

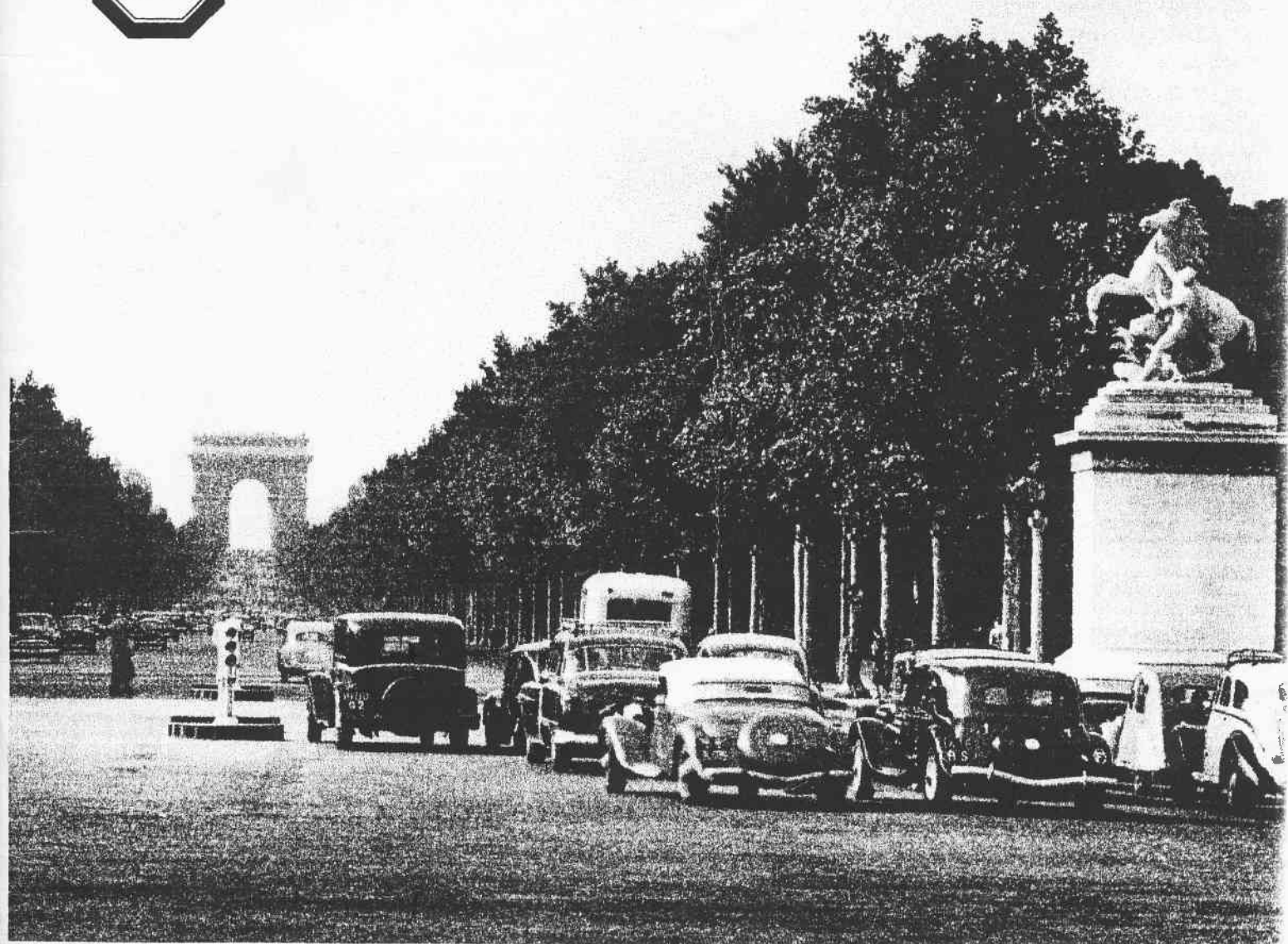
# FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR CITROEN OWNERS AND ENTHUSIASTS

FEB/MARCH  
VOL.23 No.6



*Wishes its members a safe Easter period*



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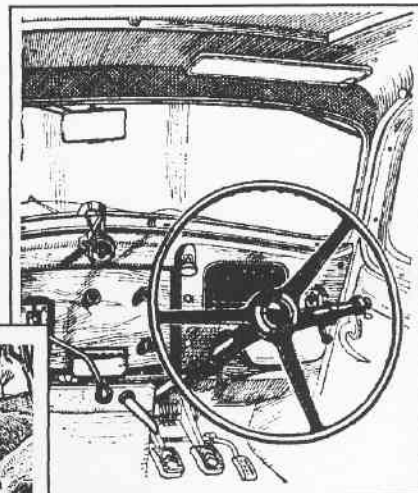
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CCOCA Inc. is a member of the Association of Motoring Clubs. G.P.O. Box 2374V,

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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.

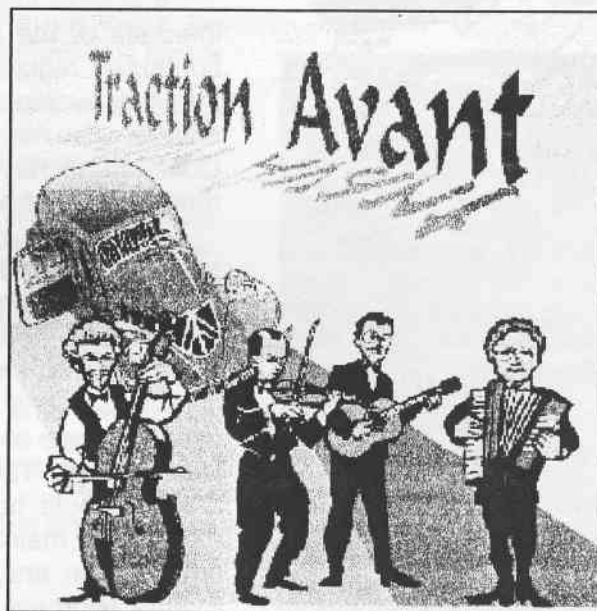


# DRIVE

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### 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, except 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



**Thank you to our  
contributors for  
March/April**

**Peter Simmenauer  
Graham Barton  
Leigh Miles  
Mike Neil  
Bill Graham  
Mel Carey  
The Internet**

It is most important in any club that its magazine represents the interests of the members. This will usually evolve when members contribute regularly. In my first term of Editor I can confidently say that the success of Front Drive has been due to the enthusiasm shown by members contributing over the past six issues. Contributors have come from not only our main core of Victorian members, but from interstate and overseas.

A National magazine needs to be relevant to our dispersed membership and I would hope that the majority of our readers will agree that this has been achieved.

I've also been aware that to appeal to members' interests, Front Drive required a mix of articles that not only appealed to the range of classic Citroens incorporated in our membership, but also to the various range of interests. Owning a 1951 Traction to me the main interests are Technical, however if a magazine of technical only articles would bore the socks of many. The club caters for much more than maintaining and restoring old cars. It is also a social organisation and I feel we have catered for this through our Past Events segment. A sense of history has also been a contributing factor to the magazine, beginning with the 21st anniversary of CCOCA held last year. Archival material has also shown up over the past six issues.

I have to say, I've been very pleased with the content of Front Drive over my term. This is not a boast but a compliment to our contributors, they determine the direction of Front Drive and the Editor then guides it through to the finished product.

I will be continuing on in my second term as Editor, being mindful of the interests of our member's interests. The main aim will be to improve the print quality and only then will we have a magazine that reflects the quality of content.

Thank you for your support and I look forward to bringing you another six issues of Front Drive that you will continue to reflect back on in later years.

*Regards Leon*

## MEMBERSHIP RENEWALS

CCOCA is trialling the issue of a plastic format Membership card for members in 2000/2001.

These will be more durable and attractive than cards that have been available in the past, and will be readily recognised for obtaining discounts, etc.

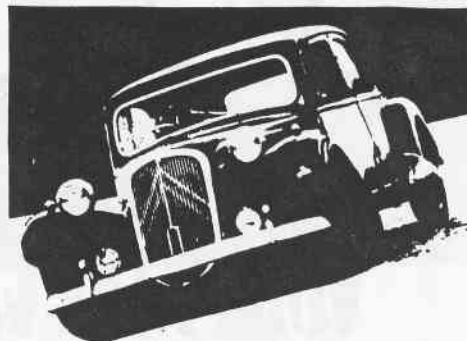
However, as they cannot be produced in-house, and minimum batch sizes apply to their production, members who do not renew promptly may have their cards delayed or may miss out altogether for the current year.

Late renewals also increased costs of mailing Front Drive last year. In future, members who renew after the notified deadline date will not be sent copies of issues missed unless they pay CCOCA an extra \$5.00 per issue to cover the extra costs involved.





# PREZ SEZ



## MEMBERSHIPS

The number of full members of CCOCA increased by 9% over the previous club year, to 170.

In response to a follow-up letter sent mid-year to members who had not renewed, the main reason cited for people not renewing was disposal of their Citroën.

A higher proportion of members than usual renewed late last year, which incurred significant extra cost to the Club for additional stationery and postage, both for reminder notices and for mailing missed magazines at non-bulk rates.

The Committee has decided that magazines missed through late renewal will not be sent this year.

Y2K created some minor chaos in the membership database, but this is now almost back to normal after download of software updates, backing up and much checking.

Please, Andre, no more computer glitches!

Thanks to the large number of members who have renewed early for the 2000/2001 club year - it makes things so much easier! We hope that this is a sign of peoples' appreciation of the services that we work to make available.

*Peter Simmenauer*  
Membership secretary



As another club year draws to a close it is timely to reflect on our results. The committee has been very productive overall and worked well together to provide members with services and activities to match our resources.

We started the year without an activities officer, but fortunately Steve Bartlett stepped into this role and has provided us with some fresh and varied activities. Leon has also worked wonders with the magazine with each issue reflecting his new style and witty? personality.

In fact, I want to thank all of the committee members for their efforts, together with all of the other club members who have assisted us at various times over the year. This includes those members who perform the various but important non committee roles like safety officer, librarian etc. Another special thank you to Helen (the First Lady) who never tires of keeping me busy on club activities and always has an opinion on how I could improve - seriously, thanks Helen - your support is very important to me.

We should also thank the CCCV committee. They continue to support the view that both clubs combine some of our activities over the year - I believe this improves the quality of our respective club activities and so benefits members of both clubs.

I look forward to meeting with as many members as possible over the next year.

Regards Ted

## PREZ SEZ

Sometimes I wonder what ever possessed me to start playing with cars. My current plans are to reduce the number of cars to equal my garage space, or failing this - increase my garage space ( this is more likely I hear you say)

Recently our son ,Tim, swerved to avoid a child playing on a corner and ended up hitting the kerb. He showed good skills but the GS is now being repaired at home in between the bathroom and laundry renovations. All of this together with my day job is certainly keeping me busy.

As I get older I am less interested in crawling under cars of any make which is a bad sign. My Austin Healey Sprite is still for sale and once it's gone my long term enjoyment of owning a sports car will cease - surely this must mean old age is creeping up on me.

Nevertheless the past year as President has been very enjoyable and I believe the current committee has done a great job. We can however always do with more helpers for the many tasks we have to keep the club running smoothly. So please give us a call if you have any time or resources you can offer.

This next year I think the new committee could look at further capital purchases such as a marquee, and set up a property register to better control our assets. They could also look at how we publicise our club to the wider community. I personally think we could establish a better location for our club rooms, and it would be great to expand our activities to include more partners at our meetings and events.

A web site is also on the wish list, but in the meantime Helen has undertaken to keep as many members as possible informed via our email address (crossfam@ozemail.com.au). Just send us your address if you are not already receiving her messages.

I would like all old and new members to make an effort to attend as many events as possible over the next year. There is nothing like positive feedback to keep your committee active and busy on your behalf.

Thank you all for allowing me to be president this year.

*Regards Ted*



# A-TRACTIONS 2000



## CCOCA 2000 EVENTS

### APRIL

APRIL EASTER 2000 — Citin 2000  
Jindabyne CCCNSW  
WEDNESDAY 26th — MONTHLY  
MEETING

### MAY

SUNDAY 14th — Mother's Day Run  
WEDNESDAY 24th — MONTHLY  
MEETING

### JUNE

JUNE 6 to 9 — TOUR d'AUSTRATION  
JUNE 10/11/12 LONG WEEKEND  
AUSTRATION  
WEDNESDAY 21st — MONTHLY MEETING

### JULY

SUNDAY 2nd — Garage day over the pits  
FRIDAY 14th — Bastille Day Dinner  
WEDNESDAY 26th — MONTHLY  
MEETING

### AUGUST

SUNDAY 13th — Winter Warmer Run  
WEDNESDAY 23rd — MONTHLY  
MEETING

### SEPTEMBER

SUNDAY 3rd — Father's Day Run at  
Arthurs Seat Historic Hillclimb  
WEDNESDAY 28th — MONTHLY  
MEETING

### OCTOBER

SUNDAY 8th — Ballooning day in the  
Yarra Valley  
SUNDAY 22nd — Citroen Concours  
WEDNESDAY 28th — MONTHLY MEETING

### NOVEMBER

TUESDAY 7th — Cup Day at ROB ROY  
WEDNESDAY 23rd — MONTHLY MEETING  
Christmas Party and club auction



email EMAIL email EMAIL

Could all members who have access to email please email Ted and Helen Cross with their email address, either work or home or both, so that we can set up a central register.

Members will then be informed of upcoming events and all the news and hot gossip!  
[crossfam@ozemail.com.au](mailto:crossfam@ozemail.com.au)

*Citroën*



## Past Events

### CCCV TRIP March 26

On Sunday 26/3 Helen and Ted blew the cobwebs off the 2cv and joined the CCCV trip to Werribee to view the restoration of a B24 Liberator airplane. WW2 bomber - only about 8 left out 19,000 produced during the war years. This one will probably never fly again but the dream for the group of dedicated enthusiasts is to at least get it to taxi down the run-way sometime this year. I would be very surprised if that deadline is met but good luck to them anyway.

This project is being conducted in an old WW2 hangar which would be just perfect for Citroens instead of a plane but I doubt that they would feel obliged to move for us. The size of the project is just amazing and makes all of our efforts at car restoration seem insignificant.

Well worth a visit. Many thanks to Yves for arranging the event. We won the club award for the number of Citroens that attended.

### ANNUAL GENERAL MEETING March 22nd

#### The Dreaded AGM

Thanks to Steve Bartlett and Helen Cross, the AGM was well attended by a substantial number of members. The committee thought they were threatened with an election, but even poor Steve couldn't relinquish his job as the multitude were there to enjoy the marvellous wine and cheese tasting night organised by he and Helen.

So the committee mainly stayed as is with a couple of seats changing when the music stopped.

Two additional roles were established, that of property officer with Robbie Stockfeld filling the position. The other role is publicity officer with Max Lewis volunteering for the role. Both Robbie and Max have vast car club experience behind them and will establish these roles allowing for subsequent volunteers to build on solid foundations.

## CCOCA MOTHERS DAY PICNIC



CCOCA members are invited to join together for a pre-Mothers day Picnic, a day to give all the ladies a day off from cooking and preparing meals, a day when they will be honoured and thanked for all their contributions for the year - a day when husbands/fathers/sons - in fact all males - will have the chance to spoil the ladies they love and cherish. - Blokes you are in charge of the catering!

**Date:** Sunday May 7th 2000

**Time:** From 11am onwards

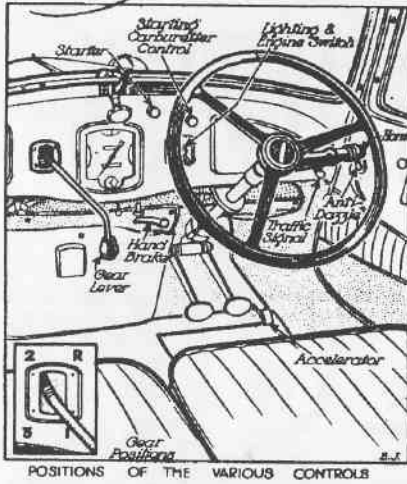
**Place:** The Royal Botanic Gardens, enter from Anderson Street between gates A&B, meet on the lawn overlooking the lake. Melway ref: 2G D12

**Bring:** picnic food to share, picnic rug and some good cheer.

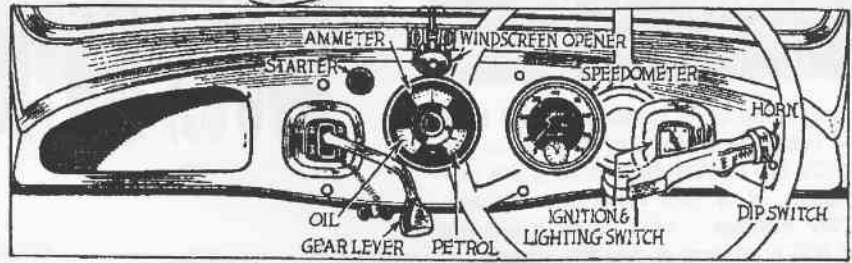


# DASH BOARDS THROUGH THE YEARS

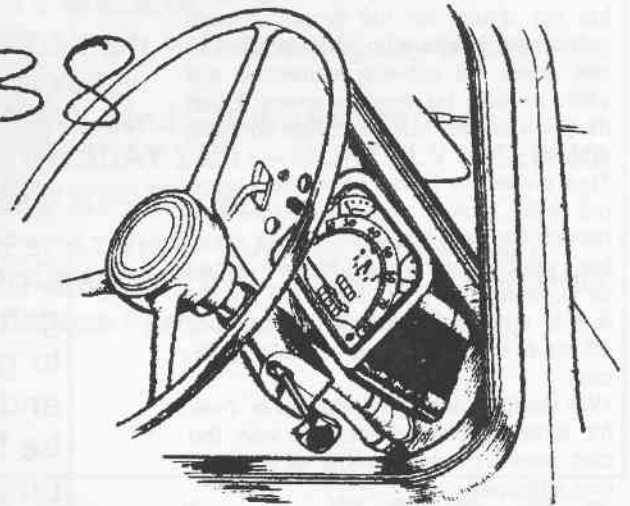
1936



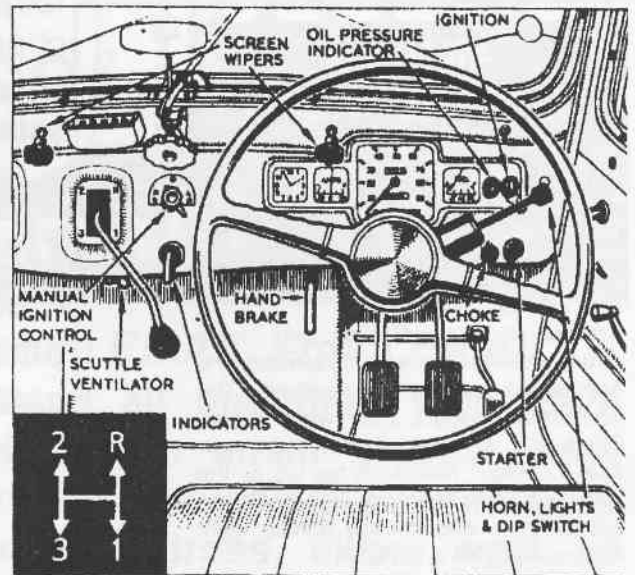
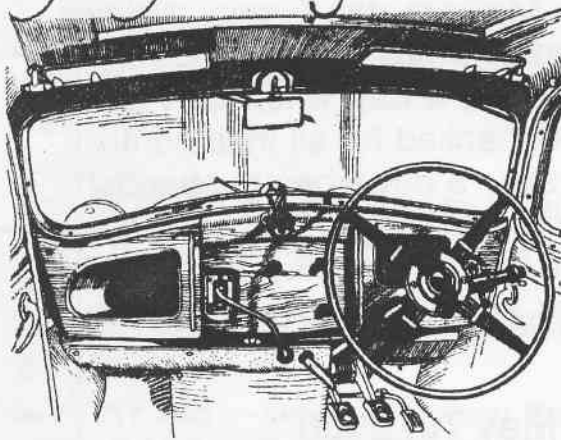
1937



1938

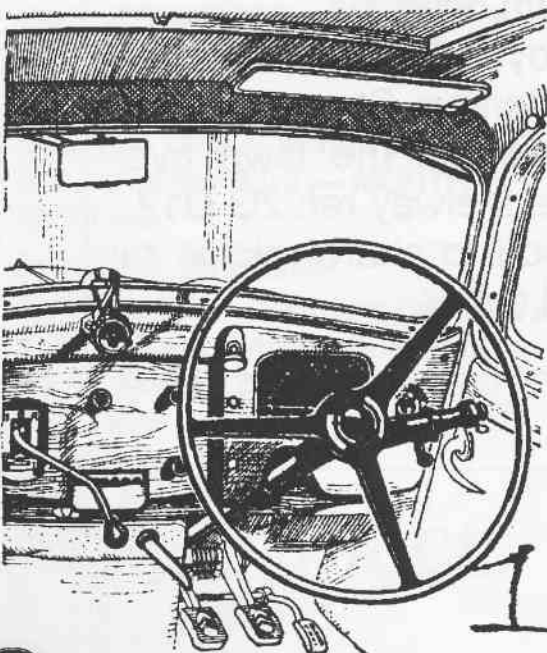


1939 Big 6



1951

1946





# CITROEN 1952

## advertising in australia

From the Sims collection



**CITROEN**  
FRONT WHEEL DRIVE  
Distributors for Victoria, Riverina and Tasmania  
**COMMONWEALTH MOTORS PTY. LTD.**  
111-125 "BECKETT STREET, MELBOURNE - - FJ 5136



**"WHAT DO YOU MEAN - THOUGHT IT WOULDN'T HOLD THE ROAD?"**

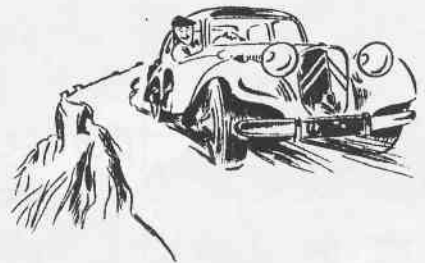
On wet, greasy roads, on rough, bumpy roads, on perfectly surfaced roads, at any speed, Citroen Front Wheel Drive means that the car is always under your absolute control. In fact, motoring authorities everywhere say "Citroen Front Wheel Drive has exceptional road-holding qualities... and rank at the head of the safest cars in the world to-day." Ask any Citroen owner... or better still, drive one yourself.

Ring FJ 5136 for a demonstration

# CITROEN

FRONT WHEEL DRIVE

Distributors for Victoria, Riverina and Tasmania  
**COMMONWEALTH MOTORS PTY. LTD.**  
111-125 "BECKETT STREET, MELBOURNE - - FJ 5136



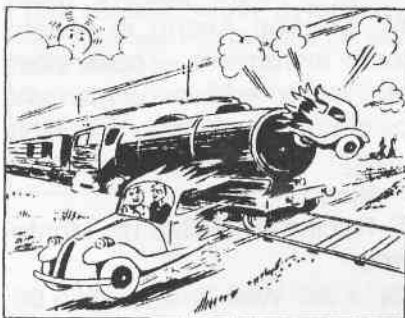
"Performance figures put Citroen in the sports car class... that it should be such a large and comfortable car is little short of amazing... front wheel drive has exceptional road-holding qualities," say leading Australian motoring authorities. Ask ANY Citroen owner... or better still try Citroen for yourself—ring FJ 5136 for a demonstration NOW!

**No other car corners like**

**FRONT WHEEL DRIVE**  
TERMS ARRANGED—HIGHEST TRADE-IN VALUE!

Distributors for Victoria, Riverina and Tasmania  
**COMMONWEALTH MOTORS PTY. LTD.**  
111-125 "BECKETT STREET, MELBOURNE - - FJ 5136

During 1952 Commonwealth Motors ran the "cartoon series" in Australian Motor Sports magazine. These advertisements come from the February to June issues.



**I TRUST YOU WILL OBSERVE THE ADVANTAGES OF A FRONT WHEEL DRIVE**

Seriously, Front Wheel Drive is to-day's most outstanding feature. It gives you complete control on any surface, in any circumstances. It consolidates power and transmission in a single, easily-detached unit. It allows a wider, lower floor... more room... and a lower centre of gravity. That's why Citroen corners better than any car you have ever driven. Once you drive Citroen Front Wheel Drive you'll never want to drive any other car. ASK ANY CITROEN OWNER!

# CITROEN

FRONT WHEEL DRIVE

Distributors for Victoria, Riverina and Tasmania  
**COMMONWEALTH MOTORS PTY. LTD.**  
111-125 "BECKETT STREET, MELBOURNE - - FJ 5136



# CITROEN

**FRONT WHEEL DRIVE**  
known all over the world  
**IS STILL THE BEST BUY!**

Australian Motor Sports  
January 1952



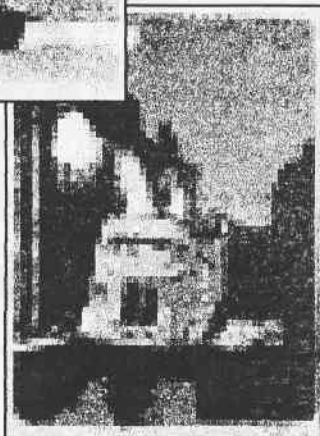
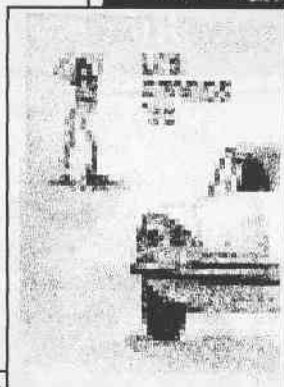
# Marc Bergundthal - Citroen Artist



Marc Bergundthal created his first original lithographs many years ago and has since gained quite some expertise with this special way of creating paintings. For

the first time he will show his paintings in two exhibitions in Bern, Switzerland.

Being an admirer of Citroën cars he has created a few lithographs devoted to those cars too.



# Martijn Reiner Heilig



CCA is now exclusively offering these Citroen art pieces by award-winning illustrator and artist Martijn Reinier Heilig.

A 'graduate of distinction' from the world renowned and prestigious Pasadena Art Centre, Martijn was commissioned by Citroen Concours of America to design a series of Citroen posters. This is the first of that series and, depending on response, we will be releasing future posters (2CV, SM, Traction Avant) in several month increments. These posters, limited-edition prints and postcards are only available through Citroen Concours of America.

DS Racing at Rallye de Monte-Carlo

\* 24" x 36" Wall Poster. \$55.00

\* 12" x 18" Limited Edition Canvas Print

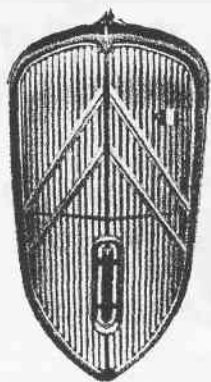
(Limited to 500 and signed and numbered by artist)

Member Price \$35.00

Non-Member Price \$50.00

\* Postcard (each \$ 1.50 or sets of 10. \$12.00)





# CITROËN NEWS



## CITROËN TO PRODUCE THE XANTIA IN IRAN

Citroën and SAIPA, the Iranian car-maker have signed a contract for the production of Citroën Xantia in the SAIPA factories in Iran for the Iranian car market, making SAIPA part of Citroën's strategy for international development in central Asia.

This contract, which investments in new factories and facilities by SAIPA, is for five years.

During the first period, from October 2000 until October 2001, SAIPA will produce 18,000 Citroën Xantias.

## CITROËN AT THE GENEVA MOTOR SHOW: XSARA DYNACTIVE

New technology for the new century and the latest addition to Citroën's unique eco-environmental range of electric and hybrid production cars.

The Xsara Dynactive makes its world debut on the Citroën stand at the 2000 Geneva Motor Show.

A 'parallel hybrid', the Xsara Dynactive is an ecological vehicle that respects the environment and also the well-being of its occupants. The Xsara Dynactive

is a logical step forward in the approach adopted by Citroën in recent years. The Marque's objective is to develop - for each type of customer usage - a vehicle that is both environment-friendly and efficient. The Xsara Dynactive takes this approach one step further. With the all-electric vehicles already on the market (Berlingo Van and the small car Saxo), the hybrid vehicles (Xsara Dynalto, Saxo and Berlingo Dynavolt), and now with the Xsara Dynactive, Citroën is developing a range of realistic solutions that protect the environment while also meeting the requirements of motorists.

The electric variants of the Saxo and Berlingo are designed to respect the urban environment with a range of 80 km and no CO2 emissions.

The Berlingo Dynavolt combines the advantages of an all-electric vehicle with an impressive range of 260 km, 80 km in ZEV mode, and a reduction in CO2 emissions of between 25% and 100% depending on the type of use.

CITROËN Xsara DYNACTIVE



The Xsara Dynalto could be put into production in the near future. It heralds a new form of driving comfort with a 20% decrease in CO2 emissions in the city and a range of 730 km.

The Xsara Dynactive combines driving pleasure and environmental protection. At the same time, it sets high standards of performance with a 35% reduction in fuel consumption

and CO2 emissions, a range of 1,000 km and excellent ecological performance with no pollutant emissions and no noise in electric mode.



EXHIBITIONS NEAR GOLDEN GATE BRIDGE  
SAN FRANCISCO





# CITROEN NEWS

## the TRACTION AVANT band



Repertoire: Traction Avant plays folk from eastern-europe, gypsyjazz from the Hotclub de France, klezmer (jiddish dancemusic like the freilach, bulgar, nigun or hora); and some Tex-Mex, Cajun and Latin Swing.

Musicians: Bert Smits - violin, altoviolin, mandolin and vocals; Wim Luiten - accordeon, guitar and vocals; Hans deLouter - doublebass, cittern, ukelele and vocals; Henk Wolters - guitar, tenorbanjo, doublebass and vocals. Occasionally added: Jan Veldhoen: - drums, conga's, harmonica.

Performing in folk cafes, on street, festivals, on weddings, receptions, party's and is the house-orchestra of the Cultural Café in Schouwburg Orpheus in Apeldoorn, Holland.

## Traction Avant



## CITROEN CLASSIC OWNERS CLUB OF AUSTRALIA INC STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 29 FEBRUARY 2000

### GENERAL ACCOUNT

Carried forward \$ 9796-44

### RECEIVED

Sponsorship monies	600-00
Memberships	5345-00
Events income	3353-00
Club shop sales	348-80
Misc	133-26

### EXPENDITURE

Magazine costs	2074-22
Postage/freight	701-26
Club events	4075-49
Misc expenses (books, zip-drive, insurance club-room hire etc)	1201-88
Bank fees	289-35
Government fees charges	53-68

**Balance as at 29 February 2000 \$11180-62**

### OTHER ACCOUNTS

1. All French Day Account (inactive) Balance  
Of bank statement 29/2/2000 \$827-17
2. Ian MacKerras Memorial Trust (no trust deed)  
Term Deposit CBA \$1000-00
3. Parts Account Carried forward\$ 5078-04

### RECEIVED

Parts sold to members	\$6154-34
Other	4-00

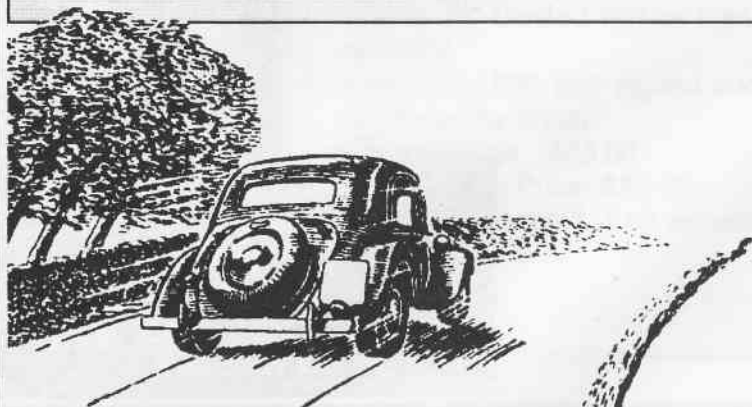
### EXPENSES

Parts purchased	\$7599-36
Insurance	Nil
Sundries/Freight	514-27
Govt fees charges	20.69

**Balance 29/2/2000**

**\$3001.96**

Certified as being correct by  
Graham Barton  
Treasurer CCOCA February 2000





# Twin Pot Topics



RALPH HIBBLE  
34 years in Citroëns

Jolly nice 2cv repairs spares 'n service

105 Clifford Street, Maddington  
West Australia 6109  
Phone 9459 1636 Fax 9459 2603



2CV SPECIALIST  
Service for D, GS & 2cv Citroëns

## for sale



1974 model Citroën AK 400 2CV Truquette

Body - off- chassis, nut & bolt professional rebuild completed March 2000 Repainted in Rialto yellow New parts include; Tyres, Battery, Brakes, Clutch, Kingpins, Exhaust, front floors & toe-board. Full service, UK road safety inspection.

Export arranged worldwide with full documentation.

£5500 GBP

Alan Brown email [alanbrown@free.fr](mailto:alanbrown@free.fr)



## I'm too sexy



I'm too sexy

David Gries has four Citroën 2CVs. This one, a 1966, was made in the height of the car's popularity and is pretty basic. 2CVs in this condition sell for about \$12,000. What does a 2CV say about the driver? The first thing it says is that you're in no hurry. Its little engine can make some hills a challenge. Jon Faine, from 3LO, used to drive a Citroën 2CV. That says it all. Most male drivers are the more sensitive and intellectual types. According to David, many 2CV drivers are women. Driving a Citroën 2CV says that you have nothing to prove by the size of your engine. It shows, in true Parisian fashion, you have a romantic view of life and think nothing of loading up the boot with baguettes, camembert and red wine, rolling down the roof and heading out to the countryside. Owners and collectors are usually Francophiles or engineering buffs attracted to its simplicity.

On the road, the car attracted a lot of attention, mainly due to the fact that we were driving at about 45kmh straddling both lanes. Most drivers see it as valuable lane-changing practice. Despite its small engine, the 2CV doesn't fall too far behind modern traffic. The 2CV has no radio and the seats are very close together, so it can be difficult to look relaxed and cool in the front seat. We joined the other convertible European cars on Chapel Street, South Yarra, and received a variety of reactions, from dumbfounded to nonplussed and mildly amused. It seemed to have a special appeal with women. We received a lot of stares, which were more like what-a-cute-puppy sort of stares, rather than a you're-very-sexy look.

The verdict: It's a bold statement, but the Citroën 2CV is a more effective chick magnet than the Lamborghini. It is the thinking woman's object of automotive desire. But any single female drivers looking to pick up in a 2CV shouldn't hold their breath. Most Aussie blokes wouldn't be caught dead in one.

From: U Magazine 6 March 2000



# ONCE IN LIFE TIME OPPORTUNITY

## "Citroën 80 Years of Future"

This sumptuous large format publication has been produced in conjunction with Citroën to celebrate the 80<sup>th</sup> anniversary of the marque. In Australia, and indeed elsewhere, it is only available through Ateco — the local agents — and has been supplied in strictly limit numbers to their dealers and service agents. CCOCA has been fortunate enough to acquire two copies of this excellent book. One is in the CCOCA library and the other could be in your library!

CCOCA, through CCOCASHOP, is conducting a sale by tender of the second copy. Full details of the tender mechanism are shown below.

The book is large format, over 160 pages full of illustrations that are mostly in colour. Many of the pictures are certainly 'new' to me! The authors are Roger Guyot and Christophe Bonnaud. M Guyot is chairman of Citroën Club France and founder and editor in chief of the magazine 'Auto Concept'. M Bonnaud brings with him extensive experience in automotive journalism.

In addition to a history of the marque chapters are devoted to the various important models in Citroën's history. Naturally the Rosalies, Traction, DS and 2CV feature strongly. But this book does not limit itself to the 'famous' models [although thankfully that disaster the LN/LNA fails to rate a chapter], the GS/GSA, Méhari, even the Visa are well covered. Design exercises, early drawings, dashboard proposal

are included for many models.. Modern models including the Picasso are included. This book is up-to-the-minute!

Citroën's history of research, innovation and design is detailed — what do you know about the Citroën helicopter, tractor and V4 and V6 engines. All are covered here.

Naturally with André Citroën's talent for promotion and advertising that component of the marque's history is also covered. Trade and after sales material is also illustrated. Rallies, Raids, Expeditions and racing are all included.

The future is not ignored either with excellent coverage of the C3, C6 and Pluriel.

Do not delay, this is we believe the only opportunity you will have to secure this rare book. Complete the form and post it to:

### **CCOCASHOP Sale by Tender**

**16 Harrow St.,  
Blackburn South,  
Vic. 3130.**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Suburb: \_\_\_\_\_ Postcode: \_\_\_\_\_

Maximum Tender Offer: \_\_\_\_\_ \$ \_\_\_\_\_ .00 [plus postage]

Ties Break: In 25 words or less explain why you should be the fortunate CCOCA member who buys this book.

### **Rules of the Tender Offer:**

**Offers to purchase must use the form below and should be sent direct to the address above to reach CCOCASHOP no later than June 6.**

**The price you are prepared to pay must be expressed in whole dollars and the book will be sold to CCOCA member who offers the highest price. The price charged will be \$1 more than the second highest offer. So, if the second highest offer is \$100 and the highest offer is \$120, the book will be sold for \$101 [plus postage].**

**In the event of two offers of the same judges [Mel Carey and Edward Cross] will judge the tie break to determine the successful bidder.**

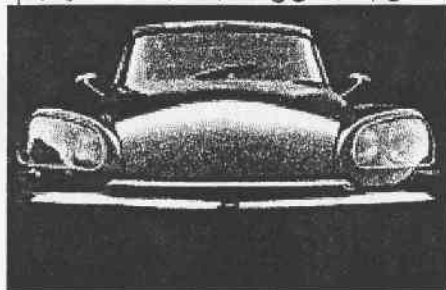
**No correspondence will be entered into and the judge's decision will be final.**

**Postage, at cost, will be charged to the winner and will be in addition to the price tendered.**



# CANBERRA REPORT

from Mike Neil



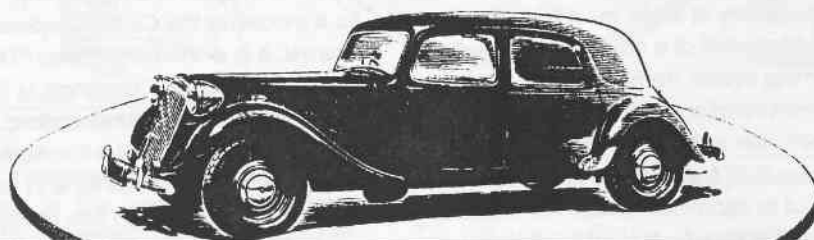
Canberra members Rod Greschke and Mike Neil put on a display of the five placegetters in the Car of the Century competition at Canberra Festival's Motorfest on March 19. I rang Rod to procure his T Ford and found he was planning to do the same thing so we pooled resources and once the other cars were confirmed the display was a goer! With a central spot on the field in front of old Parliament House where the hot air balloons take off, we looked forward to a great day. Rod had colour prints laminated of the internet site of COTC relating to each car and one explaining the competition, which we mounted onto

board. Barbie Osborne made a banner too which attracted people to the site. Sunday dawned raining and humid raising concerns of having a complete line up; but they all arrived full of enthusiasm and apart from some confusion with the organisers it went off very well

with compliments from the car fraternity and much interest from the public. We are lucky to have a close friendly classic car scene in Canberra, it wasn't hard to get the VW, Mini or Porsche, and of course the ID19 and T Ford were a sure thing.



## CITROEN *Viewpoints...*



Leon,  
Another good FD mag, doesn't matter it's a bit late. I've just noticed in Jan 2000 issue of Classic & Sports Car mag page 146 club awards in which TOC's Floating Power won Best Magazine award. There's so much going on over there.

I've decided to organise a Car of the Century competition placegetters display at Canberra Festival's Motorfest on March 19. Other owners of first 5 places are supportive and we've been given a prominent spot amongst the other car clubs. Should be good and of course a report to FD after.

Regards Mike Neil.

Just a quick note of thanks for advertising my Big 15 in the magazine. It sold to Andrew Knights of N.S.W.

He seems to have quite a collection of cars!

Many thanks,  
John Cleverley

Dear CCOCA members

"We are researching the early history of Citroen cars in Australia and in particular Queensland. The period of interest is from 1919, when the first Citroen, the Type A, was made, to 1934/35 when the revolutionary Traction Avant made its appearance. In addition to the Type

A, the models manufactured in this period include the Type C (5HP 'Baby Citroen'), B2, BIO, B12, B14, C4, C6, 8 CV, 10 CV, and 15 CV. These are all rear wheel drive cars.

We are keen to make contact with anyone who owns or has owned one of these Citroen models and has interesting anecdotes to relate. In addition we are interested in period photographs, advertisements or sales literature, especially from the Queensland Citroen agents (Websters Motor Co from 1921-24 and Brisbane Equipment Co from 1924) or copies of a magazine named "The Citroen News" which was published bi-monthly in Sydney in the 1920's. We would very much like to make copies of any such material. Any advice or assistance will be most appreciated.

Our contact details are as follows...

Jon Marshall and Ngaire Phillips  
57 Seventh Ave, Windsor, 4030,  
Queensland Phone (07) 33574164  
[j.marshall@mailbox.gu.edu.au](mailto:j.marshall@mailbox.gu.edu.au)



# An Open Letter to the Editor

## A NATIONAL NEWSLETTER & FEDERATION

### A National Newsletter and Federation?

We have all heard how Australia is an enormous land-mass. No question that it is – Australia occupies an area similar to Europe or the United States. Given the vast distances between population centres in Australia, it is not surprising that there is a perception of isolation – state-to-state, person-to-person, etc. We believe the perception of isolation is well-founded, and we want to address this situation as a way of improving the value that Citroën clubs give their members in Australia. We also seek feedback from club members regarding the propositions we will outline below.

Most countries in Europe have at least one Citroën club and often they have several, based on vehicle type, eg. Traction Avant, 2CV, DS, H van or on geographic regions or on a combination of both. The US also appears to have several clubs, formed on a geographic basis.

Australia has a total of seven Citroën clubs (one each in WA, Queensland, Tasmania, NSW, South Australia and Victoria, while CCCOA is a national club supporting owners of Tractions and other classic Citroëns). One might conclude that Australia is "over-clubbed" from the above figures and comparisons. Australia may be considered "over-clubbed" if only its population (about a fifteenth of that of Europe or the US) is taken into account. However, not so on the basis of area and distance, especially when compared to Europe.

This analysis still leaves the question: **Could the Citroën Club scene in Australia be better organised to improve its profile, enhance the sense of "family" between members nation-wide, and to reduce the feeling of isolation**

brought about by huge distances?

Firstly, we suggest that the formation of a **federation of clubs** be considered ie. the existing clubs retain their own identities, but be loosely linked under a concept tentatively called the Citroën Club Federation of Australia (CCFA). This body may require a physical dimension in the form of a small secretariat. At present, an entity like the federation exists in the form of the annual meeting of club presidents at CITIN. Thus this element of our proposal might be little more than an extension of the existing informal arrangement. The Citroën Federation would give more unity and "muscle" in addressing matters of interest and importance to club members nation-wide. Please note that we are **not** proposing a new club nor the take-over of any existing clubs.

We also suggest a **national newsletter** to go to all Citroën club members in the country. Nationally, this newsletter could be issued by the CCFA. In practice, initially at least, the newsletter could consist of a compilation of forthcoming events from each club. Modern communications would enable the newsletter to be assembled (perhaps by the CCFA secretary) and disseminated to each club editor. The newsletter could then be issued to all paid-up Citroënists in Australia by way of an insert in his/her own club magazine.

The national newsletter would encourage people travelling in Australia to attend other than their own club events. It should also facilitate greater use of club-registered cars.

All other matters, eg. expansion of the newsletter (eg. With CCFA reports, proposals) or those lying within club boundaries eg. local politics, club amalgamations, etc. should be left to evolutionary forces working over time.

Some clubs already have **web-sites**,

and it would be worthwhile considering having one for the Federation, both to act as a link and as a general source of Citroën information.

Eventually, the newsletter could evolve into a **top-quality national Citroën journal**. As well as serving members directly, the Federation journal could promote the Citroën club scene through display of the journal at dealerships, give-aways to purchasers of new Citroëns, etc. No doubt it would attract dealer support through advertisements, provision of Citroën information, etc, since the journal would serve to raise the image of the marque as well.

At this point, the Citroën journal would probably have replaced the individual club magazines, so that funds presently spent on these local or sectional activities could go towards making the magazine concept viable financially. Quite possibly, there could be an overall cost saving compared with the existing multi-magazine arrangement.

As a model for the Citroën Federation Journal, it is worth considering "The Jaguar Magazine". Consisting of 90 pages in top-quality presentation, this bimonthly is produced by the Australian Council of Jaguar Clubs (one in each state and ACT and with one national club) and has Jaguar Australia as its patron. The Jaguar Magazine also attracts general public sales at \$6.95 per copy.

We would appreciate feedback on our proposals via The Editor, Front Drive, PO Box 52, Deepdene Delivery Centre, Victoria 3103, or via E mail to:

[simsfam@alphalink.com.au](mailto:simsfam@alphalink.com.au).

Bill Graham CCOCA  
David Gries CCCV/CCOCA/ACE  
Bernie Rachelle CCCV

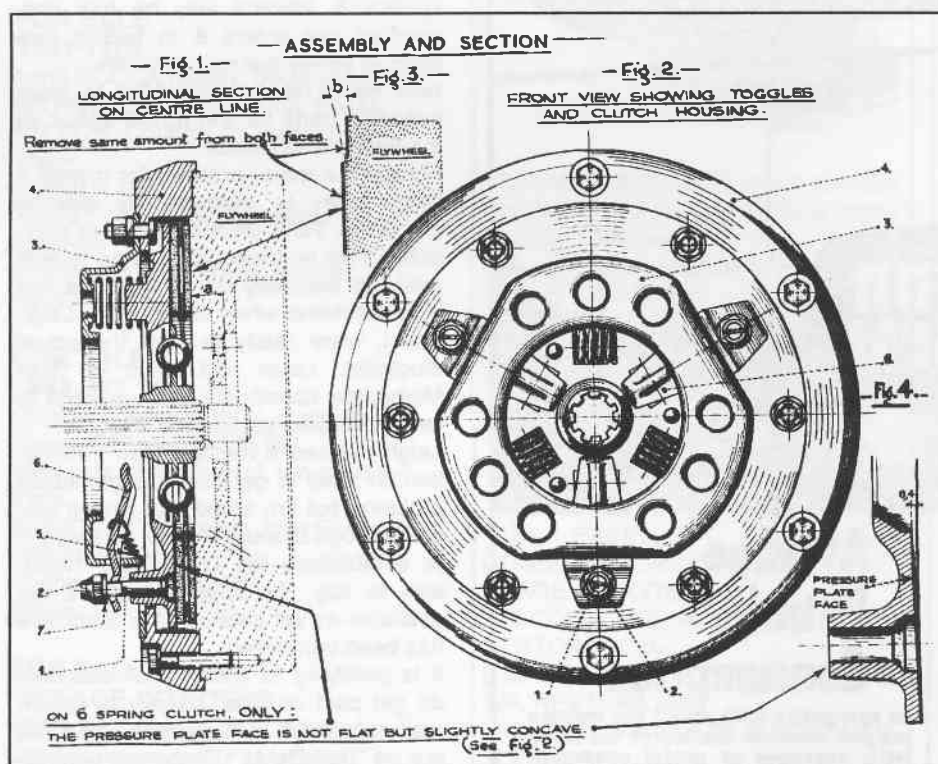




# ALL STUCK UP

By Roger Williams

Earlier this year I had the urge to get the Traction on red plates and endeavoured to get it running again. I discovered that I had a stuck clutch and some may remember the advise I received on the Traction chat line. This article comes from Tech Torque in Floating Power, the UK Traction Owners Club magazine. (April 93)



Many Traction sit for long periods, inactive in the garage, even those tenderly restored. Let's face it, Traction are not an every day commuting vehicle anymore. Storage in a cold garage can create problems. Ed

One of these is the 'sticking' of the clutch, ie when the clutch pedal is fully depressed the clutch plate does not separate and the car is then stuck in gear.

This is because the friction plate has become stuck to the flywheel and the pressure plate.

Around Christmas time there were a series of really cold snaps broken up by almost Spring-like warm days. Perfect conditions for condensation which can rust the friction plate to the flywheel and the pressure plate. The same problems can occur at any time by a leaking water pump or radiator if the water is al-

lowed to get to the friction plate area. (also rotting the thrust bearing)

Do not underestimate the strength of the bond of the rust. In some cases it is so strong that the gearbox/bellhousing has to be removed and the pressure plate separated from the flywheel by a hammer and suitable drift. However, in most cases the bond can be broken by the following procedure:

Make sure you have plenty of space in front of the car!

Depress clutch pedal.

Engage first gear.

Keep clutch pedal depressed.

Start the engine. As the engine turns the car will move forward (kangaroo). With the clutch pedal still fully depressed and when a reasonable speed, say 10-15 mph, has been reached, hit the brake pedal hard and then release it immediately.

As you still have your foot on the clutch

pedal, a successful operation will result in a momentary dramatic increase in engine revs and slowing of the car's forward motion as the load is decreased by the freeing of the clutch.

You can now stop the car.

The theory is that the momentum of the engine/flywheel will be stronger than the bond of the stuck friction plate which will be slowed by the sharp braking. Bearing in mind the fragile nature of the Traction gearbox this operation has to be undertaken with some care. If the bond is not broken after three or four attempts you will probably have to remove the gearbox/bellhousing.

Citroen recognised this problem and on the later cars fitted a device to the clutch pedal which allowed it to be held down, thus separating the plates, if the car was to be laid up for any length of time.

The brake shoes can also get firmly stuck to the brake drums, particularly if they are poorly adjusted ie almost touching along their whole length. If the car is to stand for any length of time, particularly in a cold damp garage, it is advisable to slacken off the snail cam adjusters to give the maximum clearance between the shoes and the drum. Never leave a car standing for any length of time with the handbrake.

#### IMPORTANT NOTE:

Although this procedure is acknowledged practice for curing this problem, I must emphasise the point about the weakness of the gearbox, and the care needed in performing this operation.

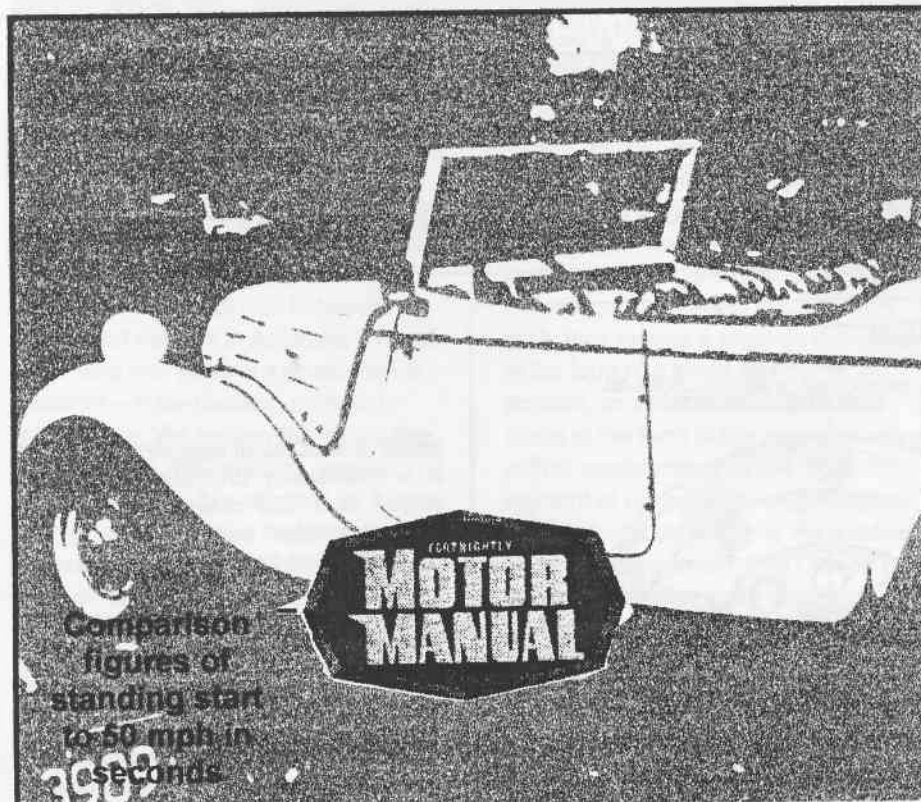
Roger Williams

Footnote: Readers may remember Roger Williams from our last issue in his (Roger's) retort to Bernie Hadoway's article.



# talking technical

SPARE PARTS OFFICER — MEL CAREY



## SPARE PARTS REPORT 99/00

I am able to report a successful year in the sourcing & supply of parts, with most needs being satisfied immediately from stock.

Our friend in Traction's, Rob Koffijberg of Traction Avant Nederland our main supplier, has been invaluable in the speedy & efficient way he has despatched our orders & in finding rare parts to satisfy our requirements. New items have been added to stock including parts for the ID/DS series as the demand increases.

I created a major problem for myself & Leigh Miles by inadvertently deleting our Stock Take records from the computer. This problem didn't come to light until the Saturday morning of the last long weekend when we, that is, Leigh and I, were ready to start the actual stocktake. Leigh had come up from Melbourne specifically that weekend to lend invaluable assistance, imagine!

Leigh devised a method from information on hand to get over the immediate problem, but I'm afraid that I have created a huge amount of work for Leigh in re establishing the Data Base. Needless to say, the final figures are not available as yet although the Stocktake has been completed.

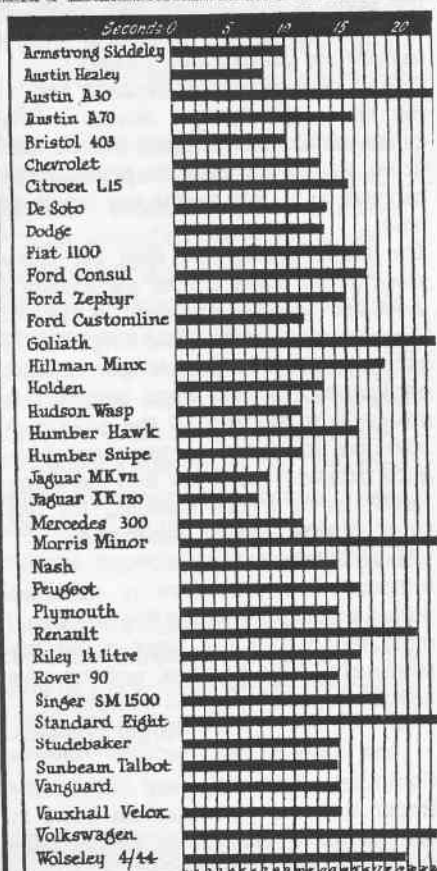
It is gratifying to find that all accounts do get paid on time, usually by return mail on receipt of the goods and there are no "Bad Debts". The credit card facility is being used by an increasing number of members.

By popular demand we intend to re-introduce the publication in Front Drive the names of all participating Spare Parts Levy members, the number of which is still increasing.

This \$100, once only levy, entitles the member to a 10% discount on all parts from Club Spare Parts. It also gives the Club needed capital to buy stock.

I take this opportunity to thank the Committee & Members for their support with special thanks to Colleen, my wife, for her invaluable assistance during the year.

Mel Carey  
Spare Parts Officer



## Average Petrol Consumption

In sympathy with small car owners we put them on the top of the scale with averages of petrol consumption.

	m.p.g.
RENAULT	50
STANDARD	45
AUSTIN A30	42
GOLIATH	39
VOLKSWAGEN	38
MORRIS MINOR	37
FIAT 1100	35
PEUGEOT	33
HILLMAN MINX	32
SINGER SM1500	30
WOLSELEY	30
FORD CONSUL	28
HOLDEN	28
RILEY 1 1/2 LITRE	28
CITROEN L15	26
BRISTOL 403	25
VANGUARD	25
VAUXHALL VELOX	25
AUSTIN HEALEY	24
STUDEBAKER	24
SUNBEAM TALBOT	24
HUMBER HAWK	24
FORD ZEPHYR	24
AUSTIN A70	23
ROVER	23
NASH	21
ARMSTRONG SIDDELEY	20
DE SOTO	20
DODGE	20
JAGUAR XK120	20
PLYMOUTH	20
CHEVROLET	18
FORD CUSTOMLINE	18
HUDSON WASP	18
MERCEDES 300	18
JAGUAR MK. VII	18
HUMBER SUPER SNIPE	16

# classifieds

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

## FOR SALE

### 1948 Light 15

Documented history, original reg. Papers, manuals.  
Original black & white plates MA 860 available (\$350). Spare engine block. \$4950  
Phone Graham 03 5989 6027

## FOR SALE

### 1951 11BL

Long CCOCA history, good condition, full reg. to '93, now on Club Plates CH 1728, Cream/Tan. Recent safety check.  
Asking \$ 7800  
Contact John Gratton Wilson Mortlake  
Phone: (03) 55 992499 Mobile: 0418 993275

## FOR SALE

### 1953 BIG 15

Original condition. 99 % complete. Green. Chassis #9-535790.  
Ideal restoration project, too good for parts.  
\$ 2650 ONO Contact John Gratton Wilson Mortlake  
Phone: (03) 55 992499  
Mobile: 0418 993275

## FOR SALE

### VINTAGE CITROENS

#### 1928 B14 Sedan Vin. 506400

Only known sedan of its type in Australia. 90% assembled, part restored.

#### 1928 B14 Tourer Vin. 505816

90% assembled, part restored.  
Also numerous spare parts including body parts, engine, gearbox, wheels, tyres, radiator and surrounds, complete front end mounted to a 6x4 trailer, tow away. Various other spares, too numerous to list.  
Asking \$9000 the lot  
Phone Rex Gercovich 03 9874 3469

#### 1965 AMI6 SEDAN LHD

Superb condition (with museum quality), Low Kms, grey with white fibre-glass roof, red nylon upholstery. Includes boot load of rare spares.  
Classic reg in SA — AA289L  
Reluctant sale due to move to Victoria. Asking \$20,000  
Contact Phil Ward  
ph/fax 03 53457429

## FOR SALE

### 1953 CITROEN LIGHT 15



Chassis No 9/532085 in good condition and driven on a daily basis. Fully registered in Queensland.  
Asking \$10,000 negotiable  
Contact Alain Leflon  
Ph/Fax 07 4939 5399  
Mobile 0412 610 814  
E-mail alainlef@rocknet.net.au

## FOLLOWING UNREGISTERED VEHICLES ARE OFFERED FOR RESTORATION.

11BL. EXCELLENT MECHANICAL CONDITION, ORIGINAL BODY IN AVERAGE CONDITION.

L15 COMPLETE, IN NEED OF TOTAL RESTORATION

BIG 6 COMPLETE, IN NEED OF TOTAL RESTORATION.

BIG 15 [2] COMPLETE BUT DISMANTLED.

ID/DS VARIOUS, IN RUNNING CONDITION.

ALSO NEW & SECONDHAND PARTS AVAILABLE FOR MOST MODELS FROM TRACTION TO CURRENT MODEL'S

CAREY MOTORS Pty. Ltd

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## TRACTION RESTORATIONS AUSTRALASIA

4 cyl & 6 cyl Traction reconditioned engines and gearboxes

Short or Long engines, standard or modified.

Reconditioned ID engines & gearbox, Short or Long.

Reconditioned 4 & 6 cyl Traction Front Ends, complete.

Reconditioned 4 & 6 cyl Traction front Ends, Silentblobs only.

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.

Carey Motors P/L

Phone Mel on [03] 5152 1040, Mob: 0427 526 126 or Fax [03] 5152 2615 [A/S]

## FOR SALE

### New Twin Carby manifolds for Traction Avant

Cast from an original aftermarket manifold which utilises two standard carb's. This manifold has been tried and proven to give excellent results.

Enables your engine to perform better, make use of the extra power or the extra fuel economy depending on your driving style.

\$450.00. fitting extra. Phone for a free quote.

Carey Mtrs. 03 5152 1040

## 1939 Citroën



## ATTENTION CLASSIC CAR LOVERS!

All Things French/Tout Est Français has found a vintage 1939 Traction Avant Convertible Citroën in mint condition. It's fully restored with all-leather upholstery.

Asking price: \$48,000.

For more information, find us at [service@allthingsfrench.com](mailto:service@allthingsfrench.com)

