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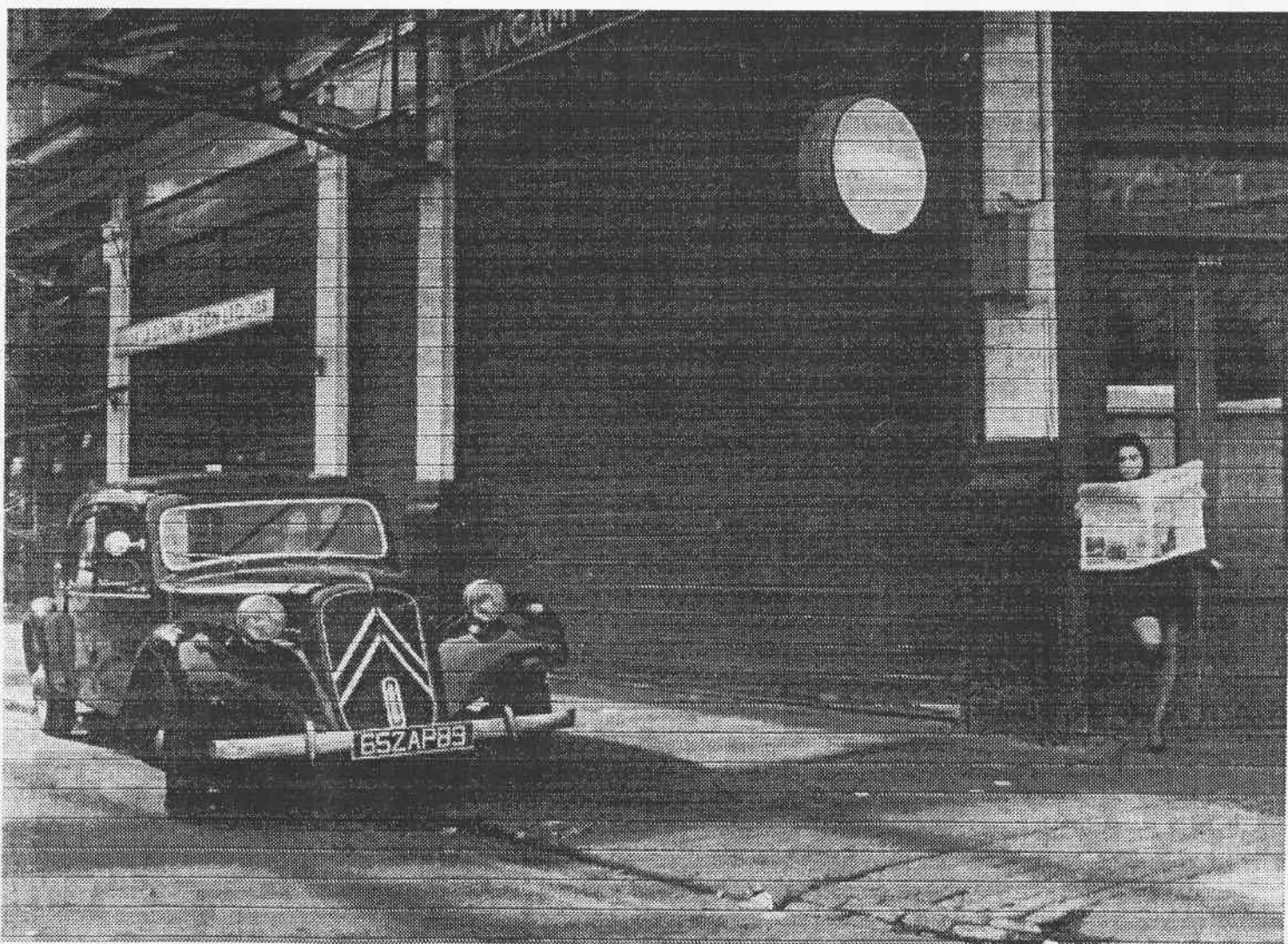


FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR CITROEN OWNERS AND ENTHUSIASTS

AUG/SEP
VOL.23 No. 3

HISTORY of AUSTRACTION from 1977 to 1999



**PLUS The Jack Weaver story Part 2 — Louis & Andre
Nouveau Classics GS & CX — Traction Avant 7C**

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FRONT

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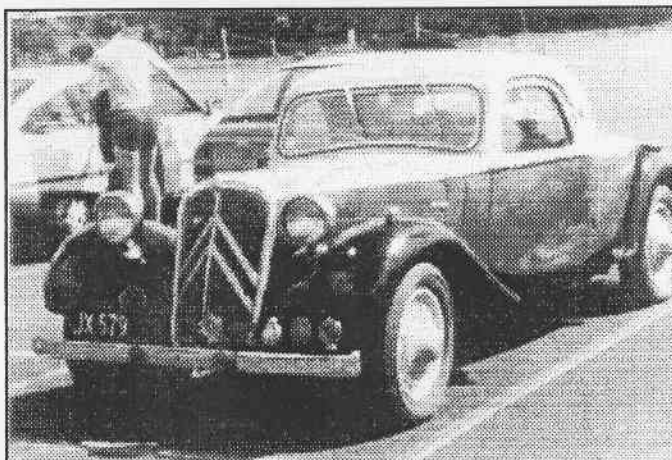
1997 AUSTRACTION

CCOCA NATIONAL RALLY HELD IN CANBERRA, AUSTRALIAN CAPITAL TERRITORY



History of Austraction
1977 to 1999

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The Jack Weaver
Story

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Louis & Andre

POSTAL ADDRESS

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DRIVE

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Club Member Profile

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.

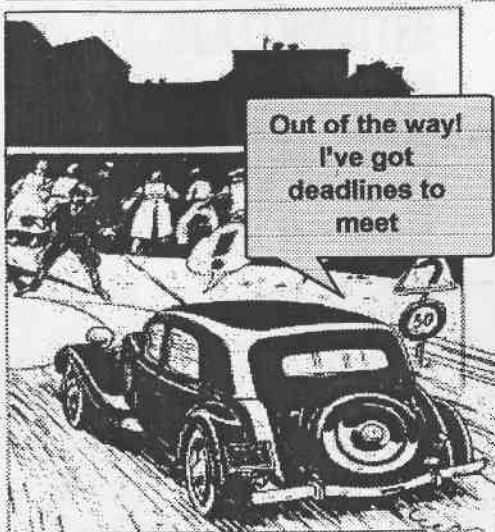
LIFE MEMBERS

NANCE CLARK	1984
JACK WEAVER	1991

a-tractions inside back page



Editorial View



EDITORIAL DEADLINES

October/November 27/10/99
December/January 15/12/99

NEXT ISSUE

DUE OUT NOVEMBER 4

The Jack Weaver Story

Part 3 talks about his turbo charged D-series and the return of his Citroen based GP racing car which he competed at Templestowe hill climb and the Geelong Sprints.

Louis & Andre

A comparison of personalities

Part 2 continues with the personality comparisons of these two French automotive industrialists. Citroen's innovative marketing concepts are described and the story relates how others including Renault were forced to follow in his ground-breaking footsteps.

More Traction Specification Details

I guess I'd call myself a recycled member. Old enough to remember the fun and trepidation of those early years but with a the large gap between giving me a new insight to the club. If in fact I'd joined at the beginning of the year I could only be impressed with what CCOCA could offer me.

So far this year I've been technically entertained by Jack Weaver outlining his history with motor racing with Citroens. I've brought an ailing water pump along to a meeting for an impromptu technical "on the bench" discussion. As a result my Traction is one step further to laying rubber on the bitumen.

Socially I've enjoyed the BBQ at the Smith's, a fantastic Bastille Spit Roast at the Sandow's, followed by a quick one day trip to Eildon to say hello at Austraction and lastly a very satisfying 21st Anniversary reunion at the July club meeting. The attendance at these functions has been nothing short of excellent with between 40 to 50 people supporting these events. More importantly has been the attendance of couples and families. This encourages growth within the club and the committee look forward to offering more events that encourage the family to attend.

To me, the highlight so far has to be the 21st Anniversary club meeting. After several phone calls I was able to make contact with Andrew & Marita Rankine, Kym & Robyn Harding, Roger & Fay Brundle, Kenn & Shiela Gilbert who were with Pat & Gerry Propsting, the first CCOCA committee members. Others that I formed friendships with in those early years included Sam Crisi and David Gries who also enjoyed the festivities. Champagne and nibbles, two birthday cakes with candles were topped off by the unique decorating talents of Russell Wade. Russell arrived early to quietly decorate the room with helium filled balloons, attached by colored ribbons were images of Citroens and CCOCA logos. My thanks go to Ted & Helen Cross, Colleen & Mel Carey, Peter Fitzgerald, Christine Sandow, Russell of course and anyone I've forgotten who also brought a plate of food. Most of all I'd like to thank the members for their attendance, it gives the committee reassurance that the club will continue to blossom.

To me the night was very nostalgic as I was rediscovering past friendships.

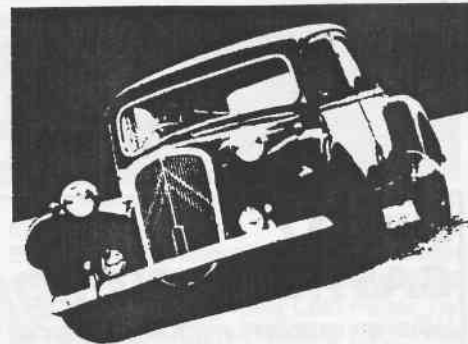
This month's Front Drive comes to you on time with heaps of reading fodder. Brian Wade offers some more nostalgia with the History of Austraction from 1977 to 1999. The Jack Weaver Story continues and has another two instalments to go. Louis & Andre is a fascinating account of two motoring giants with personalities that could not be more opposite. Nouveau Classics follows on from my last editorial, asking if this is where CCOCA's growth of membership will come from. With both GS and CX models now eligible for CH permit, is it time that we now actively seek membership from these enthusiasts? My thanks go to Mary Lou Keogh for her marvellous personal account of the Citroen in her life and to Bill Graham for his informative book review of Jon Pressnell's Citroen DS, the Complete History.

There is some great reading and some great events in store for members over the next two months. I look forward to enjoying the club with you.

Leon Sims - Editor



PREZ SEZ



Well, another magazine bites the dust, thanks to Leon's great efforts. We have had several events since then, and all of them have been well supported by the members. Thank you all who have attended. There is nothing better than positive responses to the committee member's efforts to keep us keen to do more.

The very good news is, that, Steve Bartlett has offered to take over the role officially as activities officer. I am personally delighted by this development. Steve has already shown us that he has many good ideas, and a sensible approach to committee decisions, and I am confident that his involvement will be a bonus for us all.

Your committee is continuing to work towards improving each area of their respective portfolios and a major effort has been initiated by Leon, to develop a club marketing strategy so that we can confidently move forward in the future. Once we have a consensus between the committee, we will provide a draft copy to the members for any feedback or suggestions for improvements. As you can imagine, this may take us a couple of months, but I would expect the finished package to be ready to launch for the start of the next club year.

As I write this, I have 4 sleeps left before leaving Australia with Helen for Europe. My first holiday overseas will be spent in Europe (particularly France) and with any luck we will be driving a Citroën for the touring part of the holiday.

We have some great events coming up, so please try and participate in as many of them that you can.

Ted Cross

Thank you to our contributors for August / September

Steve Bartlett
Mel & Colleen Carey
Ted Cross
Peter Fitzgerald
Bill Graham
Mary Lou Keogh
Mike Neil
Peter Simmenauer
Brian Wade
Mike Walker
Jack Weaver
The Internet

MEMBERSHIP SECRETARY REPORT

YOU'VE (NOT) GOT MAIL

This year, over 40 CCOCA members, that is more than 25% of the total had not paid their subscriptions, due in March, by mid-July. While this is not a hanging offence, it does cost the Club money to follow up late payers, most of whom want to renew anyway!

What sort of money?

Postage – letter and SAE	.90
Stationary	.10
Postage – Difference between bulk mailing rate and individual	
Rate – up to as much as	.80
Total	\$1.80

Or nearly \$80.00 in total.

As the prospect of administering a late/rejoining fee is nightmarish, the committee will have to consider raising subscriptions for all of next year.

Peter Simmenauer
Membership Secretary

CCOCA Cheap Eats

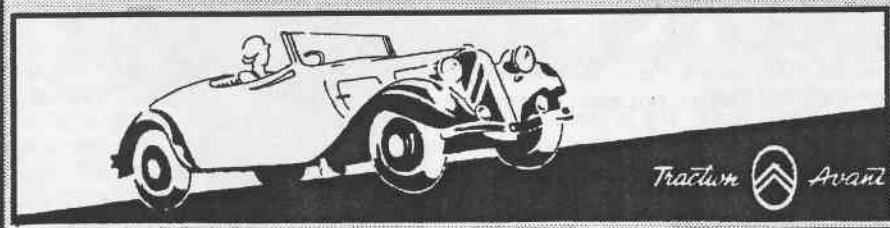
Friday September 17th

Join fellow members for a tasty Vietnamese Banquet in the centre of Vietnamese cuisine in Footscray.

Ring Leigh Miles for details.

You must confirm your attendance no later than 12th September to allow for bookings to be made.

Contact Leigh Miles on
9888 7506 AH



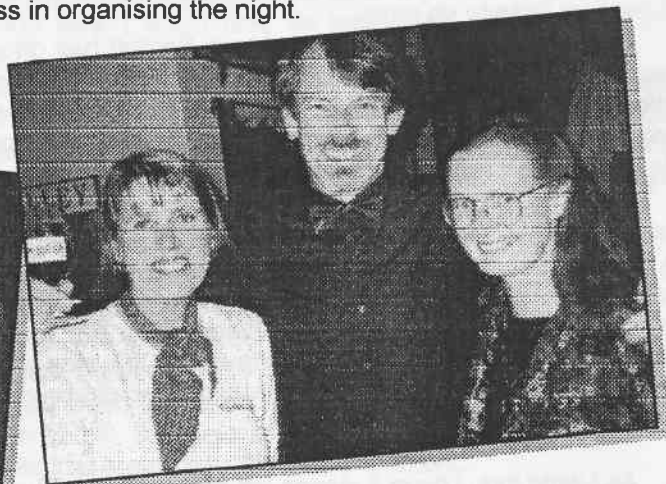
Past Events

JULY 17

BASTILLE SPIT ROAST

What an excellent night with 50 "odd" people enjoying the hospitality of Team Sandow, Christine and Peter kindly opened their house to the supporters of the Double Chevron. Several new faces and faces from the past appeared as well as the dedicated regulars. The food was great with many going for second and third helpings. This well attended style of function seems to be what the members prefer so the committee are organising more "cheap eats" style family outings. Thanks should also go to Team Cross in organising the night.

From left: Sue Sims, Graham Bradshaw, Janie Barton, Leon Sims, Graham Barton, Jeff & Margarieth Pamplin.



From left: Christine Sandow, Graham Bradshaw (again!) and Robbie Stockfeld.

JULY 28

CELEBRATING 21 years of CCOCA

After 21 years since the birth of the club, one may ask where have all the years gone? When organising a night of nostalgia I didn't realise that we would get the support that we did. Close on 50 people attended an event that marked the coming of age for the club.

Roger Brundle and Andrew Rankine drew on their memory bank to enlighten those who joined in later years, of those embryonic times when the club was first formed.

The friendships formed in those early years included the stashing of Citroens in the hills of Bonnie Doon by Roger and secretary, Mark Navin so that their spouses would not complain of another gallic treasure taking up space in the driveway.

Andrew reminded me of our first organised observation run that took us through the northern area of Melbourne to Yan Yean, Whittlesea and on to the Dam at the foothills of the northern hill country. Andrew informed me that he still had the original question sheets. This may be re-enacted for next year.

David Gries, Pat & Gerry Propsting, Jeff Pamplin, Sam Crisi, all original Classic Register members were present along with Kym & Robyn Harding who was our first Front Drive editor.

With champagne flowing, combined with much conversation, the night was certainly one that will be remembered for many years. Personally I will remember enjoying the company of many old friends, not seen for two decades. LDS



Roger Brundle during his bohemian stage with Kym Harding behind. Circa 1978

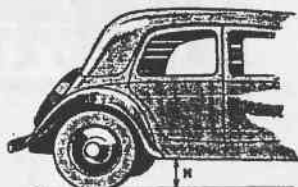
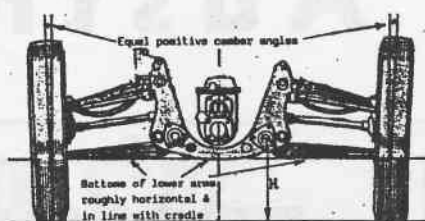


August 8 Technical Day

A hardy band of enthusiasts braved the elements (actually only the forecasts were bad) on Sunday 8 August, to put their cars over the pits at Ace Drilling, Bundoora, courtesy of Geoff Whiting and his son Simon, who were good enough to make their premises available for the day.

We were rewarded with tea, coffee and sausages (thanks Maria) in what would have been for some, the dream garage (lots of space, two pits and a mezzanine big enough to hold Peter Boyle's motor bikes and Geoff's Model A Ford Racer).

Also on display was the Boyle wedding car, ex-Brookes/Jade/Hore 11D, no longer crooked from its close encounter with an electric light



pole, with a replacement front "horn" expertly attached by Peter in record time.

A VW Kombi camper sporting a 2 litre Nissan engine was an additional attraction – at least to me!!

Enjoying the experience were Graham Barton and Gaston (L15), Maria & Peter Boyle (B2 & L15), Ted Cross (GS) visitor Colin Hague, Peter Hore, Pat & Gerry Propsting (CX), Peter Simmenauer, Robin Smith (L15) and Les Vidler.

Thanks to Peter Boyle for organising the event and to Geoff for hosting it – hopefully it will become an annual A-Traction.

PS: Ask Peter Hore what his door prize was!!! Peter Simmenauer.

August 22 Observation Run Hadaways Hidaway

or weekend at Bernie's (& Claire's)

After a few days of very ordinary weather we were greeted by a mild and sunny Sunday morning. Most people gathered in Dandenong at 10am with the exception of the Cross/Sadow equip who didn't seem to get there s**t together and decided to meet us at the arrival point. I personally thought it was a ploy to avoid one of the CCOCA famous frustrating observations runs. The observation part turned out to be most enjoyable, not too difficult, and an all round a pleasant way to spend a morning. I discovered lots of places I did not know about, and lots of places I am not in a great hurry to see again. There were sections of the journey that felt like we, in our gorgeous French fine machinery were the beacons of good taste surround by an ocean of "ordinariness" (I'm not good with the outer suburbs - I get a blood nose if I venture too far into the suburbs) Anyway, I soon found myself way past Cranbourne and feeling fine with the roof open and the fresh air and sun streaming in. Within 2 hours of leaving Dandenong

we pulled up at Bernie and Clare Hadaway's getaway in Cannons Creek. An absolutely beautiful spot that not many of us new was there - even some members who lived not that far away were surprised by this lovely spot. Anyway, as per most of the events in the Club, we soon settled in to some serious eating, drinking and chatting about all sorts of things other than Citroën. After lunch we got down to the very serious petanque tournament organised by Bernie. Prizes were given out to the winners of the observation run (Robbie Stockfield and Jacqui Couche). In fact every one who participated got a little something. Prizes were given out for the petanque tournament Sue Bryant took out the ladies prize and Peter Sadow took out the men's prize. A great day was had by all. Many thanks to the organizers Steve Bartlett and Iain Mather. And a special thanks to Bernie and Clare for allowing us to enjoy their special part of the world.

Peter Fitzgerald

Westernport Winter Warmer (a word from the organiser)



A small but dedicated band of vehicles plodded their circuitous way around Westernport last Sunday, to Clare & Bernie's lovely hideaway in Cannons Creek, for the annual CCOCA Winter Warmer. Most were Citroëns, and surprisingly, most of those were in the obs. rally, apart from:

A) Two experienced, notable and competitive Hawthorn-based families that skipped the brain-teasing and went straight to the finish.

This made quite a change from having them drag each other at furious

speeds at the front of the field, as they did up Mt Hotham earlier this year!

B) The navy blue CX sedan who followed me all over Blind Bight as I searched the course for stragglers. He wasn't part of us, and didn't want to be. I would have been mildly offended except the Deesse was in dock and I couldn't blame him for not wanting to follow a Honda to a Cit rally.

The Royal Botanic Gardens Cranbourne were looking lovely at this time of year, I thought, although some complained at the lack of Camellias. It's true, this is an odd omission – Australia being so widely noted for its varied native Camellia species. The lack was more than

compensated by a surfeit of mangroves, some of which may still be being counted by keen competitors who didn't finish the course... (the agreed correct total was, is and will remain 854,168. Congratulations to the two teams who got within 200,000 of it, and especially to event winners Robbie and Jacqui, whose mangrove-counting really paid off!)

Two or three vehicles missed the U-turn at Tooradin and everyone got the meteorites wrong. (Thank goodness the judge's decision is final. What do you mean only 9 meteorites – there were 10 support brackets!!!)

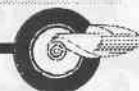


Equally lacking in credibility was the lack of corruption & bribery (but I promise to fix that next time) and the clue for DS drivers, about raising the suspension to cross a closed road. There were no D's on the trip. ! Although our lone Xantia could have done it, he declined to risk that shiny new duco!!

Petanque was popular as always, with strong competition. Congratulations to winners Sue and Peter. (For the next tournament I will be watching Malcolm, the "bushranger" who guest-navigated for Graham, thrashed some of us, but didn't play off..)

Food, weather & plonk was all great, and our thanks to Clare & Bernie for their kind hospitality, which was appreciated by all, and to everyone who made the trip. A lovely destination, well worth repeating one day.

Stephen Bartlett



by Brian Wade
our up north correspondent

Austraction

1977

AUSTRACTION 1977

The seeds of Austraction were first sown at a meeting between members of CCCV's Classic Register (including Front Drive present editor Leon Sims) and representatives of Club Traction, South Australia, held at Port McDonnell (near Mt Gambier S.A.) in early 1977. It was decided at the meeting to hold a "Traction" rally over the following Queen's Birthday long weekend and the venue was to be Swan Hill in northern Victoria.

The rally was considered a great success with about 40 people and 20 cars (including a dozen Tractions) attending. A motorkhana was included in the weekend's activities with the two clubs competing against each other. Two pages of photographs covering the event were printed in the first edition of Front Drive.

AUSTRACTION 1978

The following year (1978) it was decided that CTASA would host the event and the venue chosen by them was the Barossa Valley. However due to a number of reasons (including no information being available until the last moment) only two cars made it from Victoria, one traction and "one" other make.

AUSTRACTION 1979

This year saw the event being held at Echuca with the newly formed CCOCA being solely responsible for it. This was the first time that the name "Austraction" was used. Thirteen tractions made it up to the "Mighty Murray" and a good time was had by all who attended.



AUSTRACTION 1980

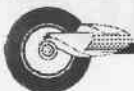
For 1980, Swan Hill was again chosen as the venue. A report in Front Drive noted that 47 people attended and apart from freezing weather all had a great time. At a CCOCA meeting later that year a decision to move Austraction from the Queen's Birthday weekend (Swan Hill might have been too cold for them) to the Australia day weekend.

AUSTRACTION 1981

Bendigo was the venue for the first Australia Day Austraction and as opposed to Swan Hill the previous year, the weather was extremely hot causing a number of Tractions to suffer from overheating.

AUSTRACTION 1982

The place of my birth, Ballarat was the location for 1982 and this was the first Austraction that Esther and I attended, driving our 11BL from Sydney and being awarded "longest distance travelled" for our efforts.

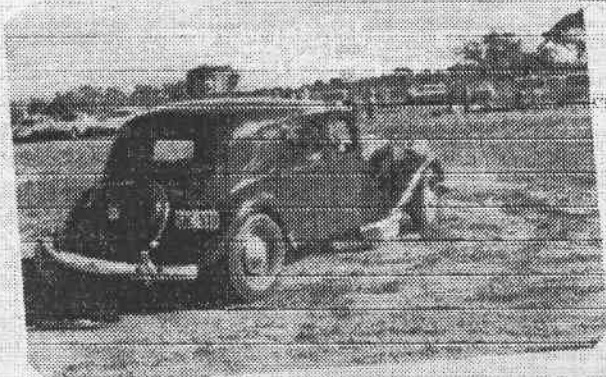


History

1999

SWAN HILL '77

The winning Traction driven by Ray Hensbe showing how the job was done.



Chris Bennett and Big 6 strutting their stuff.

Geoff Thomas and Big 15 needs no instructions, Neil Tassel talking (as always) to a S.A. member.



AUSTRACTION 1983

A ski lodge in the Victorian Alps was the setting for 1983 when Austraction was at Harrietville (near Bright). The highlight of the weekend was the presence of three vintage Citroëns, Leigh & Annette Mason's two 5CVs and Peter & Maria Boyle's B2.

There was no Austraction in 1984 as CCOCA had the honour that year of hosting the National Easter CIT-IN rally.

AUSTRACTION 1985

This year saw Austraction return to the Queen's Birthday weekend with the venue selected being Echuca. It also saw the demise of the motorkhana, being replaced with an Observation Run.

AUSTRACTION 1986

A "Holiday Lodge" at Kyneton was chosen for 1986 and a wonderful time was had by all who attended. The most memorable incident (accident) being when my fellow Queenslander Lance Collins decided to

have a swim in the near freezing dam. It was a toss up as to whether death would be caused by drowning or hyperthermia, but fortunately he was rescued in time.

AUSTRACTION 1987

Historic Beechworth was chosen for 1987 and once again a very successful rally with 50 people and 20 odd cars attending, however the weather wasn't too kind with heavy rain over most of the weekend.

AUSTRACTION 1988

An entirely different Austraction was planned for 1988 with the rally being held in Melbourne. Country and interstate visitors were billeted with the Melbourne members. As to activities, numbers attending, etc. I have no idea. The only reference that can be found is in the President's report at the 1989 AGM where it was stated that Austraction 88 was a success.

AUSTRACTION 1989

Beechworth was again the setting for 1989 and it was here that Esther and I met our now very good friends, the Smart family for the first time. Once again a fairly wet weekend but still a most enjoyable rally.

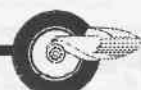
AUSTRACTION 1990

No details were found for this year's event when researching this story, however the event was held at the inland port of Echuca where the paddle steamers traded on the rivers of the Murray and the Darling.



AUSTRACTION 1991

Again it seems that the event may not have had a reporter. It was held in the sleepy hollow of Daylesford located in the heart of spa country about 100kms to the west of Melbourne.



AUSTRACTION HISTORY 1977 to 1999

AUSTRACTION 1992

Yarrowonga was selected for Austraction for 1992 and was organised by Iain MacKerras. His report of the meeting was littered with the names and cars attending and by all accounts it was an excellent meeting. Iain was king of the kids, taking the trophy for "Kids most popular car" with the Visa GTI. It was in April the following year that Iain passed away and the Trophy bearing his name was instigated for the observation run.

AUSTRACTION 1993

The mantle of Austraction organiser fell to Leigh Miles with it being remembered for the bitterly cold weather on the Friday and Saturday with snow falling in the Ballarat area on the way to Horsham where the event was being held. Despite this, the sun was said to shine in Peter Fitzgerald's room as the developing tradition of the Friday night dinner party for the early arrivals was in full swing. Robbie Stockfeld and Graham Bradshaw won the inaugural Iain MacKerras Memorial trophy.

AUSTRACTION 1994

The meeting place for CCOCA for 1994 was Bairnsdale. Knowing that the club was to run the National Meeting of all Citroen clubs the following year, it was decided to trial Ballarat.

AUSTRACTION 1995

Not held, CCOCA hosted CITIN



AUS TRAC TION 81

Bendigo January '81
CCOCA's
big event of the year

Classic Citroens gather in Ballarat



After reading Brian's report, I again delved into my files to have my memories of that first rally rekindled.

A letter dated 25/3/76 from a Mr Hughie Keeris Jr arrived at my home. It stated that he had heard that CCCV had started a Pre-56 Classic Register. Mr Keeris Jr was the President of the South Australia Traction Avant Club, and was a Dutch, arriving in Australia in 1958. In my return letter to him, I raised the idea of the two clubs getting together for a meeting. In turn his next letter stated, "Your idea of contacting one another for a long weekend is a splendid idea, could you let us know where you would like to meet, so I can bring this up at our next meeting."

Letters flowed back and forth leading up to the weekend. As Brian mentioned a meeting was held at Port McDonnell which was organised for the last weekend in November 76 discuss the "Traction Rally" face to face. I can remember taking my newly acquired MGB and Chairman Andrew Rankine took his grey D. I'm a bit vague on others attending from Victoria, possibly Mark Navin and maybe Kenn Gilbert who was to become a co-organiser of the Rally.

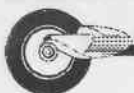
The Rally was confirmed as a goer after that meeting with the SA club and Kenn and myself went to Swan Hill to organise accommodation, entertainment and the motorkhana. From my archival correspondence I found that the following SA names were listed among the possible participants.

Les Tapping, Dick Fewster, Phil Ward, Chris & Bev Bennett, Hughie Keeris, Michael Hose, Winston Francis and Peter O'Rourke among a few others. All in all about 12 cars from SA including 6 Tractions, 3 Ds, a GS, a Porsche and a Datsun. It was about this time that I found myself forming a friendship with the Bennetts that brings many fond past memories.

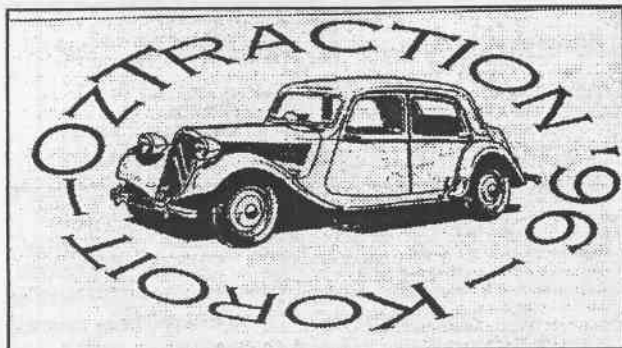
Participants from Victoria included (from memory only) Gerry & Pat Propsting, Arthur & Nance Clarke, Kenn Gilbert and wife of the time, Geoff Thomas, Ray Hobbs, Neil Tassell, Andrew Rankine, and Mark Navin. Neil Tassell was a D owner and as I remember was supportive of our desire to promote Tractions more within CCCV.

One memory that comes to mind was at the dinner to conclude the long weekend was that Kenn Gilbert and I were presented a bottle of fine South Australian wine each in appreciation of organising the coming together of the two clubs at Swan Hill.

Leon Sims



AUSTRACTION HISTORY 1977 to 1999



and Leigh Miles with Sue Bryant took home the Iain Mackerras trophy. The meeting was organised by Mike Neil, Rod Greschke and Gerry Carson.

AUSTRACTION 1998

An excellent attendance was recorded with many SA members being closer to

Mt Gambier. This extra distance didn't deter Queenslanders Brian & Esther Wade. Leigh Miles and Sue Bryant followed up with a second successive win of the Iain Mackerras trophy.

AUSTRACTION 1999

And so here we are in 1999 at Eildon. To conclude, what is the correct name of CCOCA's premier event? Between 1979 and 1995 it was always known as Austraction, however in 1996 a bit of ocker had crept in and it was called Oztraction. In 1997 saw it return to the traditional Austraction but in 1998, and again this year the ockers are back with Oztraction.

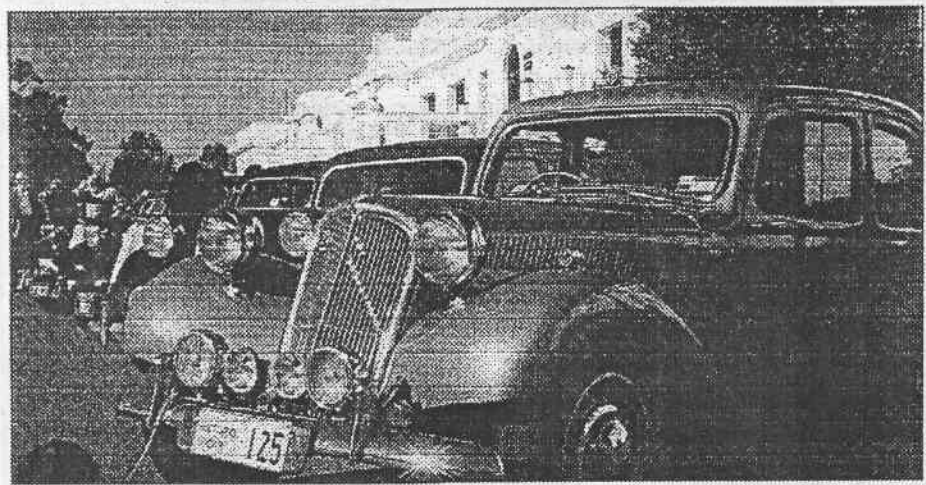
AUSTRACTION 1996

Koroit (near Warrambbool)

As can be seen from the 96 logo the term Oz-Traction crept in. Helen & Ted Cross headed up the organising of the event selecting the beautiful area around Koroit, home of the Irish potato farmers and the marvellous art nouveau hotel once owned by the brother of entertainer Mary Hardy. Unfortunately the Careys, Colleen & Mel were involved in an accident, although unhurt, the newly restored Big 6 was to require major body repairs. The Careys were awarded the bad luck trophy and Bob Koster & Gay Harris won the most popular car for their \$200 D Safari.

1997 AUSTRACTION

CCOCA NATIONAL RALLY HELD IN CANBERRA, AUSTRALIAN CAPITAL TERRITORY



AUSTRACTION 1997

Canberra Australia's natural habitat of Politicians was the venue for the three day weekend. It offered many points of interest for the visiting Tractionists.

Returning after their accident from the previous year were the Careys. Colleen received the Club person of the year award

However you prefer it to be spelt, is of little consequence, the important thing is that participants of Austraction (Oztraction) can be assured of a wonderful weekend with good food, excellent company and all the pleasures and enjoyment that comes from Citroën ownership.

Brian Wade



September Sunday Spring Run

26th September
(the day after the AFL
Grand Final)

Melbourne - Castlemaine -
Daylesford - Melbourne

Gather at the KFC at the Shell garage before you cross the Westgate bridge (outgoing) for a 9.30 departure. We will lead you on an e-tag free route to the Calder Highway and on to Castlemaine to visit the Castlemaine Jail. This is really worth a visit with a lot of fascinating history. We then travel to Daylesford - stopping at Mount Franklin (an extinct volcano). This road is particularly beautiful at this time of the year and is perfectly designed to guarantee maximum enjoyment for Citroën drivers. A BYO lunch (BBQ provided) will be held at Peter Fitzgerald's property. After lunch we will officially open his new double petanque piste (over 5 tons of material have been brought in to construct this championship standard piste. A number of grass pistes will also be available. After the day is over it is an easy down hill freeway run back into Melbourne.

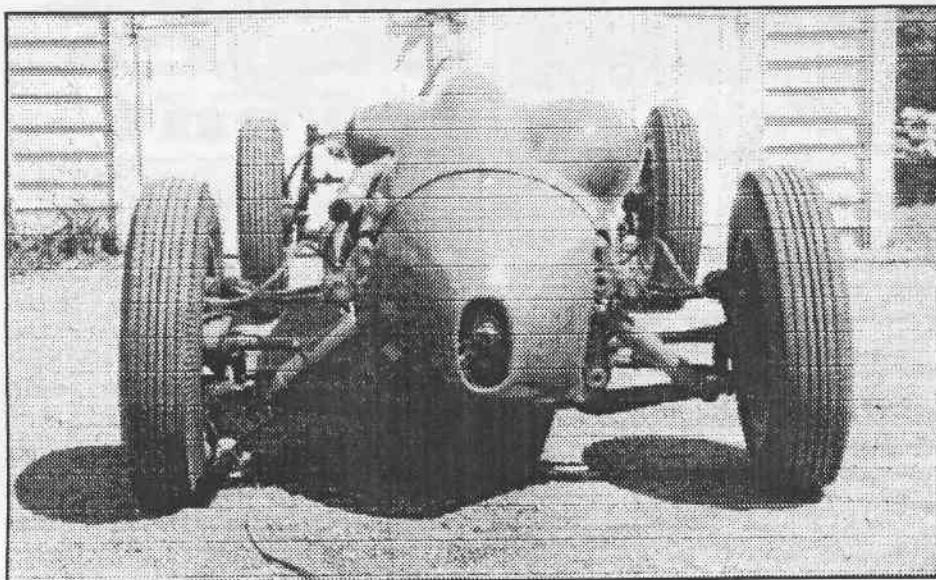
For those wishing to attend contact
Further details from
Peter Fitzgerald
9696 0866 bh
0418 556159



"the cars that Jack built"

The Jack Weaver Story part 2

Part 2 of the Jack Weaver story highlights his earlier years in Australia, the "4CV" and racing at Phillip Island & Winton during the 1960s.



Rear view of monoposto. Note TA suspension cradle. Bulge on top right hand side hides the supercharger

While running NIC's Industrial Division, I had a couple of races in borrowed cars in Sydney, and later when I moved to Mount Isa, I had an offer to drive an MG at Bathurst but literally, couldn't afford the fare down. However, all the while I kept fit by racing on bicycles.

My next major move was to Brisbane where I acquired the 11D type Traction. The 11Ds are known to have come with all sorts of mechanical and body variations, especially those coming from the English works at Slough. This particular one had a four speed box, as fitted to the DS. There was evidence, externally at least, that this car in a recent phase of its life had spent some time in close proximity to a housing for animals of the feathered variety. It was also missing much of the gear change conversion. Rather than spend time cobbling up the missing parts, I put in a standard three speed unit as a temporary fix.

While still in Brisbane, Rex Carkeek (another Kiwi well known to Aussie Citroenists) and I set about to build ourselves a twin engined 2CV — a "4CV". The back engine had a 425cc motor with centrifugal clutch, while the front was the economical 375cc motor. The theory being that you could motor on the front engine with the ignition off on the rear with the

centrifugal clutch making for mechanical de-coupling. Extra power (and traction) could then be obtained rapidly by firing the rear power unit. As the correct gear was already engaged on the rear (slave) power unit via the front gear shift, the build up of revs at the rear automatically produced coupling via the centrifugal clutch. Inter-

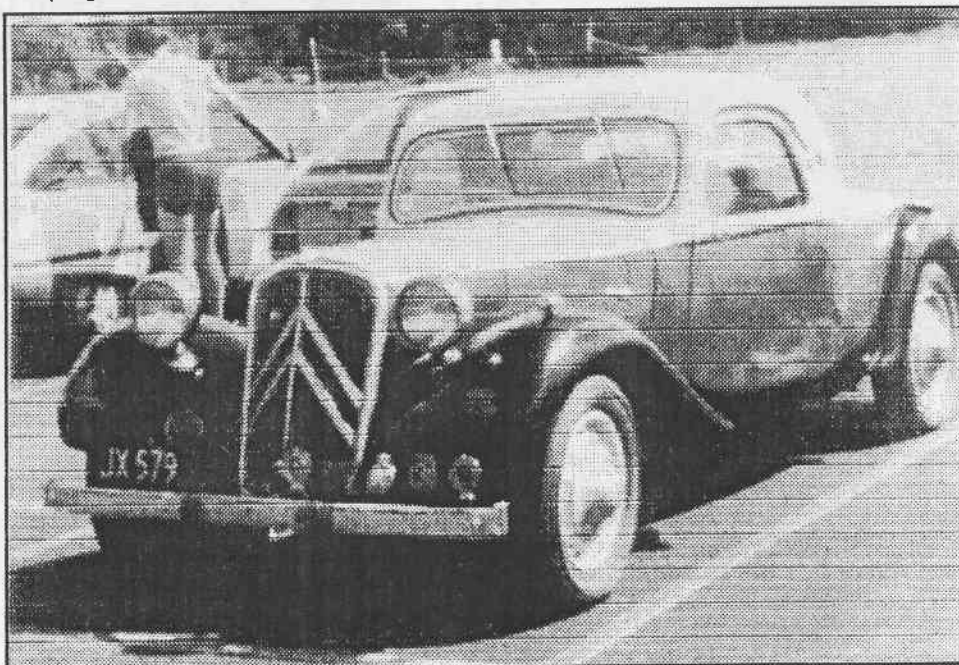
linking the gearshifts posed some interesting design problems.

During an afternoon test drive of our "4CV", which at the time was still in chassis form, Rex and I were accosted by two members of Brisbane's finest. All was well (more or less) until they perceived that although Rex was in the driver's seat and nominally in control of the device, it was I in the passenger seat who had control of the throttles. We hadn't had time to connect up the linkage!

After some discourse concerning this irregular arrangement, the gendarmes advised us to go home, quickly! We did so without fuss.

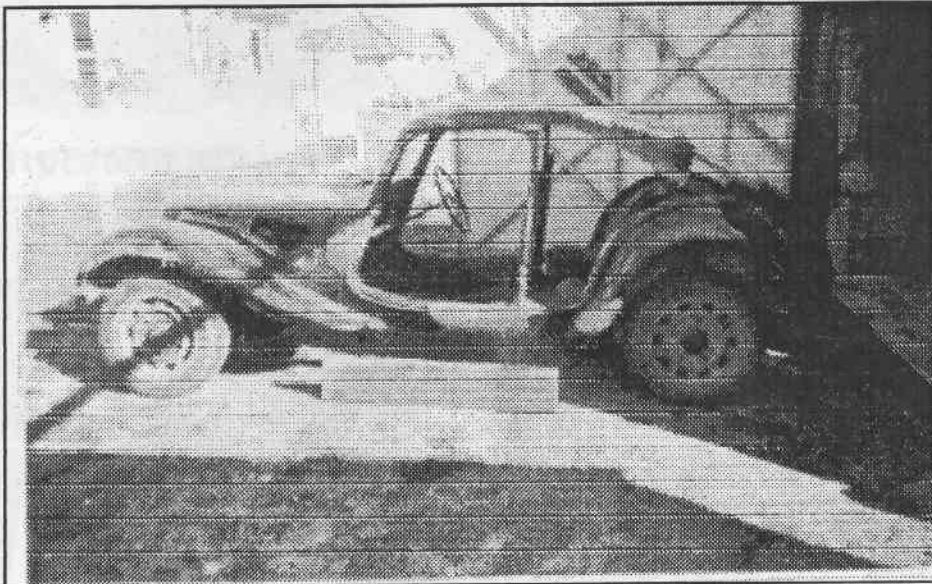
Accepting a teaching position in Melbourne, I drove the "3 speed 11D" down, handling a trailer of gear — the trailer with independent suspension was one I had built in Brisbane. I then used the 11D for 18 months or so as a daily hack. By now I had definitely retired from Motor Sport, and the year was 1965. The most "exciting" car in saloon racing at the time was the Appendix J FJ Holden!

My regular path home from the teaching job took me past an FJ Holden being prepared for competition. I called in one day, and ended up designing components for it. Ultimately, as it neared completion, Norm Gowen of FJ fame was there making some final adjustments, and unfortunately, made some very disparaging remarks about Citroens, and my 11D in particular!



Traction 12 with home-built coupe body





Traction 12 GT not completed due to changes in racing regulations

I was not amused, and I immediately "unretired" from competition. The year was 1966.

While the 11D was being prepared for racing, I was also working on a tandem trailer to carry the 11D around. This featured independent torsion bar suspension with leading trailing arms, such that the breaking reaction pushed the rear of the tow car down. Such a set-up, which worked very well, was necessary to get reasonable braking from the tow car, a DS19. Normal trailers, vans, etc, without such a feature, tend to lift the rear of the tow car, and this acting on a DS/ID fouls up the compensated braking system by decreasing the hydraulic pressure in the lines.

Result: negligible braking!

In a crash stop with the trailer fully loaded on one occasion, the combination stopped in a straight line with all eight Michelins on the road, smoking.

The 11D hit Calder Raceway a few months later, with the four speed box and two dual throat webers. This meeting could not be classified as an unparalleled success. The car was not going fast enough, not handling well enough, but it was stopping dramatically. Witness one FJ Holden which speared off into the mulga after a breaking duel at the end of the back straight – the only decent thing happened all day!

Each meeting we went to, the car was handling better until we had our first win at Phillip Island on the first time I had driven there. Things continued very well until the disastrous day when I "lost it" in a most spectacular way at the end of the Island's front straight. I had always thought the corner there was a sweeping right hander. At 116 mph, you are on the edge of

disaster.

Potential disaster met up with the seepage from the course's septic tank system at this critical bend and I "took off". I'm told the car rolled five times, bouncing off the turret and again airborne at each revolution. The headlights and the bonnet were ripped off and the whole turret was bent over to the left and crushed down over the driver's seat. The grille looked a bit second hand too!

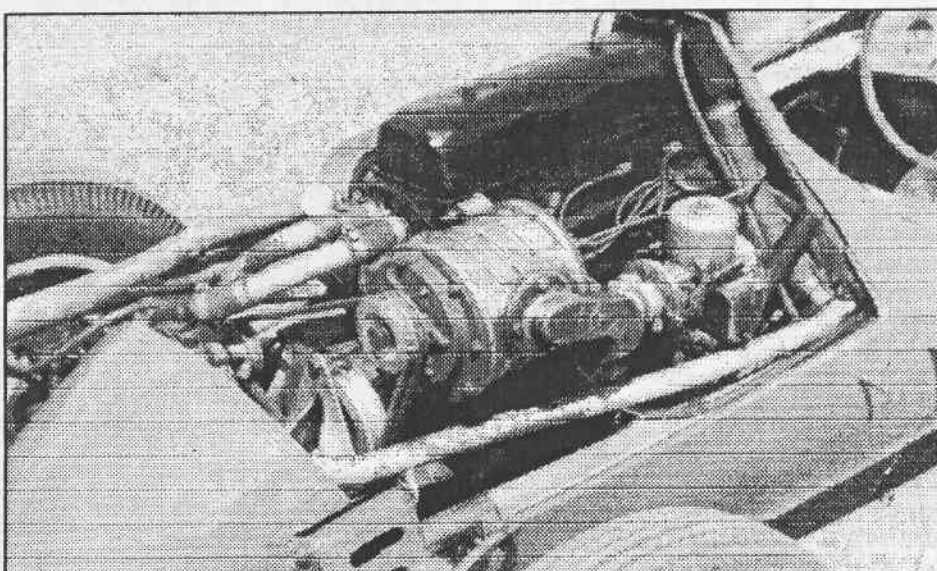
"The car is a write-off", said most observers. I didn't agree with their analysis, and back in the workshop, we cut off the turret, the floor out, scuttle out from about half way up, and cut the car in half transversally near the mid-pillar area. After that we started to put the car together again, straightening it as we went.

Another turret and four days later, we returned the car to the circuits. While we involved with this major rebuilding, we did an engine rebuild and replaced the Webers with a pair of 45 mm dual throat side draught Solexes (one carb to each cylinder in effect). Then the car really started go, but the gear change was left rather breathless by it all, eventually losing me a race at Winton.

The final solution was to adapt an ID gear box lid, changing it to LH operation and moving the cogs. Via an ID cable and single rod. Result: no further gear change problems.

Apart from times when we had mechanical troubles at Winton, henceforth we did not come home from a meeting without at least a placing. Even when we threw off a crank counter weight in practice, we had a replacement crankshaft and sump brought up from Melbourne and did a rebuild in time to win on Sunday. This was the time when Appendix J was being phased out and everyone was pushing their cars to higher limits to achieve a last moment of glory. So many cars disembowelled themselves at the S-bend that the air was full of cement dust due to the overworked officials having to soak up the spilled oil. After this rule change, the cars had to be raced as sports sedans.

We ran at a few more meetings, but to make the car competitive as a sports sedan, we would have had to modify it to an extent that it would no longer be a practical Light 15 – gutting out any surplus weight, doors welded shut, perspex windows and so on. I decided this was taking things too far.



Monoposto with supercharged Traction engine



RENAULT

a comparison

*The following account of two great French automotive giants comes from the book *Louis Renault*, a biography by Anthony Rhodes. Chapter 13, *Andre Citroen*, gives an account of the amazing differences in the quite opposite personalities of Renault & Citroen, and yet their goals were so similar, to be France's major car manufacturer. This intriguing account of these two great car manufacturers will unfold in a series of articles over the next few Front Drive issues. I hope you enjoy the Chapter as much as I did. I suggest that you try to seek out the book in automotive second hand book shops. It presents as a good read about these two giants of the industry.*

Andre Citroen had learned the technique of massed production with his shells during the war. He was younger than Renault, and had also been to America, had become "Fordized", and was overflowing with ideas. A Polytechnician, he would he would have been at equally home selling sewing machines, metal furniture, window frames, anything for which there was a market, or for which he could create one. Apart from the front wheel drive, he developed no technical device for the motor car; nor was he in any sense of the term an inventor, as Renault was. He was a remarkable example of the post war French business man. Money meant nothing to him; the banks were there to provide it. He had ideas and conceptions to give to the world, and he did not worry about the material means of doing so. From America he brought back the notion of *one model*, a light popular car produced in such quantities as to be the cheapest for its value in Europe. Moreover, he intended to as the Americans did, ready to drive away, its coach-work finished, fully equipped with spare wheel, electric starter, light and so on. The war was barely over

before he was putting these ideas into operation. They conflicted with those of Renault, who deliberately constructed many models, believing that this very variety was an insurance against failure. To offer each member of the public a vehicle according to his means was better than Citroen's "putting all his eggs in one basket".

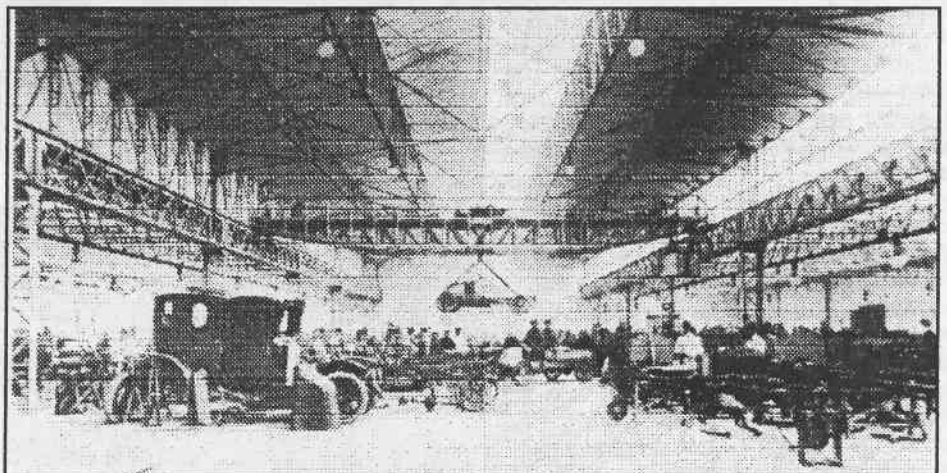
In character the two men could hardly have been more different. Renault was essentially a mechanic who had become, by forces of circumstances, a businessman; Citroen was essentially a businessman who had taken up motor cars because there was an expanding market for them. Renault objected to personal advertisement; Citroen was a showman, who hired the Eiffel Tower and lit it up at night with his name visible in thousands of electric light bulbs. He provided villages with name signs and other traffic indications on plaques, *gratis*, but each prominently bearing his name. All over France were sign posts to well known landmarks, churches, chateaux, museums with the slogan "Gift of Citroen". He even had one on the Cotentin peninsula with the indication "to the Chateau of Chausey. Gift of Citroen". Renault was at first furious, although he later laughed about it.

Another of Citroen's stunts was an endurance test — running one of his family cars without stopping for a year round the Autodrome de Montlhery. To sell some of his caterpillar tractors in England, he managed to procure a photograph for the press of Queen Mary sitting in one at military manoeuvres on Salisbury Plain — an extraordinary spectacle, the familiar, well-corseted figure, bolt upright, in a picture hat, with her parasol, in an AFV. Renault had no interest in "high life", the



Louis Renault

casinos, fashionable beaches, theatres, cabarets, expensive restaurants; Citroen was a social man who spent all his spare time at the gaming tables. Renault was silent, saturnine, shy even, in the company of those he did not know; Citroen's personal charm and easy manner endeared him to everyone. Renault never borrowed a sou from the banks and paid cash within a month; Citroen took advantage of every modern credit facility — to the extent that Renault once said of him scornfully: "Citroen builds with the money of others. I build with my own." Citroen wanted



The production line at Billencourt 1907



CITROEN

Andre of personality



Andre Citroen

money for itself, he needed money, not only for his ambitious commercial projects, but for private purposes, for his apartment in the Rue Octave-Feuillet, and the parties he gave. "As soon as an idea is good," he said, "money is of no importance." He could buy the American Chrysler's "floating power" patent, which prevented engine oscillation being transferred to the body, for 25,000,000 frs. and yet own nothing himself, not even his apartment or villa at Deauville.

Renault was fundamentally, a French peasant; Citroen was an ebullient Dutch trader whose father was an Amsterdam diamond merchant (his father had settled in France in the middle nineteenth century). Yet Citroen possessed something which Louis Renault did not enjoy, the good will, even affection, of his workers. Renault never fully understood that his workers did not, as he (Renault) did, live for the factory, but from the factory. Nor did he understand Citroen's ready handshake and cordial smile for his employees.

During the war Citroen had introduced into business the one idea of Ford which was repugnant to Renault — social services for his workers, the system known as paternalism. He had inaugurated it because many of the factory workers then were women, who brought their babies with them. Citroen provided them with *creches*, or nurseries, in which the children could be placed during the day. With this went canteens and other social amenities.

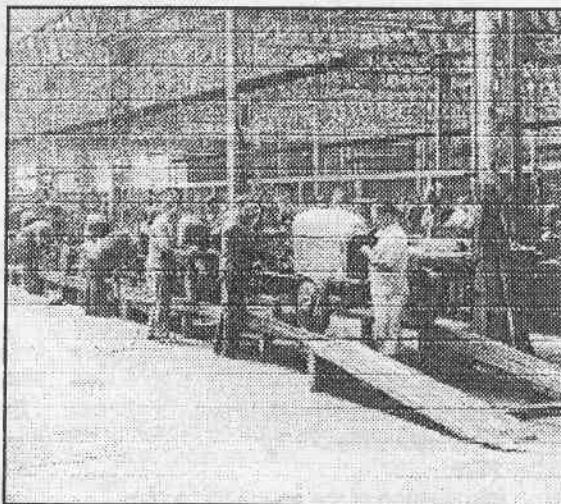
After the war — and the filip it gave to female emancipation — many of the women remained in the factories; and so did the Citroen innovations, from which the male workers also profited.

Other industrialists soon found that they were forced imitate Citroen, at least partly, or he would attract all the labour. (Not that French "labour" and the trade unions appreciated this particularly, for the bestowed benefits were not obtained "as a right".)

To this Louis Renault replied, "A chief of industry must not interfere in the private affairs of his personnel. The moment the worker passes out beyond the factory gates, he regains complete liberty of movement and is no longer subject to discipline. The management of the firm should have nothing to do with social organisations. In the same way politics, of whatever shade, have no place in the factory."

Renault no longer enjoyed the convivial relationship of the early days with his workers. Men like M. Griffon (at present Head Librarian at the Renault firm) refer to him as becoming harsh with his men; although Griffon admits that he was scrupulously fair. On one occasion, he says, Renault noticed a dirty wastepaper basket with refuse littered all around it, and asked a man working at a nearby lathe why it had not been cleared.

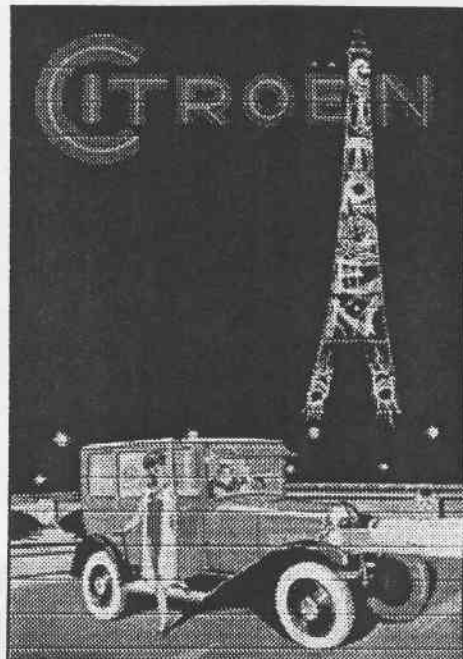
"It's not mine, sir," said the man, not intending



The production line at Javel

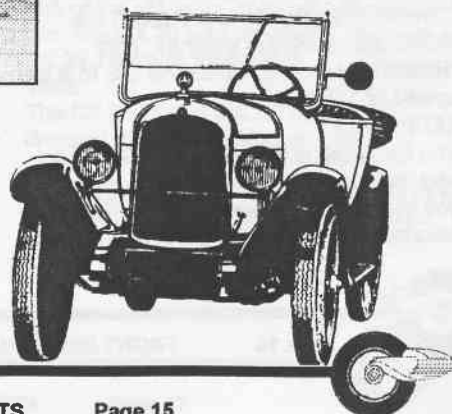
to be impertinent, but telling the truth. Louis Renault dismissed him on the spot. Later, when he was told that the man was a turner, not a workshop-cleaner, Renault said, "It's not him I'm dismissing. It's anarchy. I won't have anarchy in my factory."

M. Griffon also tells of how Renault, coming



Citroen was a showman, who hired the Eiffel Tower and lit it up at night with his name visible in thousands of electric-light bulbs.

upon a man nibbling a sandwich while working at a lathe, sacked him on the spot. The difference between the firms of Renault and Citroen is summed up by another worker who left Billancourt for Javel: "I found I had left an Empire for a Republic". To Renault the idea of talking to his workers about their grievances, as Citroen did regularly during the economic crisis of the thirties, was distasteful. Yet failure to do so was one of the reasons why many of them thought he was responsible for their hardships.



Nouveau



CCOCA's constitution allows for Citroëns of 20 years and older. Both GS and CX models fall into this category. From approximately 120 members only 19 GS/CX models belong to CCOCA members. These Citroëns offer further growth to CCOCA. As true Citroën enthusiasts we should also look to the preservation of these nouveau classics before they become any rarer.

History of the Citroën GS and GSA by year.

1970:

Introduction of the GS. The GS is at first only available as Berlina. The first Models are called "Confort" and "Club", they both have a 1015cc Boxer engine, which produces 55 HP at 6500 R/PM.

1971:

The GS is elected "Car of the year 1971" by a jury of European Car Journalists. At the Car Salon of Geneva, the GS is awarded the "Car Style Award" by an international jury. Introduction of the Break (station wagon) and Service (3-door GS Break) both models are available as "Confort" and "Club".

1972:

The GS is from now on also available with a 1220cc engine, which produces 59 HP at 6500 R/PM. The GS Break is elected 'best estate car of the year' by the Daily Telegraph Magazine.

1973:

The GS Birotor is introduced, the Birotor is famous for his Wankel engine. The Birotor is a product of the co-operation of Citroën and NSU (who produced the RO80 with a wankel engine). This "Rotating Motoring" takes the GS to a top speed of 175 km/h.

1974:

The Gspécial, is the new basic GS model and replacement for the Confort. Introduction of three new models: the GS Pallas, a luxurious model and the GS X and X2.

1975:

The GS Birotor is taken out of production, after only 847 models produced. Most cars are recalled to the factory and destroyed.

1976:

Restyle of the GS, the biggest changes are:

- New rear side
- New front side
- New instrumentation panel.

1977:

A new 1130cc engine is introduced. The engine is used in the Gspécial, GSX and Gspécial Break.

1978:

Top year for GS sales in Holland, 15872 GS's are sold. At the end of 1978, the GS takes possession of a top ten spot in the 1978 Car sales list. Also in 1978 the first "limited edition" of a GS is introduced. The car is called "GS Basalte", around 5000 cars where produced. They where sold in France, The Netherlands, Belgium, Germany, England and Scandinavia. All Basalte's where black painted with red striping. Further the car was equipped with a sunroof, red and black interior, extra headlights, Pallas wheelcovers, radio/cassette player, and occasionally headlight wipers (France only). The GS X3 replaces the GS X2.

1979:

Introduction of the new GSA. At first the GSA comes in the following models: Club, Pallas, X3, Club Break and Service. Citroën continues selling the Gspécial, (and also the Break) which are now called GS Spécial.

1980:

The GSA Spécial is introduced as the successor of the GS Spécial.

1981:

Slight engine change, the 1299cc engine is less fuel using, at the same performance.

1982:

The GSA X1 is introduced, it's a replacement for the GSA Club. The "GSA Tuner" is introduced. The GSA Tuner is another limited edition which came in a number of 1500 cars, who all where sold in France. All GSA Tuner's where painted black, with a blue striping. They where equipped with a Philip's Car Audio set.

1983:

The production of the 1130cc engine is stopped, all the models are now equipped with a 1300cc engine. At the end of 1983 the "GSA Cottage Break" is introduced. This is a limited edition of the GSA Break. It is equipped with striping, metallic paint, Light Metal wheel caps and a special interior.

1984:

No changes

1985:

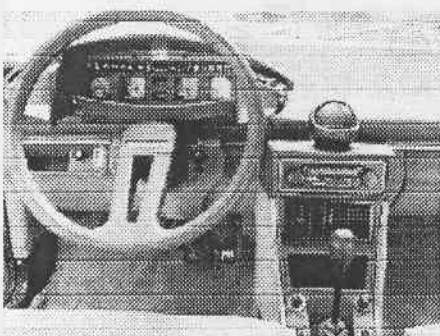
The GSA gamma is reduced to the GSA Spécial, GSA X1 and GSA Spécial Break. The last limited edition of the GSA is introduced, the "GSA Chic". The car is delivered in the color grey, with red striping. It is standard equipped with a spoiler, Light metal wheel caps, radio and a five speed gearbox.

1986:

In 1986 the last GSA is sold.....



Classics



History of the Citroën CX by year

1974:

The CX was launched at the Paris Salon. As a replacement for the venerable DS, the CX was expected to be as big a leap over as that car was over its predecessor, the Traction, but in the event, it was evolutionary rather than revolutionary. Its appearance was not unlike a GS on steroids, it inherited its power plants from the DS and its steering from the SM. Suspension was the well proven hydropneumatic system. It did however represent a considerable advance over its predecessor in terms of offering similar levels of accommodation in a more compact and more aerodynamic package – indeed its name, CX is the French acronym for coefficient of air resistance or CD.

1975:

The CX won the Car Of The Year Award in the same year that the Birotor and SM were dropped from production. Peugeot were at the helm... Models available at launch were the CX 2000 Berline, CX 2000 Economique Berline with long gear ratios and CX 2200 Berline Club.

1976:

The CX 2200 was available with an optional 3 speed semi automatic gearbox (C-matic) and the CX 2200 Diesel was launched. Pallas trim levels were available on all saloon models. The same year, the CX 2400 Prestige was launched, featuring a lengthened body with a raised roof. Also launched in 1976 was the Break estate car with a

choice of 2000, 2200 or 2200 Diesel powerplants and two trim levels - Confort and Super.

1977:

The range was further extended with the introduction of a fuel injected 2400 engine fitted to the CX Berline GTi and the replacement of the CX2200 with the CX 2400.

1978:

The injected 2400 engine was available in Pallas and Prestige guise, fitted with the C matic semi automatic transmission as standard in the Pallas and as an option in the Prestige. A new CX 2500 Diesel was also launched that year.

1979:

The CX 2000 models were superseded by the Reflex and Athena models, fitted with a new engine of 1995cm³ capacity, jointly developed by Peugeot, Renault and Volvo. A five speed gearbox was available as an option in most models.

1980:

The Pallas and Prestige were available with a fully automatic gearbox as an option and the C matic system was dropped. The CX 2200 Diesel also disappeared.

1982:

All the CX range received new front wings to accommodate wider tyres on the injection models. The CX 2400 carburettor models was dropped from the range.

1983:

The range was re-badged - Reflex became CX 20, Athena became CX 20 TRE, the CX 2500 Diesel Reflex became the CX 25D while the CX 2400 Injection Pallas became the CX Pallas IE.

1984:

The CX 25 D was made available with a turbocharger and was called CX 25 RD Turbo or TRD Turbo (DTR in Anglophone markets) and the 2400 engine was replaced with a 2500 version.

1985:

Two new models were launched – the CX 25 RI was a less luxurious GTi while the GTi gained a turbocharger and became the CX 25 GTi Turbo.

1986:

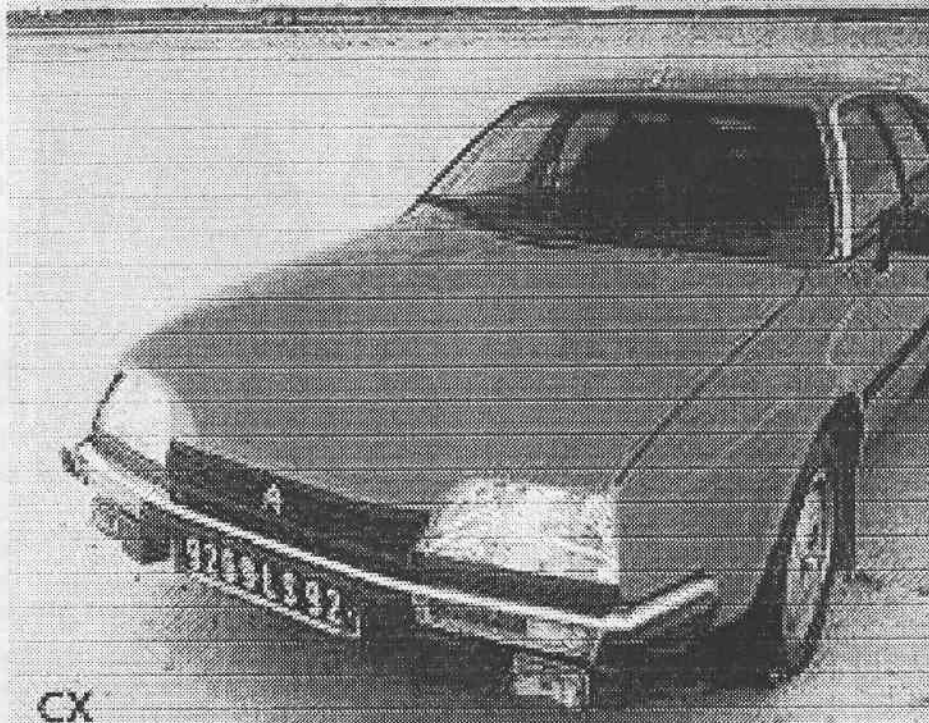
The CX was facelifted inside and out. New plastic bumpers were fitted and a new dashboard which preserved the architecture of the old while looking fresh and modern. The CX 20 was dropped and a new CX 22 TRS was introduced.

1988:

The CX 25 RI and CX 25 TRD were dropped from the catalogue.

1989:

The CX saloons were replaced by the new XM although the Breaks soldiered on for another year.



Owning a GS

by Mel & Colleen Carey



Dear Leon,

Thank you for the opportunity to tell you of some experiences we have had with the GS series of Citroën cars. Our first, and best, was fondly called "IKI" and was a Station Wagon, named by the previous owners Kirk & Jenny Kirkaldy who are active members of the Citroën Car Club. Jenny did the "school run", shopping & all the running around that mothers do in "IKI".

The family went on holidays in "IKI", Kirk used "IKI" to cart the materials to renovate the house & to do tricks at club Motorkhanna's.

Eventually "IKI" had to make way for a later model Citroën, besides, he was getting a little tired anyway.

"IKI" was advertised "For Sale" in the club magazine. Colleen thought a GS would be a great initiation into the marvels of Citroën motoring for her son James who was about to turn Sixteen. And "IKI" had a very good Club history.

Off we went to Melbourne and, surprise, we came home with two GS'.

As it transpired Kirk and Jenny had two to sell and we have since learned, the hard way, that most older Citroëns need a spare car for parts parked in the backyard or somewhere close by.

James did learn how to drive in "IKI" and enjoyed washing and polishing, fitting the Stereo with extra speakers and exploring in and under. In the meantime Mel experimented with the upper rev. range and the marvels of "Frog Juice" that green stuff you add to the big tin can under the bonnet and hope it doesn't run out anywhere because it's very expensive.

Colleen took over "IKI" when James moved to Melbourne & used it on a daily basis becoming very fond of him. It proved to be a very economical, versatile, reliable and

above everything else the most comfortable car we had ever travelled in.

One particular trip we did in "IKI" was around 1,000km round trip in one day, no problem for "IKI", flat out all day, minimum amount of petrol used, no oil used, and the driver? no worries, fresh as a daisy.

"IKI" is now in the hands of another first time Citroën owner and member of the Citroën car club and I am pleased to report is still giving the same excellent service.

The next GS we owned was a GSA, the 5spd gearbox version with the hatchback. This car had been owned by Philippe Mortier and later by Peter Fitzgerald both CCOCA members. It gave good service and was at its best on a long fast run as the GSA series will cruise easily at 140 plus KPH with four adults on board with no fuss whatsoever. This car has moved on and is giving good service to its new owner around the city of Melbourne.

We still run a GS, our company courtesy car, resurrected from an almost wrecking preposition to a useable car that has just clocked up over 24,000miles in the last 12 months.

This series of Citroën cars is very underrated, being at the lower end of the scale as far as monetary value is concerned. Often seen advertised in excellent condition for around \$3,000.

If one was keen to drive a GS on a daily basis, buy the best one you can afford [a spare car for bits will inevitably be thrown in anyway]

Have your favourite Citroën mechanic check it over and fit a set of cam belts & tensioners, and have some fun!

Happy GS Motoring.

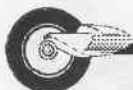
Mel & Colleen Carey

WELCOME to NEW MEMBERS

Jeffery Cox
Sale, VIC
1972 GS Wagon
Andrew Dodd
Kurrajong Heights, NSW
38 L12, 69 D Super, 82 2CV
Ken Doust
Nowra, NSW
23 B2, 69 ID21F,
John & Patricia Fleming
Fish Creek, VIC
51 L15, 95 Xantia
Jacqueline Herbert
Beaumaris, VIC
74 GS
Vern & Jeannie Isaacs
Beechboro, WA
54 Family 9
Ian Joseph
North Caulfield, VIC
52 L15
Keith King
Nokara, NT
David McKinnon
Caramut, VIC
DS21 Pallas
Leslie & Margaret Vidler
Westmeadows, VIC
53 L15, 54 L15

WELCOME BACK TO

Bruce Dickie
North Caulfield, VIC
63 DW Safari
David Gries
Box Hill, Vic
52 2CV
Ray Hobbs
Gladstone, QLD
23 5CV, 51 L15, 52 2CV
Guy & Janine Navaud
Belgrave, Vic
51 L15
Robbie Stockfeld & Graham
Bradshaw
Flemington, VIC
51 L15

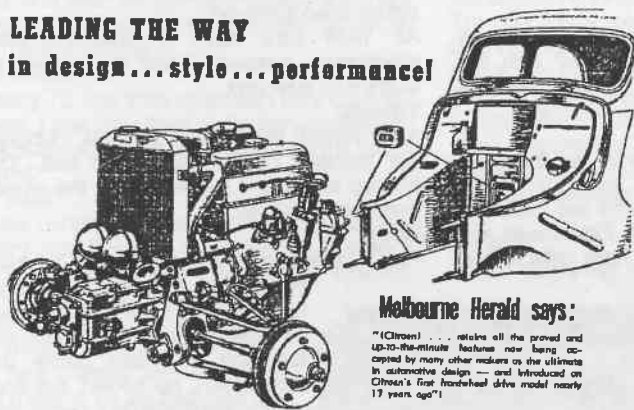


CITROEN

advertising in australia

CITROEN

LEADING THE WAY
in design... style... performance!



Melbourne Herald says:

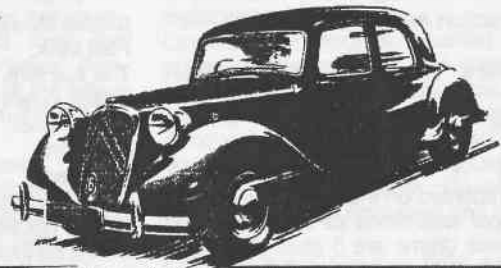
"(Citroen) ... retains all the proved and up-to-the-minute features now being accepted by many other makers as the ultimate in automotive design — and introduced on Citroen's first front-wheel drive model nearly 17 years ago!"

FRONT-WHEEL DRIVE'S 3 BIG ADVANTAGES!

1. It consolidates power and transmission in a single unit which detaches easily (above) for servicing! 2. It eliminates the tail shaft, allows a deeper, lower floor with more room! 3. It "pulls" the car which, with the lower centre of gravity, gives high speeds on any surface under absolute control at all times!

Distributors for Victoria, Western, and Tasmania:
COMMONWEALTH MOTORS PTY. LTD.
111-125 a'Beckett St., Melbourne. FJ5136.

**ORDER NOW FOR
EARLY DELIVERY!**



Being an avid collector of most things motoring, I hardly throw out anything, a regular bower bird am I. While doing some research on a book I am writing, I came across the Citroen advertisements reprinted here.

These are only a couple which usually featured on the inside last page of Australian Motor Sport magazine. The publication was first released in 1946, just after the war by Arthur Wylie.

I had the good fortune to meet Arthur and interviewed him several times. These interviews included memories of his motor racing experiences in both the pre & post war periods.

He was a champion speed car driver and an excellent hill climb driver holding four outright records at Rob Roy hill climb from 1940 to 1950. Turning to administration in later years, he was Clerk of Course at Albert Park circuit.

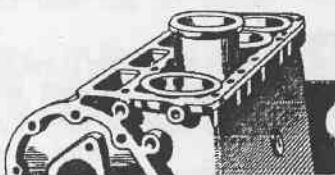
His magazine, Australian Motor Sport was sought after by the enthusiast and to this day is still considered to be the best source of research for past motor racing history.

Leon Sims

CITROEN

FRONT-WHEEL DRIVE

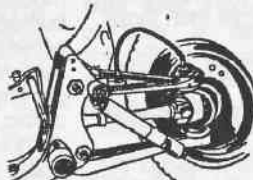
retains all the proved and up-to-the-minute features now being accepted by many other makers as the ultimate in automotive design—and introduced on Citroen's first front-wheel drive model nearly 17 years ago!



Detachable cylinder heads! Most vital part of any car, these are specially constructed to withstand severest conditions. After long service they are easily replaced.



The car you ride to—see: All seating is cradled between the four wheels and an incredible amount of leg room is achieved by the use of flat floors.

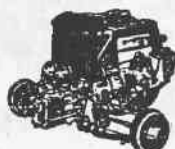


Independent Suspension with Twisted Bars! There is complete isolation from road shocks, irrespective of surface conditions, with perfect stability and freedom from roll.

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Four-wheel Drive eliminates the tail shaft, allows the consolidation of power and transmission units, avoids all the usual "rear-end" troubles. The entire front-end assembly detaches easily for servicing, an important time and money saving feature.



CITROEN TRACTION

The car with serial number 50 000 and engine number FB 0017 is presented for type approval which is granted on August 30th 1934. The 7C is introduced on the October 1934 Paris Autosalon. The 7C replaces the 7B completely, the 7B being not powerful enough. The first 7Cs are largely identical to the 7B. The 7C employs an engine that uses the same bore as the 7A (72mm) and the same stroke (100mm) as the 11 and thus using the same crankshaft as the 11 making the 7C cheaper to produce. The 7C is available as Berline, Cabriolet and Faux Cabriolet.

The full Traction Avant 7C history:

1934:

Characteristics for the 1934 7C when launched:

Mechanical:

Front axle:

The 1934 7C features friction shock absorbers mounted on the front of the cradle on torsion bar extensions as on the 7A and 7B. The brake drums are 5 stud 10" forged ones as on the 7B.

Steering:

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

Engine:

72x100mm, 1628 cc, 36 hp @ 3800 rpm, top speed 100 kmh. The 7C features a flat back water pump as on the 7B. All 7C engines have their date of manufacture cast into the block below the exhaust manifold as well as 72x100 on the cylinder head between the second and third sparkplug.

The carburettor is a Solex 30 THD (30 HTD in mountain area).

Engine mounts:

The early 7Cs have Floating Power engine suspension as on the 7B, but this is replaced by the

Pausodyne suspension in November 1934 (serial number 51 001 onwards). The

Pausodyne system is especially designed for the Traction Avant. The suspension point in the gearbox cover is fitted with a cylindrical silentblock.

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. Until November 1934 the bottom bearing housing on the front only has 4 bolts instead of the later 5.

Rear axle:

The rear axle is round with twin locating bars. On the very early cars this is still directly bolted to the body as on the 7A and 7B, but soon a separate tube is employed as found on all later Traction Avants. The 7C features lever arm shock absorbers as on the 7A and 7B. Rear brake drums are 5 stud 10" forged ones, and are secured in the same way as the front drums.

Exhaust:

The exhaust on the Moteur Flottant cars is hung differently with one flexible mount in the centre of the silencer. This exhaust system also has a flexible section and different supports. With the Pausodyne suspension the flexible section disappears. The exhaust

passes through the right jambonneau.

Fuel tank:

The fuel tank has a 45 liter capacity and has 2 filler openings, one on either side of the spare wheel.

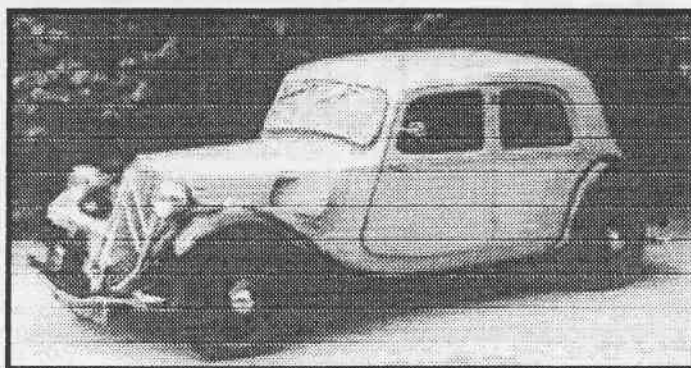
Exterior:

Bumpers:

The bumpers are the same curved ones as on all Traction Avants until 1952 with the difference that the 7C doesn't have overriders (just like other pre war Traction Avants).

Horns:

The early 7C has its horns on the front bumper as on the 7A and 7B. From November onwards the horns are mounted behind grilles in the wings. First these are secured to the back of the horn grille with a



rubber ring in between. Due to the extra strain this puts on the wings this is later replaced by fitting the horns on a bracket on the bumper supports. These horns are still located behind the grilles in the wings.

Grille:

The grille is made from copper and chromed. 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 less high cut 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

In November these wings are replaced by ones with small round grilles behind which the horns are mounted. The grilles are painted the same color as the wings but chromed or enamelled grilles are an option. Width and height of the wing are still the same.

Headlights:

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

Bonnet:

On the 7C the front shutters open at the front, on early cars all the shutter handles are still on the rear of the shutters, on later cars the front shutter handles are on the front.

Windscreen surround:

All 1934 cars have a chromed steel windscreen surround. Later cars have an aluminium surround.

Wheels:

All 7s have 5 stud wheels allround. Hubcaps are secured without the center bolt. The hubcap is pressed into a ring on the wheel. Tyre size is 140x40.

Body:

The 7C starts with the moleskin roof but from November onwards (serial number 51 000) this is replaced by a full steel roof. Other features are twin air inlets below the windscreen, no bootlid, flat floor without reinforcement dents and no rain gutters as on the 7A and 7B. On the Cabriolet, there is no dicky seat lid handle. The dicky is opened by a lever on the hood tray.

Doors:

The doors don't have the alu 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 rear wings are the same as those on the 7B. 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 mounted in the middle above the rear bumper, mounted on brackets secured between the body and the dress panel between the wings. 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.



AVANT 7C 1934-41

Dashboards:

The dashboard has a central placed combined speedometer (130 kmh) with white digits on black background. The oil pressure meter, fuel gauge (45 liter), amp meter and clock have black digits on white 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 gearlever has the same shape as on all later Traction Avants.

Front seats:

The early 7C has front seats with bars covering the seat. Later cars have plain cloth covers with small "buttons" and a chromed bar on top of the backrest.

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 early cars have a curve stitched into them, filled with wood. Later cars have plain cloth door panels. The front doors have a small pocket for roadmaps.

Here are the changes year by year.

1935:

Early 1935 the body gets raingutters above the doors and an reinforced floor. The front bonnet shutters

now have their handles at the front. On the Cabriolet the dickey seat lid now has an exterior handle.

April-May: The front axle is replaced by the improved "Stade 1" one. The friction shock absorbers on the front axle are replaced by telescopic ones mounted on the rear of the suspension arms.

The driveshafts are replaced by Glaenzer-Spicer ones. The steering box gets a second bearing. The round tube rear axle is replaced by the cruciform type. The lever arm shock absorbers on the rear axle are replaced by telescopic ones.

May: The combined light switch on the dashboard and steering wheel is replaced by a commodo, 2 levers on a unit connected to the steering tube. The ignition key stays where the dashboard light switch was and a special backplate of the same shape as the switch and the gearlever gate opposite is fitted.

June - July: Along the tops of the seats, a chrome bar is fitted (serial number 61 000 onwards), and there are now 2 sun visors.

July: The front axle is again replaced. This time by the "Stade 1 bis" one.

September: The backplate behind the ignition key disappears as well.

October: All cars finally get a bootlid, this had

been optional for a short period. With the bootlid, the fuel tank now only has one filler opening. The spare wheel cover is replaced by an one piece one.

The grille is now made from brass, painted and the chevrons (flat with double edges) are mounted on top. The front wings get much bigger. The height (measured from the headlight support down) is increased from 29,5 cm to 34,5 cm. The centre of the grilles for the horns are now 14 cm from the bottom of the wing (was 9 cm).

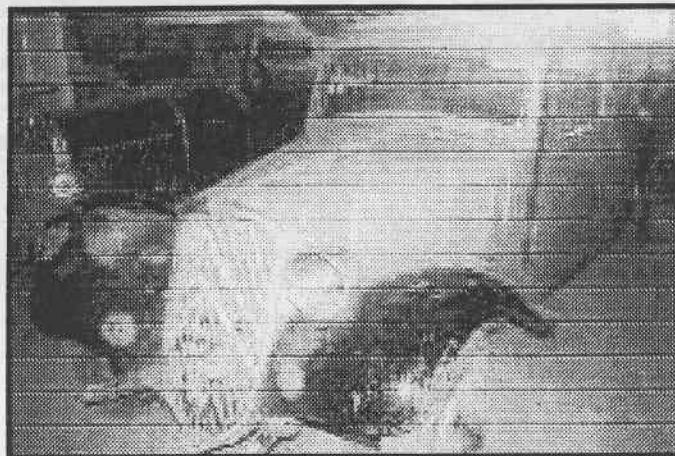
Headlights no longer have flat glass.

The rear license plate is on the left rear wing. One rear light is mounted on the license plate holder, the other in the right wing, both 19 cm (was 29) above the bottom tip of the wing.

A third type of Glaenzer-Spicer driveshafts is fitted. December, the gearbox cover is altered and fitted with a conical engine suspension rubber.

1936:

In the beginning of 1936, 6 cars are build



using old bodies without a bootlid. The cars from the first series in 1936 (serial numbers 071 401 to 080 000) build before May 15th are largely identical to the late 1935 cars. A new air filter makes the engine less loud.

February: The hand brake handle gets the shape it will keep until the end.

May 15th: From serial number 080 331 onwards a new front axle with the crémaillère (rack and pinion) steering is fitted. This alteration makes the steering much lighter and more direct, both big problems on the old steering. The steering now also has a much longer life.

May - June: The round pedals are replaced by square ones. The exhaust no longer runs through the right jambonneau.

June: The speedometer is moved behind the steering wheel and the twin air inlets are replaced by a single one. The new speedo has a black background with white digits and reads up to 130 km/h. The clock is mounted in the middle of the dash, being either mechanical or electrical.

1937:

There is a jump in serial numbers to make room for the 11A numbers. Early 1937 the

forth type of Glaenzer-Spicer driveshaft is fitted.

June: The (horn) grilles in the wings disappear. The horns are now mounted on the gearbox.

September: The forged brake drums are replaced by cast ones.

October: The clock is mounted inside the speedo. The gear lever gate doesn't have a clear plastic cover anymore but is simply painted. The comodo is replaced by the famous 1 lever switch, also fitted to the 2cv, and is available in different colours to suit the different interiors (mainly convertible). The grille is now made from steel and is painted.

1938:

On the Salon of October 1937 a big change is made to the Traction Avant appearance. The new Pilote wheels are introduced.

January 10th: Bigger wings are fitted in anticipation of the new wheels.

January 15th: The famous Michelin Pilote wheels are fitted. 500 cars with the older Stop wheels are made in 1938 nevertheless.

March 1st: From serial number 205 350 onwards a device is introduced which prevents the changing of gears without using the clutch.

November: Around serial number 210 000 just in time for the winter, some form of heating is introduced. This consists of a tube which leads air heated by the radiator to the drivers left foot.

December: The oil pump is replaced by a better one.

1939:

The Faux Cabriolet (Coupé) is no longer available. Between January 1st and February 25th no 7Cs are build. On February 26th (serial number 212 001) a big change is introduced. A new 1628cc engine is introduced with the same power but better fuel consumption,

aiming the 7C more towards the cheap end of the market. This new model is aptly named 7C Economique.

The rounded gearlever surround is replaced by the rectangular one with roman digits. The ignition key is now fitted to the center of the dash as on the later cars. The chevrons on the grille are no longer flat with double edge, but look more full.

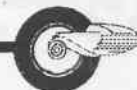
The cars get improved sound deadening.

1940:

The 7C ECO is still build but at a reduced rate. No changes.

1941:

Between January and June the last 154 7C ECOs are build. After this the production of the 7 ECO is stopped because of the war and never again resumed.





CLUB MEMBER PROFILE

Mary Lou Keogh

"I know where there is an old car just like that – in my aunty's garage".



This was my reaction to seeing a beautifully restored Citroën parked on the side of the road as my friends and I journeyed to Beechworth one beautiful Northeast day a couple of years ago.

My aunt, now in her eighties, had not driven the car for many years, and she readily offered to give it to me when I expressed an interest.

My grandparents had purchased the 1953 black Light 15 from a local Camberwell doctor in 1956, as he wanted a larger car. I well remember as a child being taken to wonderful places like the Botanical gardens by my grandparents and two aunts in the car.

I also remember my sister and I sitting in the back seat as we took Papa for Sunday drives, not long before he died.

My mother, though thinking my plan of moving the car from Camberwell to Benalla was silly, agreed to supervise its removal from the shed by the tow truck driver. The arrival of the truck, complete with its rather dusty cargo in my rather sleepy little street early one Saturday morning was the major highlight of the neighbour's day.

Where do I start? Would it start? With the help of friends, then the local RACV representative and finally my mechanic, I managed to bring it to life and set off, very cautiously and certainly within mobile phone contact, on its first Benalla outing. Another great day for the neighbours!

My aunt had maintained the registration so it still had its original registration number, but it needed a fair bit of work before it would satisfy the roadworthiness check needed for the transfer of ownership. A new battery, considerable work on the brakes (after my mechanic had finally managed to take off the front wheels!) some repairs to the steering and a new tyre (cost of which was a bit of a shock to the uninitiated) put things right, but I was still only brave enough to drive it round Benalla and a little further afield.

The best thing I did was join CCOCA. Its magazine provided much needed information that helped us with the terminology. I knew it was a Citroën when I got it, but had never heard of a

"Light 15", let alone a "Big 6" or a "2CV"! The other thing the magazine provided me with was the contact with Mel Carey who was able to help with the spare parts, that essential front wheel puller and advice.

It is a long way from Benalla to Bairnsdale, but I really wanted someone skilled to have a look at it to see if it was worth spending any more money on and what things needed doing in what order. When I read about the Citroën rally in Shepparton at Easter, I contacted Mel to see if he might come via Benalla to have a

In Shepparton Mel gave it a good check and test drive and then to my horror, insisted on lining it up with the other Light 15s. I had to admit finally that it didn't as silly as I thought it would, and it seemed to create some interest. From my point of view the best thing about going to Shepparton was seeing all of the vehicles, and the possibilities for my car. Perhaps I might change the color of my car to red, or even two toned. I returned to Benalla with lots of enthusiasm for the project, and more confidence in the car.

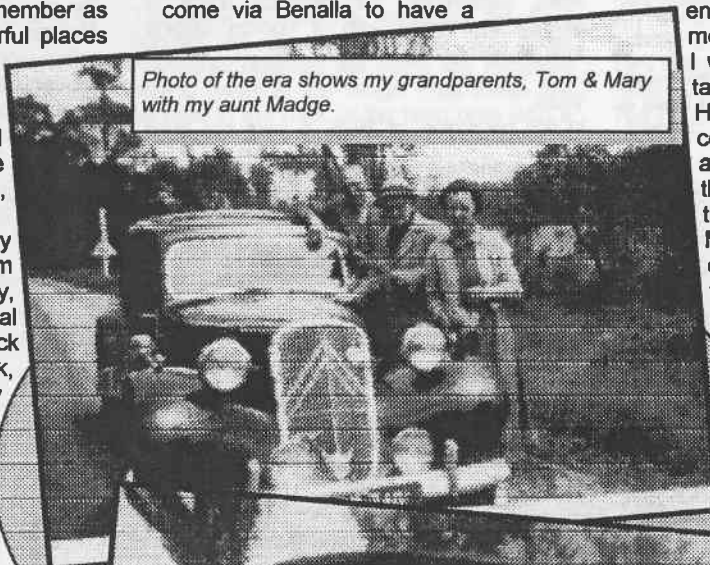
I was so enthusiastic I decided to take it over to Mel in Bairnsdale. How would we get it there? We could take it on a trailer, but what an adventure it would be to drive it there. Of course if we drove it there we would have to go via Melbourne. Far too foolhardy to go over the top. Or would it? So at the very last minute the sense of adventure got the better of us, and with three more new gold plated tyres I was off, again with a back up vehicle and headed to Mt Hotham. The Light 15 went like a bird, with power to spare even on the steepest of hills. It cornered beautifully and the

brakes showed no sign of fading. It wasn't even hot after ambling its way up the mountain. The extra water, oil and tow rope proved unnecessary. I have always enjoyed the trip over Hotham, but this was really special. We took our time and had a few rests, but we made it to Bairnsdale in seven hours, instead of our usual 5 or 6.

I still see fully restoring it as a long term project but in this part of the project

Mel is going to take out the engine and fix all the oil leaks, paint the engine bay, straighten the bumper bars, fit seat belts and generally to see the things that will make my new toy safe, dependable and water tight. The paint work and interior can wait for another day. Although now I've got the Light 15 bug, who knows?....

Photo of the era shows my grandparents, Tom & Mary with my aunt Madge.



At a picnic about 1954 – my mother, me, my sister Pauline and my aunt Madge. In the passenger seat is my grandmother.

look at the car. Mel had other ideas! We should bring the Citroën to Shepparton. Would it make it? Would I feel embarrassed seeing my car in the company of all the wonderfully restored specimens that were expected to be there? We set off on the Saturday with spare water, fuel, a towrope, oil and a backup vehicle! There's confidence for you.



the CCOCA CANBERRA report

by Mike Neil

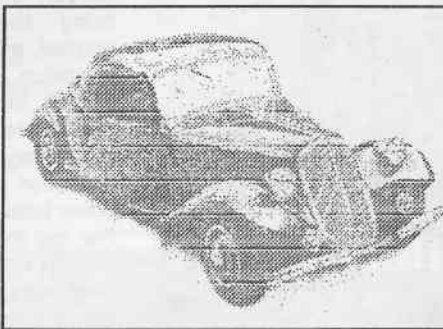
D-DAY JUNE 6th

We attended the NSWCCC's marking of the invasion on a day trip to Sydney in the ID19 assembling on the Botany Bay sea wall, appropriately, next to the airport runway. Almost thirty D's from the north and south coast branches as well lined up to travel around Botany Bay to it's southern tip, Kurnell where Cook first landed. It was a great sight and created huge interest from other motorists.

CANBERRA FRENCH CAR DAY JULY 18th

Prior to the display on Sunday, the French embassy invited a few members of the French car fraternity to display our cars and celebrate Bastille day at the embassy. Always a good turn and you meet an interesting cross section of people, then spend the afternoon at work sobering up!

The weather can never be depended upon in July so next year will probably find us using an autumn day for the display on Sunday it was the only mark on a good turnup. There were 18 Renaults, 28 Peugeots and 16 Citroens with the new dealer Ray Gulson supporting the event with sponsorship, a Xantia, Xsara and Berlingo van, the only dealer to display new cars. It was pleasing to see cars travel to Canberra from the coast, a 2CV and D Special, another D from Sydney, and some local cars coming out of the woodwork. The high light of the day was Bob



Baker's much modified Light 15, with a worked Renault 16TS engine and gearbox, Camira power steering, air conditioning, and Peugeot disc brakes behind all four MGB wire wheels! The twin pipes appearing under the front mudguards finished off a most attractive conversion 50'S style.

SOUTH COAST BRANCH BATEMAN'S BAY RUN JULY 24th

A weekend at the coast was due, and an easy 2hr drive in the ID19 saw us meeting the South Coast branch of the CCCNSW at Milton. There were four 2CV's, an SM three other D's and a

Traction; a good mix and a nice bunch of people. We stayed by the river at Nelligen and on Sunday after a bit of sightseeing, joined a CHACA event involving historic cars from along the coast and Canberra. Always good to mix with other clubs. Barry from Milton was there with his 11BL.

CCCNSW visit to CANBERRA JULY 31st

Talk about a busy month! About fifteen members from Sydney and the Central Coast visited the National Gallery for the Moore to Manet exhibition. Judy and I joined them for that and lunch outdoors at Kingston and later for dinner at their motel's restaurant.



Coming CCOCA event

ECONOMY TRIAL

October 17

On Sunday October 17, CCOCA members will have an opportunity to compare their results against the newer Citroens of CCCV.

The event will cover the same route organised by Ferdi and Karen Saliba.

We will break for lunch at Maria and Peter Boyle's Heathcote house before the return run to Melbourne.

You will need to supply all your needs for a BBQ.

**CONFIRM YOUR
ATTENDANCE WITH
PETER BOYLE
9470 8080**

**Attention
interstate &
country members
Reports of local
events are most
welcome.**

**Send directly to the
Editor**

**Leon Sims
2 Tolls Ave. Mentone 3194
Email. Simsfam@alphalink.com.au**



talking technical

SPARE PARTS OFFICER — MEL CAREY

Carburetor Flat Spots

A "Flat Spot" is an effect whereby the engine does not respond to accelerator movement, but cuts out or hesitates momentarily when the pedal is depressed.

The cause is usually a weak mixture, usually due to an accelerator pump fault, unless of course the engine is cold.

If a "Flat Spot" occurs on a fully warmed up engine, the best course of

cated in the side of the Carby throat.

Use a torch to assist location of the jet. Any sign of vapour is a good indication the pump is working, but it should produce a solid stream to be effective. If the stream is weak, blow back through the jet with compressed air.

Total absence of fuel discharge may indicate a completely blocked jet or supply channel which should be traced and blown through. Don't try

to clear fuel channels with wire, a good alternative is a pressure pack can of carby clean or a good soak of the whole carby in this type of proprietary carby cleaner.

Some types of carby's have an accelerator pump diaphragm which should be checked for detrition and replaced if necessary, also check the

linkages are not bent or

twisted, or in some cases missing altogether!

Other causes of "Flat Spots" are, low Float level, worn throttle shaft and general air leaks in the gaskets between the carby base and at the inlet manifold.

Next Talking Technical will deal with other carby faults or better still try to solve your particular tuning problem. Regards, Mel



event

November 6

CCOCA/CCCV

Pre-Concours

Dinner

Vinh Ky Restaurant

114 Victoria St. Richmond

Organised by Helen Cross

Bookings on 9819 2208

RSVP before 30th October

November 7

CCOCA/CCCV

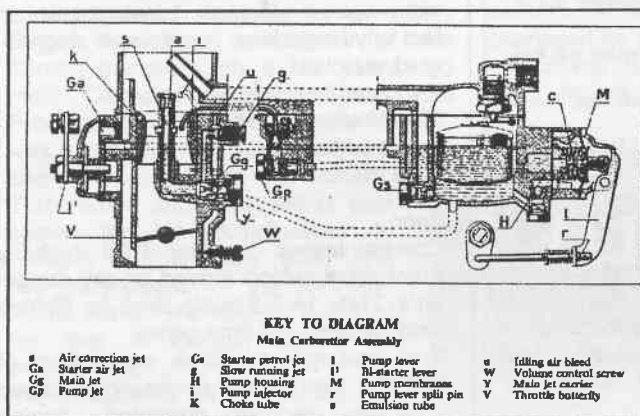
CONCOURS

At Como North oval

Sth Yarra

Co-ordinator Peter Fitzgerald

Contact on 9696 0866



action is check through the accelerator pump circuit, starting at the jet and working back.

Firstly remove the Air Cleaner and with the engine turned off and the choke flap fully open [so you can see down the throat of the carby] operate the accelerator by hand at the linkage adjacent to the carby. As soon as the linkage is moved to open the throttle plate a stream of petrol should squirt from the accelerator pump jet. This jet is generally lo-

SPARE PARTS FUND

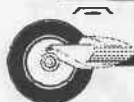
The Spare Parts Fund members receive a 10% discount on parts purchased through CCOCA Spare Parts, with a new member fee of \$100.

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

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

CURRENT MEMBERS

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



A-Tractions

SEPTEMBER 1999

FRIDAY 17th. CHEAP EATS CCOCA Style.

Join fellow members for a tasty Vietnamese Banquet in the centre of Vietnamese cuisine in Footscray. Ring Leigh Miles for details. You must confirm your attendance no later than September 12 to allow time for bookings to be made. Contact Leigh on 9888 7506

WEDNESDAY 22th. MONTHLY MEETING

Canterbury Sports Ground, 8pm

SUNDAY 26th. CASTLEMAINE/ DAYLESFORD

Sunday trip to visit Castlemaine Goal and continue on to Peter Fitzgerald's Daylesford property for a self catered picnic or BBQ lunch. Bring your French boules for a social game. A wonderful visit to the Golden Triangle with your CCOCA friends will be a great day out, but please let us know in advance if you are attending.

Contact Peter on 9696 0866 bh 9696 0715 ah

SUNDAY 26th. THE RAA BIRDWOOD CLASSIC

SA Members The RAA Birdwood Classic, is for vehicles built between 1945 and 1969. CCOCA SA members are encouraged to meet together for this event. Part subsidised by CCOCA.

Contact Phillipe Mortier on 08 8278 3775 or 8373 4152

OCTOBER 1999

SUNDAY 10th. MT TARRENGOWER HISTORIC HILLCLIMB Run by the VSCC

SUNDAY 17th. CCOCA ECONOMY TRIAL
CCOCA members will try to equal the results of the recent CCCV Economy Trial. Our members, Karen & Ferdi Saliba arranged the original event and now it's our turn to see if older Citroens can equal their newer stable-mates. We will break for lunch at Maria & Peter Boyle's other house in Heathcote before completing the return run to Melbourne. Self catering required. BBQ facilities will be on site.

Contact Peter Boyle if attending on 9470 8080

WEDNESDAY 27th. MONTHLY MEETING

Canterbury Sports Ground, 8pm

NOVEMBER 1999

SATURDAY 6th. PRE-CONCOURS DINNER

Cheap Eats again for both clubs. More details to come. Helen Cross will organise this event and costs are expected to be contained at \$20.00 per person.

SUNDAY 7th. CONCOURS JOINT CCCV/ CCOCA

SAT/SUN 13/14 BENDIGO SWAP MEET

FRI/SAT/SUN 19/20/21 St ARNAUD

FESTIVAL This year the Festival takes on a French theme, hence the reason for the invitation to CCOCA. Further details to come in next Front Drive.

SAT/SUN 20/21 GEELONG SPEED TRIAL

Eastern Beach Geelong. Includes Concours de Elegance

Display space for car clubs

Contact Brian Latimore 5259 8483

WEDNESDAY 24th. MONTHLY MEETING

Canterbury Sports Ground, 8pm

SUNDAY 28th. ROB ROY HILLCLIMB XMAS PICNIC

Clinton's Rd Christmas Hills. Annual club display.

DECEMBER 1999

WEDNESDAY 15th. XMAS DRINKS

Join the committee for Xmas drinks. Details will follow in next Front Drive.

JANUARY 2000

WEDNESDAY 26th. MONTHLY MEETING

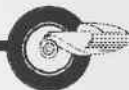
Twilight BBQ at the President's home in Hawthorn. Further details next Front Drive.

Don't Forget

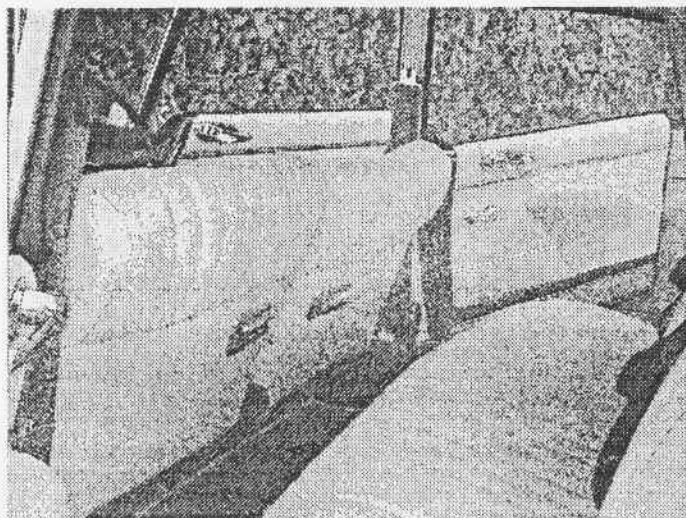
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Jindabyne CCCNSW

JUNE LONG WEEKEND AUSTRACTION



A Brand New DS21 Hydraulic



**NO...another restoration
by Carey Motors**

CAREY MOTORS

50 Forge Creek Rd. Bairnsdale Victoria 3875
Tel (03) 5152 1040 Fax (03) 5152 2615

AUTHORISED CITROËN SERVICE AND PARTS

