

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR CLASSIC CITROËN OWNERS AND ENTHUSIASTS

Jun/Jul 2001
Vol 25 No 2

Cit In 2002
Austraction 2001
Spare Parts &
Library Liftout
2CV Gearboxes
Northern Sojourn



CCOCA Committee

PRESIDENT Ted Cross
173 Power Rd Hawthorn 3122.
Ph (03) 9819 2208
Email: crossfam@ozemail.com.au

SECRETARY Mark McKibbin
310 Settlement Rd Drouin 3818
H (03) 56 254 020
W (03) 56 222 999
Email: secretary@citroenclassic.org.au

TREASURER Graham Barton
"Lillimur" 370 Tucks Rd Shoreham 3916
Ph (03) 5989 6027 (ah)
Mob 0418 100 992
Email: Graham.Barton@chisholm.vic.edu.au

SPARE PARTS OFFICER Mel Carey
PO BOX 469, Bairnsdale 3875
Ph (03) 5152 1040
Mob 0418 820 631
Fax (03) 5152 2615
Email: citroencarey@net-tech.com.au

EDITORS Andrea Fisher & Ian Sperling
70 Heatherdale Rd Mitcham 3132
Ph (03) 9874 1960
Email: editor@citroenclassic.org.au

COMMITTEE PERSON Robin Smith
393 Glenhuntly Rd Elsternwick 3185
Ph (03) 9578 9427

ACTIVITIES DIRECTOR Vacant

PUBLIC OFFICER John Couche
31 Broadway Belgrave 3160
Ph (03) 9754 3583

CLUB SHOP Andrew & Frances McDougall

LIBRARIAN Robin Smith
Ph (03) 9578 9427

PUBLICITY OFFICER Leon Sims
2 Tolls Ave Mentone 3154
Ph (03) 9583 3972 (ah)
Mob 0412 348 848
Fax (03) 9583 3972
Email: simsfam@alphalink.com.au

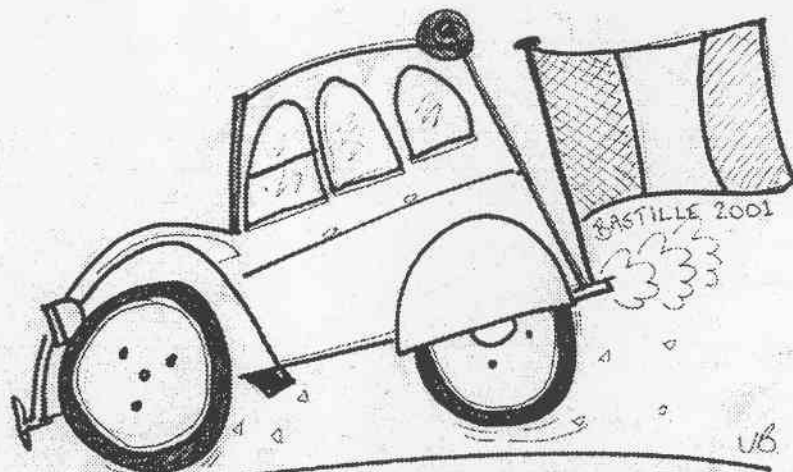
ADVERTISING Peter Fitzgerald
Ph (03) 9696 0866 (BH&AH)

STATE ACTIVITY CO-ORDINATORS
VIC: Peter Fitzgerald (03) 9696 0866 (BH&AH)
ACT: Mike Neil (02) 6241 4556
WA: Stuart Pekin (08) 9386 9283
NSW: Bert Houghton (02) 9746 9920

CLUB PERMIT OFFICERS
Russell Wade (03) 9570 3486
Peter Boyle (03) 9470 8080
Mel Carey (03) 5152 1040

AOMC PREPRESENTATIVES
Ted Cross (03) 9819 2208
Russell Wade (03) 9570 3486

FRONT



LIBERTÉ ÉGALITÉ FRATERNITÉ

By the time you read this, another Bastille day will have come and gone. CCOCA will have dined out in fine fashion to celebrate. John Bolger penned this cartoon to help immortalise the spirit of Bastille day. Thanks John

Postal Address

CITROEN CLASSIC OWNERS CLUB OF AUSTRALIA Inc

The address for the Club and this magazine is:

**PO Box 52
Deepdene Delivery Centre
Victoria 3103**

CCOCA is a member of the Association of Motoring Clubs, GPO Box 2374V, Melbourne, Victoria 3001

Email Addresses

president@citroenclassic.org.au
secretary@citroenclassic.org.au
activities@citroenclassic.org.au
editor@citroenclassic.org.au

Website

www.citroenclassic.org.au

Contents

| | |
|---|----|
| Editorial View | 4 |
| Prez Sez | 5 |
| A-Traction 2001 | 6 |
| Grampians report | 7 |
| Northern Sojourn via the BlackTime Machine | 10 |
| Spare Parts and Library Liftout | 13 |
| C5 arrives | 17 |
| Cit-In Tassie 2002 | 18 |
| Osee | 22 |
| 2CV Gearbox | 23 |
| Tell us about your Citroen | 24 |
| Classifieds | 27 |



Cover photo: Two of the Dees lined up at Zumsteins, the Grampians during Austraction 2001

DRIVE

Published bi-monthly by
The Citroen Classic
Owners Club of Australia Inc.

CCOCA Membership

Annual membership is \$35
For overseas membership add \$9

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

Club Meetings

Club meetings are held on the
fourth Wednesday of every month
(except December) at 8pm. The
venue is the Canterbury Sports
Ground Pavilion, cnr of Chatam
and Guilford Rds Canterbury,
Victoria.
Melways Ref 46 F10

Life Members

| | |
|--------------|------|
| Nance Clarke | 1984 |
| Jack Weaver | 1991 |

CCOCA is a credit card merchant

You can pay your subscriptions, rally fees and not to mention the
all-important spare parts in a more convenient way.

Bankcard

Mastercard

Visa

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 published in, or
adopted from Front Drive.

Editorial View

Thanks you to our contributors in this edition:

Robin Smith
Mel Carey
Tim Waters
Peter Sandow
John Bolger

Well your brave editors have launched out into unknown territory - in the interests of more efficient publishing of Front Drive, we have switched software from Publisher to PageMaker. For the uninitiated, this is something like learning to drive a complicated manual car using a foreign-language instruction book.

We are getting there slowly, but we have needed to modify some of the formatting of the magazine until we learn how to do it....We are soldiering on bravely, and with Graham's assistance we seem to be making some progress.

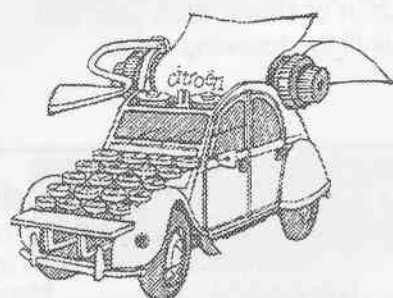
The main effect on the finished product is some of the formatting, as a result of which you may notice some style changes from previous magazines. Some of these are on purpose, including (hopefully!!) better quality photos. Other changes are things we hope fix when we can. Feedback is always appreciated.

We have devoted several pages to next year's Citroen Easter Weekend in Tasmania. Yes, I know it is a long way off, but if you want to take your car you are dependent on getting it on the ferry. Being Easter, this can be **booked out a year in advance**. In short, hurry, or you may be too late!!

In the centre of this edition is a liftout that lists some of the Club's important assets. Whats this you say? At last the location of the Committee's secret wine cellar! Actually, its something far more valuable. Mel Carey has compiled a list of CCOCA spare parts. Read it, drool, and unleash your credit card. Similarly our librarian, Robin Smith, has produced a list of CCOCA the reading matter. I've always found Robin eager to help out anyone who wants to access CCOCA's range of Citroen books. Between these two lists there should be something for everyone, to keep you all supplied with parts and reading matter for months to come!

The deadline for the next issue of Front Drive is the 5th of September. So, if you have something you would like published, be it an ad or an article of some kind, get it to us before then.

We hope you enjoy this edition.



Logo courtesy of 2CV Suisse Romande Dec 94

Prez Sez

The time since our last magazine has gone very quickly. Several social events have been undertaken. The most notable one was the June long weekend at Halls Gap, there will be a report elsewhere in this issue.

A special thanks to our interstate visitors who helped make the event such a success. Like most of these events some things did not run exactly according to plan but overall it was a fabulous success

for Steve Bartlett, who was under- resourced and did a fantastic job for our club. I know Steve and Iain spent many hours of their personal time preparing the weekend for us. The trivial pursuit night will be unrivalled for many years if the total satisfaction level of the participants is any indication.

These events come at a personal expense to the organisers and I just want to publicly thank Steve and Iain for their outstanding

contributions over the last couple of years.

Winter will be a little quieter for us but get working on your cars as the end of this year will be our joint CCCV/CCOCA Concours and several new restorations are expected to attend. We will have a new location this year so stay tuned for more details.

regards Ted Cross

Club Shop Club Shop Club Shop Club Shop Club Shop Club Shop Club Shop

Club Badges

Attractive, solid metal badges in blue & white enamel.

Featuring CCOCA's Distinctive club logo.

Size approx 7 x 9 cm.

Only \$30 from the Club Shop.
See Andrew & Frances.

Club Shop Club Shop Club Shop Club Shop Club Shop Club Shop Club Shop



CCOCA E-mail Hot line

Could all members who have access to Email please forward Ted & Helen Cross with their address, either work, home or both so that we can add them to a central register.

crossfam@ozemail.com.au

Members will then be informed of upcoming events, news and all the hot gossip!

(This is a really good feature. It's saved me from turning up at events that were cancelled at the last moment. -ed)

A - TRACTIONS

- JULY 25 Wed 8pm** **Monthly Meeting at Surrey Hills Clubrooms**
(Disregard previous venue information on the Web site.)
Citroen electricals - shocking details!
- AUG 22 Wed 8pm** **Monthly Meeting at Surrey Hills Clubrooms**
Blind wine-tasting (and cheese). Again by public demand!
- SEPT Wed 26 8pm** **Monthly Meeting - away from clubrooms**
Motor trimming - location to be advised.
- OCT 20 Sat** **Pre-Concours Dinner - Cheap Eats**
Venue and details to be advised. Joint CCOCA & CCCV meal.
- OCT 21 Sun** **Joint annual CCOCA/CCCV Concours d'Elegance**
Date and venue to be confirmed.
Assemble your clean & gleaming vehicles for all to admire. Both clubs will share this event so we are guaranteed lots of interesting Cits to see. Judges are needed so volunteer if you want to learn some detail.
- OCT 24 8pm** **Monthly Meeting away from clubrooms**
Instruments - location to be advised.
- NOV 25 Sun** **10th Rob Roy Historic & Classic Hill Climb**
We will be sending a group to this Classic event. Early arrivals will set up a Citroën club area on the hillside – arrive & pay separately.
- NOV 28 8pm** **Last Monthly Meeting for 2001 at Surrey Hills**
Social Night, Bring & Buy Citroen Auction.
Food & drink provided.

What sort of activities do you like CCOCA to provide? Technical nights? Picnic outings? These events are an important part of the club, but unfortunately they don't organise themselves.

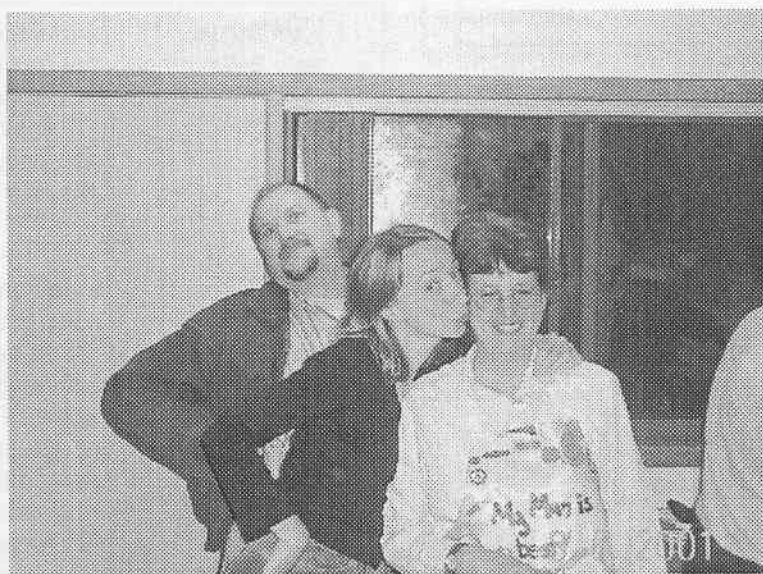
In the first half of this year there were several social events each month, but there are only a couple for the rest of the year because of a shortage of volunteers to arrange them.

Could YOU spare a few hours to organise even ONE social outing for the club (perhaps for October/November, or early next year)? Or better yet, have a go at being Activities Director for a few months - no experience necessary!

AUSTRACTION AT THE GRAMPIANS

This was our first Austraction, and we weren't entirely sure what to expect, but it all lived up to the publicity – and more! The first event was Friday night dinner and it set the tone for the rest of the weekend. The food was hearty, the company delightful and the rain constant. Even though the rain seemed continual (it did stop at times) it didn't prevent everyone from donning coats and umbrellas and getting on with having a good time.

Diner Friday night was delicious **homemade** soup and toasted sandwiches. How do Helen and her helpers do it? In between, we met some new



faces. I suppose as a newcomer to the club, I didn't fully appreciate that the Club is actually national until I saw that amongst others Brian and Esther Wade had traveled from Queensland, and Barry and Dot Solomon had come down from Ulladula.

Saturday morning we went up over the Grampians through the clouds and mist. Not a day for taking in the views. [Actually, I thought it was a pretty impressive view - at what is normally a magnificent lookout point, all you could see was an

impenetrable wall of solid fog. It looked like the carpark at the end of the world! –Andrea] We stopped for a coffee break and photo opportunity at Zumsteins. The convoy continued down the western side of the Grampians [Still shrouded in fog. Drat.], to Hamilton, as we looked for clues to the observation tour. After a brief interlude with a historic car rally in downtown Hamilton it was off to lunch beside the lake. Another gourmet meal whipped up by Chef Cross and merry helpers. On our way back to Halls Gap we enjoyed a scenic drive through the southern



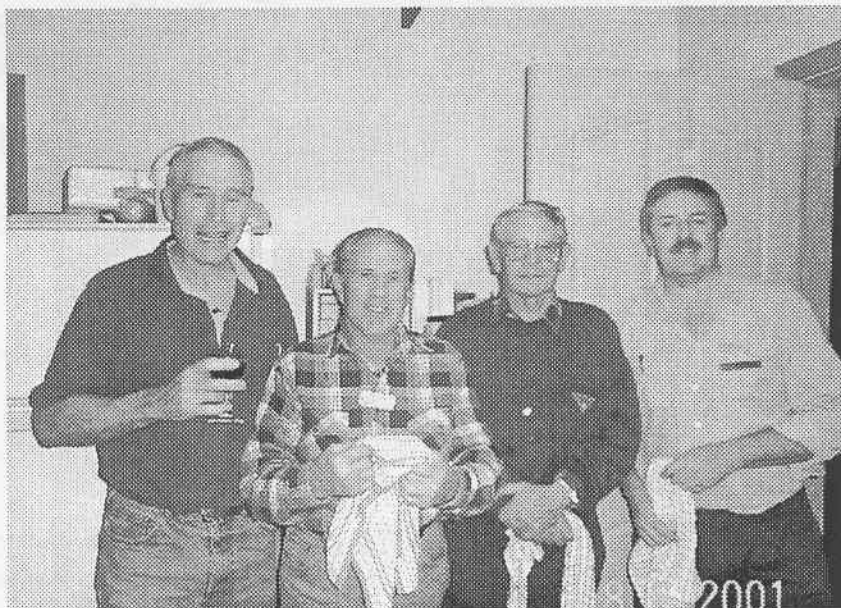
Perhaps it was an understatement to call it chilling. Dinner was a country style delight. To describe what followed as a trivia quiz does not do it justice. Sure there were the usual trivia things; name that tune, who is that face and what was that TV show. But in between there were the most hilarious antics arranged: musical chairs, karaoke [including a classy performance by George McKibbin], paper planes and dancing on, if not between the tables.

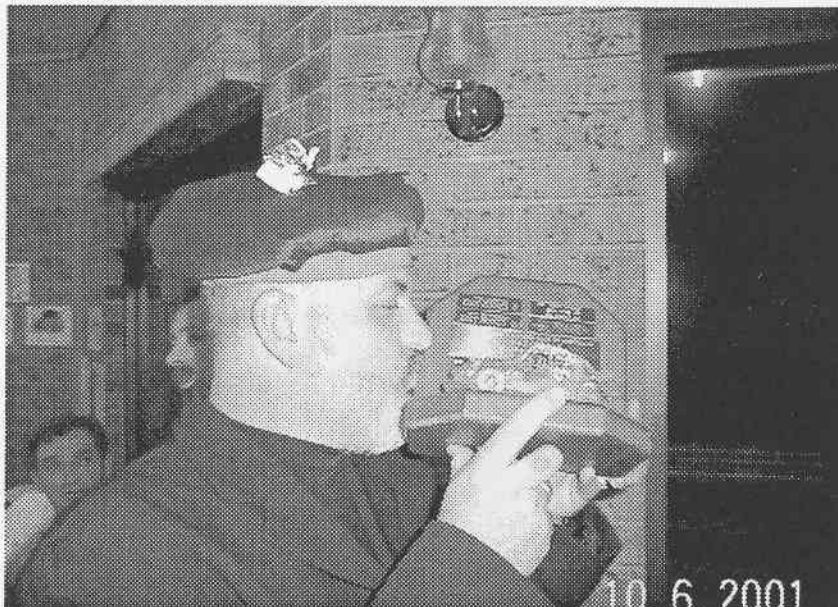
Sunday was a reprieve from the rain. A bus



Grampians. [Yes! Scenery at last! And I had never seen this area before – it was magnificent.]

Dinner on Saturday night was at the former Ararat Prison. Dinner was preceded by a tour of the facilities. Now this is an interesting place. If you ever get the chance to visit, make sure you go. The facility also served, at one stage as a lunatic asylum. There's the old gallows, straight jackets, scratchings on the bluestone walls and more than I could imagine. The tour was conducted by former wardens, adding an authentic touch.





took us on a wineries tour. First to Best, an old family-style winery where we were guided from the vines to the cellar. Next was Seppelt wineries, with an extensive showroom full of polish and glitter. No doubt it catered for a different sector of the market.

Lunch was in Ararat Café. Those of us who were smart enjoyed an afternoon nap. The rest of us toured the National Park centre and Aboriginal centre. Dinner was only a short walk into Halls Gap. During dinner the Club Shop was open for business. Presentations

were made. The award for most distance travelled was presented to Brian and Esther Wade. The observation run prize went to Peter Fitzgerald. (How did he make that beret?)

Monday morning the reprieve was over and the rain was back; undeterred though, we enjoyed our last view of the cloud-capped tops of the Grampians while eating a hearty bbq breakfast. Rumors abounded about alcohol-induced athletics and wild party games that occurred the night before. I still haven't decided how many were true. Bit by bit

various groups packed up. Farewells were made. Citroens, old and new, were started up and headed off towards home.

As our first trip away with CCOCA, we were prepared for a few surprises. But, the only surprises were pleasant ones. I was impressed just how everyone was prepared to hop in and have a good time – regardless of the weather. For the Saturday night fancy dress, I was astounded by the number of people who had put a lot of work and efforts into their costumes.



And the kids, did anyone notice any kids. So often when folk go out, it seems to be just an excuse to let their hair down and let the kids run amok. With the families we had amongst us, you would hardly know there were kids about. I think they should give themselves a pat on the back. [But we hope it didn't detract too much from their own enjoyment of the weekend.]

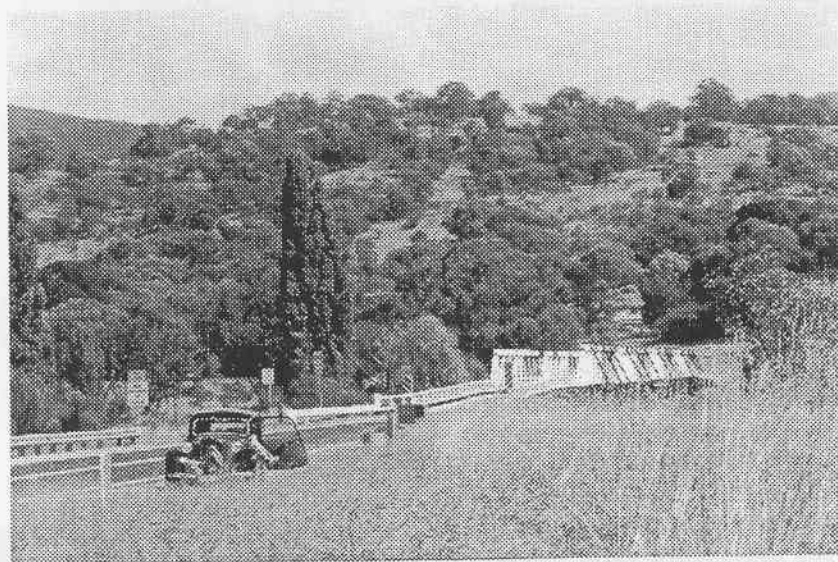
Thanks to Steve Bartlett, for all the thought, effort and hours that went into making the trip a resounding success.



A Northern Sojourn via

It's regrettably a while since I've sat down to jot out an article for this splendid mag.. so sliding an appropriate Joe Satriani CD 'Time Machine' into the slot I'll make a start.. First I notice I've got to clean the Colvans from the cracks in the keys...tap..tap..blow..blow..all clear.

It's been a long standing ambition to bring the 11BL up to a sufficiently reliable and road worthy condition to embark on a northern trek, a drive 'n' camp holiday to the sunnier northern climes to catch up with some old friends - colleagues who many years ago departed our garden state, thus increasing the average community IQ of both Victoria and Queensland. So to drive the black and silver time machine to Noosa became an engrained private contract.



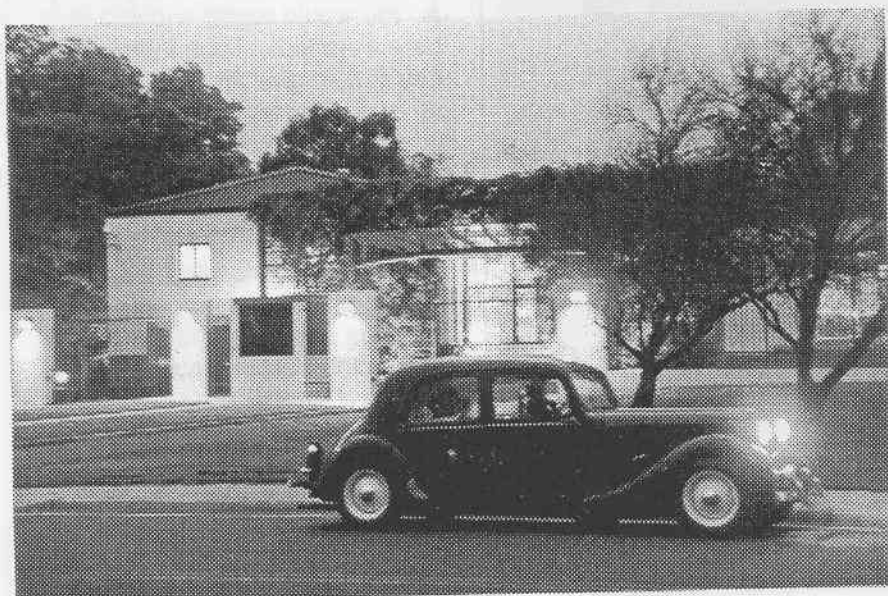
A convenient starting point emerged from the family's interest and involvement in competitive rowing. Our youngest, Tom was this year coaching a Wesley school boy crew. The Head of the River, for many years has been held on the Barwon. This year for the first time the regatta was moved to the state's rowing course at Nagambie, a great change for this school competition. This occasion provided the

opportunity and location for a good kick off to launch our northern trek to the land of singlets and stubbies.

It's my contention that the form of travel, of driving and camping out of the boot of the car, will allow one time to experience and enjoy the actual travel component of the holiday. That is, it is the actual making of the cup of tea that is just as enjoyable as the sipping.

Holiday motoring by what maybe known as 'bunk in trunk' or 'futon in bootin', also encourages the traveller to seek out and discover the back roads, to reconnect with the landscape and to explore behind the 'front of house' experience.

So it was with this deep philosophical attitude and with a few spares from Mal



the Black Time Machine



that we loaded our 11 legere to the gunwales and commenced realising our itinerary leaving Nagambie, across to Longwood, Glenrowan and to our second camp at Wangaratta. And so we really start to enjoy the camping out. The ground is great under huge gums and clear starry sky; and the security coded toilet block has cut flowers on the vanities. Boy things appear to have changed in this corner of the tourist industry.

Next day Milawa, Beechworth, Yackandandah, Staghorn Flat then onto the Murray Valley Highway to Tallangatta, Corryong, into the Kosciusko National Park, and Cabramurra, Kiandra and over night at Adaminaby. Meeting an English cyclist couple from Adelaide and heading for Cooktown reminds us that this trip is no big deal.

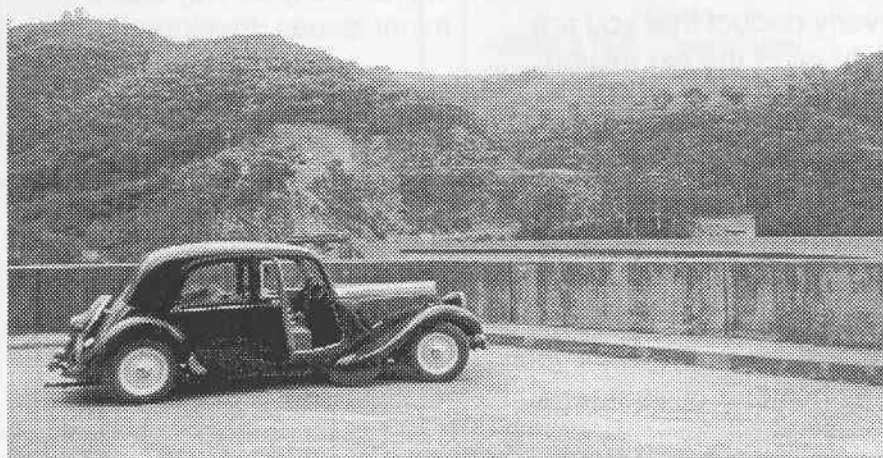
Now travelling north through fantastic open country to our National Capital via the Gudeny National Park is a series of continuous unfolding panoramas. Endless arrays of unique high plain vistas.

Canberra was a great stay at a luxurious camping complex. Here the ablution blocks have heated tiled floors. The new National Museum is as tasty as a CWA fruit trifle and the dusk

shots of the legere, kerb side, lights glowing in front of the French Embassy endorsed the embassy's delightful style.

From Canberra on the Federal Highway to Goulburn and then the Hume and Tinsel Town where we stay over night with the folks at McMahon's Point.

Sydney of course also has a quarantine station. And it's just as fascinating as ours. Such government installations maintained more or less in the condition they were when they were decommissioned, provide a more than virtual reality image of life's conditions a few generations ago. Penetrating insights into previous lives. I wonder if those poor buggers also reflected on occasions of how lucky they were to be alive then, rather than in earlier times.



A Northern Sojourn

continued

Next day we arrive at Coff's Harbour. The evening meal, we dine on their Lygon Street. Pizza and red wine, kerb side, al fresco, that is, we eat and drink on the foot path. This is now a national phenomena, quite amazing really. I'm glad I'm not an architect relying exclusively on neighbourhood cafe extensions. Just rearrange the vinyl chairs. Everywhere you go, plentiful apprentice voyeurs in vigorous practice. It's balmy, relaxed and the voyeurs peruse la classique berline.

Its about now on our trip that we realise strategic planning will always be necessary to judge one's return to the parked car. It becomes imperative to survey the car from a distance as you return. There is always more likely than not a funky old codger peering into the passenger side window. If the foc is still peering when you return to the car he will cleverly deduct that you are the driver of the car as you get back into it and continuing to peer over the specs will open up with, "The missus's brother-in-law had one of these Rileys once, it had twin carburettors and blah blah blah". This only happens once otherwise you die by halitosis or your face

cracks in half through forced smiling and nodding.

We arrive onto the Gold Coast through the back door. Detouring through Dorrigo an old railway centre with a 75 acre collection of broken down steam engines and antique rolling stock becomes the background for lunch. From there unmade mountain roads, Tyringham, Billy's Creek, Clouds Creek, hidden hamlets with unknown histories. Back onto the Pacific Highway and invariably detouring off again, following those sepia coloured sign posted tourist routes uncovers unspoiled scenery and avoids traffic.

I can go on.... but for the fear of developing a differential drone and sounding like a funky old codger I conclude and recommend catching up with old friends is great and also report the car has nearly achieved its goal of unfaltering reliability as only a few minor issues developed.

The deco distributor more than occasionally started allocating irregularly distributed sparks. The replacement of this crucial organ on our return with a new model built by Performance Ignition Services has certainly put a rocket up the perform-ance.

The other interesting minor issue was the steering wheel stopped controlling the direction the front wheels were pointing in. This occurred after I stripped a Woodruff key, which fixes the steering trailing arm that is bolted to the wheel backing plate, by simply wrenching on the steering wheel too severely with my Herculean strength, while the car was virtually motionless and had rolled into a deep paved storm water gully drain, of the type only to be found in the back blocks of Nimbin.

For the reconnection of this vital mechanism Christine and I are extremely grateful for the expert assistance and knowledge provided by Lance Collins who in Brisbane operates a Citroën workshop with passion and enthusiasm.

So in conclusion it appears not only quite safe but extremely enjoyable to go north, I trust for some time.

Happy Front Driving
Peter Sandow

Club Information Liftout

~ Spare Parts List ~

| Item No | Description | | |
|---------------------------------|---|-------------------|--|
| 2CV Body | | | |
| A142-5 | Accelerator return spring | A314-SA | Clutch pressure plate finger |
| A863-98 | Bonnet striker plate [to May 1953] | A314-72 | Clutch toggle adj. bolt |
| A334-2 | Bottom half of gear shift knob | A314-89 | Clutch toggle adj. nut |
| A6]5-91 | Bump& over riders | A312-99 | Cup for clutch pressure plate spring |
| A861 | Door locks [internal] | AZ332-5 | Nut — centrifugal clutch shaft — small |
| 215073 | Key sets including barrel | A314-8 | Spring for clutch pressure plate |
| A863-2 | latch on bonnet — handle | 2CV Engine | |
| 215073 | locks, without keys | A142-5 | Accelerator return spring [large diameter] |
| A334-78 | Metal flange under gearshift boot on dash | AZ 142-5 | Accelerator return spring [Small diameter] |
| A851-85 | Nut for securing front guard | A343-98A | Barrel shims |
| A454-84A | Spring for handbrake catch [4mm wide] | A343-98D | Barrel shims |
| Windscreen wiper blades [pairs] | | A533-03 | Bendix drive starter |
| A563-]6C | Windscreen wiper drive | AM532-94 | Bolts — dynamo to crankcase [pairs] |
| 2CV Brakes | | A533-12A | Bush — starter endplate |
| A453-58 | Bolt — brake hose to right hand flex hose | A 124-1 | A Cam follower |
| A453-105 | Bolt — retainer for brake fluid tank ? | A 1 32-02B | Engine breather valve |
| A451-6 | Brake drum | A241-95 | Fan securing bolt |
| A451-3 | Brake shoe adj spindle | Al12-2 | Head gaskets |
| A451-16 | Cam rear brake adjuster | A172-90 | Hot air sleeve — exhaust manifold |
| A453-17 | Master cylinder — rod boot | Al 13-6 | Oil pump body |
| A451-80 | Oil drain tube — front brakes | AZ211-17 | Points |
| A451-86 | rear brake spacer — adj cam | A124-5A | Pushrod |
| 2CV Clutch | | A124-16 | Rocker shaft spring |
| A3]4-92 | Clevis pin 6mmx17 clutch fork | A221-95 | Rubber seal for dipstick |
| A314-9A | Clutch fork return spring | A124-9 | Value spring — outer |
| A454-75 | Clutch fork trunnion? | A124-9A | Valve spring — inner |
| A313-08 | Clutch linings | A124-11 | Valve spring retainer |
| | | A224-98 | Washer for pushrod sleeve |

| |
|---|
| 2CV Front Axle |
| A437-85 Packing shim — adjust axle buffer |
| 2CV Rear Axle |
| A416-8 Hub lock nut |
| A426-99 Tab washer |
| A434-88 Tube — suspension adjuster |
| 2CV Speedo |
| A332-9 lock nut for speedo drive |
| A563-04 Worm drive |
| 2CV Steering |
| A442-3 Nut for rack guide spring |
| A442-5 Steering ball pin cup |
| A442-72 Steering shaft pinion |
| 2CV Suspension |
| A434-93 Compression cup with lining |
| A413 -98A Plug for grease nipple on king pin |
| A414-92 Seal for bearing on crossmember |
| 2CV Transmission |
| A333-12A Bronze bush [Gearbox??] |
| A344-01 Crown wheel and pinion 7 x 31 |
| 9329351 CV joint boots |
| A331-95 Driveshaft joint flange [from June 52] |
| A2332-5 Nut — centrifugal clutch shaft — large |
| A331-98 Rear gearbox attachment studs |
| A344-99 Shims for pinion shaft rear bearing [Various] |
| A372-99 Uni cup joint — for needle rollers |

Club Information Liftout

~ Spare Parts List (cont) ~

2CV General

A334-67 Clevis pin 6mmx20mm clutch/brake/gear lever

2CV/Traction Body

A416-7 Wheel nut for BM wheel

A426-2/A416-2 Wheel stud

D Series Body

5400769 Door glass seal

5400770 Door glass seal

D5961]9A/B Door glass seal

Rear mudguard seal

D Series Engine

DS 1 13-021456844/456845 Oil baffle halves & gaskets

Oil filter element

D Series Suspension

5412332 Wire clip for rear suspension rod

Traction Body

233400-T Body grommets — body & door opening

298428 Bonnet flap hinge spring — left

298308-T Bonnet hinge — chromed

224376-T Bonnet hinge bracket — rear

298399 Bonnet hinge flap spring — right

2640-T Boot badge — Citroën script

802779 Boot bottom rubber

802698 Boot bottom rubber clips [units]

7135-T Boot handle base rubber

224257 Bootseal

802676 Boot top rubber

331109 Crank case hole cover [Floating power grille wings]

Crankcase handle hole cover [Floating power grille wings]

222925-T Door glass rubber strip

215011-T Door handle base rubber

132232 Door handle spring

224118-T Door hinge pins — 7mm

89411189847-T Door hinge screw & washer

Door kick ships — curved

Door kick strips — straight

216160 Door mount rear view mirror

Door seal [per metre]

216182-T Door striker plate — bronze

216183-T Door V blocks

318232 Engine bay bung

Exhaust hanger

331137CH-T Floating power grille wings — chromed

216145 Front door glass channel

811062 Front number plate holder — 460 x 110mm

216170 Front window bottom channel — left

216171 Front window bottom channel — right

515891 Gear lever spring

216107-T Grille and bonnet braid

329525 Grille Crest

329621 -T Grille crest

723221/05-T Ignition key and barrel

7113-T Marchall headlamp tell-tale

29987213-T Mudflaps — front [pair]

299023 Mudflaps — rear [pair]

706571-T Number plate light

706572-T Number plate light base rubber

299313130 Overider

540983 Pedal pads

224186-T Petrol fill pipe grommets

803630-T Petrol fill pipe grommets

586354S-T Petrol filler cop — locking

586354-T Petrol filler cap — Non locking

595386 Petrol tank suction line seal

Rear bumper rubbers — Mords Minor [sets]

298075-T/298076-T Rear bumper rubbers [pair]

216149 Rear door glass channel

706540 Rear fight — complete

298590 Rear valance

216174 Rear window bottom channel — left

216175 Rear window bottom channel — Right

298288-T Rubber for mounting headlight [pairs]

83 S-T Screws for door dovetail housing

221134 Scuttle vent rubber

221153 Scuttle vent screw

Shocker rubbers

330260 Speedo cable

89303-T Striker plate screw

244611-T Windscreen drain tube [pair]

102 S-T Windscreen frame screw [4 x 7,5mm]

622519-T Windscreen hinge screw [5 x 12mm]

Club Information Liftout

~ Library List ~

Citroen

- | | | |
|--|---|--|
| Toutes les Citroens (Bellu) | La DS - Objet de Culle (Sabates) | 2CV (Russek) |
| Citroen (Broad) | Citroen (Wolgensingher) | 2CV (Haynes) |
| 4eme Rallye ICCR | Andre Citroen (John Reynolds) | Once upon a time |
| 5eme Rallye ICCR | Original Citroen DS (John Reynolds) | Ici Commence |
| 6th ICCR (Knebworth) | Traction Avant "Le Grand Livre" de Serres, 2nd edition | Au Long Cours |
| Les Prestigieuses (Sabate) | From A to X, Citroen (Reynolds) | Raid Maroc |
| Why Citroen ? | Citroen DS: The Complete Story (Pressnell) | The Ugly Duckling |
| Auto Quarterly (Jordan) | Cit In Video 1999 | Travels with a 2CV |
| L'Album DS | Citroen 2CV Restoration (Car Mech.) | Maintenance Handbook (Citroen twins) |
| Cheverons de Gloire | Dumont 1 The Great Marque | 2CV Auto Archive 20 (Sabates) |
| SM (Daniels) | Dumont 2 | Citroen 2CV (Brooklands) |
| Citroen (Thorpe) | Le Grand Livre (deSerres) T.A. | Citroen GS (Russek) |
| Citroen (Auto Hist , DuMont) | L'Album Traction-avant (Borge & Viascott) | Citroen 2CV (Jacobs) |
| Genealogie | La Traction (Borge) | Frisemouche (Sabates) |
| SM (Citroen) Description Technique | Citroen Traction-avant (1934- 1957)(Bk'lands) | Citroen 2CV (Schiffer) |
| Sm Citroen (auto archive 26) | RTA Traction | Traction-Avant 1934-57 (Taylor) |
| DS (auto archive) 13 | Auto Archives 3 | Citroen 2CV Gold Portfolio (Brooklands) |
| DS en comp. (auto archive 18) | Auto Archives 5 | The Citroen (Jonathon Wood) |
| RTA A, B2, B12, 5CV | En Avant | DS The Family Album (Sparrow) |
| RTA B14 | Les Fabuleuses (Sabates) | DS The Grand Livre (de Serres) |
| RTA C4, C6, Rosalie | Les Traction-avants (Puiboube) | 2CV The Family Album (Sparrow) |
| Restoration (Wallage) | Traction-avant Citroen (Profile) | Citroen DS (Osprey Classic) |
| Dulux index | Traction-avant Gold portfolio (Brooklands) | Moi Citroen (Sabates) |
| Dulux L/L | 22 V'la Les Traction (Sabates) | De traction (Rob & Wouter Jansen) |
| Loctite | La 2CV (Borge) | Margus de la Miniture |
| Retrim | 2CV & derivatives (Taylor) | Citroen: 80 Years of Future |
| Woodgraining | Life & Times 2CV | |
| Citroen DS & ID (Brooklands) | Citroen 2CV 1948-82 | |
| Le Grand Livre 'tous les modeles' (de serres) | Citroen flat twins | |
| Citroen SM (Brooklands) | 2CV evolution Tech. | |
| Ami 8 (Russek) | 2CV (Olyslager) | |
| Rosalie (Auto Archives) | | |
| Les Auto Chenilles Citroen | | |
| Citroen XM (Martinez) | | |
| The British Citroen (Bobbitt) | | |

Specialised Front End tools for your 4 cylinder Traction **at very special prices**

Front Brake Drum Puller \$72.00

Front bearing puller Collets \$50.00

Front bearing Puller \$72.00

Inner hub lock nut spanner \$45.00

Top ball joint breaker \$45.00

Spanner for top ball joint \$45.00

Spanner for steering tube lock nut \$62.00

Spanner for brake shoe eccentrics \$45.00

Less a further 10% for spare parts members

Get this!!

Put More "HEP" in your Traction

.030" Oversize Hepolite Pistons & Rings **for Traction/ID**

Special price this month only

Very limited supply available

Get them while they are hot!

4cyl Set \$300.00 less a further 10% for Spare Parts Fund Members

[Normal price will be \$400.00 plus]

STD. set over \$500.00

STD. Piston & Liner set over \$700.00

*Spare Parts Officer: Mel Carey 10 Ormeo Highway, Bairnsdale, Victoria, Australia, 3875
P.O Box 469
Telephone[03] 5152 1040, Mob. 0427 526 126
Fax 0351 522615*

CITROËN C5 TO ARRIVE IN AUSTRALIA ON 1 JULY 2001

The all-new Citroën C5, one of the most advanced cars ever sold in Australia, will arrive on 1 July 2001 and Citroën Australia has confirmed that it will be available with a choice of three engines, including one of the most advanced diesel engines available in the world.

The heart of the technology in the Citroën C5 is its Hydractive 3 suspension, which enables it to automatically adjust the entire suspension system to driving conditions. At freeway speeds the Citroën C5 lowers itself to the road for improved stability and to reduce energy-sapping drag, while, at the other end of the scale, it also automatically recognizes rough roads and raises itself over obstacles. The suspension also alters, either automatically or at the request of the driver, between comfort and sport settings. And, whatever the load, the Citroën C5 always stays level with the normal amount of suspension travel.

The Hydractive 3 suspension is complemented by a host of other features including an ABS with EBD brake system that provides additional stopping power in an emergency; wipers that recognize when it's raining and lights that recognize when it's dark; AirCon that can tell the difference between a sunny day and dull day and all the technology is connected by a computer controlled multiplex system that cuts wiring by 30 per cent and makes servicing and maintenance quicker and cheaper. Full prices and specification of the Australian Citroën C5 range will be announced when it goes on sale on 1 July 2001.



Citin 2002 tasmania

Citin 2002: Fri 29 March - Mon 1 April 2002 &

2CV Raid: Mon 1 April - Mon 8 April 2002

President Andrew and Members of the Citroen Car Club of Tasmania invite all Citroen enthusiasts to CITIN 2002 at Richmond in the beautiful Coal River Valley of Southern Tasmania during Easter 2002. As well as the historic features of Richmond, the Valley produces some of Tasmania's finest wines along with exceptional restaurants and pubs. Being only 20 minutes from Hobart, Richmond is ideally located for you to take in all the attractions of Southern Tasmania. We have put together a program that will allow time to explore some of our best kept secrets. As well, following CITIN 2002, you are invited to join in WILDERNESS RAID TASMANIE 2002 visiting the East, North and West of our magnificent state (details on www.d-tourstasmania.com). Your clubs should have CITIN 2002 booking forms or you can contact us and we will send one to you.

CITIN 2002 PROGRAM

FRIDAY March 29th

Noon - 2.00pm

"GET TO KNOW YOU" PICNIC LUNCH

Informal catered-for lunch at the quaint township of Tunbridge on the historic Midland Highway. It is an 'unofficial' pre-Citin event in a country town close to the half way mark along the Midland Hwy. The venue was chosen to provide a 'break, a bite and a bit of gossip' for people travelling to the Citin base at Richmond after getting off the boat at Devonport the day before. We realise that not everyone will be arriving on that particular sailing and some may have been in Tasmania for some time having 'a look around'. Anyway the accent will be on informality and everyone is welcome to join in.

4.00pm 'till Late

REGISTRATION

Richmond's Old Council Chambers with parking in adjoining council carparks. Friday evening is free to settle in, look around, check the car over or whatever. You can go over to have a look at Hobart but, being Good Friday, not a lot will be happening.

SATURDAY March 30th

10.30am

ASSEMBLY FOR OBSERVATION RUN

In the parking area just north of the historic Richmond Bridge overlooking the Coal River.

11.00am

OBSERVATION RUN

Approximately 170kms of leisurely driving through the picturesque wilderness and coastal

**If you want to go to Tasmania next year you will have to
Book in Soon.**

Don't Hesitate or you might miss out!

areas of south east Tasmania. It will take four hours of easy driving with plenty of time for looking at things and taking pictures. Much of the route follows the coastline and is narrow, winding, undulating secondary roads. There will be a relaxing lunch break from 12.30pm 'till 2.00pm at the Blue Waters Hotel at Orford on the East Coast. Lunch will be counter style with an extensive and recommended blackboard menu.

7.00pm for 7.30pm

DINNER

Meadowbank Estate Vineyard

699 Richmond Road, Cambridge

Formal(ish) dinner with the finest Tasmanian fare and wines.

SUNDAY March 31st

Free time both morning and evening to take in more of the Coal River Valley or maybe even Hobart and environs.

Noon 'till 1.45pm

LUNCH

A barbeque lunch catered-for by Barilla at Gymkhana Ground,
Kellyfield, Richmond.

2.00pm 'till 5.00pm

GYMKHANA

Kellyfield, Richmond.

Sunday morning and evening are free for people who may wish to attend Easter services, take in Richmond or venture further. Richmond has beautiful and historic churches including the oldest Roman Catholic church in Australia.

MONDAY April 1st

8.30am

FAREWELL BREAKFAST

&

CONCOURS d'ELEGANCE

Richmond Village Green.

Then on with WILDERNESS RAID TASMANIE 2002! (see www.d-tourstasmania.com)

For information on on Richmond see web site: www.richmondvillage.com.au

Wilderness Raid Tasmania 2002

Ducks in the Wilderness

Following CITIN 2002, Tasmanian bonvivants Neville and Colleen Dean will lead the world's southernmost Raid for eight unbelievable days around the island, experiencing some of Tasmania's renowned wilderness areas. A Raid Guide will be available prior to the event, giving details of activities, optional dirt road stages and visitor attractions of each day.

The itinerary for the Wilderness Raid Tasmania 2002 is as follows:

Monday April 1st

Hobart (CITIN 2002 Richmond)- Eaglehawk Neck - Port Arthur (93kms)

Tuesday April 2nd

Port Arthur -Wielangta Forest - Swansea - Coles Bay - Bicheno (265kms)

Wednesday April 3rd

Bicheno - St Helens - Scottsdale -Launceston (239kms)

Thursday April 4th

Launceston - Devonport - Burnie - Stanley (220kms)

Friday April 5th

Stanley - Cradle Mountain (180kms)

Saturday April 6th

Cradle Mountain - Strahan (151kms)

Sunday April 7th

Strahan (0kms)

Monday April 8th

Strahan - Queenstown - Hobart (300kms)

Total Distance 1448kms

As this is around the Easter period, accommodation bookings will need to be made as soon as possible. Neville recommends the 3-4 star Cosy Cabin Group for bookings. This group provides self-contained family accommodation in all locations. Most locations also have camping facilities however bookings for camp-sites need to be made direct with each location.

A seven-day package is available with self-contained cabins at a current rate of around \$73.00 per couple per night. Bookings can be made direct with Cosy Cabins on 1800-030-044 or through travel agents or automobile clubs. Cosy Cabins' web site address is www.cosycabins.com. Cosy Cabins also have brochures explaining their facilities. All Cosy Cabin Parks have cooking facilities and most locations also have hotels and restaurants nearby.

No special modifications will be needed on the vehicles, as we will only experience dirt road driving on the second day through the Wielangta Forest and on optional stages throughout the tour. The Raid will culminate with the presentation of the Wilderness Raid Tasmania 2002 T-Shirt (or maybe a polar-fleece) at Strahan.

For Bookings Forms or information, phone, e-mail or write to:

Neville Dean

Wilderness Raid Tasmania 2002

PO Box 40 Woodbridge

TASMANIA 7162 Australia

Tel: 61 3 62674167 Fax: 61 3 62674185

e-mail: nevilledean@bigpond.com

CITROEN EASTER WEEKEND 2002 RICHMOND TASMANIA Registration Form

Early registrations close on 30 November 2001. Registrations after that date will attract a late fee of \$30 per person.

Please book your Bass Strait ferry passage **AS EARLY AS YOU POSSIBLY CAN**, as space is limited.
TT Line (the only passenger and vehicle shipping service) prefers TWELVE MONTHS IN ADVANCE, and late enquirers are almost always disappointed.

Please book your accommodation direct with the place of your choice.

Names of adults attending (\$120 each)

| First name | Surname | Date of Arrival in Tasmania | Arriving by (eg vessel, airline) |
|------------|---------|--------------------------------|----------------------------------|
| | | | |
| | | | |
| | | | |
| | | | |

Home Contact Details

| Address for correspondence | Contact telephone (daytime) | email address |
|----------------------------|-----------------------------|---------------|
| | | |

Cars attending:

| Model | Year | Model | Year |
|-------|------|-------|------|
| | | | |
| | | | |

Staying at (for Citin):

DISCLAIMER (Adult attendees please sign)

In registering to participate in the 2002 Citin organised by the Citroen Car Club of Tasmania, I understand that the Citin is a purely social event and I acknowledge that the Citroen Car Club of Tasmania, its office bearers or ordinary members shall not be held responsible for any injury or damage to myself or to my property during the Conduct of this event.

Signed Date Signed Date

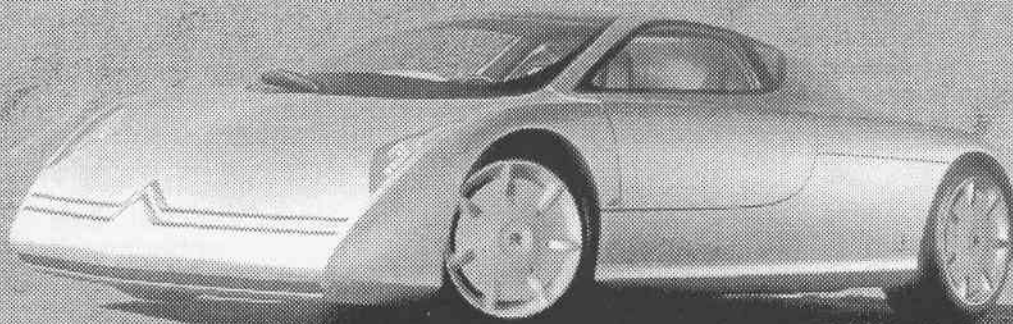
Signed Date Signed Date

Please make cheque or money order payable to CCCT and send with this form to:
Citroen Car Club of Tasmania
PO Box 958
Sandy Bay, TAS 7006

Osée

IT'S A CITROËN JIM, BUT NOT AS WE KNOW IT

Citroën and renowned Italian styling house Pininfarina have come together for the first time to produce a new kind of a car for the French car maker: an out and out super car. Pininfarina has brought together Citroën mechanicals and the Citroën's unique automotive philosophy to produce a new type of car that marks the first collaboration between Citroën and Pininfarina. While the classic Citroën chevrons are visible at the front of the car and on the engine cover and it shares some styling elements with Citroën's own research car for the Citroën C6 range topping luxury car, the Citroën Osée is unlike anything before it seen wearing the Citroën name. The Citroën Osée - the name is French for 'daring' - is a three seat super car, with a central driving position and two passenger seats placed behind the driver on either side of the car. Access is through a single large front hinged door that includes the roof and the windscreen. Power is supplied by an uprated version of 3.0 litre V6 engine in Citroën's new C5 and suspension is, of course, Hydractive 3, endowing the Osée a ride quality unknown in other supercars.



HOW TO STOP YOUR (2CV) GEARBOX UNWINDING

Usual disclaimer stuff, this is how I do it, it works for me. If you are not absolutely sure of what you're doing ask someone, and before you start, go out and buy 1ltr of gearbox oil. (either 80 or 90 grade – it doesn't really matter). As you're taking the top off, you might as well do an oil change as well, it's virtually impossible any other way.

Disconnect the battery, negative first. Put a collector under the car and remove the gearbox drain plug. Leave the oil draining while you continue.

Remove one wing, the heater hoses, the negative battery lead and the air filter. (if the metal cable clip is still on the air filter leg – BIN IT. It's a fire hazard.) Remove the nuts that hold the brake pipe onto the gearbox and gently ease the brake pipe brackets off the studs. Don't be tempted to bend the brake pipe right out of the way, they fracture very easily. Disconnect the rubber linkage at the tip of the gear lever. If the top of the box is very manky, give it a dose of engine cleaner/ paraffin/ petrol/ white spirit/ whatever so that no grunge gets inside.

Remove the studs and bolts but keep the gearbox top in place until they are all out. If the top is now loose carry out the next bit. If the top is stuck give it a few taps from the side with a plastic mallet, keeping one hand on top to stop it flying off when it does come loose. If someone has stuck it on with gasket glue then you might need a bit more than a few taps, but it should go.

Now, the tricky bit. At the front of the top, in the middle there is a bump. Underneath that is where the spring is, so lift the top just enough to slide your other hand underneath and get two fingers either side of the spring, then remove the top.

Take the spring out and put it safe. If the worst happens and you drop it in the works, it can be got out with a telescopic magnet thing, but as you haven't got one and your car doesn't work at the moment, I suggest you be very careful and don't.

What you are now looking at are the three selector rods with the selector forks attached to them. The middle one is where our interest lies. The grooved ring that the selector fork arms engage in is the bit that comes unscrewed. If you look at the back of the ring you will see that it has a lip coming out from the middle. This lip should have several small dints – or peens – in it, corresponding to the shallow grooves in the bit of the shaft that it's screwed onto. Three or four were put there in the factory, but sometimes not very accurately or enthusiastically, and a few more won't go amiss anyway. I tend to peen every single groove, using a long punch and a hammer. Don't go mad with a 4lb sledge hammer, you're only distorting a small amount of metal, but make sure that the peens do go into the grooves. I find it easier with two people, one to hold the

light and a piece of wood to stop the gears spinning, and the other to do the peening.

When you're done replace the drain plug, (if you want to be clever you can anneal the copper washer first, heat it in a gas flame to cheery red, then drop it in cold water) then pour the new oil in the top. I think Haynes says 90cc, and if you want to measure it be my guest. (If there is a lot of muck at the bottom of the box I have been known to go round the block with a mixture of paraffin and 20w50 in it, but there's probably a dozen reasons why I shouldn't.)

Before you put it back together see if there is any free play in the shaft, this is an indication of wear in the rear bearing and is often accompanied by a whining noise in 3rd.

Make sure that the lid and box mating surfaces are clean and then put the spring back in the hole and hold it there while you re-locate the lid. Gently wiggle the gear lever around to make sure it has located in the slots then press the lid down. You should be able to press it flat on the box. Replace the studs and bolts, 10 – 14 ft/lb torque, make sure you can get all the gears, then put everything else back. Secure the wring loom to the air filter leg with a nice cable tie or two.

That's all there is to it, so go out and do it to your box before your box does it to you.

Dave Burdett

(Taken from 2CVGB NEWS June 2001)

Tell Us About Your Car....

The Citroën Saga

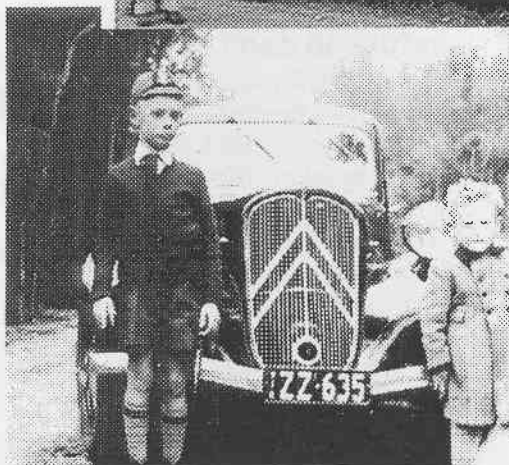
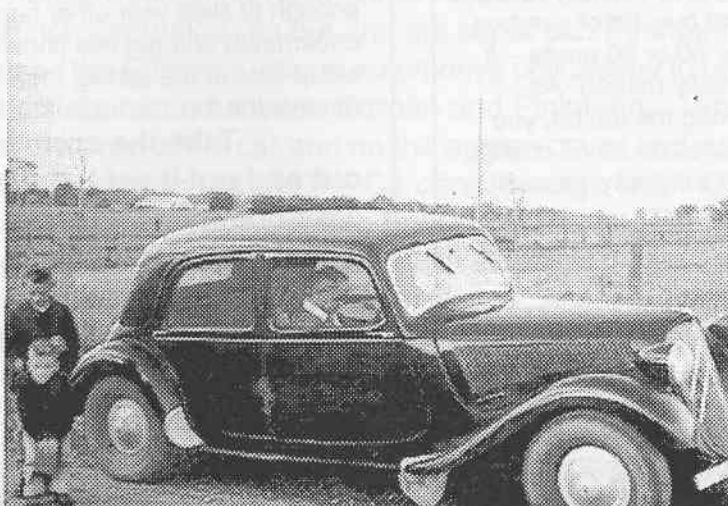
Mrs Joan Mawson a local resident of the Bairnsdale area sent this letter to Mel Carey on the basis of his Citroën Dealership.

We wed on St Andrews Day, 1946. Both having been in the army. No car, Jo, a friend, kindly loaned us his grey Delage for the honeymoon down the Great Ocean Road plus petrol expenses. It had grey suitcases in the boot.

We settled at Balwyn. Had an Austin. Then a Vauxhall with cable brakes that sometimes didn't work coming down hills. I'd have to hop out and adjust them!

One day Ivan arrived home in a lovely black Citroën 15 – great. I polished it weekly till it became my favorite car. We moved to Beaumaris and afterwards Cheltenham.

One weekend we set out for my parents house up

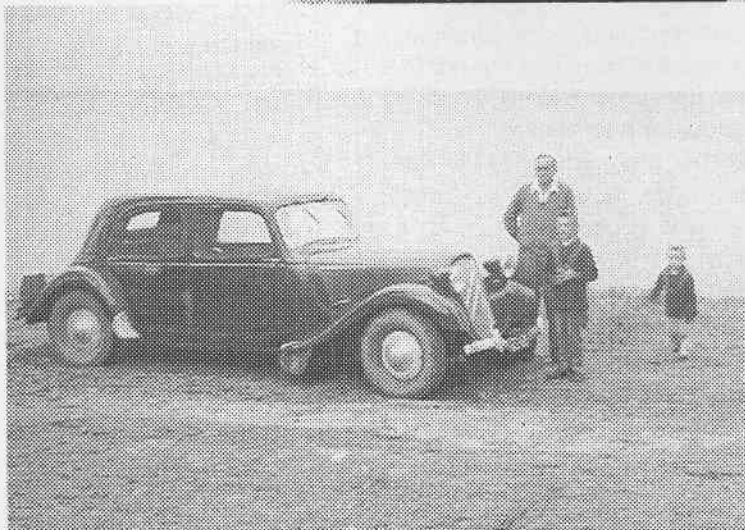


Warburton way for the weekend with our two sons. Laden up with clothing and food stuff etc. Got as far as Bayswater when the diff went on car - went to a house opposite to use the phone. They happened to know my younger brother – small world. Kindly offered to drive me to my parents house if I put petrol in their car – which I did.

We traded the Citroën in on a VW Beetle. Later we had another VW. Then a Peugeot, a Renault, a Passat and now a 24 year old VW Golf and still going. Of course the Citroën is still my favorite car.

Mrs Joan Mawson
Mayland, Paynesville, Vic.

PS. Often see old Citroëns in old B+W films and TV.



A Nice Story

As you may know, my wife Iris and I are Tasmanian members of CCOCA, presently living in Samoa. We own a beautiful 1951 Slough-built L15 which is our pride and joy. I thought the following little true story may be of interest to you.

The Targa Tasmania event each April usually offers non-participating collectors of special vehicles an opportunity to exhibit their cars during the Hobart stage, and many do so, (usually a Friday). It draws a very large crowd of admirers and is all part of the ambience of Targa. The insurers, Shannons, usually promote the exhibition and donate some small prizes. Iris and I exhibited our L15 for the first time last year (the only Citroen in the line-up!!), and as is necessary, we picnicked on the adjacent lawns to keep a watchful eye

on our much-loved "Daisy".

During the lunch-hour period, the crowd numbers grew and I noticed an elderly lady looking closely at the L15, spending some time to do so, then move off only to come and look again. She did this several times and I noticed she sometimes had tears in her eyes. Then she went away and about 30 minutes later an elderly gentleman appeared and went through much the same routine. I made myself known to him, having finished my lunch, and he told me that his wife had rung him, insisting he come down to look at what she had 'discovered'.

It transpired that he and the lady, as a honeymoon couple, escaped by car from Hungary in the 1956 revolution and bloodshed, in the dead of

night, driving over back roads and mountain passes to avoid the soldiers etc. They were pursued once or twice, but once on the way, they did not stop. Their little car never failed them, and brought them out of Hungary to safety. They emigrated as refugees to Australia and have never returned to their homeland.

Their escape vehicle was, of course, an early 50's Light 15, and her inspection of ours at the Targa line-up, brought those harrowing times flooding back and their attachment to the car was pure sentiment!

A nice story.

Kindest regards,
Tim Waters

Ian's 2CV

You may have seen our little red 2CV around the traps - Ian often takes it to club meetings and outings. He bought it about two years ago from a former member, John Brennan, who is a schoolteacher near Eltham in the hills north of Melbourne.

Ian saw it advertised in the newspaper, and decided it was too good to miss the opportunity to check it out. John was very helpful, and gave Ian a lesson in how to drive it! He also told us about someone in Bairnsdale who could vouch for it being a great little car; we didn't check out this reference at the time, but a year later Mel was telling us about a terrific red 2CV he used to work on - turned

out to be the same car (so we got the reference a year late, and without asking!).

Ian eventually bought the car, for more than he really wanted to spend - and less than John really wanted to sell it for. But ain't that always the way...?

The car handles outings well, including a trip to Warrnambool, and the Grampians weekend, with minimum fuss. Ian often potters around working on it, but he insists that the main repairs/modifications have been replacing the brake liners, the kingpins and the front bumper bar. Oh, and the cardboard heater hose, which caught fire! (Very spectacular!)

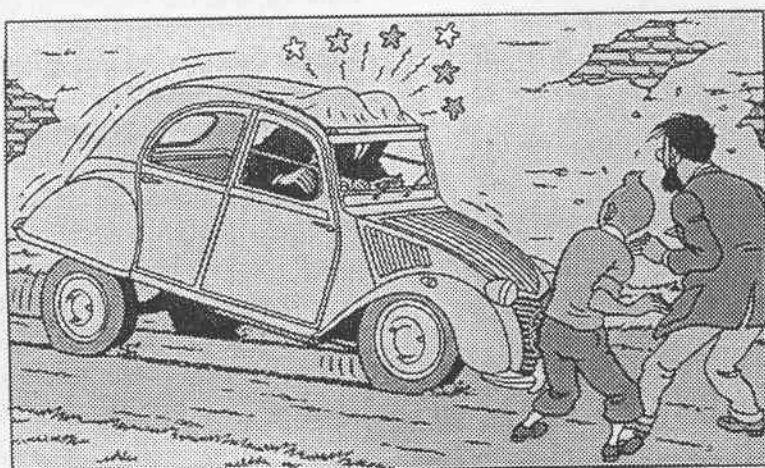
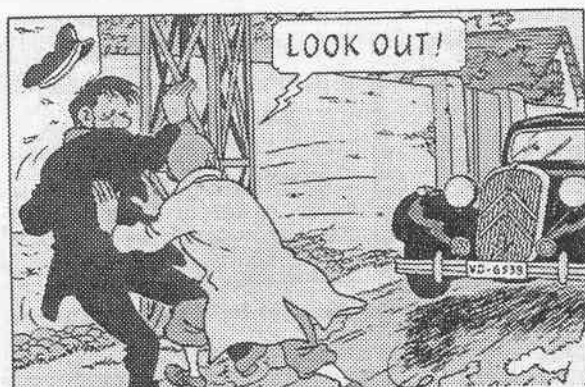
We stopped for morning coffee in Healesville one day, and a journalist from the newspaper office opposite was so impressed that she ran out with her camera to ask questions and take some pictures. (If you ask us, we may be able to get a copy of the article from Ian's sister.)

Better still, give us an article about YOUR car. Give us all the gory details! We all want to know!

[Veiled threat - if you don't, we will tell you more about our car to fill the space.... - Ed]

Something for (almost) everyone.

From: "The adventures of Tintin - The Calculus Affair" Herge, 1992



Spare Parts Fund Members

Alain Antonius
Graham Barton
Andrew Begelhole
Chris Bennet
Paul Bishop
Peter Boyle
Ron Brookes
John Buckley
Roger Brundle
Walter Burkhardt
Mel Carey
Gerry Carson
John Couche
Jeff Cox
Sam Crisi
Doug Crossman
Mark Douglas
Jon Faine
John Fleming
Jason Glenn

Bryan Grant
John Grieve
John Hawke
David Hayward
Paul Hibberd
Ray Hobbs
Peter Holland
Geoff Hooler
Michael Hort
Jean-Pierre Jardel
Fred Kidd
Rod Koffijberg
David Law
Robert Little
David Livingstone
Iain Mather
Ian Macdermott
Andrew McDougal
Leigh Miles
Derek Moore

Mike Neil
Richard Oates
Gerry Propsting
Alec Protos
Darian Pullen
Keith Radford
Phillip Rodgers
Barry Rodgers
Alexander Scales
Warren Seidel
Peter Simmenauer
John Smart
Robin Smith
Barry Teesdale
Mark Vickery
Brian Wade
Bill Wellwood
Hughie Wilson

CCOCA Classifieds

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

FOR SALE

Panels

Traction front and rear doors

Left & right bonnets

Mudguards

Ring Gabriel (02) 9523 1364

FOR SALE

1984 2CV-6

Original. 50,000 miles.

Colour: Delage Red & Black

Price: \$11,000

Ph B.J.Lightfoot 9837 5214

PO Box 107

Upper Ferntree Gully 3156

Registration: **DEUX CV**

[I reckon the registration plates alone would be worth the purchase price! - Ed]

FOR SALE 1951 L15

Grey in colour, technicolour in character. All the charm of a French damsel.

Club plates CH4986, Artillery style wheels, sunroof & leather upholstery.

Very original older restoration. A little TLC and more on road use would invigorate this damsel's enthusiasm.

Asking \$8000

Offers to Leon

on 03 9583 3972 AH

Australian Clothing Company

102 Rupert Street

Collingwood 3066

Office Phone: 9412 9500

Direct Phone: 9412 9525

Mobile: 0412 348848

Fax: 9412 9501

FOR SALE

1953 Big 15 Traction (Big Boot), original condition, 99% complete.

Chassis # 9-535790. Partly disassembled. Ideal restoration project. Too good for parts.

\$2650 ONO

John W Gratton Wilson

Mortlake Ph: 55 621644 Bus, 55 992499 AH.

FOR SALE

Now only \$300

New twin manifolds for Traction Avant

Cast from an original aftermarket manifold which utilises two standard carbs. This manifold has been tried and proved to give excellent results.

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

\$300.00 fitting extra. Phone for a free quote.

Carey Motors 03 5152 1040

TRACTION RESTORATIONS AUSTRALASIA

4cyl and 6cyl Traction reconditions and gearboxes.

Short or long engines, standard or modified.

Reconditioned ID engines and gearboxes, short and long.

Reconditioned 4 and 6 cyl Traction front ends, complete.

Reconditioned 4 and 6 cyl Traction front ends, silentblobs only.

Reconditioned 4 and 6 cyl Traction Traction and ID water pumps.

Reconditioned brake master and wheel cylinders.

Relined brake shoes.

Part engine rebuilds to customer requirements (top or bottom end).

Reconditioned driveshafts, 4 & 6cyl Traction with modern CV joints. All

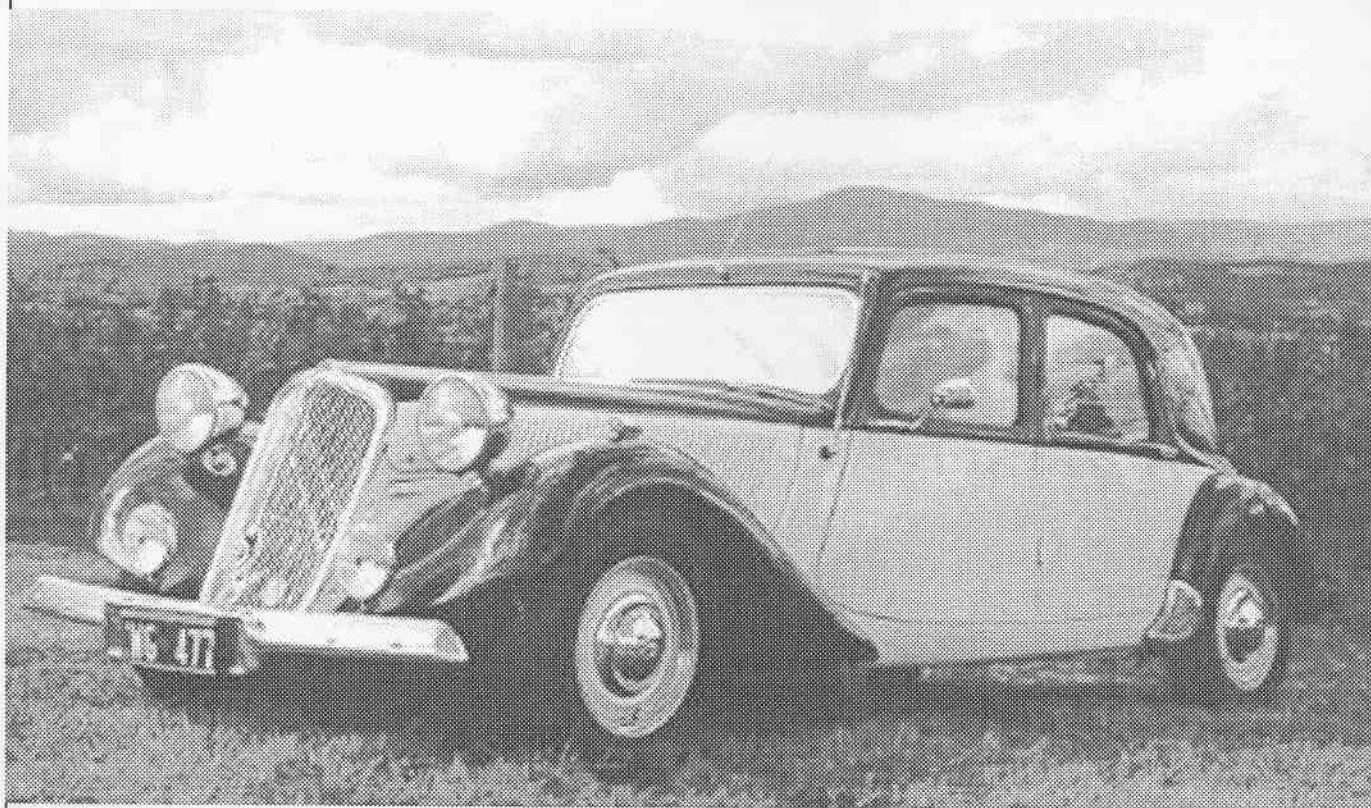
the above are offered on a change over basis.

Carey Motors P/L

Phone Mel on (03) 5152 1040, Mob: 0427 526 126

or Fax (03) 5152 2615

CAREY MOTORS PTY LTD



Citroen Authorised Service and Parts Agent

Telephone (03) 5152 1040

Fax (03) 5152 2615

Mob 0418 820 631

P.O. Box 469 Bairnsdale 3875

Forge Creek Road Bairnsdale,
Victoria, Australia 3875

A.C.N. 080 560 327