



Dear Kym,

Mark rang last night and asked if I would send you enclosed photo of our family taken 1969 with our beautiful '54 Classic, a true example of a family car.

I have been the proud owner of this long, low and lovely car since November '64 and it was well used by our family as you can see. It was an ideal vehicle for us when the family was so young, very versatile, as on the odd occasion we were able to visit the drive-in or travel long distances I removed the back of the back seat and built up a large bed which enabled the children to spread out into the boot. Although the Citroen could never be regarded as a ladies car my wife Pam used it a great deal and found its capacity to take a pram through the back door a wonderful advantage.

I still wonder how, at five foot nothing and about 7 stone, she managed to park and manoeuvre this monster, as any family niners would admit that trying to 'shift' these cars into confined spaces at very low speed is not a job for the physically weak or faint of heart, and for me it would not be unfair to compare the experience with turning the wheel of a laden 8 ton Bedford truck, which I have done many times. The side-effects for my wife were stronger arms and shoulders and a firmer bust for longer than she would have expected – how's that for a sales gimmick for Classic Citroens? We would have all the girls out in the parking lots with their front drives at low, low speed with a firm resolve to develop their parking angles. Joking of course – to drive the car on the open road was always a wonderful experience for us and the fact that I have kept the 'old girl' would prove our affection.

We have not used the car for some four years, because of the usual gearbox breakdown, which I have repaired, and also drive shaft trouble within the hubs which still need attention before re-registration.

Best regards,  
Bob Gibson,  
87 Jetty Road, Rosebud.



The Secretary.

Dear Sir,

Many thanks for the letter from your editor. The prompt reply is very much appreciated – not to mention the copies of Front Drive. I enclose an application for membership of CCOCA.

I am particularly interested in the Spare Parts scheme, but however before subscribing to the fund, I am endeavouring to find out a little about our import laws in this area.

Anyway – it was suggested that I could become Front Drive's N.Z. correspondent – a task I am happy to accept, but I feel I lack qualifications! Anyway I will accept until someone better (or else!) comes along!

A bit of general information:  
The Canterbury Citroen Car Club (CCCC) of which I am a member is one of around eight Citroen car clubs in N.Z. Each club operates independently, there being no overall 'parental' organisation. There are moves at present to form a co-ordinating body but this is being resisted by several clubs. My personal feeling – and that of the Canterbury club (in general), is that it can only be a good thing. This is especially true for traction owners – where the necessary parts funding, technical information etc., can only be effective in a large, financially secure club. The prospect of a 'Traction only' club is even further in the distance – and fairly improbable in N.Z., because of the actual lack of numbers. It is a more logical move for N.Z. traction owners to join your club and thereby increase your strength – and indirectly ours! This is something I hope to encourage – although a more favourable exchange rate would help! Perhaps you may eventually have to change the name of your club to CCOC of Australasia!

To get back to the subject – there are approx 65 financial members in the Canterbury club, of which somewhat greater than two thirds would be D series owners. The club has monthly meetings and most activities are social ones. These include picnics, parties, gymkhanas etc. Technical direction and information is (unofficially) spear-headed by two members. One has collected and dismantled tractions over some years and can supply a wide range of second-hand spares – with a few notable exceptions! He also tackles some repair work; such as suspension adjustments, brakes, etc. The other member does bench work only (i.e. no dismantling) on transmission shafts and gear-boxes.

New spares for Tractions are virtually unobtainable – other than items such as points, fan-belts and radiator hoses – or, if you are lucky, brake hoses and inlet/exhaust valves. There is a chronic shortage of (you guessed it) crown wheels and pinions; and lately universal joints have joined the almost-impossible-to-get list. The Canterbury club is at present considering approaching a local engineering firm to enquire about the possibility of having crown wheels and pinions die-cast. The firm in question is possibly the best equipped in Australasia to do the job – but it is imagined that the cost may be