

# FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR CITROEN OWNERS AND ENTHUSIASTS

JUNE/JULY 99  
VOL 23 ISSUE 2

*This logo originally first appeared in Front Drive Vol.2 No.1 1978, the first issue published by CCOCA as an independent club. The Traction used as the central focal point appeared in Vol.1 No.1 1977*



1978

1999

**CITROEN CLASSIC OWNERS  
CLUB OF AUSTRALIA**

21 YEARS

Celebrating 21 years of CCOCA

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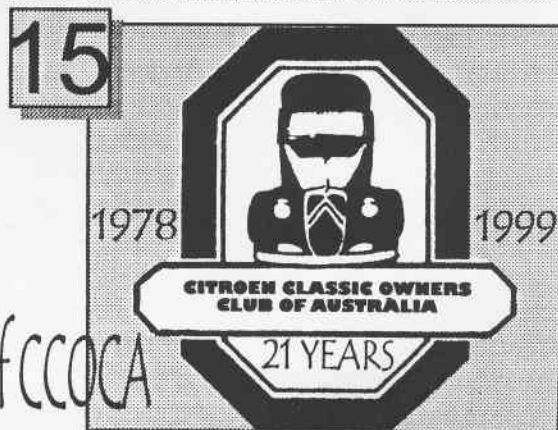
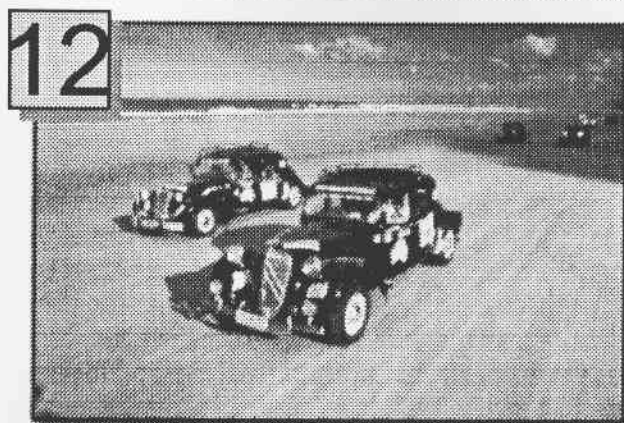
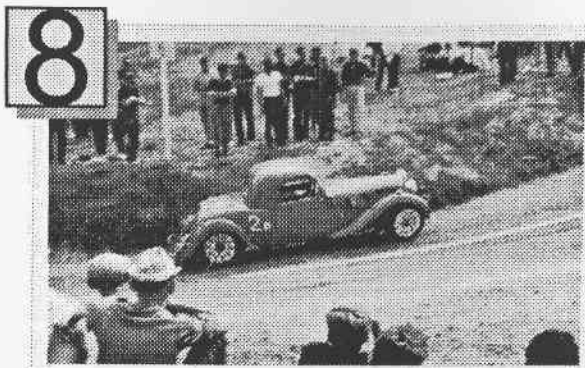
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*Celebrating 21 years of CCOCA*

## POSTAL ADDRESS

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The views expressed in this publication are not necessarily those of CCOCA or its Committee. Neither CCOCA, nor its Committee can accept any responsibility for any mechanical advice printed in, or adopted from Front Drive.





# DRIVE

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The Citroën Classic Owners Club of Australia Inc.

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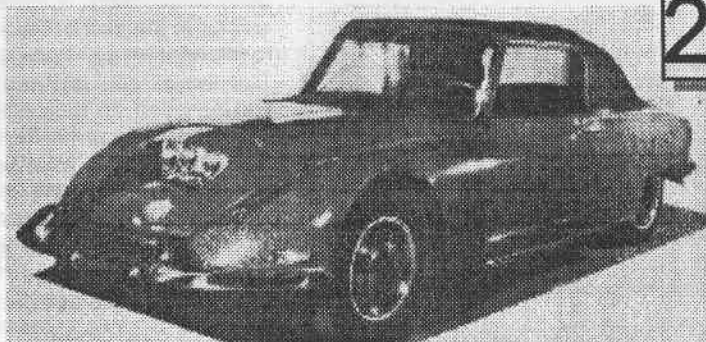
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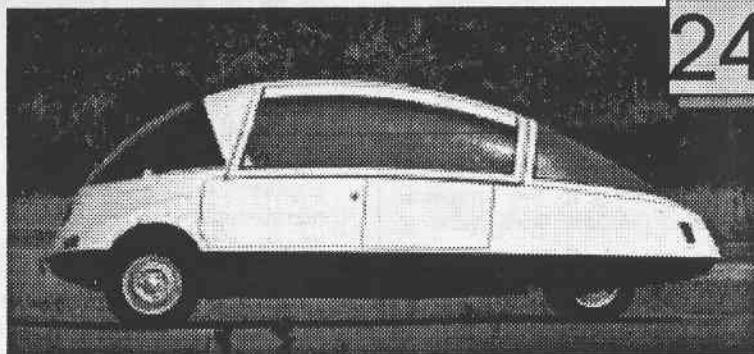
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### CCOCA MEMBERSHIP

Annual Membership \$30  
Overseas Postage Add \$9

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

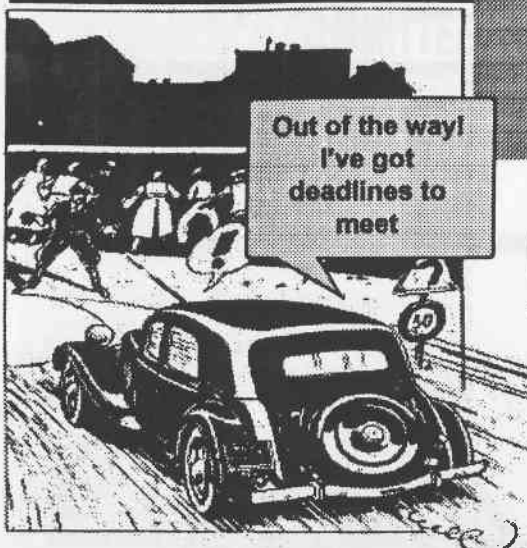
### CLUB MEETINGS

Every fourth Wednesday of the month, ex-  
cept December, at 8pm  
Venue:- Canterbury Sports Ground Pavilion,  
cnr Chatham and Guildford Roads,  
Canterbury, Victoria.  
Melways Ref 46 F10.

### LIFE MEMBERS

NANCE CLARK 1984  
JACK WEAVER 1991





# editorial view

## Celebrating 21 years of CCOCA

Well, that's one Front Drive behind me. Coming to grips with the software program, organising printing and mailing took a little getting use to. A bit like getting up in the middle of the night without turning the lights on. You know the general direction, however you always bump into something on the way. Relief comes at the end of the journey though. This second issue allows me more time to experiment so I hope you enjoy the new format.

The theme of this Front Drive is based on Celebrating 21 years of CCOCA. Having been an unfinancial or inactive member over the past years, I thought that I should pull out my collection of Front Drives and reacquaint myself with the club's history. It was after reading our first lady President's report in 1993 where Robbie Stockfeld stated that CCOCA was celebrating 15 years of operation that it dawned on me that 1999 is our 21st year.. The committee will not be letting the year go by without commemorating this milestone. Keep an eye open in a-tractions. Our July meeting will be our "Welcome Back" meeting where all members, past and present are invited to celebrate CCOCA reaching 21. Don't miss it.

With 21 years almost behind us it may be time to consider our future, the direction of the Club, the cars and our potential membership growth into the new millennium. It's rather unusual when you ask people what they consider to be a classic car. A person in their sixties or seventies may consider only pre-war cars to be classics, where another person in their thirties may choose Datsun 240Zs, TR7s and early Cortinas as their classic choice. As I draw towards a half century, my classic choices seem to be cars that turned my head as a young boy in the 1950/60s. Tractions were in my family before I reached my teenage years and I was seduced by their flowing curves at an early age.

All this brings me to the question, what does the future have in store for CCOCA over the next few years. Our constitution states in broad terms that Citroens of over 20 years and cars of significant importance are eligible for membership. This being the case, then such Citroens as the GS and CX models are areas of membership growth for the club. In 2002 the first BX models are officially welcome as 20 year old classics.

What is the point of this discussion? Well although I'm an enthusiast of Tractions with an interest in pre-war Citroens and a fondness of quirky 2CVs, I also see at best a stable membership level with these vehicles.

Our growth can only be nurtured through sustained promotion and marketing to eligible Citroens of 20 years and over. Have we exhausted our potential membership through pre-war Citroens, Tractions and 2CVs yet? Probably not, however these Citroens are not increasing in numbers dramatically, despite restorations and imports showing up every so often. Ds, GSs and CXs are our growth area. This of course raises the controversial point of two clubs in Victoria catering for the same vehicles. Three thoughts come to mind, stay as we are, amalgamation or competition for new members. My personal opinion is that by staying the way we are, will put us on a path of dwindling membership. Amalgamation would certainly improve attendance's at events and general meetings but we can always enjoy our sister club by inviting each other for joint events. Many die-hard members would suggest there is too much history, talent and pride in our club to allow a loss of identity.

You may see our future in competing for those newer classic Citroens (over 20 years), while consolidating our strength with those earlier cars that need us. A program of publicity and advertising would certainly raise our profile and increase our inquiry rate.

I'm interested to see if our general membership have any views on this subject. If there is any feed back, I'll devote your comments to an opinion page so that other members can share your views. Any views for that matter! Enjoy this issue of Front Drive.

*Leon Sims - Editor*

### EDITORIAL DEADLINES

August/September	25/8/99
October/November	27/10/99
December/January	15/12/99

## NEXT ISSUE

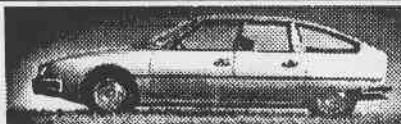
DUE OUT SEPTEMBER 1

### HISTORY of AUSTRACTION By Brian Wade



#### TRACTION AVANT 7C

Not all Tractions are equal. Third in the series relating to the specifications of each model from 1934 to 1957.



#### NOUVEAU CLASSICS

Both the GS & CX models are now past 20 years since their first release and therefore eligible as true CCOCA classics. What are your views?

#### PLUS

The Jack Weaver Story Part 2  
Louis And Andre  
Mary Lou Keogh's Light 15  
And heaps more





# prez sez

Well the new committee is up and running and providing positive guidance for this year's club events.

We still need an activities officer to maintain overall control of the year's events, but most of the hard work is done. So, why not get off your rear-end and do something extra for the club, and get all the glory in our anniversary year.

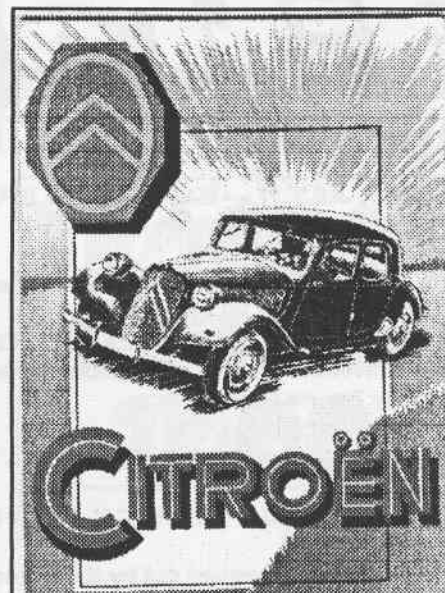
This issue of the magazine contains an updated membership list, and a spare parts form.

Our traditional Austraction event was very well supported over the June long weekend. Congratulations to Leigh and Sue for their personal efforts. Thanks to all members who participated, and particularly those who travelled long distances to attend. We do appreciate the efforts you make to do this most years. The expected sleet and snow was only rain and fog and wind, so these "mild" Victorian conditions, did not stop us from all having a great time together.

This edition of Front Drive should also contain an EVENTS CALENDAR for you fridge door. Other events will probably be added as we go along, but at least you have the big picture at your finger tips. Several inexpensive events are planned for this anniversary year, so please make a concerted effort to attend at least one more event than you did last year and help us celebrate our club birthday together.

Leon is organising a special reunion of old Presidents at next month's monthly meeting, and I encourage as many participants as possible to come along on that night and bring a club friend as well

*Regards Ted Cross*



## THANK YOU TO OUR CONTRIBUTORS FOR JUNE/JULY

**Graham Barton**

**Adrian Chapman**

**Jack Couche**

**Ted Cross**

**Peter Fitzgerald**

**Mr Frog**

**Bill Graham**

**Leigh Miles**

**Derek Moore**

**Jens Moeller Nicolaison**

**Ken Price**

**Don Scutt**

**Robbie Stockfeld**

**Brian Wade**

**Steve Wedell**

**Tim Walker**

**Miles Williams**

**Jack Weaver**

**&**

**The Internet**

**Keep up the great work  
The Editor**

## Celebrating 21 years of CCOCA

**Wednesday July 28**

**Past & Present**

**Members invited.**

**Come along to the  
Canterbury club rooms to  
celebrate 21 years of CCOCA**

**Contact**

**Leon Sims 9583 3972**

**Ted Cross 9819 2208**



# a-tractions

## JULY 1999

**SATURDAY, JULY 17 — BASTILLE DAY SPIT ROAST**  
At Peter & Christine Sandow's home  
50 Anderson Rd. Hawthorn.  
Details: Phone Ted Cross 9819 2208 or Peter 9822 4473

**WEDNESDAY, JULY 28 — MONTHLY MEETING**  
CCOCA 21st Anniversary Celebration meeting  
Canterbury Sports Ground, 8pm

## AUGUST 1999

**SUNDAY, AUGUST 8 — TECHNICAL DAY — PIT INSPECTION**

Have your Citroen checked out by the experts.  
Venue is ACE Drilling, 33 Clements Ave, Bundoora 3083  
Melways Ref. Map 20 C2. From 11.00 am onwards  
Electric BBQ available, BYO food & drink  
Contact Robin Smith for details on 9527 5429

**SUNDAY, AUGUST 21 — WINTER WARMER RUN to**  
Bernie & Clare's Westemport Bay property  
Contact Steve Bartlett for details on 9397 3334

**WEDNESDAY, AUGUST 25 — MONTHLY MEETING**  
Canterbury Sports Ground, 8pm

## SEPTEMBER 1999

**SUNDAY, SEPTEMBER 9 — HEATHCOTE ECONOMY RUN**  
Organised by Peter Boyle 9470 8080

**WEDNESDAY, SEPTEMBER 22 — MONTHLY MEETING**  
Canterbury Sports Ground, 8pm

**SATURDAY 25 / Sunday 26 — DAYLESFORD/  
CASTLEMAINE GAOL WEEKEND**  
Organised by Peter Fitzgerald 9696 0866

**SUNDAY, SEPTEMBER 26 — THE RAA BIRDWOOD CLASSIC**

The RAA Birdwood Classic, is for vehicles built between 1945 and 1969. In the tradition of the RAA Bay to Birdwood Run, the Birdwood Classic is run over an 80km route from West Beach, just outside Adelaide to Australia's National Motor Museum at Birdwood.

## OCTOBER 1999

**SUNDAY, OCTOBER 10 — MT TARRENGOWER HISTORIC HILLCLIMB** Run by the VSCC

**WEDNESDAY, OCTOBER 27 — MONTHLY MEETING**  
Canterbury Sports Ground, 8pm

## NOVEMBER 1999

**SAT/SUN, NOVEMBER 13/14 — BENDIGO SWAP MEET**  
**SAT/SUN, NOVEMBER 20/21 — GEELONG SPEED TRIAL**  
Eastern Beach Geelong. Includes Concours de Elegance  
Display space for car clubs  
Contact Brian Latimore 5259 8483

**WEDNESDAY, NOVEMBER 24 — MONTHLY MEETING**  
Canterbury Sports Ground, 8pm

**SUNDAY, NOVEMBER 28 — ROB ROY XMAS PICNIC**

## DECEMBER 1999

**WEDNESDAY, DECEMBER 22 — MONTHLY MEETING**  
Canterbury Sports Ground, 8pm

## 2000

**EASTER 2000 — Citin 2000 Jindabyne CCCNSW**  
**TRACBAR DUNDEE 2000**

*Tractions at Austraction*





# CITIN 2000

## Cit-In 2000 is coming

Every year the widely separated Citroen car clubs around Australia gather together for an Easter weekend. The year 2000 will see us in New South Wales, hosting a special celebration. The venue is at Jindabyne in the Snowy Mountains. At Easter, the snow has not yet arrived and it is a great place for trekking, fishing, eating and drinking and talking all things Citroen. The meeting will be that much more of a centennial anniversary and may have international guests. Overseas visitors will get personal transport from Sydney to the venue and free transport (by Citroen) and accommodation from NSW Club Members during their stay in New South Wales.

Mark your diary, set aside this date. At the Bastille Day celebrations the French Ambassador announced that visas will no longer be required by the French or Australians when visiting each other's country. One less excuse for French enthusiasts not coming down under!

When: Friday 21 to Monday 24th April 2000

Where: The Station Resort, Jindabyne, NSW

The Citroen Car Club of New South Wales extends a warm welcome to all

Citroen enthusiasts to join us for the Cit-in. Jindabyne is 55 km southwest of Cooma, and close to Kosciuszko National Park, Perisher and Thredbo. Nearby Lake Jindabyne ensures temperate weather. Cit-in 2000 promises the usual vehicle related extravaganza, plus a choice of interesting functions to create an enjoyable holiday for all the family. Activities include visits to the local winery or art gallery; tours of a sheep station, a llama farm or a trout hatchery; and caving or bushwalking in the local alpine scenery.

The Cit-in committee has organised a single large location for all accommodation, and has reserved a number of rooms plus camping and caravan sites. As Easter 2000 is rapidly approaching, it would be wise to arrange your accommodation and travel arrangements early. Bookings for accommodation should be made directly to The Station Resort, indicating that you are attending the Citroen Car Club Easter meeting. Check out the venue at <http://www.kos.com.au/>

Please contact The Station Resort on :

Phone (612) 6456 2895

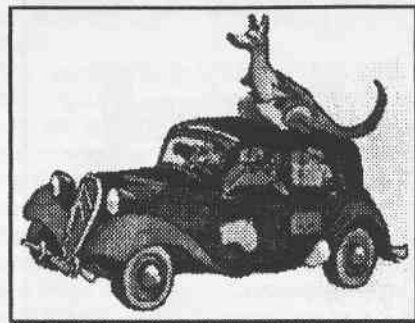
Toll Free 1300 369 909

Fax (612) 6456 2544

Come and join us to meet old friends and make new ones!

We look forward to seeing you.

## TRACBAR DUNDEE 2000



**Tracbar Dundee 2000** will be a wild co-ordinated bush run of over 40 classic Citroens (dating from 1934 to 1957) run in August 2000. It will run from Perth to the Gold coast via Uluru, Cooper Peddy, Birdsville, Maryborough and Tambourine Mountain.

A fitting sequel to the 1998 expedition which was documented by club member Brian Wade in a past issue of Front Drive. His second and final part is published in this issue.

Tracbar type rallies are very popular in Europe, especially in France, Holland and also the USA where Tracbar 2002 will be run.

Tracbar Dundee 2000 is the brainchild of motoring enthusiast Eric Massiet du Biest, experienced in adventure, photojournalism and marketing. This French-Australian has already proven in the past, the strength and reliability of the Traction-avant Citroen, with a two year and 99,000km round the world journey through 35 countries. Eric lives on Tambourine Mountain after arriving in Australia in 1993.

For further information Eric can be contacted through the following:

PO Box 212. Tamborine, QLD 4272  
Phone 61 414 947 666  
Fax 61 755 450 604  
Email [mrfrog@tracbar-dundee.com](mailto:mrfrog@tracbar-dundee.com)

## Schedule

### Friday 21 April

10.00 - 22.00

19.00 - 21.00

Registration

Light Supper (Soup / Fruit / Cheese)

### Saturday 22 April

Morning

Afternoon

Evening

Parade through Jindabyne

Observation Run or Local Tours

Dinner and Auction

### Sunday 23 April

Morning

Evening

Motorkhana or Local Tour

Dinner and Award Presentation

### Monday 24 April

Morning

Breakfast, Farewell and Departure

Enquiries (for other than accommodation) direct to :

Darren Davis

Phone (02) 9556 2190

Fax (02) 9556 2190

Email [fishheads@fishheads.com.au](mailto:fishheads@fishheads.com.au)

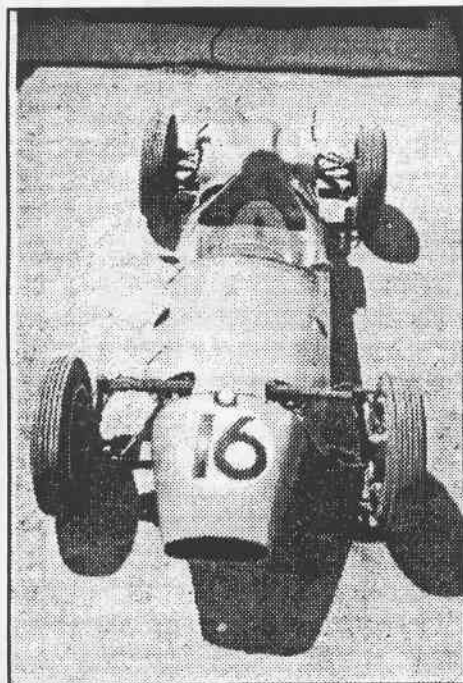


# THE JACK WEAVER STORY

*"the cars that Jack built"*

PART ONE

A letter was received from member Derek Moore claiming disappointment at not being able to attend the May meeting to see guest speaker Jack Weaver. I thought that reproducing Jack's talk in Front Drive would serve two purposes. Firstly, those like Derek who could not attend the meeting could appreciate Jack's involvement with Citroens over many years, and secondly, it's important that we preserve these experiences as intriguing pieces of history which should not be lost in time. Past Front Drive editor and friend of Jack, Bill Graham brings us this excellent account of one man's history with Citroens. Read with interest, the Jack Weaver story.



Monoposto – hand beaten body panels, showing front springing by transverse leaf spring, motor 2 litre T.A.

with ambitions of becoming an acrobat in a circus, had propelled himself over the truck, losing the car body, and landing tail first, managed to bend one side of the differential assembly. Using the farm blacksmith shop at home, I managed to straighten the diff and axle shaft half shaft. A 2-seater body to cover the unclothed Swallow was "not designed, it merely happened"!

The Swallow served as road transport for about two years, at which time I made the mistake of going to a motor race meeting at the Ohakea Airfield, about 120 miles north of Wellington. These were the days (early 50s) when there were very few factory cars and most people ran "specials". I looked at most of these devices and thought "If I can't do better than them, I should give up".

I produced a set of drawings and started construction. The Austin Swallow was still providing daily transport. A year to the day, my Austin Swallow Special was completed, using mechanicals cannibalised from my trusty daily steed. At the time I was an apprenticed "horologist" (clockmaker), and one day the master was horrified to find me turning up a new set of pistons on the firm's clockmakers lathe. A year later, I drove

in my first race.

My parents declined to sign my race papers, on which I was dependent, until I turned 21. By co-coincidence, this was also the same day and circuit (Ohakea) where Bruce McLaren (now McLaren cars – Can Am, F1, etc) had his first race.

The Austin 7 would do 84 mph at full hammer, and my parents thought that this behaviour was much too dangerous. The equally serious injuries to be inflicted by supposedly safe horses, they accepted without quibble!

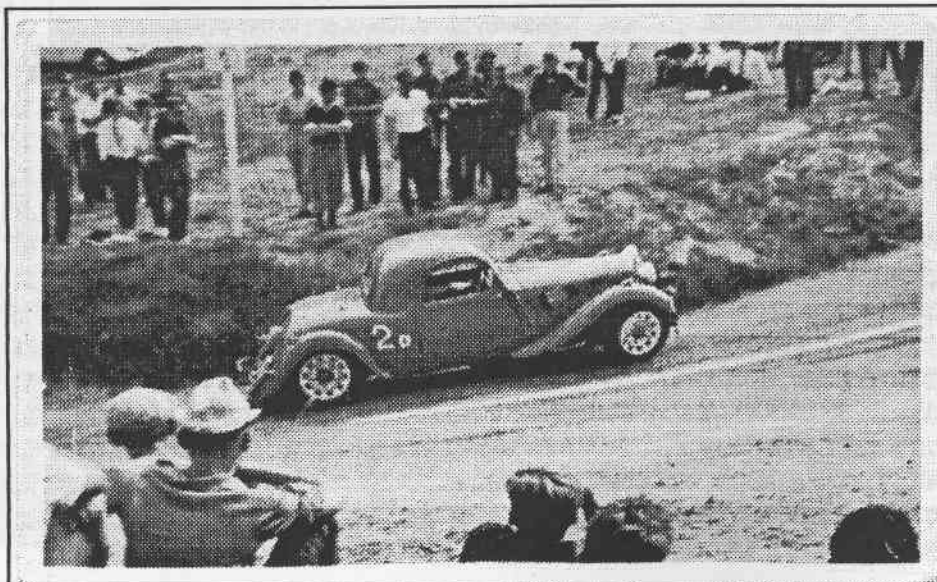
I raced the Austin for a couple of years, winning a few hill climbs, but not making much of a showing in circuit racing. Then I decided to get serious and set about building an Austin 7 monoposto on an Austin 7 chassis, stiffened with a tubular chassis above it, and with swing axle front end. In my enthusiasm, I blew up a couple of Austin motors and then acquired a Singer Le Mans motor (still with a two bearing crankshaft though!)

I think the reputation of these cars for breaking crankshafts was due to the heavy fly wheel. By skimming the fly-

My first encounter with the task of controlling brute (or should that be "brutish"?) horsepower was at about 18 months to two years of age, when coincident with becoming a biped myself, I was learning to control a quadruped. In a family that had a long association with horses, it was not surprising that I rode one to school right up to the time I went away for secondary studies. While still at school, my thoughts turned to other things, including motor cars, and I set out not very successfully, to build my own car – essentially a dirt track midget with a model T Ford engine squeezed into it.

My first real car was an Austin 7-based "Swallow", courtesy of the late Sir William Lyons of Jaguar fame. This vehicle arrived home suspended behind a tractor because its former owner had decided to attack a truck. This gentleman, perhaps

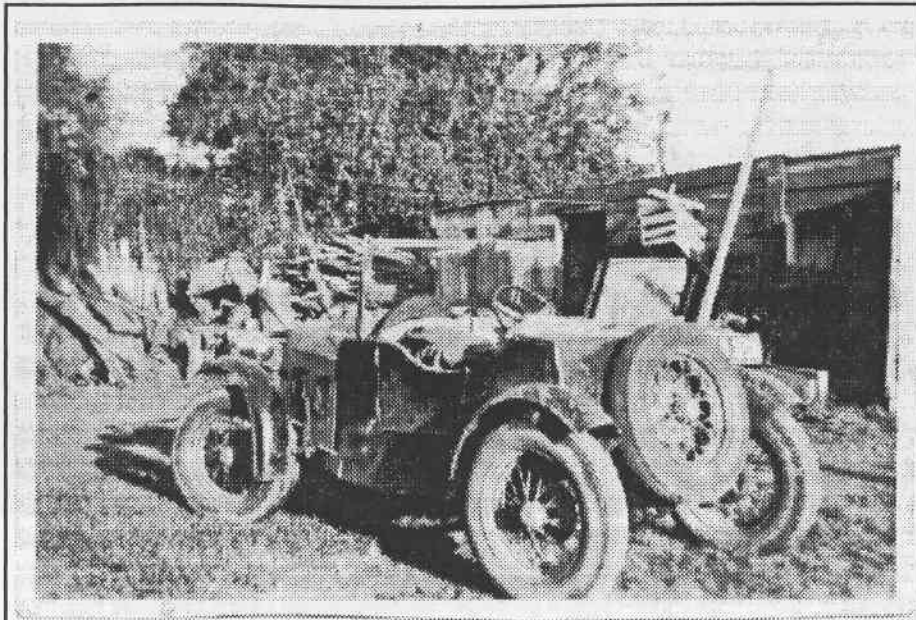
The coupe in racing form with DS motor and ERSA gear box





# "the cars that Jack built"

**My first real car: Austin7 "Swallow" – the body "just happened" (1953)**



wheel right down, I was easily able to get the Singer motor up to 7000-7500 rpm. To fit the Singer motor in, attached to the Austin gearbox, the motor had to be fitted at 45 degrees and was dry-sumped. It had a dual throat Solex carb. Because of its short wheel base (76") and a top speed of about 112 mph, this special was a bit unstable. It was reasonable on short circuits but lost out on the fast tracks, and was quite a handful to drive. At one point on the Levin circuit, the 948cc Singer was catching up on a 1500cc FW Climax-motored Cooper. However the scrutineers were quite unhappy about how much room I took up on the corners!

I sold the Austin/Singer, determined to get into saloon car racing. I bought a Citroen 12, and the body was cut down to make a close-coupled (short wheelbase) GT. This car was almost finished when the regulations were changed so that one-off saloons were unacceptable. Disgusted, I decided to go the whole hog and build a Citroen rear engine, rear drive monoposto using some bits from the GT and discarding the rest. The box started as a standard Traction three-speeder, and eventually finished up with specially cut gears becoming in effect a close ratio four-speed box minus the lowest ratio.

With the torque available from the (later) supercharged engine, getting away from the line was quite adequate.

The motor went from a normally aspirated 15 (with a 12 head to give a higher compression, and oversized valves) and ended up at 1998cc, using Ford Consul pistons. Later it was supercharged, and

then replaced with the 1.5 litre racing Riley motor (from the Riley Falcon sedan that I had as daily transport) all the time grafted to the trusty three speed Traction box. The rear-wheel-drive Traction monoposto was raced in France and England with limited success, and was quite successful at hill climbs in New Zealand. Amazingly, in view of the experiences of others, the crown wheel and pinion gave no trouble at all, though it must be admitted that the box casing was strengthened to minimise flexing. An 8 x 31 crown wheel and pinion was used for hill climbs, and a 9 x 31 for circuits.

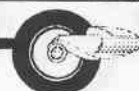
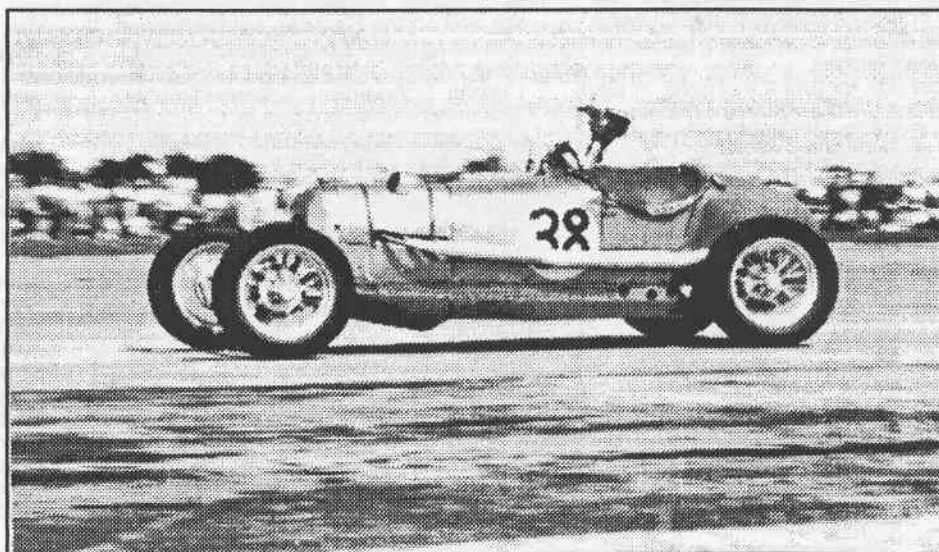
Limited monoposto success made me think again of saloon car racing, so another Traction 12 was obtained. The racing Riley engine and transmission from the monoposto was transferred to the 12. Its competition debut was ruined by the

bonnet coming up and folding back over the turret immediately prior to the meeting, thus rendering it impossible to race. Sickened by this and by mounting domestic problems, and perhaps attracted by a job offer from National Instrument Company (NIC) to work in Australia, I was thinking of moving and substituting the "long white cloud" with a "big red dust cloud" instead. However, I had long fancied the style of the Traction coupe (having driven Max Poole's roadster) and decided to build my own before leaving NZ.

The resulting coupe matched the lines of the original quite well and I was pleased with the result. The donor car for this exercise was the Traction 12 with the racing Riley motor and errant bonnet as mentioned previously. Unfortunately, three days before I was due to leave NZ, complete with coupe, I was middle man in a three car pile up. Consequently, I sold the car in "as is" condition to a friend and protégé, Peter Ackroyd, who went on to race the car quite successfully in its home country. A major contributing factor in Peter's success was the fitting of a DS motor and an ERSA box which I was able to send over from Australia.

*Part 2 continues the story with Jack's arrival in Australia racing borrowed cars before developing his Traction 11D for racing and inventing the 4CV. We are fortunate to draw on Bill Graham's friendship with Jack Weaver, otherwise we may never have been able to put Jack's memory on paper and at the same time document an important part of Australasian Citroen history.*

**Austin Swallow Special, built while I was an apprentice (748cc, 84 mph often achieved, last meeting that it was raced at).**



# Austraction 99



You must know how it is. There comes a time in everyone's life when they just know they have made a significant error. An error that is not going to just effect them — no, it is going to effect about 40 people. Not just 40 strangers, no 40 people they know and really like. So, when did cathartic experience occur to me and what has it got to do with you?

Well, it all hit me about 10:30am on Sunday June 14. That was when the locals at Eildon suggested that snow was on the cards for the day. Suddenly it seemed even colder, even bleaker than it had until then. My mind flashed to Austraction 1993 in Horsham. That year the snow was so bad the friendly authorities closed the Western Highway, on account of the snow! I recalled pictures published in 'Front Drive' of Robin and Sue Smith's Traction covered in snow and tales of John Couche attempting to arrive on his motorbike.

Of course, it is always difficult in January, when the temperature is 40° to even consider what the temperature and the ambience of a destination will be the following June. Sue Bryant and I can only assure you that last January the village of Eildon and the Lake all looked fabulous. When we re-visited to confirm all our destinations and plan the Observation Run in April it all still looked great. By the Friday afternoon of the Queen's Birthday Weekend, we were feeling just a little less certain.

Consider this for just a moment. In planning for the weekend, we had decided that on Sunday we could lunch in Alexandra. We found a great spot, covered in case it should rain and Alex gave us the option to ride the steam train — that only runs once a month. I was talking with the local council on the Thursday prior when they casually mentioned that being in Alex on the Sunday was a great idea. We would be able to visit the largest rural Truck and Ute Show in Victoria. The main street of Alex would be closed and it really was the highlight of Alex calendar. Suddenly, and with rather sickening clarity we realised that when we arrived in Eildon on Friday afternoon the first thing to do was find somewhere for

lunch. But in talking about Sunday lunch, I seem to be rather ahead of myself.

Sue and I arrived on Friday afternoon, and we are the first there. Which was good. That meant we could head off and confirm times with restaurants and the like. And find the Sunday lunch spot. We had seen on our previous visit a huge rotunda with electric barbecues being built and felt certain it would be finished for the long weekend. Rolling in to it, it was surrounded by bright orange fencing and was clearly not finished. One of the workers toddles over for a chat. "Oh, you must be from the Citroën Classic Club." Neither Sue nor I had realised the impact the potential of 40 people could have on a small country town. No, we were talking to Syd — the local bus driver, who would be driving us to dinner on Sunday night. Syd introduced us to his brother, who was also working on the rotunda. He even remembered that Citroën had visited Eildon previously. Maybe we set to make that impact all over again!

By the time we returned to the 'Golden Trout Hotel Motel' there was a Graeme and Mona McDonald's fantastic bright yellow Traction in the carpark, parked next to a bright red 2.3litre Fiat coupé. Next thing, over the balcony appears the smiling face of Gabriel de Figueiredo. It appears his Traction has been misbehaving and so the Fiat was out for the run. I should note the Gabriel and Eugenia were not the only attendees not in a Citroën. Long-time Tractionist Robbie Stockfeld was with Jacquie Couche and Grahame Bradshaw in her BMW and Mark Rowe and Koula Papamarkos were to arrive in a Jaguar by early evening. Of course, they have an excuse — feeble though it may be. As yet we have not been able to persuade Koula or Mark of the clear benefits of French engineering over British timber, leather and Lucas electrics. Our editor dropped in for lunch with the family on Sunday [do you see just how pivotal to the whole event Sunday lunch was?] and he was in some front-wheel drive Japanese thing.

By Friday evening, most people seemed to have arrived and the important question of where to have dinner arose. Sue and I had to eat at the 'Golden Trout' as

registrations were being undertaken there. But Jack and Kari Hawke, Mel and Colleen Carey, Robin and Sue Smith and Helen and Ted Cross [I think that was the group] went upmarket and dined at the Sugarloaf Restaurant. It will come as no surprise that the Queensland Contingent [Brian and Esther Wade and Lance Collins] were found holding up the bar with Max Skeates, from the ACT, John Fleming and Nathen Wade and Wayne Hyke, late of Darwin and now of Melbourne. Soup and rolls appeared at 8:30, along with everyone except Gabriel and Eugenia, who despite our best noisy endeavours appeared unable to locate us! Sue and I had decided that this was to be a relaxing weekend and so there would no such thing as an 'early start', except for Monday's breakfast. Saturday morning was a perfectly sensible 10:30 roll-out for the compulsory drive through town. I looked out from our room around 9am to find the car park full of people, who gave the impression of being ready to move. Now, when we planned the route through town, Sue and I did have in our mind the drive through Shepparton last Easter Saturday. For those of you not at that event, let me simply note that some 120 cars trying to negotiate their way through a busy regional centre on Easter Saturday was not an experience to be repeated. Eildon, thankfully is smaller than Shepparton, 20 cars are rather easier to manage than 120 and Eildon is so bloody small you can walk it end to end in three minutes! By the time I actually got down to the carpark, I knew that the impression of being ready to roll, was just that. Merely an impression! Rod Greschke was tying up his starter motor with a piece of string [with Rod's history of tying things with string, I can only presume he and Barbi Osborn travel with a ball of genuine Citroën string, part number 430457!] Max was sharing the behind the wheel experience of his CX with John Fleming and Mark and Koula were no where in sight. [Koula had determined that as were not starting until 10:30, there was no reason to appear any sooner!]

Finally, we marshalled everyone, gave Colleen Carey the route map, got the Tractions to the front of the queue and





# at Lake Eildon

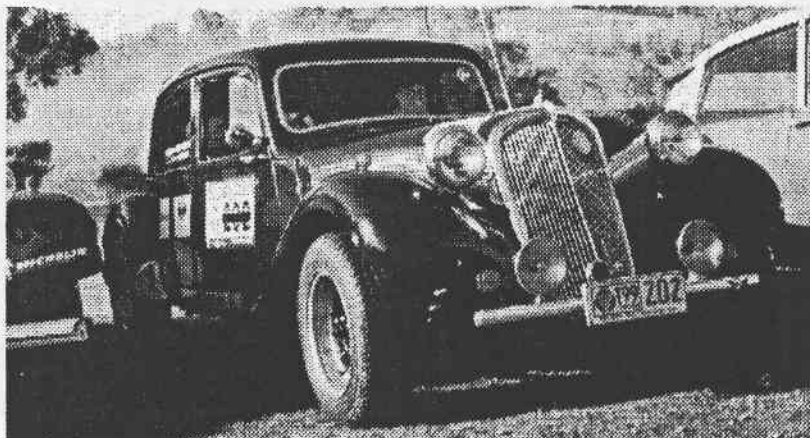


then tried to persuade Mike Neil and Judy Chick that it was time to go. Well, Mike was in the D, the D was up and running, the trouble was, so was Judy. She was running back and forth from the car to the room collecting essentials for the morning. Little did she know that the destination for the drive was about 300m down the road from the Motel! After stunning the locals we lined-up the cars for the traditional photo opportunity. There were 20 Tractions, a D and a CX, three BXs and only one A-series car. It was into town, then, for a warming coffee and to sit in non-too-warm sunshine and read the papers.

After lunch, it was Observation Run time. Time to compete for the Iain Mackerras Memorial Trophy. There was a high level of participation in the event this year. Well, to be more accurate, there were a good number of starters. As to the number who finished...well that is better left unmentioned. Sue and I had enjoyed planning the run and as usual had found some difficult questions. Of course, the task was not made easier by things like not actually telling participants how many of the questions were to be answered in the cemetery. Everyone seemed to think there was only one. There were three! The start time for the Observation Run was 1:30pm. The distance was 24km. The last participant arrived at the end point at 5:30pm. Of course this meant we were sitting on the side of the road as the last Austractionist drove past. Phil Ward had not been able to escape Adelaide until Saturday morning and arrived in Eildon in his 2CV Sahara around 5pm. Anyway, thank you to Bernie and Clare Hadaway for allowing Sue and me the chance to sit quietly in the BX reading the paper for such a long time. Now, as it happens, often the last people in prove themselves to be the winners. They may take an eternity, but they find all the answers. [I do remember an event where Chris and Jeanie Shields did not come home until 8pm, and they won!] However, despite taking all this time Bernie and Clare were not at top of the list. Just for a change, the first car to be flagged off was the first car in and they won. Of course, everyone should have realised

that with Robbie Stockfeld driving and Jacquie Couche navigating their winning was almost assured. However the winning margin was tiny — Peter Fitzgerald, John Fleming, Philippe Mortier and Anita Spole were a very close second. On Saturday evening we solved the issue of Sunday lunch. The owners of the restaurant we were to visit on Sunday night rang and offered their huge covered-in barbecue area, with apologies for not having enough seats to go round. Hal Any of the places we had inspected had no seats. Once again we had planned a late start for Sunday — 11am seemed a great time. However, there was everyone in the carpark bright and early. As the distance to our revised luncheon spot was considerably less than originally planned, we delayed departure to 11:30. This morning it was Mike with his bonnet up doing running repairs. [What is it about cars from Canberra?] Now, not being mechanical, you will have to forgive my description of his problem but it seemed that the shaft that drives...something under the bonnet was dry. Hmmm. Eleven-thirty saw us lining up to depart. As Sue and I left, it seemed all was right with the world. Brian Wade waved at us and made steering wheel motions. Unfortunately, that was the last we saw of them for some time. Somehow, Nathan and Wayne had persuaded Andrew Be-

gelhole to drive them to lunch in his BX 16 TRS Automatic. Brian and Esther were in the boys' BX 16 TRS Automatic. Now, while Nathan's car looks good and is graced with a new auto-box, the starter motor is on its way to God. Instead of starting it shrills like a banshee. Doesn't start the car — just screams. The result of this was we arrived at lunch, without Brian and Esther. Nathan went in search of them in Andrew's car. This meant that instead of being two people short for lunch, we were three. The barbecue sight was graced with an enormous fire around which the world gathered. We cooked a pile of snags, fed the masses on salad, fruit salad and those with cast-iron stomachs opened bottle of red. After lunch the hardy amongst us went into Alex and rode the steam train while the majority of wimps returned to Eildon and the promise of another open fire. More pre-dinner drinks in Mel and Colleen's room then onto the bus with Syd for the drive to the Eildon Waters Bar and Bistro and another big open fire. The room was decorated with blue and yellow balloons, the tables laid with blue and yellow napkins and blue and yellow menus. Now, in an effort to increase the French nature of the evening, I had passed the menu through my French-English translator software. Of course



Tassie Targa Traction

Continued page 19





**Part One of Brian Wade's Tracbar Dundee experiences were printed in the November-December issue 98.**

#### DAY 9 BIRDSVILLE or BUST

Another early start, first 100km, good then dirt. Stopped at the old Batoota Pub (now closed) for lunch. The road varied from good to terrible, lost the exhaust on one rough patch. Arrived at Birdsville about 1500, not what I imagined with more people, houses, etc., even a brand new roadhouse. Participated in the Concours de Elegance, great fun. Had to forego the evening festivities and repair the exhaust. Lots of damaged cars, mainly exhausts and torn guards, a couple of broken windscreens and one broken driveshaft. Thirty nine Tractions made it to Birdsville.

#### DAY 10 GOODBYE BIRDSVILLE!

Head back to Windorah. About 20 km out car 038 (one of the Dutch Teams) broke a rear torsion bar. Managed to place a block of wood between the body and the axle and then continue at about 30kph. A couple of hours later the backup crew caught up with us and a new torsion bar was fitted. No further problems and arrived back at Windorah at about 1700. An excellent meal in the pub and a few drinks to celebrate our safe return from Birdsville. The backup crew worked all night rebuilding the motor for 013 and carrying out a lot of other minor repairs.

#### DAY 11

Another big day, over 500km to drive. A good road to Quilpie where we had lunch at the Imperial Hotel. After lunch and on to Thargomindah for fuel and then a 58km trek through the bush to a fishing resort on the Bulloo River called Thyan-

gra. We arrived without having any problems but several others weren't so lucky. Car 039 (35 coupe) had a fire under the bonnet and car 028 (38 cabriolet) dropped a valve seat. A few others also had minor problems but by 2100 all cars were all accounted for.

#### DAY 12

Late start – less than 200km to Hungerford but had to make several detours because of flooding. Not a bad drive but a few bad patches. Car 38 had gearbox troubles (again), so a very slow drive. Arrived at Hungerford at about 1400. WHAT A PLACE – the hotel was built in 1875 and is virtually falling down, however they provided an excellent meal and another good night was had by all. Heavy rain overnight (up until now all fine weather). Next morning discovered we had a flat tyre so had to fit a new tube before departure.

*By Brian Wade  
Our Queensland reporter*

#### Day 13

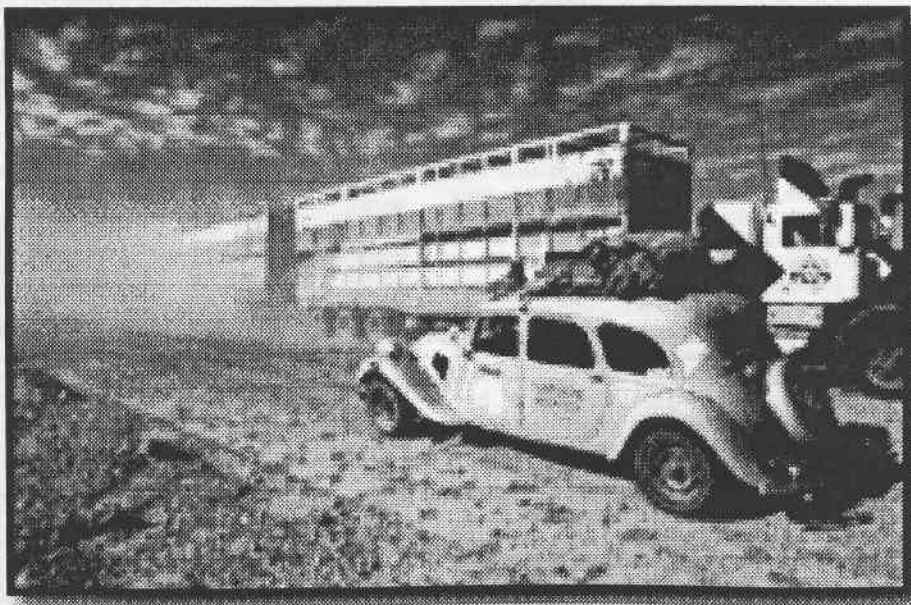
Off to Bollon, very muddy road with a couple of places under water, good rally driving practice. Drove through one stretch of water too fast and had the sun roof open, as a result we all got drowned (Esther was not impressed). Arrived at Eulo for lunch and wine tasting (date wine – didn't like it) and then on to Bollon arriving mid afternoon. Camped around the community hall, started to rain again.

#### DAY 14

Heavy rain all night and the tent started to leak. Not possible to get to Dirranbandi because of flooding so off to Moree Via St George and Goondiwindi. Heavy rain all the way and the wipers packing up didn't help matters. Just as we reached Moree the rain stopped and out came the sun to help us dry out. Arrived at the Motel to find Ian Steel and David Gries waiting for us. They had driven down in Ian's DS19 Cabriolet which quickly became the centre of attention. Dinner was served at nine in the motel's dining room and we had another memorable evening.

#### DAY 15

A fairly late start heading for Glenn Innis via Warialda and Inverell. Stopped at Inverell for morning coffee and were met by some people from the local vintage car club who took us to see their car museum (well worth the visit). Continued on to Glenn Innis arriving about 1500, starting to get very cold. Car 002 gear box problems on the way and as this was the same problem car 038 had twice suffered (weld breaking on part of



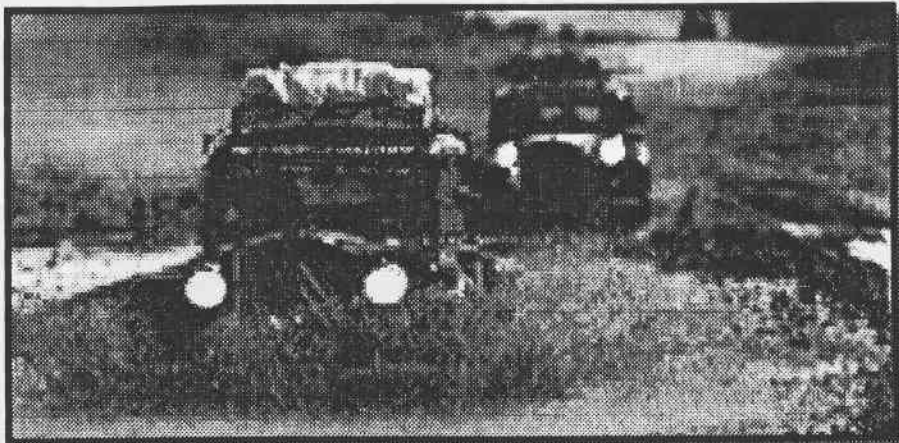


4 speed conversion) and I knew how to repair it, I spent a couple of hours working on it. While we were in the process, a reporter from the local newspaper arrived resulting in the owner of 002 and myself getting our picture on the front page of the "Glenn Innis Examiner".

Later that evening we met Lance Collins and Alec & Myra Low in one of the local pubs. They had driven down from Leyburn where the day before, Alec had won his class in his Traction at the Leyburn Sprints. Decided it was too cold for camping so we booked into a motel for the night (along with about half of the other rallyists).

#### DAY 16

Very cold morning with heavy fog, had breakfast in the open – not a good idea, far too cold. Left about 0830 to head for Lismore via Tenterfield. Started to warm up after a couple of hours, then a pleasant drive. Stopped at Casino for coffee. A big welcome for us at Lismore, the main street had been blocked off for us and wine & food was provided free of charge.



leg to Broadbeach. Fog and rain greeted us up the mountain but by the time we reached Southport the rain had eased. Participated in the grand opening of the new Gold Coast Citroen dealer and had an excellent lunch which was provided by Citroen Australia. After lunch, off to Broadbeach Mall for the official finish, heavy rain falling again. That evening a black tie ball in the Mercure Hotel's ballroom, prizes



Camped out at the showgrounds and then back into town that evening at the Onon Restaurant. The evening had been organised by local members of the Alliance Francaise and once again a perfect evening.

#### DAY 17

The end is nearing. Today is a short drive to Tamborine via Kyogle. Travelled with Lance, Alec and Myra (our Dutch friends) and decided to take the "Lions Road". An excellent drive, most of the road is now sealed. Arrived at Tamborine for lunch and a couple of pints of Guinness. Everyone departed at about 1600 to meet their hosts (all the overseas people were being billeted by the local residents of Mt Tamborine) and we headed home to sleep in our own beds (heaven).

#### DAY 18

Off to an early start to meet up with everyone at Mt Tamborine for the final

and certificates were presented. Truly a night to remember.

Tracbar Dundee was officially over. 42 Traction had left and 42 Traction had arrived back safely. A MARVELOUS EFFORT by Ed and all the backup crew. We spent the next two days at the hotel enjoying the last couple of days with our friends. On Friday we participated in the Grand Parade at the Gold Coast Show and that evening had a farewell dinner with our Dutch friends.

Saturday 29 August – a final drive in convoy to the airport and our last meal together.

The tears flowed freely as we said our goodbyes to our friends who had shared this unique experience with us. TRACBAR DUNDEE 98 was leaving us with wonderful memories that will last us a lifetime.

BRIAN WADE

## TRACBAR DUNDEE VIDEO



The video of last years great event is available and can be purchased by faxing for details to 61 755 450 604

The publicity states, "The Organisers have taken the family spirit of courageous Europeans and their cherished old Citroens on the rough roads of the bush. Share their emotions, encounters with native animals, the party of a lifetime in a remote pub of a 10 person town, an amazing 100km wild run on a Pacific ocean beach, a most unusual Concours in front of the historic Birdsville Pub.



# Congratulating CCOCA



Traction Avant Denmark



## TRACTION AVANT DENMARK

Hi,  
We here in Denmark would like to congratulate CCOCA – a 21 year anniversary is quite an event! We here in Denmark have an idea how it feels! Exactly this year our club is 17!  
I am doing the magazine for Traction Avant in Denmark – and fully understand the never ending search for good words to put in it.  
It's some years ago since I last had any contact with any members of the Australian club – but your club is quite well known here, probably because of a high level of activity. Of course I will mention to the readers of our magazine that this is an important year for your club. How many members are you? We are around 170.  
If you write me an email with your post address, I could send a few copies of our magazine – and maybe you could do the same? It's always nice with a bit of contact and inspiration!  
Best wishes to you and the club.  
**Jens Moeller Nicolaisen**

Hi Leon & CCOCA

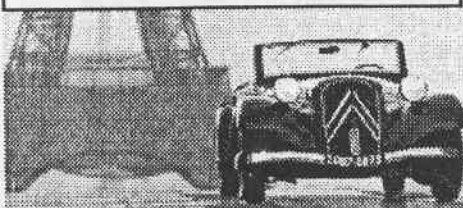
Thanks for the Email – congratulations on the club's 21st, nice to see the enthusiasm continues.  
**From Steve Wedell Raid 2000**



**To the members of CCOCA**

Congratulations on your 21st anniversary from the Citroën Car Club

UK. We are celebrating our 50th anniversary this year, and around 3000 members both here in the UK and worldwide. Our 50th anniversary edition of our magazine was nearly 200 pages, and I hope yours is as good and entertaining.  
**From all in the Citroën Car Club UK**  
Regards  
**Adrian Chapman – Webmaster**



**From Eric Massiet du Biest, organiser of Tracbar Dundee**

Dear Leon,  
Happy birthday to the CCOCA ! 21 years, the age of freedom !... How can I join ? I have a 1938 Big 15 commerciale with 340,000 km on the clock, a brand new freshly restored 1938 Big 15 RHD Convertible and the two 1953 big 15 that I have used for my 2 year round the world trip back in 1988, 89 and 1990. As you may know, with a bunch of loyal European friends, last year we have done over 5,000 km in the outback of Queensland and NSW with 40 Traction-Avant (that we call "Tracbars") in this Tracbar Dundee rally which was very succesful.

In August 2000, a new group of 40 European Tracbars (including 13 teams of last year) will tour from Perth to Tamborine Mountain, via Uluru, Coober Pedy, Birdsville, etc... for a 7,000 km new mad French ride across my new country.

In August 2001, a Tracbar Dundee Darwin - Tamborine is planned and for 2002, we have started to organise a TRACBAR-YANKEE from San Francisco to Boston, to visit the 12th ICCCCR with our family of Tracbar-Travellers....

You can also visit our official website to get more details on all these rallies on <http://www.tracbar-dundee.com>  
Anyway, have a happy birthday and don't forget to send me a joining form for your club.

**Kind Ribbits**

**Mr Frog**

<http://www.tracbar-dundee.com>



**Dear CCOCA HAPPY 21st**

**May your Chevrons always point upwards and your Traction Avant**

**Don Scutt, CCCV President**  
**On behalf of the Citroën Car Club of Victoria**

Greetings all

Many congratulations on the coming of age; it's a little far to drive over in a Traction, to join the celebrations, but we'll be with you in spirit.

**Tim Walker**  
**Webmaster**  
**Traction Owners' Club UK**

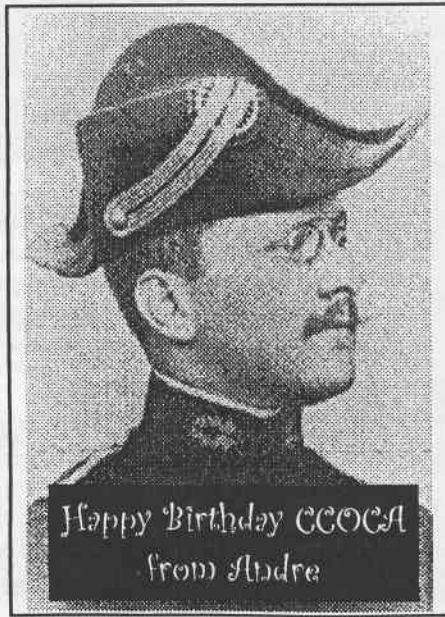


**CITROEN**



**AUSTRALIA**

Dear Leon,  
Thank you for your e-mail. Please send our congratulations to the members and executive of the club for being so enthusiastic and supportive of Citroën vehicles over the years.  
Best wishes for a Happy 21st Birthday from all of us at Citroën Australia.  
Yours sincerely,  
**Miles Williams**  
**General Manager**





# Celebrating 21 years of CCOCA

*Over the past 21 years, CCOCA has had 10 Presidents guiding the club. To celebrate this milestone, I've asked some of those Presidents to take a walk down memory lane and share some of their experiences of leading the club. When looking through the early names, its easy to forget that many of the committee members were only in their early twenties. They were full of enthusiasm and vision for the future. Despite their youth and inexperience the club took on an appearance of professionalism, especially in the production of those early publications of Front Drive. The club grew in numbers with members joining from Victoria, interstate and internationally. Today the club consists of over 100 members, thanks to those who have worked behind the scenes and to the members support.*

*The editor*

*"During the latter part of 1975 a group of people concerned with providing for a need that existed in the CCCV met at private houses. Out of these meetings of enthusiasts was born the idea of establishing a facility within the CCCV that would enable Traction owners to restore and maintain their cars.*

*After a number of meetings between our group and the committee, constitution amendments were drafted and subsequently at the February meeting in 1976, the amendments were accepted by the members."*

*Before the register could be ratified certain changes needed to be executed to the Citroen Car Club of Victoria constitution. The amendments allowed for the group to call themselves the "Citroen Car Club of Victoria Classic Register" and its aims were "to foster the restoration, preservation and maintenance of all pre-1956 Citroen Cars."*

*The sub-committee at that time consisted of the C.C.C.V. President along with the Register's Chairman, Secretary, Treasurer and up to four full members of the Register. One of the Register's committee also had a seat on the general committee. In the case of dissolution of the Register, the constitution had a clause that stated, "Upon dissolution assets and funds on hand after payment of all expenses and liabilities shall be handed to the Citroen Car Club of Victoria."*

*This clause may well have been the reason for some delay and strained relations at the time of the Register leaving the nest of CCCV.*

*Under the direction of the Register's com-*

*mittee, progress was dramatic with the following milestones established.*

- The first Austraction was organised at Swan Hill on Queen's Birthday weekend 1977
- The first Front Drive was published in October 1977
- Contact was established with many overseas Citroen Traction clubs which were going through the same development phases as ourselves.



The Committee consisted of Andrew Rankine (Chairman), Mark Navin (Secretary), Kenn Gilbert (Treasurer), Roger Brundle (Technical Officer) and Kym Harding (Spare Parts Officer). Independence was stirring from those early years with an inkling of future directions hidden in the pages of Front

Drive. That first issue suggested that "the Classic Register committee has for some time been concerned by its inability to reach Register members to express their views. It is for this reason that the committee has decided to publish a Classic Register magazine." This was of course Front Drive. The membership at this stage had reached fifty. It was to be a little over two years since the inception of the Classic Register before it's members took the giant step towards independence by forming the Citroen Classic Owners Club of Australia. Issue No.2 January 1978 continued to show signs of unrest by stating that a meeting would be called, "to discuss the shape of our future within the CCCV. It is most important that every member be there, or let the committee know what you think so that we can use your proxy vote."

Issue No.3 Feb/Mar 1978 stated, "This is the final edition produced by the Classic Register. However, Front Drive will continue as the magazine of the new Citroen Classic Owners Club of Australia. This will be a club in its own right, free of the restriction experienced by the Register within the CCCV." And so CCOCA was born twenty one years ago and has survived through both prosperous and lean years with many hard working committee members steering it to the club we belong to today.

**Researched by Leon Sims**



## President's Report April 1979 by CCOCA's 1st President Andrew Rankine.

This last club year has seen a build up of membership of over 100 dedicated enthusiastic Citroenians from all over Australia and further – will there be no end to these cars that keep coming out of the wood-work?

It is gratifying to see members now using the club facilities for information, advice and especially spare parts. The spare parts have proved to be a great success.

The new club year will get an excellent start with funds carried forward. As you can see we are in a very healthy position. Activities this year have, in most cases, proven to be successful. This is an area that is very hard to organise, or predict what you, the member wants.

Our club magazine has gained a lot of respect, both in Australia and overseas, as I

found out last year from the Traction Owners Club members (in the UK). Finally I would like to thank the committee and members for their support and hard work throughout the club year. Let's look forward to an even better club year this year.

## Secretary's Report , April 1979

### By Mark Navin. (excerpts)

After the stormy beginnings of the club in early 1978, it is pleasing to look back on the year. As early members are aware, the decision to form a club solely for early model Citroens did not go without resistance, nor did the decision to make it an Australian-wide club.

The decision however has been well vindicated with membership reaching 120 in these first 12 months. For a one marque club drawing on a limited membership, this is an extraordinary growth.

The spare parts side continued to grow

under the guidance of John Couche. Kym Harding as Editor with help from his sub-committee produced six excellent editions of Front Drive. Treasurer Pat Propsting continued to perform miracles in balancing the books – legally.

Activities Officer, Roger Brundle, in spite of overwhelming apathy continued to organise an interesting and varied calendar.

My thanks to these committee members, and a special thanks to President Andrew Rankine, who will not be standing for re-election. Much of the success in this first year has been due to his able leadership and the time and energy he has devoted to promoting the club in Australia and overseas.

1978 was a good start for the club, but lets make 1979 a better year and one of consolidation and participation.

## CCCV Classic Register Members June 1977

Russell Allen	John Avard	John Bell	Robert Bonner	Roger Brundle
John Buckley	Arthur Clarke	John Cleverley	Sam Crisi	Michael Desmarchelier
Mike Edsall	Peter Fitzgerald	Peter Fry	Kenn Gilbert	Brian Grant
David Gries	Kym Harding	Steven Hine	Ray Hobbs	Dominic Kelly
Michael Kelly	John Kirk	Mitch Macuipa	Janet Matthews	Oliver Moles
Mike O'Niell	Liegh O'Shannassy	Guy Navaud	Mark Navin	Jeff Pamplin
Wai Parker	Brian Paulusz	Alec Protos	Gerry Propsting	Andrew Rankine
Peter Roberts	John Rollston	Steve Sarda	Leon Sims	John Sloan
Warwick Spinaze	Norman Sterling	Patrick Stewart	Jim Szymanski	Alan Thomas
Geoff Thomas	Mike Veevers			

## CITROEN CLASSIC OWNERS of AUSTRALIA Committees

### CCCV CLASSIC REGISTER

1976 Feb Andrew Rankine (Chairman)

1977 Andrew Rankine (Chairman)

CCOCA	PRESIDENTS	SECRETARY	TREASURER	SPARE PARTS	EDITOR
1978 March	Andrew Rankine	Mark Navin	Pat Propsting	Kenn Gilbert	Kym Harding
1979	Roger Brundle	Mark Navin	Pat Propsting	John Couche	Kym Harding
1980	Mark Navin	Tim Farnilo	Gerald Propsting	John Couche	Kim Harding
1981	John Couche	Mark McKibbin	Pat Propsting	Roger Brundle	Mark Navin
1982	John Couche	Mark McKibbin	Pat Propsting	Gerald Propsting	Peter Simmenauer
1983	John Couche	Mark McKibbin	Russell Wade	David Gries	Peter Simmenauer
1984	John Couche	Ted Cross	Russell Wade	David Gries	Bill Graham
1985	John Couche	Peter Simmenauer	Ted Cross	Russell Wade	Bill Graham
1986	Bryan Grant	Peter Simmenauer	Ted Cross	Peter Boyle	Bill Graham
1987	Bryan Grant	Robbie Couche	Ted Cross	Peter Boyle	Bill Graham
1988	John Couch	Bryan Grant	Hayden Chapman	Peter Boyle	Bill Graham
1989	David Giddings	Mark Vickery	Hayden Chapman	Peter Boyle	Bill Graham
1990	David Giddings	Mark Vickery	Ted Cross	Peter Boyle	Dylan Webb
1991	Ted Cross	Peter Hore	Robbie Stockfeld	Peter Boyle	Dylan Webb
1992	Ted Cross	Peter Hore	Robbie Stockfeld	Peter Boyle	Peter Fitzgerald
1993	Robbie Stockfeld	Peter Hore	Ian Forster	Peter Boyle	Peter Fitzgerald
1994	Leigh Miles	Peter Hore	Ian Forster	Peter Boyle	Bill Graham
1995	Leigh Miles	Peter Hore	Ian Forster	Peter Boyle	Bill Graham
1996	Leigh Miles	Sue Bryant	Ted Cross	Mel Carey	Bill Graham
1997	Peter Fitzgerald	Sue Bryant	Ted Cross	Mel Carey	Leigh Miles
1998	Peter Fitzgerald	Sue Bryant	Ted Cross	Mel Carey	Leigh Miles
1999	Ted Cross	Robin Smith	Graham Barton	Mel Carey	Leon Sims

Peter Simmenauer was librarian from 1980 to 1989

Robin Smith has held club shop from 1986 to 1989, librarian from 1990 to 1999

Leigh Miles has held Club Shop by since 1989

John Couch has been the club's Public Officer since 1990



# Celebrating 21 years of CCOCA

*The following letters were found among my archives and comes from the period when the Classic Register was just forming. I had initiated contact with overseas clubs and received return correspondence from TOC, Svenska B11 - Klubben and Club Belge. Regular correspondence flowed between South Australia and Victoria. It was interesting to read these letters after 23 years. I reprint excerpts from the TOC letters for your interest.*

Traction Owners Club  
28.3.76

Dear Mr Sims,

Thank you so much for your letter - we were extremely interested to read of your groups plans, and wish you every success. It seems that you were motivated, as we were, by the inadequacy of the facilities offered by the Citroen Car Club.

After several months of dismissive treatment at the hands of the main committee, we started on our own - but confronted a "fait accompli" and the prospect of losing Traction owners subscriptions, they became more conciliatory, and the position now is that we are an AUTONOMOUS part of the C.C.C. producing our own magazine, buying own spares, etc.

Enclosed is a copy of the mag. (*Floating Power*) We hope to double the size of the contents soon, and would be happy to run any spares requests your members may have.

We will keep you posted in more detail but for now, best wishes to you and your members, we are 100% behind you.

Yours truly

Reg Winstone (Editor)

Traction Owners Club

Dear Leon,

21.4.76

Thanks for your letter - the Register seems to have started something over there! I am sure that clubs organised on a local level like yours stand much more chance of maintaining their member's enthusiasm than larger organisations like the C.C.C., more power to your elbow therefore.

As to documentation on Tractions, we too are very much learners by comparison to the European clubs; the Dutch club's magazine (2000+ members) has been publishing monthly for 12 years or so. (the letter continued, mentioning other clubs, local members cars including Fred Ansell's coupe)

*It was about this time when the Register elected a sub-committee and correspondence was continued by the elected secretary, Mark Navin. If any of the correspondence still exists it may make for interesting reading in future Front Drives.*

**Robbie Stockfeld**  
President 1993, foundation member and numerous other roles too many to list here.

CCOCA is twenty one! Where has the time gone?

Having been involved with the Club since it's inception until 1995, I've seen many changes along the way. Perhaps the most confronting for some club members was having a woman in the position of President - not a common occurrence in the mainly male world of cars. Taking up the role wasn't a hard thing to do - I had, over the years preceding, filled almost all the different committee positions and some of the non-elective positions as well. I had a fair idea of what I was getting myself into!

My time with CCOCA has been filled with some fantastic experiences - lots of country and interstate travel, an overseas trip to an international rally, meeting and becoming friends with some of the craziest people, hosting major events, representing the club at a state and national level and playing with lots of interesting old and new Citroens!

Milestones over the years included gaining the Club Permit Scheme, Incorporation, hosting Austraction 1984 at Ballarat, All French Day, rescuing countless wrecks from paddocks, crossing the Nullarbor in 1993 to attend the first Perth national rally, 5th ICCCR Rally in Knebworth UK; the list could go on and on.

The Club has seen many of its number come and go over the years, but some of the friendships formed have outlived club membership. The next generation of the Citroen kids are well on their way to adulthood (some are already there!) and they are benefiting from the networks formed at all those rallies where long hours were put in over the red wine and under bonnets.

I still have my 1951 Light 15, piles of books, magazines, badges, models, trinkets, photographs, posters and prints, jumpers, towels, sales brochures, key rings and other assorted Citrophelia cluttering up the house. Best of all, I still have the friends I have made over the years cluttering up my life!

Happy Birthday CCOCA - may your next 21 years be filled with as much excitement and fun, comradeship, successful restorations, informative speakers, challenging observation runs, late nights over the bottle and the bonnet, interesting magazines, hard to get spares finally arriving, fabulous drives and dinners, as the first twenty one have!

**Robbie Stockfeld**

**Peter Fitzgerald**  
President 1997/98, foundation member, former editor and activities officer.

**Mum said 'You can't live in a car'**

I bought my first Citroen, a 1950 Normale, from Bruno at Citro Motors in complete, very good order and roadworthy for \$500 when I was 15. The intention was to rope dad in, and we would restore the old bus by the time I was 18. This also gave me basic mechanical knowledge. Not that there where any major things to be done mechanically initially, but I at least found out which end of the car was which and where basically everything sat. I joined CCCV and it's Traction Avant Register soon after the purchase and met people like Gerry and Pat Propsting (then unmarried), Mark Navin, Roger Brundle, Andrew Rankin, Kenn Gilbert, etc.

The time I moved to Melbourne the Register was going through changes that eventually saw it break away to form the Citroen Classic Owners Club of Australia. I think my original CCOCA membership number was something like number 9. As a kid from the country, I did not know many people in Melbourne. I was quickly taken under the wing of a number of the early members and became very involved with the Club. I still remember those great club wine and cheese nights at the Navin house. Phil Sethna's flying 2CV with marine ply floors, Marie and Bill Thomas (who I used to call my club mum and dad) and the Grants of course. I reluctantly sold by Normale (Moriarty) to buy a 2CV van (Moriarty Junior) through Mark Navin, which I still own 21 years and nearly 300,000kms later. I had left Uni as an art director/designer and I started the long hard haul to find my first job. Not easy even in those days. I produced a postcard of me with my 2CV and used it as my business card. It was too big to fit in a card holder so everyone pinned it to their boards in their offices. It was mainly due to this vision of this strange kid with the beginnings of eccentricity, that I must admit got me my first job. The guys who employed me later told me that they were fascinated by what sort of human actually proudly drives a car like that. Yes the difference of owning a 2CV got me my first job.

In 1980 with a broken hand due to an accident in a GS, (no job also due to the accident) I met a quirky Anglophile on a very wet interclub concours d'elegance run by the MG Car Club in Berwick. This funny looking guy with a handlebar



# Celebrating 21 years of CCOCA

moustache had thrown caution to the wind and brought in a near new Dyane, which his family had bought new in England. The English authorities said he would never be able to register it in Australia. They lied of course. This guy was the one and only Leigh Miles. He quickly got drawn into the Citroen group. I got a freelance job at a Melbourne Ad Agency about the same time as Leigh got a job at Cussons and he started sending me work. Product illustrations if I remember rightly. A number of Cussons people followed suit, and as they left for new jobs in other companies they carried me with them. This formed the foundations of the group of companies I own today. A group that now works for major national and multinational companies. Oh and Cussons is still there too. I can track most things in my business back to the people in the early days of the car club. I can't help but feel that my life would be quite different (better or worse perhaps) if it hadn't been for the Register and more importantly CCOCA. So 25 years down the track I have to agree with mum that you can't live in a car, but you can have a damn good life and a career based around a car or a club. I would encourage all our members out there to get your kids involved in the Club. They meet all sorts of people from all walks of life, travel to interesting places, make great life long friends, and most importantly, learn more than just about cars - but about life. It might even help mould and create a lifestyle, or give contacts to get their careers going. I am very grateful to this wonderful club and to the many many good friends I have made though it over the years. Thank you.

Peter Fitzgerald

## Jack Couche President for six terms, foundation member, spare parts & current public officer.

Were you at the 1999 AGM for CCOCA and if so, did you wonder who the long-haired, bearded bloke was who conducted the meeting ??

For those who don't know me, you must be fairly new to CCOCA. I am John Couche, the club's Public Officer, ex President, ex Activities Officer, ex Spare Parts Officer, ex Committee Person and ex just about anything else that you can think of and original membership number 11. These days I am usually known as "Jack" but to the old school I still answer to John.

Editor Leon asked me recently to write a

few words about my highlights during my years in the early days of CCOCA, so here they are along with a little personal history.

I purchased my first traction in 1973, a 1951 11BL, in a rather sad state. It's the same old story, if I knew then what I know now about the cars I would never have bought it in the first place. Over the years the first car, known as "Smellie" became one of the best known cars in the club and had acting roles in the Sullivans, Skyways, and a documentary on Nancy Wake. She was followed over the years by a 1949 Light 15, 3 more 11BL's, a 1975 GS Break, a 1959 ID 19, a 1925 B12, a 1926 B12 and a 1976 Dyane 6, all in various states of repair and disrepair. Today the only one I have left is Smellie, and she would have to be surgically removed !!

My association with CCOCA started with Mark Navin who saw my Traction parked on the nature-strip of my parents place in Box Hill. At that time she was painted in cream house enamel, had a bright green dashboard, the wrong headlights, crossply tyres, virtually no interior to speak of and a whole lot of tin worm. Mark convinced me not to join the CCCV Classic Register, at that time, as there were a few "political problems" going on and a new club was soon to be formed dealing primarily with Traction and the "weirdo" Citroens like 2CV's etc.

Meeting No. 1 was held in the Baptist church hall at Blackburn on 7<sup>th</sup> December, 1977 and turned out to be a bit of a bun fight between the stalwart CCCV members and the new bloods who were forming CCOCA. I came away from that meeting as assistant to the new spare parts officer, the late Alan Thomas and wondering what on earth I had let myself in for.

Those were the days of Mark Navin, Andrew Rankine, Roger Brundle, Kim Harding, Gerry Propsting, Dirk Chevaux and "Brute". They were who really were the start of CCOCA - so blame them not me ! When Alan Thomas threw in the towel, I was elected Spare Parts Officer and served that position for three years. I was then elected President, a position I held for the next 6 years. Next came Activities for one year and then Committee Person for the next year.

After more than 10 years continuous on CCOCA Committee positions I was suffering somewhat from burnout and have now taken a back row position in the club as Public Officer.

Oh yes !! Leon asked me to write about the highlights of my CCOCA "career", I almost forgot.

Briefly, everything that has happened in CCOCA has been a highlight - from that first fiery meeting, to the time I blew Smel-

lie up at Bonnie Doon coming back from an Austraction Rally in the summer of 1982. (notice, committee people, that I said **Austraction** not Oz-Traction as the annual gathering has now been incorrectly bastardized to). It was 40 degrees plus and there I was optimistically ripping the engine apart on the side of the road hoping to be able to get her going again - no such luck. Smellie had dropped the head of a valve through the top of a piston and demolished everything between the head gasket and the crankshaft. Lake Eildon was so low at that time you could walk under the road bridge at Bonnie Doon.

Over the last few years I now enjoy just sitting back and watching it all happen and occasionally joining in when the feeling is right.

The main highlight over those many years though had to be 1984, the 50<sup>th</sup> anniversary year of the Traction. During that year I was President and CCOCA was the host of the Easter rally held at Ballarat. As one of the main organizers, I was very proud of the fact that this rally was, at the time, the largest and best Easter Rally held nationally by Citroen clubs. Nearly 120 Citroens attended from far and wide with models ranging from B2 to the latest Cx's. What a sight driving through the main street of Ballarat !

Later that year, a group of about 8 Aussies attended the 6<sup>th</sup> International Citroen Car Club's Rally at Knebworth in soggy old England. "Only" about 1500 Citroens attended this rally though as it clashed with a re-enactment of the Paris to Moscow trip done at the same time. I received the trophy for the longest distance travelled to the rally (by about 5 km from Wal Burkhardt) but dedicated it to the club as a whole. The Poms thought that we were crazy to travel half way around the world to their rally, but WOW what an experience !

In recent years other interests have emerged to compete with Citroens. For example, my family, Susan, Jacqui, Molly, Ty and Casey and the Country Fire Authority of which I have been a member for 11 years and am presently Chairman of Belgrave Fire Brigade. I also enjoy my motorcycles and going to the bike GP's. I presently have a 1995 BMW R80 and a 1953 BSA Bantam which I am also restoring (thanks to Jack Hawk).

Highlights of my years in CCOCA ?? well - everything, I suppose !

Jack Couch





## Ted Cross, President 1991/92/99, six terms as treasurer and one as secretary.

When Leon asked me to write a story on my previous terms as president, I had trouble remembering just what it was like back then.

I believe I joined CCOCA in 1983, and stupidly won the club person of the year award. In those years I found that this was a certain way to fast track yourself to a committee position. I blame Robbie Stockfeld for this still, but recently I got my own back when she, Graeme and Jacqui came to the Eildon weekend. Robbie is now expected to pay her membership fees this year as joint winner of the observation run. It seems fair to me. *(and me, we need her energy, the Ed)* My recollections of the early nineties, is that overall our cars were generally not in as good condition as today. The good ones were still good, but there were not too many attending events regularly. At this years Eildon long weekend for example, we had 14 Traction on display, plus other Cits, and all vehicles were in good, to excellent shape.

Many of the members actively involved then, are still contributing today, which is a tribute to their ongoing devotion and interest in all things Citroen. Some of the bodies have aged over the decade (some of the cars have too) but the interest in our cars seem to endure.

Back then, Ron and Hayden Chapman shocked us all by having the courage and daring to take their rather tired Traction on a 10,000k journey to the centre of Australia and back. Who of us would be prepared to do the same thing again today?

The exceptional Iain Mackerras was involved in our club then, and his personal expertise at planning and running events helped the club set today's high standards.

I believe the strength of our club remains with the personal friendships which have been forged over time, our widespread membership, and our genuine interest in keeping old and new Citroens on the road and being used to within an inch of their lives.

Let's do it all again for another 21 years.

**Ted Cross**

## André Xitroën's birth certificate discovered.

Archivists in Holland recently discovered the birth registration details of the founder of the marque and a long misunderstanding of the spelling of his name has been corrected. In his honour, from now on, PSA has decided that all new models will carry an alliterative reference to his name.

## Austraction 99 at Lake Eildon

*Continued from page 11*

the quality French-speakers in the group — Philippe Mortier and Sue Smith — seemed to feel that the translation left something to be desired. It appeared for instance that the venison cutlet was covered with a sauce made of fresh communist ladies! I'll never trust that software again. Now, one of the great things about going to dinner by bus is that one can have a glass of red, or two without worry. President Ted was all keyed-up for the whole concept, until we told him he needed to make a speech between entrée and main course and then give prizes between main and dessert. Ably assisted by Judy Chick he managed to issue all the prizes correctly. Longest Distance in a Traction — Lance Collins [Brisbane], just ahead of the Wades [Gold Coast] Longest Distance in a non-Traction Citroën — Phil Ward in his Sahara, from Adelaide Hard Luck — Brian Wade, for having to drive Nathan's not-so-healthy BX Observation Run and Iain Mackerras Memorial Trophy — Robbie Stockfeld and Jacqui Couche Most Popular Car — Philippe Mortier for the first showing of his restored 11. Sue and I want to thank everyone who participated over the weekend, everyone who helped make Austraction'99 a success.

### FULL TIME PARTICIPANTS:

Andrew Begehole BX  
Anita Spoole Traction  
Barbi Osborn Traction  
Barry Solomon Traction  
Bernard Hadaway Traction  
Brian Wade Traction  
Clare Hadaway Traction  
Colleen Carey Traction  
Dot Solomon Traction  
Esther Wade Traction

Eugenia de Figueiredo Fiat  
Gabriel de Figueiredo Fiat  
Graeme McDonald Traction  
Graham Bradshaw BMW  
Helen Cross Traction  
Jack Hawke Traction  
Jacqui Couche BMW  
John Flemming Traction  
Judy Chick ID 19  
Kari Hawke Traction  
Koula Papamarkos Jaguar  
Lance Collins Traction  
Leigh Miles Dyane  
Mark Rowe Jaguar  
Max Skeates CX  
Mel Carey Traction  
Mike Neil ID 19  
Mona McDonald Traction  
Nathan Wade BX  
Peter Fitzgerald Traction  
Phil Ward 2CV Sahara  
Philippe Mortier Traction  
Robbie Stockfeld BMW  
Robin Smith Traction  
Rod Greschke Traction  
Sue Bryant BX  
Sue Smith Traction  
Ted Cross Traction  
Wayne Hyke BX  
PART-TIMERS ATTENDEES:  
Bronwyn Tossol, Craig Jeffery, John Sanchez, Mary Conroy, Peter Tossol, Tom Jeffery and The Family Sims.

*This years Austraction was superbly organised by Leigh Miles and Sue Bryant. Due to family commitments I was unable to attend all three days, however the family and I attended the BBQ on the Sunday to say hello to old friends and meet some new ones. I was very impressed with the number and quality of Traction attending. We will certainly not miss next years Austraction. I suggest to all those who have not been to Austraction or may not have attended for several years, put this major event on your calendar for next year. We will*

*The Ed*

Big 6s at Eildon

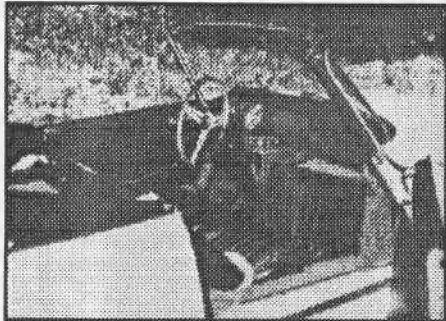


# THE NEED

## *D-Series Prototypes*

### Prototype "S" 1964

Photos show a shortened, two door coupe some 7 cm lower and than the saloon but retaining the frontal styling. This model was known as the "S" or DS Sport.



From its release, the DS was criticised for inadequate power. The DS inherited the venerable Sainturat engine from the 11 CV – admittedly breathed upon to provide more power – but even the most hardened worshipper of the Goddess would admit that the engine was low on power and refinement.

Having dropped the horizontally opposed engine project, three avenues were explored – the development of an all new short stroke 4 cylinder (which saw the light of day in 1966 in the DS 21 and a year later with the new DS 19), the use of a Maserati designed V6 which was eventually fitted in the SM and that which concerns us here, a reworking of the Sainturat engine. Capacity was increased from 1911 cc to 1987 cc, the cylinder head was redesigned to accommodate two overhead camshafts and 16 valves – this in 1963! The crankshaft acquired 5 bearings and power output was in excess of 125 bhp. An otherwise standard DS fitted with this engine was good for 180 kph at a time when the production car could achieve 150.

#### Prototype "S" 1964

Number of cylinders Four

Steering DIRAVI

Cubic capacity 1987 cm<sup>3</sup>

Length 4300 mm

Max power 93 bhp SAE

Width 1790 mm

Carburetors 2 x Weber twin choke

Height 1350 mm

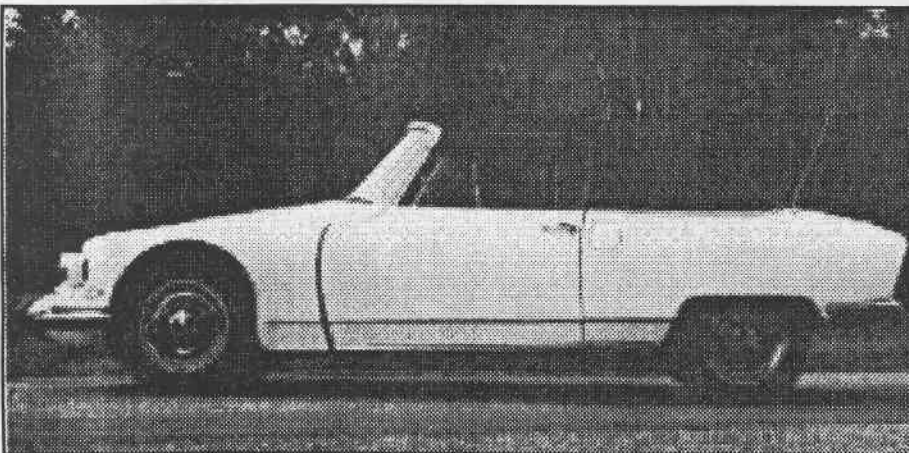
Transmission Front wheel drive via 5 speed manual gearbox with floor mounted lever

Weight 1075 kg

Brakes Discs on all 4 wheels inboard at front

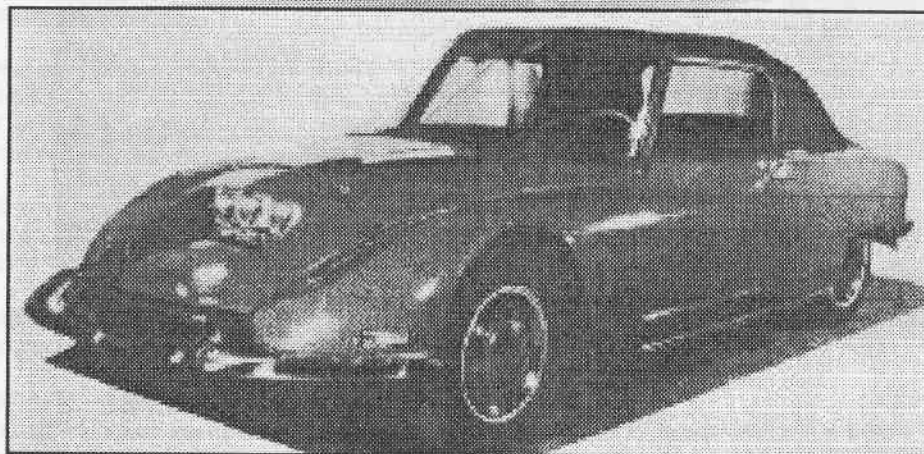
Maximum speed 175 kph

Suspension Hydropneumatic self levelling

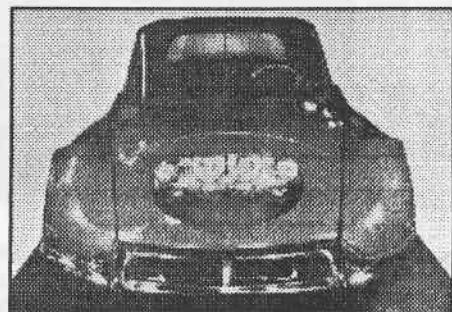




# FOR SPEED



## Prototype "S" 1965

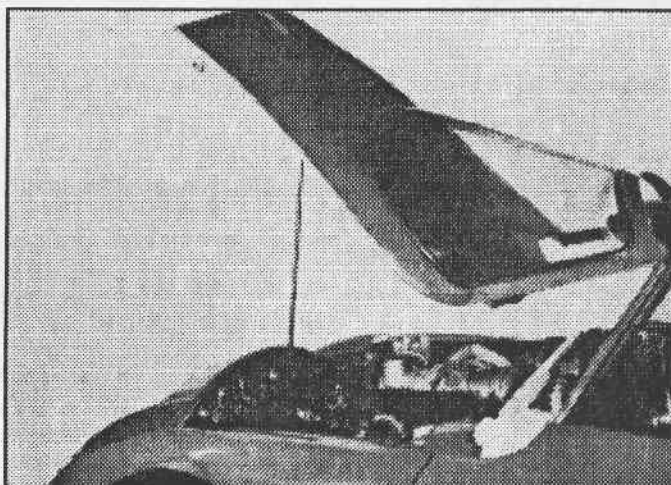
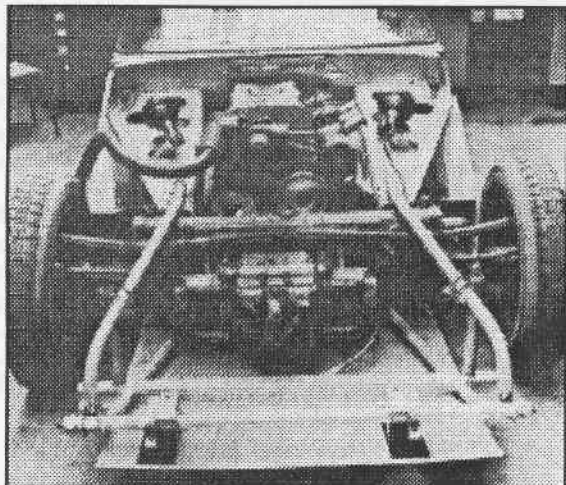


Other prototypes were further removed from the production DS, one built in 1965 being equipped with headlamps mounted in front of the radiator and operating through an opening in the bonnet. For daytime use, the lights were concealed behind a perspex panel that preserved the line of the bonnet and which would be lowered (hydraulically) when the lights were switched on. The angle of the perspex panel meant that refraction would have rendered the lights ineffective although for daytime use - flashing of the lights where a properly directed beam was not essential - the panel stayed in place.

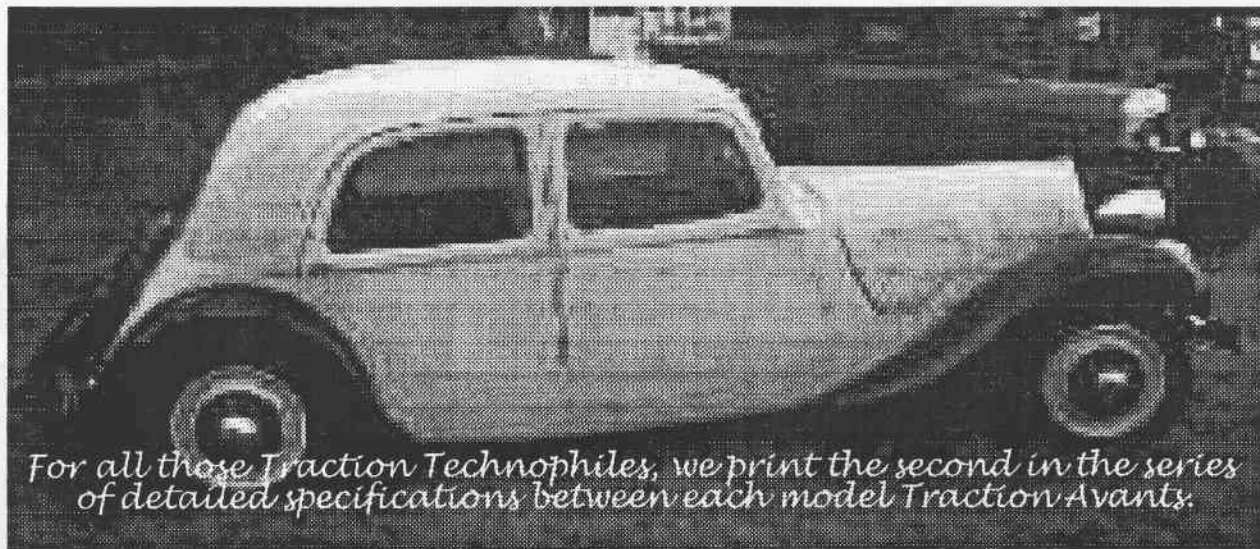
This car's bonnet and front wings, together with the windscreen were forward hinged at a point just forward of the radiator making access to the lights and rear plug very easy indeed. The car was equipped with DIRAVI or Varipower steering. Throughout the sixties, the imminent launch of the Sports DS was rumoured but sadly the car never saw the light of day. The spare wheel was mounted at the rear. As all D owners are aware, access to the rear spark plug is somewhat restricted and headlamp adjustment on the post 1967 models is similarly difficult.

### Prototype "S" 1965

Number of cylinders: Four  
Steering: DIRAVI  
Cubic capacity: 1987 cm<sup>3</sup>  
Camshafts: Twin overhead  
Max. power: 130 bhp  
Carburettors: 2 x Weber twin choke  
Transmission: Front drive via 5 speed manual gearbox, floor mounted lever  
Brakes: 4 wheel discs with pistons built into suspension arms  
Maximum speed: 190 kph  
Suspension: Hydropneumatic self levelling



# CITROEN TRACTION



*For all those Traction Technophiles, we print the second in the series of detailed specifications between each model Traction Avants.*

*Last issue of Front Drive featured the 1934 7A of which the first car sold on May 3rd. The 7B first appeared only one month later.*

## Production:

The 7B replaces the 7A completely, the 7A being not powerful enough. The car with serial number 10,000 and engine number 000891 is presented for type approval which is granted on May 29th 1934.

The first 7Bs appear June 1934.

The serial numbers range from 10,001 to 20,001 and 21,501 to 30,620.

This indicates 19,118 cars being build. The real number of cars build is thought to be considerably lower.

## • Mechanical:

### Front axle:

The 7B features friction shock absorbers mounted on the front of the cradle on torsion bar extensions as on the 7A. All 7Bs have 5 stud 10" forged brake drums.

### Steering:

The steering is the first type of Gremmer steering with a one bearing steering box.

### Engine:

78x80mm, 1529cc, 35 hp @ 3200 rpm, top speed 100 km/h. The 7B features a flat back water pump without the bracket for the support of the radiator. All 7B engines have "78x80" on the cylinder head between the second and third sparkplug. The carburettor is a Solex 30 HBFD (or BFHD).

### Engine mounts:

These cars all have Floating Power engine suspension. There are two suspension points. One behind the engine under the battery tray and one between the gearbox and the cradle of the front suspension. Unlike the 7A, the radiator is secured to the bridge over the front axle cradle so that it doesn't move with the engine.

### Gearbox:

The gearbox has one selector shaft housing, visible on the front of the gearbox cover. On later cars you can see two of these housings. The bottom bearing housing on the front only has 4 bolts.

### Rear axle:

The rear axle is round with twin locating bars. It's mounted directly to the body without the later employed extra tube. The 7B features lever arm shock absorbers as on the 7A. Rear brake drums are

5 stud 10" forged, and secured in the same way as the front drums.

### Exhaust:

On these Moteur Flottant powered cars, the exhaust passes through the right-hand-side jambonneau and then runs to a silencer mounted transversely in front of the rear axle. From the silencer the exhaust goes over the rear axle exiting at the rear of the car on the left side. The silencer is suspended with one flexible mount in the centre of the silencer. This exhaust system has a flexible section and different supports.

### Fuel tank:

The fuel tank has a 39 litre capacity and has 2 filler openings, one on either side of the spare wheel.

## • Exterior:

**Bumpers:** The bumpers are the same curved ones as on all Traction Avants until 1952 with the difference that the 7B doesn't have overrides (just like other 1934 Traction Avants).

**Horns:** The 7B has it's horns on the front bumper as on the 7A.

**Grille:** The grille is made from copper and has a lightly curved appearance. All 1934 cars have the chevrons behind the grille. On some cars the bars and grille surround are separate pieces.

**Front wings:** The wings have a slightly





# AVANT 7B 1934

lower front point and look very small but are larger than those found on the 7A.  
Width (measured along headlight support): 68 cm  
Height (measured from headlight support straight down): 29,5 cm

**Headlights:** The headlights are 200mm in diameter headlights and have flat glass. The headlight supports are completely closed.

**Bonnet:** On the 7B the front shutters now open at the front, but all the shutter handles are still at the rear.

**Windscreen surround:** All 1934 cars have a chromed steel windscreen surround.

**Wheels:** All 7s have 5 stud wheels all round. Hubcaps are secured without the center bolt. The hubcap is pressed into a ring on the wheel. Tyre sizes are 140x40.

**Body:** Most 7Bs have a roof with a center section covered with moleskin. At the end of the series a full steel roof is optional. Other features are twin air inlets below the windscreen, no boot lid, flat floor without reinforcement dents and no rain gutters. On the Cabriolet, there is no dickey seat lid handle. The dickey is opened by a lever on the hood tray.

**Doors:** The doors are different from those found on later cars in that they don't have the trim strip and the rubber knobs are mounted in the doors, while on later cars these rubbers are mounted in the body.

**Rear wings:** The wings have a very small width but are slightly wider than those on a 7A. Each wing has a hole with a curved edge for a rear light 29 cm above the bottom of the wing

**Rear lights:** Two round rear lights are located in the rear wings. The lights have a pressed steel profiled edge and flat red glass with a small "lump" in the center.

**License plate holder:** The illuminated license plate holder is in the middle above

the rear bumper, either mounted on the bumper or on the body. The license plate is lit by painting the digit negatives on transparent plastic, with two lights behind the plastic in the holder.

**Spare wheel cover:** The spare wheel cover is made up by several pieces. One piece is put on the body, after which the wheel is placed on the body and secured. Then the outer piece is put on the wheel. A chromed steel ring with a spring in it keeps the 2 pieces together. The hubcap is put on last securing the cover to the wheel.

## • Interior:

**Floor:** The floor is flat without reinforcement dents.

**Dashboard:** The dashboard has a central placed combined speedometer (130 kmh), oil pressure meter, fuel gauge (39 litre), amp meter and clock with white digits on black background and white meter hands. It also has 2 glove compartments. The lights are operated by a switch to the right of the speedometer

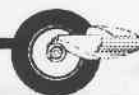
and a ring on the steering wheel. The horns are operated by a knob in the centre of the steering wheel. The gear selector surround has arabic digits and is the same shape and size as the light switch surround. The gear lever has the same shape as on all later Traction Avants.

**Front seats:** The 7B has separate front seats with bars running front to rear and top to bottom.

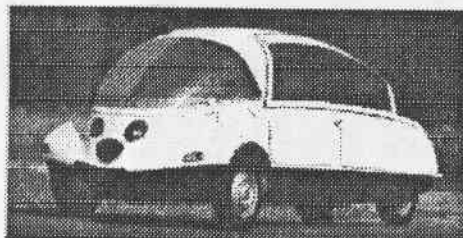
**Rear seat:** The rear bench is upholstered the same way as the front one. Because these cars don't have a boot lid, the rear back rest can be opened, hinging at the top and secured with 2 leather straps.

**Door panels:** The door panels are from the same material as the benches and have a curve stitched into them, filled with wood.

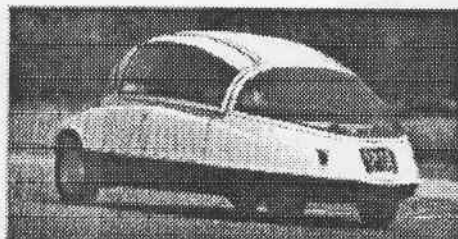
**In October 1934 the 7B is replaced by the 7C.**



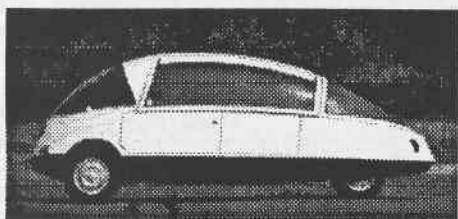
## the Cocinelle Prototype



In the early fifties, Citroen's range comprised two models - the 2 CV and the Traction, shortly to be replaced by the DS. Work was underway to plug this gap - there were two projects, one resulted in the Ami 6 while the other, regrettably was never launched. The Cocinelle was a front wheel drive design (using the A Series flat twin), housed in an ul-



tra lightweight (382 kg), aerodynamic body with DS style wide front track and narrow rear track. Shaped like a drop of water - tapering in all three planes towards the rear and employing aircraft construction techniques to ensure low weight, it looked not unlike a flattened, widened Messerschmitt bubble car, even down to the aircraft canopy glasshouse. The decision



was taken to proceed with the "conventional" looking Ami 6.

The Ami 6 was always viewed as a temporary stopgap solution to the chasm between the 2 CV and the DS - a chasm that was not really filled until the launch of the GS. Having rejected the Cocinelle, work started on the project to fill this gap.

# Twin Pots Topics

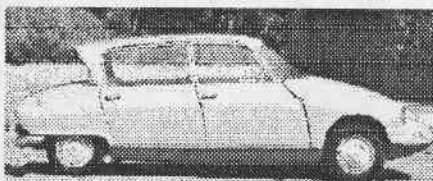
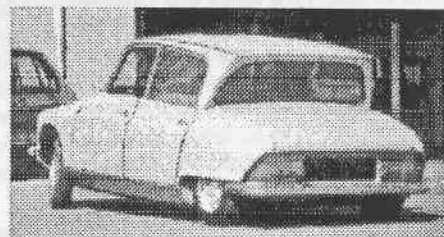
## Projet C-60



The was always viewed as a temporary stopgap solution to the chasm between the 2 CV and the DS - a chasm that was not really filled until the launch of the GS. Having rejected the Cocinelle, work started in 1960 on a project to fill this gap - the C 60 - longer and wider than the Ami but employing some of that car's styling elements such as the reverse rake rear window and with a front end reminiscent of the

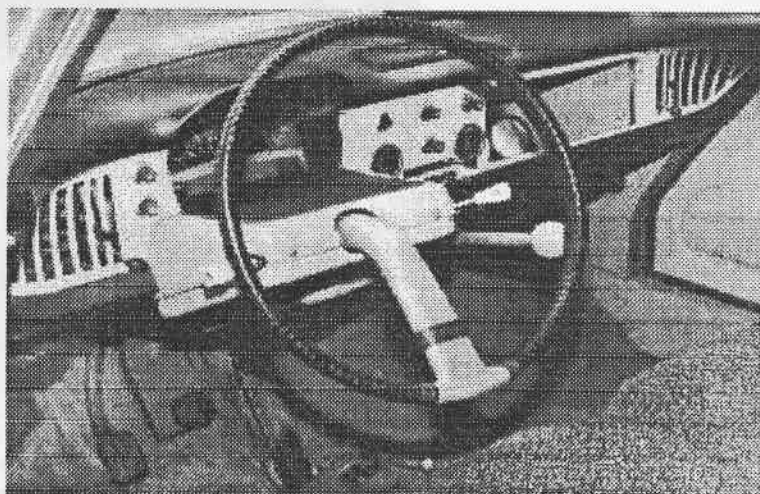
DS, here was a singularly attractive looking car that has frequently been misdescribed as an Ami prototype. It would have been powered by a flat four air cooled engine of either 1100cc or 1400 cc and the larger engined version would have employed hydropneumatic suspension. Development costs escalated and the decision was taken to commence a new project - which nearly brought about the demise of the company and which was indirectly responsible for the Peugeot take over.

The dash of the C-60 contained styling elements of both the Ami and the DS - note the horizontal gear lever and the pedalo brake button. The C-60 offered DS levels of accomodation but with a much smaller engine - important for tax reasons in France where both the DS and ID were heavily taxed. This was not a small car but a small-engined car.



The C-60 was styled by Flaminio Bertoni who was also responsible for the Traction, 2CV, DS and Ami 6 (He described the Ami 6 as his favourite creation). The headlamp treatment anticipated the restyling of the DS in 1967.

The C-60 was abandoned in favour of Projet F.





# Letters

## From the CITROEN CAR CLUB of VICTORIA

Dear Ted

I am sending this note to all the other Citroen club Presidents in Australia.

There were two planning meetings at the Easter CITIN at Shepparton. The first was held on the Saturday evening at 5.30pm and was not representative of all the clubs present.

This was due to an oversight on my part. I plead ignorance and apologise. Ted Cross and Mike Neil requested another meeting which I called on Sunday evening at 10.30pm.

Decisions Made:

- Bob King will copy all relevant information with regard the CITIN and pass it on to Joe Schembri (President CCCNSW). By doing this each time, a file can be built up that will be passed onto subsequent CITIN organisers, and will make the organisation of the event easier.

- A series of web sites and e-mails be established between all clubs so that we can become better co-ordinated.

- In 2001 the CCCACT is to host CITIN, with support from all other clubs. If Mike Neil's ACT committee were to consider that the task too much, then South Australia would be given the next option to host the event. Allan Ward representing SA pointed out, and it was generally agreed, that the CITINs should be scheduled so that there is not a long string of events on the eastern seaboard.

- It was reaffirmed that CCOCA is an Australian wide classic association, and as such will have a turn of its own, and not be counted as Victorian. CCOCA could of course decide to have its CITIN in any state.

I have contacted Joe and he is, in principle, in agreement with the suggestion that the President of the club that hosts a CITIN will be the Australia wide co-ordinator for all the clubs for that year. The President of the club to hold the following CITIN would be the co-ordinator for that following year.

When I use the word co-ordinator I mean central contact person. The task should not prove onerous, but will give continuity.

May your chevrons always point upwards,

Don Scutt

Dear Sir/Madam,

I have recently moved to Melbourne from Sydney, which has forced me to sort through lots of personal belongings that have been stored away for years.

Amongst these I discovered a 1/8 scale model of a Citroen Big 6 which I made about 20 years ago. I also came across an original repair manual for a light 15 plus a photocopy of the same repair manual.

The model is made from plastic by a French company called Heller and took me over a year to assemble. At the time that I made it I was a member of CCCNSW and owned two old Citroens – a 1946 Light 15 in Sydney and a French Big 6 in original condition, which I kept garaged near the town of Cognac in France. However I have subsequently sold these cars due to lack of garage space.

While I remain a devoted fan of the Marque, I really don't have any use for the model now and I was wondering whether any of your members would be interested in purchasing it from me? I'd like to get somewhere near what it originally cost me for the kit (about \$250) and I'll throw in the copy of the manual for free.

I'd be obliged if you could table this letter at the next meeting of your club and maybe mention it in your club newsletter. Any member who may be interested could contact me on the following numbers.

03 9867 3959 ah 0407 018 063 mobile  
Yours in Gallic motoring  
Ken Price.

Dear Leon

I compliment you on the content of the CCOCA newsletter. I am unable to attend tonight's meeting and wondered if it would be possible to include a future article about Jack Weaver, who I understand is speaking this evening.

Best wishes,

Derek Moore

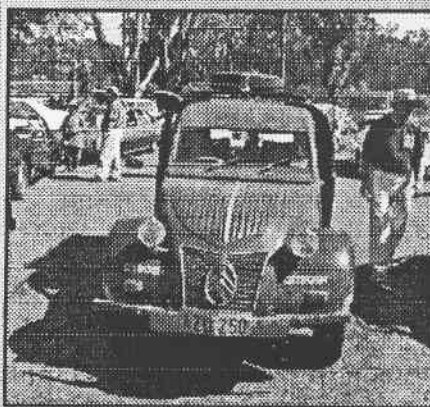
## STOLEN 2CV UPDATE

*Based on information supplied by Ralph Hibble (Perth) and Neil, the cook at Curtain Springs Station Roadhouse.*

In the last issue, we reported the theft of Jost Hashoff's 2CV Van from where he had been camped at the Curtain Springs Roadhouse on the road running west towards Ayres Rock.

Following intense efforts by the local property owners and police, the vehicle was found in damaged condition in the native settlement at the Rock. At this stage no one has been charged.

The car has now been brought back to Curtain Springs where the obvious damage (mainly broken windows and



*Jost's 2cV van as seen at the recent Shepparton Citin, Easter 99*

lights) has been photographed and these shots will be sent to Jost in Berlin. The car will soon be moved to the Transport Museum at Alice Springs for safe storage and protection. Later, a more detailed examination to assess any mechanical damage will be made by 2CV "gurus", David Gries and Bruce Elsegood when they pass through Alice while reconnoitring the route for 2CV Raid 2000 to Cape York.

Jost's van is a little beauty – mid-red, ex Belgium Post Office, with three windows each side of the cargo space, RHD, ripple bonnet, Ami 8 chassis and like many European Raid vehicles, it has the more powerful Visa 650cc motor and gearbox. Registered in WA, it even has the "right plate" - AZU 250. It is a shame to see it vandalised, but Jost is determined that his van will be fully restored and in fine fettle in time for the raid.

W.G.



# classifieds

Please note. By law advertisement cannot be accepted without one of the following: registration number, engine number or vehicle identification number.

## CARS FOR SALE

### ID19 '62

Continuously garaged, excellent hull and suitable for restoration. Any number of spares. \$500.00

### ID19 '68

Complete, obtained for hydraulic power steering and wheel conversion for above car. No cost or will separate for \$200.00

Contact Michael Hose.

03 5144 7619

### VARIOUS 2CVs in Perth

1961 AZAM sedan, 425cc motor with centrifugal clutch. Beautiful car, original seat covers, fully restored. Asking about \$12,000

Also Hoffman convertible and grey/grey Charlston (very smart looking)

Plus lots of hard to get parts

Phone Ralph Hibble 089 4591636

J/J

### CITROEN GS PALLAS 1979

Much loved Citroen GS Pallas 164,500 kms, Reg to Nov 99. 1220cc, excellent hydraulics, Body and interior in good condition. RWC

Price \$4000 Ph.03 5282 3492 Reg. OCD 811

J/J

### 2CV VANS for sale

Yellow Acadiene (= Dyane Van) Mixte (has rear seat and sliding side windows at rear), LHD. As landed from UK \$7000

Two RHD 2CV Vans, ex-Alan Brown, pretty good. White AK400, Biege AK250. \$13000 each negotiable

Details from Ralph Hibble (08) 9459 1636

### VINTAGE PARTS.

Set of new Citroen "Rosalie" pistons. Inquires in the first instance to Carey Motors 0412 526 126 [J/F]

### WANTED TRACTION Big 6, Big 15, L15

Good driveable car, prefer big boot model, model not important.

Contact Vern Isaacs 08 9227 9300 bh 08 9377 7365 ah

J/J

J/J

### WANTED 2CV Van or Sedan

In sound condition, preferably in Victoria in first instance.

Barry Cooper (03) 59 892 757

J/J

### WANTED PARTS FOR DS

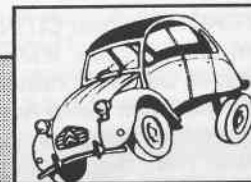
Double Headlight DS Bonnet Rear Section DS Safari as a donor to repair a badly damaged 74 model which has a very good front including mechanicals. A reward is offered for help in locating a suitable car for this worthwhile cause.

Mel Carey 0412 526 126

Carey Motors P/L  
Phone Mel on [03] 5152 1040  
Mob: 0412 526 126  
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4 cyl & 6 cyl Traction reconditioned engines and gearboxes  
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Reconditioned 4 & 6 cyl Traction & ID Water Pumps  
Reconditioned brake master/wheel cyl's  
Relined brake shoes  
Part engine rebuilds, to customer requirements [Top or Bottom end]  
Reconditioned Driveshafts, 4 & 6 cyl Traction with modern CV joints

All the above are offered on a changeover basis.



## RALPH HIBBLE

34 years in Citroens  
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**2CV SPECIALIST**  
Service for D, GS, & 2CV

## Editor's Appreciation

I'd like to offer my appreciation to all the contributors for this issue and also the supportive compliments from the readership. Due to the excellent quality and quantity of contributions received, I've had to hold off some articles till next issue and in the case of the Jack Weaver Story, it will be serialised over a couple issues. Please keep the enthusiasm flowing as it makes my job most rewarding.



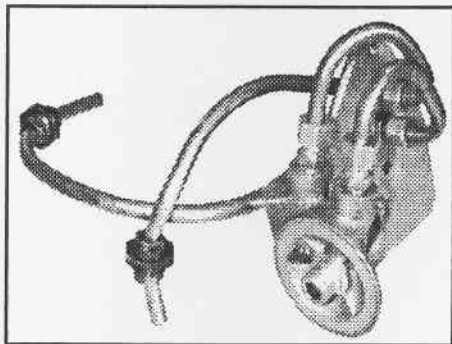


## Fitting an Oil Filter to your L15

by Graham Barton

I have just recently completed an engine rebuild through Mel Carey. While it was out of the car I decided to fit an external oil filter which is located in the position of the oil breather pipe on the side of the block using a Ryco 386 filter ( a fairly small filter ).

The pipe work runs from the oil pump to an aluminium plate of 6mm. cut to fit which is bolted to the block where the oil breather pipe was located and extends down to the lip where the sump bolts to the block. The internal pipes are connected to the plate using a bulk head compression fittings. From there more pipe work feeds into in side of an external filter screw head which I sourced from a Toyota Landcruiser diesel fuel filter system. (This has an



external "in" & "out" thread for the pipe work to connect to.) The filter head sits just under the lip of the sump and is welded off centre top to the 6mm plate that extends down so as to allow clearance of the filter between the sump and side wall of the engine bay.

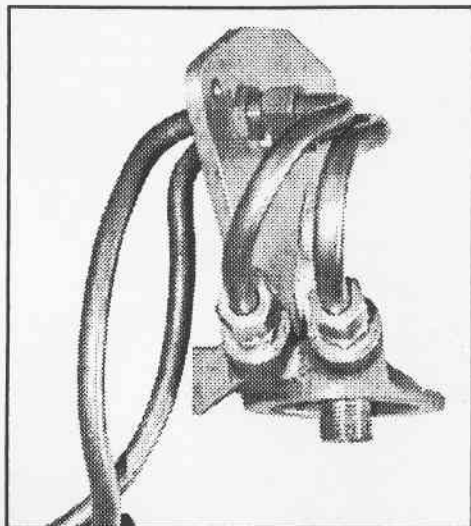
### The detail of the pipe work is:

The original pipe from the oil pump to the oil gallery is removed and cut so as to use the original compression fittings. From the oil pump a new pipe is bent to pass over the block strengthener that houses the central main bearing and then down the side of the block where it bends at a right angle to exit through the oil breather opening in the block. At this point it is bronzed to a shortened bulk head compression fitting. This then passes through a hole drilled in the aluminium plate the plate being bolted to the block using the original studs where the oil breather pipe was located. The securing nut supplied with the compression fitting is then tightened from the outside to secure the pipe to the plate.

This part of compression fitting exiting the plate has a small section of pipe bent to fit between this and the "in" side of the oil filter. Both ends are secured by compression nuts. From the "out" of the filter a pipe returns to the side plate attaches to another bulk head compression fitting located along side the other bulkhead fitting. From there new pipe work is returned over the main bearing shell to the oil gallery in the block to complete the circuit.

All up with new pipe (3/8" Bundy pipe) 4 Brass compression fittings and a second hand fuel filter head which I modified by cutting the original Toyota attachment points off and the plate cost AUD \$50

Much fiddling with a pipe bender using the upturned block less sump to get the fitting right took a while, particularly on the tight bends ,to avoid the dip stick and have no stress on the pipes when



secured to the compression fittings.

You may well consider this as a worth while modification to a reco motor. It has performed really well during the running in process.

It was also designed with the intent that if the system did not function correctly it can be removed with the engine in place and returned to original specs.

This also means that the system could be fitted with the engine in place by removing the sump.

The oil gauge connected is reading 4 kpa on start up and around 3.5 kpa on warm running.

Best in Citroëning

Graham Barton

Email [grahamb@chisholm.vic.edu.au](mailto:grahamb@chisholm.vic.edu.au)

SPARE PARTS OFFICER — MEL CAREY

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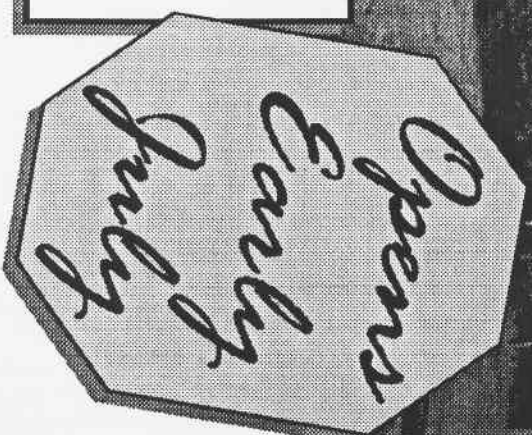


# CITROEN AGENT'S NEW GIPPSLAND HEADQUARTERS

Carey Motor's new premises is one stage further and we look forward to the opening of our new workshop and showroom in July.  
Our new site covers 3,000 square meters and the workshop floor area is approx 300 square metres.  
**SERVICE INCLUDES**

- Citroen Authorised Service and Parts
  - Simple servicing of all Citroens to major restoration – on time – on budget
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  - Australia wide specialised and insured transport service of all vehicles door to door
  - Extensive undercover storage facility available for long term and stage by stage restorations
- Next time you are passing through Gippsland, pop in to see Mel & Colleen and talk about how you can get more enjoyment from your Citroen.

Current restoration work in progress:  
Light 15s from 1950 to 1956  
Two 1954 Big 15s  
1938 11BL Roadster  
1952 Big 6  
1958 ID19  
1970 DS21 Pallas Semi Auto  
1974 DS23 Pallas EFI 5 Speed



## Carey Motors

40 Forge Creek Rd. Bairnsdale Victoria 3875  
P.O. Box 469 Bairnsdale Vic. 3875  
Telephone 03 5152 1040 Fax 03 5152 2615  
E-mail [citroencarey@net-tech.com.au](mailto:citroencarey@net-tech.com.au)

