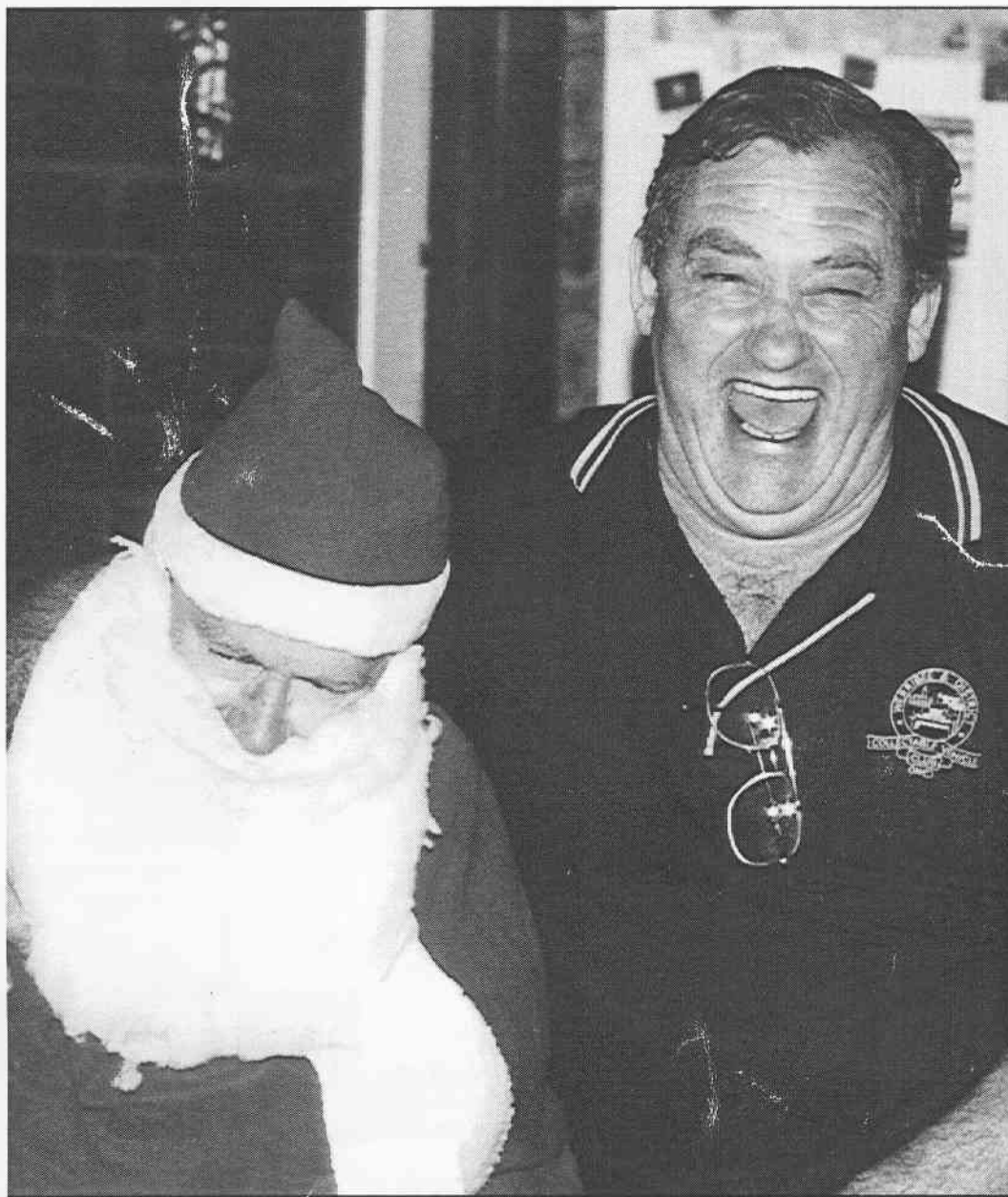


FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR CLASSIC CITROËN OWNERS AND ENTHUSIASTS

Dec/Jan 2001
Vol 25 No 5



Citroen
Conservatoire
Ted rescues ID
Max's Roadster
Richard's
Citroën Affair
Restoration by
Laurie Moers



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FRONT



Citroën TUB 11 Camionnette 850kg from 1941
One of the vehicles in the Citroën Conservatoire. See page 12

Front Cover Illustration

Whats This! No Citroen Citroën on the front cover.
Yves Schieseck doesn't seem too intimidated by Santa's
questions at the CCOCA Christmas Party.

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Some of the Citroëns lined up outside the November meeting

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 Chatham
and Guilford Rds, s,
Victoria.
Melways Ref 46 F10

Life Members

Nance Clarke	1984
Jack Weaver	1991

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

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not necessarily those of CCOCA or its
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Committee can accept any responsibility
for any mechanical advice published in, or
adopted from Front Drive.

Editors' Edicts

Welcome readers to the first edition of Front Drive for 2002. We hope you all enjoyed the festive season without too much excitement. I imagine many model Citroëns and chamois arrived in the way of presents.

Last year ended on a positive note for CCOCA. The November meeting, CCOCA's final for 2001, was a resounding success. There was a great turnout with many members bringing their Citroëns. The carpark outside the meeting rooms was transformed into a display of Citroëns. The Christmas Party hosted by Ted and Helen Cross was also a success. Look for the

Thanks you to our contributors in this edition:

Ted Cross
Iain Mather
Richard Bevan
Laurie Moers
Mel Carey

report later in this issue.

2002 is looking up. As usual, our first meeting will be a BBQ held on the banks of the Yarra. BYO everything including the boules. Lets hope the weather is kinder than last year.

On Australia Day is the Historic Vehicle Display at the Kings Domain. Even if you haven't entered your Citroën, come along and have a look. We went last year and had a great time.

Our Annual General Meeting is in March. It's the most important meeting all year. Several key positions will need filling. Having served the maximum term, Ted is unable to stand again for President. The position of Activities Director is still empty. Without someone fulfilling the role this term, the Club's activities have suffered. We will all benefit considerably with this job being done. Even if you cannot take on a committee position, we need you to attend anyway, as it is important to have a quorum.

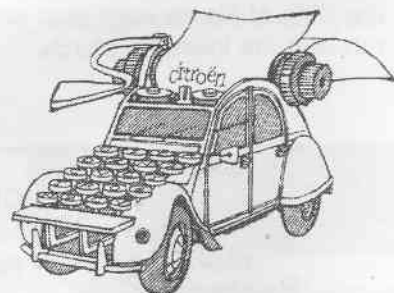
We hope you enjoy this bumper issue of Front

Drive. Many people have contributed their time and effort to this magazine by writing articles. The editor's job is an utter joy when, like this edition, the difficult bit is squeezing everything in!

The deadline for the next edition is March the 6th

Vale Margarethe Pamplin

It is with deep regret that we announce the death of Jeff Pamplin's wife Margarethe, who died just before Christmas. Our thoughts are with Jeff at this sad time.



Logo courtesy of 2CV Suisse Romainde Dec 94

Prez Sez

November and December have been hectic times socially and we completed the CCOCA year with Christmas drinks and eats at the Crosses home in Hawthorn. The weather was perfect and even Santa (who strangely sounded just like Kirk Kirkcaldy) turned up to distribute the pressies by way of the Kris Cringle. Many nervous members sat on Santa's knee and survived the experience.

The Annual General Meeting is looming on the horizon - Wednesday 26th March 2002 at 8 pm - please mark it in your diary NOW and come along - YOUR CLUB NEEDS YOU AND THE CONTRIBUTION YOU CAN MAKE.

We are still short of an Activities Officer/Co-ordinator - this fun job could easily be shared between two people - please consider taking it on or at least helping to

organize an event during the coming year - without social events things can be a bit flat.

Remember that Easter this year is in Tasmania. Bookings are required well in advance so try and make it if you can. For our interstate members coming through Victoria for this event please be assured you will be welcome to stay in Melbourne with a CCOCA member. Just ring me to let me know your plans in advance. CCOCA also expects to provide a social event for any travellers when more details are known.

The Christmas recess is now over so look in your magazine for coming events. The first will be a BYO BBQ on the banks of the Yarra on the fourth Wednesday in January starting at 6-30pm. Boule's to follow if we still have sufficient light.

Our Treasurer, Graham Barton, suffered a nasty accident before Christmas after a ladder he was using disintegrated under him. Graham is fortunately on the mend but is apparently a little shorter following the experience. We look forward to seeing him back at CCOCA soon.

On a sadder note we pass on our condolences to Jeff Pamplin following the sad loss of his beloved wife, Margarethe, following her recent illness. Jeff is also responsible for setting up our great web-site and is a long-standing club person.

I look forward to catching up with members soon.

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 McDougall.

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

JAN Wed 23, 6.30

Twilight BBQ on the Yarra-Alexandra Avenue, Melways 2G C11
A perfect opportunity to catch up with everyone after the madness of Christmas. BYO food, seats, drinks, everything.
Enjoy a game of boules afterwards if you like.

JAN 26

**** Historic vehicle display - KingsDomian**
AOMC approved event. CCOCA may organise a group. Even if you haven't organised to enter your Citroën, come along and have a look. There is an extraordinary range of cars displayed.

FEB 17

Citroen Auction - It's bigger than Ben Hur! - see Peter Simmenauer or Graham Barton for details.

FEB 27 Wed 8pm

Monthly meeting at our club room.
Speaker from Shannon's Insurance

MAR 6

Deadline for the next edition of Front Drive

MAR 16 to 18

Great Alpine road tour Once again, Peter Sandow will lead us on a fabulous alpine tour. This year it may be in Falls Creek. More details soon. Phone Ted Cross for more information.

MAR 24

**** Day trip to Werribee Car Clubs show and shine and Bomber restoration.** For details contact Yves Schieseck ph 9749 3376

MAR 27 Wed 8pm

Annual General Meeting at our club rooms.
Committee 2002/03 elections.

MAR 29 to April 1

Citin 2002 Tasmania If you haven't booked in.. well it may be still possible. Remember that overseas trip you have been promising the family...

April 7 Sunday

British and European Motorshow

JUNE 8,9 &10

Austraction 2002, this year in or near Bendigo. More details to follow.

**** denotes events approved by AOMC and enables red plate permit cars to participate, but not officially organised by CCOCA.**

The **Annual General Meeting**
of the
Citroën Classic Owners Club of Australia Inc
will be held on
Wednesday 27 March 2002
at 8pm
At the clubrooms. Food and drink provided.

BIGGER THAN BEN HUR!

GRAND CITROEN SPARES AUCTION

Sunday 17 February 2002 at 6 Stewart Avenue Blackburn South Vic 3130
Inspection from 11 am BBQ from 12 noon Auction at 1pm

Quality Parts Only - No Junk or Op shop Items!

Contact us to list parts beforehand! Unlisted parts can be brought on the day, but will be auctioned subject to time and space availability.

Items listed for auction to date include::

- COMPLETE CAR 1948 L15 RUNNING WITH ORIGINAL DOCUMENTS AND PLATES
- NEW OLD STOCK: DRIVE SHAFTS B15 (OR ALTER TO L15) PAIR; CROWN WHEEL & PINION LOW RATIO; MASTER CYLINDER; FRONT OUTER WHEEL BEARINGS (WITH GROOVE); INNER UNIVERSAL JOINTS PAIR; MICHELIN TYRES 165 x 400 SUIT EARLY D, TRACTION
- Traction Gearboxes, some with Diff & Bell Housing, various conditions
- L15 Engines (Short Motor)
- D Series Engine 1960s
- D Series Gearbox complete with Brake Assy. Another, 1974 4speed.
- Camshafts (11D & Traction)
- L15 Set 4 Mudguards (2 sets).with braces s/h
- L15 Bonnets s/h
- Hubcaps (French-style English) s/h, English (L15 & Big 6), Straight bumper bar (Eng.)
- L15 Front Hub Tools, Engine stand
- L15 Front & rear Brake Drums, hubs, tapers, ball joints and swivels, Wheels (Eng plain & Easyclean), rear axle assy complete, torsion bars, driveshaft bits
- L15 Doors, Window glass, Pair D pillars, Period pack rack,
- L15& D water pumps, carburettors, manifolds, Traction Radiators
- L/B15 Tail light assys (glass & plastic), Headlight shells and mounts (Eng. & french), Pair Lucas parking lights, Instruments & switches
- Air cleaners (Vokes and oil bath), Heater tube mounting and rubbers, L15 radiator grille, wooden dashboard, set 4 door trims 1953 (usable or patterns), lining bows
- L15 "Wings", Pair sunvisors, glove box, door handles, windscreen wipers
- Original French pack rack suit L15
- And Boxes and Boxes of Other Mechanical and Body Parts!

YOU WILL NEVER EVER SEE SUCH A RANGE OF NEW AND USED CITROEN PARTS FOR SALE AGAIN! MOST ITEMS UNRESERVED! BRING AND BUY!

TELEPHONE BIDS ACCEPTED
EMAIL PETER FOR DETAILED LIST

CONTACT PETER SIMMENAUER email psimm@melbpc.org.au
Or 6 Stewart Ave. Blackburn South Vic 3130 ph (03) 9877 0141
OR GRAHAM BARTON email Graham.Barton@chisholm.vic.edu.au
Or 370 Tucks Road Shoreham Vic 3916 ASAP!

UNLISTED PARTS BROUGHT ON THE DAY WILL BE AUCTIONED SUBJECT TO TIME AND SPACE AVAILABILITY

BBQ FACILITIES SUPPLIED - BYO FOOD & DRINK

Max's Roadster

Roadsters have always been scarce in Australia.
The good news is that Max's will soon be gracing our roads.

Max Lewis described the first time he saw a Traction Avant. He was about five or six years old and living in England. His father drove an Austin 12 and mother drove the newly released Volkswagen Beetle. Both conservative vehicles in a very staid market. The Traction was big and black and the dashboard wooden with the gear stick protruding. It was unlike any car he had seen before and made a significant impact on him.

Later he played a game with friends of selecting which six cars you would choose to fill your stable. (I'm sure many of us play similar games.) Max chose, a Ferrari 308 GTB, Traction Avant, VW Beetle, Fiat

Bambino (and two others which the author can't remember). Today he owns the first two and considers it possible to find the second pair.

When I visited Max and his wife Roz, the Ferrari was waiting the last stages of some restoration work. Max is a strong believer, in cars being used. He used the Ferrari to become Club champion of the Australian Ferrari register.

Above the Ferrari, nestled on a hoist is his Traction Avant. It's a left-hand drive roadster, probably about 1951 or '52. From here the car's history starts to get interesting. An expatriate

Australian working in Vietnam bought the car and had it restored while in Vietnam. Later, he was recalled to Melbourne and bought the car back with him. When sent to Sydney, he decided to sell the car to assist financing the purchase of a house in Sydney.

Like everyone else, I've heard the usual horror stories involving Traction's that have come out of Vietnam in a terrible state. It is no surprise Max found some problems with the car. One universal joint was secured by welding a washer on rather than fitting a circlip. Three shock absorbers were different brands and one was broken. Largely though,



this car appears to have escaped from major abusive engineering. From the underneath, the car looks very neat and straight.

Max heard about the car on at a CCOCA outing one Sunday afternoon. Not one to hesitate, he viewed it on the Monday and purchased it on the Tuesday. He admits he paid more than he planned for it. But doesn't seem to really mind. "I can't see any time in the future when I won't want to keep it".

Although the Traction was bought as a going

With the Ferrari now nearly completed, Max is now eager to get his Traction on the road. The radiator clogged with rust, has been replaced. Max has organised to have the brakes fixed by Mel Carey. He hopes to have it on club plates and on the road early next year.



concern, a lack of brakes prevented its use. Resources devoted to working on the Ferrari have meant that progress on the Traction has been slow.



"SAVING ID19"

(Pete and Ted's excellent ID adventure)

Through a friend of a friend I was approached to remove two running ID 19's from a country property that had been sold by the owners and both cars were destined for the tip or go to a good home.

That was the good news. The bad news was that both cars had "some rust" and their suspensions would not rise, and we only had a few weeks to collect them. Further bad news was that although I had interested Peter Sandow in taking the cars he and Christine were about to depart for a well earned holiday in Europe and would only return a few days before settlement of the farm. As we say, "nothings a problem", so I decided to collect one car whilst Peter was away and another as soon as he returned.

Helen and I left at the crack of dawn (actually 8.30am by the

time we left) on the Saturday morning, collected a tandem trailer behind our son's Land Cruiser and headed off for Swan Hill. The rain started to fall, which is great for the farmers but not so good for the car collectors. When we arrived around lunch time and saw the cars we realized that their condition although complete was fairly poor. Rusty floors were the main problem, and I considered saying NO and walking away, but being stubborn I purchased some petrol and set to work. Both cars were running quickly and the first one would not rise but the second one was soon mobile. Still no luck with car one despite some great assistance from a local CCOCA member Eric Foster, so we decided to load the flat car on the trailer and come back for the easy one in a few weeks.

So by dark I was totally

drenched with rain but the car was loaded and ready for the return trip on Sunday. That night we visited some other friends a further 60 k's north on their farm and eventually went out for dinner interstate in NSW at the Tooleybuc club. (great food, great company and pleasant dreams). The next morning saw the sun shining and with a hearty country breakfast under our belts we started back to Swan Hill to pickup the ID and return home.

We stopped at a roadside stall for local vegetables, hooked up the trailer, and headed back towards Melbourne. When we arrived in Hawthorn at Peters, we unloaded the ID with help from the family and a lot of difficulty. This car does not have an exhaust muffler and sounded much noisier in Hawthorn than it did in Swan Hill. Finally we rested it over a speed hump on the roadside

and completed the journey. Two tanks of petrol used and 878 k's travelled. The neighbours ignored the noise. Perhaps Peter had already softened them up with previous exploits.



Peter came home as promised and so we repeated the journey with his car and the same trailer. We left earlier, and arrived in Swan Hill mid-morning, loaded up the second car that Peter tested around the yard with his feet dangling through the holes in the floor.



Once loaded and tied down we turned around for the long drive home. This time was taken up with of us both trying to convince the other that we could restore both cars, or each cunningly trying to entice the other person to take both of them to make one good car. Occasionally also praising our-selves for being so astute to be able to get two running ID's, which are becoming hard to find in Victoria.

A tyre blow out on the trailer slowed us down, and the rain returned, however we arrived home late afternoon, and unloaded the second car. Peter once again went for a test drive down the road and I declined a request to be a passenger with him. I figured if he died I would have two families to support! Peter immediately had to clean out the second car and stored it in the back yard. Renewed attempts to get the suspension pumped up on the first car

failed as we ran out of light.

Whilst all this was happening I forgot to go home and pick up Helen who was coming over for Dinner at Peter's. Other club friends, Peter and Hazel Hore also came to dinner and so with all this group together Helen forgot my bad manners and we celebrated the saving of two precious ID 19 's from the scrap yard.

The restoration of these rare vehicles is a long way off but at least they have been saved for now.

Ted Cross



The Citroën Conservatoire

We regularly receive promotional material from Citroën Australia compliments of Mel Carey. However, mostly it relates to new Citroën sales and isn't quite relevant to this magazine. When we first saw this article we knew it was perfect for Front Drive.

Citroën has opened the Citroën Conservatoire, a 6500 square metre showcase that will preserve and protect more than 300 Citroën vehicles from the company's illustrious history. Sited just north of Paris, trained technicians will repair and maintain the classic vehicle collection and 500 square metres is set aside for storing historical archives.

The collection also houses styling studies, record breaking Citroëns, concept cars, motor sport vehicles and even helicopters from Citroën's aerospace work.

Le Conservatoire currently houses nearly 1.5 kilometres of archives, and a host of parts and objects relating to

the history of Citroën.

The activity of Le Conservatoire is fundamentally different to that of a museum since it will not be open to the public. However, it will be able to lend vehicles where necessary. In this way, vehicles from Le Conservatoire could be displayed as part of events organised in France, Europe and the rest of the world.

The vehicles housed in Le Conservatoire are, for the most part, definitive versions of the range models produced between 1919 and the present day. The second section is devoted to styling studies, models, concept cars and prototypes. Last, Le Conservatoire houses the vehicles de-





heritage is made up of drawings and illustrations, registers, economic data and documentation.

Le Conservatoire also holds all the registers of vehicle chassis numbers, indicating the date and the exact type of the vehicles manufactured. These registers have been kept since 1919.

Abridged from a Citroën Press Release. (This collection is sadly not open to the public. The best we can hope is that some of the collection may be sent to Australia at some stage.)

the vehicles designed for racing, for major expeditions, for long-distance rallies and for all the other operations

A considerable part of Citroën's



Tracbar Dundee cars displayed in Paris

A dozen of the original front drive Citroen Traction Avants used in last year's cross Australia epic went on show in the Australian embassy foyer, Paris during October this year. About thirty Tractions covered 7000 kilometres travelling from Perth to Brisbane. Australia's Ambassador to France, His Excellency, Mr William Fisher said, 'the 30-odd families who traversed Australia in old Citroens as part of the Tracbar Dundee capture something of the original spirit of Australia'. The cross country trip was



organised by French based journalist Eric Massiet du Biest. Mr du Biest has co-written a book on the exploit with photographer Jean Christophe Moreau.

Not having any photos of the embassy display, this one from the event itself will have to suffice. This and other Tracbar photos were passed on to us when we took on the editors job. If you own them, tell us, we would love to return them to you.

TRACTION ATTRACTION July-August 2003

Cittour the Australian Citroën Travel Team presents its premiere Traction event. For those Ozzies who have asked for an Australia wide experience of a lifetime. An event for Australian Traction owners.

A 6500 km complete crossing of Australia via the "Red" centre, over a fantastic 25 days, Brisbane to Perth via Longreach, Birdsville, Ayers Rock, Cooper Pedy, Tjukayirla etc., in this Traction only event.

Fully guided tour inclusive of all meals, all motel/hotel and camping accommodation and back-up support vehicles.

No cooking - fun each night with specially arranged outback and local entertainment most nights... Time to "lubricate the throat" and talk over the days action with your fellow Traction enthusiasts...

Included is All Accommodation and Camping
All meals - Breakfast, Lunch and Dinner
Experienced guides
Backup vehicles
Complete route notes
Daily meetings and briefings.

Indicative all-inclusive cost \$3000 pp

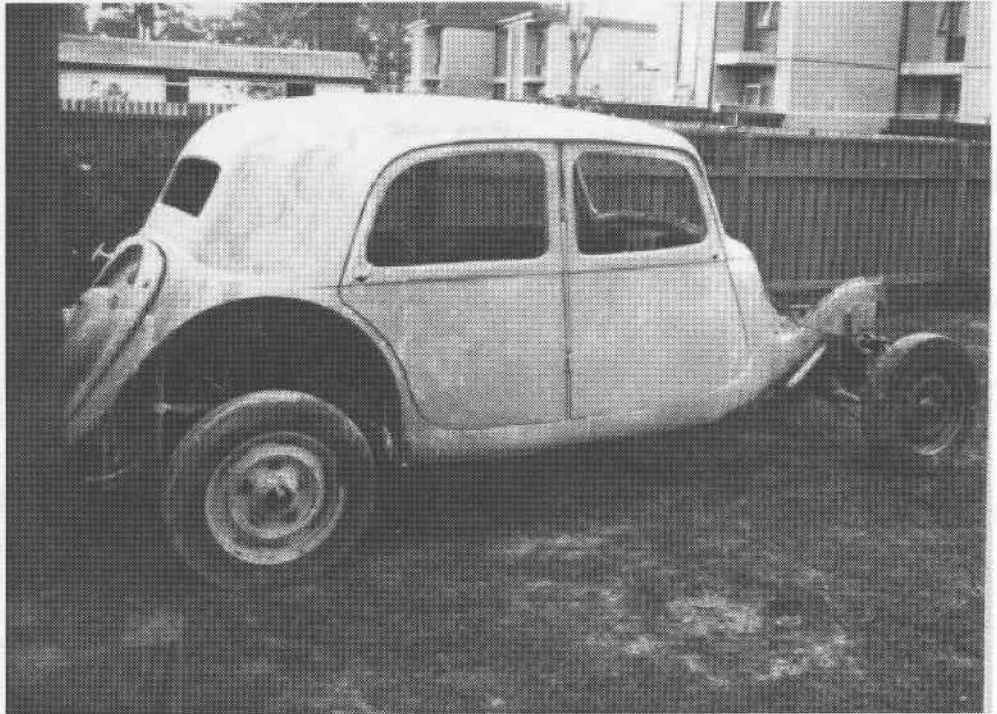
Interested Traction owners please register your interest by the 15th March 2002, after which personal contact will be made with you.

29 McCormack Road North, Kurwongbah, Queensland 4503 Australia
cittour@yahoo.com

Restoration of Citroën by Laurie Moers

Laurie and Diny came to our August meeting last year with photos of their Tractions and promising us the story of the cars. We are delighted to present it to you

It all started 15 November 1963, when I bought my first car, a 1953 Citroën 11 normal big boot. I was 19 then and it was the evening before Army duties began. My parents weren't very impressed with my new possession. After doing my first 3 months in the Army, I was told to depart from her. In those days you obeyed your parents, so that was a short possession of the Citroën.



1947 Lt 15 as purchased Sept 76

In 1976 I purchased Citroën No 2, a 1947 Light 15 Slough built. Totally dismantled, in spray putty (see photo) complete with target practice bullet holes in some doors. About the restoration, it was a lot of work. 4 - 5 hours

per day + weekends, and I loved every hour of it (I do have a very good and understanding wife Diny). I

also had a deadline to make. We were expecting our third child in Oct 77 and the aim was to have the car finished before, so I had to hurry a bit, a few more hours and of course, I liked to do everything myself but I made it.

So, Andrew, our baby son, arrived home from the hospital in the Citroën Light 15 black. Regrettably 6 years later we had to part from the Citroën again, but with always a next one in mind.

And so it did in December 1999 when Andrew saw an ad in the Trading Post of a 54 Big 15 in Orange.



1947 Lt 15 restored Oct 77



1954 Big 15

Above: As purchased Dec 99

Below: Underbody Work

Not next door, but I did go for a look with ute, trailer and money in the pocket. She was in the same condition as the 47 light

15, when purchased, except they forgot to put undercoat under the finishing colour-over-the-rust, which of course I found out later and complete with bullet holes in head light.

The restoration took longer than I anticipated, I started with

the firewall which had all strange brackets welded on, then straighten the walls, when I found the original colour of the paint. Next was freeing the wheels, with one broken brake drum and checking the whole brake system, all cylinders resleeved, new kits and a good clean out. Underbody

was next. The easiest was to put her on the side, so I did, and it was done in no time. Back on the wheels, it was time to look at the engine first, no oil to the rockers, shaft not lined up with the oil supply, gearbox, selector shafts frozen. That's when I worked out that this car has been in a flood. It missed a few spacers in the diff, after putting it all back together and the engine was ready for spraying, I noticed 4 cracks in the bell housing - very good those aluminium





More 1954 Big 15. Above: fitting guards and bumpers. Below: finishing coat.

welders (apart from charging). In the meantime the suspension was looked at and found satisfactory. Next was to start her up, not too bad. Gears all worked and the wheels turned. Panel beating, welding and re-shaping the mudguards, making a new back piece, strip all the paint off the rest of the body and remove the rust. Panel beating again, edgeprimer, primer, sprayputty and so on for the next few months. And then all of a sudden she was ready for the final coats in Acrylic lacquer. Then the fun really started. Assembling. Slowly she was coming all together.

A couple of important items were still missing and that was when I got in contact with the CCOCA and Mel Carey. A holiday in Victoria, visit to Mel

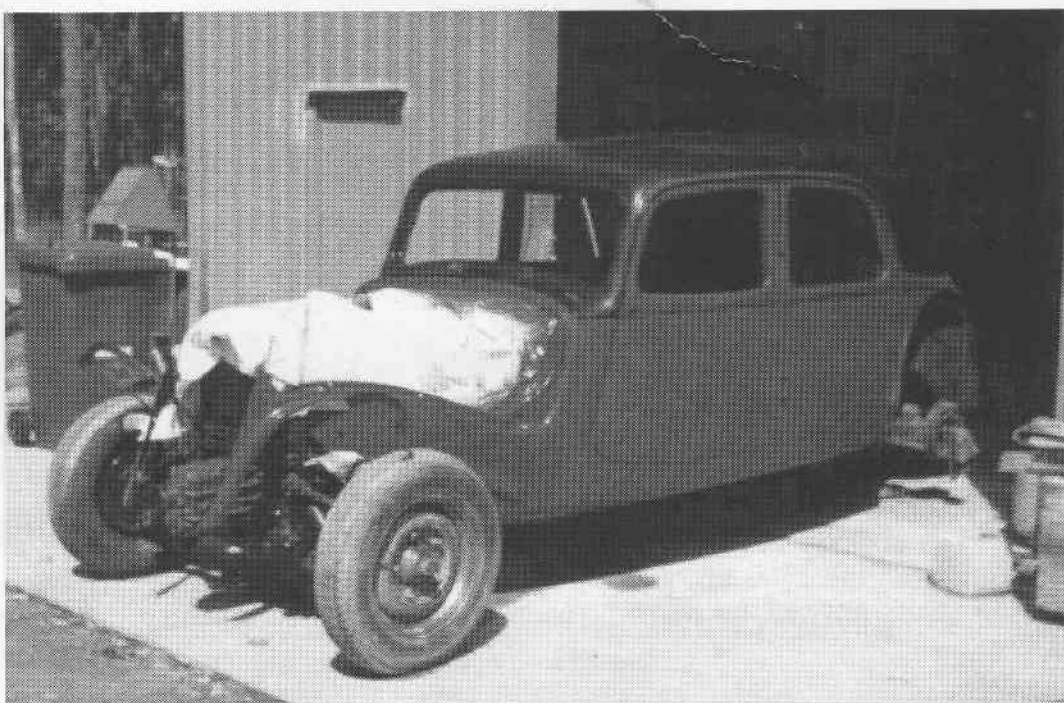
and the club meeting was the solution. Thanks Mel for supplying all the goodies and the Club for making us feel welcome.

I had 2 years of fun, frustration and a lot more understanding from Diny, and again I had a deadline to make. 24 Years after Andrew's birth, a week after his birthday he was going to take the big step with his

bride to be Jaime, also from Batemans Bay. A few test drives, some adjustments and she was ready for the day. And did she look beautiful (I am talking about the bride) and the car was very nice too.

For the wedding we had to have another wedding car, and my friend John Marsden was happy to drive his 1950 Riley as the other car, and in the same colour combination, both cars looked very smart with ribbons, bridal party and us, chauffeurs. The wedding turned out very well. The cars looked great, performed good, with plenty of admirers.

Next wedding will be in April 2002, from Jessica our eldest daughter and fiance Justin. We are already looking forward to that and in the meantime we take the Citroën on as many Club events as possible.



My love affair with Citroens.

By Richard Bevan

Richard tells us of his trials owning a Traction as a student.

Picture this if you will...

I am a hard up student apprentice hitch-hiking back to my hostel at the Atomic Energy research labs at Harwell having been to my one and only school reunion in the Midlands, England. It is 1966, and a gallon of petrol costs 5 shillings.

I have been waiting for half an hour in the gentle drizzle of a June afternoon on the A1. Traffic is light, I am pondering on my father's no doubt invaluable advice to get myself "a sensible car...something like a Morris Minor."

I am aware that a car has stopped, and I rush to get in.

"Are you going near Newbury or Oxford?"

"Thame, actually. Will that do?"

"Fine, thanks."

And off we go. Hey, this car is something! Its a student's dream car, long bonnet, big headlights, throaty engine, floating on air, and a feeling of majesty. And Black!

I want one!

I chat to the driver, a third year student at Oxford. He has a certain missionary spirit, evidently, as he takes my name and promises to let me know if one comes up.

2 weeks later, a phone call..

"Do you still want a Light 15 Citroen? I've found one. Its not bad. The engine's been rebuilt recently, all the bills, 98 quid been spent. Anyway, he wants

40 quid..

The upshot of all this, as you may guess, is that I purchased JGE 299 virtually sight unseen and drove it proudly home to my parents house, round the South Circular road in London to Orpington, Kent. I arrived quite hot and bothered, pulling up with various clattering and other noises outside my parents house.

My father's face was, in retrospect, a picture.

He reluctantly allowed me to drive him round the block, was evidently unimpressed by my decision to get something plainly "not sensible", commenting as he went inside "Good pair of headlights, anyway.."

In many ways, he was proved right. The nearside driveshaft had mostly disintegrated in the 100 miles from Harwell to London, and I had not the faintest clue how to remedy the situation. I had no tools, no manual, no money, and worse, no expertise. My father effectively washed his hands of the whole enterprise, leaving me no alternative, but to park it in my mother's back yard, among the washing for 6 months.

If my memory serves me right, my brother-in law and I finally just started taking things to bits.

The driveshaft had lost its circlips and cups on the way home, and the spider had been badly worn as it rattled around

in the yoke. After a long conversation on the phone with Norman's Citroen garage on the embankment, London who offered to loan me the bottom swivel extractor, I travelled up by train to another mews garage in London clutching the driveshaft minus stub axle, and the mechanic withdrew the spigot with a collet and the biggest tommy bar I have ever seen. Cost for this exercise was 10 shillings plus the train fare, and sore arms from carrying all this heavy steel around.

Somehow, I got it all back together, even all the needle bearings. It was a big moment when I started up "Jefferson Otterson" and reversed gently out of the back yard into the road. It would be untrue to say that the car was trouble free in the next 2 years of my ownership. In those days, one took in one's stride minor happenings like complete brake failure at 3.00 am coming back from a folk festival in Cambridge, shearing Woodruff keys in the stub axle and holding up traffic considerably, losing the bonnet at 50 mph due to an oversight in reattaching the front bolt on the radiator, headlight failure on a dark and moonless night in the country as we were approaching an unlit junction at speed.

But I survived, and my first car has remained my benchmark for all cars since then.

Some archive footage..



The final touches to my hand painting of the car in my parents front drive. The paint had a definite 'prickly' feel to it, I remember. I used 'Polyfiller' for smoothing the considerable rust pits on the roof, and old pyjamas soaked in epoxy resin for large holes under the front wheel arch.

The car was also a big opportunity to go camping in Wales with a very game girl friend and an ex-army bivouac tent.



Jefferson Otterson" on holiday in a Welsh farmer's paddock.

It is little wonder that I was unable to resist the advert for a Light 15 (actually a Big 15) in the Age in 1996, having just arrived from England. One's first car will always be special

CCOCA Christmas Party

Well, I don't know what you think, But I know Santa is real and I have the pictures to prove it. He was at CCOCA's Xmas party giving us lots of lovely gifts. Just see how much fun everyone is having!! Our thanks to Ted and Helen Cross who organised and hosted a great evening.



STRAIGHT OFF THE NEWSAGENT'S SHELF

An occasional guide to Classic Citroen articles in recent magazines that have caught my interest.

Citroën DS Anatomy of the French "Goddess"

This article is devoted to the strange technical data of the DS. Its thesis is that the DS is full to overflowing with weird and wonderful engineering information. The details in which some of us delight and others live with are explored in detail. The hydropneumatics, jackless wheel changes, swiveling headlights and single spoke steering wheels. If you can find it on a DS but nothing else, this article will tell you about it. However, for anyone not familiar with the DS a very strange car is portrayed. One is left with the feeling that decent motorists should be wary, very wary of this peculiar beast.

For me though, the highlight of this magazine was not in this article, but in a story about the Jeep restorer who is described by his wife as, "Its like having four kids and one of them has got too much pocket money."

This article appeared in Classic & Sports Car, Nov 2001.

On your Marques Citroen 2CV Slow Coach

No doubt about it, with a car let us say as 'quirky' as a 2CV, most people either love 'em or hate 'em. There is no middle ground. This article tries to provide something for both groups. There is a bit of techo-information for the fans and for the not so enthusiastic, there is a healthy amount of 'taking the piss'. And largely the article does a pretty good job of pleasing both sides. Try this gem for size. "The 2CV's distinctive hinged side windows were designed by an engineering student on placement with Citroen.... Apparently, in later life it was his proudest boast that he'd been responsible for more broken elbows than any other man in the history of France." Whacky stories such as this are the essence of this article and I loved it.

This article comes from Practical Classics, Nov 2001.

Reviews by Ian Sperling

A tiger in your Citroen...?

One of our members, Iain Mather, recently enquired about using unleaded in his DS. He had found an article in an English magazine which said that unleaded was OK to use in older Citroëns, but he wondered whether Australian petrol was the same as that in Britain. Iain says: "My DS loves the Optimax but am I doing it any harm?"

Appreciating that many other members would also have doubts when it came to filling up their Citroëns especially now that 'super' is no longer available, we took the question to the Club's technical officer Mel Carey.

Mel supplied us with a chart drawn up by Citroën UK advising which of their cars can or can't be run on unleaded, however it is not really relevant to us. Mel explained that, "the fuel is different, in fact it varies from state to state here!"

Apparently the unleaded fuel used overseas is a higher octane than that available here. That means that Citroëns from the 60s and 70s which would run satisfactorily on unleaded petrol in the UK may suffer 'pinking' under load or 'running on' after switching off (or other rarer but more serious problems) if they are run on unleaded petrol in Australia.

There are differing opinions, and some people will tell you that unleaded fuel is all right (and possibly depending on the tuning). Mel's conclusion however is: "Our advice is to play it safe. Most of the feedback we get confirms that the higher octane fuels do "feel better" and side effects are reduced or often eliminated."

Carey Motors offer the following vehicles for sale

Contact Mel at Citro Motors

9419 4537 or Mob 0414 820 631

BIG 6, SMALL BOOT

Very good condition, much money spent. Fresh engine.

Eng. No. PM 07623

\$40,000.00 neg

DS 21 1970 Hyd. Gearchange Pallas

Recent restoration by Carey Motors

Very good condition.

New paint, full leather retrim.

Reg No. PMY 74

\$23,000 Neg.

WRECKING

Parts available new or second hand for models 1934 to present.

11BL 1950

Part Dismantled but complete

Much work done towards restoration

Engine, gearbox, front end, brakes and steering reconditioned.

Engine No. AF156467

\$4,500 Neg.

Restoration Projects:

2 x Big 15s big boot

1 x Big 6 small boot

1 x D Special

2 x DS23 Auto (1 x carb, 1 x inj)

1 x 11BL Small boot

1 x L15 Small boot

1 x D 5 speed

1 x ID twin headlight

Phone for List of Wanted/For Sale Citroëns

Spare Parts Fund Members

Join the Spare Parts Fund for a one off fee of \$100, and receive a 10% discount on spare parts

Alain Antonius
Graham Barton
Andrew Begelhole
Chris Bennet
Paul Bishop
Peter Boyle
Ron Brookes
John Buckley
Roger Brundle
Walter Burkhardt
Mel Carey
Gerry Carson
Jack Couche
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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
Laurie Moers

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.

As a service to members, classifieds are run at no charge. Each advertisement is run for 2 editions unless withdrawn, or unless further editions are requested.

FOR SALE

Traction Reco Head New Guides, Inner Watertube Springs, Valve grind, Milled. Complete with Rocker **\$495**

Driveshafts Left & Right Complete from Stub to Output Gearbox. Near new crosses **\$590**

Reco Gearbox Complete with Bellhouse, pully ect, Ready to Fit **\$1700**

Vales New Set (8) **\$200**

Spring Valves New Set (8) **\$50**

Gear Change Reco with New Chrome Handle **\$90**

Steering Colum with Rack, Reco with New Boots **\$350**

Body Panels Doors Front & Rear, Left & Right Plus Mudguards

Ring Gabriel (02) 9523 1364 2nd

FOR SALE

1955 CITROEN 2CV Sedan
Body fully restored. Yellow in colour, engine needs timing. Complete car assembled. Has not been driven for 6 years. Hence sale.

Will sell to a good home. All offers considered.

Chassis no. 8551024

John Locke (03) 9888-5882 2nd

FOR SALE

1954 Light Fifteen

Very original with full registration [GEB-890]

Aprox. 120,000 miles

Good history, needs good home.

\$12,000 neg.

03 54809464

Mob.0419 893793

2nd

FOR SALE

1984 2CV Charlston

in exelent condition.

Long Reg, RWC, reg QDD 807

Graham Barton

\$14,000

5 9896 027

2nd

Wanted

L15 or 11BL

Must be good

Top price paid for right car

Apply; Les Roberts

02 4228 4005

2nd

Buying or selling a Citroën?

Be it spares, accessories, tools, memorabilia, models or even a whole car, this is the place to do it!!

Contact the editors for details.

Carey Motors P/L

4cyl and 6cyl Traction reconditioned engines 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 D water pumps.

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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) 9419 4537 Mob: 0414 820 631

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.

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Factory Authorised Service and Spare Parts Agent



Also At
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P.O. Box 1212 Collingwood 3066

Fitzroy Workshop 03 9419 4537 (Mel & Colleen)
Mob. 0414 820 631 (Mel)
A.H. 03 9888 7506

Bairnsdale Workshop 03 5152 1040 (Glenn & Karen)
Citroen Authorised Service and Parts Agent
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