

# TRANSPLANTS

*The notion of replacing tired Traction Avant engines and/or gearboxes with something a bit more robust seems to be in the air quite a bit of late. The most common transplant involves the use of an ID19 motor and four-speed gearbox to make the car a more confident proposition for everyday use (though we are aware that several unmodified Tractions remain as regular or even sole family transport).*

*Jack Weaver believes the first such Traction transplant was in the United States (or UK?), and involved the motor only, with the traction gearbox being retained. A similar transplant of motor only (DS) was by Roy Poole on a LHD Normale called "Froggie" in New Zealand in the late 1950s, and this was possibly the second performed. Froggie was last heard of with Archibalds in Christchurch. It also sports a replacement floor taken from a VW Combi, and a boot scavenged from a wreck at Shorters in Auckland.*

*What was possibly the third transplant performed was the "full package" of ID motor and gearbox. This was carried out by Jack himself in Queensland in 1963 or '64. The car was a L15 for which he paid £65. It eventually came to Victoria, but its subsequent fate is unknown.*

*It is appreciated that others may have different opinions or further or alternative information on this subject. We hope therefore to stir up a healthy and vigorous correspondence on the matter, and look forward to your comments, PLEASE!*

*W.G.*

*And while we are talking of TRANSPLANTS, don't miss the BBQ/BYD/workshop, starting at 12 noon at Robin and Sue Smith's on August 2. The topic?*

*The ID/4-speed conversion on the Smith Light 15! Have a look at how Robin has done it, learn by his mistakes rather than your own!*

*Remember: Let Robin know if you are coming by Friday 31/7 on (03) 527 5429. Set this Sunday aside and come along to:*

*9 St Albans Ave  
North Caulfield.*

*Bring your own grub 'n grog and make a very pleasant afternoon of it with your CCOCA mates.*