

FRONT DRIVE

Dec 02/Jan 03
Vol 26 No 5

AUSTRALIA'S NATIONAL MAGAZINE FOR CLASSIC CITROËN OWNERS AND ENTHUSIASTS

Concours review,
Technical advice,
Coming events
and much more



Don't forget our January 22nd meeting on the banks of the Yarra at 6.30pm!

PRESIDENT Mark McKibbin

310 Settlement Rd, Drouin 3818

H (03) 56 254 020

W (03) 56 222 999

Email: president@citroenclassic.org.au

SECRETARY Jeff Pamplin

6/488 Glenhuntly Rd, Elsternwick 3185

Ph: 9523 0210

Email: secretary@citroenclassic.org.au

TREASURER Graham Barton

"Lillimur" 370 Tucks Rd, Shoreham 3916

Ph: (03) 5989 6027 (ah)

Mob: 0418 100 992

Email: treasurer@citroenclassic.org.au

SPARE PARTS OFFICER Rob Little

Buckworth St Kialla 3631

Phone (03) 5823 1397

Email: spareparts@citroenclassic.org.au

EDITORS

Ian Sperling & Andrea Fisher

70 Heatherdale Rd, Mitcham 3132

Ph: (03) 9874 1960

Email: editor@citroenclassic.org.au

COMMITTEE PERSON &

LIBRARIAN Robin Smith

1 Watson Rd Sorrento 3943

Ph 5984 1280

ACTIVITIES DIRECTOR Vacant

PUBLIC OFFICER Jack Couche

31 Broadway, Belgrave 3160

Ph: (03) 9754 3583

CLUB SHOP

Andrew & Frances McDougall

424 Wellington St, Clifton Hill 3068

Ph: 94864221 or 0417 310 852

email: clubshop@citroenclassic.org.au

STATE ACTIVITY CO-ORDINATORS

ACT: Mike Neil (02) 6254 1040

Mobile 0418 211 278

WA: Stuart Pekin (08) 9386 9283

NSW: Bert Houtepen (02) 9746 9920

CLUB PERMIT OFFICERS

Russell Wade (03) 9570 3486

Peter Boyle (03) 9470 8080

Mel Carey (03) 9419 4537

AOMC REPRESENTATIVES

Ted Cross (03) 9819 2208

Russell Wade (03) 9570 3486

FRONT



Mark Apterman's shining car and trophies after the concours.

Front Cover Illustration:

Awarded both Popular Choice and Second in Class for her 2CV, it's no wonder that Helen Cross is grinning. The 2002 concours was a great day. If you weren't there you can read the all the details on page 12.

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**CITROEN CLASSIC
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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
treasurer@citroenclassic.org.au
webwallah@citroenclassic.org.au
editor@citroenclassic.org.au
spareparts@citroenclassic.org.au
clubshop@citroenclassic.org.au

Website

www.citroenclassic.org.au

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Its not what it looks like!

Judges Bob and Frank and Traction owner Mark ham it up for the camera

Scoresby Steamfest March 15 & 16

Even though its not a Club event, I imagine many Club members would love it here. Steam rollers, traction engines, vintage tractors and more. Adults \$6. For Details Phone 9763 1614.
National Steam Centre 1200 Ferntree Gully Rd Scoresby
www.vicnet.net.au/~mstec

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.

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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

Christmas is now once again fading into the past, though the battering my wallet received in the accompanying sales will take a while to recover from. We hope you all fared well over the festive season. For those of you who came to the CCOCA Sausage Sizzle and Kris Kringle, the Club's Christmas celebration, we hope you had an enjoyable evening. This year instead of finger food it was gourmet sausages. Santa must have given Rudolf the night off - he arrived by 2CV. I imagine he would have needed to have left the North Pole very early. If you missed out there is always next year.

Every year we intend to run one event for the Club. By doing so, we figure we are doing our fair share towards the club itinerary. Of course not everyone is able to or has the inclination to run club events. There are however, other ways to contribute towards the CCOCA itinerary. You may know of a location (park, restaurant, workshop etc etc) that would be suitable for a Club outing.

Looking back on 2002 the Club has enjoyed a good year by any measure. Even if you exclude the Tasmanian Citln, the range and locations

of events varied tremendously. From the traditional kick off with a bbq on the banks of the Yarra, the Citroen Auction, the Great Alpine Tour, Austraction at Beechworth, Bastille Day Breakfast, and Walhalla, to name a few of our events. To celebrate the year, in the centrefold of this issue we have arranged a collection of photos taken at club events.

Once again Ian McDermott has put pen to paper (so to speak) and contributed an article for Front Drive. This time it's an important safety issue - setting up a Traction's weight distribution. Ian has presented this information in an easy to read style. Its requires little more than the bathroom scales and a few planks of wood. For safety's sake, we would urge all Traction owners to take advantage of this information and check the set up of their Traction. Our thanks to Ian for his efforts.

The deadline for material for the next edition of Front Drive is 1 March.

Regards

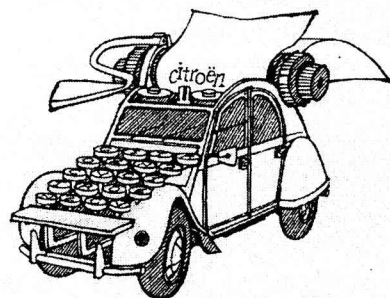
Club Shop

**For Citroën
models,
memorabilia and
other items
Contact
Andrew & Frances
McDougall**

**Phone
9486 4221
or
0417 310 852**

**Thanks you to our
contributors in this
edition:**

**Mark McKibbin
Ian McDermott
Jeff Pamplin (Pics)
Helen Cross (Pics)**



Logo courtesy of 2CV Suisse Romande Dec 94

Gippsland Gas

Happy New Year, by the time you read this some of you will be back from holidays and some like myself will still be thinking about it. But whatever you are doing make some late new-year resolutions to come to as many events as you can. For me 2002 was a bumper year with our trip to the International Citroën Car Club Rally (ICCCR) in the USA and the "Raid" before it, the eventual arrival of the SM in one piece three days before the Concours.

Since then the SM has been at the garage getting a

roadworthy with only a muffler, rear brake pads and headlights standing in the way of registration. On a "normal" car this would be nothing, of those 3 parts none of them are available locally and the headlights are not available at all! But Gee where would the challenge be if you could get everything so easily. The muffler and pads are available in Europe and America and headlight lenses are available in England, unfortunately my problem is separating the lens from the reflectors, I have soaked then in thinners and have even baked them in the

oven to no avail, lastly I have used a Demmel tool to grind the glue and gently pry the glass away...nearly got it.....bugger cracked the lens.

The answer may be to smash the remaining lens have them re-silvered and put new lenses in, but no I just might give that Dremmel an other go.....new years resolution have more patience when working with glass.

Mark McKibbin

Rob Little is now the Spare Parts and Tools Officer

**Contact him on 03 5823 1397
spareparts@citroenclassic.org.au
(But please do it at a reasonable hour)**

About to arrange a Classic-Historic Permit for your Citroën?

The CCOCA Committee now requires all CH permit applications to be accompanied with a RWC. That's right, we are putting the onus on owners to demonstrate that their cars are safe rather than the Club's officers. Feel free to consult our Permit Officers for advice regarding getting your car on the road and keeping it going.

Update on CIT-IN 2003 Maleny, Queensland

For all the latest information on CIT-IN 2003, check out their web site:

<http://www.doublechevrons.aunz.com/Home.htm>.

If you are thinking of going there, be warned the choicest accommodation is filling quickly. So, book soon.

2CV Raid 2004

Raid 2004 is likely to be the most user friendly Aussie Raid yet. With more rest days and less unsealed roads than in the past, it should be easier on the cars and the crews. For all the details, their web site is:

<http://www.doublechevrons.aunz.com/Raid2004/>

A - TRACTIONS

- Jan 22, Wed 6.30pm** **BBQ and Boules on the Yarra Melways 2G C11**
Our annual New-Year get together, In place of a January Meeting. BYO everything. Barbeques available. Note**** 6-30pm start
- Jan 26, Sun** **RACV Historic Vehicle Display.** At the Kings Domain, Melbourne. Come along and enjoy the display. We wouldn't miss it.
- Feb 16, Sun** **"A Pleasant Sunday morning"** Breakfast and Garage Crawl to two local members' garages. See details below.
- Feb 23, Sun 11am** **All French Day - rescheduled from Nov 2002.** Organised by RCCV, combined event for the Citroën, Renault and Peugeot car clubs. The location is Essendon Airport, Terminal carpark, Melways map 16C8. Entry cost is \$5 per car. Starts at 11am to 3pm. Bring along chairs, picnic lunch and perhaps sun umbrellas if it's hot.
- Feb 26, Wed 8pm** **Monthly meeting at our clubrooms**
- March 1** **Deadline for the next edition of Front Drive.**
- March 26, Wed 8pm** **CCOCA's ANNUAL GENERAL MEETING**
- March 30, Sun** **AOMC British and European Day** Greaves Reserve, Dandenong Showgrounds, Bennet St Dandenong Melways 89K6 *NOTE: new location.*
- April 11-14** **CIT-IN 2003 Maleny** near Caloundra, Queensland. More details on page 7.
- June 4** **D series run** (other models welcome to attend) to Puckapunyal Museum, and a winery. Enquiries to Ted Cross ph 9819 2208.

"A Pleasant Sunday morning" - breakfast & garage crawl

Breakfast at 9am at the Studley Park Boathouse (Melways 2D F8 - same location as the start of the Greenvale Dam Day Run last year).

We will then proceed to **Andrew McDougall's house** (424 Wellington St, Clifton Hill). If you want to skip the breakfast, join us here at **10:30am**. From there we head off to Andrew's garage, which is just down the road.

Then we go to **Peter Boyle's house** (4 Tucker St, Bundoora) by about **11:30am**. There will be a bbq to cater for anyone who wants lunch - BYO everything please. Enquiries to Ted Cross ph 9819 2208.

CH PLATES

When sending the Vicroads form to a club officer for ratification, please do the right thing and enclose a Stamped Addressed Envelope.

Maleny CitIn 2003

With Easter not all that far away, we hope you all have your accommodation booked. We realize that a CITIN will not be a success if the food is not right. So when our Chef, Laurent Vancam offered to demonstrate his cuisine, we felt obliged, on your behalf (!), to undergo a trial sampling. After some hours, ably assisted by Ron (our President) and Val Purvis, we decided that Laurent was very well qualified indeed.

On another serious note, our Public Indemnity insurance has now been arranged by our Club Committee and I am glad to say we will talk no more of indemnities.

Though there is general drought in our country, the Maleny area always seems to get enough rain to keep it lush and beautiful, so we think that you will love it, as we do.

We have settled on a program (attached) which we think everyone will enjoy and are now looking forward to your company and sharing our enthusiasm for Citroens in this lovely area.

Len French Sec. CITIN Organising Committee

Maleny CitIn Program.

Friday 18th Registrations from 2.00 pm onwards, at the Maleny Showground Pavilion. Directions will be mailed. Time to settle into your accommodation. Supper at 7.00 PM.

Saturday 19th Breakfast 7.30 to 8.30 am.

Leave for a run to Kenilworth at 9.00 am. This is a non-competitive run. Just enjoy the lovely countryside.

Lunch at Kenilworth at 12.30. After lunch, a variety of routes will be suggested for the return trip, to suit all tastes.

Dinner at the Showground Pavilion at 7.30 pm, with entertainment.

Sunday 20th Breakfast 7.30 to 8.30 am. The Grand Display start at 9.00 am. on the oval directly adjacent to the Pavilion.

Lunch at the Pavilion, 12.30 to 1.30 pm. The Gymkhana will take place on the oval between 2.00 and 5.00 pm. It is a Teams event, preceded by a Novelty event.

Dinner at the Pavilion at 7.00 pm. There will be a talk by Jim Reddiex, followed by a presentation of Trophies.

Monday 21st Breakfast starts at 7.30 am. at the Pavilion and afterwards, a gathering on the oval for farewells

A simple way to adjust your Traction's load distribution

by Ian McDermott

After fitting new silentblocs in a Traction front axle, one has to adjust the torsion bars to make sure the weight distribution of the car is correct. The workshop manual even says in block letters that this "is of great importance in the matter of road holding, braking and tyre wear." It goes on to say "load distribution is of greater importance than body heights." The difference in weight between the left and right side of each axle is to be no more than 30kg.

The technique in the manual includes using a set of scales (Special Tool No. 2310-T). But if each front wheel weighs something like 300 kg, where does one find a set of scales with this capability? When I was rebuilding my Traction, I was starting to convince myself that it was all too hard, and that setting the heights would have to do. But then I read the following tip on the CTA web site:

"We have noticed that too many Tractions have a poorly adjusted weight on the wheels. When we check this up in our garage we often find differences up to 100 - 200 kg per wheel. When adjusting the correct height of the car you must also check the pressure

on each wheel against the ground. If the distribution of weight is severely off then the car will rest on two wheels diagonally opposite each other. This causes unstable behaviour on the road, it won't handle as well as it should do. The effectiveness of the brakes becomes poor and the car will tend to spin more easily with one front wheel on gravel roads. The tyres will also be worn excessively. The car will be less safe to drive. An accurate weight distribution and height check can only be made by a professional Traction garage, with the proper tools and an absolutely flat floor. Take care after a restoration or repair that the front and rear axle are checked and adjusted according to the repair manual."

Such dire warnings clearly warrant a solution better than guesswork. Eventually it dawned on me that there is a reasonably simple alternative to the method in the manual.

The items required are:

- " A set of bathroom scales (these usually good for up to 120 kg).
- " A plank about 2.5 metres long, and having adequate cross-section to safely take the weight of one wheel of the car. (The plank I used

was 240mm x 60mm Oregon).

- " A piece of water pipe to act as a pivot for one end of the plank.
- " A second plank to support the opposite wheel on the same axle of the car at the same height as the one being weighed.
- " Various timber off-cuts, to pack everything up to level.
- " A measuring tape.
- " A plumb bob.

After making sure tyre pressures are even, set the heights under the hull. (Actually, heights can be touchy to measure – bounce the car a few times and it can settle slightly differently). Then set the car up on the planks as per the attached sketch. As a starting point, the wheel needs to be about $\frac{1}{4}$ of the way between the pivot and the scales. Carefully measure the distance from the pivot point to the centre of the axle (B), using the plumb bob and the tape measure. Note the weight on the scales. Also record the length of the plank, and dimensions A and C on the sketch. With all this information, the weight of the wheel can be calculated. (As a check, I rolled the car along the plank and took measurements at 3 places. All calculations came out within a

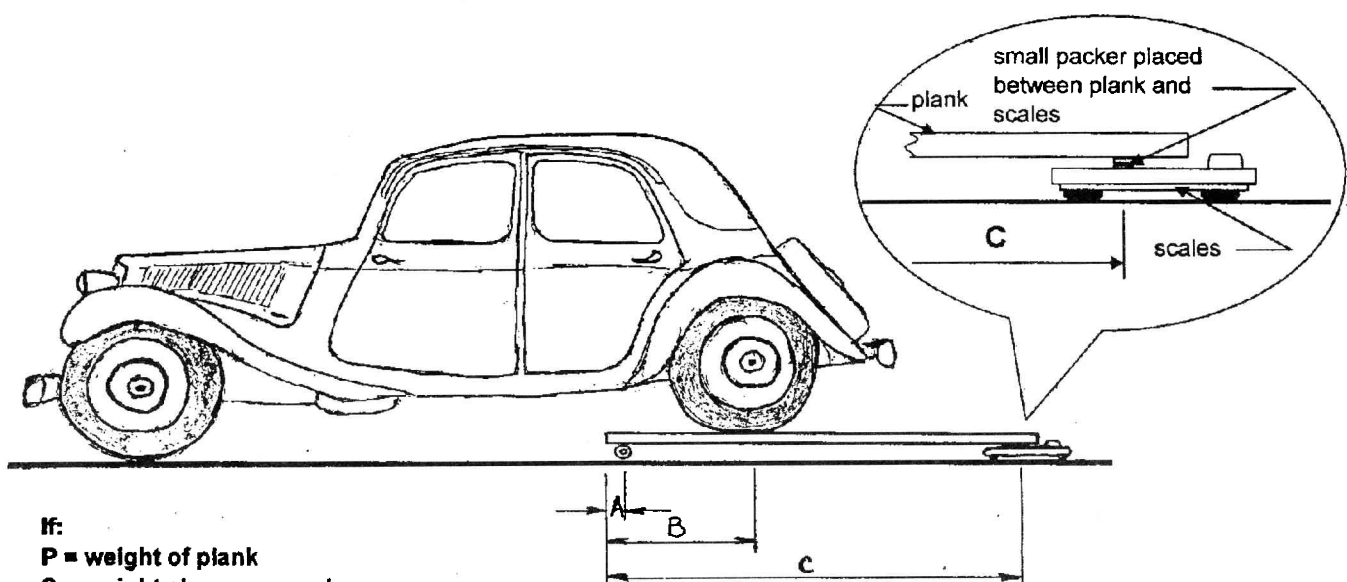
few kg of each other).

After weighing each wheel, it turned out that my car was just over the 30kg limit on both front and back axles. So the next thing was to take the car off the planks, jack it up, adjust the torsion bars a bit, recheck the heights, and go through the weighing process again. After a couple of adjustments the weights differed by 10 kg on the front axle, and 25 kg on the back axle. The heights were still OK. I guess I should have recorded how much difference half a

turn on a torsion bar adjuster makes, but I didn't. Suffice to say, half a turn can mean the difference between being in tolerance or out.

Ideally, it would be best to have the pivot point and the scales at the very ends of the plank. (That would make the calculations simpler). However, as a first-off job it was easier to set them in from the ends of the plank, and to allow for the overhang in the calculations. And such allowance is necessary!

Does putting this effort into weight distribution make a noticeable difference? Other adjustments are also important, but at this stage, I can say that the car looks straight, runs straight on a flat road, doesn't do anything strange in corners, and brakes straight. Is this method accurate? It probably matters more that the method is repeatable, rather than dead accurate. But the weights on the 4 wheels added up to 1050kg, which seems pretty right!



If:

P = weight of plank

S = weight shown on scales

L = length of plank

A = distance from the end of the plank to the pivot point

B = distance from the end of the plank to the centre of the axle

C = distance from the end of the plank to the point where the plank bears on the scales.

Then:

$$\text{Weight of wheel} = \frac{\left[\frac{A}{2} \right] \left[\frac{A}{L} \right] P + (C - A) S - \left[\frac{L - A}{2} \right] \left[\frac{L - A}{L} \right] P}{B - A}$$

2002 Retrospective



Left: Barbeque lunch following the Greenvale Dam day run (October).

Right: The Austraction line-up of Citroëns at Beechworth (June).



Left: Rob & Libby Little enjoying the Walhalla sunshine (September).

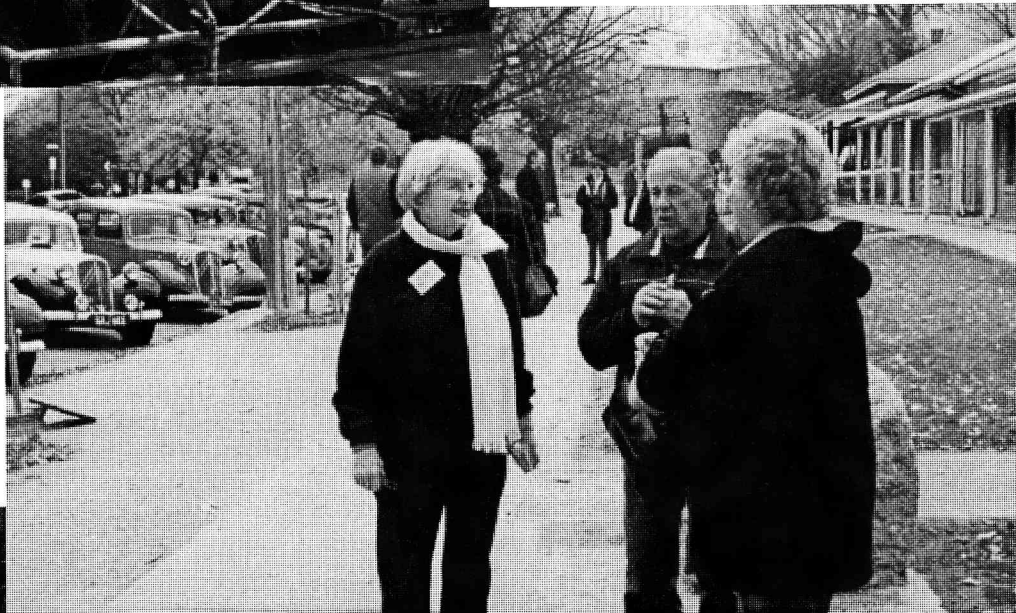
Right: Part of the CCOCA display at the AOMC British & European Motorshow (April).





Left: Graham Barton with Traction and spares for auction (February).

Right: Clare, Barry and Dot in Beechworth (June). Yes, it was as cold as it looked.



Left: Andrew & Frances McDougall at Greenvale Dam (October)

Right: BBQing on the banks of the Yarra (January). Hope to see you again on January 23, 2003



Concours 2002

Perhaps it's just an indication that my internal time clock is set in its ways, but for me the annual CCOCA/CCCV Concours marks the start of summer weather, warning that Christmas season is just around the corner. At the Concours last year the weather sun was baking hot and we were all grateful for the small amount of shade available. This year the forecast was for the mid 30s and we were again expecting to be roasted by the sun. We prepared with light summer clothing and plenty of sunblock and cold drinks. However, the weather changed its mind and regular light rain throughout the day resulted in an overcast and mild temperature.



Kay Belcourt and her 2CV

Concours Results

Outright Winners

Sponsored by Heka & Co

- | | |
|----------------------------------|-------------------------|
| 1 st : Mark Apterman | Traction Avant Big 6 |
| 2 nd : Glenn Drake | DS 23 Pallas |
| 3 rd : Phillip Rogers | Traction Avant Light 15 |

Traction Avant Class

Sponsored by Carey/Citro Motors

- | | |
|----------------------------------|----------|
| 1 st : Mark Apterman | Big 6 |
| 2 nd : Phillip Rogers | Light 15 |
| 3 rd : Robert Barton | Big 6 |

ID/DS/SM Class

Sponsored by DCSI Internet Services

- | | |
|----------------------------------|--------------|
| 1 st : Glenn Drake | DS 23 Pallas |
| 2 nd : Fred Hall | D-Special |
| 3 rd : David McKinnon | DS 23 |

AX/BX Class

Sponsored by Eastland Tyre Service

- | | |
|-----------------------------|----------|
| 1 st : Sue Wyers | BX 19Tri |
|-----------------------------|----------|

GS/CX Class

Sponsored by Paris Motors

- | | |
|--------------------------------------|-------------|
| 1 st : Andrew Cunningham | GS Pallas |
| 2 nd : Effie Moore | CX25 Pallas |
| 3 rd : Robert Kalkbrenner | CX Prestige |

2CV Class

Sponsored by Carey/Citro Motors

- | | |
|--|-----------------|
| 1 st : Ian Sperling | 2CV |
| 2 nd : Helen Cross | 2CV |
| 3 rd : Frank & Anne van der Mei | 2CV Beachcomber |

Modern Class

Sponsored by Melbourne Citroën

- | | |
|-----------------------------------|--------|
| 1 st : John Wyers | Xantia |
| 2 nd : Walter Runciman | Xantia |
| 3 rd : Chris Dimmock | Xsara |

Most Popular

Sponsored by La Ville Motors

- | | |
|-------------------------------|----------|
| 1 st : Helen Cross | 2CV |
| 2 nd : Sue Wyers | BX 19Tri |

Our 2CV had undergone its annual polish and Andrea had done a splendid job of cleaning the windows. Personally, I'm not the sort to take a Concours too seriously - drivers and their passengers should be pampered rather than the cars. A Concours is a fun event to catch up friends and admire their cars and (most importantly) enjoy an icecream on the way home. I don't see the sense in devoting weeks of perspiration to preparing your car for an event when everyone knows what it looks like anyway.

This year CCCV were organising the Concours at Mont de Lancey in Wandin. Fortunately for us it was quite close to home. Which, considering the late night and

excesses of the Pre-Concours dinner less driving and more sleeping was certainly a good thing. When we arrived, the CCCV team, assisted by Ted Cross, were busily setting up the grounds. Andrew and Frances McDougall were preparing Club Shop for the Grand Clearance Sale. As is always the case, Andrew and Frances have Club Shop well organised and presented. Unexpected rain forced the relocation of club shop back under the shelter of a convenient machinery shed (with the club banner relocated to provide some additional protection).

Over the course of the morning more and more Citroëns drifted in. A long line

Sponsors

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DCSI Internet Services
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Paris Motors
La Ville Motors
Carey/Citro Motors
Melbourne Citroën

It is the generosity of these people which makes our concours possible. When ever possible please support them.



Enjoying the row of Traction

of Traction was forming along one side of the paddock and the D series cars stretched the length of the adjacent side. There were some notable appearances. Mark McKibbin arrived in his newly arrived SM complete with a grin wider than his ears and a Canadian trophy awarded some time ago for 'Best Foreign'. Effie Moore drove her CX25 Pallas in its first club appearance for some time. The star of 'The Goddess of 1967' was also present. That is the car, not the actress. I have to admit I didn't recognise it. I'm sure it's a different colour in the film. Maybe they use makeup. I don't know.

Some club members assisted in the judging. This task requires a great deal of care and time, especially when so many cars are of a high standard. In the larger classes such as the Traction



Derek, Effie and Colleen relaxing between the Traction

or ID/DS judges were left with very little free time.

By the end of the day weathered by rain, wind and dust, our cars looked a little like a speckled hen's egg. Somewhat tired, it was time to head off home. We didn't even stop for an icecream.

Our thanks to the organisers of a great day. Many thanks also to our generous sponsors, many of whom contribute every year and also everyone else who played a constructive role in making the day possible.

Ian Sperling



And the numbers are:

2CV & derivatives	8
GS	1
CX	4
BX	2
Xantia	2
Xsara	2
XM	4
Traction	11
DS	14
ID	2
SM	1
TOTAL	51

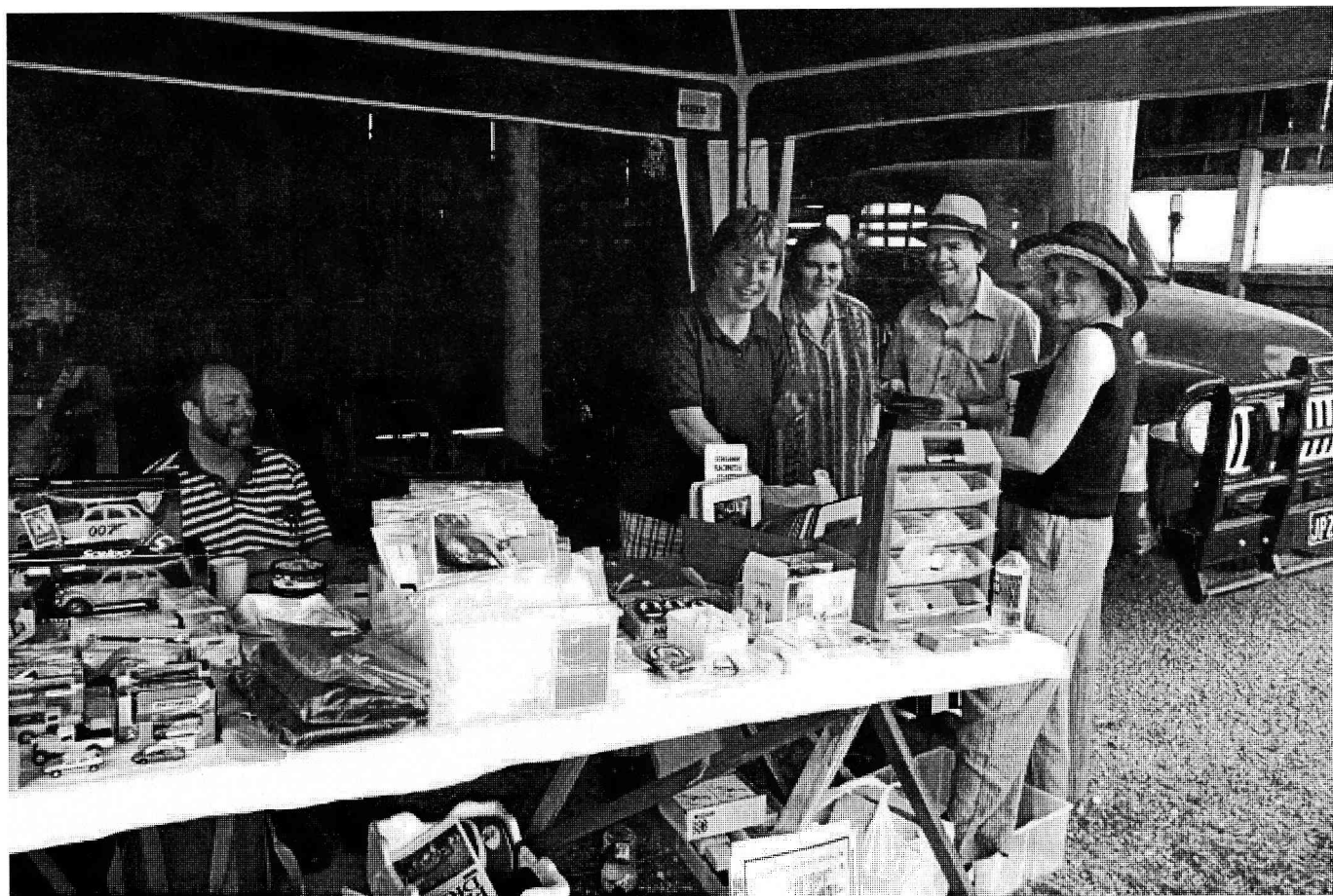
Pre-Concours Dinner

Since I have only once eaten at a Turkish restaurant, I was wondering what sort of menu choices would be offered, and how easy it would be to select something nice for dinner. It can be difficult to choose even when you are familiar with the types of food on offer. Well the pre-concours dinner (at the Golden Terrace Turkish Restaurant) presented no such difficulties. It had all been cleverly arranged so that food magically appeared at the table - breads, dips, salads, meats, desserts - and after helping yourself the first time, the only choice was which you would have more of! Lots of good food and lots of variety.

The atmosphere was convivial, with several long tables set up for us. Some people were specially favoured by the belly-dancer who invited them to demonstrate their own dancing skills. To the amusement of all!

My guess is that our group consisted of about 50 people (CCOCA and CCCV) which is a good attendance.

Andrea Fisher



David and Helen Lester and Susanne Redpath browsing for bargains in Club Shop. A friendly service as always provided by Andrew and Frances.

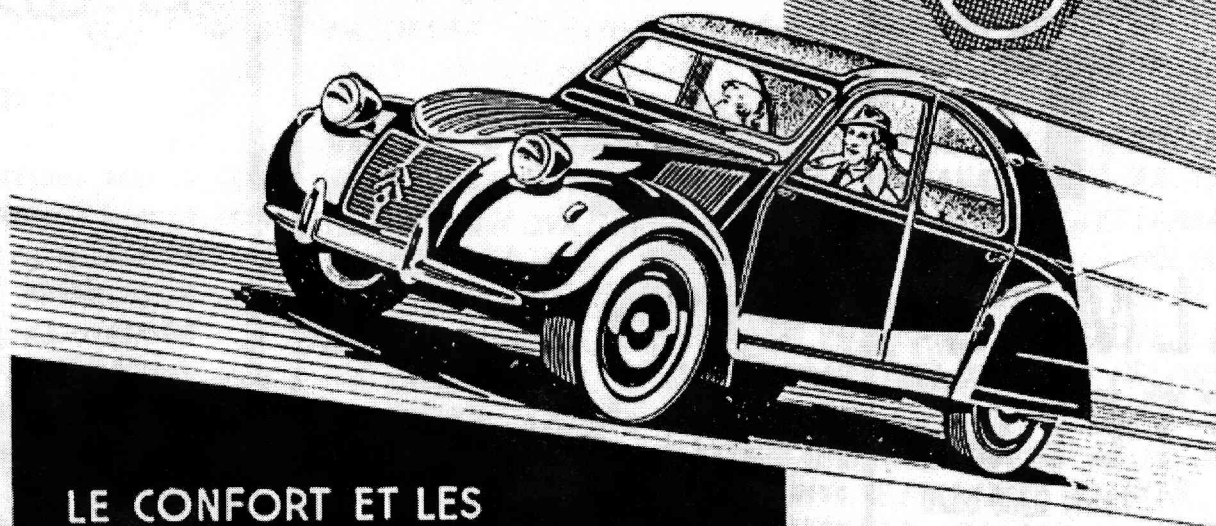
TOUJOURS EN TÊTE DU PROGRÈS
CITROËN

PRÉSENTE LA NOUVELLE

AZ-425

MOTEUR PLUS PUISSANT
EMBRAYAGE CENTRIFUGE
ET FREIN DE RALENTI

2 C.V.



LE CONFORT ET LES
MOYENNES D'UNE GRANDE VOITURE
LES QUALITÉS TRADITIONNELLES
DE LA 2 C.V.

DEMANDEZ UN
A VOTRE AGENT **ESSAI**

CCOCA's Christmas Kris Kringle

This year our Kris Kringle was a little different to usual. Instead of finger food, the fare of the evening was a gourmet sausage sizzle. Santa arrived by 2CV distributing gifts to the 25 or so club members who attended. Perhaps it's no surprise that everyone had been so good!

However, Murphy's Law struck once again. Our camera suffered from technical problems later in the evening and Mark and Jeff left their cameras at home. Thus, photos of the evening are in short supply!



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
Paul Bishop
Peter Boyle
Ron Brookes
Roger Brundle
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
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Mark McKibbin
Leigh Miles
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Darian Pullen
Keith Radford
Phillip Rodgers
Barry Rodgers
Gaston Saint
Warren Seidel
Peter Simmenauer
John Smart
Robin Smith
Barry Teesdale
Mark Vickery
Brian Wade
Hughie Wilson

FOR SALE

Set of 5 Traction Avant wheels & 4 hubcaps complete with wheel nuts
All painted & in excellent condition

\$1,000.00 neg.

2CV6 engine & disc brake transaxle, good start for early model upgrade **\$1,200.00**

1989 2CV6

Reg. No. ROB-444 39,000 miles
Cream colour with matching new roof 2 owners, galvanized chassis
\$15,000 with RWC Top car up for grabs

Wanted: Good GS.

Phone: Carey Motors 03 9419 4537



For Sale: Citroen 2CV

Charleston, just arrived from the UK. Grey on grey, 86,000 miles. In going order but has some rust.
VIN:VF7AZKAOOKA247016.

Asking **\$6,300**.

Contact: Bob Shackley on
(02) 6251 6134 after hours.
Genuine enquiries only please.
See photo above

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 Assorted late model D parts.

Most parts are OK but need refurbishment. Front under tray. Front bumper bar middle section. LH and RH front bumper bar sections with air con slots. Steering rack. Plastic under dash air con duct with fittings and Autoclima handbook. Air con pump bracket. Aluminium under sill trims. 4 Speed gearbox complete. Small hydraulic pump with 3 groove pulley. 2 pair aluminium boot lid hinges. 2 boot lid spring units. Boot lid lock with key. 2 Pallas hub caps. Set of 4 D Special hub caps. Assorted wiper blades and parts. Pair SS rear turn indicator cornets. Pair rear turn indicators with SS trim. 1 Marchal headlight unit. Water pump with 3 groove pulley. Needs bearings. 1 rear reflector complete with SS trim. 2 engine mounts. Good condition. Assorted steering rack parts and seals. Standard 7 piston pump 2 groove pulley. Assorted front turn indicators and parts. Assorted body brackets and spacers, cad plated. Dashboard trim over steering wheel, Good condition. Instrument assembly. Assorted dash board switches. Clutch cable used with relay parts. Handbrake cable. Speedo cable top section. Pair outer tie rods. 2 pair inner tie rods. Starter motor. Steering lock with switch and key. Roof outer rubber seal. 2 height correctors. Pair rear light units. Screen washer bottle. Rearview mirror glass broken. 2 bonnet release cables with fittings. Rear roll bar cover. Pair rear suspension arms with hubs, brake back plates and drums. Pair front air con radiators with joining pipe. Passenger side blower fan assembly. SS front door mirror. Petrol tank sender. Set suspension spheres repairable type. Accumulator sphere sealed type. Pair front guard headlamp glasses...Marchal. Pair plastic protectors. Cylinder head with set head bolts, pushrods and rocker gear. Camshaft. Assorted door lock, latch and lift type handles. 4 window winders

Ring Roger on 02 4948 4943 or 0411017819

For Sale

2CV DOLLY 1990

Last of the Dolly production models. Red wings, boot and roof, and White body with grey velour seats. Driven daily and totally reliable, starts easily every time. One owner since 4,000 miles only travelled 36,000 miles.

Always been well loved, maintained and garaged. Excellent condition Inside and out and no rust. New battery and exceptionally 'tight' mechanically and structurally nothing to do but enjoy driving her.

Lots of extras - chrome hubcaps, trim and clamps on bonnet; interior light; radio/cassette and purpose-built floor boot panel over spare tyre well great for picnics.

Tasmanian registration until end January 2003 DD 1375. Extremely Reluctant sale. **\$12,200** or near offer.

Phone Rhonda Mortimer (03) 6391 9139 or 0419 189 188.

Carey Motors offer the following vehicles for sale

Contact Mel at Citro Motors: 9419 4537 or Mob 0414 820 631

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)	

BIG 6, SMALL BOOT

WRECKING: Parts available new or second hand models 1934 to present.

Phone for List of Wanted/For Sale Citroëns

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 1974 D Special

White with red interior, fairly clean car, have cleaned up the bit of rust that was in the boot,

no reg, no RWC ...\$2,500

(eng no DX0265337821)

Andrew

Ph 03 9267 1545 B/H

0425 714 745 or email

murrraya@countryroad.com.au

For Sale

1969 DS21 Pallas Hydraulique

Rare Slough built vehicle. Golden Bronze Body, Connolly hide leather interior, round tail lights – very unique. Original radio in correct dashboard position. Vehicle in excellent mechanical and body condition. A French classic in unique condition. Owner transferred overseas. Prepared to negotiate on transport. Reg no UDS 210 Price \$16 500 Vern Isaacs 08 9377 7365

Tradesman's trailer;

6 x 4, fully wired, lockup, spare wheel & registered with new plate.

14" wheels. Extra 'box on top. Front & rear dropdown tailgates.

No further use. Half replacement value. Professionally built

\$400

phone Mel

AH 03 9888 7506

For Sale: Citroen 2CV

Charleston, just arrived from the UK. Maroon and black, 68,000 miles. In going order, however the UK MOT ran out at the end of June. VIN:VF7AZKAOOKA159439.

\$7,500. Contact: Bob Shackley on (02)62516134 after hours.

Genuine enquiries only please.

See photo below

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

Wanted- A set of useable driveshafts to suit '55 big 15. At this stage I cannot afford a complete reco set.

Phone Dave Hancox

(02) 66843408

For Sale

1951 Light 15

Silver. Red leather.

Goes well. Club registration 015.

2 litre motor, 4 speed.

\$16 500

1963 ID 19

Motor reconditioned

10 000 km ago.

Drives well. Club registration 063.

\$3 750

1972 2CV

Good condition.

Club registration 22004H.

\$9 000

1978 CX 2400 Auto.

Good condition.

Registered to September 2003, XQK 190.

\$2 250

Contact: Col Bonney

(new member)

108 Coffee St, Tinonee NSW 2430

Telephone 02 6553 1743



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, silentblocs only.

Reconditioned 4 and 6 cyl Traction Traction and D 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) 9419 4537



17 Smith St Fitzroy 3056

PO Box 1212 Collingwood 3066

03 9419 4537 (Mel & Colleen)

Mob 0414 820 631

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