

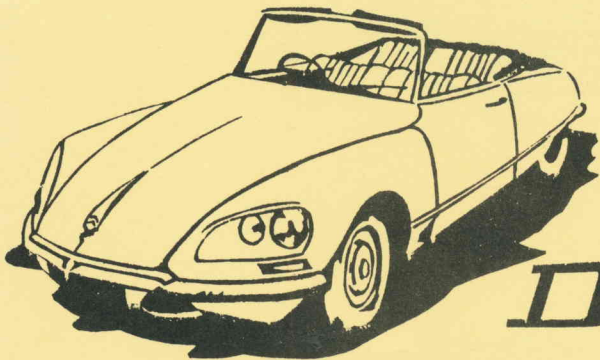
PARIS-MOSCOW-PARIS



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# Windcheater & T shirt designs

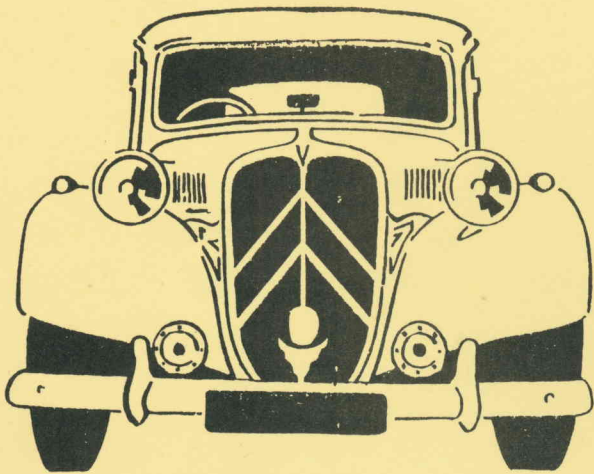
## LA CABRIOLET



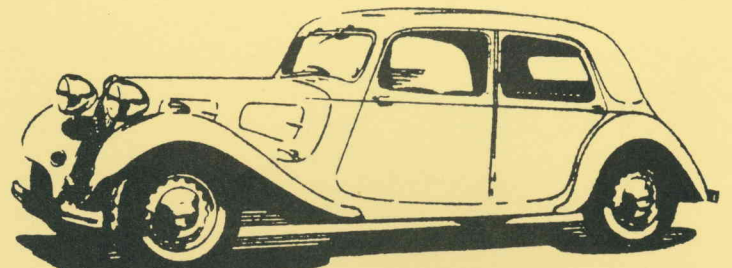
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La 2cv



## CITROËN



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CCOCA IS A MEMBER OF:

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G.P.O. BOX 2374V, MELBOURNE, VIC., 3001

ISSN 0810-8625

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Within five months of the official release of the Citroen Traction Avant in April 1934, Francois Lecot, a plucky French grandfather in his mid-fifties, took the wheel of a 7S (11 CV) and set out to drive from Paris to Moscow and return. Fifty years later, a multi-national group of Traction enthusiasts set out to repeat Lecot's brave and exemplary effort.

In this issue, we honour both Lecot and his modern-day imitators who, despite the intervening 50 years, still faced many problems (not all with their cars (!)) in crossing into Eastern Europe.

Our thanks to the overseas sources on which we freely drew to provide a range of viewpoints, assessments and anecdotes about the re-enactment.

Bill Graham, Paul Chapman.

### NEXT RALLIES:

March 27 - Annual General Meeting

April 5/9 - Easter Cit-in Toowoomba, Q.  
National Rally - 30 years of  
"the D"

April 14 - Economy run / new members' day

April 24 - Open night - Nunawading

May 29 - General meeting - Nunawading

Cover: Red Square, 1 August 1984: L-R: Langenthal Normale cabriolet, Stephanie, Danielle, Sylvie, René Mauron.

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CCOCA Meetings are held on the last Wednesday of every month at 8.00 pm at the Coffee Shop Meeting Room at the Nunawading Civic Centre, Maroondah Highway, Nunawading, east of Springvale Road.

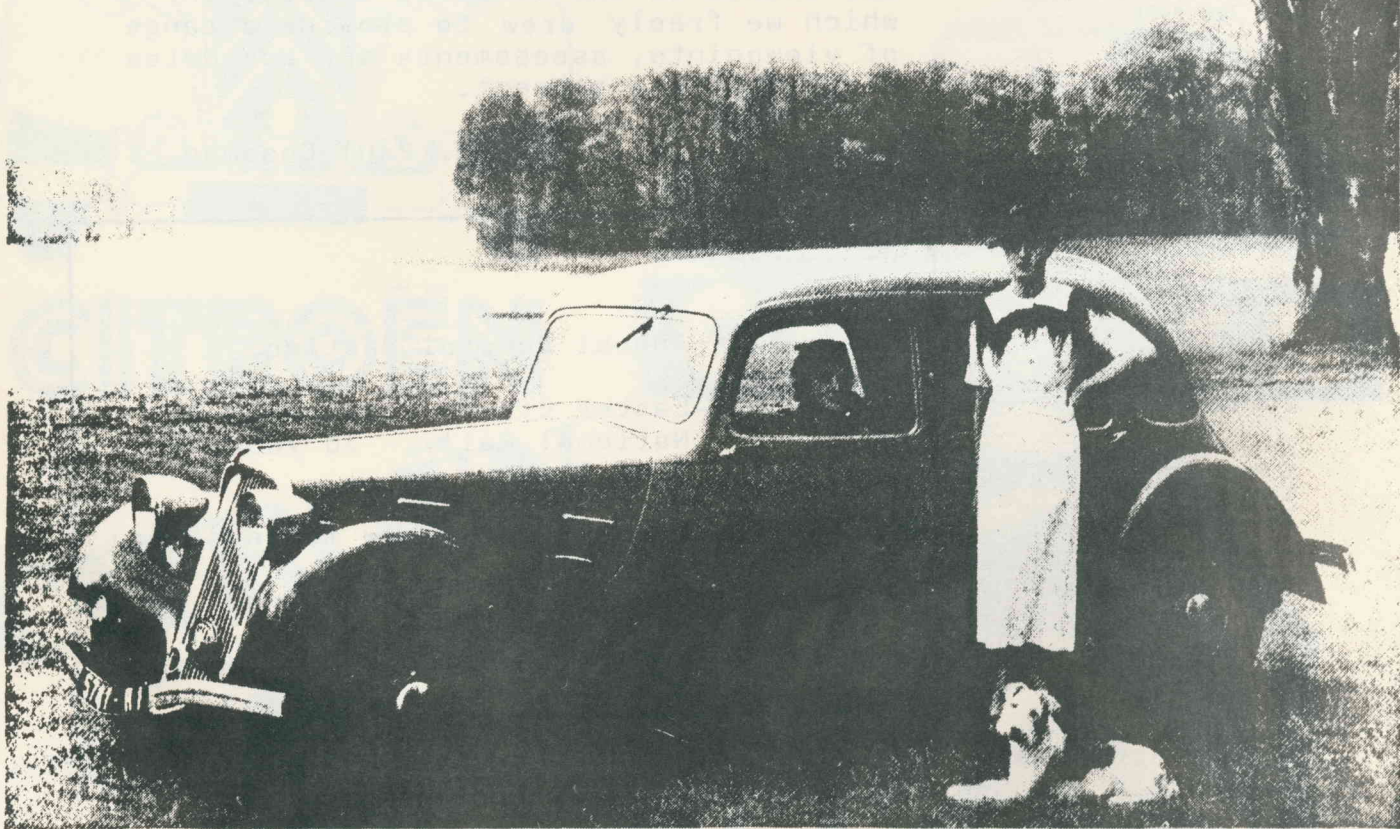
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*Allez voir et  
essayer*

DANS NOS MAGASINS D'EXPOSITION  
ET CHEZ TOUS NOS CONCESSIONNAIRES

**LA 7**

**PRIX: 17.700<sup>FRS</sup>**

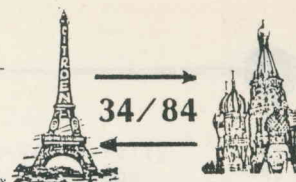


**& LES 8-10-15 cv.**

**A SUSPENSION NOUVELLE PAR ROUES AV. INDÉPENDANTES ET BARRES DE TORSION**

**CITROËN**

# THE BEGINNING ---



In the beginning, there was Lecot. François Lecot.

With his small clipped moustache, perhaps informally attired for driving but often posed somewhat incongruously in business suit and tie beside his car. Usually wearing the dark beret which, then at least, characterized the men of rural France.

A stocky little Frenchman, at the wheel of his Traction Avant Citroën, willing to take on the world to provide the justification for his faith in France, its products and his own qualities of stamina and determination. Hence the first Paris-Moscow-Paris he made in September and October of the autumn of 1934 to prove the new Traction Avant.

In earlier times, Lecot had been a champion cyclist in cross-country events, then a driver in rallies and a vehicle tester. Since 1924, he had been putting up fine performances driving Rosengarts and the 11 CV Citroën. One thing is clear.

The man had tremendous stamina, able to spend 18 hours and covering 1100 km at the wheel, day after day.

Those who knew him well said that he was the same as the average Frenchman - patriotic and a man of honour. He said himself that "the main thing missing is a little tricolour flag in the heart".

He is of course best known in sporting circles for his magnificent raid covering 400 000 km (250 000 miles) in one year in a 75 (11 CV) Traction Avant. This he did between 22 July 1935 and 24 July 1936, mainly driving back-and-forth between Paris and Monte Carlo (some small time concession was made for mishaps en route which were beyond his control). However, back to his earlier exploits, especially the trip to Moscow.

Lecot was already known and appreciated by Citroën before he made the trip to Moscow. For example, there was the effort on behalf of Citroën with a Type 45 bus which Lecot drove from Warsaw, with the approval of the organizers, as part of the Monte Carlo Rally in January 1934. Citroën, always on the lookout for publicity ideas, suggested to Lecot that he should take as passengers in the bus a dozen ravishing mannequins --- "After sixty hours on the route", remarked Lecot knowingly, "they won't look so fresh anymore". The passengers were finally chosen from among the factory staff. It is said that Lecot and the bus were finally awarded the "Concours de Comfort" in the Rally!

Then, in the spring of 1934, to prove the performance of the newly released "7", Lecot completed the Tour of France and Belgium, a distance of 5000 km in 77 hours without a break.

Lecot's second raid in a Traction, the trip to Moscow, seems to have left little trace in available automotive writings. Perhaps it came too soon after the Tour of France and Belgium earlier in 1934. Certainly, it would have been subsequently over-shadowed by his mammoth achievement in the following 12 months. The late Michael Sedgwick, writing in the Profile Publications Series on the Traction Avant, simply and uncharacteristically refers to the Moscow raid as "a successful proving run into Eastern Europe".

The comments of those re-enacting the run to Moscow in 1984 clearly show that



driving between Paris and Moscow even today is no "piece of cake". In the 1930s it could well have been nightmarish. The photograph recording Lecot's return to Paris from Moscow one midnight in October 1934 shows the 11 CV still in excellent condition after the trip of 5400 km, though the radiator grill shows some suggestion of a small encounter in the east. In the photo can be seen (left front) M. Jean Delpeyroux, Commissioner of the Automobile Club of France which supervised Lecot's rallies; M. Penaud (mechanic); André Citroën (in characteristic bowler); and a weary-looking François Lecot. Sadly, Citroën did not live to see and encourage the next and greatest of Lecot's exploits.

At the time Lecot performed his grand rally in the 11 CV, he was already past his mid-fifties and a grandfather. With his wife, he ran a restaurant at Rochetaillée-sur-Saône near Lyon. His exploits left their mark on his health and eyesight. The war following soon after suspended all activity and cut short a raid into Africa which he planned. His weakened health did not recover, and this with failing eyesight, stopped him doing more work.

In 1955, the Committee of Friends of François Lecot, formed under l'Action Automobile, raised a million francs. But he became blind and entered hospital at Albigny near Lyon where he died on 19 August 1959.

The spirit of François Lecot which drove him on was captured in his comment on the death of his only son in the military aircraft his son was flying in September 1936:

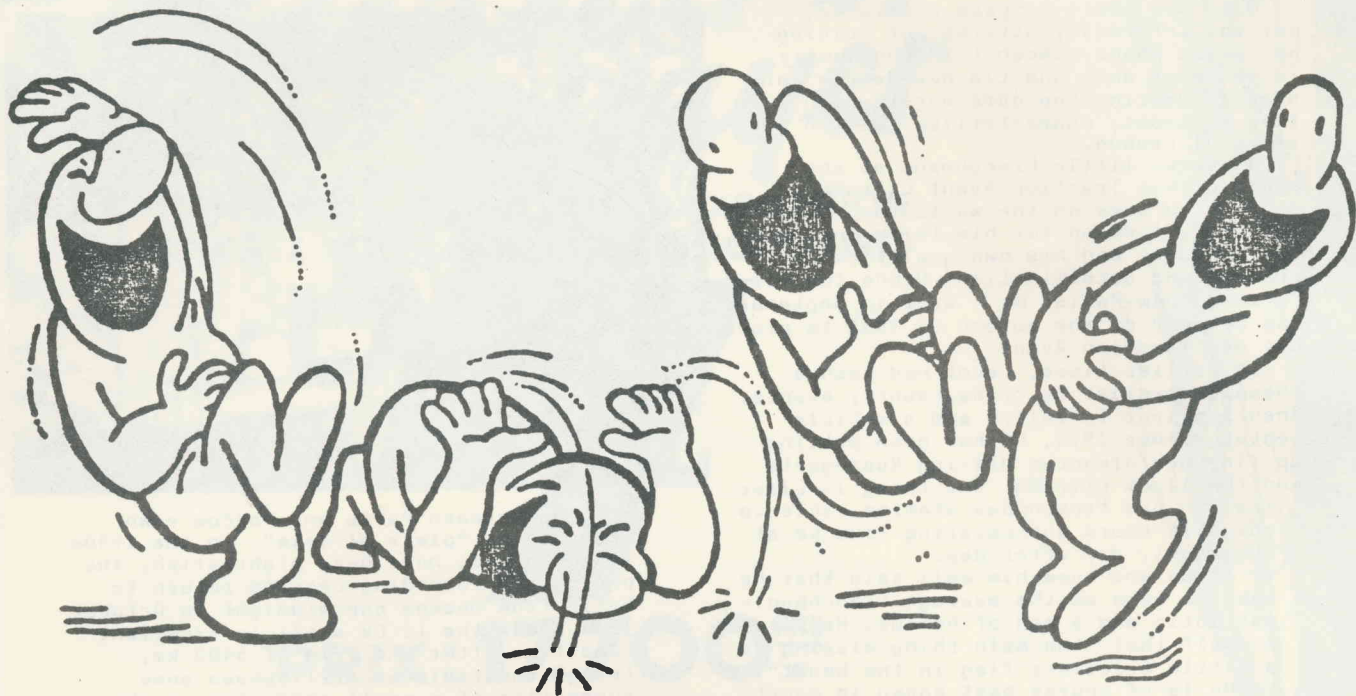
"A Lecot does not give up in the face of adversity".

It is hard to think of a more appropriate memorial to François Lecot and the faithful Traction Avant than the 1984 raid to Moscow, conceived and planned by members of Traction Avant Nederland, and acted out by some 350 enthusiasts between 17 July and 11 August 1984.

Adapted from various sources, but particularly from:

Jacques Borg and Nicholas Viasnoff.  
La Traction en 300 histoires et 150 photos. Balland, 1975.

Bill Graham.



*Moskou? with a Traction Avant?*



*... here's proof!*

# FRENCH VIEW

## 130 TRACTIONS TO THE SOVIET COUNTRIES

Jean - Francois Mongibeaux  
Magazine Hebdo - 10 August, 1984.

The Russian policeman cannot believe his eyes. Stunned, he raises the peak of his green and grey cap and scratches his head. On the avenue Gorki, on the streets of Petrovka, Dzerjinskogo and Kirava, slipping between the coloured Ladas and the black Volgas which habitually circulate in Moscow, Sombre foreign vehicles are coming one by one to assemble in front of the Kremlin. In a no-standing area!

There are already several dozen, impeccably aligned side-by-side, in front of the militia who are surveying the immediate surrounds of Red Square, realising only that something quite unusual is happening. The Citroën Traction Avants of the Paris-Moscow rally finally reach their goal! But the Soviet police, who had no doubt seen Traction before on television and in Izvestia, prefer to avoid all incidents with the pilgrims, somewhat undisciplined, who have come so far in their likeable get-ups.

The first and no doubt the last concentration of Traction Avants under the walls of the Kremlin has come to take its place. The competitors congratulate themselves and the Moscovites gather. A happening!

"Amongst us", exclaimed Will deHek, "there are French, Dutch, Germans, English, Swiss who are exchanging smiles with the Russians. Today, the Helsinki accord means also the free movement of the Traction!"

This roguish Dutchman has taken the initiative in this "spontaneous" gathering of vehicles going to be "consigned" to various parts of Moscow. He and his accomplice, Peter Wilders, "fathers" of this truly historic rally, are able to make a "V for victory": they have won. And with them the some three hundred and fifty people, men, women and children (one a babe of three months) participating in this grand "retro-mobile".

It all commenced about two years ago when Will and Peter, members of TAN (the club of the Traction Avants of the Netherlands) had the idea to re-enact the exploit of Francois Lecot, who in 1935, established the first linking by road from Paris to Moscow to Paris, driving an 11CV just as it had left the new Citroën factories at Javel. A technical exploit which also made an historic event since Francois Lecot had established in a way the first automobile postal links between the French and Soviet capitals.

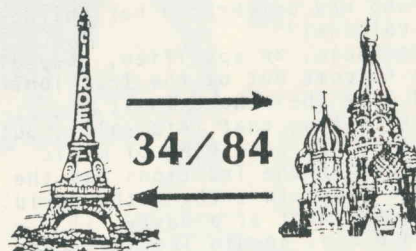
A case, this Lecot! Convinced of the exceptional mechanical qualities of the Traction Avant which was appearing on French roads, he decided in July 1935, to leave on a frightening rally: 400 000 km in a year, 1200 km per day, driving a Traction! His course was always the same: Paris-Carlo-Paris. He drove 18 hours per day, accompanied by a monitoring steward.

Lest this itinerary should become monotonous, Lecot decided one day to leave the beaten track, and he set his cap for the east.

This first Paris-Moscow-Paris rally took place almost 50 years ago - the Traction was born in 1934 - in conditions less astonishing. The second, which follows now [the departure was set for July 17 and the return for August 11 (1984)] is no less extravagant.

In 1982, Will and Peter embraced the formidable organization of this anachronistic raid. They succeeded in convincing Citroën - Amsterdam, which gave them vital aid. Little by little, seduced by the project, the tractionists of all of Europe wanted to participate in the Red Cruise. In France, there are 20 equipages which said "OK".

In total, 130 vehicles: 11s, 15s and also some rare cabriolets and coupes, which enrolled for the departure, set for the Place de la Concorde. Visas for the USSR were obtained at last, after acrobatic negotiations. In Paris, the Road Control and the Centre for Security and Automobile Control organize technical assistance. The house of Citroën decide to supply a CX for support, Magazine Hebdo offers the fuel for a workshop van.



### Deffre hinders the Concorde

Gaston Deffre has stopped the big rendezvous in the Concorde "for reasons of security"... Luckily, the mayor of Chantilly spontaneously offers the prestigious launching place of the courtyard of honour of the chateau, a rare privilege, to the dozens of Traction already pointing their shining grills towards the dusty roads. "You cannot take account yourself of what this represents", Dominique Bellière, a young Parisian architect explained to me. "One hundred and thirty Traction rolling in convoy. A column of about seven kilometres! In Holland, there will be thousands of people along the roads to applaud and encourage us. In Copenhagen, the mayor received us for a sumptuous gala dinner: warming discourse, silver spreads etc. Everywhere and the same in the Soviet Union, the rally made a hit. One cannot understand why France ignored it like this."

Around him, Swiss, Dutch, Belgians, English or Germans approve, while the Mosovites marvelling, murmuring "Paris, Paris" when deciphering the self-adhesive labels on the vehicles.

Olivier Lequette, President of La Traction Universelle, remarks:

"To a foreigner, Citroën equals France. Did not this rally spectacularly testify the qualities of a French product. We have not registered a single drop-out up to the present time with vehicles of which some are almost half a century old." Also concurring is Patrice Dine, garage owner of

Levallois, who drives the vehicle of her grand-father.

Olivier Lequette is still not bitter. Just as well for he is for the moment, the only one to have suffered a grave accident with his "15 Hydraulic", having failed to take a corner near Leningrad and hit a fir tree all along the right side of his car.

"The organisers have judged that the vehicle cannot run anymore", he told me, "but me, I want to finish the rally, whatever the cost. I have started to straighten the roof with the sledge hammer." At Leningrad, a Lada garage took the affair to heart. The workers operated from nine o'clock to midnight with us. A miniature Normandy - Niemon! One could only communicate through gestures. And in the hardship, a friendship is born.

#### A music-box in a bump

Among the baggage which covered the back-seat of his "15" (one of which he much deformed: "I had put it there because I had no more room at home" Olivier said to me), a music-box started itself suddenly during a bump. The driver had he not taken with him his two children, Liea, five years, and Camille who had celebrated her third year at Helsinki?

At Stockholm, he specified, they did not wish to come out of the Traction. They had made their home in it.

And it is true that this rally, out of its time, has something of magic about it, as if the Traction had the mysterious power to enchant the world. Seated on the roof of a dusty "11", draped in plaid, an old lady observed the long file of pilgrims advancing step-by-step towards the mausoleum of Lenin: "I am called Joe Howie and I am Scottish. This rally is absolutely splendid", she called to me with an accent which carried over the strolling Moscovites.

As for Robert Richard de Latour, sixty-seven years old, former sheep-breeder of Bellac, he applauded at full burst, the funny antics of the clowns of the Moscow circus. At the interval, his cheeks pink with pleasure, he confided to me that the "15" with which he came to Moscow without mishap has a designated heir: his five year old grand-son, who almost knows how to recognize all the vehicles.

"You know, we are all a little mad", Olivier Lequette said to me, while passing with powerful acceleration a crackling tramway which went up the Avenue de la Paix. "But we are not collectors of butterflies. The tractions, they are made for driving. And with us, they go. The same goes for the two cabriolets bodied by Longenthal, rare cars which are worth a fortune. Their owners readily brought them here, with all the risks involved. I say this to you, we are all a little mad!"

Danielle Scaniglia, a gracious young brunette, did not disagree with Arnaud, 26 - the favourite driver - she worked without relaxing on her "11" to be able to make the departure on July 17. A series of sleepless nights because of an insoluble problem of air trapped in the fuel line. Several hours before the departure, she alerted the Traction Universal Club.

"Buy five metres of Durit which you make to pass into the cockpit: that will have to work," replied her friends at five in the morning.

Dany was at Chantilly at H hour, her features drawn but her eyes radiant.

And further, it goes

The bearded Hollander, who had conducted me to the suburbs of Moscow where the Traction were parked, surely had a mad story to tell about himself also. He found in 1975 an old "11" for sale near Clermont-Ferrand: 500 francs! He raced back to Amsterdam to look for the money and returned immediately to Clermont. Alas! He had trouble thrown in: it was 5000 francs! But the garage owner, touched, indicated to him a "break through" where he would be able perhaps to make a deal. Effectively, for 500 francs, he got hold of the Traction of his dreams:

- "And more driveable", he said to me descending at a good pace the avenue of Leningrad.

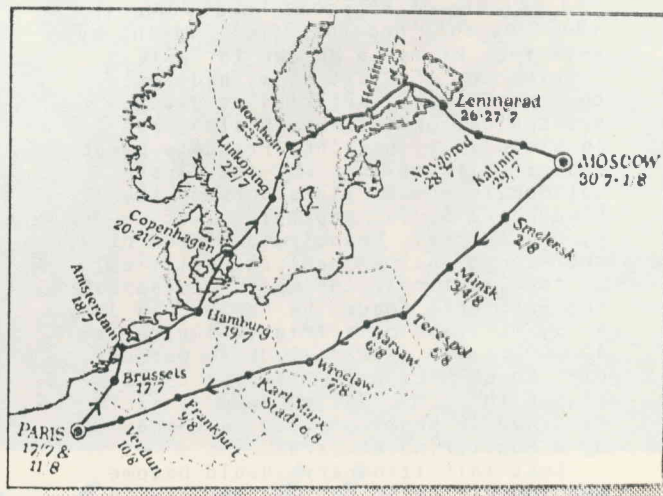
In "The Fabulous Traction" the book put out by the publishers EPA, one finds this citation from a journal of 1957: "Again in the distant future, the vehicles will symbolize, to the eyes of a foreigner, the qualities of our race. Catching, vigorous, faithful, it easily epitomises France between the two wars. The sense of its standard, which is the genius of our race again, to it is given this timeless line, this classic profile to put it bluntly, makes it proof against the years."

The marvellous fools rolling in their rascals of machines returned to their homeland on Saturday. But the Place de la Concorde is still forbidden to them. It doesn't do a thing: with or without fanfare, we adore them!

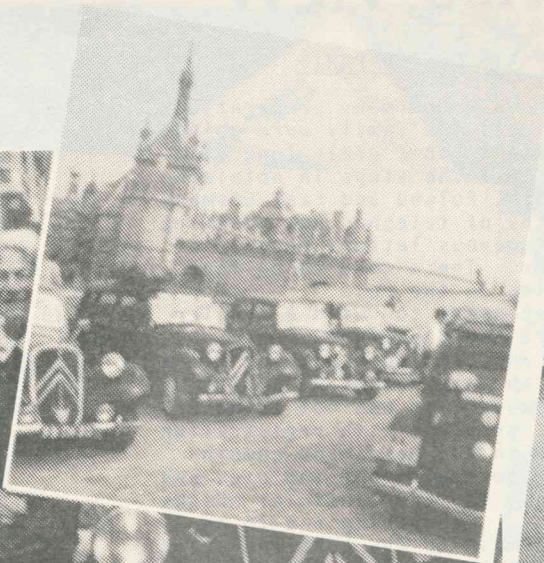
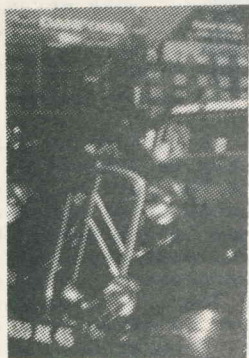
Translation: Bill Graham.

[René Mauron notes that the second Langenthal cabriolet in the rally is an 11 légère "found" in Germany two years ago, now owned by a 28 year old (lucky 28 year old!). It is dark green and was prominent in the front of the line-up in Red Square.

- Ed.]



# IMPRESSIONS



Clockwise from top left:

Denmark

Mme Jacqueline's blessing

The start - Chantilly

Mainz by the Rhine

Light and sound

Mockba!

To Helsinki

Leningrad

Crossing Iron Curtain

BXs escort French & Russian

ambassadors into Amsterdam

Home territory





# SWISS VIEW

## 1984 RAID: PARIS-MOSCOW-PARIS

We had to make enormous preparations, knowing that all the family were going to participate in this great long distance drive. All the steps in obtaining visas for USSR, Poland and East Germany - three months of telephoning, visiting embassies, numerous letters because of complications. There were to be four Swiss vehicles in the raid.

It was necessary to build a trailer a week before the departure, since four people and camping equipment for a month in a cabriolet would be a bit cramped. However, it was not to be an easy choice: problems with registration as well as with the home-made combination - not too small, not too big, and not too heavy, for the cabriolet weighs about 1300 kg. Everything had to be calculated almost to the centimetre and nothing forgotten: medicines, food, clothes, tent for camping, cooking equipment, spare parts etc., plus free space for passengers. Room for the children in the rear would be tight. The total weight with passengers was 1920 kg.

Departing from the chateau at Chantilly [about 40 km north of the centre of Paris], the outlook was marvellous for the big day. What a spectacle ... unforgettable. Jacqueline Citroën endorsed the log book which each party received, and gave the starting signal after much discussion with us and wishings of bon voyage.

The Red Cruise Invasion - Away!

One hundred and twenty-four Citroën Tractions, three Citroën workshop vans with three flat-top trailers for running repairs, four Citroën BXs for support, four vehicles to convey journalists, cameramen, photographers.

The trip through France went well, with a police escort. The convoy made a column seven kilometres long - fabulous, impossible to see the end. There was a superb reception at the Town Hall in Brussels and we parked in the City Square, usually forbidden, courtesy of the Mayor.

The trip went without problems in Belgium, but there was laughter when it came to erecting the tents, since about 70 percent of the participants had never been camping, ourselves included! The organization was as follows: my older daughter and I, we erected the tent; my wife attended to the camp cooking and the beds. You really had to laugh.

In Holland, the people were enchanted and we had the impression of living in a fairy-tale. Everyone was there, on the bridges over the autoroute, with placards to wish us bon voyage. In the opinion of the participants, no one had seen such a welcome. The towns and villages had become complete bottle-necks. Fortunately, 10 motor-cycle police opened up the route for us. We were welcomed at the Citroën headquarters in Amsterdam, and chatted in front of the old building. Inside, a coupe was displayed behind glass in commemoration of Francois Lecot for his landmark excursion.

To finish off the day's work, all the drivers prepared to grease their vehicles - a great sight!

In Germany, the enthusiasm of the public had died away. They weren't interested. No reception at Hamburg, and the stage had been very long. Tiredness made itself felt. The first mechanical problems commenced but nothing too serious.

Next morning, up at 4 am so that we can catch the ferry to Denmark at 8. We were guided to the port by several members of the Danish Club who accompanied us as far as Copenhagen. Their thoughtfulness was most appreciated! And there, the unforeseen! A reception at the grandiose Town Hall, in the Throne Room, where we attended a gigantic buffet. What decorations, what presentation, superb!

The first two-day break, most welcome. For sure, the flat-tops were used - drive shaft, clutch, water-pump - a short break and all had been repaired and ready to leave again. We visited the town to see displays of cars and to have a short visit to the statue of the Little Mermaid, the mascot of the port.

For the embarkation to Sweden, we skirted the Danish coast which is very pretty. The crossing passed with some discomfort because of sea-sickness. We expected it to be a long stage, as far as Linköping. The temperature problems with our car commenced, and I had to stop many times to add water. The countryside was very pretty - forests and many small lakes and little houses in the style of Canada. That night in Linköping, we removed the cylinder head and replaced the head gasket, and refitted the head in the rain in the camping ground. The next day, the problem was still there. At Stockholm, we undid things again and found that the engine block was cracked in five places! The only solution - change the motor(!) during the night and into the next morning, for the next night we were to embark for Finland.

The unmounting commenced at 10 o'clock at night and the repairs were finished at 4.30 am next morning. The motor, completely rebuilt was provided by a member of the Swedish Club, but there were problems with it, for every day, I had to add 3 or 4 litres of oil (Fleurier-Stockholm: 1.5 litre, Stockholm-Fleurier: 49.5 litres). It was impossible to arrive late at Moscow or Paris etc. One had to complete all the stages every day. The technical supporters had to work all the time at night, the same for the participants. Quite often, 4-5 hours sleep by day and by night (hard). The old motor had done 310 000 km - a good long life.

While leaving the camping ground we heard a dreadful noise. We had pulled the exhaust silencer loose. Disaster and anguish, some crying, my wife became upset - for the other cars and support vehicles passed on ahead of us. We were all alone and didn't know where to make the embarkment. In a rage I removed the rest of the silencer, and we could see the end of our voyage, but the work goes on. By coincidence, we had a silencer stowed between the cabriolet and the trailer, and we left quickly to try to find the others. By luck, we found them and arrived the last to embark. Wow! We reached our cabin and had a good meal, our smiles returned, and we slept very well.

## A black and white photograph of a vintage Volkswagen Beetle with a spare tire mounted on the back, parked on a dirt road in a forest. A man is standing behind the car, and a woman is partially visible on the left. A large, tilted graphic overlay in the top right corner contains a ruler scale and the text "MEN: NE 73095 CH".

[illegible]

We arrived at Turku at eight in the morning. The route as far as Helsinki is very long and we could not pass unnoticed without our silencer - a real lorry! Finland is a very beautiful country, and we promise ourselves to return for a longer period. We arrived at Helsinki at the end of the afternoon. I proceeded direct to the Citroën garage to repair my silencer. The new motor had consumed a lot of oil.

The next day, we headed for the Russian border which we reached at about 11 o'clock. It took two hours for the vehicle to pass through customs. The route is watched by police, militia etc. Life must be hard. It is impossible to stop in the villages. The police are there to ensure that we leave again. Crossing the towns and villages is difficult without guidance and man-power! At Leningrad, there are many museums, and we meet up with the Auto-Moto Club. Except for Moscow, it seemed to us that we were living again 30 years ago.

In Russia, two motors had to be changed, as well as 5 clutches, 1 gear box, various bearings, a dozen silencers, 2 vehicles crashed - the driver of one had fallen asleep at the wheel in Russia and hit a tree. The vehicles were repaired and able to continue the raid.

After 10 days crossing Russia, we reached Poland, with prolonged customs formalities to pass through. However, the first night in Poland remains unforgettable for all the participants. A folkloric evening and relaxation at the camp until the early hours of the morning. The departure for Warsaw was very painful. We rolled across the country where we saw immense fields of corn and wheat, and many storks. The farm workers do all their work by hand, using horses and carts. We were free to explore Warsaw, which is a very old city, 80 percent destroyed during the war. One can still see the marks of cannon impacts on some of the old walls. For travel, there are now open carriages and most of the streets are paved. For restocking our supplies while crossing the country, we would go to the homes of the country people to buy eggs, cheese, fruit etc.

Then we arrived at the border of East Germany. For us, the crossing was easily made, but others took up to two hours since many had failed to have their visas in place. The havoc with the vehicles increased - brakes and particularly silencers - for, imagine an autoroute of 80 km, all in paving stone, with height differences of 5 to 8 centimetres. The steering often suffered. The assistants worked till almost three in the morning - boxes, shafts and shock-absorbers broke. Full speed to the frontier.

Arriving in West Germany, it seemed to us that we were leaving a nightmare behind. We breathed - there were new flowers and colour. On the route we passed many U.S. Army lorries. We camped on a beautiful peninsula beside the Rhine and next day, we passed the French border. The assistants were idle for the last stage, but they well deserved it, for all these people were tired, and we were able to say a big bravo to them and to give thanks to Citroën of Holland.

The arrival at Paris went over well in spite of the indifference of the French authorities to the Traction Avant. The champagne was flowing strongly in the Place de la Concorde where our celebrations were suspended. Afterwards, we went to Chantilly where no reception was expected.

We discussed the situation with the organizers and with Madame Jacqueline Citroën who was very proud of the results of our Red Cruise. We were offered a glass of champagne and by way of conclusion, a medal was handed over for each vehicle in the raid.

The hardest part was the parting, for all the participants had formed one big family during the Paris-Moscow-Paris Raid ... the unforgettable memories.

René Mauron  
Club 34-57,  
Switzerland

Translation (with apologies) by  
Bill Graham.

## IMPRESSIONS



There were six Tractions in the British contingent:

- black '53 Light 15 (D. Ryland/D. Fisher)
- Commerciale (John & Josie Waghorn)
- Light 15 (Graham & Sue Bryce)
- Light 15 (Helmut, Pat & Fiona Schutz)
- 1934 Coupe (John Savelli & Donald Frazer)
- Light 15 (Mrs. Howie, Elena, & Jenny Cooper)

Hour-and-a-half late to Brussels; missed the food at the reception.

Reception with the French and Russian ambassadors in Amsterdam. Thousands wishing us well along the roads. Swiss entrant (René) made liquid metal repair to his cracked block, changed the motor later in Stockholm, using facilities at the local Citroën Training School. Chippings the size of golf balls along the road to Leningrad, police escort. French driver nodding off and hitting tree. The ingenuity of the Leningrad car club members in keeping the cars on the road. Meeting the Moscow Car Club, closely supervised by police! The difficulty of getting 92 or 95 octane petrol which had to be paid for in specified currencies or tokens. Mechanical problems - burnt pistons, broken regulator mounting on a 15H, tooth off a differential. Losing exhausts on road irregularities. Doubtful food. On-the-spot speeding fines in East Germany. Popping corks. Seven thousand miles in 25 days, 124 cars finished out of 126 starters.

After 50 years, the Traction Avant can still be counted a reliable car.

(After Derek Fisher - "Floating Power").

# IMPRESSIONS

## GERMAN

## DUTCH

TRACTION AVANTS IN RED SQUARE

"Nyet", said the policeman when the first three Traction Avants tried to park in the almost empty October Square. It is not quite clear what the man is doing in his little glass cage on the corner. He doesn't have to regulate the traffic. That is being done perfectly well by a set of lights which go red and green, but just like home, more red than green.

"Nyet, nyet, nyet", no Dutch on the asphalt for which he is responsible. He is looking after this square as if he personally has to clean it up every night, and his enormous hat with the unavoidable red band is proof of the might which he exerts over this little piece of Moscow street and eventually over innocent intruders. I purposely came all the way from Holland to take some photos here but no matter what I say, it still stays "Nyet", followed by a number of Russian cries which while unintelligible, clearly mean something like "Get lost" or "Nick off".

My knowledge of the language is not enough that I can explain to the man that within an hour or less, about 70 old Citroens will escape from the iron grip of Intourist the State Tourist Bureau, and come and have a photo made in this square - his square! On the other hand, all the Dutch that he seems to be able to say is "Jogen Kroef". There is no official permission to photograph. The Moscow authorities don't want to have such a big uncontrollable group of foreigners in the city at one time.

The participants in the Paris-Moscow-Paris Rally had already found this out yesterday when they came into the city. After much discussion beforehand, we had decided that the whole pontifical procession would come parading into the centre. But this just didn't work. Moscow was after all the turning point and the whole point of the trip. However, early in the outer suburbs, before anyone knew what was happening, the caravan of cars was split into two and separated and sidetracked to a motel/camping area some 70 km further on, so no glorious entry into Moscow, no Traction on Red Square, just a nasty feeling because-----.

Jaap Bouman, Aktuel.

## MARATHON TO MOSCOW

Veteran rallies are a bit like sand at the seaside, but the Paris-Moscow-Paris car rally between 17 July and 11 August with over 130 Citroens in the event, would be the most original rally of 1984 and definitely one for the books.

Most of the participants would repeat the journey any time, but unfortunately there can be problems in the USSR. Too many police, too strict speed limits, limited sleeping accommodation.

Most of the cars stopped at Mainz on their return trip, the accumulated dirt of ten countries as souvenirs.

It wasn't a show parade; it was an adventurous rally in a style that would make history. Through the 7500 km long journey covering 10 countries, the Citroen cars, 30-50 years old, performed with dignity and reliability equal to that of modern-day cars. It was a great strain for both cars and participants over the four weeks of the rally.

They stopped at Mainz, Kostheim on the night of 9 August on the way to Paris.

The largest group of participants were the Dutch and French, then Germans, English and Scandinavians. They left Paris on 17 July, but the whole rally was organized by the Dutch over a period of a year, and only cars in the best mechanical condition could take part. That is why no major breakdown occurred [!], except for minor repairs which were attended to on the roadside.

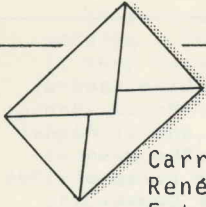
Changing belts and adjusting brakes were done at night at the campsite. Many cars were never reconditioned or restored, and were in excellent condition. Through the USSR, only one member gave up. He returned to Germany by train. He returned because he could no longer stand the sight of all the uniforms he saw. Thousands of police patrolled the roads through the USSR. Not a stop could be made without police supervision, nor could one leave the road - it was against the law. The speed limit of 50 km/hour had to be obeyed at all times which was pretty nerve wracking.

The journey through other countries was pretty pleasant, with warm receptions everywhere, especially in Poland, Denmark, Sweden, and Finland.

The Rally of Paris-Moscow-Paris was based and organized on the historical event of the production of the first Citroen Traction Avant in 1934 - exactly 50 years ago. The Citroen was the first mass-produced car in Europe to have front-wheel drive and steel body construction. In the same year, this car's reliability was tested over distances, starting at Paris, then to Moscow and back to Paris. It was the Traction 11 CV.

Between 3 May 1934 and July 1957, 759 123 examples of the Traction were produced at Quai de Javel, and the members of the Paris-Moscow-Paris Rally contributed to the continuation and life of the legend.

Hans J. Schneider - Automobil und Motorrad 10/84.



## LETTERS

Carrosserie du Patinage,  
René Mauron Fils,  
Entre-Deux-Rivieres,  
2114 Fleurier,  
Suisse.  
29 November, 1984.

Bill,

Excuse me for the delay, but what can you expect, since our return from Paris-Moscow-Paris, every weekend we are with our memories, and the seasons having turned, with our friends and family.

I am sending you the same information which went to John Green [Citroën-ist, South Africa]. You will have to excuse me for this, but I have a lot of work: the black ice and the snow are good for the panel beaters [carrossiers] !?! But, there you have it, a good resume.

It is good that you have a cassette showing the 50th Anniversary at Bourget. You see, Australia is well served and I am glad for you.

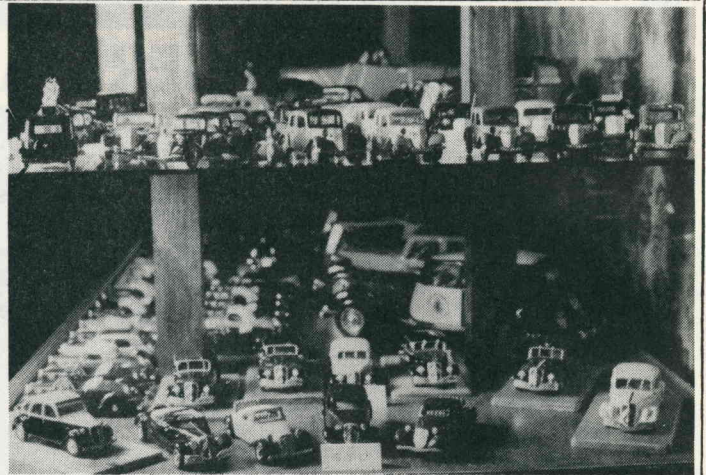
Concerning models: for the year of 1984, there have been to my knowledge 30 new issues at several scales.

I haven't had letters from Phil Ward or Mark Navin yet [about model collections].

The letter is short but against this, the story of Paris-Moscow-Paris is long.

Happy New Year,  
Your friend,  
René.

[We run René's excellent story of his great trials and tribulations in the



Langenthal going to Moscow elsewhere - and we thought motoring in Australia could be tough! Thanks René. Photos show René's model Tracollection (a beauty) and souvenirs on his mantelpiece (how did he get that CCOC badge?). Model collectors - please drop René a line. He is very keen to find out more about models in members' collections.  
- Ed.].

## NEW MEMBERS

Welcome to:

David Hancox  
Lot 2 Gembrook Rd  
Cockatoo 3781  
Ph. (059) 68 8593

Bartley Giffney  
65 Union St  
Northcote 3070

Ph. 489 7513 who has a L15.

CHANGE OF ADDRESS

Paul and Fiona Lyons now live at:  
68 Woolwich St  
West Lederville WA 6008

Don Balmer now lives at:

403 Barclay St  
Ballarat 3350

(053) 327987



LE GRAND LIVRE DE LA TRACTION AVANT  
7.11.15.22, by Olivier de Serres, EPA,  
1984.

Olivier de Serres has produced what will probably remain the definitive book on the Traction Avant Citroën. It is a beautifully produced and comprehensive volume, with many historical and modern photographs in both black and white and superb colour.

An historical section on the development of the Traction is followed by sections where all models are described, in their French form, with details of changes, foreign production, special-bodied versions and contemporary after-market accessories.

Sporting achievements, army and police vehicles and models are also covered, with a strong section on overseas clubs as well. Australian members will recognize a number of the illustrations as CCOCA members' cars, and will detect the hands of John Couche and Bill Graham in the information supplied.

There are many photographs that have not appeared in Dumont, Bellu, Borge and Viasnoff or other sources available in Australia, and a number of these have been taken by the author.

The text is in French, and there is no English translation, but it is so clearly written, and so methodically arranged, that this presents less of a barrier to the English reader than might be imagined. Well worth the purchase of a dictionary if you do get stuck!

Readers from Australia, New Zealand and England will undoubtedly wish for more details about Slough-produced cars, but the coverage is very good nonetheless. It appears that the publishers had to place limitations on the extent of the text, so that there is still scope for other enterprising contributors to Traction literature (encouragement for intending Front Drive writers? - you're not wrong!).

To sum up, this magnificent volume is the most comprehensive work on Tractions yet produced. If you can find money (or space) for only one book on the subject, this is definitely it. Congratulations to Olivier de Serres on the best anniversary gift to Traction history that could be made.

Hopefully, supplies of the book will reach Australian bookshops early in 1985. It would be worth contacting a committee member soon if you are interested in ordering a copy - a worthwhile bulk discount can be arranged. A copy will be in the club

library as soon as possible, but, be warned - once you lay eyes on it, you won't be content until you have one of your own!

Peter Simmenauer

**MEMBERS PLEASE NOTE:** Olivier de Serres is working on a similarly massive account of the D-series Citroens to mark the 30th anniversary of their introduction. He is seeking the Club's assistance in the supply of information, photos, brochures etc, especially on Ds "Downunder". How about Ds built in Australia (factory details), races, rallies, specials? Let us know what you've got to help Olivier to help us!



## CLUB LIBRARY

Recent additions include:

### Collection Auto Archives

No. 3 - Traction Avant 1934 - 1939

No. 5 - Traction Avant 1945 - 1957

No. 8 - Les "Rosalie" 1932 - 1938

These are collections of newspaper and magazine articles and advertisements collected by Fabien Sabates and Didier Laine. Mostly French language, but plenty of easy to read pictures.

### Citroen Public Relations Brochures:

*En Avant la Traction* (history)

*Asnieres* (hydro-pneumatic factory)

*Tremery* (engine plant)

*Rennes* (Body fabrication)

*Ici commence l'aventure* 2nd ed.

(how to make your Citroen bullet-proof)

All these have text in English and French.

Genealogie. Citroen collection of coloured drawings and descriptions of Citroen models from Type A to 1972 DS 23 EFI 5 speed. English and French.

Borge & Viasnoff. L'Album de la DS.

Same format as L'Album de la Traction - lots of excellent illustrations.

Haynes Workshop manual for 2CV & Dyane

Don't forget - loans can be made by mail (borrower pays both ways) or at monthly Club meetings.

Photocopies of Traction 4 and 6 cylinder workshop manuals and spare parts manuals can be made to order at 5c per page. Contact the Librarian.

Back copies of Front Drive can be obtained from Club Shop for \$1 per issue (whole issues only). Contact Robbie Couche.

## PAST RALLIES



WORKSHOP: MINI WELDING TORCH

About 20 members attended the November general meeting to see a demonstration of the Mini Welding Torch, a New Zealand device handled in Australia by Projecta Port Hills (Aust) P/L of Melbourne. The demonstration was very capably provided by Mr. Alan Pennell of the above company.

Basically, the idea has been around for a long time, but is now being vastly improved. It consists of an adjustable-feed hand-piece in which are mounted two specially prepared carbon electrodes of a gauge to suit the work in hand. A controlled arc struck between the electrodes provides the heat for brazing, welding, fusing, soldering, heating and bending. The energy source can be a car battery for limited periods, or any common AC or DC electric arc welder running off mains supply. Flexible leads connect the hand-piece to the power source.

The device seems very versatile, coping with a wide range of metal thicknesses and materials (mild steel, cast iron, stainless steel, aluminium etc). Several developments of the device are in train including an improved hand-piece, and a dedicated electric power source for those who do not possess an arc welder or who do not want to move the heavy arc welder between jobs. Also, an air blower feeding through the hand-piece is being developed so that the device can be used for metal cutting in a way similar to that possible with an oxy-acetylene outfit.

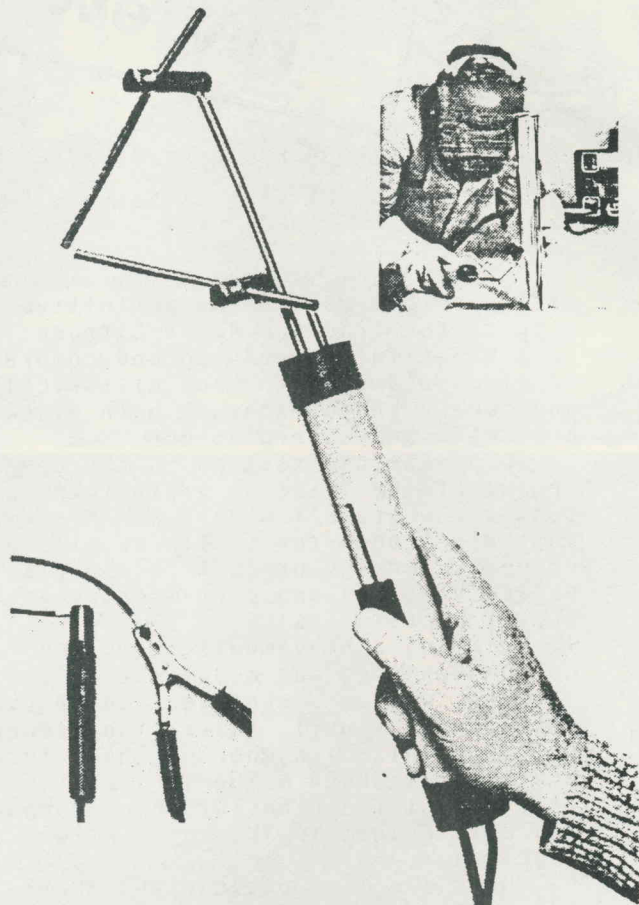
The major advantages of the device are low cost (\$50), low running cost, versatility enabling gas-type operations on an electric welder while avoiding the higher purchase and fixed costs (rental on bottles) associated with gas.

Definitely worthwhile for members to consider, especially the improved models. We hope to supply more details when they become available.

Bill Graham.

CAVALCADE OF TRANSPORT: JANUARY 27

An excellent, well-attended run to Werribee Park. Report in later issue.



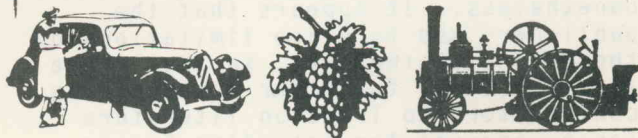
## COMING RALLIES

See 1985 RALLY CALENDAR in this issue and how about making a big effort to get to AUSTRALIAN '85 over the June long weekend (8-10 June). Steam and car rallies, river-boats, pokies, museums (at least one Traction Arriere), BBQs lots of good fun and company. MARK THIS ONE IN YOUR CALENDAR NOW!!!

More details later.  
STOP PRESS: ENTRY FORM WITH THIS ISSUE;

READ IT AND FILL IT IN NOW!!!

THE VENUE? ECHUCA OF COURSE!



## TO CELEBRATE

----- 10 years of existence of the Club, some people are talking of having some form of special celebration--- perhaps an extended camping tour over several days, like the MAYANDER TOUR enjoyed by the Illawarra Car Club last year (see details of MAYANDER in later issue). Anyway, our 10th anniversary would be 2-3 years away, so there is plenty of time for you to make sure your Citroen is in perfect road condition isn't there!!

THINK ABOUT IT, TALK ABOUT IT, START PLANNING FOR IT NOW!

# CLUB SHOP

## Contact:

Robbie Couche  
2 Wimborne Crt.  
Mth. Bayswater 3153  
Ph. 729 7470

Maria Boyle  
35 Newman St.  
Thornbury 3071  
Ph. 480 3560 (A.H.)

ALL MAIL ORDERS TO: P.O. BOX 377  
BORONIA, VIC. 3155.

## Windcheaters & T-shirts

Designs: as shown inside front cover,  
plus: Club design as on back cover.

Supply your own windcheater or T-shirt  
and we will print your chosen design  
for \$2.00 each, or

Order a T-shirt printed from our stock  
for \$6.00.

Fiftieth Anniversary T-shirts at \$6.50.

PLEASE SPECIFY SIZE, COLOUR AND DESIGN  
WHEN ORDERING.

## Windscreen Stickers

Club Emblem - \$1.50

## Cloth Badges

Club Emblem in blue on w<sup>h</sup> oval  
background - \$1.75

## Lubrication Charts

High quality reprint of original  
Traction "Oil and Grease" chart - \$1.00

## Metal Grille Badge

New stock available - Club Badge in  
Blue and White - \$12.

## Front Drive Back Issues

Cost \$1.00 each, plus postage.  
If issue requested is out of print, a  
good quality photocopy will be supplied.

## Posters

Full colour Light 15 - \$2.50.

ALL PRICES PLUS POSTAGE AND PACKING.



Wine glasses new supply  
will be available early  
in the new year - place  
your order now.

**WANTED:** Someone to take  
a major role in looking  
after the Club Shop....  
here's your chance to  
help your fellow Citroën  
fans. Contact Robyn now.

Brett & Anne Comans have recently  
joined CCOCA, with a 1949 Light 15.  
They need a number of bits to  
restore it: Windscreen frame, Head-  
light lenses, wooden door trims (4),  
side light complete, sidelight lens,  
12v horn, interior light lens (oval),  
two trafficators, rear engine mounting  
block, two engine mount volute springs,  
pair chromed bonnet holders, number  
plate light, drivers side door handle  
with lock, one hub cap.  
If you can help, please contact them  
by phone (057) 52 1737 or write to  
P.O. Ovens 3738.

FOR SALE: The Club's IBM golfball typewriter,  
details last issue. \$200.  
Peter Simmenauer (03) 826 539

# CLASSIFIEDS

Help my cash flow and upgrade your  
motoring pleasure at the same time  
by buying my '74 D-Special. This is  
not the usual tatty, tired, high-  
mileage D, but a genuine low-mileage  
original example. White with green  
velour. Take it away for \$3800 before  
I change my mind!

Roger Brundle  
(03) 509 0441 H  
(03) 268 4884 B

Wanted: Good second-hand parts for  
'54 big-boot English Light 15.

- steering wheel centre
- gearbox and bell-housing
- headlights king-of-the-road  
(complete)
- bumper-mounted horn set
- front bumper bar
- trafficator unit
- petrol tank cap
- parking lights

Ennis Selimovic  
(059) 683 447

For sale: 1953 Big 15. Not regist-  
ered but excellent restorer. Comes  
complete with 4 spare doors, 1 bonnet,  
1 engine (in pieces), 1 grill, work-  
shop manual, brand new exhaust system.  
The floor has been removed, but a new  
floor is provided ready to weld into  
place. No other rust in the car.  
\$1000 or near offer.

Don Balmer  
403 Barklay St.  
Ballarat 3350 (new address).  
(053) 327987

For sale: 1959 ID19 sedan  
1961 ID19 sedan  
1961 ID19 safari  
ID19 workshop manual

Two complete and restorable, one sedan  
for parts only.  
\$600 the lot ONO.

Don Balmer as above.

Wanted: L15 or L1BL, up to \$1000 for  
restorable proposition.

David Hancox  
(059) 688593

Wanted: English Big Six complete,  
good condition, prefer registered  
and original. Top dollar?

David Piesse  
818 4664

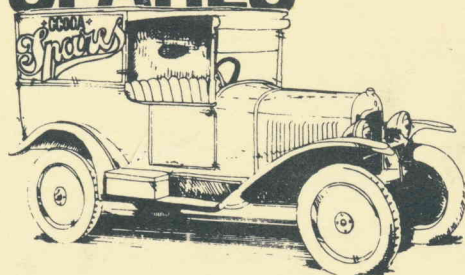
Wrecking: DS 21M, 1968 model sedan.  
Most mechanical parts and body panels  
available.

PAUL CHAPMAN  
(03) 848 4658.

# SPARE PARTS

SEE BACK OF REAR COVER

# SPARES



## Ordering Parts:

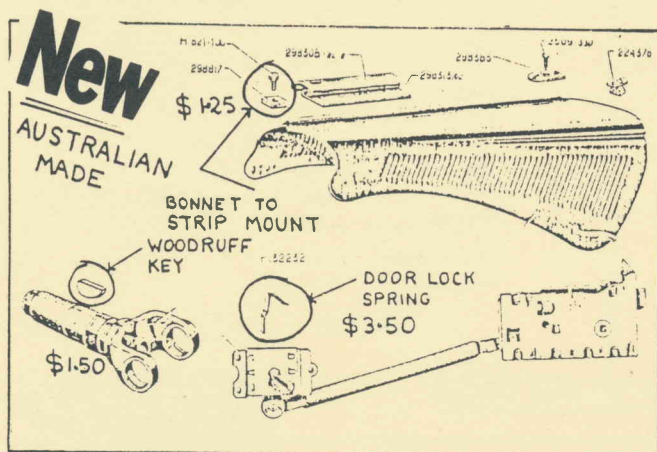
- \*\* Only official parts forms can be used.
- \*\* Supply sufficient detail of the parts wanted. Be sure to quote details of the car that they are for:
  - model, type, year - quote the whole number on the identification plate to be on the safe side. Photos could be helpful.
  - state the condition of the parts wanted - new, second-hand, reconditioned.
  - say whether you would like the items listed as wants in the next magazine - increase your chances!

Otherwise it is very difficult to work out your exact need, and a lot of unnecessary confusion can be caused!

- \*\* Let me know if you obtain the part from another source, or otherwise no longer require it.
- \*\* Sometimes items listed in club stock may have sold out by the time your order is received, and new supplies may have to be obtained. Sometimes extensive searching may have to be carried out, or there may be a delay before a minimum batch size can be ordered - in short, sometimes you may have to wait!
- \*\* Do not send money with an order; if we sell out we will only have to return it. Also, you will not know the cost of postage and packing in advance.
- \*\* Do not forget to send your vouchers with the order, however, otherwise you won't get your discount!

David Gries.

PLEASE - Always send money for parts separately from other payments to the club - otherwise high level financial entanglements ensue.  
Cheques for parts should be made out to "CCOCA Spares".



## Engine

78.5 mm barrels - set 4	54.00
78.5 mm pistons & rings	ea.30.00

## Clutch

Flywheel bearing	4.40
Aux. shaft front bearing (pulley)	3.60

## Front Axle

Outer wheel bearing 425654 (17mm)	16.08
Changeover driveshafts	POA
Outer universal crosses	20.80

## Rear Axle

Tapered roller bearing (L15/11BL)	8.80
-----------------------------------	------

## Gearbox

Pinion shaft rear bearing 500367	26.80
Output oil seals	4.55

## Rubber Ware

Scuttle vent rubber	14.39
Big boot bottom rubber	5.50
Door seal rubbers (set) L15/11BL	
B15/11B	17.00
Windscreen rubber L15/11BL	
(Alum. frame) B15/11B	9.18
Big boot rubber clips (set 12)	POA

## Brakes

Front brake hose 11BL/11B	16.29
Rear brake hose 11BL/11B	12.55
Front brake hose 115/B15	11.00
Rear brake hose L15/B15	12.67
Rear wheel cylinders 1" (4cyl.)	40.70

## Gaskets

Head 4 cyl.	POA
Rocker cover 4 cyl.	POA
Manifold 4 cyl.	POA
Carburettor 32 PBIC	4.67
35 FPAI	3.50
Sump set 4 cyl.	9.24
Exhaust pipe/muffler 6 cyl.	1.00
Timing case 4 cyl.	2.10

## Electrical

6 volt brake lampswitch	2.70
12 volt wiper motor mount (exch.)	POA

## Cooling System

Radiator hose (pair)	48.82
Water pump overhaul kit (orig.)	POA
Water pump shaft and rear bush (local)	18.00

## Body Fittings

Citroen name plates for 11BL	5.50
Door rubber bump blocks (set 8) (dovetail bumpers)	6.96
Door springs ea.	0.65

## Citroen Tools

Front hub/brake drum pullers	104.00
Lower ball joint extractors	61.10

POA = Part temporarily out of stock, but on order or about to be ordered. Prices are subject to change without notice, as new stock may cost more. Prices do not include cost of postage and packing, if applicable. If the item you need is not listed, send in an order form anyway - this is how we know what stock to order.