

## Spares Report

John Couche

### Help!

The movement of spare parts over the last two months has been very slow, which in my mind points to one or all of the following points. Firstly the cold wintery days have kept everyone inside building their Heller Big Six Kits, and away from their full size kits; secondly, I am supplying totally the wrong type of parts (in which case I wish you would tell me what you want); thirdly, cars are so beautifully restored that nobody needs any parts, or, finally, no work is being done despite the weather and they are all falling apart around our ears.

The second of the above points seems to be the one best solved (providing the last point is not true). A couple of magazines ago all members were supplied with a blank order form to complete with their wants and needs — so far I have received only 18 of these back — several of which are repeat orders from the same member.

Please help me to help you and give me some idea of what to try and buy for our parts stock.

It has been suggested that we try and concentrate on one complete section of the cars at a time. So far, I have been concentrating on the 'Body Beautiful' by supplying body rubber mouldings, wing piping, window channel, pedal rubbers, door seals, bumper mounts, etc.

It is now time for a change, but what do you want? Steering parts, brake parts, engine parts, gearbox parts?

If you don't tell me what you want, all I can do is use my own ideas on parts that I would like and end up with parts that you don't want. So, again, please help me to help you...

### Crown Wheels and Pinions

The most talked about event since the Traction' — that is how the ad in last *Front Drive* read to advertise the fact that **Brand New** crown wheels and pinions would be available in the middle of next year.

So far I have had three definite orders (myself and two other committee members) and one possible. Not much of the most talked about event of the century.

If you are still contemplating the expense, remember that this is a once only offer and will not be repeated in the foreseeable future. \$450.00 may sound like a lot of money for a small amount of sculptured steel and you may be right — but remember you are going to spend several thousand dollars on restoring your Traction, all of which will be lost if you break a crown wheel and pinion. An immaculate Traction with no

gearbox makes a very cumbersome paper weight!

Get your order in **now** or you will be too late — its cheap insurance.

### New Stock

Since the last edition of *Front Drive* the club has taken delivery of a new type of windscreen rubber. The rubber is manufactured in South Australia and is an exact copy of the original wide frame rubber moulding as supplied by Citroën.

Enough rubber has been bought to fit ten cars only, so be quick — price \$4.76 per length. Rubber for the narrow frame may be available at a later date.

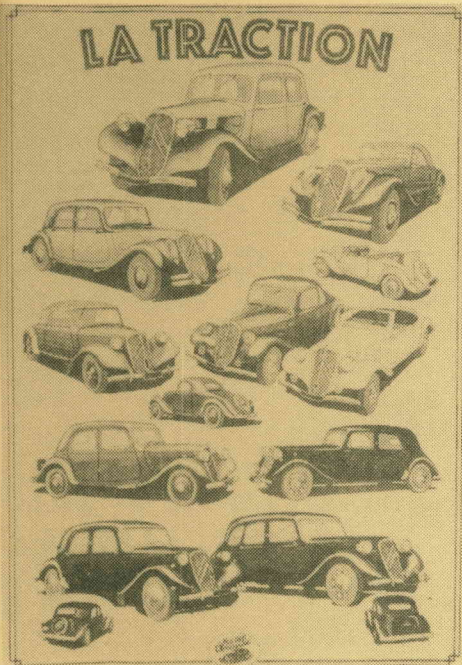
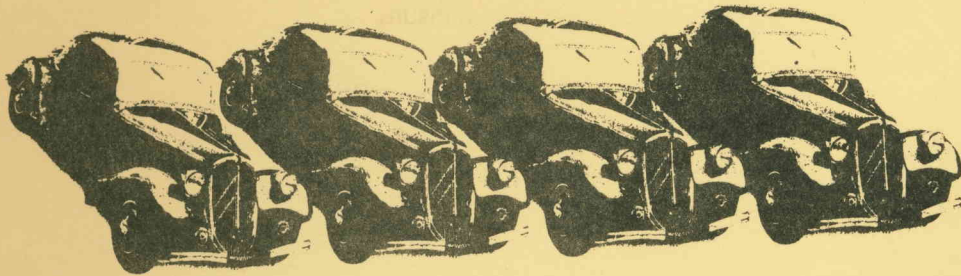
### New parts currently in stock

Bumper irons \$43.20 pr.  
L15 Wheel bearings, inner \$5.14 ea.  
outer 11.61 ea.  
L15 wheel bearings, rear, \$8.14 ea.  
L15 Gearbox bearings \$17.15, and \$17.63 ea.  
Tie rod ball sets, \$43.43 set.  
Upper and lwr. ball joint seals — leather, \$3.45 ea. (next shipment will be dearer).  
Big Six exhaust gaskets — 2-holes: 75 cents ea.  
L15 head gaskets: \$4.60 ea.  
Clutch bearing springs 50¢.  
L15 gearbox bushes \$26.52 set of 4.  
Gearbox locktabs, \$3.36 pr.  
Bonnet lacing, \$4.00 length.  
Changeover L15 clutch friction plate: \$26.88 ea.  
Big boot weather seal and clips, \$15.32 set.  
Steering rack boots \$6.95 ea. (appr.)  
Windscreen rubber, wide frame, \$4.76 length.  
Pedal rubbers, \$7.95 ea.  
L15 radiator hose, upper \$5.14 ea., lower 5.67 ea.  
Fuel filler neck rubbers, big boot, \$2.57 ea.  
Door and bonnet grommets, 48¢ ea.  
Door seal rubber, \$12.78 length.  
Heating system rubbers, \$11.92 set.

### New parts to be added to stock in near future

Gearbox coupling seals  
Window channeling  
Mudguard piping  
Headlight, door and boot handle protecting rubbers  
Water distribution tube in head  
Rocker shafts L/B15  
Big boot top weather seals  
Door handle springs  
Brake shoe pivot bushes  
C/O brake shoes  
Steering rack balls & cups  
Master cylinder

## Market Place



**TOC Traction Posters — in full colour, magnificent posters**  
\$Price \$4.50 each plus \$1.00 postage. From Mark Navin.

**Light 15 Owners Handbooks**  
(Reprints 1949 Edition) \$2.00 plus \$1.00 postge. Mark Navin.

**Front Silentblocs** for the very good price of about \$25 per set of four. Previous Silentblocs were costing us \$15.00 each. Ask Ray Hobbs what a difference good Silentblocs make.

**Light Fifteen Engine, rebuilt.**  
Ray Hobbs has this unit for sale. Price and details, contact Ray.

**COO-EE WHOOPEE BONZERS!!**  
2CV Owner's Club, cloth badge, sticker, and T-shirts are now available — for more details, contact Mark Navin

### FOR SALE

**1950 Light Fifteen (Slough)** Good motor, clutch, gearbox, and drive shafts. Complete. Reluctant sale due to financial pressure. Best Offer. Steve Sarda 88 2394.  
(See members' cars in earlier *Front Drive*)

### BIG 6H

See letters to editor — Gerry Propsting.

**1952 Big Six.** Maroon, Registered, \$1500 ONO. Apply Doug Walton 861 8638.

### For Tender: Family Nine

Proceeds of sale go to Club. Body shell on wheels only, Rusty floor has been removed, rust in sills, usual cracks in body, but by no means past restoration. Stripped of body and interior parts. Belonged previously to Ray Hobbs. May be inspected at the Editor's home, 26 Tyrrell Avenue, Blacburn, 3130 — Tenders must be received by December 15th at this address.

### Big Six Parts Car (1951)

Definitely past restoration. Sills and bottom completely rusted out, but some good panels. Reasonable to good upholstery, good grille and radiator. Engine dismantled, but no gearbox. Price????? Make an offer. Mr. Hunter, Mentone 93 6514. (Editor has inspected this car).

### SPECIAL CITROËN TOOLS FOR HIRE BY MEMBERS

The club has for hire the following special tools for your Citroën. Tool hire rates are \$2 per week, for a period of one week, with a deposit of \$10.00.

To hire the tools, contact Rex Gercovich on (03) 874 3469.

*Spanner for adj. upper swivel ball;*  
*Extractor for steering ball pin;*  
*Spanner for steering rack tube cap;*  
*Extractor for upper swivel ball;*  
*Apparatus for checking concentricity of brake drums and linings, front;*  
*Same as above — rear;*  
*Front outer wheel bearing extractor;*  
*Front Hub extractor;*  
*Spanner for outer ball-race retaining ring;*  
*Extractor for lower swivel ball;*  
*Vice for holding driveshaft couplings during dismantling and refitting.;*  
*Stand for engine when removed.*

### Contact Times

To ease the workload on the Spare Parts Committee, the following times have been set aside as the ONLY times that spare parts can be ordered or picked up, except in emergencies (which means the need to obtain a part to keep a registered and road-going car on the road following a break-down. Cars undergoing restoration do not qualify for emergency handouts.) To make this system work, your co-operation is requested.

**The order times are 5pm to 9pm weekdays and 10am to 9pm weekends.** John's phone number is listed in *Front Drive*.

### Pickup Times

Parts may be picked up on the first and third Saturday of each month, except in emergencies.

Whilst every effort is made to ensure the accuracy of information and advice in this magazine, and in replies to readers queries, neither the Citroën Classic Owners Club of Australia nor the officers and members thereof nor the authors accept any liability.