

FRONT DRIVE

A white Citroën 2CV rally car is the central focus of the image. The car is shown from a front-three-quarter view, parked on an asphalt surface. It features a prominent black grille with a silver diamond-shaped frame, two round headlights, and a chrome bumper. The name "Mick Stupka" is printed in black on the front fender. A large black circle with the number "61" is on the driver's side door. The car has white wheels with black tires. In the background, there is a chain-link fence and other vehicles, including a red car on the left.

Australia's National Magazine
For Citroën Owners And Enthusiasts

November/December 2018 Vol 42 No 5

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POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is, PO Box 52, Balwyn, Victoria, 3103.

The Club's website is,
www.citroenclassic.org.au

Citroën Classic Owners Club of Australia Inc is a member of the Association of Motoring Clubs.

The views expressed in this publication are not necessarily those of CCOCA or its Committee. Neither CCOCA nor its Committee can accept responsibility for any mechanical advice printed in, or adopted from this publication.

The Club cannot accept any responsibility for, or involvement in, any business relationship that may occur between an advertiser and a member of the Club.

Annual membership is \$55. For overseas membership add \$17.50.

MEETINGS

Club meetings are held on the fourth Wednesday of every month [except December] at 7.30 pm. The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3

CLUB PERMITS

Club Permit applications to VicRoads must be accompanied by a RWC (pre 1949 cars can be inspected by a club safety officer), ownership validation and VicRoads forms endorsed by the club including financial validation.

New Permit holders must supply the club with approved photos, club permit number and expiry date.

Club permit renewals can be sent to PO Box 52 Balwyn, Victoria. 3103 with a stamped return envelope or signed at club meetings/events if the appropriate officers are present.

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COVER IMAGE

The 11D Citroën, formerly owned by Jack Weaver shown at Sandown while owned by Mick Stupka.

Note the reshaped mudguards.

LIFE MEMBERS

The committee awards life membership to Club members in recognition of their contribution to, and support of, the Club. Life members are:

Peter Boyle	2003
Rob Little	2012
Ted Cross	2012
Brian Wade	2017
Sue Bryant	2017

OTHER CLUBS

Vic	www.citcarclub.org.au
NSW	www.citroencarclub.org.au
QLD	www.citroenclubqld.org
SA	http://clubcitroensa.com
WA	www.citroenwa.com
Tas	www.citroentas.org

DEADLINE

The deadline for the next edition of Front Drive is Monday January 14.

CONTENTS

ED SED	4
PREZ SEZ	5
ACTIVITIES 2019	6
PAST EVENTS	12
JACK WEAVER	26
STORY BEHIND THE JACK WEAVER PLATE	36
POWER STEERING FOR TRACTIONS	40
VICROADS CLUB PERMIT AUDIT	42

CONTRIBUTORS TO THIS ISSUE

The late, Jack Weaver.
Rob Little
Ted Cross



Hi Members,

ED SED

You may have heard about the recent death of one of our Life Members, (since 1981), Jack Weaver. I had been planning a feature article on him, along the lines of the one in Vol 42 No 1, (March/April) 2018, featuring Peter Boyle. However, Jack was reluctant to be interviewed, for fear of bringing back memories of unfortunate events. As you will read in this issue Jack had an accident at the Geelong Speed Trials, badly injuring one of his feet. Sadly for Jack, time did not heal this injury, either physically or mentally. In fact he had to sell his beloved 11D (on the cover) to finance further operations on his foot. He also had other ongoing health issues, but I had hoped that Jack would feel able to update his story at some point. However, old Father Time waits for no one, and in fact Jack had been ill for over a year, so I had left it too late and have now had to rely on the story he wrote twenty years ago, for Front Drive. As a result of his poor health, Jack has not been a participant in Club activities for about twenty years, so many of you may never have met him.

If you have a Club Permit/Permits on your vehicles, it is imperative that you read and understand the articles on page 42 & 43.

The Club Permit Scheme is a great scheme, but because it is separated from normal registration and infrequently seen by VicRoads staff, almost every club has had issues with Permits not being activated after payment. This is an ongoing problem with no end in sight. It could result in an \$800+ fine and or, having to have your car towed hundreds of kms home if you cannot prove you have paid, when the police stop you for a Permit check. It's potentially even worse if you have an accident.

In dealing with this issue, do not get cranky with VicRoads staff, as they are dealing with a flawed system. Conversely, don't feel that you are annoying VicRoads by double checking the validity of your Permit. After all their problem should not be causing you problems. It is up to you to be able to prove you have paid.

PANIC if you do not get a renewal notice, this confirms your Permit has slipped through the system, so try to keep a check by putting the Permit payment and expiry dates in your diary.

Finally, I wish you all a stress free silly season and a healthy new year.

Russell Wade.



ACTING PREZ SEZ

This is the final edition of the 2018 year for the magazine and a good opportunity to look back on what we have achieved as a club over the past year. In this edition you will find more information about Jack Weaver who passed away earlier in the year. He was a life member of CCOCA and really led a full life in motorsport and enjoying his beloved Citroëns. Heather Greaves is helping Russell Wade prepare his notes so the information you will read should be accurate and informative.

It has been a busy few months and I am personally looking for a break from car club business for the Christmas/New year period although I am always available if you have something urgent to discuss. And I want to extend a special welcome to recent new club members. Please try and come along to an event so that we can get to know you better.

If I am correct, then 2019 should be the 85 years celebration of our Traction Avant models. I do hope Russell has something special planned for us. As I said last issue, we will attend the 100 years celebration in France and then the 2CV world meeting in Croatia and I encourage all club members to think about joining these two events. We also attended the 75 years celebrations in Arras and cannot wait to meet up with old and new friends again in that welcoming environment.

We continue to run joint events with CCCV locally and this is proving to be popular with members of both clubs in Victoria. Our next year's planning of events is about to be undertaken and I feel that we will continue this mutual policy but also try and get some interstate or regional meetings happening. So, if you are an interstate CCOCA member why not consider running a small social event for the local CCOCA members. This can be underwritten in part by CCOCA and is a great way to keep in touch. Don't be surprised if you get a call from me to try and make this happen in 2019.

In the meantime, Helen and I wish everyone a happy and safe Christmas and we hope you can spend time together with friends and family. CCOCA will be back with an event on Australia Day if you live locally.

Regards,

Ted Cross.



ACTIVITIES

JANUARY

- Sunday 20 Great Australian Rally Cruden Farm (See AOMC website for details)
Langwarrin (Note, start locations) Page 7.
- Saturday 26 Australia Day BBQ/Picnic. Cardinia Reservoir, 12.00 pm. Page 8.

FEBRUARY

- Sunday 10 Morning Coffee. L'Auberge, French Cafe, 10.00am.
42 Castella Street Lilydale. Page 10.
- Sunday 24 RACV Classic Showcase. Yarra Glen Racecourse, 10.00am. Page 9.
(Listed but not promoted)
- Wednesday 27 General Meeting. Wine and Cheese. Page 10.

MARCH

- Sunday 9 French Film Festival. Westgarth Cinema, Northcote.
(Long weekend)
- Monday 11 Scoresby Steamfest/Monash Gallery of Art/Lunch, Scoresby. Page 11.
- Wednesday 27 AGM (details to follow)

EastLink GREAT AUSTRALIAN RALLY 2019

RALLYING FOR A CURE
CRUDEN FARM, LANGWARRIN
SUNDAY 20th JANUARY 2019

Peter Mac
Proud Sponsor 2019

ALL BRITISH CLASSICS CAR CLUB Vic Inc.

START LOCATIONS:

- EASTLINK HEAD OFFICE RINGWOOD
- MELBOURNE 597 ST KILDA ROAD
- STUD PARK ROWVILLE
- WESTERN PORT MARINA, HASTINGS

EastLink
Time better spent

LIQUI MOLY

Meguiar's

Cruden Farm



CITROËN
CENTENARY
CELEBRATION



Australia Day

WHEN: Saturday 26 January
TIME: 12.00pm
WHERE: Cardinia Reservoir Park
Duffys Road, Narre Warren East, Victoria
The designated spot TBA. The Park is accessible from two locations; the main gate and the gate located on Red Hill Road.



RSVP: Preferred 23 January
BRING: Everything for a picnic or BBQ including tables, chairs, hats, umbrellas, sunscreen.
All things Aussie.
Please note there is no drinking water available.
CONTACT: Lee Dennes
0438 286 181 l.dennes@bigpond.net.au

RACV British & European Motoring Show 2019



Open to all vehicles manufactured in England and Europe
Featuring the annual MG Club Concours

Celebrating 70 years of the Rover P4 75
60 years of the Daimler SP250 Dart,
Austin/Morris Mini, Jaguar MK2,
50 years of the Ford Capri MK1, Triumph TR6
Mercedes Benz 280SE 3.5,
40 years of the SAAB 900Turbo



Display cars \$15.00
(inc. all occupants)
Motorbikes \$10.00
(inc. passenger)
Display vehicles or
motorbikes driven by
L or P drivers
may enter free.

Spectators \$8.00
RACV Members \$5.00
Children free

Sunday 24th February 2019

Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen
Childrens Entertainment, Music, Trophies, Club Displays & Vendors
Gates Open for Display Cars at 9.00am & Spectators at 10.00am

For more info contact 03 9558 4829 www.aomc.asn.au/britishandeuropean2019 fb.com/infoaomc



CITROËN CENTENARY CELEBRATION

MORNING COFFEE



WHEN: Sunday 10 Feb
WHERE: L'Auberge French Cafe
 42 Castella Street,
 Lilydale
TIME: 10am
RSVP: Monday 4 Feb
CONTACT: Kay Belcourt 0413 651 210
 kaybelcourt14@gmail.com

GENERAL MEETING

Wine & Cheese Evening



WHERE: Frog Hollow Rooms
WHEN: Wednesday 27 February
TIME: 7.30pm
RSVP: Monday 25 February
CONTACT: Helen Cross
 0419 356 963
 crossfam@ozemail.com.au



CITROËN CENTENARY CELEBRATION

Monday 11 March

9.00am **Coffee**
 Madeline's
 Jells Park
 Waverley Rd, Wheelers Hill



10.00am **Steamfest** Melbourne Steam Traction Engine Club
 1200 Ferntree Gully Rd, Scoresby



12.00pm **Monash Gallery of Art** 'Journeys into the Wild'
 860 Ferntree Gully Rd, Wheelers Hill

1.30pm **Lunch** Mulgrave Country Club
 Wellington Rd & Jells Road, Wheelers Hill



RSVP: **Essential** Friday 1 March
 Lee Dennes 0438 286 181 l.dennes@bigpond.net.au
 Join us for some or all these activities including a stroll thru Jells Park.

PHILLIP ROGERS' GARAGE CRAWL



Another dose of "Shed Envy" below, with Phillip's unusual green Traction, with the different steering wheel shown on the left.

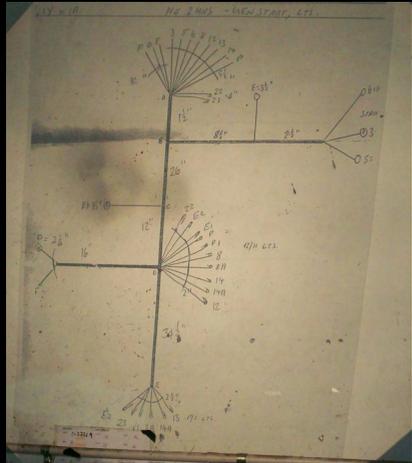
Some Traction were apparently imported in undercoat giving the buyer their own choice of colour.

As with many collectors, Phillip has something "lurking" out of sight awaiting restoration. In this case the Californian Mini Moke (above).

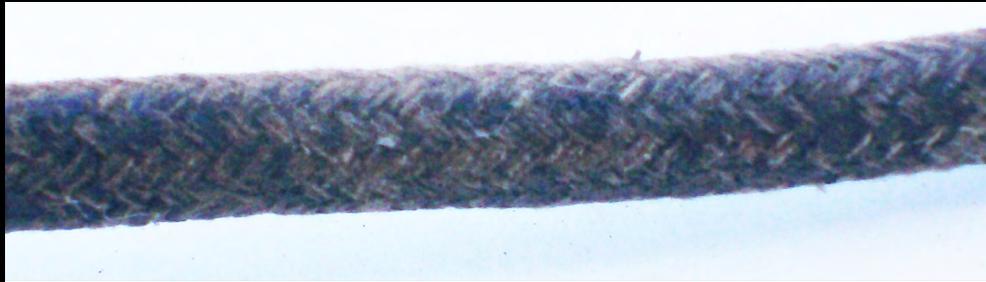
Phillip's wonderful collection of rare Lea-Francis cars, includes the superb roadster (lower left, keeping the Traction roadster company) and the Mega rare Woody (next page), as well as the sign of a true collector, his first car, still waiting to be restored (not shown).

The Lea-Francis engine (above), derived from the Riley engine, shows off it's unusual four rocker covers on a four cylinder, inline engine.





warning
 Ear Protection must
 be worn whilst
 Braiding



The relatively simple diagram, shown left, is all that is needed for an expert to make a new wiring loom. The machine on the previous page puts the braiding over the loom (collection of wires). An old style loom is shown without a colour trace on the bottom of the previous page. A red colour trace is shown in the loom above. The machine on this page weaves a braid on individual wires, as only plastic covered wires are available in the 21st century. See the wires above. The braiding machines are in a soundproof room, together with the notice shown on the previous page. The noise from them in operation is appalling, even to your partly deaf old editor. It gives an inkling into what William Blake referred to as the "Satanic Mills".

Of course in a wiring loom there are more wires than the primary colours, so shades of each colour are needed as well as colours with a tracer such as the red wire with a yellow tracer in the top image.



MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show



Our Club, CCOCA, did not field a team to attend MOTORCLASSICA this year, with some members citing security concerns, as the cars had to be on site the day before and were only available for removal the day after. The CCCV upheld French honour (right).

Above, the longest HVan, selling Glacés, enlivened the outdoor food area, while inside, a Traction was on display.





Above and left. Class meets Class, Henri Delage meets René Lalique (radiator mascot).

Below. The magnificent 1931 V16 Cadillac. The engine view shows the included angle of the cylinders is 45° not the usual 90°.



70th Anniversary THE CAR OF TOMORROW, TODAY. 70th Anniversary

The 1948 Tucker, like the 2CV was celebrating it's 70th birthday. The rarest, most exotic and possibly the most valuable car at the show, the complete antithesis of the 2CV, only sharing the air cooled horizontally opposed engine layout.

The other purpose of this image is to give those who have not seen it, an inkling as to what the 1880 World Heritage Listed, Royal Exhibition Building looks like inside. (Tours available).

In stark contrast to the Tucker were the two almost as rare Lightburn Zeta vehicles, (Lightburn made Cement Mixers in South Australia). On the left, is their attempt at that Aussie Icon the UTE, and on the right, the Zeta Sports, a car you could jump over. This image is also showing the upper gallery of the building.

Luckily for us the Lightburn Company went straight to the last letter of the Greek alphabet, thereby saving us from any further horrors.



2CV 70TH Birthday, Club Meeting/BBQ



The celebratory cake sourced by Lee Dennes, and right, the Presidents of CCCV and COCA, John Parsons and Ted Cross share the first cut.

Below. The raffle cake, an actual 2CV kindly made and donated by Kay Belcourt. The raffle raised \$47 for the Scouts Jamboree and was won by John Parsons.



Presidential Approval



Some of the 2CV enthusiasts and their cars at the event.



FRENCH CAR FESTIVAL 28-10-2018



FRENCH CAR FESTIVAL 28-10-2018



Three of the seven Mopedists head off for a lunchtime Cognac or whatever, while the two SM^s show off their complexity.

The exotic of the day was the very rare Amilcar Eight also showing off it's engine, left.

The just restored 1929 Delage of Arnold Chivers, like the Delage on page 18, it was also displaying a wonderful (silver) radiator mascot, below left.

The award for the best effort (no, not for polishing) must surely go to Kay and Robert Belcourt for bringing five cars along, shown lower right.

Being the 70th anniversary year of the 2CV, we were a smidge under the hoped-for 70 2CV^s.

I tried to photograph all those present (see previous pages) but if you came late or left very early, my apologies for missing you.



FRENCH CAR FESTIVAL TROPHY WINNERS (Shown below)

- Best Peugeot. Alan Horsley, silver Peugeot 404 Cabriolet.
- Best Modern. Anthony Kat, red Renault Clio Sport Trophy.
- Best Renault. Rowena Rasmusen, orange Caravelle.
- Best Simca. Peter Walker, white and green Vedette.
- Best Veteran. Arnold Chivers, burgandy and grey 1929 Delage.
- Best Citroën. Andrew Smith, silver GSA.
- Best Solex. John Maertzdorf, 190 Solex. (Not shown)
- Best Collection. Robert and Kay Belcourt, Citroën 2CV & DS21, Peugeot 306 Cabriolet, Renault Megane & Caravelle, see lower image.



JACK WEAVER

Jack Weaver was well known throughout the Citroën fraternity for many years. I can only comment on the relatively few years that I knew him. Jack's reputation loomed large over the Citroën group. Stories of cars created, modified, raced or used as tow vehicles, strengthening and modification of gearboxes, engines, even the construction of his race car trailer which featured design similarities to the Citroën leading and trailing arm suspension. I eventually met Jack when I was introduced to him through Bill Graham, maybe 20 years ago, at that time he was too ill to do the work on my gearbox but Jack did take the time to sit down and chat to me about his cars and some of his modifications.

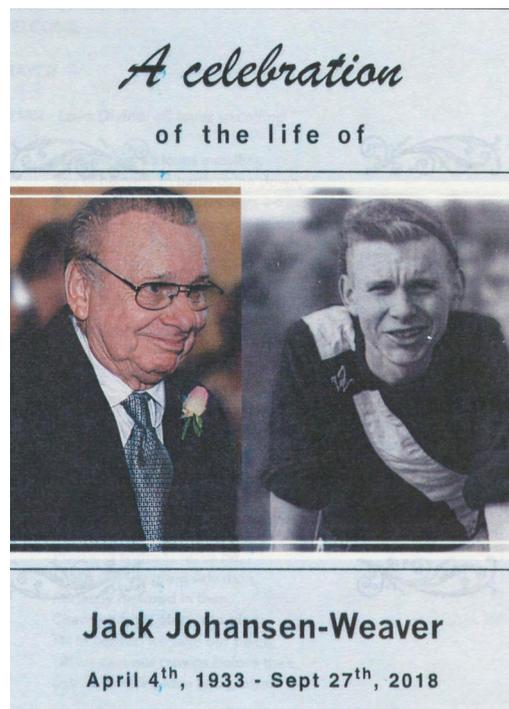
The cars Jack is most remembered for in Australia would be his Citroën based monoposto racer and his Light 15 sedan, both highly modified machines. I believe the monoposto was destroyed in the crash that nearly claimed Jack's life at the Geelong sprints and the Light 15 is now in the hands of another Citroën enthusiast. The car Jack spoke to me about was his Citroën "D" Special that he used as a tow car. To get the performance he wanted he decided to turbocharge the engine. Jack had discovered a guy in Sydney that he thought was the best source of reference on the subject, so he went off to speak with him.

Jack thought that he had not been taken seriously when he told this man what he wanted to do and as a result was given far more information on the subject than what may have been handed out. Jack's tow car was the result of this and the performance was staggering. Jack told me he could achieve valve bounce in top gear with the trailer attached! After a quick mental math's calculation, I proposed to Jack that this would equate to around 140 miles per hour, to which he agreed!!!! He then told me about a trip returning from racing in Adelaide with the race car on the trailer. While ascending the Lofty Ranges a Holden Monaro V8 driver had the temerity to try and overtake him, Jack was up to the challenge and held him off all the way to the top where he had to pull in for fuel, the Monaro driver followed him in to have a look at this wondrous combination thinking Jack must have had a V8 transplant under the hood but was surprised to see the highly modified 4 cylinder instead. I asked Jack what amount of boost he was using, he replied 24 lbs/sq inch, I was really staggered as 2-3 lbs/sq inch can produce a huge result. In those days that amount may have been used on drag racing engines or the like but it does show the strength of the Citroën short stroke engine.

Apparently the car had a prodigious thirst for fuel but that was only a secondary consideration, Jack's first thought was always for speed and performance.

The world is poorer today as a result of Jack's passing for Jack was an original thinker and never afraid to push the envelope, which led to his many confrontations with CAMS, the auto racing control body. I will personally never forget Jack's greeting when he phoned you, "Jack Johansen-Weaver here" he would say in his booming voice, almost causing one to spring to attention and salute. Jack, it is now time for us all to salute you, for a life well lived.

Rob Little



The above photo shows Jack with his wife (married in 1981) and his daughter.

I have endeavoured to give those who did not know Jack, an insight into this Citroëniste Extraordinaire, who was so knowledgeable about all things mechanical and who actually had a very good memory. I can only put this into perspective by quoting from "he of the quotable quote", our dear friend Peter Boyle, who explained that "Jack had probably forgotten more about Citroëns than any of us will ever know about them".

At the funeral many nice things were recounted about Jack, particularly as a risk taker. In racing parlance Jack was a "privateer", lacking major sponsorship or personal resources such as a business or farm, and so he raced on the proverbial shoestring. To achieve anything worthwhile, he had to drive at 11/10ths, ie crash or crash through.

As a mechanical engineer, the hardest thing to explain to people is that when a part keeps breaking, the solution may well be to make it smaller or thinner. Although Jack was not a qualified engineer, his intuition of most things mechanical enabled him to "GET IT". An example was the breaking of Traction gearbox input shafts, shown below.



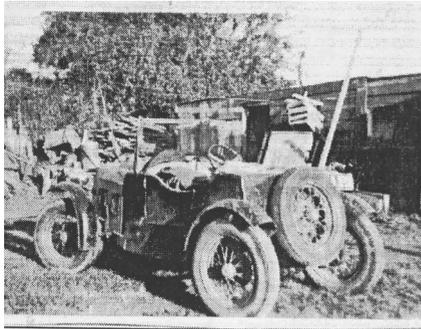
Jack understood that making it thinner, like the later Citroën ID shaft shown below, would solve the breaking problem. The reality was that Jack was doing this before Citroën worked it out for D series.

Russell Wade.



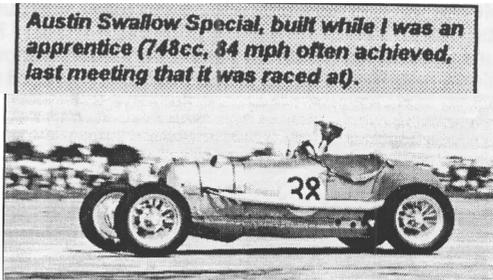
THE JACK WEAVER STORY

My first encounter with the task of controlling brute (or should that be “brutish”?) horsepower was at about 18 months of age, when co-incident with becoming a biped myself, I was learning to control a quadruped. In a family that had a long association with horses, it was not surprising that I rode one to school right up to the time I went away for secondary studies. While still at school, my thoughts turned to other things, including motor cars, and I set out not very successfully, to build my own car, essentially a dirt track midget with a model T Ford engine squeezed into it.



My first real car was an Austin 7-based “Swallow”, courtesy of the late Sir William Lyons of Jaguar fame. This vehicle arrived home suspended behind a tractor, because its former owner had decided to attack a truck. This gentleman, perhaps with ambitions of becoming an acrobat in a circus, had propelled himself over a truck, losing the car body, and landing tail first, managing to bend one side of the differential assembly. Using the farm blacksmith shop at home, I managed to straighten the diff and axle half shaft. The 2-seater body to cover the unclothed Swallow was not designed, it merely happened.

The Swallow served as road transport for about two years, at which time I made the mistake of going to a motor race meeting at the Ohakea Airfield, about 120 miles north of Wellington. These were the days (early fifties) when there were very few factory cars and most people ran “specials”. I looked at most of these devices and thought “if I can’t do better than them, I should give up”. I produced a set of drawings, and started construction. The Austin Swallow was still providing daily transport. A year to the day my Austin Swallow Special was completed, using mechanicals cannibalised from my trusty daily steed. At the time I was an apprentice “horologist”(clockmaker, one day the master was horrified to find me turning up a new set of pistons on the firm’s clock-makers lathe. A year later, I drove in my first race.

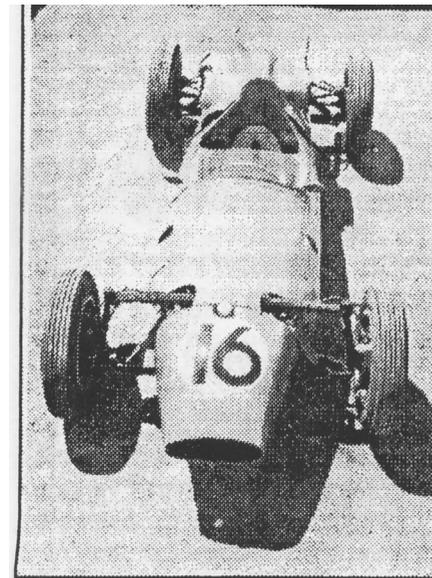


Austin Swallow Special, built while I was an apprentice (748cc, 84 mph often achieved, last meeting that it was raced at).

My parents declined to sign my race papers, on which I was dependent, until I turned 21. By co-incidence, this was also the same day and circuit (Ohakea) where Bruce McLaren (now McLaren cars-Can Am, F1 etc) had his first race. The Austin 7 would do 84 mph at full hammer, and my parents thought that this behaviour was much too dangerous. The equally serious injuries to be inflicted by supposedly safe horses, they accepted without quibble. I raced the Austin for a couple of years, winning a few hill climbs, but not making much of a showing in circuit racing. Then I decided to get serious, and set about building an Austin 7 monoposto on an Austin 7 chassis, stiffened with a tubular chassis above it, and with swing axle front end. In my enthusiasm, I blew up a couple of Austin motors, then acquired a Singer Le Mans motor (still with a two bearing crankshaft though!). I think the reputation of these cars for breaking crankshafts was due to the heavy flywheel. By skimming the flywheel right down, I was easily able to get the Singer motor up to 7000-7500 rpm. To fit the Singer motor in, at-

tached to the Austin gearbox, the motor had to be fitted at 45 degrees and was dry sumped. It had a dual throat Solex carburettor.

Because of its short wheelbase (76”) and a top speed of about 112 mph, this special was a bit unstable. It was reasonable on short circuits but lost out on the fast tracks, and was quite a handful to drive. At one point on the Levin circuit, the 948cc Singer was catching up on a 1500cc FW Climax-motored Cooper. However the scrutineers were quite unhappy about how much room I took up on the corners. I sold the Austin/Singer, determined to get into saloon car racing. I bought a Citroën 12, and the body was cut down to make a close coupled (short wheelbase) GT. The car was almost finished when the regulations were changed so that one-off saloons were unacceptable.



Monoposto – hand beaten body panels, showing front springing by transverse leaf spring, motor 2 litre T.A.

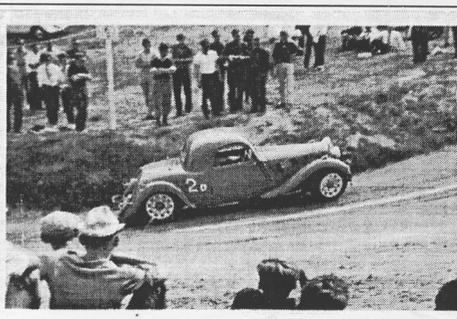
Disgusted, I decided to go the whole hog, and build a Citroën rear engine, rear drive monoposto using some bits from the GT and discarding the rest. The gearbox started as a standard Traction three-speeder, and eventually finished up with specially cut gears becoming in effect a close ratio four speed minus the lowest ratio. With the torque available from the (later) supercharged engine, getting away from the line was quite adequate.

The motor went from a normally aspirated 15 (with a 12 head to give a higher compression. And oversized valves), and ended up at 1996cc, using Ford Consul pistons. Later it was supercharged and then replaced with the 1.5 litre racing Riley motor (from the Riley Falcon sedan that I had as daily transport), all the time grafted to the trusty three-speed Traction gearbox. This rear drive Traction monoposto was raced in France and England with limited success, but was quite successful at hill climbs in New Zealand. Amazingly, in view of the experiences of others, the crown wheel and pinion gave no trouble at all, although it must be admitted that the box casing was strengthened to minimise flexing. An 8x31 crown wheel and pinion was used for hill

climbs, and a 9x31 for circuits. Limited monoposto success made me think again of saloon car racing, so another Traction 12 was obtained. The racing Riley engine and transmission from the monoposto was transferred to the 12. Its competition debut was ruined by the bonnet coming up and folding over the turret, immediately prior to the meeting, thus rendering it impossible to race.

Sickened by this and by mounting domestic problems, and perhaps attracted by a job offer from National Instrument Company (NIC) to work in Australia, I was thinking of moving and substituting the “long white cloud” for a “big red dust cloud” instead. However, I had long fancied the style of the Traction coupe (having driven Max Poole’s roadster), and decided to build my own before leaving New Zealand.

The resulting coupe matched the lines of the original quite well and I was pleased with the result. The donor car for this exercise was the Traction 12 with the errant bonnet as mentioned previously. Unfortunately, three days before I was due to leave NZ, complete with coupe, I was the middle man in a three car pile-up. Consequently, I sold the car in "as is" condition to a friend and protégé, Peter Ackroyd, who went on to race the car quite successfully in its home country. A major contributing factor in Peters success was the fitting of a DS motor and an ERSA gearbox, which I was able to send over from Australia.

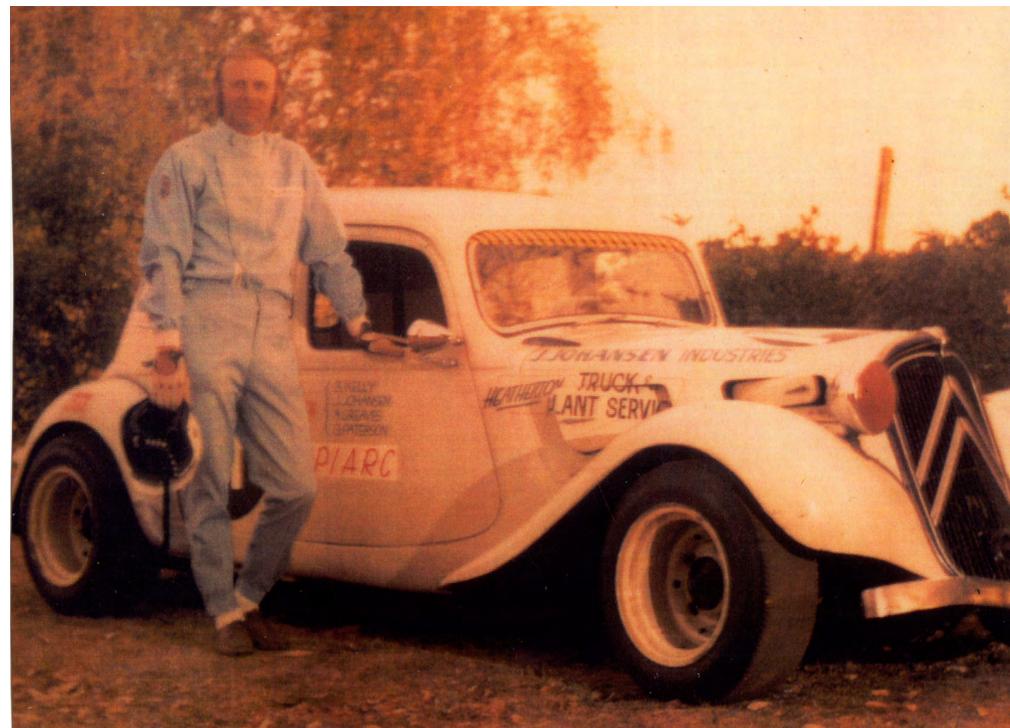


While running NIS's Industrial Division, I had a couple of races in borrowed cars in Sydney, and later when I moved to Mount Isa, I had an offer to drive an MG at Bathurst but literally, couldn't afford the fare down. However all the while I kept fit by racing on bicycles. My next major move was to Brisbane, where I acquired the 11D Traction. The 11Ds were known to have come with all sorts of mechanical and body variation, especially those coming from the English works at Slough. This particular car had a four speed gearbox as fitted to the DS. There was evidence, externally at least, that this car in a recent phase of its life had spent some time in close proximity to a housing for animals of the feathered variety. It was also missing much of the gear change conversion. Rather than spend time cobbling up the missing parts, I put in a standard three speed unit as a temporary fix.

While still in Brisbane Rex Carkeek (another Kiwi well known to Aussie Citroënists) and I set about to building a twin engine 2CV-a-4CV? The back engine had a 425cc motor with centrifugal clutch, while the front was the economical 375cc motor. The theory being that you could motor on the front engine with the ignition off on the rear, with the centrifugal clutch making for mechanical de-coupling. Extra power (and traction) could then be obtained rapidly by firing the rear power unit. As the correct gear was already engaged on the rear (slave) power unit via the front gearshift, the build up of revs at the rear automatically produced coupling via the centrifugal clutch. Interestingly linking the gearshifts posed some interesting design problems. During an afternoon test drive in our "4CV", which at the time was still in chassis form, Rex and I were accosted by two members of Brisbane's finest. All was well (more or less) until they perceived that although Rex was in the driver's seat and nominally in control of the device, it was I in the passenger seat and had control of the throttles. We hadn't had time to connect up the linkage. After some discourse concerning this irregular arrangement, the gendarmes advised us to go home, quickly! We did so without fuss.

Accepting a teaching position in Melbourne, I drove the "3 speed 11D" down, hauling a trailer of gear-the trailer with independent suspension was one I had built in Brisbane. I then used the 11D for 18 months or so as a daily hack. By now I had definitely retired from Motor Sport, and the year was 1965. The most "exciting" car in saloon racing was the Appendix J FJ Holden! My regular path home from the teaching job took me past an FJ Holden being prepared for competition. I called in one day, and ended up designing components for it. Ultimately, as it neared completion, Norm Gowen of FJ fame was there making some final adjustments and unfortunately, made some very disparaging remarks about Citroën's, and my 11D in particular!

I was not amused, and I immediately "unretired" from competition. The year was 1966. While the 11D was being prepared for racing, I was working on a tandem trailer to carry the 11D around. This featured independent torsion bar suspension with leading trailing arms, such that the braking reaction pushed the rear of the tow car down. Such a set up, which worked very well, was necessary to get reasonable braking from the tow car, a DS19. Normal trailers, vans etc, without such a feature, tend to lift the rear of the tow car, and this acting on the DS/ID fouls up the compensated braking system by decreasing the hydraulic pressure in the lines. Result negligible braking! In a crash stop with the trailer fully loaded on one occasion, the combination stopped in a straight line with all eight Michelins smoking.



The 11D hit Calder Raceway a few months later, with the four-speed box and two dual throat Webbers. This meeting could not be classified as an unparalleled success. The car was not going fast enough, not handling well enough, but it was stopping dramatically. Witness one FJ Holden which speared off into the mulga after a braking duel at the end of the back straight-the only decent thing that happened all day! Each meeting we went to, the car was handling better until we had our first win at Phillip Island on the first time I had driven there. Things continued very well until the disastrous day when I "lost it" in a most spectacular way at the end of the Islands front straight. I had always thought the corner there was a sweeping right hander. At 116 mph, you are on the edge of disaster. Potential disaster met up with the seepage from the course's septic tank system at this critical bend and I "took off". I'm told the

car rolled five times, bouncing off the turret again and again, and each revolution becoming airborne. The headlights and bonnet were ripped off, and the whole turret was bent to the left and crushed down over the driver's seat. The grille looked a bit second hand too!

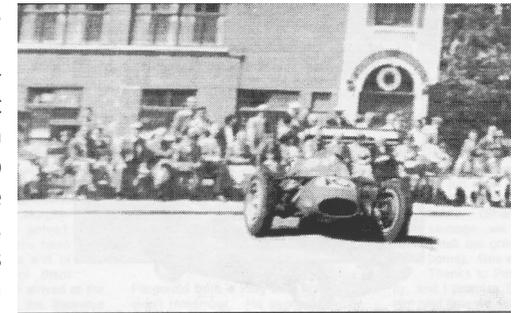
"The car is a write-off", said most observers. I didn't agree with their analysis, so back in the workshop, we cut off the turret, the floor out, scuttle out from about half way up and cut the car in half transversally near the mid-pillar area. After that we started to put the car together again, straightening it as we went. Another turret and four days later, we returned the car to the circuits. While we were involved with this major rebuilding, we did an engine rebuild, and replaced the Webbers with a pair of 45mm dual throat Solexes (one carb for each cylinder in effect). Then the car really started to go, but the gear change was left rather breathless by it all, eventually losing me a race at Winton. The final solution was to adapt an ID gearbox lid, changing it to LH operation, and moving the cogs via an ID cable and single rod. Result, no further gear change problems. Apart from times when we had mechanical troubles at Winton, henceforth we did not come home from a meeting without at least a placing. Even when we threw off a crank counterweight in practice, we had a replacement crankshaft and sump brought up from Melbourne, and did a rebuild in time to win on Sunday. This was the time when appendix Y was being phased out, and everyone was pushing their cars to higher limits to achieve a last moment of glory. So many cars disembowelled themselves at the S-bend that the air was full of cement dust, due to the overworked officials having to soak up the spilled oil. After this rule change the cars had to be raced as sports sedans. We ran at a few more meetings but to make the car competitive as a sports sedan, we would have had to modify it to an extent that it would no longer be a practical Light 15-gutting out any surplus weight, doors welded shut, Perspex windows and so on. I decided this was taking things too far. While the 11D was still enjoying its heyday, I became involved in building up a dirt track racing sedan for a gent named John Brockley. This involved several "new" approaches which stunned the experts, but which proved successful, and are now accepted as the norm in this type of racing. A tubular space-frame was built up in which all members were in tension or compression. To this was attached a light weight body, welded so that it formed a single, quickly removable shell. The spaceframe was supported on a fully independent suspension (front adapted from a Hillman Minx). This car raced very successfully here before being taken to Queensland. We are talking about 1972-3. Next move for sports car racing was to start preparing a mid-engined Hillman Imp, as a school project. As the project approached completion, fitted with a pair of Dellorto carbs, I had also been experimenting with turbo-charging a Citroën ID sedan as my tow car for the racing vehicles. The turbo ID went so well (top speed of 140 mph) that I decided to extend the "technique" to the Imp engine, which on the dynamometer gave 198 bhp from 900 cc-very close to 400 bhp per ton for the car. The dynamometer resources used to enable this engine development were kindly, if unknowingly made available by the Victorian Education Department through the facilities at the (then) Caulfield Technical Institute.

CAMS, Confederation of Australian Motor Sport stepped in at this point and said, "you can't swap the motor from behind to the front of the differential line and visa versa". Another project abandoned.

About now I heard on the trans-Tasman grapevine that my former GP remains were mine. Basically all I had acquired were the body, chassis and suspension. Air transport proved

cheaper than sea. It looked like a heap of junk when we collected it at Tullamarine. Rebuilding it took longer than the original design and construction. Again there were jousts with CAMS, this time because my rims were deemed too wide. After some research, I was able to convince them that mine were quite kosher.

We ran the car at a few circuits-Sandown, Winton, Calder and Mallala in South Australia. There were minor mishaps at such times-track rod end breaking as I was coming out of the back straight at Mallala. Adapted from Ford 10, a replacement was machined up overnight. Also at Winton we lost a couple of teeth of second gear. Mainly, however, the resurrected GP car was run in hill climbs and sprints, winning at Templestowe, with fastest time of the day at Mt Tarrengower, a week before the fateful "historic sprints" at Geelong's Eastern Beach in October 1985. At the latter, I totally wrote myself off as well. Near the end of the run at Geelong, four spectators gave indication that they were about to walk onto the track. While selecting gears and power to maintain control and avoid disaster, I went through the hay bales at the end of the course (at about 120 mph) only to be faced with an illegally parked Morris Mini in the run-off area. I had to make a decision (a quick one at that) between nudging the Mini or ploughing through more spectators. I chose the Mini although I suspect the spectators would have been more yielding and a bit kinder to the GP car and me. The two cars came off very badly, and I spent two months in hospital. My left leg suffered a total of eight breaks as the front LH wheel of the GP car came around into the cockpit. It was while the GP car was in its racing prime, that I came to the conclusion that my competition tow car (the turbo ID) while having the required power, was lacking the internal space needed to carry all the gear and family. I thought of a Citroën Safari wagon, but with a decent sized motor-4.4 litres of alloy V8 for instance.



I obtained a complete ID21 Safari and proceeded to adapt the body and transmission to accept the Leyland P76 V8 that I had obtained. Adaption involved firewall modifications to accept the motor, a completely fabricated alloy bell housing, making up a new auxiliaries drive along one V8 bank, the belts being tensioned by a set of adjustable pulley checks, permitting the water pump, alternator, fan and hydraulic pump to be placed over the clutch bell housing, and the relocation of the disc callipers. While these modifications were in progress I was pestered by a gent who wanted to buy the turbo ID. Eventually I succumbed and sold it. Maybe a dreadful mistake, though selling did avoid me being regularly fined, since the ID didn't come into its own below about 140-150 kph. At such speeds it was very comfortable to drive. Soon, I was hearing that this gent was mucking about with my patient work on the turbo ID-reverting the carb jets back to standard for example. His ignorant efforts ruined a set of pistons by burning holes in the crowns, and blowing the oil filter off through locking down the relief valve. I was so disgusted that I resolved to have nothing to do with Citroëns as every day cars, and I sold the uncompleted ID21-V8 Safari project (as was). However I did retain

the engine and 4-speed transaxle combination, and toyed with fitting it , mid-engined in a Hillman Imp which had the shell cut "clam-wise" to facilitate power unit access. I got as far as fitting it in place, and dreamed of Dandenong Saturday night drags. However common sense prevailed. Since the Geelong crash, which certainly affected my mobility, things haven't been entirely static, none the less. A few years back, an automotive trade friend, Mick, acquired a fibre-glass Dino Ferrari replica body. I was recruited to do the suspension and chassis design for it, the final product using a transverse-mounted mid-engined two litre Lancia Beta (twin OHC with 5 speed box) is now nearing completion. I believe the chassis could have been considerably lighter, but for the cautiousness of the certifying engineer-the old motto "if it is going to be strong, it has got to be heavy". A headache at the time was accommodating the "free-hand" body which wasn't the same on both sides.

Again the competition bug was nibbling, and Mick and I started to prepare a pair of Hillman Imps for group N racing (appendix J). Unfortunately halfway through the project I suffered a heart attack. Possibly this was the indirect result of having our daily Imp shunted in the rear by an inattentive lady driver, while stationary at a compulsory stop. My theory is that the impact dislodged some "crud" in the cardiac pipework. The combination of this illness with the dodgy left leg from the Geelong crash, seemed to make my chances of getting a full competition licence needed for circuit racing rather remote. Consequently, my Imp slowly nears completion, while Mick's has been racing for several seasons. We still have hopes for mine!

In closing, "my messing about in motor cars"- perhaps a little like the eccentric Toad from "Wind in the willows"- has brought me a lot of pleasure, and a few hair raising moments. I owe debts to a number of people over the years, and in particular, I would mention the following people who formed my crew when I raced and rebuilt the 11D. Bernie Kelly, Heather and Arthur Greaves.

Jack Johansen-Weaver. 1998.

PS. The images used in this article were the best available

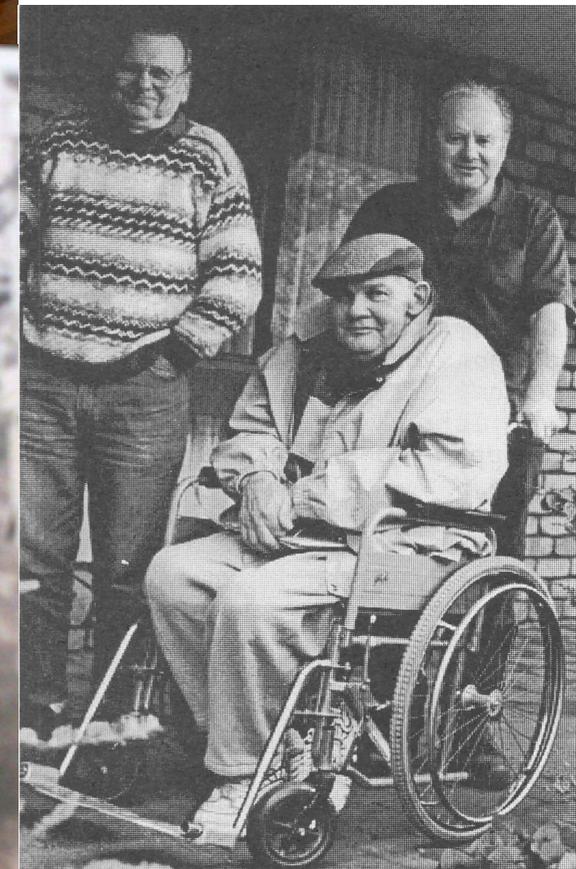
Below. Interior and engine images of Jack's 11D in later years.



MEMORIES OF JACK.

Above and left. Images of Mementos at Jacks funeral.

Lower left, Jack was also fast on two wheels.



Menage a trois? Jack Weaver, John Smart, Bill Graham-reviewing progress

The Story behind the Jack Weaver Plate

The 3 speed Traction gearbox was by all of the accounts of its history, a quickly designed replacement for the automatic transmission that failed to be put into production. Therefore it was not surprising that there were a few design faults. The fault we are concerned about here is the manner in which the crown wheel and differential is attached to the gearbox housing. This was accomplished by four long studs threaded into the gearbox aluminium housing which carried the crown wheel bearing caps, these bearing caps failed a lot in early years leading to the much stronger caps used in later production. However, the main problem was that the four studs would flex under load and either break or over time the flexing would ruin the thread in the aluminium gearbox housing and the studs would pop out with disastrous results. The following car, the DS had a similar attaching method for the crown wheel and differential but the difference was the four long studs also passed into the diff housing forming a box and cured the flexing problem, the gearboxes in these cars were very strong as a result of this change.

The most famous racing car manufacturer to use the Traction gearbox in their cars was Coopers in the U.K. They had dominated the club racing scene after WW11, with legendary 500cc, up to 1000cc powered cars in all sorts of motorsport. In 1953 they were designing the famous Bob-Tailed Cooper to compete in sports car racing using a Climax FWA engine mated to a Traction gearbox. These gearboxes had already been converted to four speed by ERSA in Paris and no doubt ERSA had prior knowledge of the gearbox failings and maybe they started bracing the four studs by then. The shortcomings of the flexible aluminum housing was always an issue, even in 1958 when Jack Brabham joined Coopers and the gearboxes were being used in many of their cars including their Formula 1 cars. He helped re-design the housing as by this stage ERSA were casting their own housings incorporating Jack Brabham's modifications, at some stage the gearboxes were even fitted with a pump to ensure the circulation of oil throughout the box. The Citroën/ERSA gearbox was last used in the 1959 World Championship Cooper, even though some Colotti gearboxes had been tried. The 1960 World Championship Cooper was fitted with a Cooper designed C5S gearbox. I recall discussions with Bernie Hadaway, who was an engineer at Repco Research and a past C.C.O.C.A. member, who was also involved in the Repco Brabham project about the bracing methods used with traction gearboxes.

When I joined the Citroën movement in the early 1990's I met Dr George Tippett and was admiring his Light 15 and enquiring about any problems with the marque, he told me the most important thing was to get Jack Weaver to recondition and strengthen the gearbox, after that you were assured of reliability, Jack also addressed the 2nd gear problem at this time. My first contact with Jack Weaver was through Bill Graham, Jack had agreed to recondition a gearbox for me, so I could see first-hand what his modifications consisted of, I delivered my gearbox to him but after a couple of weeks Jack contacted me and told me that he was not well enough to carry out the work. I went to pick up my gearbox and asked Jack if I could question him about his modifications and also on the subject of increasing the performance of Traction engines. The information he gave me was pure gold and I have used it with great success since then. The manner in which Jack made his original plate and the way in which the bearing caps were strapped was very laborious but necessary for the car was to be driven under race conditions and Jack was a ten tenths driver, there was nothing ever held in reserve. I then set out to

design a plate that could be made using laser cutting technology and economically produced to keep the costs down. The other consideration was to provide a product that could be purchased and fitted while reconditioning a gearbox with a minimum of modification. I then asked Jack if he would allow me to name it "The Jack Weaver Plate" as a nod to the assistance he had given me, to which he agreed but only after a trip to my home with Bill Graham to discuss the project. By this time I had taken on the role of spare parts officer for C.C.O.C.A. and the Jack Weaver Plate was released through one of the regular articles I wrote for the magazine at the time. To this day the plate is still being supplied through C.C.O.C.A. spares and is supplied with full fitting instructions. It has been copied overseas and at least one gearbox reconditioner in Europe uses it on all traction gearbox overhauls. To see it used like this without any further modification is evidence that other people feel the design is sound. One thing would be certain that the prices charged overseas would be far higher than those offered to C.C.O.C.A. members. A simple explanation of the stud flexing is this: The crown wheel is naturally forced away from the pinion (which is very well supported) under load, mainly on acceleration and deceleration, this causes a lateral force which in turn imparts a load on the fixings, i.e. the four studs holding the assembly, this causes stud flexing which wears the thread in the aluminium housing to the point of failure and/or also places pressure on the bearing caps which were substantially strengthened during production. The other main problem the gearbox suffered from was the split second gear bush, this is cured by fitting a one piece bush incorporating oil holes for lubrication.

Rob Little.



MONTH ONGOING

CHIT-CHAT TUESDAY

Chit-Chat Tuesday continues the first Tuesday of every month at the Blue Ray Café, McCrae opposite the lighthouse from 10.30 onwards. This is a low key "DIY" event for like minded Citroën owners to meet and chat.

Contact: Warwick Spinaze 0407 016 719

BOY'S DAY OUT

WHEN: The fourth Thursday each month and the third Thursday in December.
TIME: 10.30 am for 11.30 departure.
Leaving from 1/29 Everist Rd, Ocean Grove Industrial Estate
WHERE: Portarlington Golf Club
COST: Lunch is \$10-\$12, plus drinks
BOOKINGS: Not Essential
BRING: An interesting car
CONTACT: Mike Killingsworth 0417 552 446



The "Boy's Day Out" is designed for blokes to get together and talk about cars or anything else to their heart's content. We meet at Mike's shed and embark on a short drive around the Bellarine, stopping on the grass at Portarlington for a chat before proceeding to the Golf Club for lunch. There we have a private room and conduct a raffle (tickets are free) for a magnum of wine and maybe a dinner voucher. After lunch everyone is free to travel home at their leisure.

It's definitely designed for the boys rather than couples and the only other requirement is to bring an interesting car (we're not pedantic about that - just don't want a procession of SUVs!) We do get some interesting cars of all ages. The definition of interesting may be shape, age (very new or old), rarity, performance etc. Or maybe just an old Holden Statesman with a wardrobe tied to its roof!! Of course ANY Citroën is welcome!

The Association of Citroën Enthusiasts is proud to host the 51st annual Easter Cit-in. The Cit-in is held by Citroën car clubs that are members of the Combine Citroën Car Clubs of Australia. ACE is pleased to host its fourth Easter Cit-in.

ACE Easter Cit-in 2019



Celebrating 100 years of Citroën
Katanning Western Australia
Friday, April 19 - Monday April 22.



100 YEARS OF
Citroën automobiles 1919 to 2019

The first delivery of a Citroën automobile was of a Citroën Type A as in the photo above. The Citroën Type A was delivered to Mr Testemolle de Beaulieu in Dordogne France on July 4 1919. The Citroën cars were produced at the Quai De Javel factory.



ACE CIT-IN Katanning Easter 2019



Celebrating the 100 years of Citroën Automobiles and 51 years of Cit-in.



The Shire of Katanning is centrally located in the 'heart' of the Great Southern. It offers the advantages of a rural lifestyle, with the convenience of easy access to the cities of Perth, Albany and Bunbury. While the area is essentially agricultural, the town is a regional centre with access to a range of recreation and leisure facilities, government, health and education services, as well as a diverse retail and business district. The townsite is situated on the Great Southern Highway, with the main entrance framed by the picturesque and adventurous All Ages Playground and the newly completed Welcome to Katanning roundabout. Perth is 286km to the north and Albany is 173km to the south. Adelaide is 2,599km to the east. Melbourne 3,325km. Sydney 3,841km.



ACE cars: This is Sargis's Blyoux



ACE cars: Elizabeth with Andy's electric Monsoon 2CV and Elizabeth's AK400.

PROGRAM

Friday April 19
Registration 3.00pm to 6.00pm
Welcome
Finger food

Saturday April 20
Show and shine
Lunch
Free afternoon
Dinner and entertainment

Sunday April 21
Morning church services
Easter egg hunt
Observation run
Lunch
Formal dinner
Presentation and prize giving
CitIn 2020 launch

Monday
Breakfast
Farewells and post CitIn run.

A statue of Frederick Henry Plesse (by sculptor Pietro Porcelli) was erected in 1916 and stands beside the railway line in Austral Terrace. The Plesse family constructed a regal mansion which was named "Kobeelya" and after being used for many years as a girls' boarding school, is now a conference centre managed by the local Baptist church. Katanning features a unique playground of oversized structures named the "All Ages Playground". The town has many other attractions, including a state of the art recreation, leisure and function centre. Katanning has a relatively large Muslim population, of about 350 people, and consequently has a mosque. The vast majority of local Muslims originated in the Cocos (Keeling) Islands, and travelled to Katanning to work in the local abattoir, which was established in the late 1970s. Other religious buildings include churches from Anglican, Baptist, Catholic, Lutheran, Seventh Day Adventist, Uniting, and Wesleyan denominations, along with a Jehovah's Witness Kingdom Hall. The town also has a castle-like structure which was built as a winery. The town's entrance features an antique truck loaded with imitation wool bales, a windmill, and several sculptures of sheep made from corrugated iron.

For an interactive Registration Form visit <http://citroenwa.org.au/cit-in-easter-2019> Click on the form, complete, save to your computer and then email your registration to Jack Gibney at lovemonkey@westnet.com.au

ELECTRIC POWER STEERING FOR TRACTION

Do you shudder at the thought of driving your Traction and particularly your Big 6 in modern traffic because the steering is heavy and hard to manage? This problem can now be eliminated by fitting an electric power steering conversion.

C.C.O.C.A. has developed a kit that comes complete with fitting instructions, including how to obtain a compliance plate (shown lower right) through an automotive engineer to ensure the legality and safety of your car.

We have in the past had 20 of these kits manufactured, all 20 were sold quite quickly. We are now ready to order another quantity of kits as there have been more people expressing interest in this modification, the question is how many?

The expected price for a kit now will probably be around \$500.00 each, you will also need to purchase an electric steering unit from a Holden Barina XC at the wreckers, costs between \$150 - \$250, these parts are becoming a little scarcer as other people are fitting them to hot-rods, rally cars and other classics.

Compliance costs are around \$500, using our engineer in Victoria, for interstate members this may vary, our engineer will assist interstate members by supplying referrals to engineers in their state.

There are other electric power steer conversions on the market, they are a lot more expensive than what we offer and in some cases cannot be fitted to your car legally. If you require more information on this subject, you can call me Rob Little on (03)58231397, I am happy to discuss these points with you.

If you would like to order a kit, please contact Lance Wearne, our spare parts officer, he is compiling a list so we can order sufficient kits to be made. Buying a kit would be prudent for any traction owner, even if it sits on the shelf for a few years before installation, if you do not fit the kit, its cost could be redeemed if selling it with the car or selling it separately. Remember, we are all getting older, what was once easy does get very difficult. We have seen members selling their tractions as a result of not being able to cope with the steering effort and regretting it afterwards.

We do need to order these kits in batches of at least 10 in order to cover the setup costs, if you miss this chance it may not happen again for a long while, if ever. Call me, Rob Little, (03)58231397 for further information or place your order with Lance Wearne, spareparts@citroenclassic.org.au or 0424 054 724

Rob Little

Testimonials

After having driven a Big 6 for nearly 50 years it was becoming more evident that manoeuvring the beast, particularly at low speed, was becoming difficult and painful. So with Rob Little's offer to design and oversee the engineering and to fit it to my car as a "prototype" (guinea pig!) I welcomed the opportunity to be able to drive the car for another 20 years! A Vic Roads consulting engineer was intimately involved in the design and final inspection of the fitted unit. This makes it legal and safe.

What a transformation it has made to both my ease and pleasure of driving. City driving is now pretty much like driving a modern car, no more hauling around corners at slow speed. Time now to devote my energy and concentration to other practical matters like remembering no synchro on first gear and to count to 3 between first and second gear change to let the synchro catch up.

Car parks can now be confidently entered even on wet days . Previously skinny Michelins on wet concrete seemed transfixed by friction.Reverse parking both in and out are a breeze apart from the almost blind faith nature of reversing a Traction!

Coupling power steering with modern CV's allows the steering lock to be reduced which means a U turn can be accomplished in 3 lanes not 4 as previously was required. The variable power control allows me to use power for city driving and to turn it off on the highway. It is a wonderful feeling to let the Big 6 steering as Andre designed it, pull you through corners at high(ish) speed.

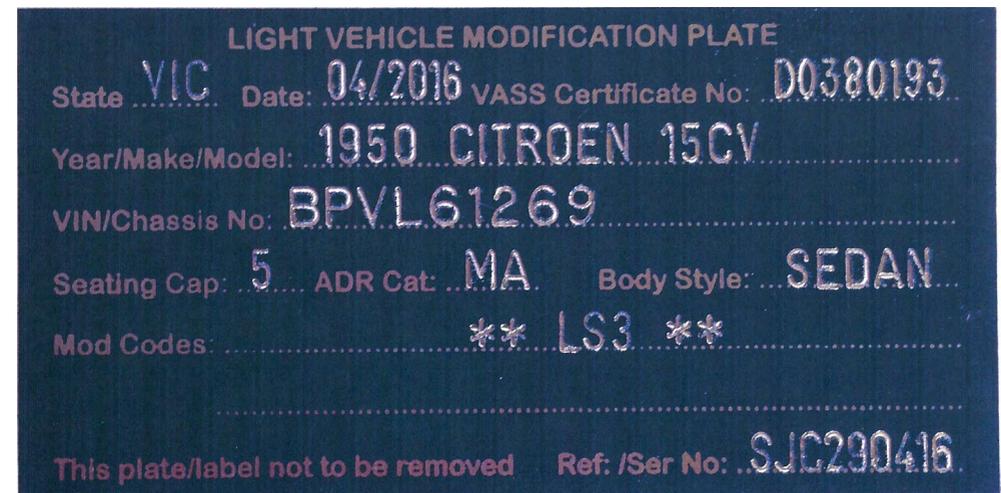
I am happy to discuss this wonderful "bastardization" of my car.

Regards, Rob Barton.

Hello, fellow Tractionites,

I would like to give my endorsement to the fitting of electric power steering to anybody who regularly drives their Traction or who would like to regularly drive their Traction. I have had my Light 15 fitted with power steering for a couple of years now and so far no problems at all. Driving in Sydney traffic is always a challenge at the best of times so this little modification helps to reduce the stress of navigating in an overpopulated car community. Parking is a breeze, no more aching biceps (can't wait for the automatic parking module upgrade!). The unit tucks away out of sight under the dash and the casual observer is none the wiser. I fitted the unit myself following the kit instructions and found it a straight forward process, with the end result being worth the effort

Peter Stringer



RECENT AUDIT OF VIC-ROADS CLUB PERMITS



Within the AOMC membership, there have been numerous comments across Victoria from various clubs about occasions when their members cars on the Victorian Permit Scheme had been found to have not been renewed correctly.

Russell may have more to say on this topic, but when one of our members found out that his permit renewal had not been updated by VicRoads system, I decided to ask VicRoads for an updated list from their records. At first, they were not keen to give me this but after I explained we had been granted this request previously and our friends at CCCV has done the same recently they relented. Several weeks later I received the list and have now checked CCOCA records against VicRoads records.

Just as well I did this because I located three members who I had authorised their renewals that were not showing on the VicRoads data base. I have contacted these members and hopefully they will be able to prove their renewal payment (you get a stamped receipt on the form when it is returned to you after payment) and VicRoads can correct their records. If you were involved in an accident when your permit renewal was not confirmed I imagine it would cause a lot of grief with the police and your insurer.

And also, it is important to remember that if you happen to overlook your renewal VicRoads will expect a new RWC and fresh application for a new permit. They do give permit holders a period of grace for the annual renewal, but it is also important to note that CCOCA does not undertake to keep a record of renewal dates itself and will generally not undertake to send out a reminder.

Therefore, it is up to each member to keep a track of their permit renewals and in view of these recent examples I strongly recommend that you retain proof of payment in a safe place as verifiable proof of payment.

Regards

Ted Cross

Being one of the five percent of members effected by this Audit of Permits, an almost catastrophic error rate. I have endeavoured to give some hints on how not to be caught out by this.

1. Keep receipt of payment, preferably pay by card.
2. Make sure your Permit (to stick in logbook) is stamped with a VicRoads date stamp as shown right.

The problem apparently comes about because the VicRoads clerk needs to tick a checkbox (denoting payment) at the end of the renewal form, but many clerks are not familiar with all aspects of the Permit Scheme. Payments are on another database that can only be searched by payment date, so you need a date to confirm payment.

Because you cannot check Permit validity over the internet, the only safe way to check if your Permit has gone through the system, is to revisit or phone VicRoads a week or so after payment. (See Editorial).

Russell Wade

The image shows a VicRoads Club Permit form. It includes fields for Year, Make, Type, Colour, Permit no., Engine No., Date of expiry, Name and address of permit holder, and Vehicle garage address. A date stamp from VicRoads is visible, dated 09 APR 2018. A table at the bottom right lists fees: Permit fee (\$22.80), Logbook fee (\$3.00), TAC charge* (\$50.60), and Total payable (\$76.40). The name of the club is Citroen Classic Owner's Club Of Australia.

Permit fee	\$22.80
Logbook fee	\$3.00
TAC charge*	\$50.60
Total payable	\$76.40

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