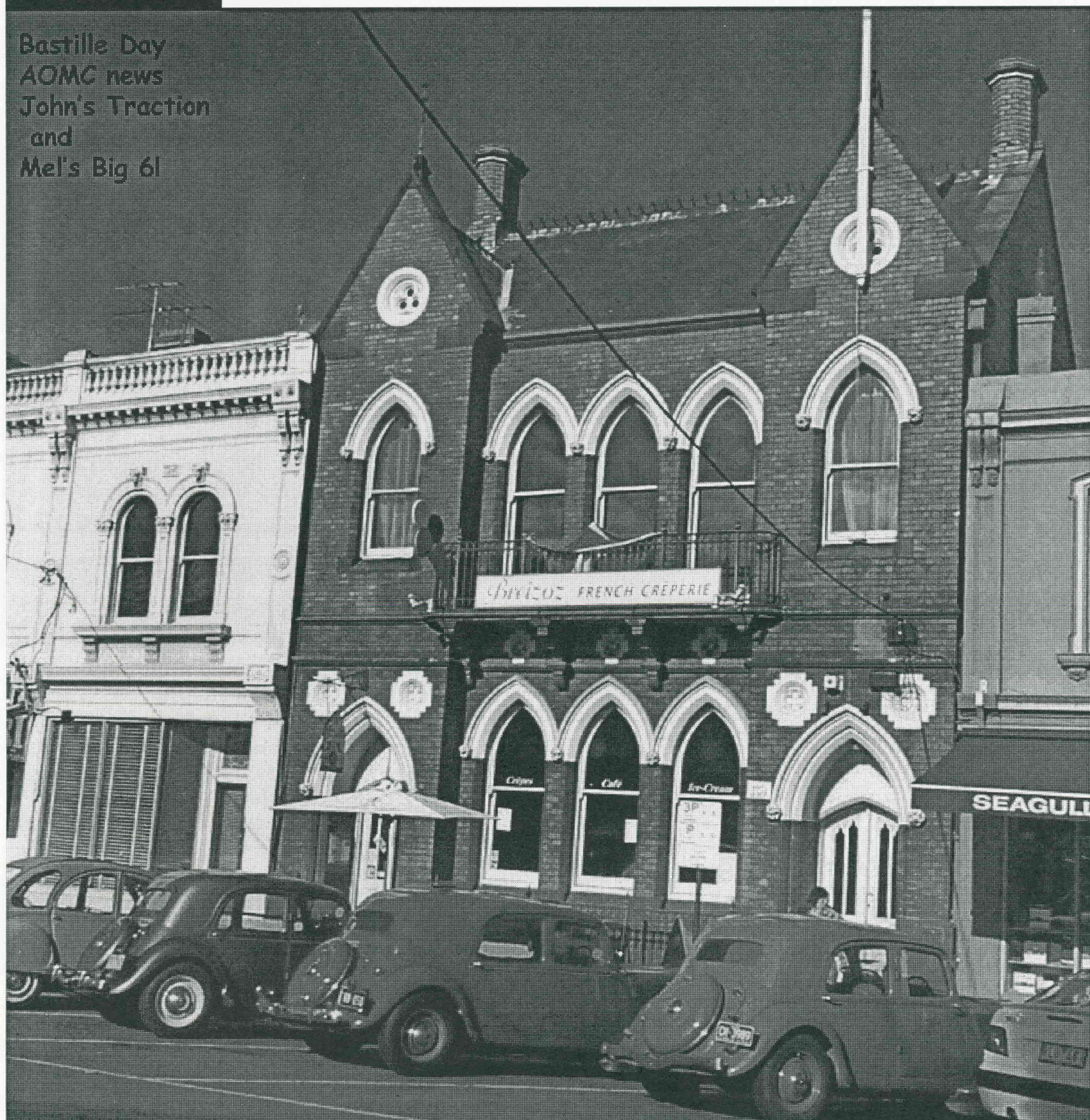


FRONT DRIVE

Aug/Sept 2002
Vol 26 No 3

AUSTRALIA'S NATIONAL MAGAZINE FOR CLASSIC CITROËN OWNERS AND ENTHUSIASTS

Bastille Day
AOMC news
John's Traction
and
Mel's Big 6l



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FRONT

Error!

All you observant people will no doubt have noticed that the previous two editions of Front Drive were both identified as Vol 26 No 1. Of course the Jun/July edition should have been No 2. Ian says "Couldn't you find a more prominent place for the error notice? How about the front page?" But I thought a photo would look nicer ...

Front Cover Illustration:

Citroëns lined up outside Cafe Breizoz as CCOCA celebrates Bastille Day.

Bernard Citroën 4/6/1917 to 9/8/2002

Bernard Citroën died last Friday, aged 85, the eldest son of André Citroën. Later in life he decided that his family were swindled out of ownership of their company. He published his autobiography *le Conjuraton de Javel* (the Javel Conspiracy) in 1996 arguing the case. His wife of 44 years, Piroska Szabo died in 1996. Their three sons remain.

His passing away closes another chapter in the Citroën story.

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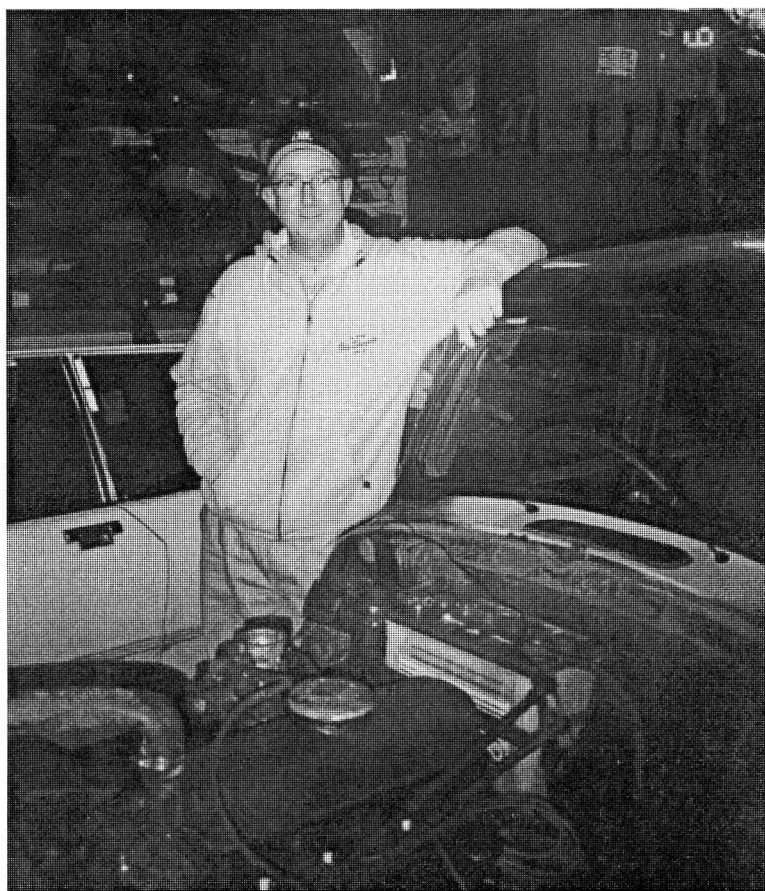
www.citroenclassic.org.au

DRIVE

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John Craddock and his newly aquired Traction. Read his story on page10.

CCOCA Membership

Annual membership is \$35
For overseas membership add \$12

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, 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.

Andrea & Ian's Editorial

The year is slipping away rapidly. There are only a few more events for the year, and we hope to see lots of you come out to play, and bring along your toys - I mean your Citroëns - all polished and running smoothly. The weather should be improving, coming up to summer - not that cold and rain can deter us from having a good time!

Of course, many of you live too far away to come to club events, but if you do happen to be in Melbourne please come along if you can, we would love to meet you.

Not only is this year passing quickly, but so are the years themselves. Initially manufactured in 1982, the first of the Citroën BXs are now 20 years old and as such are eligible for CCOCA membership. More and more D series cars are being brought to Club events.

Members Address List

Recently concerns were raised regarding the privacy of members and the distribution of the Members Address List. If for any reason, you are reluctant to have your contact details distributed to other members, notify the Secretary to have your details omitted from future editions of the address list.

GS cars are regularly bought and sold through Front Drive's classifieds.

The inclusion of these cars into our Club can only complement our current ranks. I believe that time will prove that increased variety will add strength and vitality to our club. Regardless of if we drive a BX or TA we all share a common interest in the future of the the marque and the welfare of our classic cars.

As editor we feel duty bound to encourage owners of any classic Citroën to put pen to

paper (or pound at your keyboard) and tell us about you Citroën. We simply can't believe that the owners of old Citroëns are the only ones with interesting stories to share.

The deadline for the next edition is November the 1st.

Regards,

Andrea Fisher &
Ian Sperling

What's happened at our meetings recently.

July

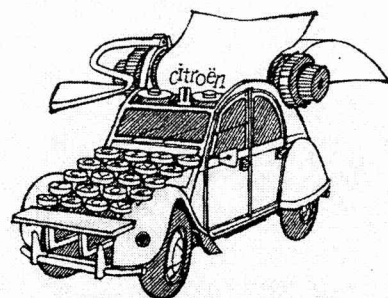
Models and photos were the theme of the night and I have never seen such variety. Two of my highlights were Mel Carey displaying a model Traction almost large enough to require registration and Andrew McDougall who had recently returned from Europe with an Oxfam Shop model 2CV cut out of an oil can.

August

Mark McKibbin our President and intrepid adventurer shared with us an account of travelling across America in his recently acquired SM to the ICCR. With tales of some great people and photos of spectacular cars, Mark and family had a great time.

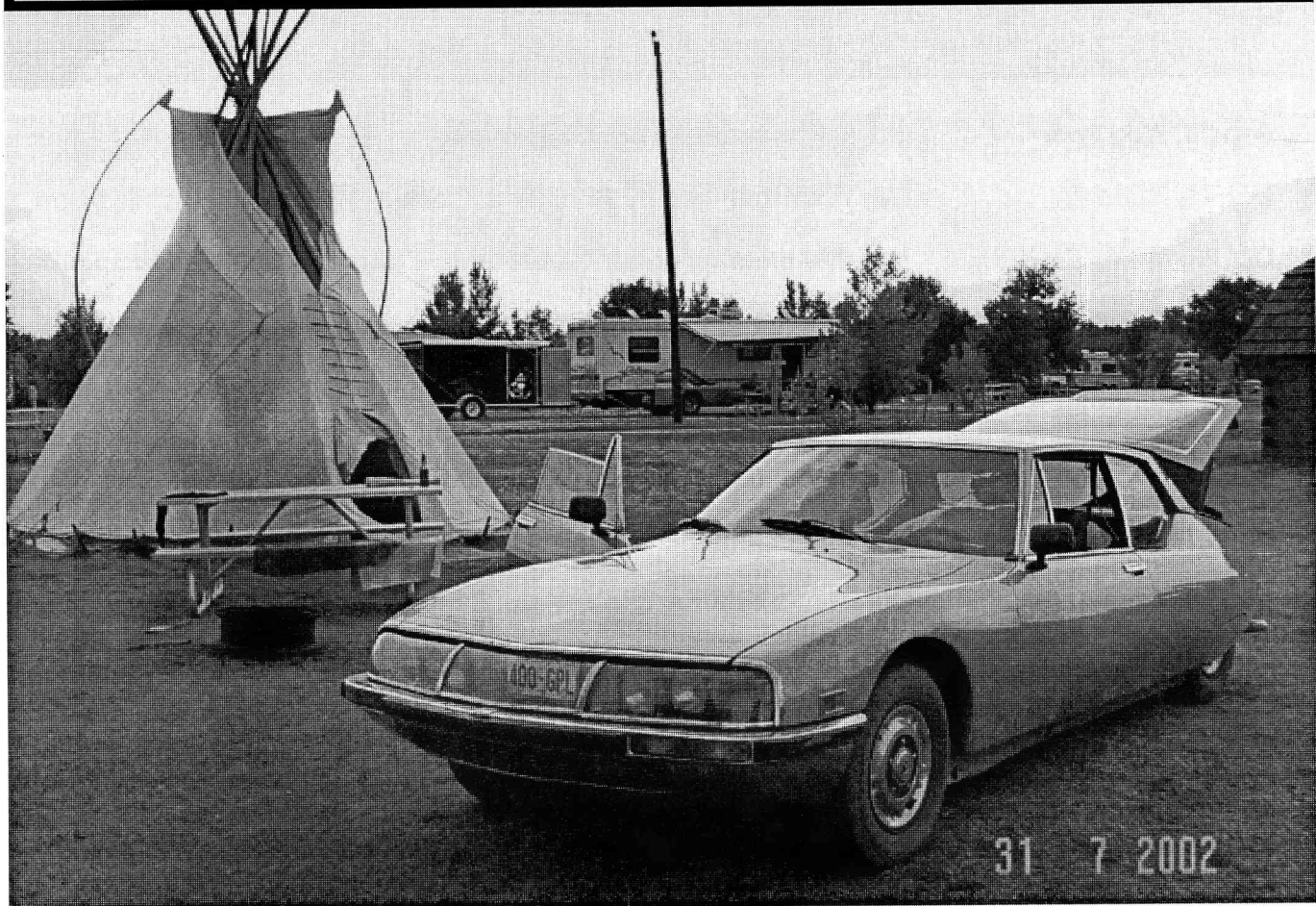
Thanks you to our contributors in this edition:

John Craddock
Helen Cross (photos)
Jeff Pamplin (photos)
Peter Bready
Mel Carey
Mark McKibbin



Logo courtesy of 2CV Suisse Romande Dec 94

Gippsland Gas



Hello Everyone,
Citroën Enthusiasts around the world are a great bunch of people. We have just returned from a fantastic trip across the USA with a group of people that we previously had never met, however the mutual interest in Citroëns made it all possible. The trip was great but better than that was the new friends that we have made and

the generosity that was shown us.

In the same vein, we are going to Walhalla next weekend and if it's anything like our Alpine weekend it should feel like I've never come back from holiday. If you are not joining us over the weekend, make sure you come to the next Alpine Rally weekend you will not only get great Citroën company but Renault and Peugeot

as well.

I still haven't quite recovered from the holiday so I will just leave you with this photo of our SM somewhere in South Dakota, actually the SM is somewhere on the Atlantic but I haven't a picture of that.

Mark

CLUB TOOLS

CCOCA has a set of Traction Front End Tools for club members to borrow. The only charge is a refundable deposit of \$50.

See Mel Carey (spare parts officer) for details.

Club Shop
has now

REOPENED

with a wide range of items for every taste.

And REMEMBER
that there will be a

MONSTER CLEARANCE
SALE
at the Concours

A - TRACTIONS

Sep 25, Wed 8pm	Monthly meeting at our Clubrooms
Oct 20, Sunday	Day run organised by Andrew & Frances McDougall Details below
Oct 23, Wed 8pm	Monthly meeting at our Clubrooms - Technical night - guest speaker
Nov 1	Deadline for Front Drive copy
Nov 23, Saturday	Pre-Concours Dinner Golden Terrace Turkish restaurant See details opposite
Nov 24, Sunday	Concours (Organised by CCCV) See details opposite.
Nov 27, Wed 8pm	Monthly meeting last meeting for the year. Special supper/drinks
Dec 18, Wednesday	Christmas Kris Kringle and drinks. Location TBA
Jan 22, 2003	BBQ and Boules on the Yarra Our annual New-Year get together in place of a January Meeting. Note**** 6-30pm start
Jan 26, 2003	RACV Historic Vehicle Display. Last year this event was at the Kings Domain, Melbourne. More details when available.
Feb 16, 2003	"A Pleasant Sunday morning" breakfast and Garage Crawl to two local members' garages. Visit Andrew McDougall & Peter Boyle. More details later.
Feb 2003	All French Day - rescheduled from Nov 2002. Organised by CCCV. Details to be advised later.
April 6 2003	AOMC British and European Day Flemington Members' car park

Day Run - Sun 20 October

Organised by Andrew & Frances McDougall

Meet for breakfast at the **Studley Park Boathouse** (Melways Map 2D F8) at 9.00 am.

There is a choice of bringing breakfast makings and cooking eggs and bacon etc at the barbecues/shelters or having breakfast at the Boathouse restaurant.

Around 10.30 am exercise those Citroens by departing on a **countryside mystery observation run.**

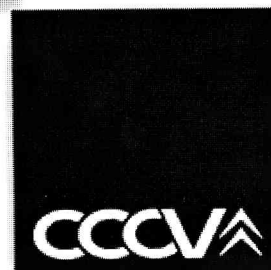
For those who are unable to make breakfast, but wish to join us at lunchtime, we are ending our run at **Greenvale Dam picnic area** (Melways Map 179 B3), where there are shelters and electric barbecues.

If people wish, there is an opportunity for visiting the nearby **historic Woodlands homestead** before heading home.

CCCV CCOCA Concours



Sunday
24 November
2002



Mont De Lancey
Wellington Rd, Wandin
(Off Clegg Rd)

Melway: 121 A2
UBD: 233 H20



Gates open from 9:30 am

BYO picnic or enjoy
Mont De Lancey
tea rooms

\$7 entry per car

Presentations around 2 pm

Pre-concours dinner: 7:30pm Sat 23 November

RSVP by 15 Nov: Helen Cross (ph) 9819 2208 or 0419 356 963

'Golden Terrace' Turkish Restaurant

803 Sydney Road, Brunswick

Vive La France,

Vive La Crepe!!

To celebrate Bastille day this year, CCOCA, along with CCCV, enjoyed breakfast at Cafe Breizoz. Many thanks to Ted Cross and the staff of Breizoz for a great event.



I don't know how many club members enjoyed Bastille Day with us this year. I didn't count and I don't know if anyone else did. But, in a practical sense, the actual numbers didn't matter. The turn out was fantastic. Being an event where we combined with CCCV, one would expect a healthy attendance. Even so, Cafe Breizoz was chock-a-block full of Citroën enthusiasts. I arrived late to find all the tables were full and was lucky to squeeze an extra seat at the end of one table.





of Toyotas and Fords was lined cheek to jowl with Citroëns of various models and colours. Many a passerby gazed on as enthusiasts showed off their cars to fellow club members.

Afterwards, we headed to the Williamstown home of Steve Bartlett and Iain Mather where we enjoyed more coffee, this time with cake. What a healthy life we lead.



Through the windows welcome beams of winter sun warmed us as we enjoyed a breakfast of crepes and for most of us too much coffee. The room was buzzing with conversations. As one would expect whenever groups of likeminded individuals come together, news is exchanged and stories are swapped. Life seems short when there are so many friends with which to keep in touch.

Outside, Nelson Place, normally packed full



How's that old car going?

New CCOCA member John Craddock tells of his introduction to Traction ownership

How's that old car going? That was what I had asked "Doc" for about the last three years, but little did I know that all the time I was ribbing him about this old car that he had stored I had never stopped to ask what type of old car it was.

Many years ago when my Mother and Father had just started going out they became great friends with my Mother's twin brother's best friend, Laurie, and it was a friendship that lasted to this day, Laurie was better known as Doc as people used to say that he dressed so dapper that he looked like a Doctor so "Doc" it was.

As a young boy growing up in what was then out in the sticks and is now a suburb known as Briar Hill I can still remember Doc traveling out on the red rattlers to come and spend the Sunday

afternoons chatting and laughing with Mum and Dad while I would sit in the lounge and watch some motor sport if I could trick Dad into thinking that the Footy had finished that is.....I still don't like football.

Many years later sadly my Father is no longer around but Doc keeps in touch with my Mum, and I have since grown up through periods of racing anything with wheels and a motor, ten years of racing Motocross followed by a period of time riding some very fast motorbikes only to end up racing go-karts for ten years, so as you can see my background has been in motor sport of some sort not classic



cars, how things change with time.

Oh yeah the old car. I had heard from my Mother that Doc had this old car sitting in his garage for years and years but she couldn't remember anything about it other than that my Dad used to drive it more than Doc as he just didn't enjoy driving that much, strange I know, to be honest I really didn't have that much interest in the car till one day I was speaking to him on the phone and thought I should ask him what type of car it was, and after a bit of thinking he replied that it was a Citroën something but it wouldn't be worth fixing as it had a bit rust and was too old anyway.



So after all this time he had a 1948 Citroën Light 15 sitting in a carport and not driven since about 1955!

Only six weeks earlier I was being driven around by Mel Carey in Leigh's Light 15, not knowing that I was going to be given one, yes given one.

I guess Doc could see that I did have a real interest in the car and seeing as my pride and joy is Peugeot 306 (at least it's French) it would keep the French connection going.

The car is in need of some work, as you would expect although it is complete with the exception of a rear ash tray and one hub cap so I figure that's not a bad starting point. Picking the car up was going to be interesting as it had been sitting there for so long and of course it would help if the tyres had some air in them to help when the time came to be winched onto the tray truck.

Guess what? After all this time they pumped up and held air, mind you the sound of the tyres cracking as the car was moved onto the truck was a bit disconcerting and when one of them popped while the tow truck driver was standing right next to the wheel I almost needed to give him CPR!

Once I got it home I set about cleaning and looking for any trouble spots, not that I found much other than a little bit of rust on the guards and some on the front floor where moisture had

crept in through the wiper shafts, oh and the standard rust area around the hinge of the boot. I thought it would be a good idea to change the rubber seals for the wiper shafts and around the windscreen which in turn called for the window frame to be re-chromed and a new piece of glass to pass a roadworthy when that day comes.

Next was to see what condition the motor might be in, after seeking some technical advice from Mel like "what the hell do I do" I changed the engine oil, radiator hoses, removed the plugs, poured in some Penetrene, and sprayed about two cans of CRC in everything in sight! I even got game and removed the rocker cover to make sure





a Flintstone's experience with the car going up and down like they were on an eccentric cam! As it turned out like many Traction's that came to Australia the wheels were cut and had 16" rims and fitted with cross ply tyres, and that just wouldn't be right to leave it that way. So after a few phone calls I found what I was told was the last Five Michelin's in the country well that's what he told

everything was there, next it was time to turn it over using the crank handle. At first I thought it wasn't going to move but with a bit more muscle it all started moving...fantastic!

should take it for a spin, mind you that only means to the end of the drive and back! Well I have to report that having the tyres flat for such a long time has done them no good at all as even with air in them the drive was a bit of

me, so the next step was to find the 400mm rims...easy, just get Mel on the case and next thing you know problem solved!

Now what to do next?

An update from there is that it needed some brakes as the lines had perished badly so a visit to Carey Motors and I can now tell you that I'm the proud owner of a car that runs, all that was needed was a battery, some plugs, points and I guess some special tinkering here and there from Mel, like freeing up a seized clutch plate.

Now that I have the car back at home I thought I



MEL'S TRACTION

1951 Citroen Big 6 Reg. number WG - 477

It was advertised in Saturday's AGE newspaper, I couldn't resist it, low miles, very original but expensive, \$4,000.00. I had to borrow from the Bank. This was in 1979, purchased indirectly from the original owner who was the partner of Jane Harrod, a prominent Melbourne socialite.

Most of us can relate certain phases of our lives to particular things or events like current Hit Parade music or a motor car we owned at the time, well I can tell you that there are plenty of memories with this particular make & model of motor car for us. My Mother drove one of these cars, fast, for years when I was a young teenager and we had plenty of adventures in it. I guess it left an impression because I had to own one myself. WG - 477 was my third Big 6, the first at age 21 for which I paid the princely sum of 100 pounds. Colleen & I courted in that one, but that's another story!

After driving WG - 477 for a year or so I decided to pull it to bits, as a boy does. 'Twas a bad

keep the interest going. This car eventually proved useful for reference in reassembling the

1950 Citroën Big Six Specifications & Performance Figures

Six Cylinder	78 x 100mm 22.6h.p
Compression ratio: 6.2 : 1	Capacity: 2,866cc
BHP: 76 @ 3,700 RPM	Max. speed: 85.7mph
2nd gear max. 63.0	1st gear max. 25.0
0 to 60mph: 19.4sec.	Standing quarter mile: 21.6sec.
18mpg.	Fuel cap.: 15.5 gallons
Unladen weight: 27 cwt.	Tyres: 185 x 400mm Michelin Pilote
Top gear ratio: 4 to 1	Clutch: twin dry plate
Carburettor: Solex twin throat	
Sump capacity: 12.5pts.	Cooling capacity: 21pts
Suspension: Fully independent by Torsion Bars	
Chassis lubrication: By grease gun to 9 points every 600 miles	
Overall length: 15' 11"	Height: 5' 1"
Width: 5' 10"	Lock to lock turns: 2.1/8
Turning circle: 45ft	Price: £STL 1,525.00 incl. Purchase Tax
Colour schemes	
Mist Green with Fawn,	
Regal red with Red	Metallic Grey with Red
Black with choice of Brown, Fawn, or Red upholstery	
Taken from <i>The Motor</i>	

mistake, took 14 years to get it back together again! In the meantime we bought another Big 6 [now known as "Rosey"] to

stripped car before it was on sold. Colleen encouraged me to start restoring WG - 477 in 1992 as it was languishing in a million bits all over the place. It took 2 years of hard work after hours to do it and plenty of money as well and I know that without Colleen's support & assistance it may never have come together.

We did plan and make a lot of modifications to the car & I will short list the main ones:

* Mechanical modification



Stripped for restoration and off to the Panel Beaters

included in the engine rebuild;

- * High compression head with hard valve seats for unleaded fuel

- * 1/4 race profiled camshaft

- * Fully balanced engine

- * Modern clutch modified from a M-B Recalibrated speedo to read in Kilometres

- * Modern style front wheel drive shafts

- * Upgraded engine cooling with automatic electric fans

- * Upgraded electrics for lighting & engine spark

- * Heaps of sound proofing



Drivable at last

Colleen came up with a new colour scheme, green over cream with tan leather upholstery. You wouldn't guess she is an Austin Healey fan. The original was metallic grey with burgundy Connolly hide interior. Our company was big into LPG car conversions during this period and I mused about the idea of having a "Clean" old car, so we did that as well. The petrol tank was removed and an LPG

tank fitted in its place as I was determined it should be 100% LPG. And it worked well. When the engine was first built I fitted it into the other car and ran it in on petrol, I remember being impressed with its performance even though it was new and "tight". Finally it was time to put all the bits together and give her a run. The Maiden Voyage was to Melbourne from Bairnsdale where we were residing, it was

the weekend of the first Australian Grand Prix after Victoria took it from Adelaide.

Having completed that journey OK the big test was to accompany three other Citroën Traction Avant's to Gayndah, about 300 kilometres north of Brisbane to attend a national Citroën car rally. This was a trip to remember, with a great bunch of friends all enjoying the adventure. There were few hiccups with the other cars & our Big 6 ran like a clock. One anxious time when the LPG was running low coming back out of Gayndah. Running 100% LPG meant no reserve and no easy "beside the road" top up if she ran out! But we made it OK to the next fill up.

We did a couple more



Oooopps!!

interstate & local car rallies then I smashed it up, my fault, I was looking the wrong way at the wrong time. A 4WD took the right front corner clean off the car. What a mess. Shannons were understanding and wrote it off & we got the job of rebuilding her, incidentally, the original owner called the car "Suzette".

After rebuilding the car including the engine which was also damaged in the accident we did over 27,000 miles mainly on car rallies and had lots of adventures and won many prizes including "Most Popular Car".

Coming back from a Citroën car rally in Halls Gap in June 2001 we got as far as Bacchus Marsh when a Big End bearing failed which necessitated my bringing her back to town on the trailer behind the F100. These engines run the old style bearings on the crankshaft like a "T" Model Ford & apparently don't really take well to my "Press On" style of driving.

When time allowed we stripped the engine and did find a mess of bearing metal had

gone through everything so the decision was made to do a complete rebuild again this time using the later Citroën ID/DS

Goddess "slipper" type big end bearings on the crankshaft. This took about 12 months to do amongst our other work responsibilities and another heap of money. During this time we decided to put her back on petrol and prepare her For Sale. The decision was not easy but with the acquisition of another allied business in town, spare time & money in short supply we closed the book on WG - 477.

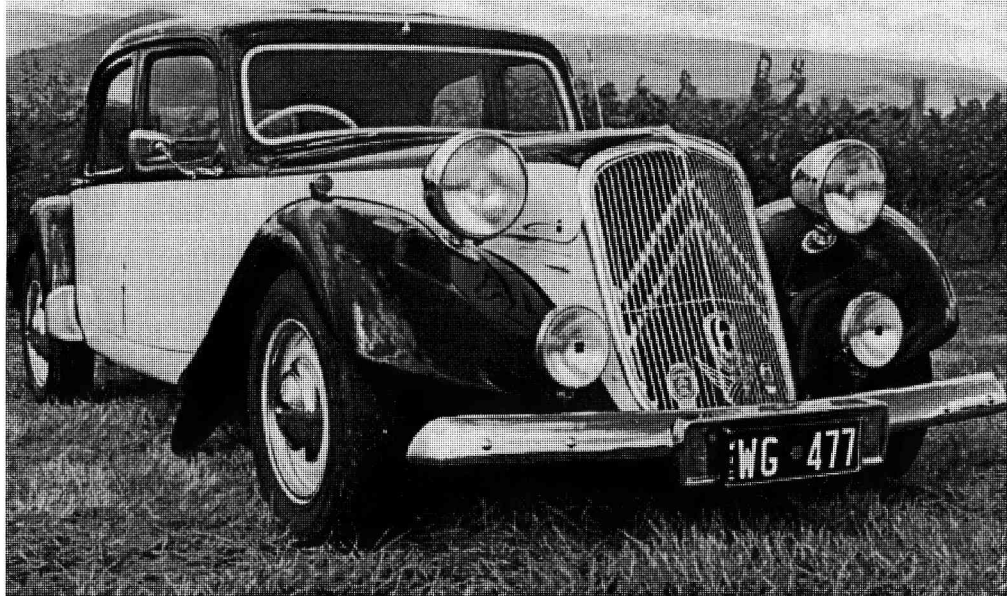
Mel & Colleen

Other cars we have owned:

26' "T" Model Ford	85' Morris Major[modified]
50' Citroen Big 6	63' Morris Major Elite[modified]
58' Austin Cambridge	VW Combi 1600 Big Window
58' Holden FC sedan	51' Jaguar MK5 "Z" 3.5lt
XT Falcon [company car]	58' Morris Major
XY Falcon [company car]	XT Falcon ute
Honda S600 sports coupe	MB 280SE
HQ Holden [company car]	Isuzu Gemini [company car]
XD Falcon [company car]	51 Citroen Big 6
51 Citroen Big 6 [WG-477]	Toyota Landcruiser HJ55 SWB
XE Falcon S/W LPG	79' Peugeot 505 [current]
M-B 300 SEL 6.3 V8 [Wow!]	M-B 280 SE
Ford Meteor	HD Holden Premier
M-B 280SE LPG	78' Citroen CX 2400 Pallas
77' Citroen GS S/W	75 GS Citroen Sedan
77' Citroen DS23i Auto Pallas	88' Citroen BX16 Auto [current]
XY 2V 270HP Falcon [company car, modified]	
Toyota Landcruiser FJ62 S/Wagon Diesel	
Toyota Landcruiser FJ62 S/Wagon Diesel Auto [Slug!]	
Toyota Landcruiser HJ62 S/Wagon LPG	
83' Ford F100 5.8lt 4WD Auto [current workhorse]	
89' Citroen BX19Gt 5spd.[current]	
77' Citroen GS 1220 S/W 5spd [current]	
78' Ford Galaxie 390c.i LTD [current]	

Plus a dozen or so Citroen cars from 50s' to 80s' currently owned unregistered awaiting restoration & another 20 or so Citroen wrecks which are used to keep other people's Citroens on the road.

Finally complete & entered in the National Concours d'Elegance at Domain Chandon



AOMC Information Seminar

The Australian Association of Motoring Clubs (AOMC) conducted a Public Information Seminar on Saturday 29 July, at the Burnley Horticultural College. It was a very useful day, well worth attending as more of our cars qualify for use under the Club Permit Scheme. More than 200 enthusiasts attended.

A number of speakers covered particular topics, starting with an outline of the AOMC's activities. For next year they plan to run their American Vehicles Show on 16 March, and their British and European Show on 6 April, both at Flemington where the Member's carpark has been enlarged by 40%. Like all associations, they are very concerned about obtaining Public Liability insurance, with some clubs finding it nigh on impossible

VicRoad's Manager of the Club Permit Scheme, and Senior Sergeant Greg Deimos of the Victoria Police, answered a number of questions. The Club Permit Scheme began in 1960 when Victoria introduced a plan whereby Veteran Cars made before 1918 could be used on the roads without full registration. Vintage cars up to 1930 were included in 1963; Classic and Historic cars up to 1942 were added in 1980; the 'rolling 25-years-old' qualifier was approved in 1984; special use provisions for activities other than club functions were recognised in 1991; pre-1969

left hand drive cars were added 1994; rolling 25-year old eligibility of LHD cars was added in 1998 and 'Street Rods' also came under the scheme that year. Today the scheme covers about 7000 vehicles including 4300 Classic and Historic cars, 1000 Classic and Historic motorcycles, 1400 Vintage and Veteran vehicles and 200 Street Rods.

The Club Permit Scheme is authorised by VicRoads and administered through clubs which are recognised by VicRoads. The scheme allows eligible vehicles to be driven on the highways for defined purposes including to and from club meetings, club competitions and activities, and for the purpose of testing and repair. There is also a process of Special Use authorisations under which an owner can obtain a permit from his club to use the vehicle for non-club activity such as going to a show or as a wedding car – but it cannot be used for hire or reward, and 'just down to milkbar on a sunny day' does not qualify. The permit and any Special Use authorisation must be carried in the car while it is being used, to show any Police officer that a permit is in force. Responsibility rests with the owner and the club – abuse of the process will see both of them disqualified.

Enquiries about the scheme can be handled through VicRoads' main telephone 13 1171 or by mail to the Club Permits Scheme office, Ground Floor, 60 Denmark Street, Kew. Applications for CH plates can be

made at any VicRoads office, and can be processed 'on the spot' at Burwood, Carlton, Sunshine and Geelong offices. Those offices have plates on stock; other offices have to wait for plates to be forwarded.

Admission to the scheme is for the owner and for the car. The plates cannot be transferred between cars, or to the new owner when a car is sold, although a new owner can apply for re-issue if he has bought a car and is eligible. Similarly, the owner is responsible to renew the annual approval; and the club should approve that renewal. The scheme is *not* part of VicRoads' mainframe records system, so renewal notices are not always followed up – especially if the owner has changed his address. Eligibility also requires the owner to continue as a financial member of an authorising club. If the club wants to do so, it can give VicRoads a list of members it believes are in the scheme (or a list of people whose membership has lapsed!) and VicRoads can check it against their records. However because of privacy legislation, VicRoads are not allowed to issue lists of people with CH plate permits.

The permit scheme can accommodate 'replicas' of eligible cars, but they need to be exact copies (in accordance with the dictionary meaning of 'replica'), so a copy of a Bullnose Morris with a Toyota 4AG engine will not qualify. A Vehicle Standards Information Sheet VS18 provides broad information about what conditions

apply for vehicles which might qualify under the 'Street Rods' provisions.

Shannons has given sponsorship support to the seminar, and were on hand to answer questions about insuring cars under the scheme. They have attractive products, including discounts for multiple vehicle and the right to buy back the wreck after an accident. Shannons made the point that Club Permit Scheme Testing Officers would be wise to ensure they have some liability insurance cover, or indemnity from their clubs, when carrying out volunteer duties. There is an AOMC booklet available, on the Guidelines for Safety and Testing.

Deborah Holingworth, a solicitor with the Municipal Association of Victoria, spoke about the role of local government, and particularly the effect of Council by-laws and regulations on our ability to have, use and enjoy our old cars. In particular the place of unregistered cars raises a lot of questions because most of Victoria's 78 Councils have laws which could prohibit their storage. A number of points emerged. In particular, the sort of cars we are interested in are *not* 'recreational vehicles' as defined in the laws. At bottom, the key is reasonable behaviour. If an owner has a front yard and nature strip covered in 'treasures' which many people would describe as rusty rubbish, it is likely that the Council would

act on a complaint that the amenity of the neighbourhood was suffering. If, however, there were one or two (or half-a-dozen) nicely preserved cars in a tidy garage which were maintained and used in a considerate way, the Council was most unlikely to be difficult. If a problem arose, the Council had several ways to deal with it, including issuing orders for removal, requiring the owner to seek a Permit from the Council with conditions attached or simply assisting the neighbours to reach an acceptable understanding.

The AOMC's seminar was well worth attending and, as we get more members interested in using the Club Permit scheme, so we need to remain in tune with its conditions.

Peter Bready

Straight off the Newsagent's Shelf

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

Starter Classic Citroën 2CV

My co-editor wasn't impressed with this article. She said that it didn't tell her anything about the 2CV that she didn't already know. Its only saving grace was 1953 'The Motor' quote which claimed that the 2CV had, 'almost every virtue except speed, silence and good looks'.

But to be fair, this co-editor knows more about 2CVs than most of Classic & Sports Cars's intended audience. I felt that for anyone new to 2CVs, this article provides a reasonable insight into their nature. It describes the main traits of the car, being rust and noise. What other car can both quietly rust away and sound like a 'manic oversize lawnmower'. Several enthusiasts and their cars are presented. Specialists workshops, 2CV books and websites are listed.

Interestingly, in the auction results listed elsewhere in this issue is a 1961 2CV for UKP 2,650 and a Sahara 4x4 version for a staggering UKP 25,267! I hope for the buyer's sake, it was the real thing and not a replica.

This article appeared in Classic & Sports Car, July 2002

Traction Avant

The magazine of La Traction Universelle

While you can't buy this magazine from the local newsagent, you can borrow it from CCOCA's library. This French language magazine lives up to its name and appears to cover most aspects of the Traction around the world, rallies, spares, repairs, it covers the lot. Special emphasis is put on regional events. If you want to read about whats happening Traction wise in Lorraine, Aquitaine or Normadie, then this is the magazine to read.

However, something out of the usual caught our interest. In an effort to cover the Traction world, it reviews likeminded club magazines from around the world. Imagine our surprise and delight to find that the last four issues of Front Drive were covered here. How did we rate, I can imagine you asking. Sadly, a response has been delayed while this editor improves his language skills.

<p>For Sale BX19GT Green Metallic duco. 195,550km A/Con regassed, very good, tidy car Fully serviced with good history.Reg. no QUA-381 RWC \$5,500.00</p> <p>BX16TRS 1986 Auto. Dark blue color, 161,306km Tidy car with 12 months reg. & RWC \$5,000 neg. EMQ-566</p> <p>Coming soon; BX TZI Auto phone Mel on 0414 820 631</p>	<p>WANTED Enthusiast seeking Citroen DS hydraulic gearchange model from 1967 to 1974. Will consider pretty well anything/anywhere or any suggestions. Contact Michael Berry 03 9820 3738</p> <p>Wanted - Traction Avant Prefer Slough built, big boot model, L15, B15 or Big 6. Price on condition. Don't have time or skill for major restoration project therefore must be a "runner" and a "driver". Contact Paul Smyth 02 4990 1391 216 Wollombi Road, Cessnock NSW 2325</p>	<p>For Sale 1953 Light 15 (Slough Built) Has been completely restored (8 years ago).The car has won (interstate) best show and outright concours winner on numerous occasions. It has black paintwork with maroon leather seats and carpet. As to be expected the car is in all round excellent condition and drives very well. It has been on NSW reg for some years. Rego no. 002. Expressions of realistic interest are invited. For more information, contact Larry on 0403 136 410 or e-mail larryo@bigpond.com</p>
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Carey Motors offer the following vehicles for sale
Contact Mel at Citro Motors: 9419 4537 or Mob 0414 820 631

<p>Restoration Projects 1 x D 5 speed 2 x Big 15s big boot 1 x Big 6 small boot 1 x L15 Small boot 2 x D Special 1 x ID twin headlight 2 x DS23 Auto (1 x carb, 1 x inj)</p>	<p>BIG 6, SMALL BOOT</p> <p>WRECKING: Parts available new or second hand models 1934 to present.</p>
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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
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Mel Carey
Gerry Carson
Jack Couche
Jeff Cox
Doug Crossman
John Fleming
Jason Glenn
John Grieve
N.D. Harwood

John Hawke
Peter Holland
Geoff Hooler
Michael Hort
Fred Kidd
Rob Koffijberg
Robert Little
David Livingstone
Domonic Lowe
Iain Mather
Ian Macdermott
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Mark McKibbin
Laurie Moers
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Keith Radford
Phillip Rodgers
Barry Rodgers
Warren Seidel
Peter Simmenauer
John Smart
Robin Smith
Barry Teesdale
Mark Vickery
Brian Wade
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.

BX TRS Auto 1986

Well known Club car, ex Concours winner. Very good original condition. Green colour

Reg. OUP - 264 RWC **\$4,500**

Phone Jeff Cox 0408 084 648 or Mel at Citro on 9419 4537

FOR SALE ID 1967

Green colour with black roof. Well known club car in very good condition. Growing family forces sale. Reg. ID-1967

\$7,500 RWC

GS Station Wagon

1220cc with 5spd. gearbox fitted [Wow!] Interesting features, very useable machine. Tow bar, fully serviced, good history, ex Concours winner. Red over Beige colour.

Reg. No.QMH - 008

RWC **\$3,200**

Phone Mel at Citro on 9419 4537

For Sale 2CV Charleston

rego No. OTQ-625 2 Tone Grey. Reliable, fully serviced, RWC & in excellent condition.

Regretful sale due to growing family **\$13,000**

Ph. 9826 4605

FOR SALE

ID Sedan. Reg.ID -1963

Very good condition

Light green with Black roof.

Twin headlight model.

Well known club car.

Growing family forces sale!

Very sound in body, hydraulics & mechanics.

Serviced by Carey/Citro Motors
Ph.03 9419 4537

FOR SALE Two GS models that are very good restorable projects.

GS Club Wagon (Estate) 1975 (14GC2545) &GS Sedan 1974 (34GA5615) Both cars in fair condition for restoration. Includes plenty of parts.

These cars were intended to be restored but due to other projects still

in process, I feel it would be best that a fellow car enthusiast take the opportunity to bring these beautiful cars back on the road. **Both cars for \$750 only.**

Rene Rivera, Coffs Harbour, can help arrange transport.

Tel no. 02 665 34424 AH

Mob. 0421 545 907.

FOR SALE

1974 DS23 Pallas EFI 5 Speed

Reg No AKN 48K until Nov 02

Extensively restored, concours winner Busselton '98 and comes with many spares.

Offers around **\$10 000.**

For more information call Roger on 02 4948 4943 or 0411 017 819

GS Parts - all 1974 GS 1220 Club

1. A pair of tail lights. (\$40).
 2. A pair of ride height control valves. (\$20).
 3. Accumulator assembly. OK when removed from car in 1980 (\$20).
 4. A set of suspension struts with spheres. OK when removed in 1980 (\$80).
 5. A left hand rear suspension arm with pivot shaft, hub, disc and caliper. Needle roller bearing replaced with large bronze bush. Never fitted to car(\$100).
 6. Three spheres, probably dead. (Free, if anyone can think of a use for them). The GS spheres used to be unrepairable.
- I presume that's still the case.

Warwick Brooks,
RMB 5055, Via Drouin West. 3818.

warwick@regscom.com.au (work)
0412 394-452 (anytime, always on)

5625-4666 (work)

5626-8504 (home)

PS. (If someone really needs them, I think I also have a set of boot lid gas struts somewhere, if I look hard enough)

Carey Motors P/L

4cyl and 6cyl Traction reconditioned engines and gearboxes.

Short or long engines, standard or modified.

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

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