

# FRONT DRIVE

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AUSTRALIA'S NATIONAL MAGAZINE FOR CLASSIC CITROËN OWNERS AND ENTHUSIASTS

**D Series run, Cit-In 2003 and much more!**



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# FRONT

CCOCA is an independent Club. It has no links to any commercial organisation. We make no endorsements of products or services, implied or otherwise. The committee has decided that to keep this distinction clear, commercial advertising will no longer be included in FrontDrive. Classified advertisements placed by individuals for specific items will still be accepted.

**Front Cover Illustration: Traction Wedding Cars.**  
Jeff Pamplin and George Tippet put their  
Tractions to work. Read the full report on page 16.

## Postal Address

### CITROEN CLASSIC OWNERS CLUB OF AUSTRALIA Inc

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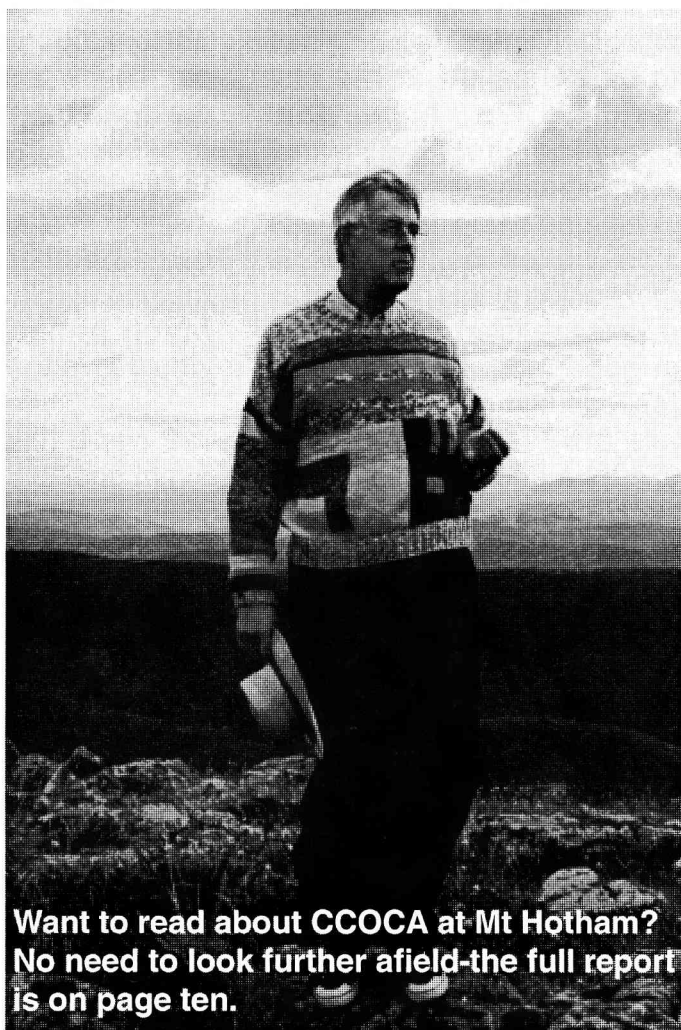
[www.citroenclassic.org.au](http://www.citroenclassic.org.au)

# DRIVE

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**Want to read about CCOCA at Mt Hotham?  
No need to look further afield-the full report  
is on page ten.**

### 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

Unfortunately the Gearboxes night for the April meeting had to be cancelled at the last minute. We hope that everyone got the email advising of this, and apologies to anyone who went and was inconvenienced. It is worth mentioning at this point that all events are listed in Front Drive in good faith, and for many reasons last minute changes are always possible; it is always a good idea to double check that an event you plan to attend is actually going ahead. We hope to reschedule this event later in the year, to a date that does not coincide with so many public holidays.

You will notice changes to A-Tractions. CCOCA and CCCV have combined their itineraries for the second half of this year. Approximately half of the events will be organised by CCOCA and the other half by CCCV. Members of both clubs are welcome to attend all events regardless of who organised it. There are several anticipated advantages. Each club will need to devote less of its resources to organising events. Also a wider variety of events is expected.

Note that while A-Tractions lists events leading into 2004, many of the later events are as yet unconfirmed. Later in the year some of the details may change.

The credits on the bottom right corner of this page show that sadly most of the contributors to this issue are committee members. Surely others have valuable insights and experiences that could be shared with fellow members. How is your restoration project going? We would love to know!

We hope to see you at an event soon.

Andrea and Ian

If you would like to contribute to Front Drive (and who wouldn't?) we humbly suggest that you submit your valuable insights in the following format, in order of our preference:

- (i) Email in Microsoft Word (complete with any jpegs) to [editor@citroenclassic.org.au](mailto:editor@citroenclassic.org.au).
- (ii) Post us a disk in a format similar to (i).
- (iii) Type it out and post it to us.
- (iv) Thumb nail dipped in tar.

If all else fails, phone us and we'll work something out.

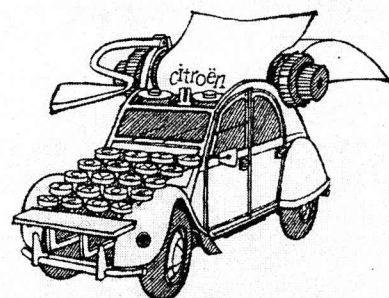
## Club Shop

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

Phone  
9486 4221  
or

Thank you to our  
contributors in this  
edition:

Mark & Sue McKibbin  
Rob Little  
George Tippet  
Graham Barton



Logo courtesy of 2CV Suisse Romande Dec 94



# Gippsland Gas

Hello All

Time again for me to look back over the last few months and wonder where the time went and wonder why I am still no closer to completing anything, although writing this column has made me go out to the shed and retrieve a box of traction engine parts that have been due at the engine reconditioner since Christmas, its amazing what guilt will accomplish.

One notable event was Cit-In, The Queensland club did a great job and picked a fantastic venue. Because of previously mentioned procrastination on my part the SM was not ready so I took the

C5 and was one of 5 similarly shaped jelly bean cars amongst a total of about 130 classic Citroëns, highlights were Brian Wade's pre-war Traction, Bob Dirk's Slough built DS19 ('57 I think) Ian Steel's DS Decap and SM and of course Club Member Barry & Margret Markwicks' lovely '51 11BL that took out the "Best Pre-1955" and "Most Popular Car" it just shows what can be done as this car was a complete wreck when Barry bought it some years back.

You will notice that as from July we will be sharing events with CCCV this could be seen as a bit of a trial marriage and more about it

will be in the next Front Drive, in the mean time come along to these events and see what you think.

Lastly for those seeking some adventure, next year's Raid Australia is looking like a lot of fun with a much slower pace, rest days and ending at Cit In Canberra, it's open to 2CV and other Citroëns so cancel anything else you had planned for next year and do this instead! For more info go to <http://www.doublechevrons.aunz.com/Raid2004/Default.htm> I'll see you there.

Mark McKibbin

## CH PLATES

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

## For Spare Parts and Tools

contact

**Rob Little**

on 03 5823 1397

[spareparts@citroenclassic.org.au](mailto:spareparts@citroenclassic.org.au)  
(But please do it at a reasonable hour)

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

CH permit applications must be accompanied by an RWC. The onus is 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.

**Citroën Car Club of NSW has changed their contact details.**

**P.O Box 348 Parramatta NSW 2124.**

**[cccofnsw@yahoo.com.au](mailto:cccofnsw@yahoo.com.au)**

# A - TRACTIONS

As our new Activities Director Les Vidler will not be available until the end of July, contact Ted Cross on 9819 2208 until the end of June for details of these activities.

|                              |   |
|------------------------------|---|
| <b>May 28, Wed 8pm</b>       | <b>Monthly meeting at our clubrooms.</b>  |
| <b>June 1, Sunday</b>        | <b>D series run - see details opposite</b>  |
| <b>June 6-9</b>              | <b>AusTraction at Bendigo the Golden City - see details opposite</b>                                |
| <b>June 25, Wed 8pm</b>      | <b>Monthly meeting at our clubrooms.</b>  |
| <b>July 1</b>                | <b>Deadline for next edition of Front Drive</b>   |
| <b>July 13, Sun 9.30am</b>   | <b>Bastille Day Breakfast - see details opposite</b>  |
| <b>July 23, Wed 8pm</b>      | <b>Monthly meeting at our clubrooms.</b>  |
| <b>August 23, Saturday</b>   | <b>Progressive Dinner. CCCV event, CCOCA members welcome. Details later.</b>                        |
| <b>August 27, Wed 8pm</b>    | <b>Monthly meeting at our clubrooms.</b>  |
| <b>September 24, Wed 8pm</b> | <b>Monthly meeting at our clubrooms.</b>  |
| <b>September 28, Sunday</b>  | <b>Lunch at Buninyong Hotel, then visit to club member's home in Ballarat</b>                       |
| <b>October 22, Wed 8pm</b>   | <b>Monthly meeting at our clubrooms.</b>  |
| <b>October 25, Sat night</b> | <b>Pre-Concours cheap eats Details still to be confirmed</b>  |
| <b>October 26, Sunday</b>    | <b>Concours. Details still to be confirmed</b>  |
| <b>November 16</b>           | <b>Spit Roast at Tyabb. CCCV event, CCOCA members welcome. Details later.</b>                       |
| <b>November 26, Wed 8pm</b>  | <b>Monthly meeting at our clubrooms.</b>  |
| <b>December 10, Wed</b>      | <b>Xmas BBQ &amp; Kris Kringle at Glen Iris. A combined CCOCA/CCCV event at the CCCV clubrooms.</b> |
| <b>January 28, Wednesday</b> | <b>2004 Yarra Bank BBQ CCOCA Event.</b>   |
| <b>February</b>              | <b>Macedon Picnic at Hanging Rock. Details TBA.</b>   |
| <b>March 13 -- April 8</b>   | <b>Raid 2004</b>  |
| <b>April 9-12</b>            | <b>Cit-Action 2004 Canberra</b>   |

## Details of events coming soon

### D SERIES RUN on D-DAY to the PUCKAPUNYAL TANK MUSEUM on SUNDAY 1 JUNE

This is an open invitation event to commemorate the real D-Day with a **D model run to Puckapunyal** for a tour of the Royal Australian Armoured Corps Tank Museum (Hopkins Barracks, Puckapunyal - near Seymour). All Citroëns are invited, though with a highlight on D series cars.

**Departing at 9:30am sharp** from the Ford Motor Company Factory, Campbellfield (about Melways 7 E1 - Hume Hwy service road), or meet us at the entrance to Puckapunyal Army Base at 10:30am.

Lunch at Mitcheltons Winery afterwards if you wish.

**PLEASE NOTE** that **access to the Army Base** (and the museum) requires **proof of identity**. All attendees will need to present PHOTO ID such as a Driver's Licence. For more information regarding the museum: <http://www.armytankmuseum.com.au/>

### Austraction at Bendigo the Golden City. June 6-9

Details have been published in a special edition of A-Tractions and mailed to all Club members. Historic Trams, Gold mine tours, Chinese Museum, great food and Clubby accommodation will entice to you participate. Its not far from Melbourne, so no excuses. By now you should have registered with Ted Cross that you are attending the event. Also, you should have booked your accommodation direct. Bendigo has recently been announced as the future site of the world's largest Buddhist temple.



### BASTILLE DAY BREAKFAST 9.30am SUNDAY JULY 13 BREIZOZ, WILLIAMSTOWN



Back by popular demand, we celebrate Bastille Day with breakfast at Breizoz (139 Nelson Pl, Williamstown). This was a popular venue last year when we were made very welcome - they serve a delicious breakfast (or you can just come for a cuppa), the atmosphere is charming, and there is all of Williamstown to explore afterwards if you want. Arrive about 9:30am and you should get a park right out front to display your Citroën - the parking spaces in the area fill up quickly after that. We have a tentative booking for 25 so get in quick, it will fill up fast. To book phone Ian or Andrea on 9874 1960 by July 5.

# CCOCA Annual Budget Report from March 2002 to March 26 2003 for the General Account

Year March 2002 opened with \$9471.93

| Credits                      | 2002       | 2003       | outstnding       |
|------------------------------|------------|------------|------------------|
| Sponsors                     | \$ 881.65  | \$ 300.00  |                  |
| Memberships                  | \$ 6660.65 | \$ 5876.00 |                  |
| Events                       | \$ 3908.00 | \$ 3170.00 |                  |
| Shop sales                   | \$ 1176.00 | \$ 889.00  | + \$461.80 Float |
| Other                        | \$ 1245.04 | \$ 390.29  |                  |
| Expenses                     |            |            |                  |
| Magazine                     | \$ 1690.34 | \$ 2170.35 |                  |
| Postage                      | \$ 996.54  | \$ 1325.93 |                  |
| Club Events                  | \$ 6348.77 | \$ 3449.99 |                  |
| Misc                         | \$ 5923.22 | \$ 1068.00 |                  |
| Bank Fees                    | \$ 408.01  | \$ 282.35  |                  |
| Govt. Fees                   | \$ 34.53   | \$ 19.30   |                  |
| Balance of account 26 /3 /03 |            | \$11780.73 |                  |
| Balance of account 23 /3 /02 |            | \$ 9471.93 |                  |
| All French Day account       |            | \$ 843.76  |                  |
| Iain Makarras Memorial fund  |            | \$ 1000.00 | interest \$18.00 |

Graham Barton 30/4/03

## AGM Report

In several aspects CCOCA's Annual General Meeting was like many others in the past. Jack Couche chaired the election in his usual fine style for his once-a-year appearance. A lavish supper was provided by Ted and Helen Cross - committee members will have no excuse for running out of energy for many months. Most committee positions were uncontested, with the current incumbents remaining. The exception is Les Vidler is now sharing the role of Activities Director with Ted Cross. Les is the official elected Activities Director, however he is interstate from April until the end of July, so Ted will be the contact person for activities in the meantime. The job is also being assisted by Peter Boyle and Max Lewis.

The only hitch in the meeting occurred after the formalities. While Jack Couche was inspecting a very fancy and expensive CNC machined Traction rear main seal, one piece inadvertently fell down one of the holes in the pool table. It took the combined efforts of several male members lifting the table top and Sue Smith slipping her slim hand into the table to retrieve the part. After this episode, the seal was put away very safely.

The guest speaker of the evening was David Conway, Vice President of Citroën Car Club of Great Britain. David told us about his visit to ICCR in Amherst in 2002; he showed parts of a video of the event, and accompanied it by giving an entertaining and informative narration. His talk was fascinating, however once the election and supper had been dispensed with there was not enough time to do it justice, so unfortunately it had to be cut rather short. Nevertheless, the evening went far later than was good for many of us.

Ian Sperling



## 2CV Raid

### International Raid Australia 2004 - "Raid South Eastern Odyssey"

### 13<sup>th</sup> March – 8<sup>th</sup> April 2004

#### What is a "Raid"

An Australian Citroën Raid is an adventure trip, in a Citroën 2CV, which covers an area of Australia. It is not a rally or a race. It is a unique combination of Citroën cars, people, outback travel, camping and scenery; together with a challenge. International friendships are formed. All four previous Raids have proven to be "unforgettable trips of a lifetime".

#### What cars are allowed.

Whilst Raid is predominantly for Citroën 2CV or derivatives, all Citroën Cars are allowed and welcomed. These cars must agree to support the 2CV cars.

#### History of Raid in Australia

A total of some 200 cars and approx. 400 people have participated in the 4 Australian Raids held to date.

The first Australian Raid was held in 1988 and covered the Gunbarrell Highway track across central Australia from Perth to Sydney. The second followed in 1992 and covered the top end of Australia. The third in 1996 covered the Northern Territory and Western Australia. The fourth Australian Raid in 2000 from Alice Springs, the Red Centre, to Cape York, the extreme northeast.

#### Where are we going

The Raid will cover approx. 5000km of which at least 50% will be on gravel roads. We will cover many areas and outback towns in the South Eastern area of Australia. The initial proposal had the Raid starting in Adelaide, however the start point has been changed to Melbourne and we will finish on the outskirts of Canberra the day prior to the start of the Cit-In, which will be held in Canberra 9<sup>th</sup> – 12<sup>th</sup> April 2004.

The Raid leader has just finished the Raid survey and the final Raid route will be published on the website shortly.

#### More Information

Raid website: <http://www.doublechevrons.aunz.com>

Raid email: [cheersbastard@hotmail.com](mailto:cheersbastard@hotmail.com)

**An Application Form is on the website.**

Steve Wedell and Anja Ahrens - For & on behalf of the Raid committee.

## CIT-ACTION 9-12 April 2004

Where are Citroën enthusiasts meeting in 2004? In Canberra, our nation's capital and its called CITACTION 2004. There apart from meeting old and new friends, you'll experience the unique Canberra attractions, for which the city is famous. The Australian War Memorial for instance, won the National tourism Award again this year! Every region has its charms and Canberra is no exception. The CITACTION 2004 timetable will therefore be flexible. There'll be plenty of time to explore attractions not seen in any other part of Australia.

We have got a great accommodation venue for you too. Canberra Motor Village is situated right in the middle of northern older Canberra, amongst the nature reserve of Black Mountain. Canberra Motor Village has motel rooms, cabins and sites. These are the current rates;

| SITES                       |         | Cabins    |          |                                      |
|-----------------------------|---------|-----------|----------|--------------------------------------|
| Rosella Drive thru van site | \$25.20 | Grevillea | \$112.00 | for 2 sleeps 5/7                     |
| Currawong powered site      | \$18.90 | Acacia    | \$81.00  | for 2 sleeps 5/6                     |
| Magpie non powered site     | \$13.50 | Banksia   | \$54.00  | for 2 sleeps C zone 4/5, B zone 1/16 |
| extra person for all sites  | \$6.00  |           |          |                                      |

|       |   |          |                  |                |         |                  |
|-------|---|----------|------------------|----------------|---------|------------------|
| MOTEL | Cedar Kitchen   | \$102.60 | for 2 sleeps 4/5 | Cedar Double   | \$88.20 | for 2 sleeps 2/3 |
|       | Boronia Kitchen   | \$76.20  | for 2 sleeps 3/4 | Boronia Double | \$70.00 | for 2 sleeps 2/3 |
|       | Extra person for motel rooms and cabins, \$12.00 Phone 02 6247 5466 |          |                  |                |         |                  |

So, we are looking forwards to seeing you all in Canberra at the best time of the year, where sunny days and autumn leaves abound.

Citroën Association of Canberra For further details, contact Mike Neil on 02 6254 1040 (AH)

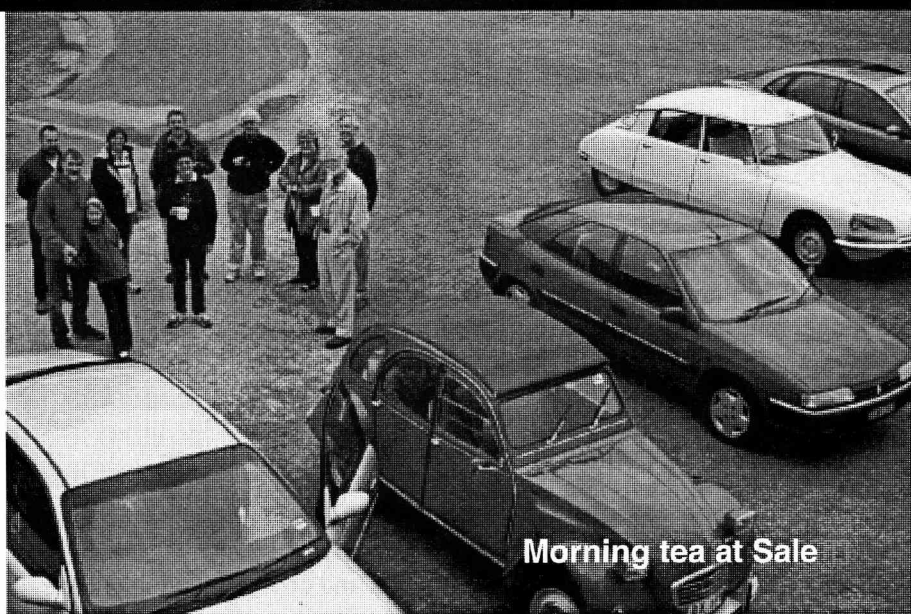
**or email: [mikeneilbig6@hotmail.com](mailto:mikeneilbig6@hotmail.com)**

# CCOCA'S Weekend at Mt Hotham

This was to be my first trip to Mt Hotham. We had missed the Great Alpine Tour in the past because the appeal of the Melbourne F1 Grand Prix was just too strong. This year, tired of seeing Michael Schumacher winning races and hearing about everyone else have a great time, we thought we would give it a go.

Saturday morning saw us early but perhaps not so bright at Fountain Gate. Before long we were joined by Christine and Peter Sandow in their Light 15, Ted and Helen Cross and Jeff Pamplin in the 'work car', Les Vidler in his DS and John and Sue Wyers.

We stopped at the Carey's workshop in Bairnsdale for lunch. From Bairnsdale we veered up towards the mountains. The roads became steeper and windier. We stopped in Ensay at the quaintest country pub for a welcome drink. Indications of recent fires were becoming increasingly apparent.

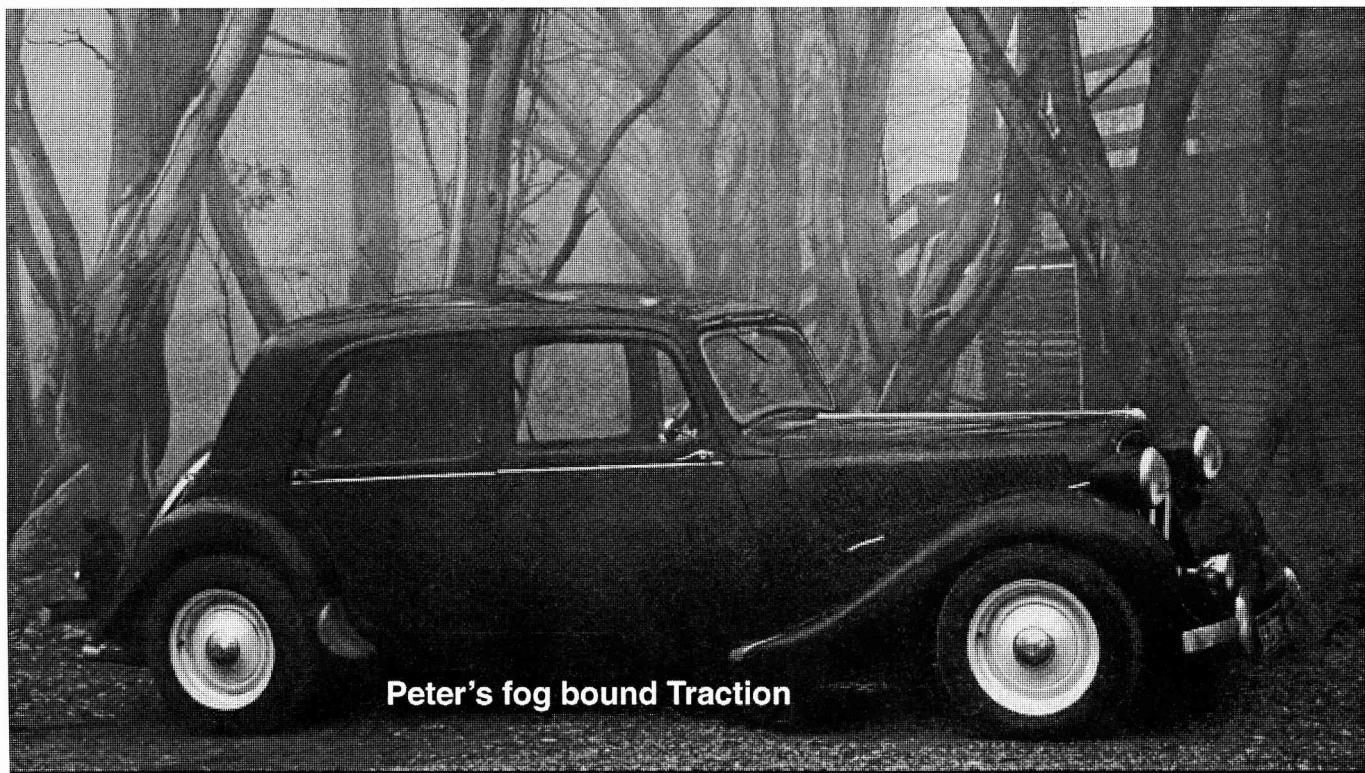


**Morning tea at Sale**

Black patchwork designs were etched onto hillsides. Conversations were regularly dominated by the fires, how far they had got or didn't get. Next town Omeo was the centre of CFA fire fighting operations. The road became steeper. The little 2CV struggled onwards in 2nd gear. Lush green paddocks gave way to stunted snow gums and tussocks of grass and the markings on the road changed from white to orange. Then the landscape disappeared as the road continued up into the clouds. Our view was entirely composed of a short section of road ahead of us and the headlights of the McKibbin's C5 swirling in the mist behind. We were very pleased to arrive at Peninsula lodge. Designed by

Peter Sandow (as it seems is most of Hotham), this lodge has every comfort required. After unpacking, a drink or two was in order. Soon the clouds dissipated revealing a spectacular view. A valley stretched out in front and beneath our feet. Dinner was a busy affair - everyone bought their food and cooked their own meals. Some went for big elaborate meals. We went for easy and simple. Spending the weekend cooking isn't much of a holiday. Either way with half a dozen or more different meals being cooked at once the kitchen was a busy place.

Sunday morning the weather was perfect. So, the energetic amongst us had no excuse and



**Peter's fog bound Traction**

were out for a walk to the summit of Mt Loch. Perched on the peak, we huddled out of the wind eating our picnic lunch. From here the Razor-back spread out beneath us and Mt Buffalo stood out in the distance. After a strenuous clamber up the mountain we could afford to feel virtuous. Surely our efforts amply compensated for the excesses of the previous evening.

The only possible way to follow-up a morning's exercise was stop in at Mt Hotham's pub for a drink. Indeed, rest of the afternoon



**Spectacular scenery & hard work**



**Lounging in the Lodge**

almost delayed by an ageing battery which couldn't cope with the cold night. My thanks to Mel Carey who demonstrated his experience with a crankhandle.

We had a great weekend. On top of sharing, eating and drinking the time away with fellow club members, we had the opportunity to see part of the state we had never seen before at a very affordable rate.

Ian Sperling

was spent relaxing over a drink or two enjoying good company. As the sky became darker, the fire was lit, everyone went about cooking and eating their dinner. As the night went on we still seemed to be doing the

same thing, sitting around chatting and drinking.

Monday morning was clean up and pack-up time. Everyone was given a job to be done before they they could leave. Our departure was

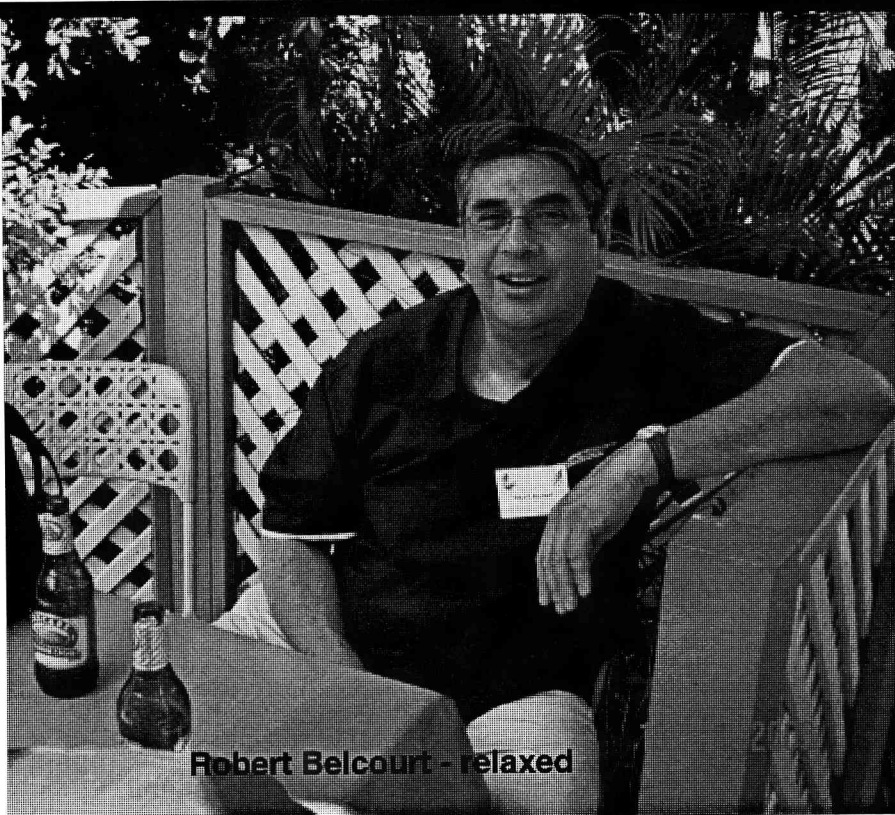


**Lunch on top of Mt Loch**



# Cit-In 2003 Maleny

8:00am The journey begins (an hour late). Took the scenic route via Pakenham, Yea, Benalla, onto Albury for a quick visit to the Masons to have a gander at the 5CVs and find that Leigh is in hospital, but hopes to be out soon. At this point I realised that this was quite a detour as I was meant to be going up the Newell Hwy. I really should look at maps before I leave. Spent the night at West Wyalong and had a hamburger I was sure I would not wake up from....but the



Robert Belcourt - relaxed

cast iron constitution lives on!

Next day off to just past Gunnedah to Bob Dirks place, to find Roger Wilkinson, David, Janet and the little Gries's already ensconced with lunch on the table, not

letting the fact that I'd just had lunch in Gunnedah get in the way I sat down and joined them. Bob is the owner of a whole field full of rare and interesting D's, including I think #123 (that's right - the 123rd D ever produced!!!)



Grooviest paint job of the show.



123rd D ever produced!!!)  
This car was brought out for show purposes in 1956, LHD, and never went back. Bob also drives the famous "Buttercup", 57 slough DS 19, that is currently wearing a fetching black outfit (her other "wardrobe" hangs from the shed roof!)

Off again at 5.00 am for a quick sprint to Brisbane airport to pick up Sue & Lexie, miscalculated - arrived two and a half hours early! Then just a quick hop to Maleny, though it took us a few circuits of the town before we found the venue.

Mistake #1 - Should've camped on-site at the fantastic Maleny Showgrounds, that offered grass, shade and good facilities within a short staggering distance from the night's entertainments. Instead we stayed a sobering 5 kms away, although it was pleasant none-the-less.

Nothing much started until Saturday when we had a

non-competitive Observation run through very pretty countryside. Their Postman's Track must have sent a few hearts racing with its gear box shearing 1st gear descents, but there didn't seem to be any complaints afterwards, and we all made it back in one piece. We had a slightly(!) delayed lunch at Kenilworth,

very nice when it finally arrived, luckily there was a most astounding assortment of playground equipment next door for the younger members which kept them happily entertained for a few hours that it took for the distraught chef to feed everyone.

Mistake #2 - forgot that Sue NEVER forgets! At her suggestion that we stop at Montville (to see if the knick knack we couldn't fit in our suitcases last time might be still available) I suggested we'd come back at a later time over the weekend....we didn't make it. So..... Dinner was accompanied by the accordion music of "Manuel", we'll play his CD at the next event (if any one gives me any trouble!)

Sunday: While Sue and Lexie and Katherine Bates entertained themselves trail riding through the rain forest, the rest of us lined our cars up



An Impressive row of BXs

20 4 2003

The John Cant Grand Display or part there of



20 4 2003

the rest of us lined our cars up for the "John Cant Grand Display". 130 cars, probably the biggest assembly of Citroëns in Australia. Check out our web-site. The gorgeous weather we'd been having broke up in the afternoon which made the motorkhana interesting, with some very deep grooves made in the previously pristine cricket pitch. Although it did seem as participants were enjoying themselves.

Sunday Dinner included a talk by Jim Reddiex and the presentation of Trophies. Congratulations to everyone, particularly Barry and Margaret Markwick who took out best Pre-1955 and most Popular Car.

Monday morning - Full

cooked breakfast that I'd promised myself I wouldn't have.... the aroma was too much and got the better of me.

We did have a big trip ahead of us.....  
Congratulations to the Queensland Club. See you all in Canberra for 2004.

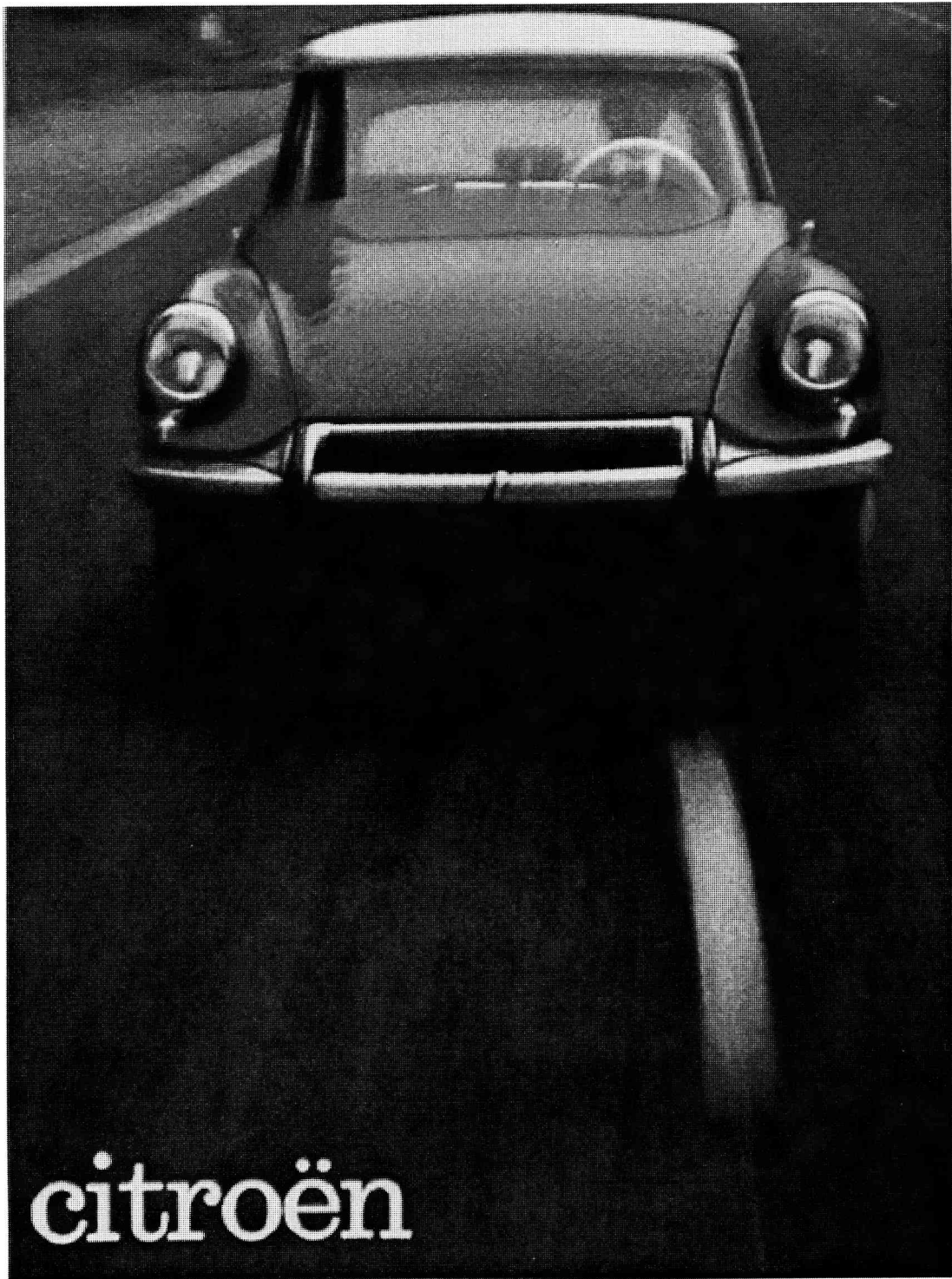


**Congratulations to Barry and Margaret Markwick**



**An unusual D series**





# Traction Wedding



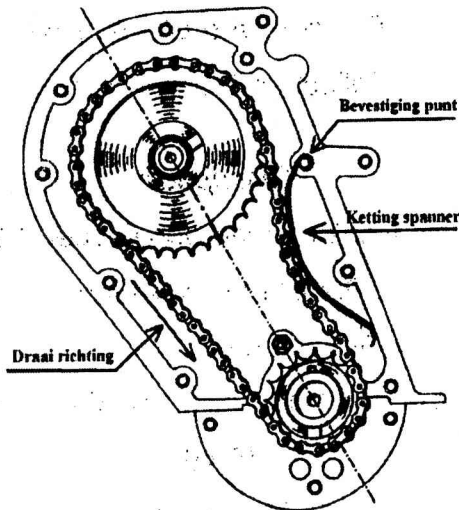
At a recent meeting George Tippet enquired if anyone could make their Traction available for a family wedding. Fortunately, Jeff Pamplin was available to decorate his Traction and put it to work next to George's L15 on April 6 when Naomi's daughter Carin Cebon married Michael Goldwasser. The wedding was a great occasion with a tremendous time had by all.





# SPARE PARTS & OTHER NEWS

Ook hebben we *nieuwe 6 cil.*  
spruitstukken met 5 jaar garantie!



*Distributie ketting,  
ketting spanner  
en pakking,  
Set prijs  
voor maar e 50.00*

*normaal e 61,95*



I would like to open this month with a comment regarding the drive shaft conversions available from Australian CV Joint Centre, I have contacted Ron Kerr and advised him of the importance of retaining the correct dimension and surface quality of the area that the inner hub seal runs on and of the overall length of the drive shaft assembly. Some club members made comment on these points when they were displayed at the recent A.G.M. and I can assure members that these matters are being addressed.

Parts for tractions are increasingly easier to obtain, recently after checking around for a suitable replacement differential assembly I found it easier and cheaper to import a new one from Holland, fully assembled and adjusted,

ready to bolt to my crown wheel. The cost for this under \$400! So if your project is stalled and you are looking for a part contact me, the price may not be as much as you think.

I have another product to feature and this is the timing chain tensioner pictured above. This is a simple to fit item when assembling your engine and sells for \$118.00.

The club has recently purchased a full set of spare parts books for the "D" series from 1956 – 1975 thanks to the resources of Rob Koffijberg and his Dutch colleagues, so if there is a hard to find item you are looking for to suit your ID/DS let me know and we will work through it.

In the latest newsletter

from the Guilde Mondial des Tractionnistes or GMT they have submitted the first batch of parts to be tested to the French Laboratoire National d'Essai (who have agreed to carry out these tests free of charge) and results should be known in the near future. I will endeavour to keep you all informed.

The other point raised was the apparent shortage of quality piston & liner sets for Tractions, the Mahle company are currently doing a production run of 500 sets! We will try and purchase some of these but if you are looking to recondition your Traction and want to put a set under the bed, then let me know and I will add them to the order.

Rob Little

# Greasing 2CV knife edges

As a newish 2CV owner, I have struggled with greasing the suspension knife-edges. According to the Hayes manual they should be greased every 5000 km. However, as anyone who has greased them knows getting grease into the working section is somewhat difficult. The manual shows grease being applied with a small paintbrush and there is even a photo of the operation. It sounds simple enough though I can't imagine much grease getting to the knife-edge. More likely it would be wiped over the surrounding suspension components attracting grit. The ideal method involves removing the knife-edge eye and fitting it with a grease gun nipple. It's a shame Citroën didn't do this in the first place. I plan to do it next time I remove the eyes, that may be some time off though.

In the mean time there must be a better way of squirting grease in there. The normal grease gun connection is too wide and blunt to get in there. It needs to be something smaller. Syringes are about the right size to easily access the knife-edge and they can be bought cheaply from chemists. You can get them for nothing from needle exchanges if you want to pass yourself off as a drug user. (This is probably easier after working on your 2CV rather than before). Unfortunately, a needle's bore is too fine for the viscous grease to pass through. I broke the plunger off before I could squeeze any grease through the syringe. Maybe a horse size syringe from a veterinary supplier would do the job perfectly but can you imagine trying to convincingly explain all this to a supplier. What would they think of you? It was enough to put me off trying.

Browsing through a Macnaught catalogue I saw a suitable tool, small diameter extension that fitted a grease gun nozzle. Macnaught call them a needle nose coupler or a grease injection needle. It sounds obvious doesn't it? I got a needle nose coupler from All Tools for about \$20 and it does the job perfectly. Perhaps there is a better way of doing this job. If you know of an easier, simpler method, please contact me. I would love to know.

Ian Sperling

## 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 Boyd  
Peter Boyle  
Ron Brookes  
Roger Brundle  
Mel Carey  
Gerry Carson  
Jack Couche  
Jeff Cox  
Doug Crossman  
John Faine  
John Fleming  
Jason Glenn  
John Grieve  
N.D. Harwood  
John Hawke  
David Hayward  
Peter Holland

Richard Homersham  
Geoff Hooler  
Michael Hort  
Jean-Pierre Jardel  
Fred Kidd  
Rob Koffijberg  
David Law  
Max Lewis  
Robert Little  
David Livingstone  
Dominic Lowe  
Peter Lowrie  
Iain Mather  
Ian McDermott  
Andrew McDougall  
Mark McKibbin  
Leigh Miles  
Laurie Moers  
Michael Molesworth  
Derek Moore  
David Morell

Ronald Murray  
Joseph Nati  
Mike Neil  
Richard Oates  
Alec Protos  
Darian Pullen  
Keith Radford  
Barry Rogers  
Phillip Rodgers  
Gaston Saint  
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.

## Wanted

**5 x 15 or 16 inch Traction wheels  
with or without hubcaps**

**Contact Max Lewis**

**Ph 9372-0921**

## For Sale Ami 6

Rego Ami6

**\$10,000** drive away

Contact Carl on

(08) 9386 3268

0412 472 527

kaycarl@iinet.net.au

## For Sale 1974 GS1200 Club STATION WAGON

Very clean - no rust. Minor dents to one area. Regularly serviced and maintained by DS Motors, Brisbane. Registration No. 567 FYK. My reason for selling is that I have bought a larger Citroen. **\$3,400**  
phone: 07 5485 0888 chinamatching@powerup.com.au

Marcelle Pulman

## 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**

**BX 16 valve 1990** PKY-105 262,000km White colour Sensible offers around **\$10,000**

**DS23** carby 5spd BEY-1 Grey colour **14 to 16k neg.**

**Wanted:** Good GS. prefer wagon  
Phone Mel Carey on 03 9419 4537

## Restoration Projects

|                      |                                   |
|----------------------|-----------------------------------|
| 2 x Big 15s big boot | 1 x L15 Small boot                |
| 1 x Big 6 small boot | 1 x ID twin headlight             |
| 2 x D Special        | 2 x DS23 Auto (1 x carb, 1 x inj) |

Contact Mel Carey on 9419 4537 or Mob 0414 820 631

## 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

# Citroën

Ever wanted your own Citroën T Shirt?

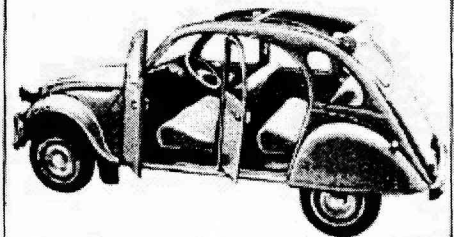
CCOCA will do it for a mere \$19.95.

Wide variety of large & small logos available.

Contact Mark McKibbin on (03) 56 254 020  
to place your order

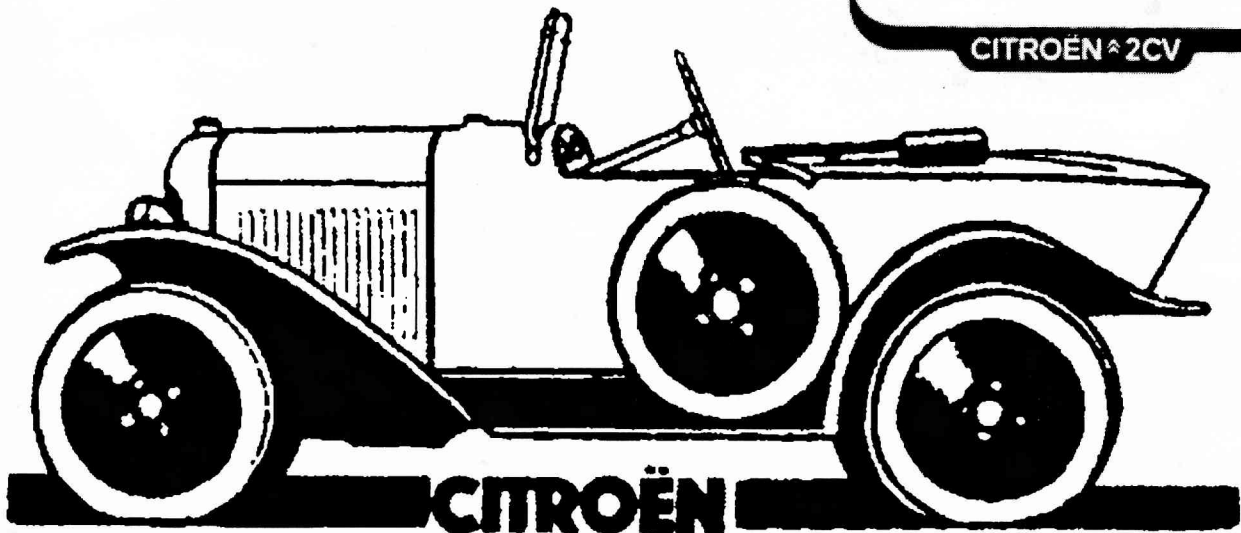


Is there a  
tougher,  
more practical  
or more  
economical car?



**Citroën 2CV**

CITROËN 2CV



**CITROËN**