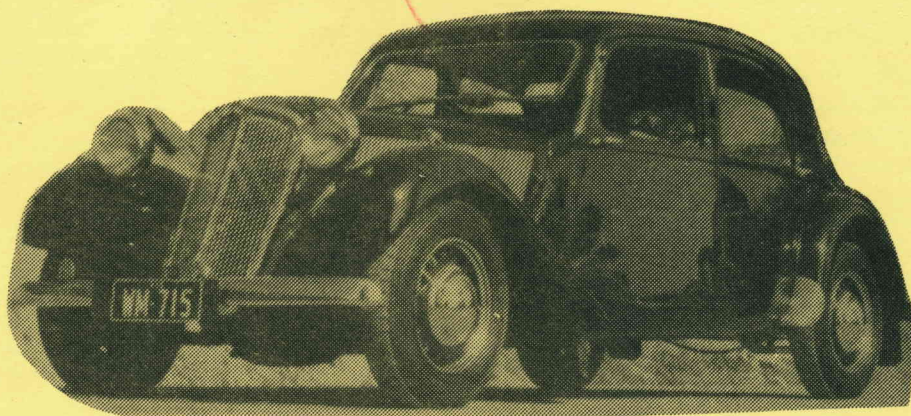
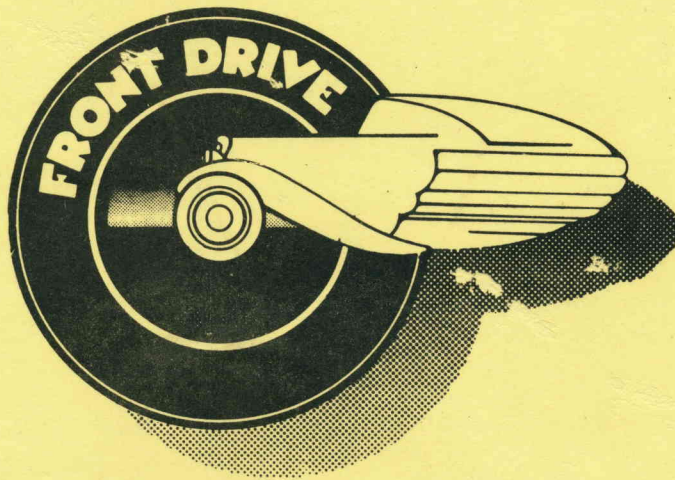
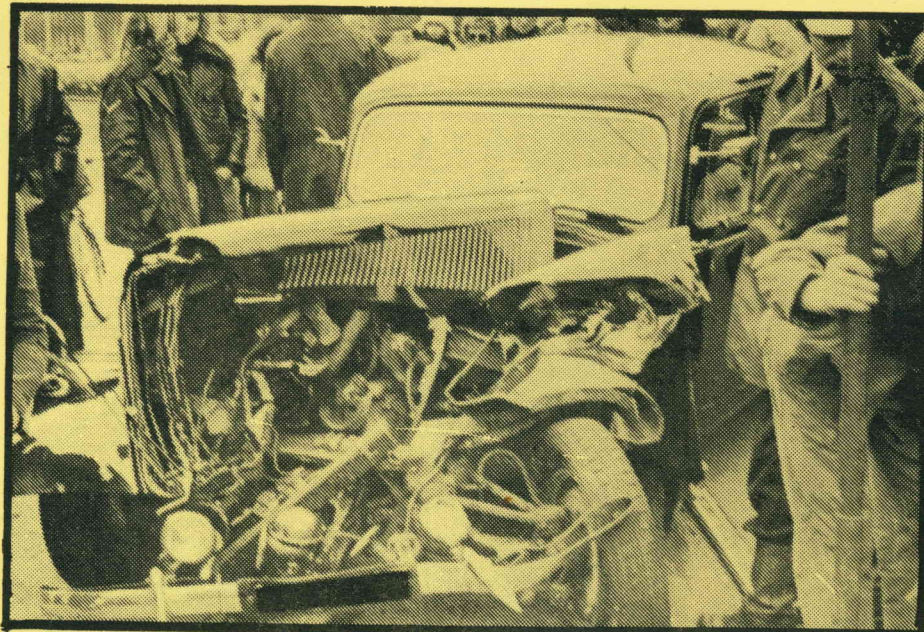


Front Drive Volume 5 Number 1 May/June 1981





CLASSIC CAR INSURANCE

The Committee has concluded negotiations with Shabon Insurances for coverage of CCOCA members' cars under Shabon's "Classic Car Insurance" scheme.

This scheme recognises the fact that classic cars driven by members of clubs such as CCOCA are statistically at lower accident risk with consequent lower premiums.

Additionally the scheme offers a number of features of real interest to classic Citroen owners, including agreed value; salvage rights in the event of a write-off; choice of repairer; automatic coverage while other club members are driving the car, and so on. Comprehensive coverage of cars under restoration is also available.

Brokers for the scheme are Shabon Insurances (Vic.) Pty. Ltd., and it is underwritten by the Guardian Royal Exchange Group (GRE).

Coverage is immediately available for Victorian, S.A. and Tasmanian members, and may be available to other members depending on individual situations.

All enquiries should be directed to the Secretary CCOCA in the first instance.

Current premiums are:

Category A (pre 1948 and all Tractions) Up to \$6000 Agreed Value \$50 excess		\$69.50
Category B (1948 to 1962 excluding Tractions) \$100 excess		\$95.00
Category C (1962 onwards)	On Application	
Laid-Up Cars		\$47.50

- Available to club members only
- Ultra-competitive rates
- Agreed value policy
- Choice of repairer
- Salvage rights
- Laid-up cover available

CONTACT THE SECRETARY CCOCA FOR FULL DETAILS



**Shabon Insurances
(Vic.) Pty.Ltd.**

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Volume 5 Number 1 May/June 1981

Front Drive Volume 5, Number 1 sees the start of a new year, a new committee and also a new editor. (Page 2 gives an in-depth biography of the new faces now walking CCOCA's corridors of power.)

Every new editor usually spends his first editorial exhorting the members to contribute to help him (her) to continue the good work begun by his predecessor. So, to continue such a fine tradition – CONTRIBUTE, damn you, CONTRIBUTE!!!

Contrary to what was printed in the previous issue, Front Drive will not appear as a quarterly but will continue life as usual – bimonthly (more or less). With the increase of Vintage vehicles into the club, an irregular Vintage contributor is needed to add balance, tone and character to offset the dangerous anarchism of Dirk Shervo. Any takers?

On a serious note (you thought I was?), an Assistant Treasurer is urgently needed. The Propsting family has been chief of the pursestrings for over three years and growing family means less time and changing priorities. With \$11,000 going through club and spare parts accounts in the last year, the position is not one that can be lightly taken on or easily handed over. Consequently, this year could be the learning period for a successor. All enquiries to Pat – PLEASE.....

Finally, to all those slow club members who have not yet renewed, this is your last Front Drive. As the ads say "Weigh it up!"

Mark Navin

CCOCA Membership:-

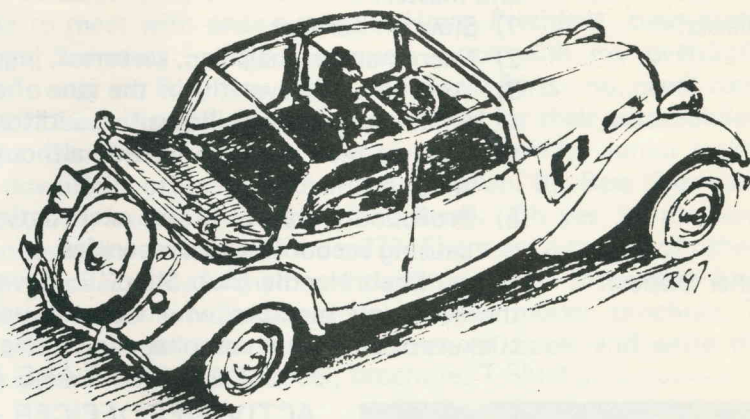
Joining Fee (new members and late subscriptions) \$5.00

Annual Subscriptions: Full member \$20.00

Associate Member \$15.00

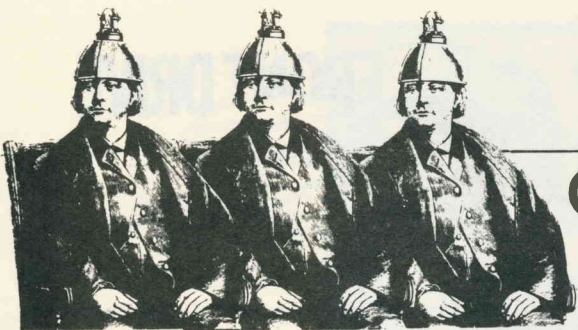
Joint membership available to spouse of full member, no cost.

Overseas postage rate \$5.00

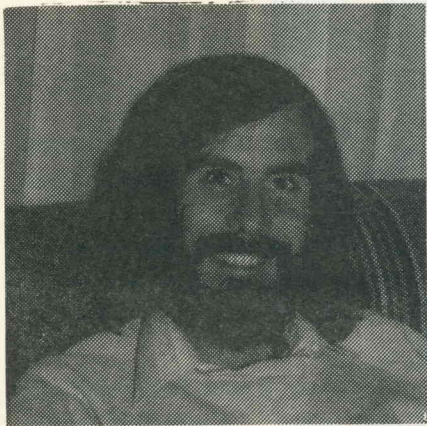
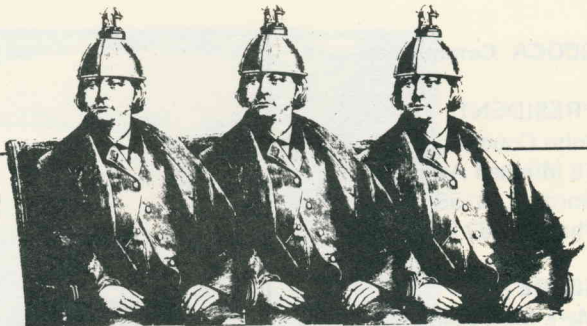


CCOCA meetings are held on the last Wednesday of every month at the Coffee Shop Meeting Room of the Nunawading Civic Centre, Nunawading, east of Springvale Road.

Be sure to see
"COMING EVENTS" page 4



Committee 1981-2



PRESIDENT — John Couche

I am 29 years old, married to Robyn and discovered Citroens when I was about 15 or 16. At that time, they were all L15's and Goddesses to me but I knew I had to have one sooner or later.

I joined CCOCA at its inception in 1977 and immediately found myself on the Spare Parts sub-committee. Within 6 months, Alan Thomas had retired from the position and I had become a fully fledged committee member. I remained Spare Parts Officer up until the 1981 A.G.M. when I was elected to the position of President.

My Citroen ownership began with a 1951 11BL 'Smerrildina' which I still have and grew to include a 1949 Light 15 which has subsequently been sold. The present stable consists of the 11BL, two B12 tourers and my wife Robyn's 1975 GS Break. I also collect model Citroens,

specialising mainly in those examples that are available locally. The collection is fast approaching 100 models and ranges from H.O. Scale roadsters and 2CV's to the mammoth 1/8 scale Heller Big 6.

If I had to state my ambitions in Citroens, I guess I would have to rate owning a coupe or roadster as number 1 (as most members would probably do) and hanging full registration plates on my B12 as a very close second.

TREASURER — Pat Propsting

Qualifications:-

Last out of the door when nominations were called. Also claims to have worked for the State Bank.

Past Experience:-

Last out of the door for the past three years, apart from one occasion upon which she was seen to have grabbed her husband by the collar and to have slipped out ahead. Note however, that he retaliated that very same night, making her handle the accounts for the next year, delegating authority by virtue of his position as Lord and Master!

Talents:-

- 1) Slow on her feet.
- 2) Necromancer, magician, sorceress, juggler and accountant extraordinaire.
- 3) Able to smile sweetly in the face of committee debates, bouncing cheques, raging bank managers and inquisitive auditors.
- 4) Able to read her own writing although she has had trouble with her figures from time to time.
- 5) Profoundly able to inflict excruciating pain on Secretaries or Spare Parts Officers causing accounting discrepancies.

Other Duties:-

"Thou Shalt Handle Club Shop" Beware, Pat will ensnare trap or otherwise nail to the wall any member who has not yet purchased T-shirts, windcheaters, badges, stickers or any other paraphernalia on sale through our club.

"ESCAPE IF YE ARE ABLE"

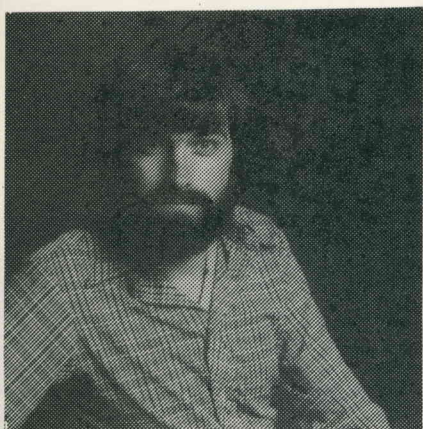


ACTIVITIES OFFICER — Peter Fitzgerald

I first joined the club at its inception in 1977. At that time, I owned a 1950 Normale, which I owned up until 18 months ago, when I bought by present Citroen (a 2CV van).

In June last year, I took up the position of Acting Activities Officer until the 1981 Annual General Meeting, where I was elected to the position of Activities Officer.

Ambitions - to own as many Citroens as I can lay my hands on, preferably 2CV derivatives with a traction thrown in for good measure. Oh! and of course a Chapron Cabriolet DS.



SECRETARY — Mark McKibbin

Some of you may ask "Who the hell is Mark MacGibbon?" Well, I'm the one who was shoe horned into the secretaries job!

My interest in older cars started in 1975 when I purchased a Singer roadster (a basket case). I helped form the Singer Owners Club of Australia (SOCA) and was on the committee for a couple of years. It took five years (yes, sometimes I am a bit thick) for the reason to sink in why Singers as a make failed (no, their crown wheels and pinions don't break up) — the rear body work breaks up and eventually falls off!

The thought of this happening to the car that I was restoring was appalling, so I decided to cut my losses and sell the Singer. I purchased a 1951 Slough L15 (Francoise) in September 1980. Since

then, Francoise has given birth to a GS and is expecting a 2CV6. I seem to have been bitten quite hard by Citroenitis; this may not make me a good secretary but at least I should be enthusiastic.

SPARE PARTS OFFICER — Roger Brundle

BORE:- Can be, depending on occasion.

STROKE:- "A little to the left, please."

CAPACITY:- Has been known to imbibe excessively and fall about - not a nice sight.

WEIGHT:- Could well afford to lose some.

BRAKES:- All sorts of things, particularly when falling about.

TYRES:- Easily.

TURNING CIRCLE:- Does 3 point turns in average suburban roads for unknown tractions, to change direction and occasionally for no apparent reason at all.

DIMENSIONS:- Similar to a large economy garden gnome.

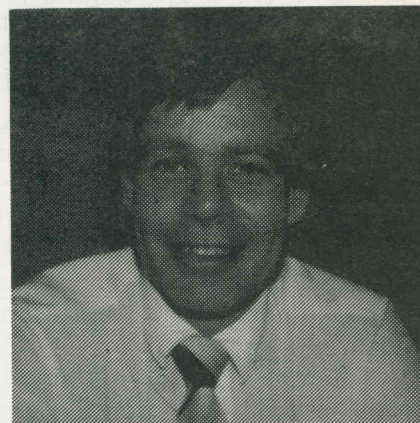
ELECTRICAL SYSTEM:- Appears to have no coherent system.

SUSPENSION:- Twice, from High School.

PERFORMANCE:- Had the odd complaint.

MANUFACTURERS:- "Mr. and Mrs. Brundle" of the south island around the end of the war.

MODEL BACKGROUND:- Support traction habit, wife, two kids, cat and part renovated Victorian cottage with delusions of grandeur by appearing to work for a major oil company. Reputed to actually own a traction but no-one has ever seen it.



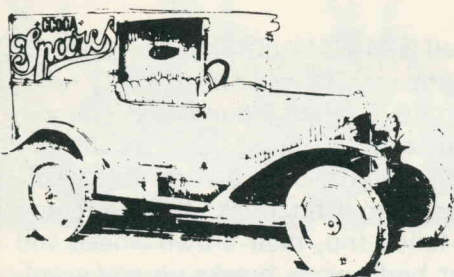
EDITOR — Mark Navin

And last but not least, the Ed. What a wonderfully talented group of people to meet with once a month. Hmm, President - been there, done that, Secretary - ditto, Treasurer - not with my overdraft, Activities - only on Saturday night, and Spare Parts - no, came complete, no extras. And all these exciting names for their automobiles: Smerrilina (Smelly for short), Francoise and Moriarty Junior makes me feel downright ordinary with my Beast (Ami 8), Bess (Normale) and Chocolate Frog (DS 21, pallas no less!). Oh yes, by the way, would anyone like to by a 2CV van??? There are a couple of others but they're collectively known as the rust buckets. Interests — have been known to collect the occasional Citroen model, brochure, T-Shirt, poster, manual, hand book, stamp, or book and write the

occasional letter. Ambitions — to collect the occasional Citroen model, brochure, T-Shirt

CHANGED ADDRESSES? ACQUIRED/CHANGED/SOLD YOUR CLASSIC?
Contact the Secretary to keep his records straight and you on the mailing list.

SPARES



Perceptive readers will note that there isn't a parts price list published in this issue. There are a number of reasons for this omission:

- a) As John Couche explained in his Committee Report of last issue, the parts stock holding had been deliberately run down i.e. there is not much point in advertising something that is not immediately available.
- b) It has taken longer than expected for me to find out "which way is up" regarding the systems for stock control, ordering, invoicing and payments.
- c) Considerable thought is being given to what parts will be stocked in future. All this means that the spares operation is somewhat in limbo for a short period of time — patience would be appreciated.

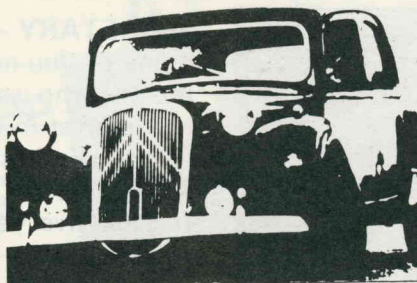
As a general concept, I would like to encourage the "magpie" syndrome i.e. collecting what becomes available whether it is immediately required or not. Given the finances available for parts purchasing, it is simply not going to be possible for CCOCA to hold all available parts all the time, and instead, we will try to concentrate on reasonably sized batches of individual parts — once sold these may not be available again for some time.

To illustrate this, we will be shortly taking delivery of a batch of 4 cylinder Traction Inner universal joints. These have been unavailable for some time and this batch is being made to CCOCA order. We will have a four figure sum invested in this one item and obviously the quicker we can move them and put the money into something else, the better.

Other projects in the pipeline include (dare I mention it?) driveshafts and piston and sleeve sets at reasonable prices.

As they say — watch this space!

CLUB EVENTS



COMING EVENTS

May 27th.
General meeting at the Nunawading Civic Centre at 8 p.m.

June 6, 7, 8th.
Hamilton and District Veteran, Vintage and Classic Drivers Club rally at Hamilton.

June 15th.
Noggin 'n Hatter night at the Anchor and Hope hotel in Church Street, Richmond. A night in Lou Molina's Bugatti Bar, with of course, the use of the carvery and the whistle wetting bench. If you would like a great night out for very little cost, let me (Peter Fitzgerald) know by the end of the month.

June 24th.
Open night.

July 29th.
General meeting at the Nunawading Civic Centre at 8 p.m.

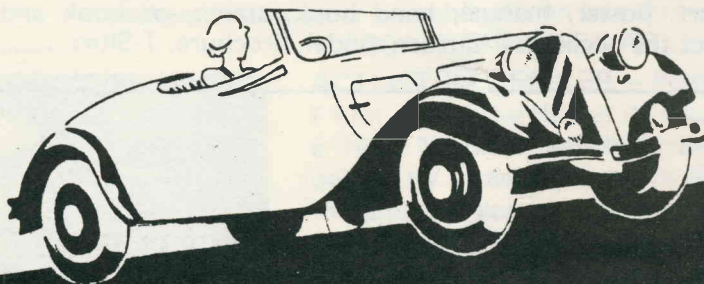
August 8th.
Wine and cheese night.

August 26th.
Open night.

September 30th.
General Meeting.

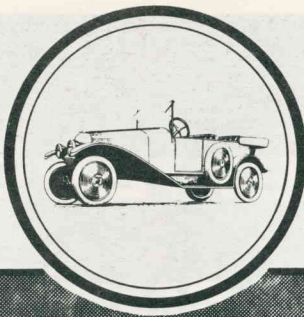
October 10th.
Parts Auction.

October 28th.
Open Night.

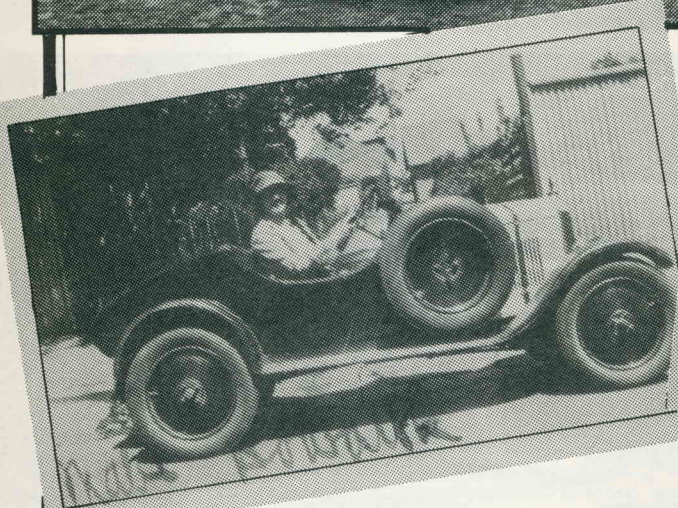


Traction  Avant

FROM THE



ARCHIVES



Top: Early South Australian
Citroën Car Club outing.
Above: Photos of a Mabs Howarth
and her 5CV. (from John Couche)

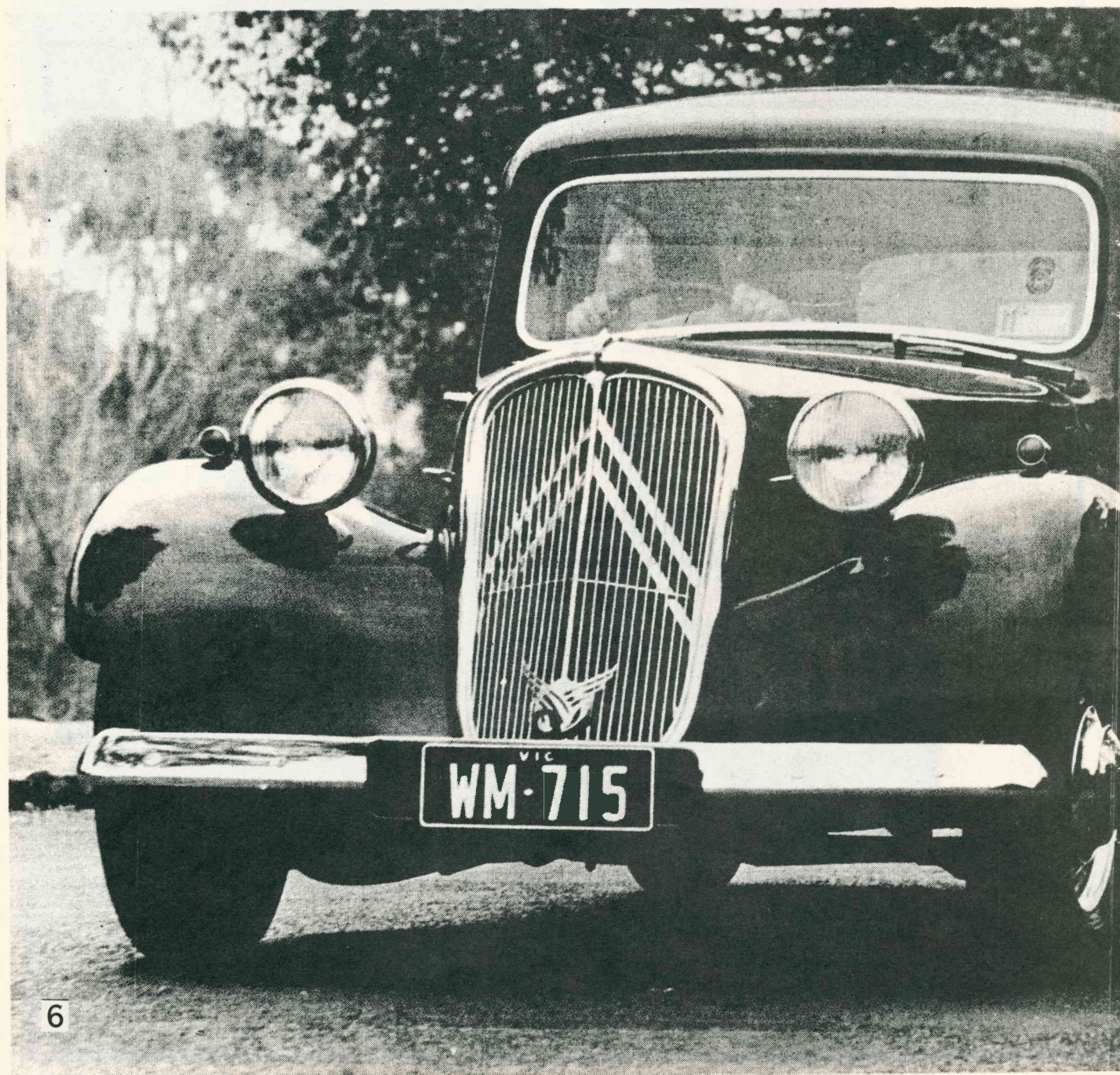
Below: Rather grotesque photo
of the lads on a kangaroo shoot.
1920's, South Australia.

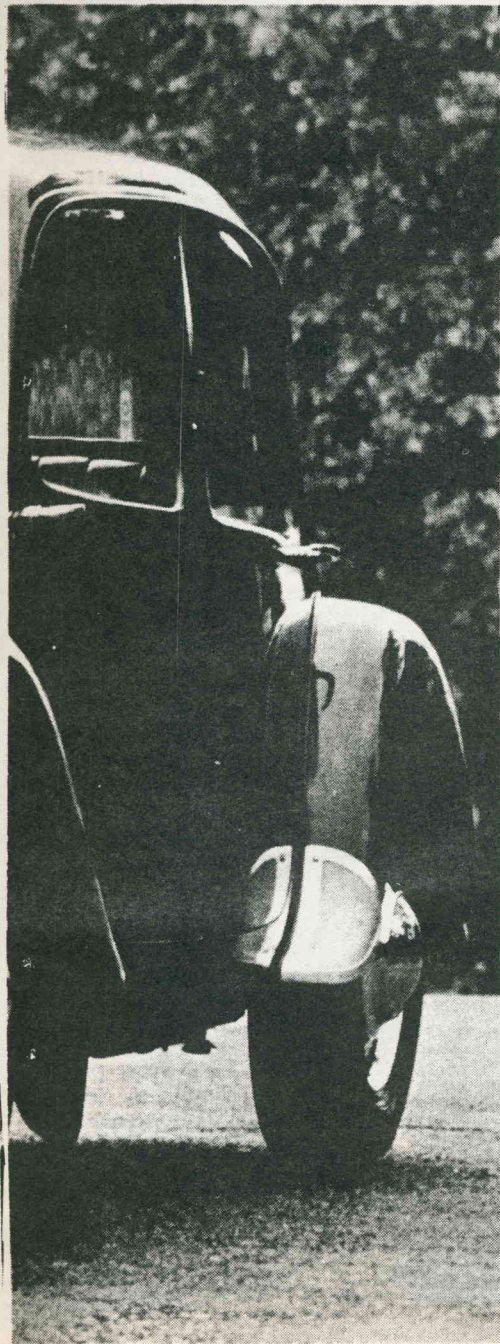
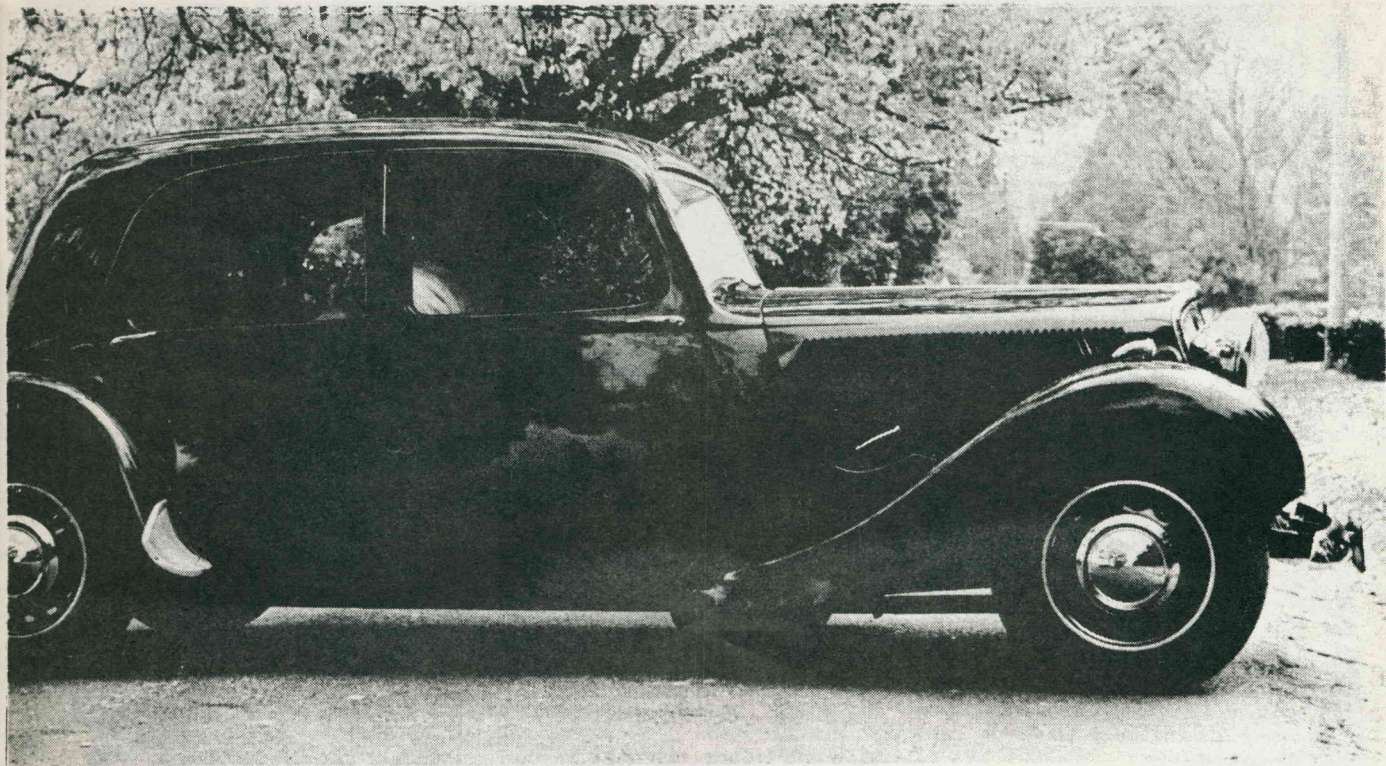


TRENDSETTERS

FRENCH WITHOUT TEARS

To the average Frenchman the Traction Avant Citroens which ran from 1934 until 1957 were synonymous with gangsters and policemen. No better recommendation could be given.





CITROEN HAS almost specialised in dropping motoring bombshells. The dust is still clearing after the fabulous little GS which last year brought everyone in Europe into agreement over the "Car of the Year".

In 1955 the shock was even greater when the first streamlined, disc-braked, hydropneumatically-sprung DS Goddess dawned, probably 20 years ahead of its time. And after World War II the 2CV was greeted with derisive laughter — but over 2 million examples later it is still a best selling car in France.

Andre Citroen dropped the biggest bombshell of them all in France some 21 years earlier when he unveiled the car which paved the way for front wheel drive in Britain and Europe — the TA or "traction avant" model series.

And what a shock it was then to the conservative European motorist reared on a steady diet of running boards, fabric roofs and chassis rails.

The first TA, the model 7A (seven French Treasury horsepower) came with a 1303 cc four-cylinder engine with removable wet liners. The body was low, long and lean, and except for the very front, resembled nothing else before or after.

There was no chassis, and the passengers actually stepped down into the underslung body. This removed the need for running

The "Traction Avant" Citroen became familiar in Europe during the '30s and '40s partly because it was such a successful get-away car for criminals.

What was revolutionary in 1934 was still years ahead in 1951 when this Light 15 came off the assembly line. The underslung "monopiece" all-steel body without running boards was criticised in 1934 but its advantages were soon realised.

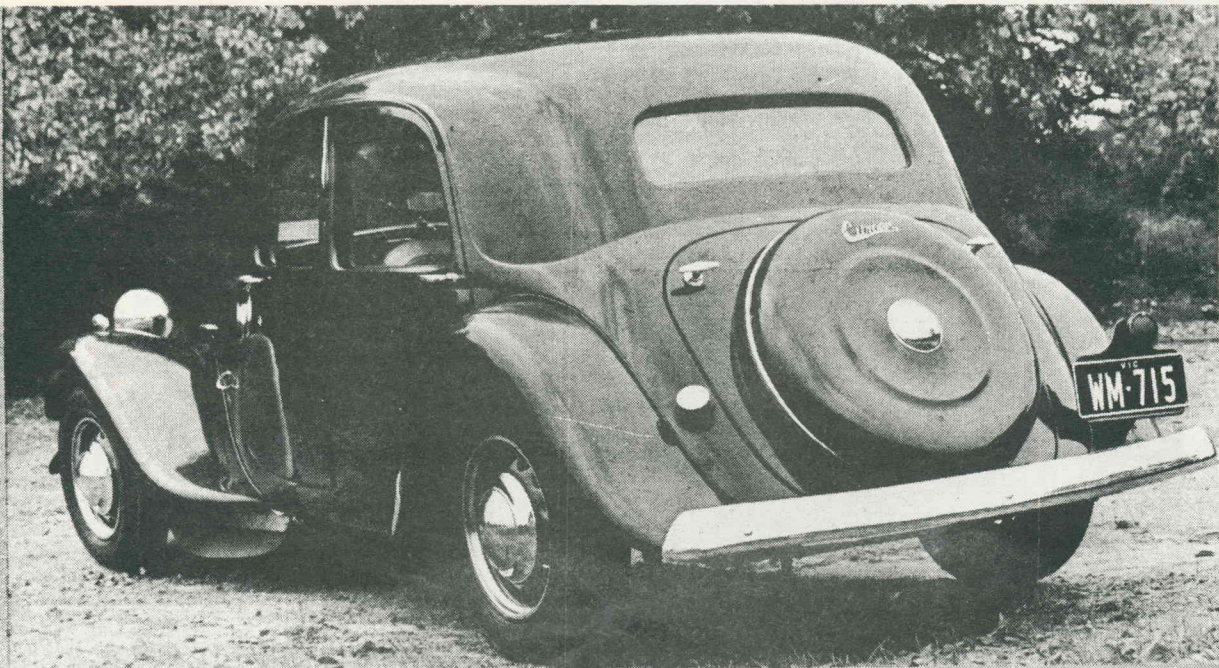
boards, a point which was heavily criticised by motoring "experts" of the time.

Four wheel hydraulic brakes, torsion bar suspension, rack and pinion steering, a pressed steel roof (the first on a European car), an opening external rear luggage door with a built-in spare wheel cover, a hot-air heating system and efficient soundproofing were among its unusual features.

But of course the focus for attention was on the front wheel drive system which put the gearbox and differential ahead of the engine in a similar fashion to that used by Renault in its 16 model today.

Of course Citroen was not the first firm to produce a saleable "traction avant" model. Lancia had been at it for years and in America the Miller racing cars and the 1929 Cord L-29 saloon had popularised the system. But a popularly-priced FWD? Never before.

The 7A was created by direction of Andre Citroen himself. In 1931, he called for a light car of revolutionary design intended to succeed the 8, 10 and 15 hp cars whose production was then about to begin. A 65 kph sedan to carry four passengers in comfort and safety, have a fuel consumption between 20 and 28 miles a gallon and combine striking looks with outstanding comfort — that was the design task.



The problems were of course enormous at that stage of automotive history.

Despite the mechanical complications inherent in designing a front axle layout to take care of both drive and steering and of an automatic transmission system which had to be abandoned (Sensaud de Lavaud's progressive and continuous torque variator) the body and motor will always remain two masterpieces of design.

Seldom has any car been subject to such strong criticism as was the traction avant when it was first announced. However during its long and successful career the design ultimately triumphed. Whereas production of the earlier models had been spread over some 15 years, the front-wheel-drive 7s started coming out of the works in 1934 and were still coming out up to the beginning of World War II. The similarly-bodied "11 hp" TA models were in production right up to 1957.

Naturally other manufacturers used the Citroëns as design lessons. Some borrowed the engine (Chenard ET Walker), others the complete power complex (Georges Irat, Rosengart in 1939), or more unassumingly used the body alone (Delage, Licorne).

Even after the armistice old Cord cars fitted with either 11 hp or 15 hp engines in place of the original 125 hp eight and its troublesome electrically-operated preselector gearbox, were to be seen on the roads.

The first born of the series, the 7A was soon followed by the 1529 cc 7B, and the 1911 cc 7 "S" which was in fact the first Citroën Light 15 — our feature car this month. A model 7C was also introduced with a running series of modifications from 1934 to 1939. It was a first cross between an "A"

and an "S" model having the bore of the former and stroke of the latter to produce 1628 cc.

Although the general design of these models was unchanged, the Citroën company experimented with a number of different transmission and suspension systems. There were two forms of engine mountings, two types of water pump, three oil pumps, three types of transmission, three types of front axles, three types of rear axles and three types of steering gear.

Three months after the introduction of the "7" models in May, 1934, the company released the 11A and 11AL models. The "11" referred to 11 French Treasury horsepower which represented 15 RAC horsepower, hence the reference to the cars in British journals as Light and Normal 15 models.

The 11 is remembered as the vehicle in which Francois Lecot covered 400,000 km (about 250,000 miles) in 400 days in 1935-36.

The 11AL (L for Light) was the successor to the short-lived 7S and was identical to that model save for a 1 centimetre greater rear track, making it 2 cm wider than the other 7 models.

The 11A or Normal model came with a bigger-all-over, more-spacious body. There were also two alternative body styles on this model — a five-door berline and a nine seater family version.

Both cars shared the same 7S engine which produced 46 brake horsepower at 3800 rpm on a modest compression ratio of 5.9:1. They were the beginning of the most famous line of the TA models which ran through into the middle '50s although the versions and variations on their design in the interval were numerous.

The engine itself was perhaps the least changed of any item and apart

A boot with a rear door and a spare-wheel cover were unique in 1934. Relatively slippery shape added to car's impressive performance and top speed. Lack of vent windows is a supposedly new feature but the Citroën went without nearly 40 years ago.

from a "Performance" version with 6.2:1 compression ratio introduced in March, 1939, and a further boost to 6.5:1 in 1950, the engine was largely untouched until it was replaced by the 59 brake horsepower, 6.8:1 11D engine in 1955.

Body changes were continuous. In 1936 the 7s got new instruments and a new one-piece bonnet. The following year there was a two-seater fixed head coupe version of the 7C. In 1938 all models received Michelin's new Pilote tyres and an 11B sports model was shown at the same time. In 1939 a new fresh-air heater was introduced and in 1940 the 7C went to 6.2:1 compression and was renamed the 7E.

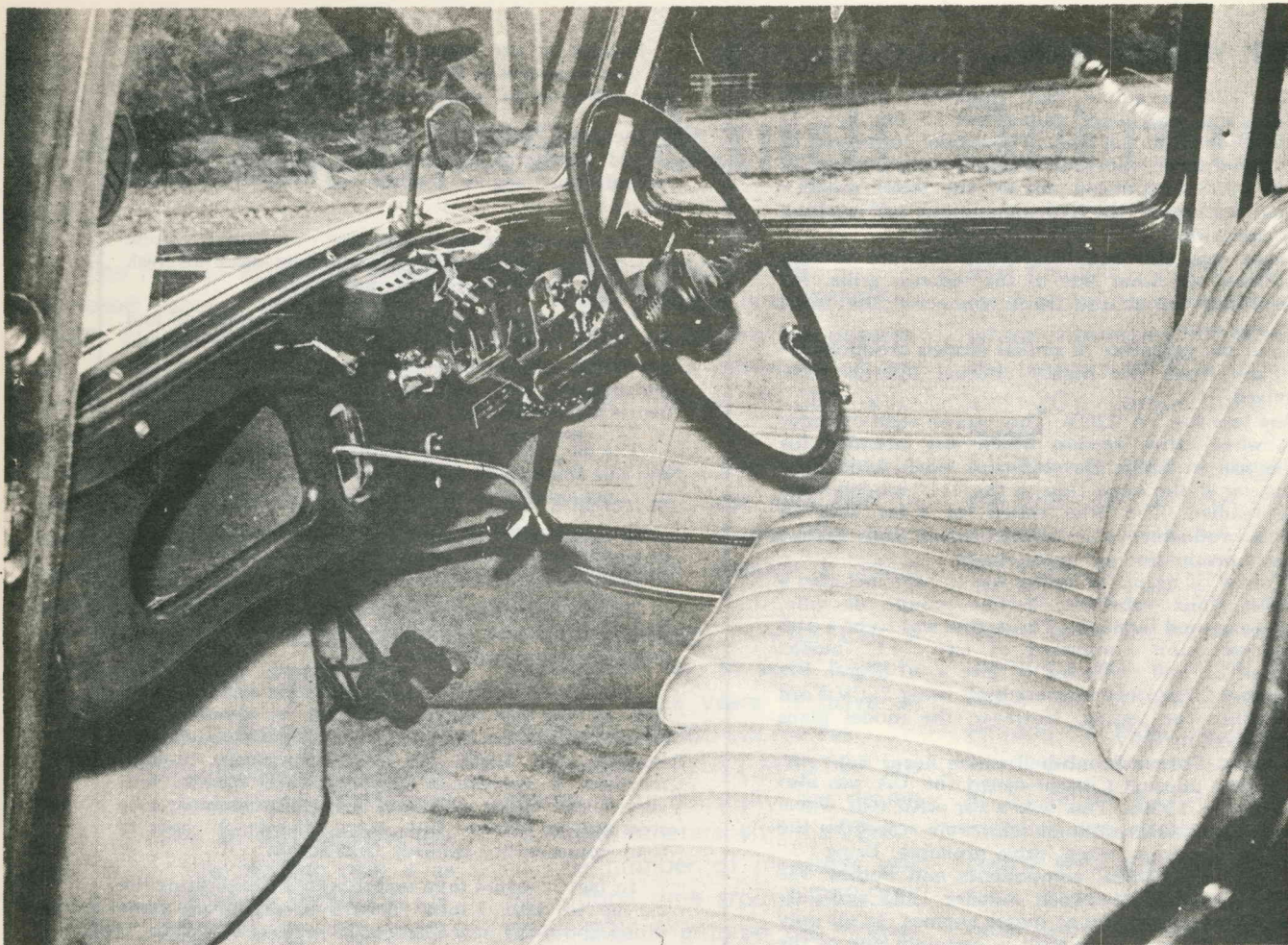
War halted production although a few "11" models slipped through before the Germans stripped the Paris factory. There was not much left when peace came, but some of the "11" moulds were salvaged and production resumed in 1947.

However, the family and commercial models were dropped as the moulds were beyond repair. These were not to re-appear again until late 1953 in the case of the family and 1954 in that of the commercial version.

Meanwhile a new six cylinder model, the 15 Six D with a 77 hp 2867 cc engine appeared on the market.

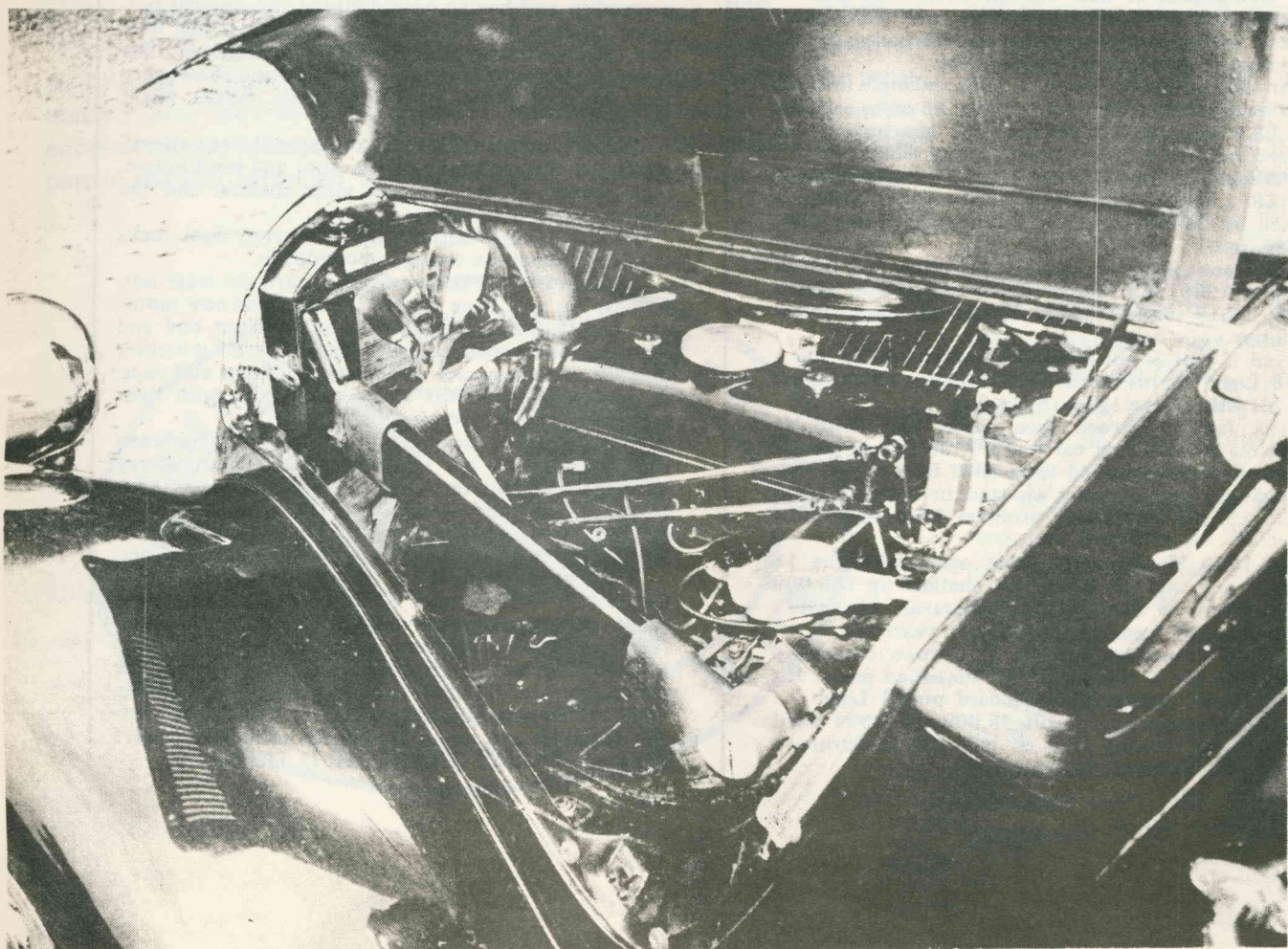
This model was developed from the 15 Six pre-production model of 1938 which in turn became the 15 Six G — so named because its engine turned to the left — gauche.

(Continued on page 87)



Dashboard mounting for gear lever and flat floor were among the Citroën's unique points. Stepping down into a car was a new experience for the car's many customers.

Convention was thrown overboard with the Traction Avant models. Front wheel drive with the gearbox and differential ahead of the engine made for a roomy body and superb handling characteristics.



FRENCH WITHOUT TEARS

The 1947 example had clockwise crankshaft rotation and was hence called the 15 Six D — D standing for Droit, or right. The model continued in production up to the time of the revolutionary DS and in 1953 introduced one of the latter model's unusual features — the hydropneumatic self-levelling rear suspension.

These cars also had lengthened forward torsion bars visible on either side of the radiator grille. An anti-roll bar set at the front connected the front lower axle arms.

Amid the vast array of similar models produced by the Paris firm, two highly unusual hybrids were conceived.

One was the TA 22CV. This was an eight-cylinder front wheel drive version which was intended for production in 1935. Development work took place on the car at the same time as the "11" models were being readied. The brief called for a car with all possible refinements — "the safest and fastest standard production car in the world".

A range of beautiful bodies was to have included a cabriolet, faux cabriolet, berline, coupe de ville, coupe long and familiale. The engine was to be a 100 horsepower unit comprised of two "11" blocks mounted on one crankcase to give a 90 degree V8. Altogether 20 prototypes were built using 21CV Ford V8 engines for testing. However, the model plans were shelved in 1937.

It was a Citroen bombshell which never went off.

Another unusual Citroen called the UA was also built in the 1930s. This was a car with rear wheel drive to cater for customers who were scared by the revolutionary front wheel drive principle. Using "7" and "11" mechanical components and bodies, the models were built between January 1935 and July 1938, some with 1766 cc diesel engines. In all only 15,000 of the cars were built — certainly one of the most exclusive Citroens ever.

But let's get back to the most popular TA Citroen and our feature car, the Light 15.

This was the model to capture the public imagination for a number of reasons. For a start it was well-priced, it had enough room for four — although the 15 Normal had more — it had a good turn of speed, was economical and of course it had the excellent front wheel drive system.

An English Motor test of a 1951 example showed it to be capable of 79 miles an hour, 25 miles a gallon and 23.2 seconds over the standing quarter mile. It praised the car's stability, handling and reliability.

Perhaps the best Citroen Light 15 in Australia is the 1951 model you see on these pages which is owned by 24-year-old Gerald Propsting of Box Hill, Melbourne.

It is one of three Citroens he owns, the others being a 1939 11A model under restoration and a 1965 DS19 Pallas which serves as hack transportation.

And if that is not enough, Gerald's brother has a 1956 Light 15, his mother has a similar 1954 model and his father has a 1953 15 Normal.

The family Citroen tree reads like this: Mr Propsting senior's first car was a 1926 Lancia Lamda which was later swapped for a 1927 Lancia. In 1954, his taste for traction avant whetted, he bought a 1938 Light 15, but a gearbox problem blew the motor apart.

In 1960 Mr Propsting tried again with the 11 Normal and this car has so far chalked up 105,000 miles, many of them pulling a caravan. His wife's current Light 15 was bought just two years ago.

Gerald Propsting's history of Citroen ownership also reads like a column of the classified pages. His first Citroen was a 1952 standard model Light 15. This was replaced by a \$1495 38,000 mile 1954 Light 15 but was recently sold to buy the ex-European Nato forces Pallas (\$2400).

Meanwhile the current deep maroon 1951 Light 15 was bought with 145,000 miles on the clock. And, has undergone full and very complete restoration.

Included has been a careful re-paint — although Gerald maintains it is due for another — a fully reconditioned engine, gearbox and front-end plus new brakes.

The interior trim is also new — cream Deerhide PVC sadly — which although excellent does not look as nice as the original leather and vinyl.

The dashboard has been carefully re-polished and the cloth roof-lining is still in excellent original condition. However the carpets are due for replacement and are the first item now on the owner's perpetual list.

The car went back on to the road in January 1970 and has since spent a lot of its time in shows, picking up concours awards with monotonous regularity.

But such quality does not come cheaply. Gerald originally paid \$235 for the car unrestored and now it owes him over \$2000.

Driving Gerald's 15 you are immediately reminded that although the car itself is just 20 years old, the design is now nearly twice that.

The layout of the controls, the style and the initial feel of the car verify that. Yet in almost every department other than straight-line performance and braking, the Light 15 is a surprisingly modern machine. It corners in approved FWD fashion with very little body roll and complete stability; its steering is heavy but very direct; it handles road-ripples with a smooth, firm action.

In fact it would take surprisingly little to bring the car up to date. I look forward to saying the same things about the new Citroen GS in the year 2000. *

W.M. TEN YEARS ON

Looking back now over the past twelve years of ownership and having now doubted the original purchase mileage of 145,000, I am amazed at just how well Citroens monocoque hull has hung together. The car today feels quite tight in the body and shows very few signs of stress to which lesser makes might succumb.

Obvious points of looseness that will need attending to are the repinning of the door and boot hinges, replacement of the window glass channel and the drivers' window window.

Having always fastidiously lubricated door locks etc. these remain in very good condition.

Of course with such mileages, parts do wear out. The car has now been treated to its second new motor and has had extensive rebuilding of front end and steering components, using new parts wherever possible, including rack and pinion, ball pins and cups, tie rod ends ball joints and silent blocks with their corresponding splined pins.

The duco and chrome are not as they were when the old girl went her merry concourse winning way ten years ago, but she still looks quite respectable for an every day car. I hope to treat her to new paint and a few other cosmetic refurbishments in the next year or so, and once done I will again be proud of her.

You can see now what a good investment an old Citroen is. Having paid \$250 originally and having spent perhaps another \$3,500 in restoration and repairs over twelve years, the car is now 290,000 miles young, and I am looking forward to topping the grand figure of 500,000 (not too optimistic I hope). With values now climbing well over \$3,000 for average examples and up to \$6,000 for good ones, well, I ask you — "WHAT OTHER CAR IS THERE?"

Fraternitas Sancti Andreas

The Finnish 2CV Club (FSA), a closed society, was founded in 1962. Club membership is restricted to possessors of 2CV-cars, which in Finland includes all "A" model Citroens such as 2CV, Dyane, AMI, AK, AZU, and Mehari; in other words, those automobiles whose origin can be traced back to the 1939 2CV prototype. If a member gives up his 2CV, he is also automatically withdrawn from membership in the FSA.

The rules of FSA emphasize that members must more than anything else love their 2CV's and strive to take all the possible joy out of it. The leading rule is as follows: *"2CV IN BEHALF OF EVERYTHING AND EVERYTHING IN BEHALF OF 2CV"*.

The members of FSA have equal rights, with the exception of THE YEARLY BALL (a gala night called in Finnish — "MOOTTI"), where members are ranked as honorary masters, masters and journeymen. Also, apprentices are accepted to take part in the Ball, although they are

not entitled to vote there.

A new member is an APPRENTICE until he (or she) has possessed a 2CV for a minimum of one year and driven 15,000 kilometres.

To become a JOURNEYMAN, an apprentice must take part in the Ball, where all the FSA-ranks are confirmed through a grand ceremony.

To become a MASTER, a journeyman has to serve humbly for two more years or drive an additional 30,000 kilometres.

An HONORARY MASTER is a master who faithfully has driven 75,000 kilometers with the 2CV.

The number of members was for a long time around 200-300. When 2CV 4 entered the Finnish market, the number started to increase strongly passing 1000 in 1972. In 1973, FSA had around 1400 members. At the moment, there are about 1800 members in the club. The explosive growth of members led by itself to the formation of local clubs. At the moment, 27 local 2CV clubs are found in Finland. Their members are

also members of the FSA. Most local clubs have regular meetings, where interesting subjects, such as the technics of 2CV, traffic, travel and 2CV competitions are discussed.

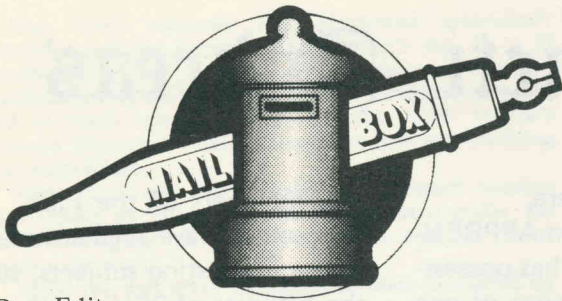
The program concerning all the members of FSA consists in addition to THE BALL and the ANNUAL MEETING of the funny "PATER-MASTERS RALLY". Other activities being open to all members are arranged by local clubs all around the country. Among the most popular competitions one can mention the so called ST-rallies, a race in which automobiles are driven over a fixed course with specified rules. These take place normally in the dark (and rainy) autumn nights. Also, races driven on ice gather numerous competitors. In the summertime, groups of Citroens travel abroad together, and often there are common SAUNA-meetings in certain camping sites in Finland.

The most popular summer event has for years been the so called "Hellu-Ralli", a big 2CV happening arranged by the Club of Mikkeli. The scene of this event has always been the Pistohiekka camping site widely known of its great natural beauty. Hundreds of FSA members meet each other year after year there. For a good reason, this happening is considered to be the highlight of the Finnish 2CV summer.

FSA organized the first International Meeting of 2CV Friends in 1975. We had about 1000 participants with more than 400 2CV's, with one from Australia — Stuart Clark.

FSA members have taken part in all the big 2CV meetings. In Switzerland with 53 2CV's and in Denmark with 150. To Belgium maybe with 200?





Dear Editor,

Volume 4, Number 3 of Front Drive contained another one of those hollow challenges issued by that air cooled ego maniac Dirk Shervo to take on the might of the Traction "anywhere, anytime".

Rod Greschke picked up the gauntlet but unfortunately, 'Simone' suffered a dose of terminal crown wheel and pinion before Dirk Shervo and Brute could be put in their place once and for all. (It should be noted that 31 year old Simone was running rings around a certain 6 year old 2CV van when she met her fate at the Austraction '81 motorkhana - and Brute was nowhere to be seen!

Well, have no fear Purists, Tor-Shaun Barr can sit back quietly no longer and watch his garage-mates be the recipients of so much idle cog-wash.

THE CHALLENGE IS MINE!

"Anywhere, anytime" you say, Shervo. Right, the place is wherever you want, the time is NOW.

What? Do I detect a slight quivering of Brute's universal joints? Is that a tic I see developing behind that plastic smirk on Shervo's face? Maybe now that a real challenge is afoot Brute proves to be not physically capable....

Let me entertain you, Purists, with the following:

I had noticed over the last few months that Shervo's challenges were coming as thick and fast as ever but nobody had laid eyes on Brute for quite some time - I decided that I had better investigate the matter.

While stealthly stalking Brute's habitat, I was greeted with a strange sobbing noise. A peek through a crack in the wall revealed Dirk Shervo on his hands and knees leaning over Brute's front mudguards crying into an empty engine bay.

Yes Purists, the "mighty" Brute had taken on one too many Traction and now lays quietly collecting dust, mice and birds nests while his dead heart sits on the floor waiting for a transplant to arrive.

Where is the challenge now, Shervo??

Traction Reign,
T.S. Barr.

Dear Mark,

Thanks for enquiring after Simone's health. She has now fully recovered from surgery (see enclosed photographs) and has even been taken off the "light duties" list. The operation was a success in as much as she has regained her full strength but at the same time, we can't say that she's better than new, or as good as new, or even as good as she was before (which was a long way from being new anyway!). This unfortunate admission is prompted by the fact

that the replacement diff was obviously taken from a Bourke Street tram (the old green and yellow ones). She runs beautifully under load but an over-run, I swear that beneath all the noise and vibration, I can hear someone saying "Fares please"!!

I had two crown wheels to choose from - the one that had been in the car when the previous pinion broke a couple of years ago, and the one from the spare gearbox which I bought only recently. Using what Roger Brundle describes in his technical articles as "selective assembly", I first used the original crown wheel only to find, after going to infinite lengths to get the clearances correct, that it had a bent tooth. I then had to do the whole job again using the crown wheel which, under the "selective assembly" method, had already been rejected. In the absence of a new crown wheel, we'll just have to learn to live with it. I now propose painting the car green and yellow, ripping the doors off and putting canvas roller blinds in their place.

I've also enclosed the index from my book of photocopied magazine articles on Citroens. The original magazines are mostly owned by a policeman friend of mine and I think they are still available (He has just recently separated from his second family, so they may well have gone up in smoke). (Copy of list available from Editor - stamped addressed envelope please.)



simone undergoes surgery

A few weeks ago, I saw 'the only Ami in Australia' on the road and noticed that it appeared to have some body damage that had been repaired and painted over in a very amateurish manner. Perhaps it isn't as desirable as the owner thinks - I'd like to see how well-kept the interior is. Perhaps it will be somewhere to be seen at Easter.

Well, that's it for now. I expect to be working throughout the Easter weekend so I haven't registered for any of the official activities but hopefully I'll manage to see you and the rest of the Traction following somewhere or other. The motorkhana is being held right beside the Woden police station - perhaps I could enter my 253 Holden with all its blue lights.

See you then,
Rod Greschke.



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Exacto quality

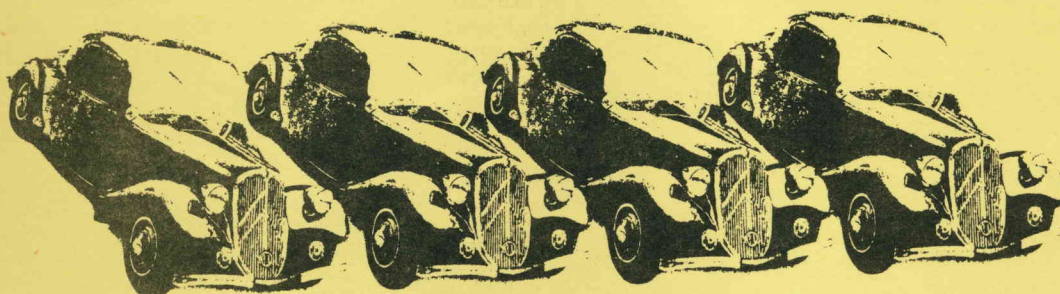
Colours, motifs and sizes as above.

For children's sizes, please give child's height in cm.

CONTACT: Gerald Propsting,

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