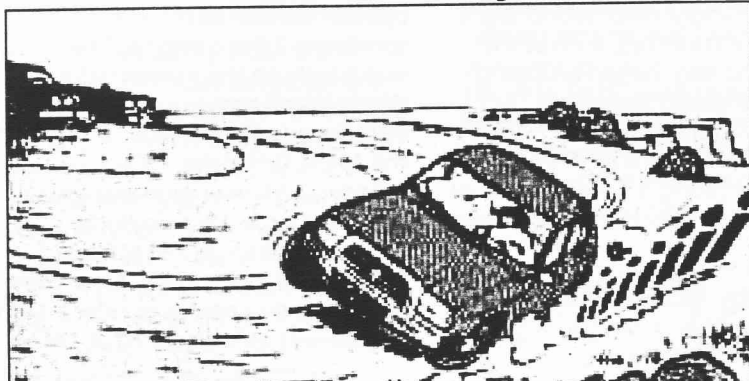
For our first 'go', though, something on the light side. These cartoons, the original are in colour, were found at

<http://www.geocities.com/Motorcity/4947>.

Cartoons are sorted by model and there is certainly something for everyone. For those who can speak German or Dutch many have storylines to go with them.

Should you find a great Citroën-related site, Email me with it at business_direct@email.msn.com

Leigh F Miles



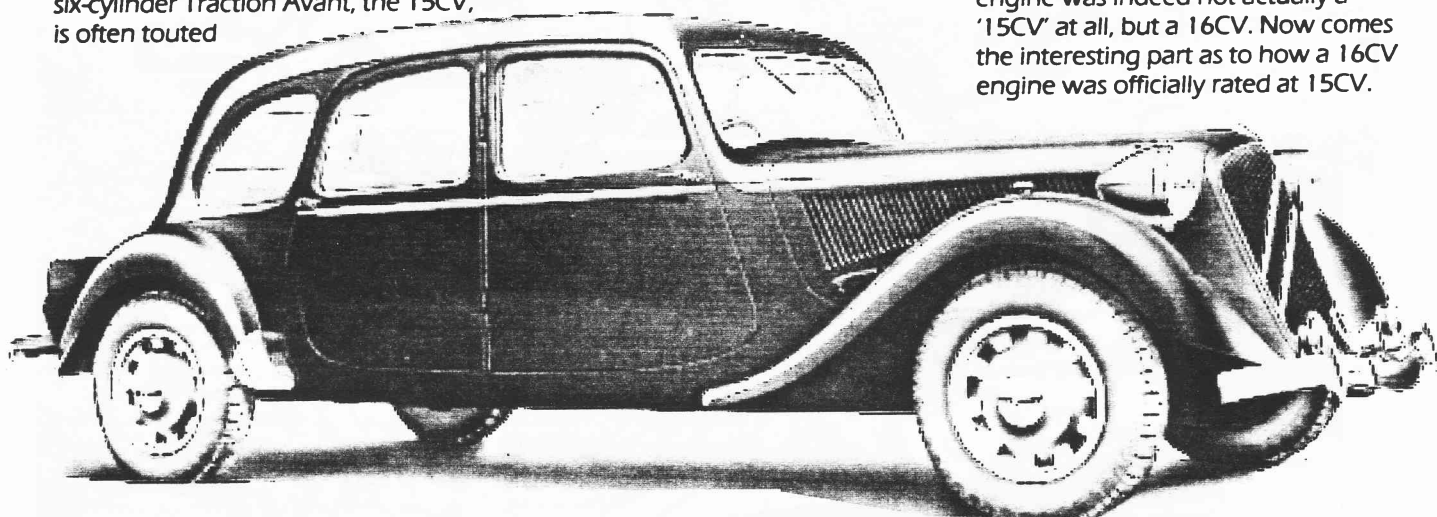
POWER

and politics

Citroën's Traction Avant is well known to many motoring enthusiasts, especially Citroënists. After all, it is often cited as the first production front wheel drive car, or at least the first mass-produced front wheel drive car. Both claims are completely in error, but the citations usually continue, nevertheless. The six-cylinder Traction Avant, the 15CV, is often touted

rated horsepower of cars and taxed them accordingly. After World War I a number of countries, such as the USA, UK and Italy, began dropping horsepower-based taxation, although the rating systems continued for some time. The horsepower rating is based on actual horsepower of the engine, not brake

In 1939 Citroën introduced a six-cylinder version as the 15CV, sporting a 2.9litre engine. The 15CV was barely on the market before World War II broke out. It was re-introduced after the War, along with the 11CV. While the 11CV four-cylinder, 1.9litre engine was indeed an '11CV' unit, the six-cylinder engine was indeed not actually a '15CV' at all, but a 16CV. Now comes the interesting part as to how a 16CV engine was officially rated at 15CV.



as well and just about any Citroënist knows that this is a 15 'horsepower' car, right? Well, actually, no. And now we descend into French politics and the 15CV Traction Avant.

Citroën was one of France's 'Big Three' prior to World War II. The Company had established itself on a basis of mass-produced cars of decent quality and price with some technical sophistication and reliability. In 1934 however, the Company introduced the 7CV Traction Avant, a front wheel drive car based on the designs of the German Adler Trumpf and Trumpf Junior. The Traction Avant changed Citroën's image overnight from a modern car to an advance one with a number of advanced features.

The engine was 1.6litres and rated at seven horsepower under France's horsepower rating system. Prior to World War I virtually every country

horsepower [bhp] which is what most car engines are listed by today. The horsepower ratings of the French, British, American and Italian systems are similar [all being based on the 'official' way to judge the output of an engine in actual horse], however they are not exactly the same. Hence a French 7 is a British 12 and an 11 is a 15.

Citroën soon introduced [for the Paris Salon in late 1934] a V8 version that although never seriously produced was designed to compete with Chenard-et-Walcker's eight-cylinder Aigle. In early 1935 André Citroën was in serious financial trouble and Société Automobiles André Citroën became the property of tyre manufacturer Michelin. Soon after this the 'classic' 11CV [1.9litre] four-cylinder version was launched and offered by the middle of 1935 in Onze Légère and Normale.

French politics are, if anything, even worse and filled with more 'PC-isms' than American politics. France in the late-30s was under the general control of the 'Popular Front', a left-wing socialist government. That government would later be notorious for its general collaboration with Germany's National Socialist government [like most of Europe's socialists during the '20s and '30s], but it is in domestic policy that the Popular Front is remembered for both good and bad. One aspect of the French socialist government was its general taxation policies. Cars were taxed on their CV rating. Generally speaking, by 1936 when the socialists came to power, most middle class cars were 11 or 12CV four cylinder models. As a result, the beginnings of a ruthless taxation policy based on the size of your car's engine began at this time



— although it did not manifest itself in its extreme form until after the War.

Generally speaking, a car of over 15CV was an upper range car or a prestige vehicle. Taxation in the late-30s was based on this premise, with the taxation on cars up to 15CV taxed at a fairly common rate. The taxation difference between 10CV and 15CV was quite small. At 16 to 20CV, a car was taxed at a higher rate, although at this time it was not all that much higher. Part of this was the usual left wing canard of punishing the successful with their luxury cars. There was a problem however.

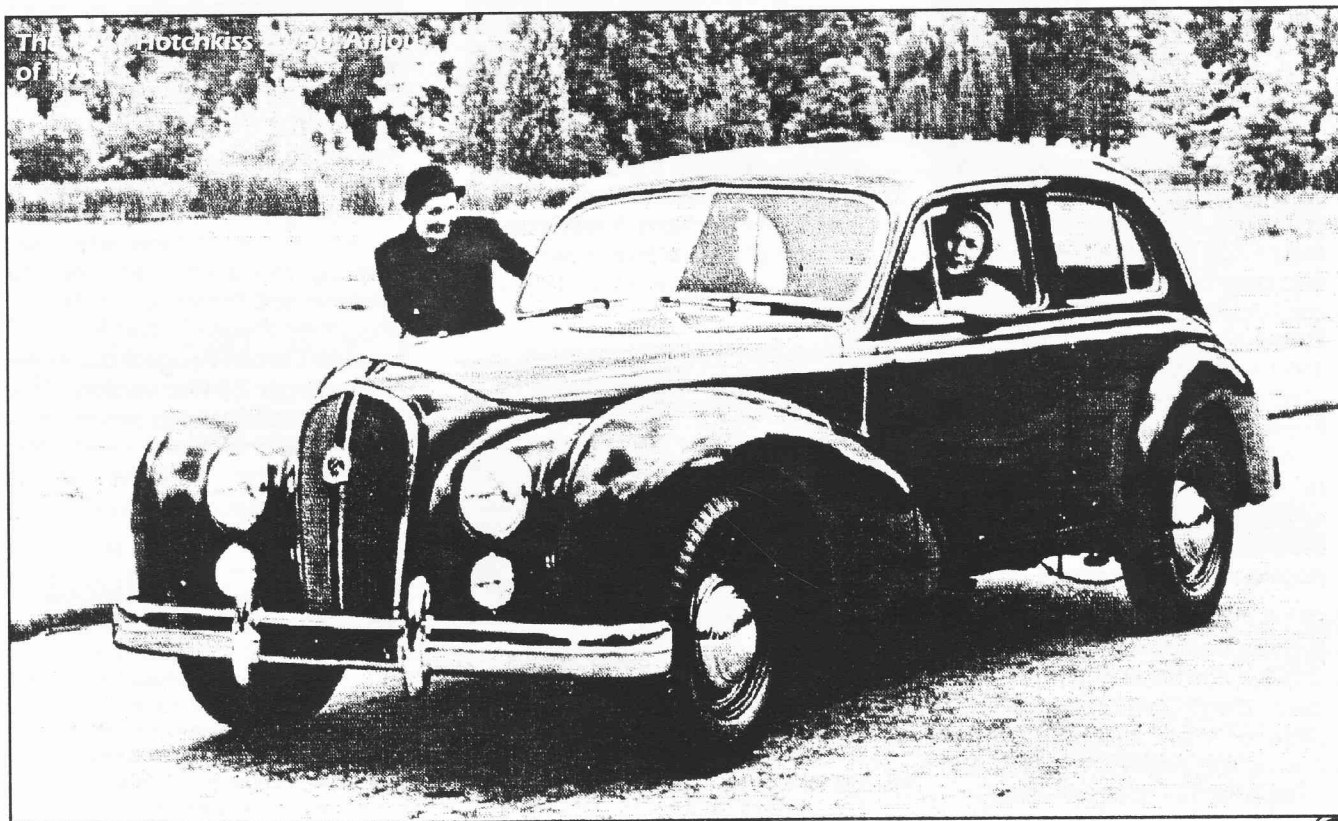
The new Citroën six cylinder car was especially made to be used in government transport as much as it was designed to appeal to upper middle class buyers who might otherwise buy a four cylinder

Hotchkiss or Delage/Delahaye. The problem was that this 2.9litre, six cylinder engine that Citroën was using in the 15CV was of course a 16CV! In 1939, even though the taxation differentials were not that high between the artificial ratings of 15 and 16CV, there was pressure that the Citroën be a 15CV due to the taxation on vehicles — which would affect those wonderful government leaders in their six cylinder cars. As a result, the new six cylinder Traction Avant was rated at 15CV. This was in quiet contrast to the 2.8litre Delage, whose 2,789cc six cylinder engine was rated 16CV in 1939 while the larger Citroën engine was rated 15CV.

Horsepower rating is more along the lines of actual power output. The size of the engine therefore matters, unlike, necessarily, the rating of an engine in actual brake horsepower

output. The Delage's unit's output was 74bhp compared with the Citroën's 77bhp, so output was similar as well. The Citroën unit was initially rated at 16CV by the French authorities, but this was changed.

In 1947 France had been 'liberated' from the German government only to find a new government with Communists who wanted even more restrictions on privacy, private ownership and wealth. The results were more than 20,000 Frenchmen being put to death as 'collaborateurs', even though many of them were innocent — as was Louis Renault — and this by a government containing a party that had actively promoted German National Socialist views prior to the war, and surrendered to them upon the invasion of France — naturally, none of these politicians who signed the surrender papers



POWER

and politics

were apparently 'collaborateurs'. The result of this purge was that Renault, France's largest car maker was now nationalised and under French government control. However, Renault had concentrated postwar production on a small rear-engined, rear drive car called the 4CV. So, Citroën, long France's government's favourite car, was used again for official purposes.

The postwar taxation level enacted in 1947 was far more drastic than that of 1939. Up to 15CV was taxed at approximately \$85 per year. At 16CV however, the taxation level rose to \$340 — four times the rate of a car rated just 1CV less! Basically, the taxation level of a 16CV would be rather buying a new Honda Accord or Ford Taurus for \$45,000 and being hit with a \$4,500 registration fee.

The result of this was that by 1951 when the new taxation levels were in full force, sales of Delage/Delahaye fell from 483 in 1950 to 77 units in 1951. Sales of Talbot six cylinder cars fell from 433 in 1950 to 80 units in 1951. Hotchkiss, once a builder of 5,000 to 6,000 cars a year with at least 1,000 units being six cylinders, was down to 429 sixes in 1951. All of this had little effect on Citroën's six cylinder 15CV however. Indeed, 1951 was a good year! Upper middle class buyers forced out of luxury French six cylinder buyers jumped ship to Citroën's '15CV' gaining front drive, rack and pinion steering, unitary construction and — for those old Delage customers — a bigger engine into the bargain.

Of course by 1948 Delage's six cylinder had been increased to 2,988cc and 80 or 100bhp depending in carburetion. This 17CV six cylinder was 200cc larger than the 16CV Delage unit of 1939 and a whopping 121cc bigger than

Citroën's '15CV' [2,867cc] six cylinder. Well, it helps to have fellow motoring enthusiasts in high places — especially in government where facts never bother politicians anyway.

By the end of 1954 the 15CV was the 15H, the 'H' for hydropneumatic rear suspension on the car, an historically important technical achievement which would come to full bloom on the succeeding D-series. Meanwhile the sun had set on France's quality car era for all practical purposes. Hotchkiss-Delahaye [Hotchkiss had absorbed Delage-Delahaye in early 1954] ceased car manufacture that year. Hotchkiss-Delahaye decided to concentrate on trucks and military vehicles.

Talbot struggled on into the fifties but became a cog in Simca's machinery, and eventually a discontinued one with the complete takeover of Simca by Chrysler — although its name would be revived by Peugeot-Citroën ironically, once they had taken over Simca. 1954 also saw the defeat of the Socialists, first at Dien Bien Phu in Vietnam and later in the elections. It was a decent year for Bordeaux reds however, despite the reputations of 1952 and 1956.

In the same year Facel Metallion would launch its luxurious Facels as something of a replacement for a Delahaye 235 or Talbot-Lago Grand Sport. These only really sold in Britain and the United States and eventually the project failed in the early sixties. The glamorous and high-speed Monica of the seventies would be bitten by the same law.

Bitten by the same law that had helped before was Citroën. In 1969 Maserati was bought by Citroën specifically for making an engine of no more than 15CV for a new coupé,

designed to fill the void once filled by those despicable upper range makes. The result was the 2.7litre version of the 3.0litre Maserati V6 [a 17CV] that was actually derived from a bigger V8. The authorities co-operated as well, with the new 2.7litre [2,670cc] engine. While it was a 15CV, when Citroën wanted to tie the engine to an automatic transmission to further appeal to upper range buyers, more torque was needed and the engine was returned to its original 3.0litre [2,965cc] capacity. Despite this it remained a '15CV' thanks to hard work of the 'Conservative government of Valéry Giscard d'Estaing. At least they were conserving the work of bureaucrats.

Perhaps the most bitten of all was Socialist President François Mitterand in the early nineties at a G-7 Summit in London. The President was the only leader there that would have to attend in a stretched version of middle class transportation — hardly the thing for a socialist President. He escaped the embarrassment by walking to the summit claiming his 'love of the environment' as a motivating factor. Perhaps it had more to do with a law enacted many years ago in France by Socialists that exterminated French luxury cars altogether. It was too bad too, because Citroën-Peugeot did indeed have a larger 2,849cc version of the PRV V-6 available in its cars by this time. It had been conveniently rated at 15CV by some hard working and attentive bureaucrat as well!

Jeff S Savage

Reprinted from Citroën Car Club Newsletter, Hollywood, USA.



discovering central victoria

Members of CCOCA with long memories will remember the years when the Club's Annual Rally — Austraction — was held over the Australia Day Long Weekend. I can remember the year we went to Harrierville; even better do I remember the number of cars that boiled on the way home in the searing heat. As a result of that particular year Austraction was moved to the cooler weather of June. The decisions of various State Premiers to celebrate Australia Day on January 26th, rather than ensuring a long weekend confirmed the move to June. However, this year with Australia Day falling on a Monday it was decided to undertake a weekend away in Central Victoria.

The original plan was to stay in Harcourt, but eventually we used Ballarat as the accommodation point and although that meant there was a bit more driving than indicated in Austractions, no one seemed to mind. The view that Citroëns are made to be driven is alive and well in CCOCA. Sue Bryant and I arrived in Daylesford, to meet President Pete on Saturday. We were, thankfully, just in time for lunch at Frangos and Frangos. Peter seems to regard this as the extension to his as yet non-existent kitchen. After lunch we headed to the Fryersberg Antique Market. Whilst touted in the press as a highlight of the Australia Day weekend in Central Victoria, I can tell you that neither Sue nor I have seen such a collection of old junk in a long time. Suffice to say, no purchases were made. We finished the day with trip to Colaban Springs Winery, near Metcalfe and headed back, later than expected to Ballarat. Dinner was a simple affair with just a little of wine to help it on its way.

After great weather on Saturday it was with certain degree of disappointment that Sunday dawned damp and overcast — although the day proved to be neither as damp nor overcast as Melbourne. So, we all grateful to be somewhat north for the day. The highlight of Sunday was a barbecue lunch at Daylesford using Peter's incomplete residence as shelter, while the cooks braved the inclement weather to keep the food moving. Afternoon tea — a very important rural event I am told — was at the historic Palais Theatre in Daylesford, where despite its conversion to an upmarket

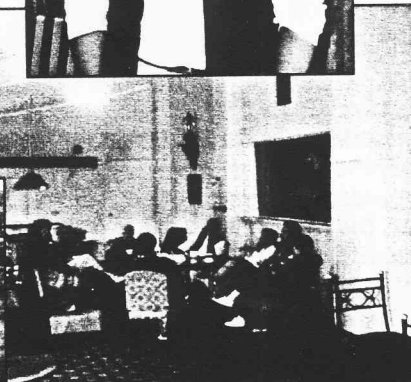
restaurant, we limited ourselves to the Café next door. Very 1930's in ambience.

Monday the weather was great again and it was off to Castlemaine via Guildford. Just outside Guildford we found a small automotive graveyard with three D-series cars, in various stages of disrepair. The afternoon was spent in Bendigo and then it was time to trek home.



Thanks to all the people who made the weekend such a pleasure, and especially to those who travelled from Mt Gambier and Warrnambool; it shows great commitment to CCOCA. Thanks also to Peter Fitzgerald for the use of his property as the focal point for meeting and lunch on Sunday.

Leigh F Miles



BOOKS

in review

Hartnett: Portrait of a Technocratic Brigand

Joe Rich. 1996 Turton and Armstrong Pty Ltd, Wairoonga. 184 pages ISBN 0 908031 688.

The Hartnett motor car [as distinct from vehicles such as the Lloyd-Hartnett] is of potential interest to Citroën enthusiasts since it was one of the outcomes of the Aluminium Français — Gregoire [AFG] alliance intended to produce a light car in post-war France. The AFG project only found any measure of commercial success when taken up by the old French firm of Panhard et Levassor, giving rise to the Panhard Dyna and its off-spring. These products were later sold by Citroën — and gave it some inspiration — for a short period after Citroën absorbed Panhard and before Panhard was finally extinguished in 1967.

The further interest for Australian Citroënists is in Larry [later Sir Laurence] Hartnett being widely regarded as the father of our 'own car', the [GM] Holden, before attempting to establish as Australian

car in his own name, using the AFG machine [or a version of it] as his starting point. Most know of these activities through Hartnett's autobiography, 'Big Wheels and Little Wheels'.

Before writing this recent book Joe Rich had made long taped conversations with Hartnett over a period of a year. He examined many relevant archives, most notably the GM Historical Collection in Flint, Michigan and of course Hartnett's papers held in Melbourne University. Rich does not approach his subject from a technical viewpoint, but rather seeks to understand Hartnett's background, experiences, personality and behaviour. This analysis, it is claimed, is therefore virtually unique in providing a 'psychological profile' of a leading Australian industrialist.

Using his access to the comprehensive records, Rich found that Hartnett sometimes, perhaps often, slanted his accounts of events to present himself in the most favourable light [a lamentable, but not uncommon failing]. While Rich did back-check with Hartnett, who generally accepted the transgressions where Rich revealed them, it was unfortunate [as Rich readily admits] that Hartnett died before all the archives had been consulted and before completion of the draft text.

Given the almost god-like status accorded to Hartnett by many, for his war efforts and for spawning a major Australian icon [the Holden], it is not surprising that Rich's version of events has aroused strong feelings — usually, it would appear in reflection, regarding Rich's interfering with the 'Hartnett Legend'. While some such ambivalence has arisen within Hartnett's family, I have heard, not surprisingly, much greater vehemence expressed by those outside the family!

Hartnett was described to me, by someone who knew him well, as 'bog Irish'. This accords with Rich's finding that Hartnett liked to buck the system, the 'big boys', and to engage in, as he put it, 'a little bit of brigandage' — hence that part of the book's title.

If your interest in motor cars extends beyond the grease under your fingernails to the powerful personalities that the auto industry [indeed industry generally] has attracted then I think you will enjoy checking out one of Australia's 'automotive gods'.

My conclusion is not so much that Larry had 'feet of clay'. Rather, he was a determined and lovable character with a fair bit of Irish peat still sticking to his shoes!

Lomax: The First Ten Years

Tom Lucas. 1997. Flyscreen Publications, Luton, England. 108 pages.

With the recent appointment of an agent in Australia for the Lomax line of Citroën 2CV-based diminutive sportscars, it is particularly timely that Tom Lucas has put out a clear chronology of the evolution of these intriguing machines. This publication should help raise the Lomax profile here and overseas, and would seem to be essential reading for 2CV enthusiasts.

The story of Lomax [LO cost, MAXimum speed?] is as much as anything, the story of the inspiration, dedication and technical competence of its originator, Nigel Whall. Early in the piece, Nigel owned a 1937 Morgan trike [purchased for £51], and almost certainly, this influenced his eventual development of the three-wheel version of the Lomax. Initially, Nigel was looking for a light-weight



monocoque sportscar design to promote his Resinject business, which made resin injection moulding equipment and GRP mouldings for Triumph motor cycles. He stumbled across the 2CV as a suitable mechanical base for his dream by pure accident. Initially, he did not even know it was air-cooled!

The first Lomax ['Genesis'] came out in 1982 as a four-wheeler, using Mini rubber cones as suspension. The spare wheel protruded from a letter box slot in the boot tail, as in the Healey Silverstone. A reporter from 'Sportscar Mechanics' wrote a complimentary article ['Citroën Transformed'] and the next thing, Nigel had over 500 written enquiries! Soon, he was in business, selling very simple DIY kits to the many owners of derelict 2CVs. Thus was born the '224' [2 cylinders, 2 seats, 4 wheels]. From some angles, the car something of a Bugatti look, and Nigel promptly played on this, using the base of an office swivel chair to cast up the handsome Lomax eight-spoked wheel covers — so reminiscent of the

cast alloy wheels which are a Bugatti 'trade mark'.

For the more 'testosterone-driven', the '424' [based on the four-cylinder Ami Super engine of 55bhp and its gearbox] was officially added to the line-up in 1985.

However, the attraction and novelty of a three-wheel set-up was [and still is] very powerful. The first attempt was the 'Mock 223', which looked as if it had three wheels, but really, it still had four [see the book for full details]. But of course, this was only an interim 'try-on', and a 'proper 223' [along with a formally identified '224'] was introduced in the [northern] autumn of 1983. The '223' has apparently been the biggest seller in the period since.

Amalgamations, take-overs, rationalisation and refinements continued. The Lomax story that Tom Lucas tells covers not only the main story to the present time [yes, I know that is 15 years] but also captivating asides — the 'counterfeit Lomaxes', the Lomax Déjà-vu, the Lomax Super

Vee [a sort of cut-down Chev-V8 unit!].

For the Earl's Court Motor Show in October 1993, Lomax released an updated body shell which formed the visual exterior of the newly titled Lambda 3 and Lambda 4 models.

These feature a BMW-style front 'grille', and will fit a standard Citroën chassis or Lomax's own ladder chassis in which the side spring canisters are deleted, and springing is by standard coil-over-shocker units.

This step was part of a move towards being able to provide a 'kit-in-a-box', with no donor parts required. Such a move harmonises with an increasingly comprehensive availability of 'minor parts' — doors, weather equipment, brackets, etc., all to assist the DIY enthusiast. In addition, the possibility of fully factory built 'turn key' cars exists for the future.

The book is very well illustrated with historic and current black-and-white photos [and two coloured plates on the covers], several line drawings and copies of interesting documents, while light relief is provided by half-a-dozen very well drawn and amusing cartoons — the work of John Wheatley.

My rating: 8½ out of 10. It provides a good, informative read, and is a relatively cheap item to add to the Citroën enthusiast's library.

Bill Graham.

This book is available through CCOCASHOP. See the enclosed Order Form for details.
Leigh F Miles

The new Lomax Lambda 3 with [left to right] Dave Low, Andy Blackmore [production manager] and Nigel Whall [founder]. Photo courtesy of Lomax Motor Co. Ltd.



ECO DEUX MILLE or ANOTHER RETROMOBILE?

VW has grabbed world headlines by redesigning the Beetle, BMW is planning a new Mini and now it seems that Citroën is getting into the act with reports that it is developing a modern version of the 2CV.

Britain's Autocar magazine claims the car will appear in about 2000. To keep its cost to a minimum, it will share its platform with the PSA

Group's new 206/7, which is due later this year.

The new 2CV will feature retro-styling as do the new Beetle and Mini and it will be powered by 1.0 and 1.1litre petrol engines. A 1.5litre diesel is likely.

Autocar reports that the company is planning a four door model like the original car and a shorter, more sporty two door, which will be aimed at younger and, the company hopes, first time Citroën buyers.

Citroën management believes the year 2000 2CV will re-establish the image of the company as one that builds cars that are a little different from the rest of the car crowd.

One might wonder whether this new car will bear any relation to the Eco Deux Mille that Citroën created in the early-90s as an environmentally friendly vehicle.

CORRECTION

Bill Graham has told me of a serious error that was made in last edition of Front Drive regarding Castrol M, for use in greasing the central suspension pot of a 2CV. After carefully describing

the nature of various oils and Citroën's recommendation to use castor oil, we went ahead and suggested the use of Castrol M, whilst indicating it to be pure, low-

'Here's my card', I replied, as the light turned green. 'Send me the details.'

It seems that retired CSIRO metallurgist, Graeme Walters and his palaeontologist wife, Mary, had been on an eco-tour in Argentina with the well-known Australian-American dinosaur hunters, Pat and Tom Rich, and had been digging up the odd bone or six down in Patagonia. As well, Graeme had been intrigued by the 'mechanical dinosaurs' still running around.

acid olive oil. Castrol M is pure, low acid castor oil and should therefore be perfectly safe to use on 2CV suspension pots.

To repeat, this product is available from Banlay, 26 Kitchen Rd., Dandenong, Vic. Telephone [03] 9794 7199.

DINOSAURS IN PATAGONIA

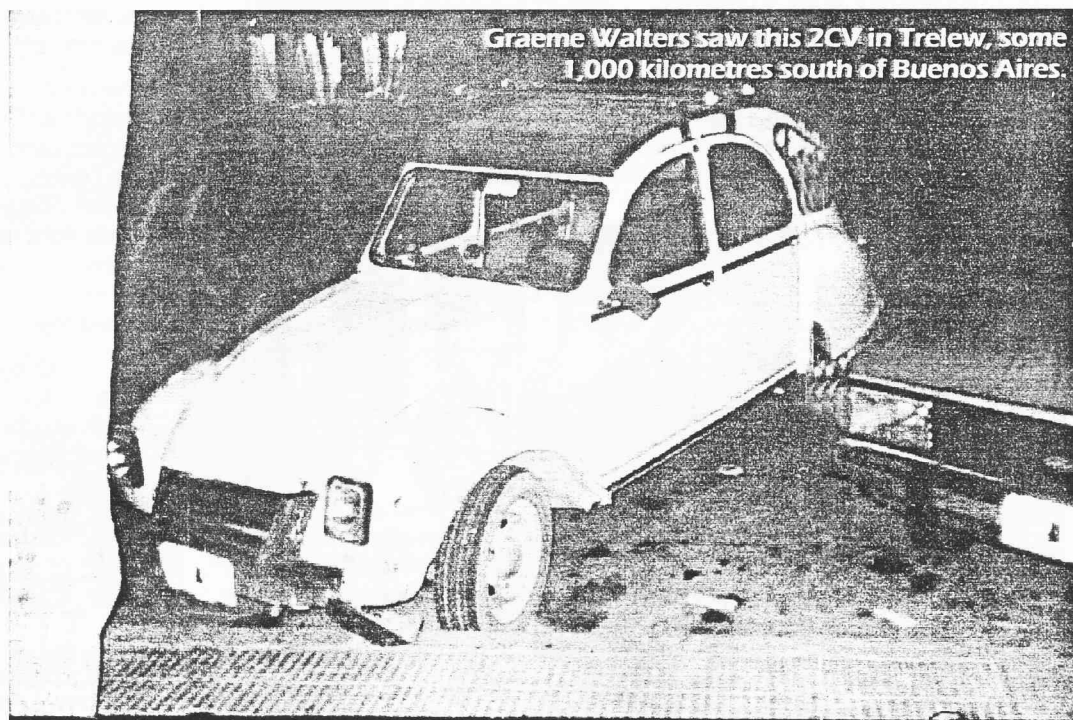
Truffle caught the guy's eye as we came to a stop in the traffic.

'Hey, there are heaps of those in South America', he yelled through my open window.

'It's like stepping back in time', said Graeme. 'All these old cars still on the road. It's amazing that they keep these old things going, and maintenance seems to be almost unheard of — cracked windscreens, bent panels and non-existent exhaust systems are the norm.'

'Sounds like those people would be right at home in CCOCA', I thought to myself.

PS If billiards is your passion, talk to Graeme at Cannonball Billiards on [03] 9802 6973.



CCOCA Classifieds

CARS FOR SALE

TRACTION 75 — 1934

One of less than 1,500 built, this car is in parts [100% complete], most parts restored. 17,000 guilders [~\$12,600]

11B — 1952

95% complete, body sandblasted, Belgian-built car. 6,000 guilders [~\$4,500]

15/6 — 1952

This LHD restoration project is located in the United States is for sale to a keen Citroënist for US\$3,000. This is your chance to own the only French Quinze in Australia. These cars are being offered by members of the Netherlands Traction Club and in the first instance you should contact Mel Carey on [03] 5152 1040.

CX 2400 PALLAS — 1979

Metallic Brown, leather. My daily transport for the last 10 years. Some rust in doors and paint is tired, but mechanically excellent. Much recent work including new Michelins, exhaust system, timing chain, front discs and pads, rear swing arm bearings. \$1,500. Contact Roger Brundle [03] 9380 9321 or 0418 563 351.

DS 21 SAFARI — 1971

Full Pallas trim, 7 seater Safari with factory aircon. 5 speed manual. Fully maintained and serviced by Paris Motors, A1 condition. Contact Paul Hughes, [03] 9348 9349 [A/h] or 9420 0275 [B/h].

CX 2400 PALLAS — 1979

4 speed manual with new motor, clutch, tyres. Leather interior, twin aircon, electric sunroof. White

DS 23 SAFARI — 1975

Some rust on back windows and tail gate. Otherwise nice vehicle. Contact Vic on [03] 5272 1456 or fax 5272 2485

CX 2200 SEDAN — 1976

White, excellent condition, full service history. The proceeds of this sale are to be donated to Wesley Central Mission to support community services in and around Melbourne. Price by negotiation, in the vicinity of \$4,500. Contact Dianne Mackintosh 018 346 560.

CX 2400 PALLAS

Manual 4-speed with air conditioning, tidy interior and respray to your choice of colour. 12 months registration and RWC. Offers around \$5,000.

LIGHT 15

Very good mechanically, comfortable interior, but rough paint work. Offers around \$7,000.

GS 1220 SEDAN

Clean and tidy car, good reliable transport. 12 months registration and RWC. Around \$3,000.

ID 19s

Good mechanically in good original condition and sound bodywork. Could benefit from TLC. Negotiable.

TRACTION RESTORATION PROJECTS

Big boot, Big 15
Small boot, Light 15
Small boot, Big 6

A range of Citroëns is always available for the enthusiast.

All enquiries in the strictest confidence.

Carey Motors Pty Ltd

Authorised Citroën Service and Spares

P.O. Box 469

Bairnsdale, Vic 3875

Ph 018 516 126 and speak to Mel.

LIGHT 15 — PRE-'51

Brown, red vinyl interior in good condition. Some rust in battery box, good Michelin tyres, very straight, needs bumpers and a little work to run. Garaged since 1961. Only 64,000 miles. \$6,000 ONO. Contact Gary [06] 2041 4286 or 015 480 867.

LIGHT 15 — 1952

Green with fawn leather. Original condition, small boot. Sound car, ideal for use as is or an excellent base for straightforward restoration. Original registration plates. Only three owners since new. POA

Contact Ted Cross, acting as seller on [03] 9819 2208

GS PALLAS SEDAN — 1977

Genuine 89,000 km. Silver with blue trim. This is a very original car in top condition. Car has been garaged from new and meticulously maintained and serviced. Open to offers, around \$6,500. Car is located in Perth.

Contact Evan Gobby, PO Box 282 North Beach, WA, 6020 or [08] 9246 2400 or 018 092 222.

LIGHT 15 — 1951

Maroon, good club car with long CCOCA history. Full registration and many spare parts.

Contact: John Coleman [03] 5986 8077

2CV6 CLUB — 1980

Paris delivery followed by short UK sojourn before emigrating to sunnier, rust-free climes! In excellent condition all round after 78,000 miles. Red with black roof and fawn trim. The usual story: we have had a lot of fun with it and will be sad to part, but another project has to take priority. I am told that \$9,750 is a snip, so first in, best dressed. Contact: John Brennan 019 197 707 — leave voicemail if I am busy.

D SPECIAL — 1974

Good condition, blue vinyl interior, ivy green exterior. Recent head overhaul. With workshop manual. \$4,750, ONO. Contact: Diana [02] 6494 9173.

WANTED

INFORMATION SOUGHT

Information on ERSA/ICAR 4-speed Traction gearbox conversions. I believe these were one and the same, can anyone confirm this? Contact Roger Brundle [02] 9380 9321 or 0418 563 351

DS 21

Or similar, in good condition. Contact: John Hamilton, Tasmania [0362] 503 230

ID/DS 19

Green fluid car. Must be reliable car as no garage space for total restoration. Prefer registered. Up to \$3,000 for the right car. Contact: Dean Hobson, 54 Ballarat St., Yarraville, Vic. [03] 9689 4173.

LIGHT 15 / BIG 15 / BIG 6

Model not important, nor is originality. Good driveable car preferred. ID conversion would be ideal. Former CCOCA member looking to re-new membership.

Contact: Paul Nisselle [03] 9534 4877 (A/h) or 9280 8790 (B/h).

LIGHT 15

I am seeking a fully restored Light 15, or other Traction Avant.

Contact: Mark Aptman [03] 9782 6846 (A/h) or [03] 9586 1250 (B/h).

COLLECTABLES & PARTS FOR SALE

A SUBSTANTIAL CITROËN COLLECTION

Model cars [100+ pieces], plus many unique brochures, books, sales information booklets, etc. Collected over many years by a real enthusiast of the marque who wishes the collection to pass to a new owner. Will not sell piecemeal. POA.

Contact Ted Cross, who is acting for the seller on [03] 9819 2208.

GS PARTS

Two doors, rear screen, rear quarter windows. FREE!

Contact Roger Brundle, [03] 9380 9321 or 0418 563 351.

CX PALLAS

CX 2200 motors, one with 4 speed box, the other with C-matic. 4 doors for 2200 Pallas and other parts too.

DS 23

5 speed gearbox, motor and lots of other parts.

Contact Vic on [03] 5272 1456 or fax 5272 2485

ID 19 SEDAN — 1966

Good condition chassis and various parts. \$300, the lot. Contact Marc on 0411 432 256.



talkingtechnical

SPARE PARTS OFFICER — MEL CAREY

STOP PRESS!
We now have a
dedicated fax line
[03] 5152 2615

Due to increased incoming calls/fax we have now a dedicated fax line, of course we will use the line for 'surfing the net' and Email as well! We are looking forward to increased flexibility with this system and hope to offer a better service to all, as we will be able to use our call diversion facility again, which will reduce the need for the answering machine.

NEW & INTERESTING PARTS IN STOCK

Gearbox bearings
Petrol cap (small boot cars)
Locking petrol cap (small boot cars)
Big boot number plate light
Big Six standard crown wheel and pinion

We are still waiting on parts ordered from the Traction Owners Club in UK, some parts they offer for sale are unique to British built Traction and therefore are not supplied by the Continental clubs.

Some parts we have had ordered for over six months with not so much as a confirmation from the T.O.C that our order is being processed, do any of our members have a contact in UK who can help us?

TRACTION CLUTCH SHUDDER! THE REASON WHY

1. Weak springs in pressure plate
2. Pressure plate fingers out of adjustment
3. Finger adjustment nuts loose
4. Badly worn clutch, pressure or friction plate
5. Scored friction surface
6. Rust on friction surface (usually from water pump leaking)
7. Oil on friction surfaces
8. Loose flywheel
9. Loose clutch parts
10. Misaligned flywheel
11. Thrust race breaking up
12. Misaligned thrust race
13. Loose timing chain
14. Misfiring engine
15. Vacuum Adv/Ret leaking
16. Other engine faults
17. Wear in splines between mainshaft and friction plate
18. Excessive end float in crankshaft
19. Worn or chipped teeth in gearbox or differential
20. Wear in driveshafts
21. Wear in wheel bearings
22. Drum/Hub loose on stub
23. Wheel loose
24. Incorrect size tyres
25. Engine mount slack or broken

Keep on Tractioning...
Mel

**You can now use
your credit card
to purchase
your parts**



**And that means you can
now pay for your
subscriptions, rally fees,
and those all important
spare parts in a more
convenient way**

**PLEASE NOTE NEW POSTAL
ADDRESS FOR CCOCA
SPARE PARTS**

PO BOX 469
Bairnsdale
Victoria, 3875
Australia
Fax: [03] 5152 2615

SPARE PARTS FUND

The Spare Parts Fund members receive a 10% discount on parts purchased through CCOCA Spare Parts, with a new member fee of \$100.

This has been established to provide a short term cash injection that will give this Club the ability to purchase larger quantities of parts and therefore reduce the overall cost. This benefits all members plus is an additional bonus for Parts Fund members.

Calculate how much you spend on parts for your Citroën per year, subtract 10% and see the savings. Remember, this membership is a one off fee...you are a member for the life of your membership of CCOCA.

Current members are:

J. Couche	A. Begelhole	M. Douglas
M. Neil	D. Moore	G. Hooler
R. Brundle	L. Miles	J. Faine
B. Grant	B. Rogers	J. Hawke
G. Propsting	A. Scales	B. Wade
A. Protos	J. Greive	P. Bishop
W. Burkhardt	J. Smart	R. Brooks
F. Kidd	D. Hayward	R. Koffijberg
D. Crossman	W. Seidel	R. Smith
C. Bennet	J. Cox	R. Hobbs
P. Simmenauer	J-P. Jardel	R. Oats
G. Carson	P. Rogers	
R. Little	P. Boyle	





CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA INC.

Australia's National Citroën Car Club