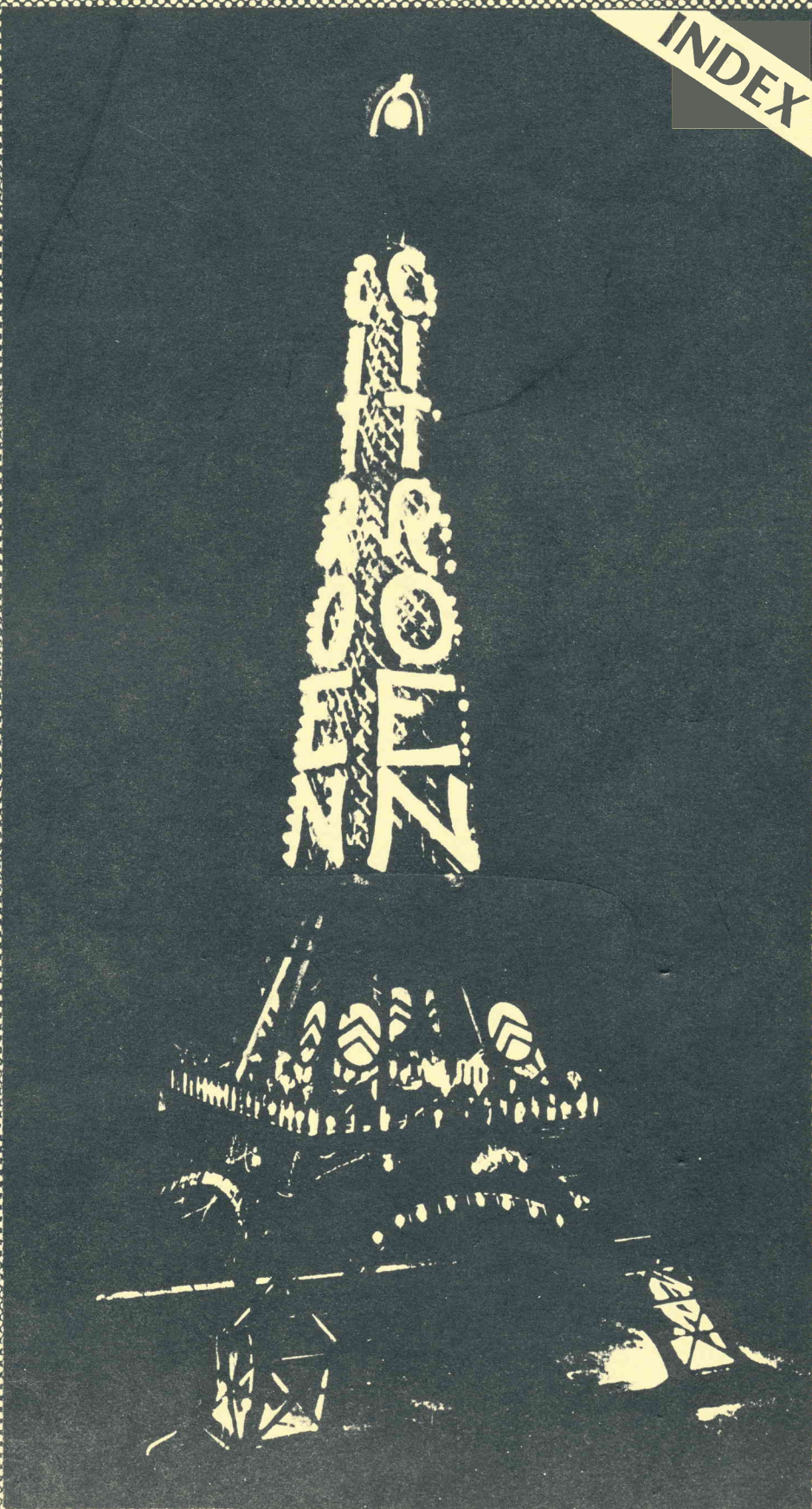


# 1989: WHAT AN EYEFUL!!

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Front Drive Volume 13 No 2 Winter 1989  
Registered by Australia Post Pub No VBH 2127



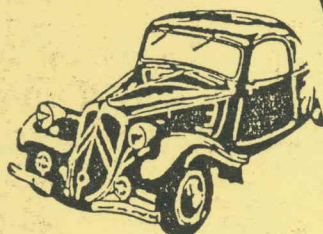
Whilst every effort is made to ensure the accuracy of information and advice in this magazine and in replies to readers queries neither the Citroën Classic Owners Club of Australia nor the officers and members thereof nor the authors accept any liability

# Windcheater & Tshirt designs

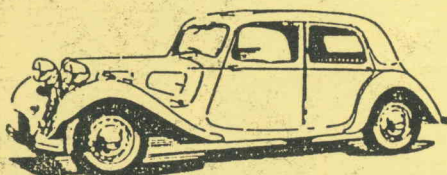
## CITROËN



ROADSTER

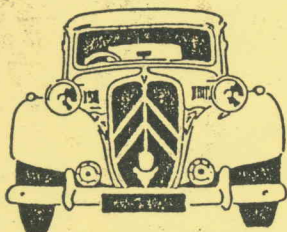


COUPE



## CITROËN

LIGHT 15



## CITROËN

BIG 6

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Back numbers of Front Drive are available from Club Shop at \$1.00 each. Where an issue is out of print, a good photocopy will be supplied.  
N.B. It is not possible to supply photocopies of individual articles..

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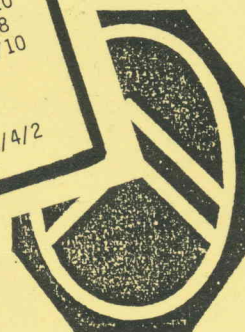
CLUB BADGE  
3 SIZES:  
SMALL (BREAST POCKET)  
MEDIUM, LARGE



5CV  
BREAST POCKET  
SIZE ONLY

## CITROËN

ALL  
ST POCKET  
ONLY



CHEVRON BADGE

Dates of issue for magazine: Mid-January, March, May, July, September, November.

Closing dates for copy: Mid-February, April, June, August, October, December.



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## **CCOCA Membership:**

Annual Subscription: Full member \$27.50  
Associate member \$20.00.

Joint membership is available to spouse of full member, no cost.

Overseas postage rate: Additional \$9.00 (air).

### Meetings are held as follows:

Fourth Wednesday of each month except December. The meeting location is the Courtyard Room, Nunawading Civic Centre, Maroondah Highway, east of Springvale Road, at 8.00 p.m.



## **EDITORIAL**

### **CCOCA POSTAL ADDRESS:**

P.O. Box 52  
Balwyn 3103  
Victoria.

**SORRY TO SAY, BUT ...** the Editor is still a bit spaced out following surgery and for various associated reasons, has found production of your eagerly awaited **FRONT DRIVE** to be a bit of a handful.

**What to do?** Why, call on a little help from the members, what else? Our funds hardly stretch to engaging much expensive outside assistance!

Ted Cross has valiantly stepped forward to organise a bit of typing, and it's just that sort of basic input which is needed to make the load manageable. And of course, one or three people to take a bit of interest in the production to learn how it is done and help out. Quite obviously, any one person is unlikely to keep the job going for ever, and the Club is **VULNERABLE** to loss of this valued function if support and backup is not being trained up. **THINK ABOUT IT** - can you help with some typing or other support?

**Winter** has been a great period for Club activities and in this issue, we reflect on some of them. We also note the massive celebrations this year in the land where Citroens come from, and provide some more technical notes to stir your "little grey cells" while you contemplate the better weather which is now starting to erratically show up.

Cheers for now,

Bill Graham, Ted Cross and Peter Simmenauer.

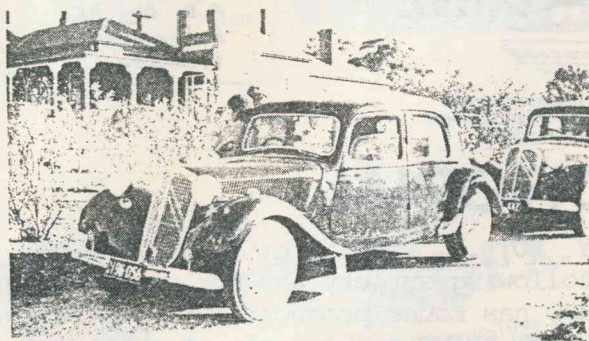
## **COMING RALLIES**

**Where to go and what to do in your Citroen** in the coming Spring and summer months? Check out the Club Activities Calendar and recent "**A'TRACTIONS**".

**Cover:** The model by Jacopoizzi which convinced Andre Citroen to use the Eiffel Tower to advertise his cars. The tower, 100 years old in 1989, was prominent in Paris's celebrations this year.



## MEMBERS' CARS



**Chris and Bev Bennet**  
**1950 Light 15**  
**Registration Nos.(!);**  
**196056/RES 211/AKO 2000**

This car has been with Chris longer than Bev has, though we should not draw any conclusions thereby as to the car's relative importance in Chris's life. Definitely not!

The car came from Burra, a small coppermining (now grazing) town, some 90 miles (135km) north of Adelaide. As well as being known for its Citroëns, since there was a small agency there at one time.

Chris's car came with a collection of spares including another similar car (without engine and gearbox). The whole package was purchased in 1969 for \$60, and the surplus car and some kits were sold off.

The Light 15 had been a non-goer, stored in a shed for many years. Chris added a battery, water and petrol, hit the "go button" and away it went. He set sail for home, but alas the motor overheated and blew a head gasket. After these things were fixed, he ran it in its original condition for quite a while as a cheap form of motoring. Any deficiencies in the high velocity department were overcome by Chris leaping on to the Norton Commander which formed the rest of his stable at the time.

After a couple of years of (relatively) sedate motoring, Chris was cruising downhill one night at about 80mph in the Light 15 when a piston broke. It didn't fly apart, but simply increased the rate of oil consumption dramatically. He felt something should be done but was lacking in mechanised expertise at that time. Eventually, the piston came apart and a rod appeared out the side of the block.

OWNERS: Chris & Bev Bennet  
 CAR: 1950 Light 15  
 BODY NO: 11CL8/136362  
 BODY COLOUR: Segunta Blue  
 PAINT TYPE: Nitrocellulose lacquer  
 PAINTER: Self  
 TRIM: Dove grey leather & vinyl  
 HOOD LINING: Grey felt  
 TRIMMER: Harris Motor Trimmers  
 16" Easy Clean (silver).  
 WHEELS: Albert Park (S.A.)

The damaged block was discarded and a "D" motor was fitted in its place. And then Chris met Bev, he had his licence suspended for speeding, and the car became difficult to start if it went outside Adelaide. Again, no untoward inferences please!

About this time they set off in the Light 15 to collect bits off an abandoned Light 15 near Kerang. Returning near Ouyen, and pulling a trailer load of bits, their gearbox packed up. It seems the front upper bearing had failed and it actually had melted the end off the main shaft! A car was brought to the rescue from Adelaide and off they went, two cars and the trailer in linked convoy. The Light 15 the "rested" for some years at Bev's mother's place. He had acquired an ID and a Big 6 (which he preferred).

Then, restoration fever was stirring in the club, and it was felt the Light 15 would be an economical car to run. In 1979, the motor was reconditioned with new pistons and sleeves, and the whole car was stripped back to bare metal. Restoration proceeded in bits and pieces the process competing for funds with the Big 6, two trips overseas, purchases of the SM and house renovations.

Chris had already painted the Big 6, and in 1982 he painted the Light 15 using older-style paint and repeating it until he was happy.

The body restoration involved considerable repair of rust damage-bulkhead, top of boot, sills and front floor where water leaks had taken their toll. He fabricated a new front floor in galvanised iron, complete with original-type ribs using a setup made by Mike Hose. The car was completely re-wired, and it went into use as a third car for short runs around Adelaide.

In 1989, they decided to finish the car off. Another Light 15 motor was built to replace the D setup, and the seats were re-upholstered in a beautiful dove-grey leather. The supplied furniture grade was used, and cost \$900. A new grey felt hood lining followed. New door backings



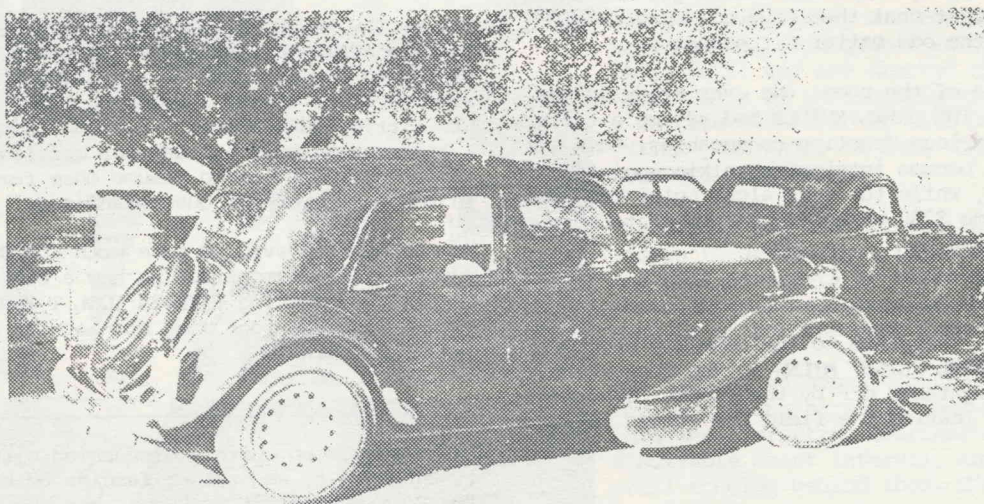
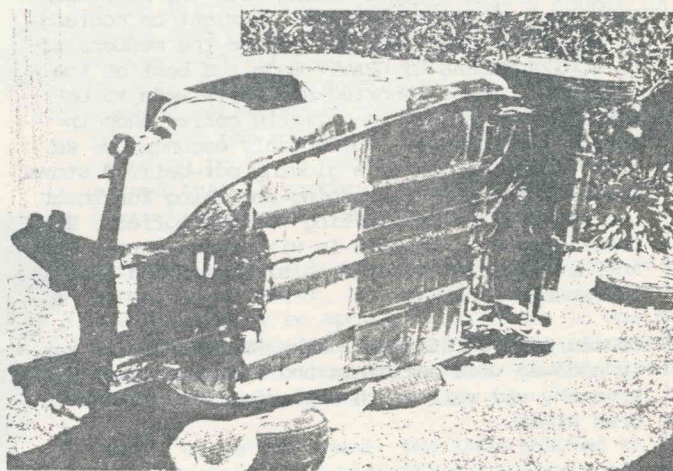
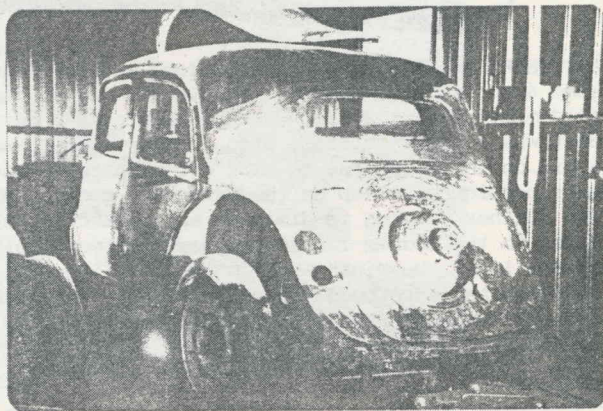


were made and professionally covered, while Chris did other minor trim such as wheel arches and door pillar trims. He also re-did the wooden dash with Estapol, and cut the carpets which were then machine edged.

The chromework was also redone, and mechanicals also attended to- new silent blocs, suspension ball joints reconditioned, upper link spindles, new universal joints. Only the gear-box remains for attention.

By early 1987 the re-conditioning was complete. An early run was to the Cornish Festival at Wallaroo. Beechworth was the first major run. However this run was not entirely uneventful. Earlier, a few body leaks showed up (in the rain) and were rectified. However, the old tyres were a bit dodgy, and one blew out on the early part of the trip. They proceeded on without spare, eventually obtaining a pair of new 600x16 cross plys at Swan Hill. This car had its "Easy-clean" wheels converted to 16" quite early, even at delivery perhaps, since metric tyres were then hard to find. Now it is probably easier to obtain 400mm Michelin X's than 16" tyres.

Originally the car was maroon with red interior. However, the Bennets tried the non-original dark blue and liked it. The car is now particularly handsome in its dark blue paint work, silver wheels and dove-grey interior, and is a credit to the hard work of its owners and their professional assistants.





# HUNG, DRAWN & QUARTERED

LET THERE BE NO DOUBT, The June long weekend which some 40 or so Club people spent in the quaint old gold-mining town of Beechworth in Victoria's north-east was a great success, even if the weather was a bit on the damp side to kick off - in fact, when most people rolled up on the Saturday, gentle rain was further serving to diminish any risk of bush-fires in the sodden landscape. However, most joined the local "bushies" who, in their Drizabones and Akubras, were peddling various craft wares and the odd "anti-Q" from stalls and shops along the town's main street.

THE OBSERVATION RUN on the Saturday afternoon was marked by rain at times on the outside, mist inside the windows (demisting being another Traction weakness), and as evening drew nigh, obscuring mist (or was it cloud?) descending from the hilltops. With typical editorial bias, it might be contended that the canny ones who joined the members of "L'EQUIPE THOMAS ET GRANT" made the best of the afternoon. These assorted stalwarts were to be found mid-afternoon in a little coffee shop in nearby Yackandandah, comfortably esconced so as to soak up the warmth of a glowing pot-bellied stove, while at the same time doing something for their own pot-bellies by quaffing various coffees, hot chocolates etc, mingled in with tasty serves of hot buttered and toasted raisin bread and suchlike improbable fare.

Of course, Yackandandah, like Beechworth, is quaintly endowed with buildings and features from "yesteryear", and well worth exploring for these features alone.

SATURDAY NIGHT was time for a casual nosh-up and a drink or two in the Commercial Hotel. This was a time enjoyed by all - the small fry teamed up in letting off some steam while racing around the tables after supper, while the adults got down to post-prandial chit-chat that covered among many other things, the odd matter Citroenesque.

Down the centre of the room, the ever ready Spares Officer, LUIGI THE UNBELIEVABLE had set up a table stocked with various Traction consumables. Some of the goodies became intriguing talking-points for the ladies, while the ever alert Luigi managed to flog off some \$700 worth of gear to grateful and needy members.

By the way, what happened to the normally highly competitive "LEIGH MILES" in the observation run? Was he frightened off by the fierce competition, or was he just leaving the field for others this time?

And did you notice how many times in the clues to the Run there were references to places where local people are married? Is this a portent of some untoward fate about to curtail the freedoms of our happy-go-lucky Activities Officer? Watch this space for further thrilling developments!



By Sunday, the grey skies had cleared away, and the CAVALCADE TO AIRWORLD AT WANGARATTA was a very pleasant drive indeed, though the air was still a bit chilly (after all it was still mid-winter!). Some fifteen or so Traction featured in the line-up outside the hangars - and some three Sydney-side Traction were still soaking up the delights of nearby Wang. A pleasant and nostalgic wander around Joe Drage's plane collection was followed by a modest meal in the museum cafeteria.

While the still-chilly air of the northeast did not produce any visions of discomforted cupro-zinc simians, someone noted that just how low the temperature was at times could be gauged by considering DAVID GRIES'S ATTIRE for the weekend. The hardy David rarely wears much more than shorts, T-shirt and thongs or similar. For Beechworth, he was kitted out in stout shoes, long trousers and a jumper. Maybe even DAMART or GORETEX underneath?

The worthy David, always obliging where assistance to some fellow Citroenist is called for, was preparing to fly north to tropical Townsville soon afterwards to assist a needy gent by overhauling his little "Duck Shover" (alright, Deux Chevaux) - an expences-paid holiday for our lad, and the opportunity for him to resume more familiar clobber in the warmth of the Queensland sun.

We managed David to pose with Joe Drage in the museum, while demonstrating how a big radial could be fine-tuned using CITROEN TOOL T-207A77\*\$\*\*Z - actually a four-foot ring spanner out of Joe's own workshop.

David struck up quite a discussion with Joe who, it turned out, was rather fascinated by the little Two Pots. David, it is known, has the second oldest Slough-built 2CV surviving, and so it has been proposed that when the aircraft displays have been juggled a bit, David's red machine could be put on display, along with some publicity material to promote CCOCA to the steady stream of visitors. PERHAPS SOME MORE MEMBERS MIGHT JOIN US AS A RESULT?





The rest of the free Sunday afternoon could easily have ended waterily if not tragically for the Editor. Aware (and disgusted) that the big old gold dredger they were examining at nearby Eldorado had been vandalised and stripped of much of its valuable brass fittings, he commented that a couple of lads to be seen just then ambling through the three-storey superstructure of the only partly floating monster should be encouraged to complete their foolish behaviour by jumping the 15 metres or so down into the murky and frigid waters of the surrounding pool. A substantial lady standing nearby agreed that it probably wouldn't require much barracking to have them do just that.



Warming to his subject, and now confident of a sympathetic hearer, he suggested that such a fate would probably be appropriate, since it was quite likely that the lads were **"\*\*\$500?! illegitimates hell-bent on further vandalising of the historic structure"**.

Caught up in the theme, the lady started to agree with the rather emotion-filled comment when she did a sudden about-face. "Hang on", she said, "they're my kids you're talking about. You're the sort of mug who gives innocent and harmless young people a bad name. You ought to be ashamed etc etc etc and so forth ...".

Her male companion, who through a rapid corner-of-the-editorial-eye glance was discerned as substantially built and now alerted that the exchange appeared to be threatening tribal honour, adopted a hostile demeanour at this point and chipped in: **"YAIRS", HE SAID. "I ORTA COME OVER THERE AND SORT YOUS OUT REAL PROPER"**.

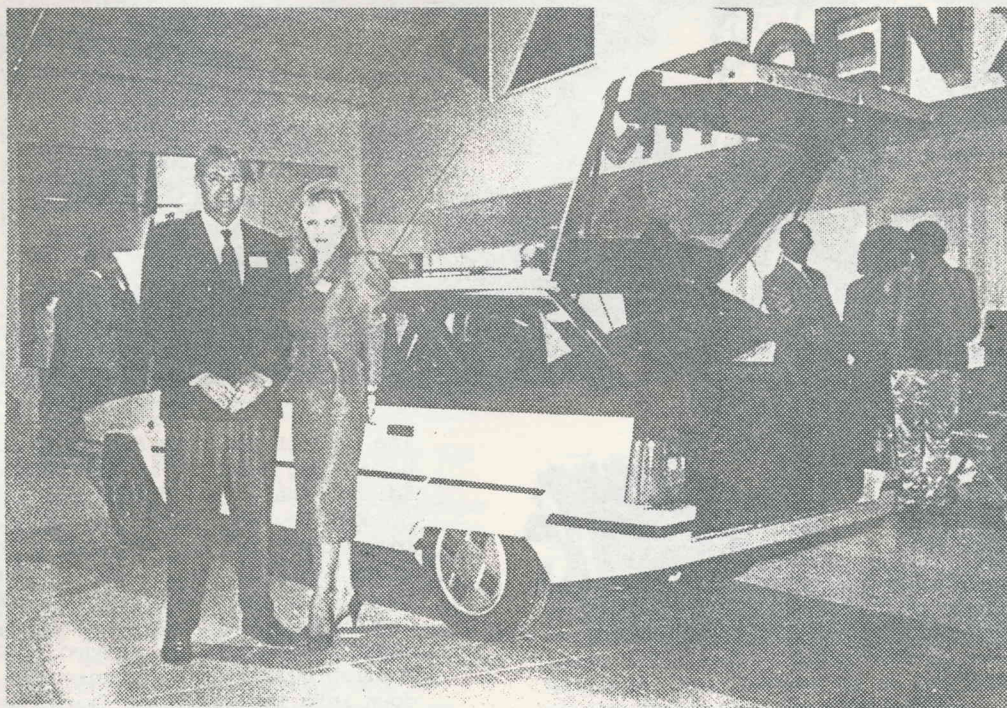
The Editor and his Citroenist companions were smart enough to decide that it would probably not be in the best interests of their health or at least of their further enjoyment of the environs if they were to accept the gent's perhaps kindly offer.

Not wishing to appear cowardly or intimidated by the continuing harangue, our group discretely slid into the comforting confines of the Light 15 after a suitable short interval, and left with invective still echoing behind them. H'mm, its the kind of story which, properly nurtured and embellished, could provide dining for a month or so.

What's on for tea over at your place tonight, hmm?



## PAST RALLIES



## BX WAGON LAUNCH (VICTORIA)

About a dozen CCOCA members managed to front up to Gerry Connolly's in Commercial Road, Prahran on June 24.

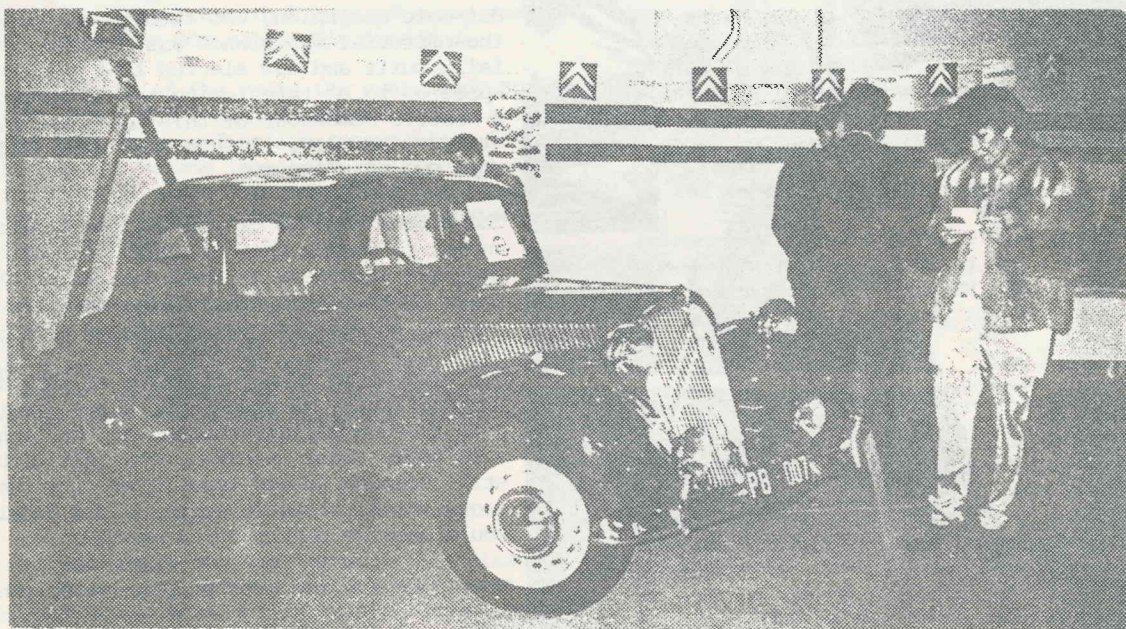
The occasion was the opening of Gerry's Prestige Car business and new Citroën agency. The latter in effect takes over from the long-standing firm of A.O. Dutton and Sons.

"Guest Star" of the evening was the new Citroën BX Wagon and many people also took note of the sexy little AX GT displayed.

By kind permission of Gerry and with support from Head-of-sales, Ingo, and secretary, Cathy

CCOCA was able to use the occasion to get a little free publicity. We'd hoped to get a "full suite" of models- B2, Traction, 2CV, early D, SM - but ended up with a Traction only. Many thanks to John and Wilma Coleman who brought PB 007 up from Mt. Martha. It was still an effective display and attracted much interest. One lady commented on the classic "feminine" lines of the car - an observation no doubt appealing to many members, especially to Doug Clark (now in N.Z.) who has previously made such an observation.

The caterers provided a great spread enjoyed by all. Many thanks Gerry and Staff.





AX GT



## MISSING SOMETHING?

**MAY BE YOU ARE.** If you haven't been keeping up with your CCOCA social calendar in recent days, then you've been missing out on quite a bit.

For example:

Beechworth Austraction Rally  
Dinner at Emu Bottom ( with CCCV )  
Economy Run (with CCCV )  
Technical Day (Traction front-end )  
Technical evenings viz:  
radiators  
driveshaft conversions  
supercharging  
turbo-charging

Some of these events we can describe in Front Drive but of course it is much more enjoyable if you are there to see and partake of the fun and action yourself.

If you've got any doubts, ask someone who was there !

Ron Lawrence : Activities Officer

## Raffle: Be in it to Win It!

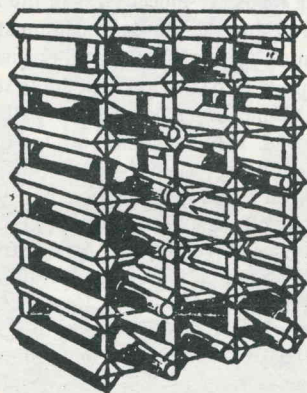
Kindly soul Graham Harder gave CCOCA members a revealing talk on various kinds of radiators and their repair.

However , he didn't stop there - no sir !

Graham has another little business making wine racks - for sale through various liquor outlets.

To help CCOCA funds, Graham has donated a rack to be raffled. Every self-respecting tippler in the club needs to have a rack to store precious bottles in a safe manner.

Spare Parts Officer , Peter Boyle (contact details on Parts page ) is selling tickets for \$1-00 each. Be in it or you surely won't win it .



## Wine Racks

EVERY HOME NEEDS ONE

*Graham Harder* (03) 807 2821



Right from the start Andre Citroen's engineers had difficulty with the Traction gearbox - especially with the automatic box which he was determined to have in his revolutionary car.

"Right troops" he said "if the automatic's no good, you've got a fortnight to come up with a manual box."

The troops did it in time for the 1934 release but the box was always a bit dodgy if not treated with respect and proper maintenance.

What with bankruptcy and warfare, the company didn't really sort things out until the four-speed Goddess box was released in 1955. How - ever there were many attempts outside Citroen to improve on the T A box in the meantime.

The adjoining article, taken from "Citroenews" of South African Citroen Traction Register, gives us some idea of these alternative boxes.

Unjustifiably, perhaps, the gearbox of the Citroen Traction has always been regarded as its Achilles heel, in terms both of its action and its reputation for fragility. True, there is one speed too few, the ratios are widely spaced and the change baulky and slow, but the latter is probably as much due to the complex geometry of the selection mechanism as the box itself, and the former inadequacies are forgivable when the circumstances of its original conception are remembered. True, the relative smoothness of a brand-new box wears off after 10- to 20,000 miles, but after that, so long as it is not abused, its durability is very acceptable - we have never encountered any troubles personally. That said, it is nevertheless understandable that tractionnistes still have nightmares on this count simply because the necessary spares are quite simply not available, and this probably accounts for the fact that most members are unwilling to extend their cars to any great degree, especially in the sort of small events we might organise. And there are undoubtedly things one must avoid doing - Dr. Sellers mentioned a couple in his letter in the Christmas issue, and we used to push-start our own Light Fifteen virtually every morning for a couple of years before we found out that this was the way to split the differential casting!

The point is, of course, that the mechanism was neither properly designed or developed. You will remember from the saga of the first Tractions in F.P. No.1, summarised also in the April 'Classic Car', that after the proposed Sensaud de Lavaud automatic box had proved in practice to be worse than useless, the design team were given a mere three weeks to iron out the problems of the gearbox they had conceived secretly, having realised the inadequacies of the former, to fit into the casting intended for the 'convertisseur'. This in itself was a massive limitation, but they came up with a simple two-shaft affair to do the job. It was never properly tested, incredibly noisy (despite a theoretical 'silent' second and top), difficult to change and prone to seizure due to disintegrating bearings. The component's life expectation on the first '7's was between 500 and 1500 miles with 50% of the cars. As with almost every other part on the car, it was subtly and continuously modified until an adequate compromise was reached. Oddly enough, these modifications included a completely new housing - one wonders why advantage wasn't taken of this necessity to introduce a totally different design. As you can see, the early casting was devoid of two horizontal strengthening ribs, the layshaft

bearing cap has only four bolts, a little square-headed bolt lurks in place of the big filler tunnel on the later version. Because the whole car's engine suspension arrangements were different, so too was the design of the gearbox lid, both at the rear end where it was bolted to the cradle crossmember, and the top, where only one selector shaft is evident from the outside. The bell-housing differs substantially, too. There was no clutch lock-out.

There were several alternatives open to the customer; the factory offered differing final drives, according to specific requirements. An axle ratio of 9 x 31 was standard on the two-litre cars, though the familiale and the Twelves had 8 x 31. The 'Economique' version of the 7CV had a very tall 10 x 31, while at the other extreme the 'Mountain' version was equipped with an 8 x 35 crown wheel and pinion. We owned one of the latter for some time, and though it had quite startling acceleration, it sounded as if the engine was about to burst at 55 m.p.h. It would be good for hill climbs, though!

More radical alternatives were available, too. The famous firm of Cotal certainly made a gearbox for Tractions, but whether it was of the electro-magnetic pre-selector sort for which they are renowned, we are not sure. Another mystery is the splendid-looking automatic gearbox in fig.4; it was made by Chatelet-Michelet, but was apparently astronomically expensive, understandably for such a sophisticated piece of equipment, and so few were sold. The Traction, was, after all, very much a middle-market motor car, and while it might have been economically feasible to equip a Delahaye or a Talbot with such an electro-magnetic device, its cost would have been disproportionate to the cost of a Citroen - for true aficionados only. If the cutaway standard gearbox - fig.3 - is compared to the Chatelet, the neatness of the latter's design is evident, as well as the little additional space it occupies to house its complex innards. The principle of such a transmission is quite straightforward, as can be seen from fig.5; as the internally-toothed outside annulus (D) is gradually brought to rest, either mechanically or, as in this case, electrically, the planet wheels (B) revolve within the annulus and transmit the drive to the carrier plate (C), and from there onwards in the conventional manner. The two black things at the top of the Chatelet are the gear-changing solenoids which lock or free the epicyclic gear trains.

The best-known and therefore most coveted Traction box is the four-speeder made by E.R.S.A. in Paris, of the sort Dr. Sellers has had fitted to the great racing roadster; indeed, it is in the context of competition that the unit has been most successful, for in the mid-fifties, when the mid-engined configuration was beginning to be accepted as the best chassis arrangement for high-performance machinery, it made the ideal transaxle. I think 'Fuzzi', the famous hill-climb special, used it in this way in the early post-war years, but its adoption by Cooper for their Formula One cars and sports-racers really brought it into prominence. The fourth speed was inserted by substituting a gear for the synchromesh on the mainshaft, thereby making it a 'crash' change, of course. Reverse is beyond first on the gate visible in the drawing of box in fig.6 - surely a source of potential starting-grid or traffic-light disaster! Although in the picture of its installation in the



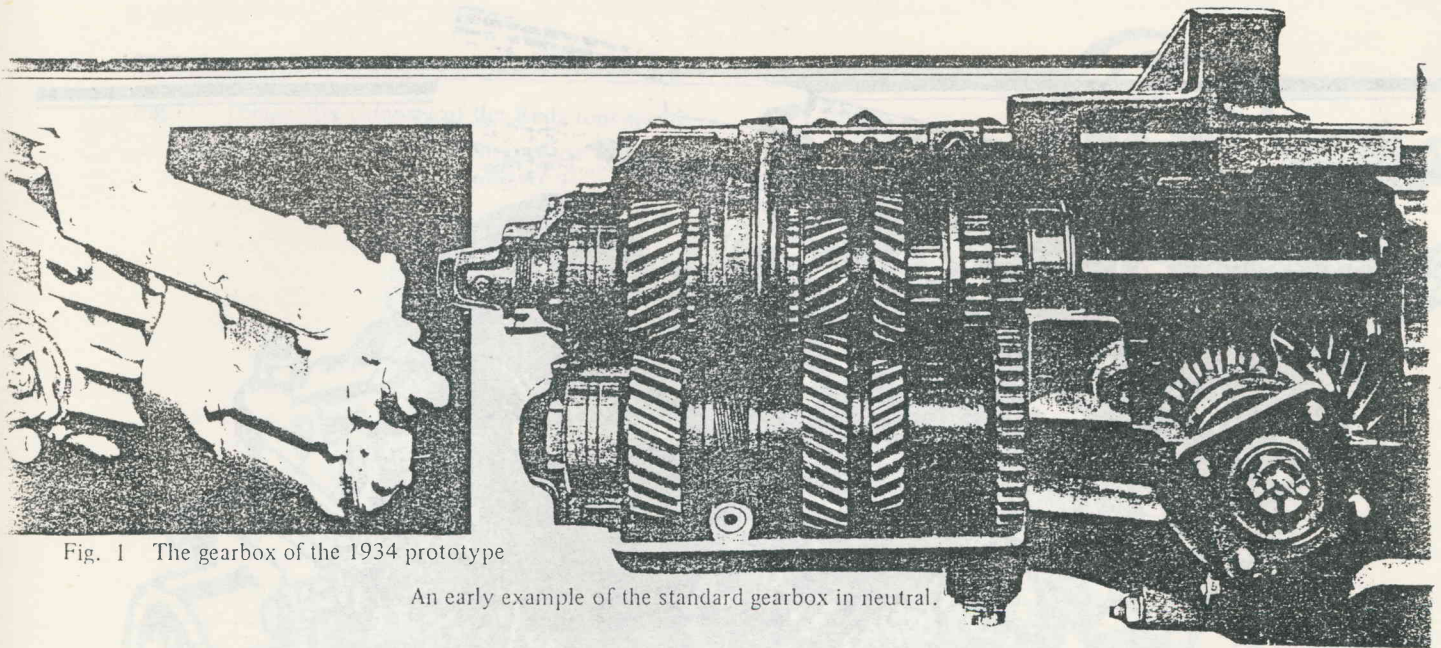
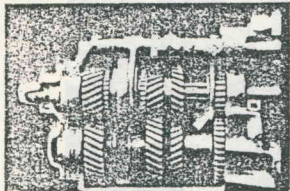


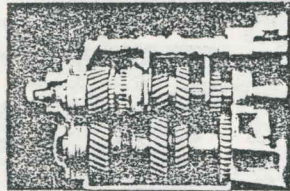
Fig. 1 The gearbox of the 1934 prototype

An early example of the standard gearbox in neutral.

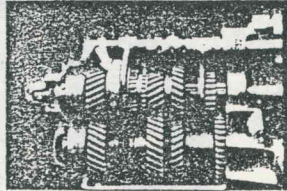
In first.



In second.



In top.



In reverse.

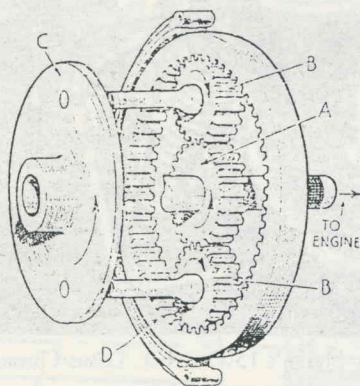
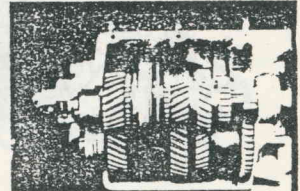


Fig. 5 Epicyclic geartrain in simplified diagrammatic form

Fig. 3 The standard 'box cutaway.

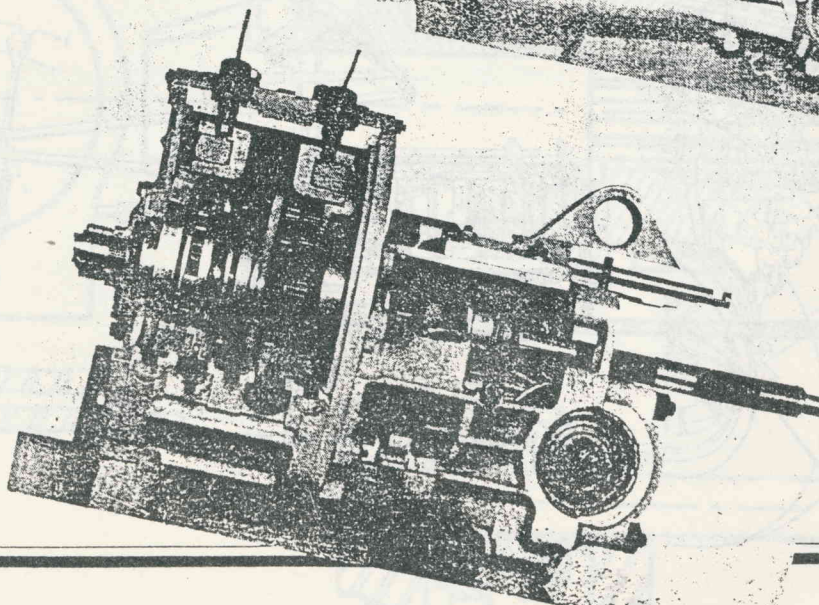
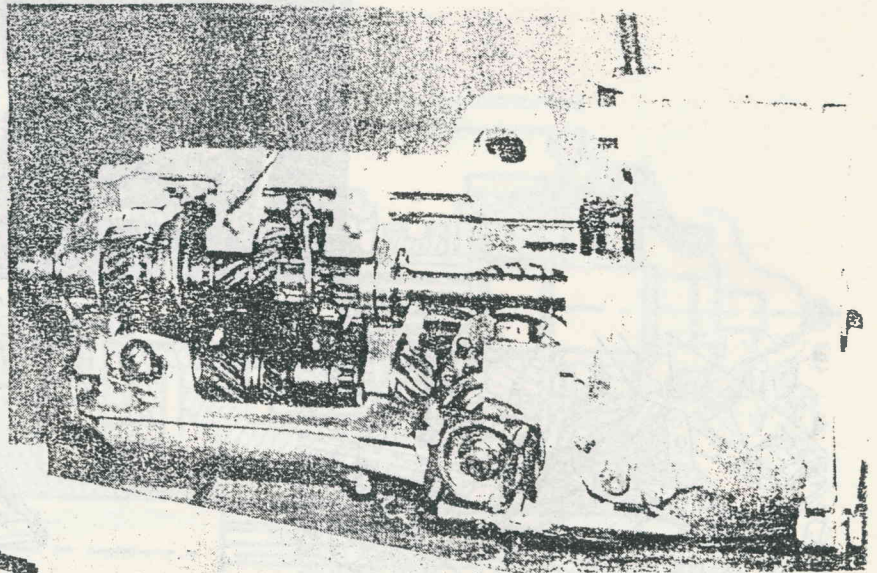


Fig. 4 The Chatelet-Michelet electric gearbox



Fig. 7 Formula One Cooper-Climax

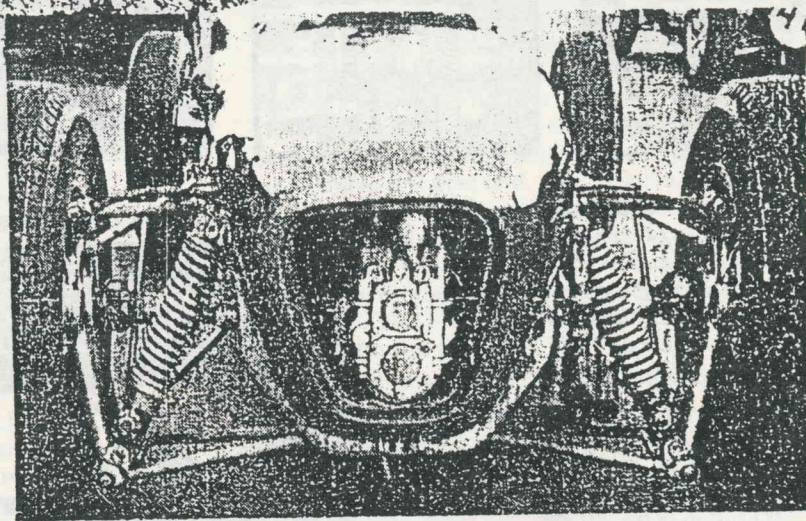
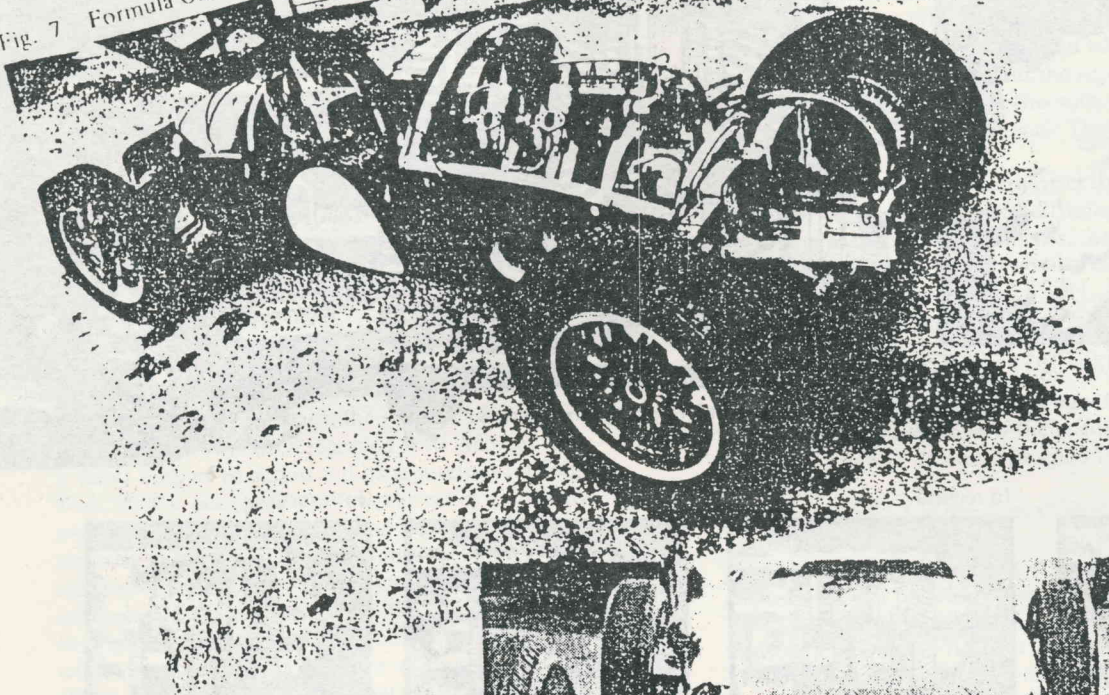


Fig. 9 Tony Marsh's 1500cc. F.I. Lotus-Climax

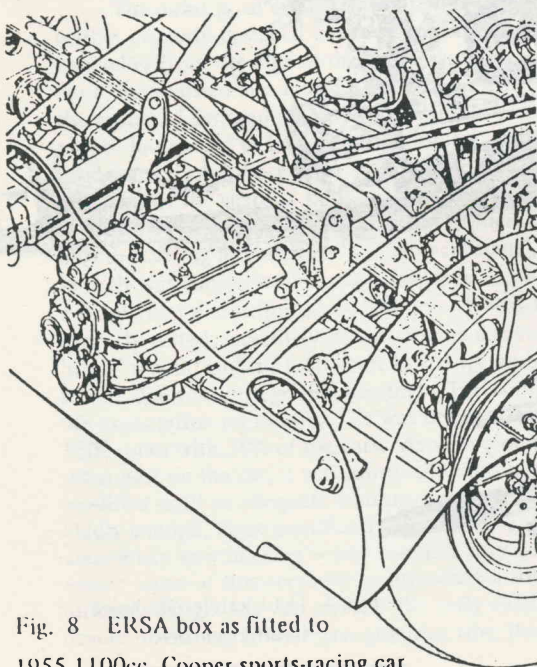


Fig. 8 ERSA box as fitted to  
1955 1100cc. Cooper sports-racing car

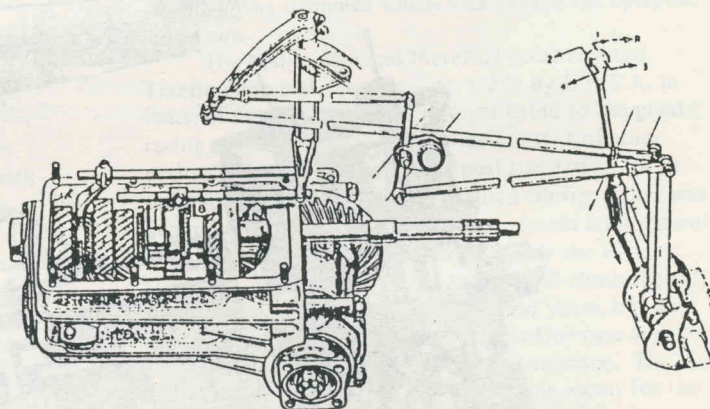


Fig. 6 Top view and gate of the E.R.S.A. unit



Fig.11 Perspective cutaway of the Reda four-speed

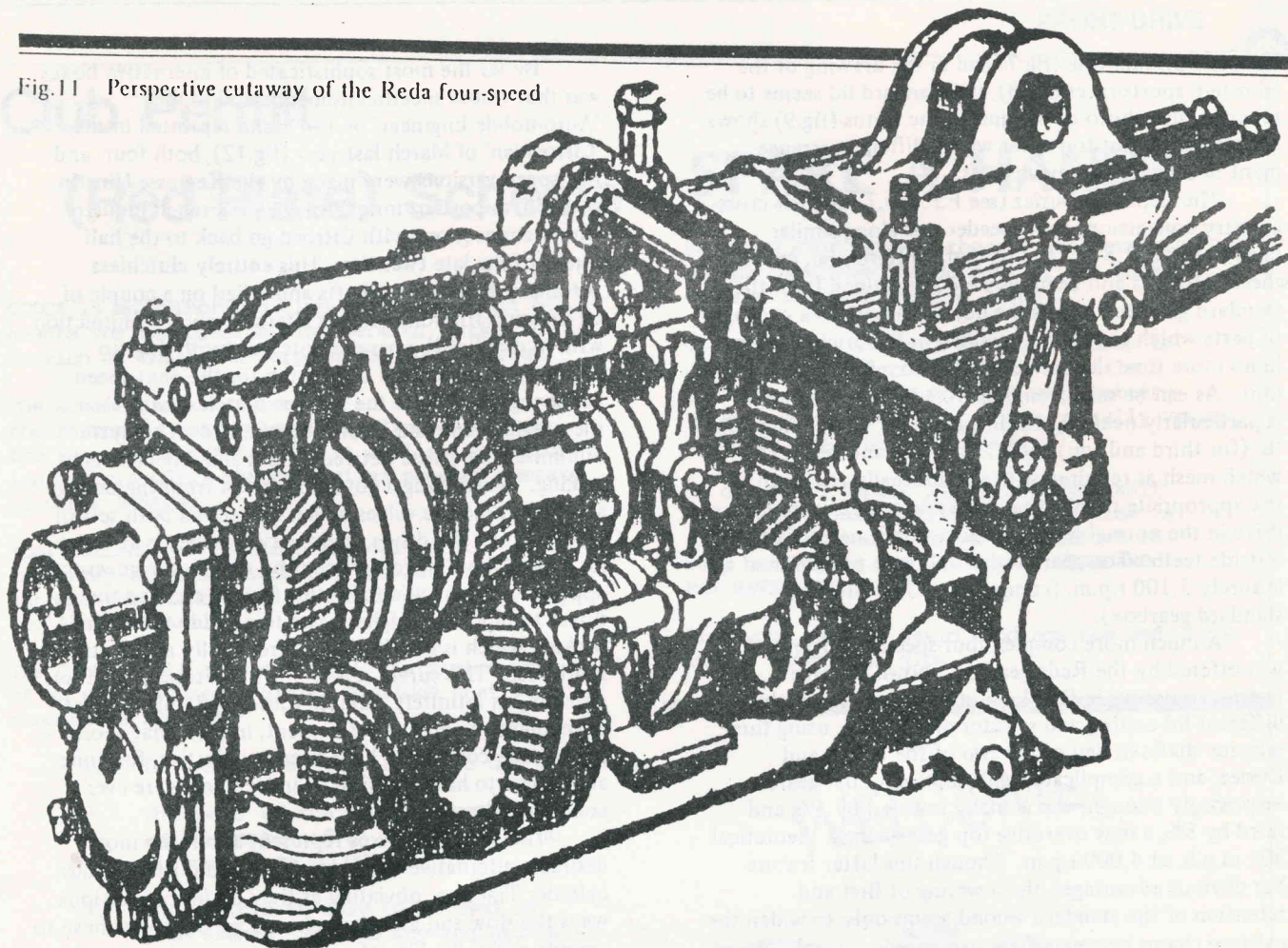
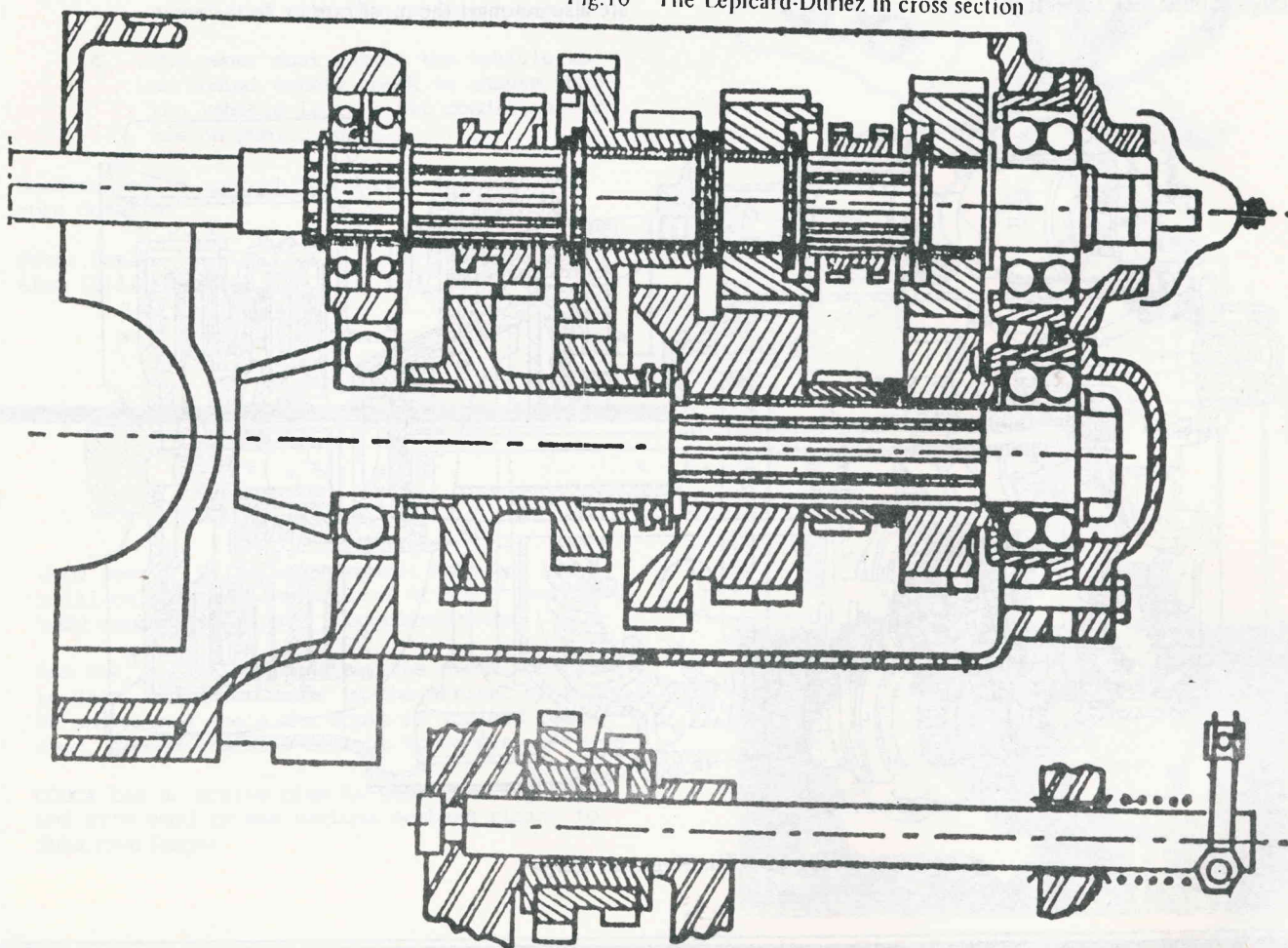


Fig.10 The Lepicard-Duriez in cross section





Cooper Formula One (fig.7) and in the drawing of the 'ghosted' sports-racer (fig.8), the standard lid seems to be retained, the photo of the unit in the Lotus (fig.9) shows a totally different top cover with a different arrangement of selectors. Any answers?

The Lepicard-Duriez (see F.P. No.7 for their cross-country conversion) four-speeder was along similar lines to the E.R.S.A. The layshaft, differential, crown wheel, selectors and bearings were all retained from the standard gearbox, as was the lid. It comprised a package of parts which could be assembled in the original casing in no more time than it would take to rebuild the factory unit. As can be seen from the cross-section, its design is particularly neat (fig.10) involving the two sliding dogs 'B' (for third and top) and 'C' (for first and second) which mesh as required with the internally-cut teeth of the appropriate driving gear, which in turn transmit the drive in the normal way to their layshaft mates via the outside teeth. Top gear on this unit gave 65 m.p.h. at a leisurely 3,100 r.p.m. (compared to 3,650 for the standard gearbox).

A much more complex four-speed arrangement was offered by the Reda gearbox, shown in three-quarters cutaway in fig.11. It involved a completely different lid casting and selector mechanism, using three selector shafts in lieu of the two of the ERSA and Duriez, and a complicated shift linkage. First gear, surprisingly enough, was actually lowered by 5%, and third by 8%, a new overdrive top gear giving a theoretical 80+ m.p.h. at 4,000 r.p.m. Though this latter feature has obvious advantages, the lowering of first and retention of the standard second seems only to widen the existing chasm between these two speeds — surely one of the weaknesses of the standard gearbox, which any redesign should seek to rectify.

By far the most sophisticated of alternative boxes was that whose specification appeared in the 'Automobile Engineer' of 1947, and reprinted in the 'Citroenian' of March last year (fig.12); both four- and five-speed versions were made by the Kegresse-Hinstin concern, important innovators in the French industry, whose connections with Citroen go back to the half-tracks of the late twenties. This entirely clutchless automatic had two layshafts and relied on a couple of oil-pressure friction-clutches alternatively in conjunction with hydraulically operated internal-tooth dogs to effect the changes, the dog clutch for the next speed being engaged before the friction clutch driving the previous one had been fully released. This system minimised the pause between shifts and any attendant jerking. A centrifugal governor driven from the output shaft operated the valves which controlled both sets of clutches, and the driver could vary the speeds at which he wished the changes to occur by setting the governor appropriately; incidentally this facility enabled the driver to block out higher gears to provide the engine braking which is usually absent from fully automatic gearboxes. This surely represents the ultimate Traction gearbox, an infinitely flexible four-speed unit of great refinement; so great a refinement, in fact, that actual production costs must have been prohibitive, for none are known to have survived, if indeed any were ever commercially available.

These six gearboxes represent about the most desirable alternative equipment one could fit to a four-cylinder Traction, obviating as they do in their various ways the slow and awkward change we otherwise have to grapple with; the Six, of course, has enough torque to make a fourth speed unnecessary. Unfortunately they are also amongst the most rare.

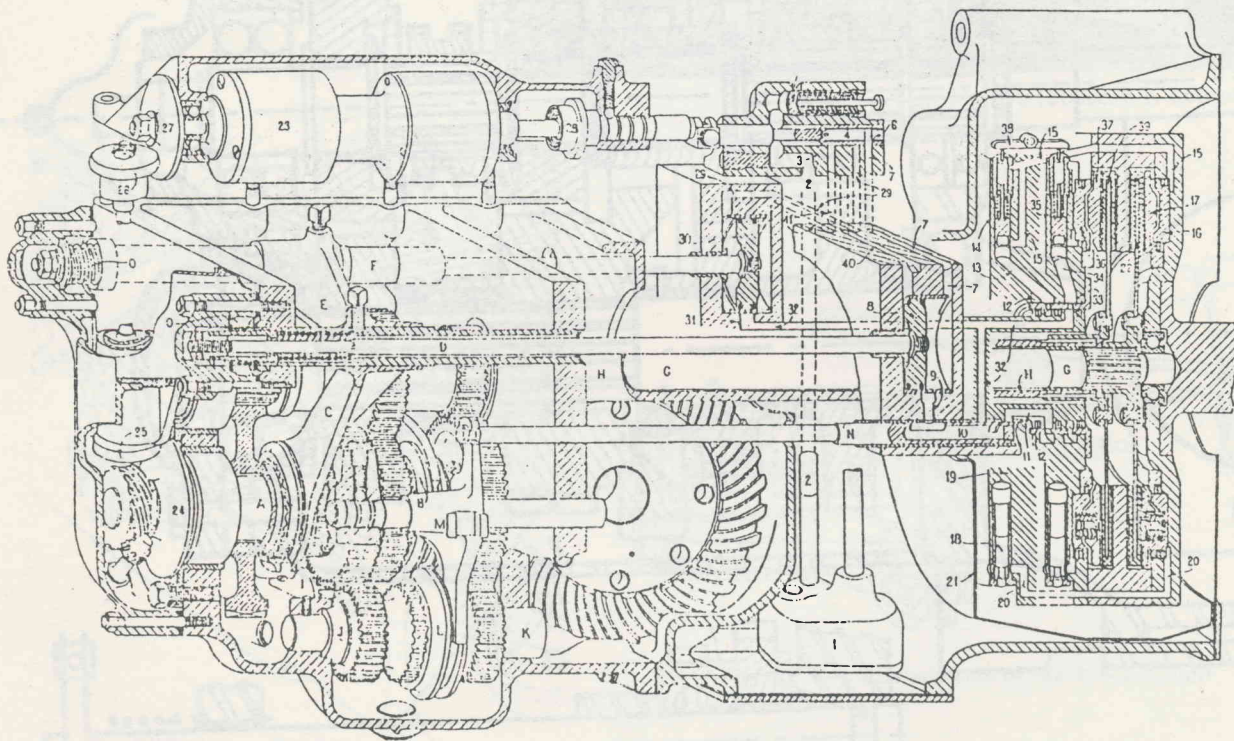


Fig.12 The Kegresse design



## Club Permit (Red Plate) Scheme

CCOCA is an authorised club for the conduct of events for vehicles on Club Permits, under authorisation of the Roads Corporation in Victoria.

The scheme has the potential to save members on their running costs where only limited use of the vehicle is sufficient. It applies to Victorian members only, though similar schemes operate in other States.

Applications and renewals are only approved for currently financial members, and are arranged through the authorised club officers (Peter Boyle and Alan Thomas).

The Club Permit allows for the restricted use of an unregistered vehicle, provided that several conditions are met:

1. The vehicle must be 25 years old or older.
2. The owner of the vehicle must be a financial member of an authorised club (in this case, CCOCA).
3. The vehicle is only to be used on Club events, such as meeting nights, runs of any type, magazine production, etc, and for any reasonable testing associated with the vehicle's use.
4. The owner must submit the vehicle to an annual safety check to ensure that the vehicle is in a fit condition for use on public roads.

Members should contact the safety officers for more details:

Peter Boyle	(03) 480 3560.
Alan (Bill) Thomas	(03) 874 2302.

Good news ! Dylan and Margaret Webb are busy still celebrating the arrival of their beautiful baby daughter..Ailsa. Congratulations.

And now, a little time after the event, congrats. to Susan and John Couche on the arrival of Molly. We understand she's the apple of various fond eyes, and of course a delight to Jackie.

CCOCA has an active plan to keep itself young, and it's good to see various members rising to this challenge!

## SPARE A HAND?

Have you ever given a thought to members of the committee who do most of the work keeping the club ticking along.

Occasionally, it would be a great help to have a person or two to take on little jobs which go to make things work better - eg. suss out advertisers, check on rally venues, chase up magazine copy etc etc.

No one would expect you to kill yourself and usually just a little of your time is all that is needed. Often such effort is very satisfying and of course, **STANDARD PAY RATES APPLY !!**

Give your name to David Giddings now and share in the warm inner glow.





## REFLECTIONS

8 Kambalda Crescent,  
Fisher. A.C.T. 2611.  
18-6-89.

The Secretary,  
C.C.O.C.A.

Dear Mark,

The enclosed cheque for \$20.00 is repayment of a loan that was very generously made to me out of the club's funds by Ron and Hayden during the Beechworth weekend.

Are you familiar with the bible story of the five foolish virgins who were part of a wedding party but who were caught without oil in their lamps and were later locked out of the wedding feast while they went to buy oil? Anyway, in more secular terms the moral of the story is, "Don't be caught with your pants down". Beechworth '89 will go down in my memoirs as the red face weekend when my pants were down more often than up.

Firstly, on the drive from Canberra on Friday night we began to run out of battery power from Gundagai onwards and by the time we reached Albury our lamps certainly looked as though they had run out of oil each time we slowed down at an intersection. (I later found that the fan belt was progressively throwing in the towel and was slipping under the load of the generator). We only just made it in to the Silver Creek Caravan Park when the ignition coil voted to take extreme industrial action if it was expected to go on working under such lean conditions and, as negotiations between the generator and the fan belt were unsuccessful, it went on strike and we came to an ignominious stop in the middle of the road - at 11pm - in the dark - in the rain. This saw the first of several humiliating moments as my 39 year old French mistress was pushed out of the way by Dylan Webb and a few others who I was unable to recognise in the dull glow of my red face.

At least we'd come to a stop on one of the higher roads in the park and right beside the only tent sized piece of ground that still had grass on top rather than mud. A tent? At Beechworth in June? I'm afraid so. Another red face! Well the sun had been shining in Canberra all those weeks earlier when I'd sent in my registration form. By the way, I discovered that when it rains in Victoria the Victorians refer to it as "Canberra weather" while we in Canberra refer to the same meteorological phenomenon as "Melbourne weather".

Saturday morning brought about another red face as I went from cabin to cabin in search of a pair of jumper leads. I'd swapped the good battery out of my DS21 for this trip and foolishly thought that this allowed me to save space by leaving my own jumper leads at home. At this point I found that C.C.O.C.A. is largely made up of equally 'foolish virgins' as not one other club person had their jumper leads with them either, but blessed is Alan Thomas for he shall inherit my everlasting gratitude for bringing his battery charger.







The weekend was to provide the opportunity for more red faces yet but the worst one of all came next on Saturday afternoon during the observation run. Tim and I didn't get beyond the first page and had to abandon the event at Myrtleford! It wouldn't have been so bad if we could have crept quietly back into the caravan park without anyone knowing, but Ron Lawrence sprung us miles off course heading towards Bright on the Ovens Highway (looking for that bloody golf club). You'd understand the extent of our humiliation if you knew that we'd won a number of observation runs in past years and had a reputation something like that of Leigh Miles' to defend.

The shock of seeing the sun shine on Sunday was too much for the fan belt and it just died in a pile of rubber dust. Beechworth sells everything that is old - except fan belts. In order to get home on Monday without running out of candle power again I bought a modern belt and found that, although it wouldn't drive the generator properly when under load, I could at least keep the needle of the ammeter off the discharge side by screwing the voltage regulator up to its maximum. The red face came a few days later when I phoned Peter Boyle and found that he had a boot load of spares, including fan belts, in the Luigimobile at Beechworth. And if that wasn't bad enough he rubbed salt into the wound by saying that he'd had a spares table on display at the Saturday dinner, which I obviously hadn't seen. I think that his comments about me not being able to track an elephant in a foot of snow or not being able to catch attention, or whatever it was, were a bit unnecessary though. Hell, Peter, I've only been in the Police Force for 29 years and there's an awful lot to learn in this job. I've only just learnt to say, "Hallo, hallo, hallo" properly and to lick my pencil before writing in my note book. Observation doesn't come in to it for a long time yet.

And then of course I ran out of money. Well who'd have thought that ATMs would be prohibited in certain classified towns. In this neck of the woods ATMs grow on trees - they're everywhere - and our banking habits have so changed that I haven't looked a teller in the eye for several years now. (The latter expression comes to you with the courtesy of Peter Simmenauer who used it when I was discussing the problem with him. I didn't ask if I could borrow it but "possession is nine tenths of the law").

As well as being caught unprepared, the Beechworth weekend will long be remembered by the fact that in three days we had more moves than Grace Brothers. We spent Friday night in the tent but due to the threat of local flooding I hired an apparently vacant on-site van for Saturday onwards. Half an hour after pulling the tent down David and Janet Gries arrived and revealed a double booking blunder on the part of the park operators. So with the best part of a day spent in a van with our feet out of the water it was up with the tent again for Saturday night. Not that that was any trouble, of course, because we had a heater in the tent and we were still on high ground. If the rain had persisted the van and the Gries family would have been in the Yarrawonga weir long before we were.

During our Bedouin days we found that lighting a fire in the tent, to boil the billy, was impractical and lighting it outside in the rain was impossible. Mike Neil solved the dilemma by generously sharing his on-site van with us at breakfast times. When you borrow a little bit of table space at Mike's place you are also presented with a complementary bowl of porridge which goes down rather well when you're experiencing Canberra/Melbourne weather.



For Sunday night, after two separate tent experiences and a brief stay in a van, we finally ended up in the cabin vacated early by Warren Seidel. I was told that Warren had to return home because of business reasons but I suspect that, having totally demoralised the rest of us, with our decrepit crown wheel and pinions, with his demonstrations of front wheel spinning on sealed surfaces and standing quarter mile figures in the low 18s, he felt there was no point in staying any longer. For a very comfortable sleep on that last night I also have to thank Mel Cary and Helen Cross and their respective families, both of whom had been offered the cabin to absorb the over-spill from their own crowded accommodation, but who offered it to the foolish, nomadic, virgin from Canberra instead.

In spite of the foregoing we had a terrific weekend. Ron and Hayden are to be congratulated for putting an interesting programme together and for supervising it so well (it's the first Citroen event I've been to in 14 years where everyone was where they were supposed to be on time). And as for our trials and tribulations, well, in ten years they'll make a good story to recount over a log fire at another Austraction event. My face should be back to its normal colour by then.

*Rod Greshke*

## LETTERS



### The Citroën Car Club of N.Z.

INCORPORATED 1977

Secretary    A.W. Higgins  
P.O.Box 5457  
HAMILTON  
NEW ZEALAND

Dear Bill,

Thanks for the note you included in your latest magazine and the trouble you have gone to to sort out the address.

Nice to know that the P.O. do return items that have an old address.

We always look forward to receiving mags from overseas and as you may have noticed that we include a section for Australian news. I am actively working on getting a much greater input from Australia as possible but of course this is solely reliant on individuals to submit info and as you will well know this is not always an easy task.

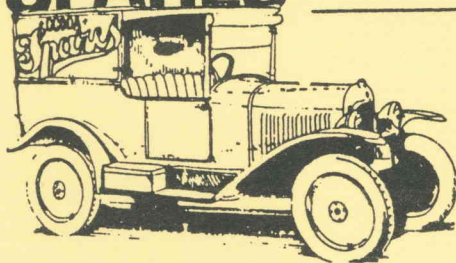
Seven of us from N.Z. attended the Rally at Eildon and really enjoyed ourselves. Renewed old acquaintances from the year before at Doyalson and made many new contacts.

Kind Regards,

*Andy*



# SPARES



**SPARE PARTS OFFICER:** Peter Boyle  
35 Newman St  
Thornbury 3071.  
Phone: (03) 480 3560.

**Michelin 165 x 400s**  
*Discount Price.*  
**Order yours now.**  
*See separate notice.*

**NOTE: ORDER FORMS TAKE PRECEDENCE OVER PHONE CALLS.**

**PARTS LIST (TRACTIONS) as at 1 NOV 87**

Clutch thrust bearing	\$24
New oil pump gears (ea)	55
Wishbone shaft, upper, second.	180
Lower ball joint adjusters (permanently fixed to car) (set)	50
Windscreen wiper blade	9
Bushing, second gear	12
Bronze bush for brake shoes	3.50
Big boot top rubber	12.80
Big boot bottom rubber	11
Rubber door seal	25.60
Scuttle vent rubber	25
Pedal rubber	10.00
Rubber grommet petrol filler (2 sizes)	9.00
Rear bumper grommet	12.50
Rubber V-blocks for doors (8)	34.50
Bonnet rubbers	0.30
Big boot paint protectors (under handles & lights)	30
As above (small boot)	25
Windscreen rubber - alum frame	40
Steering rack boots (pair)	30
Gearbox gasket set	8
Complete gasket set motor L15/B15	76.44
Sump set "1"	10.20
VRS set "1"	50
Complete gasket set motor Big 6	70
Exhaust muffler incl. tail pipe L15	95
" " B15	105
" " 86	140
Rubber exhaust hanger	2
Gearbox output shaft seal	8.50
Front hub outer seal	8
" " inner	8
Rear hub seal	8
Door lock set French big boot	22
" " Small	22
Radiator hose upper/lower	13
Fan belt	12.25
Door lock springs	3
Piston & liner set	360
Liner seal	7.50
Exhaust valve	15
Inlet valve	15
Outer cross (driveshaft)	43.80

Tie rod ball joint kit	65
Upper/lower ball joint boot (leather)	12
Brake hose front/rear Slough	28
" " rear French	22

Throttle shaft 32 PBJC 0.5 mm O/S	20
Hub & bearing pulley	140
Lower ball joint pulley	65
Bonnet strip clamp (internal)	1.50

## DYANE

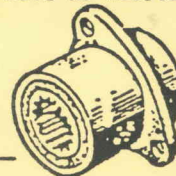
Brake hose	22
Seat rubber	1
Wiper blades pair	10

**Early 2CV parts, all new unless indicated, LIMITED STOCKS, NEVER TO BE REPEATED OFFER!!**

Clutch linings	\$15
Exhaust valves	\$9
Rear engine mount	\$9
Tie rod covers (metal)	\$3
Suspension arm seals	\$8.50
Engine push rods	\$2.50
Suspension bumper rubbers	\$4
Starter motor (reco)	\$40
Crown wheel & pinion	\$200
Front brake drum	\$15
Rear brake drum	\$15
Starter Bendix unit	\$10
Windscreen wiper speedo worm & drive	\$8
Front over-riders	\$5
Head gaskets 375 cc	\$2
Lock & key set - 2 barrels, 2 keys	\$15
Oil pump bodies, bronze, no gears	\$10
Valve rocker arm & shaft	\$15
Valve springs	\$1
Steering pinion & bearings	\$15
Brake bleed nipples & caps	\$1.50
Dip stick & holder rubber	\$1.50
Door catch, righthand front	\$6
Ditto LHF	\$6
Accelerator pedals	\$1

**Wanted, wanted:** Your old silentblocs for re-conditioning. The Spares Department needs any amount, be it one or 10, we will be pleased to purchase them off you, or if you'd like to donate them, we'll have no hesitation in accepting your offer!

Peter Boyle  
35 Newman St  
Thornbury 3071  
(03) 480 3560.



By the way, I just can't justify the time to chase up second-hand parts, so if you need them, please advertise in the classifieds in the magazine.

Don't forget the firm's motto:

Never fear!  
Luigi's here,  
When your motor needs new gear!

**Super special:** New fabricated replacement ends for rear of Traction front mudguards. L11/B15/B6. LHS & RHS. \$55 each.



