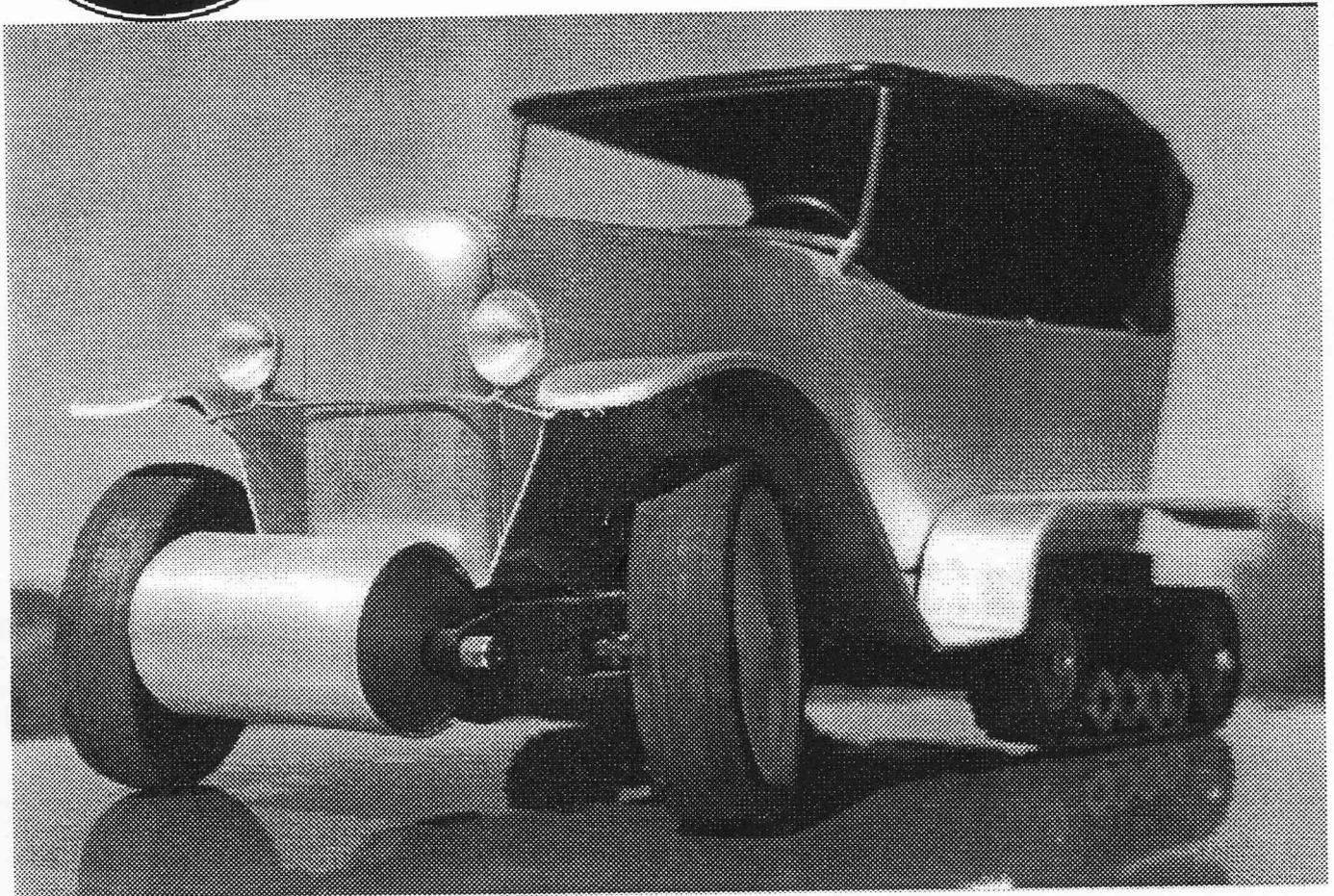
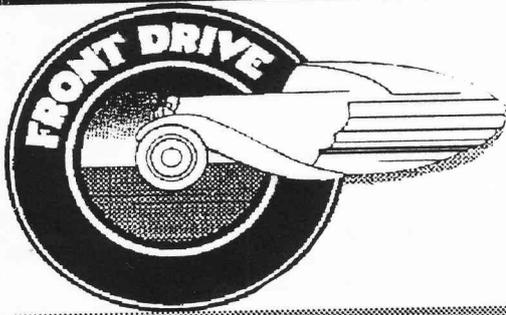


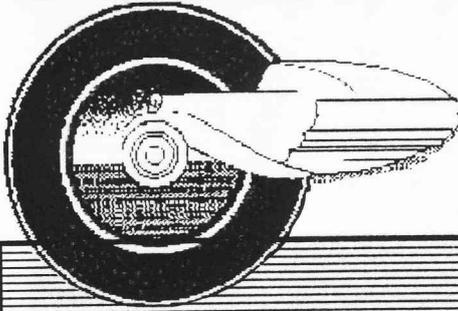
# FRONT DRIVE

The Magazine of the Citroën Classic Owners Club of Australia Inc.

PRINT POST APPROVED PP341403/0013



This Citroën is powered by electricity!  
For a full description, and even more on  
alternative power for your Citroën,  
see inside.



## FROM *the Desk*

**T**his issue is a bit of a mixed bag, but with a general theme of "alternative power sources for your Citroën", or anyway, somebody's Citroën. Whether or not you subscribe to the principle of "if it can be done, why not do it" or not, I think you will agree that the outcome of these "mutations" can make for some very interesting reading. And of course, some of these mods are home-grown here in the land of Oz. How about the Big Six on LPG, or stuffing a side-valve V-8 into a Light 15?

With French nuclear testing coming to an end we have taken the opportunity to have a parting shot at the French Government, via Morris Gleitzman's recent humorous article from the Fairfax newspapers.

Also, we have a bit more on Raid '96 to keep up the excitement there. It is shaping up to be a ripper of a turn. Are you going to give it a fling? Maybe you could buy one of the Raid cars coming here from overseas?

Are you keeping an eye on the events calendar? With regular events on a local scale put together by Ted and Helen Cross, Austraction at Koroit over the June long weekend with a lot of input from

our Western District members, and Cit-In at Gayndah in Queensland over Easter, I simply can't understand anyone who even hints that 'maybe there isn't much going on in the Club'. If this keeps up, I'll have to retire so I can get enough time to go to more events. Hang on a mo', I am retired!

As El Prez may allude elsewhere, this issue has gone together rather well, due in large part to contributions and historic material sent in by members themselves. There's still some left over for next issue! Well done and thank you guys.

On a more sober note, I am sure you would like me to let you know of the bereavement in the Cross family with the recent death of Helen's father, and to join me in expressing our sympathy and support at this sad and difficult time.

Looking forward to speaking to you again soon via the next, our final issue of Front Drive in this volume, to come out before the Annual General Meeting in March.

Bill Graham  
Editor.

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Annual Membership \$30  
Overseas Postage Add \$9

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Every fourth Wednesday of the month, except December, Canterbury Sports Ground Pavilion Room, cnr Chatham and Guilford Roads, Canterbury, Victoria. Melway Ref 46 F 10, or the Anchor & Hope Tavern, Church St, Richmond.



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CCOCA Inc is a member of the Association of Motoring Clubs, GPO Box 2374V, Melbourne, Victoria, 3000.

The views expressed in this publication are not necessarily those of the CCOCA Club or its committee.

Neither the CCOCA Club, nor its committee can accept any responsibility for any mechanical advice printed in, or adopted from Front Drive.

# Prez Sez

As the Club Year draws to a close [well not quite, there is another magazine to come before the year really is at an end, but given we are currently running a little late with this issue it is possible that the February/March issue may actually be published after the Annual General Meeting] it is important to consider the rôles that both members and the committee fulfil in the successful running of a Club such as CCOCA.

Whilst the members of the committee are often seen as the people who do all the work towards the smooth

Some of you might be surprised at the distances some members do travel to attend both special events and the general monthly meetings.

[and sometimes not so smooth] running of the Club, in fact it is support the committee receives from every member that ensures the Club runs smoothly, for the benefit of all members.

You may scratch your head about this, but I can assure you that the efforts and work of the committee are made far more pleasant when

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Oz traction V 8?  
French Resistance

the members support and participate in the activities of the Club.

Participation comes in many forms — naturally there is attending the Monthly Meetings and other social events that are arranged by the Activities Officer, Ted Cross. We understand that not all members can attend the Club's Melbourne-based events, but some of you might be surprised at the distances some members do travel to attend both special events and the general monthly meetings.

Participation includes preparing articles for the magazine. I know that Bill Graham has a pile of unpublished articles just waiting to see the light of day. But that should not stop any member putting pen to paper, or better still fingers to the keyboard to supply him with an article.

Participation also includes standing for the Committee. I know this is always a difficult decision for members to make — being on the committee of any Club or organisation is time consuming, there is no doubt. However, I have found it a very rewarding experience over the past few years and I am sure I speak for others on the committee when I say this. So, consider standing for committee and bringing your ideas to fruition over the coming years. Whether you stand or not, be sure to participate in the running of the Club, by turning-up for the Annual General Meeting, or failing that be sure to send your Proxy Form to the Club and have your say.

Leigh F Miles  
President

## Proposed Constitutional Amendment

The following alteration to the Club's constitution is being proposed by me, personally. It is not necessarily endorsed by the committee of the Club and has not been discussed at any committee meeting.

I shall move for this amendment to be voted on at the forthcoming Annual General Meeting. The amendment is shown below in italics.

"11 [a] The management of the Club shall be vested in a committee which shall comprise the:

President  
Secretary  
Treasurer  
Editor of the Club Magazine  
Spare Parts Officer  
Activities Officer  
Committee Person, without portfolio and who shall be full or joint members of the Club.

11 [b] In the event of insufficient nominations, members may hold more than one committee position with the exception of the President who shall not hold any other committee position, concurrently. *Further, no member may fill the position of President for more than three [3] years consecutively.*"

Let me make it clear that this does not prevent a member being President for three years, then for example Treasurer for a year, then President again for three years. It is designed to prevent, as had occurred in some other Club's, one person dominating the Club, to the possible detriment of the Club and its members.

I hope that members will see the benefits inherent in this amendment and will support it, either at the AGM or via the Proxy Form with this magazine.

Leigh F Miles

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# Opportunity Knocks — Raid '96

**T**he really switched on 2CV enthusiasts in our ranks have probably already signed on to participate in Raid Australia (North West) 1996, to kick off from Uluru (Ayers Rock) on Saturday July 27, and to finish at Kalbarri on the WA coast on Sunday August 25.

But whether you have or not, you might like to consider the opportunity the raid provides for you to acquire for yourself a "bomb proofed" 2CV afterwards. I was prompted in these thoughts by a call from Barry Annells in the UK late one recent Saturday evening - well, can't blame Barry too much; he'd just rolled into work at 9 am! Barry (son of Fred and Edna) has a Citroën repair business at Guildford in the stockbroker belt south of London, and is an enthusiastic caner of the little beasts in competition.

Barry, like most if not all of the overseas competitors in Raid 96, is not planning to take his 2CV back home afterwards, and would be looking to sell it off here. Thereby lies your opportunity. Worth thinking about, hmm?

Ralph Hibble of WA (remember him in the orange 2CV "BEANCAN" at Austraction last Easter at Bairnsdale?) edits the Raid Newsletter [NL], and No. 5 has just come out. The last day for registrations is January 31 to enable camping grounds and other service providers to be advised, though (nudge, nudge) you could probably "crash" your way in later than that (but don't tell anyone that it was me who told you).

I notice from NL5 that there are still participants from Europe advertising for Raid partners, and also people from here advertising for spots in other people's cars. So the horse trading continues, and if you are keen, you could probably still get a guernsey. S'matter of fact, I'm still wondering about giving it a fling myself, perhaps in a "foreign" car so I can practise the "franglais" or the "anglo-deutsch" etc.

My broad understanding is that the rally cars would have to have been sussed-out to comply with ADRs to permit their registration here. Cars imported for sale

here by non-Australians must be 15 years or more old. In WA, cars over 25 years old may be road registered in LHD condition and, at least, in Victoria can be registered under the Club Permit ["Red Plate"] scheme. In addition, because roads encountered here are likely to be worse than anything encountered in Europe, car owners have been strongly urged to strengthen the punt and suspension etc so as to comply with the "2CV rallying manual". I am not an expert in this domain, but there is a set of guidelines, produced by Citroën itself, which describe how to reinforce twin-pots (and other models including GS and CX) prior to subjecting them to hard use, so they can have a reasonable chance of surviving. If you want more specific information in this area, you should talk to someone nearer to the action, such as

Europeans who are more used to going to the handy agent just round the corner. Examining the accompanying photo in NL5 closely shows David to be wearing his standard clobber of "les baggy shorts" and "les rubber thongs australien", but the standard Citroën T-shirt has been supplemented by a wind cheater. It must have been damned cold out there at times to warrant such a drastic sartorial addition.

Each car will carry 20 litres of petrol and 20 litres of water, food for five days, and a 40 channel CB radio. Some of the camping will be in the bush, and eating will be "Café de Raid" style: you knock up your own — NL5 includes a recipe for DIY kangaroo tail soup ("First catch your kangaroo" etc).

For me, I think the highlights would be the old pearly town of Broome, maybe Kununurra and the Ord River Scheme, and Carnarvon and Monkey Mia. Maybe you'd also see a bit of the iron ore mountains. I've been to Alice and the Rock a couple of times.

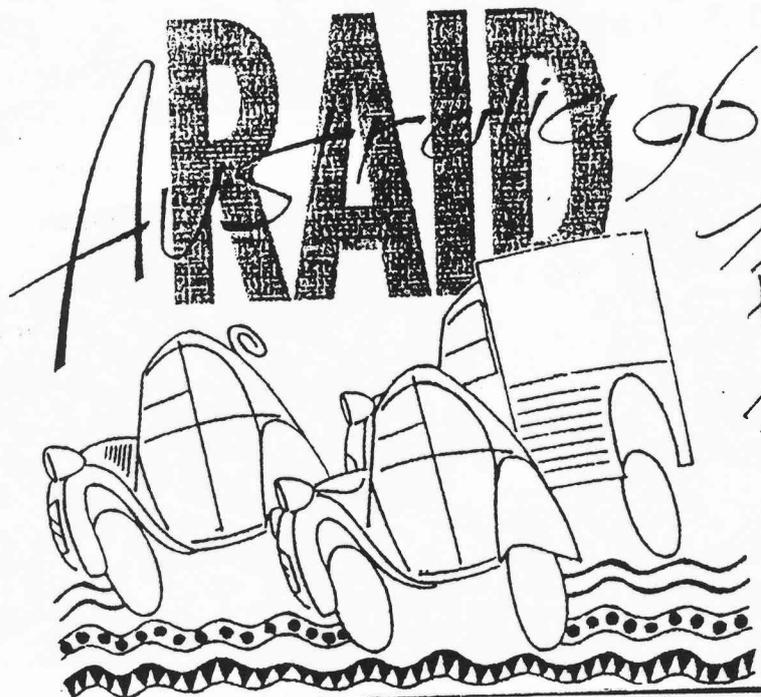
The actual Raid distance is about 6,000 km, plus of course the coming and going bits. There are adequate "free days" for extra exploring of sites of interest, and these would also add to the distance marginally.

The last advice I had from the Raid organisers was that 61 deposits had been paid for cars (say 120+ people), but they

expected this to rise to 70-80 cars finally, making it a record for Aussie raids.

Maybe by now you have signed up to go on the raid yourself [see note in last Front Drive, and forms etc from Steve Wedell as above]. But in any case, think about the opportunities the Raid will give you to kit yourself out for the next one. After all, it is better for it to be opportunity knocking than something more sinister knocking under the body or bonnet!

W.G.



David Gries, Steve Wedell [(02) 486 3394], Lance Collins, Ralph Hibble (09 459 1636) or Phil Ward. There is a copy of the 2CV preparation guide-lines [" *Ici Commence l'Aventure*"] in the CCOCA library.

From NL5 above, we learn that the survey of the raid route has been completed by David Gries and Paul Moine in Uli Whiting's AK 400 van, with only a couple of hiccups. In one instance, they broke a suspension rod in the vicinity of Alice, and welded it on the roadside, using two batteries joined to give 24 volts, and a general-purpose welding rod. The repair worked like a beaut! It is this sort of action which amazes the Eu-

# Making the Model Half-track

It was a while in the planning and development stages. It had to be radio-controlled, of course, so I bought one of those TRAXX radio controlled models, with rubber tracks which is steered by driving one track only. The idea was to fit on axle and wheels in front of the tracks, but it got too complicated trying to link drive signals to a front wheel steering system.

Plan B was to build a skeleton half track with Meccano, with a true differential, driven by a single electric motor, driving the tracks by reduction gears and fitted with a steering front axle assembly. [A solid axle driving both tracks would bulldoze straight ahead, with no steering control by the front wheels.] This proved that this was a valid approach.

So, I started looking around for a radio controlled model car with a differential in it. They don't all have one! It happened that an acquaintance had such a model, slightly second-hand, that he had tired of. For a grand total of \$30 it was mine! After careful testing to make sure it worked [an onerous task] it was pulled to bits.

This then set the scale of the half track — around one tenth scale. The differential assembly was un-pinned from the front section of the battery housing, electronics and front axle assembly. A ladder chassis of ½ mm mild steel was bent up to bolt to the front section and carry the differential about 70 mm further apart from the front half, compared with the original car. New differential output half shafts were machined from brass and a small clock gear was pressed onto the outer end of each. Track gear consists of twinned Meccano wheels and tyres, stuck together with car body filler as front and rear track wheels, and four track rollers each side machined from solid round brass. The rubber tracks

are from a toy dozer and have a square rib around the inside face. A matching groove was cut into the rollers and the gap between the twinned wheels keeps the tracks on.

The track assembly can move up and down, carried by a welded steel sub-frame on each side, pivoting on a dead axle on which the rear track wheels are free to rotate. The inner hubs of the rear track wheels have a shoulder turned onto them and a large clock gear is pressed onto each one to mesh with the differential output gears.

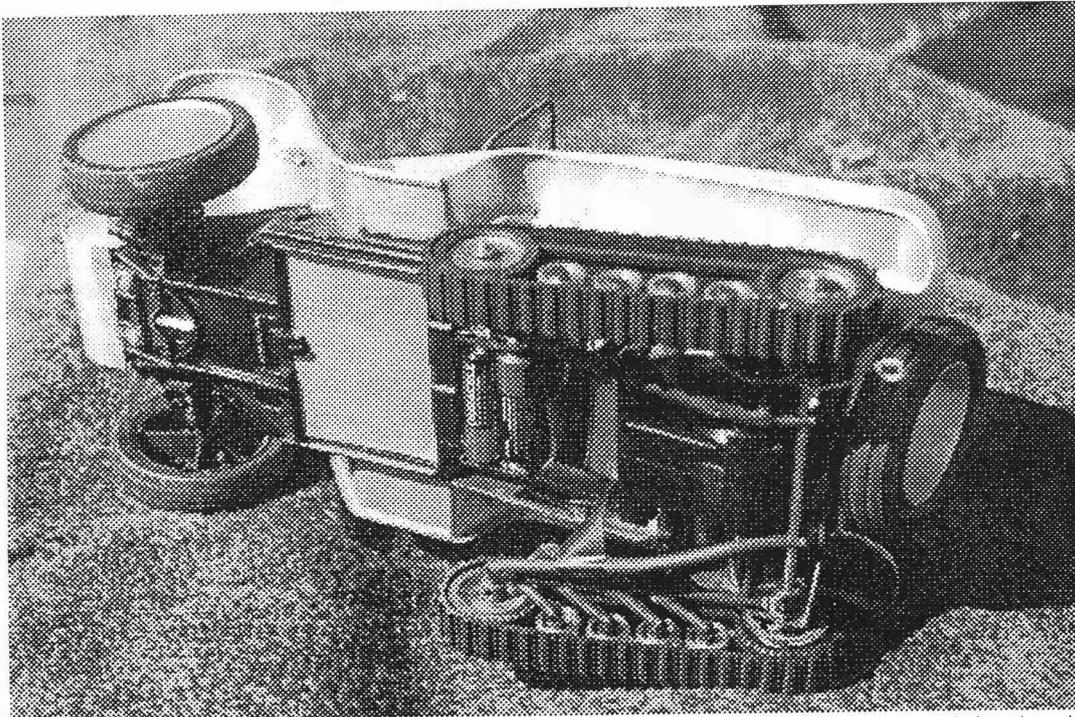
That was the hard part; now the easy bit — making the body to suit. First task was to round-up photos of the real thing. Mel Carey came to the rescue [again] with reference books containing a good

were formed with a pair of pliers, stepping along the edge and done in two stages, to about 45° then 90° and sanded smooth and straight.

On the front the brush roller was curved to shape around a "C" torch cell and end plates cut to fit. There had to be roller fitted so it would hide the front of the plastic chassis of the original car. All these bits were stuck together with body filler.

Original front wheels are used, painted black to hide the day-glo green plastic of the original. A bit more of the Meccano came in handy; a large belt pulley was split in two and each half became a wheel disc — a perfect fit.

Finally the roof which is made from 12 gauge high tensile fence wire bent to shape and welded together, then covered with black vinyl car upholstery material, as are the seats. The roof clips into place and is easily lifted off. My tastes got the better of me with the roof as with the radiator shell. This era of roof should



number. The final result is an amalgam of those photos as close to scale as I can judge. The main body and guards are B2, but in a weak moment the radiator shell finished up being a C6.

Three-quarter mm sheet aluminium was used for the body and guards with a template made from thin cardboard and sticky tape — more tape than cardboard by the time I got the shape right. A single piece of aluminium was used for the body; the only join being on the bonnet hinge line. A shaped block of wood was used when hand-forming the radiator shell. Each set of mudguards was also formed by hand — using a single piece of aluminium for each side, again using a cardboard template. Flanges on the body tub and mudguards

continue nearly level on top to meet the vertical rear section, but I prefer the late '20s—early '30s shape of soft top roof.

Now a short road test report. The radio control is a basic unit — no digital proportional control. So there is only one speed forward and reverse. That is a slow walking pace — about right for a scale model. The full-sized half track only managed about 40 kph, top speed. It can climb over small obstacles and it will climb the scale equivalent of stairs. A wooden louvre door was laid over at about 45° and it ascended that.

All in all a successful project, although it spends most of its time as a static display.

Warren Seidel

## SM Régembeau Papy — Exploits of Power

**F**or 20 years George Régembeau has experienced high powered diesel motoring — in the Citroën SM. And to prove that fuel consumption is not the only thing in life, he designed an SM V-6 prototype of more than 300 horsepower. This unique type of engineer rarely does things by halves!

Out of his concern about the working reliability of the V-6 Maserati, he fitted a four cylinder turbo diesel of his own design, which reached more than 200 kph.

he always acts to improve where possible, usually in a radical way.

The of SM lovers know him well. They know that the artisan of Crêches-sur-Saône, near Mâcon, began by transforming the ordinary Traction 15-Six, before modifying the DS, with a 5-speed box of his own, well before Citroën, and seeing it equipped with an original diesel motor. But he also knew that his most important activity during the '70s was to radically modify the SM. Out of his concern about the working reliability of the V-6 Maserati, but equally because of his concern for fuel economy, re-inforced by the first petrol crisis, he fitted a four cylinder turbo diesel of his own design, which reached more than 200 kph, without problems.

After various ups and downs, the 'RG' marque — the initials of the proprietor — continues in its good-natured way to pursue the development of the SM, principally using petrol based engines.

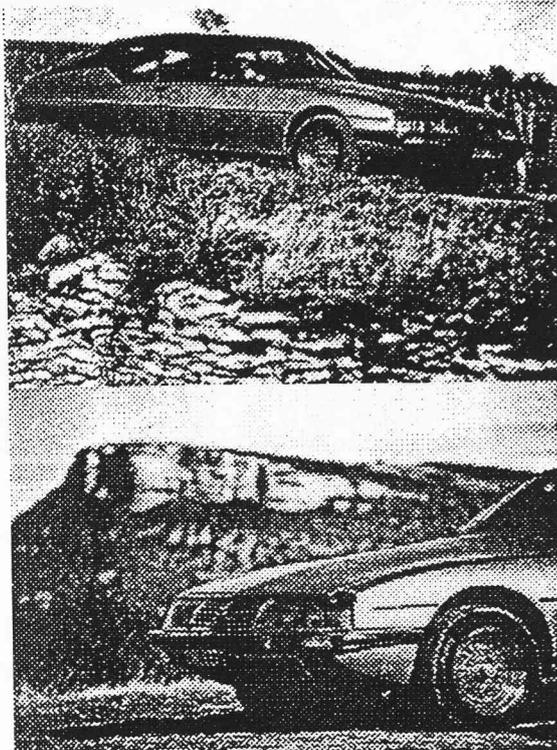
Has Citroën produced anything worthy since? "The XM is an interesting base", admits the master of the house. "It is far from perfect, but one could make

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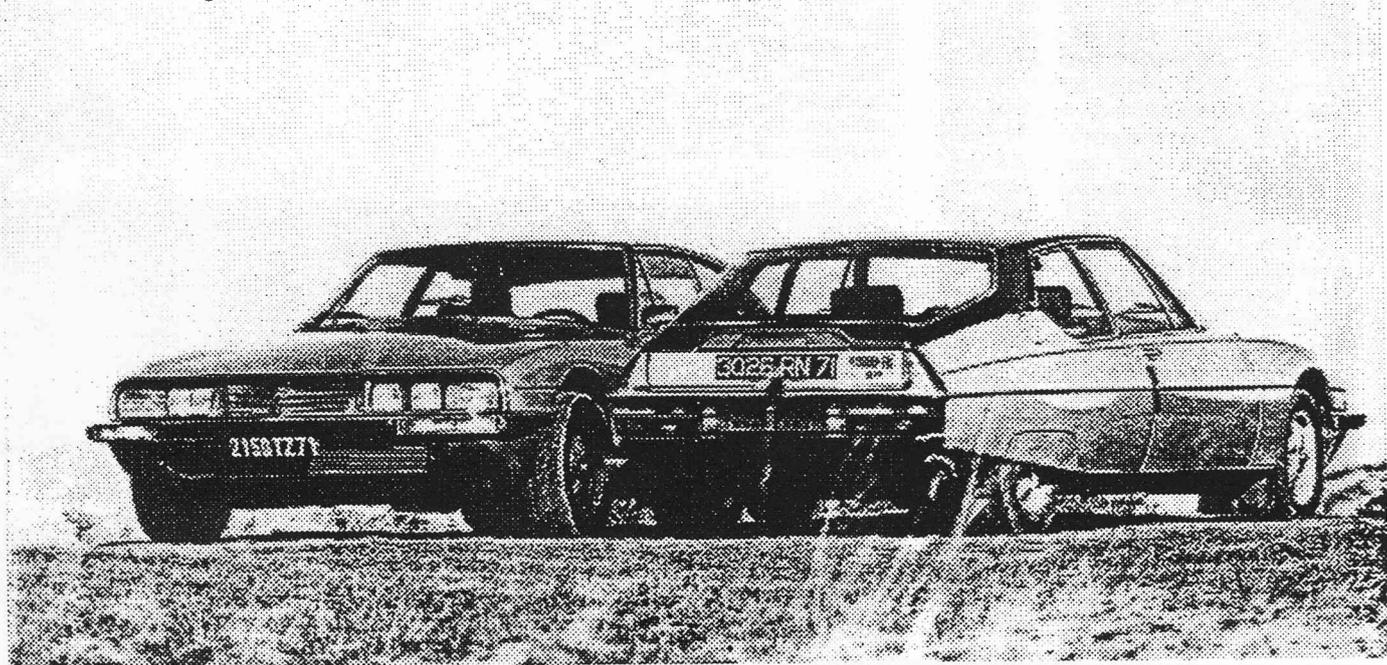
In the relentless universe of the double chevron, George Régembeau appears to belong to a very specific clique; that of the Citroën critics. If he had been a student he would certainly have been of the "might do better at end of the term" type. So exasperating! But always,



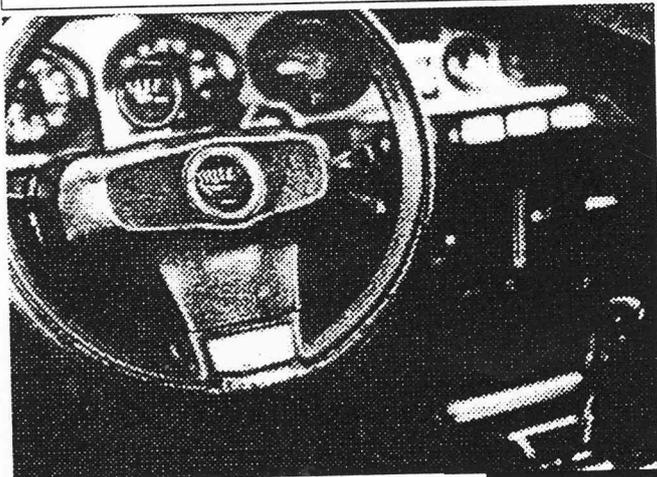
*Below: Neither of these two SM are ire in production. In fact the model on the left develops 300 horsepower, whilst the four cylinder turbo diesel is facing backwards.*



*Top: A stop in the Mâconnais vineyards, this very special SM does not let you guess the V-6's muscle. Above: The 300 horsepower prototype, a unique example, is recognised by its personalised grille and its spoked wheel hubs.*



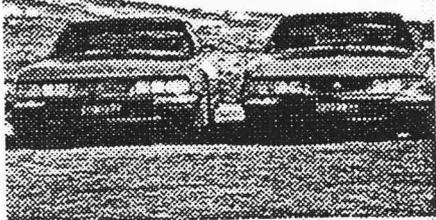
# SM Régembeau Papy — Exploits of Power



*Left: Inside the turbo diesel the difference from a normal SM can be seen only in the two additional gauges [one moveable, the other mounted on the steering boss].*

*Below: With the two cars facing the 300 horsepower car is visibly larger and lower. But back-to-back it is mission impossible.*

George Régembeau works as if economic constraints do not exist.... So, there must a solid bank account and a hard-to-kill passion for the SM.



something of it. However, you know, I am 74 years old and so I am not going to get involved there; one needs special gear to make the pieces..."

## A TASTE OF THE SECRET



Perhaps with gentle persuasion in the Citroën manner the cultivated man will give a taste of his secrets. It is difficult to determine what really hides in this mechanic's mind or more simply to ask the cost of one of his creations. "You only have to describe what cannot be seen in the work of an ordinary mechanic", he said with his rocky accent. "Here one machines and casts specially developed pieces. The price is not a great concern, and I refuse to work on a quotation basis with an SM: the motor is complicated and in such a state that we work with many variables."

In the same spirit, the gear boxes and the motors which come out of the workshop at Crêches-sur-Saône are

*Right: The Régembeau SM diesel makes other high performance diesel limousines pale with jealousy.*

expensive. Not a question of importance for those who put themselves in the hands of RG. George Régembeau works as if economic constraints do not exist. He does the best, without exception. So, there must a solid bank account and a hard-to-kill passion for the SM in order to take-up the offer of a Régembeau specimen. But, those who dare never

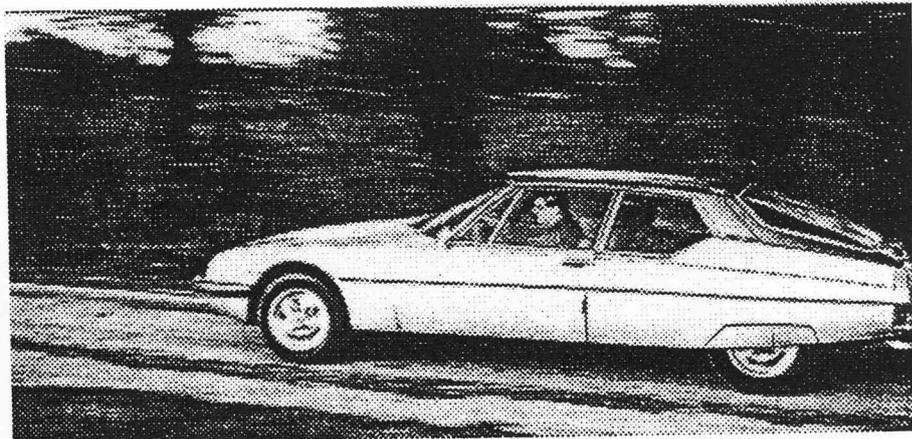
regret it.

"The SM is a very good car", explains George Régembeau, "but it is not complete. I can never understand how the people from Citroën could have let it be launched and sold in the state in which it was made. When it leaves us, it is finally completed."

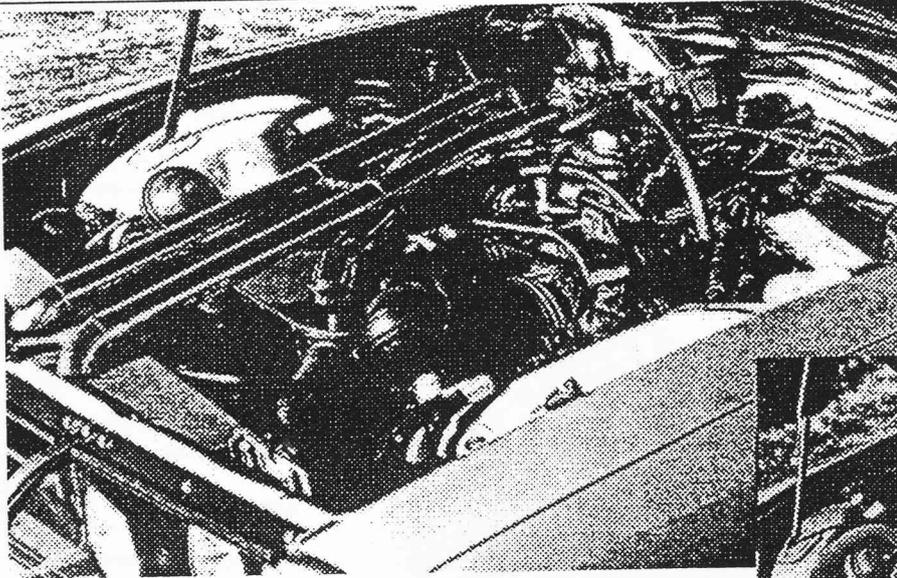
There are no more important preparations than power. But the artisan from Mâcon does not go straight to the point. The V-6 Maserati engine is completely stripped and the block submerged in an anti-corrosion treatment. The crankshaft is specially balanced and modified to take radically new timing chains. The block loses its original head in order to receive another of specially treated Nikasil steel, with more depth — which can allow the cylinders to sweep 2,635 cc. One can talk of new pistons, of a modified head, of camshafts, of special valves...The result is a motor capable of developing more than 240 horsepower, without effort, compared with the original 178 horsepower. This is then mated to a 6-speed gearbox, developed by George Régembeau.

The feasibility of 'normal' production originates from the latest RG prototype. To the 'base' vehicle George Régembeau adds a specially worked crankshaft, new con rods, special valves and an impressive battery of six Weber carburetors. This results in running 300 horsepower under the bonnet and transmitting it to the road ahead. This has justified a slight lowering of the chassis, some modifications to the front drive and the track is widened.

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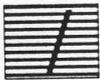
# SM Régembeau Papy — Exploits of Power



*Left: The four cylinder turbo diesel was completely made 'in-house'. Since the disappearance of the moulds it is impossible to make again.*

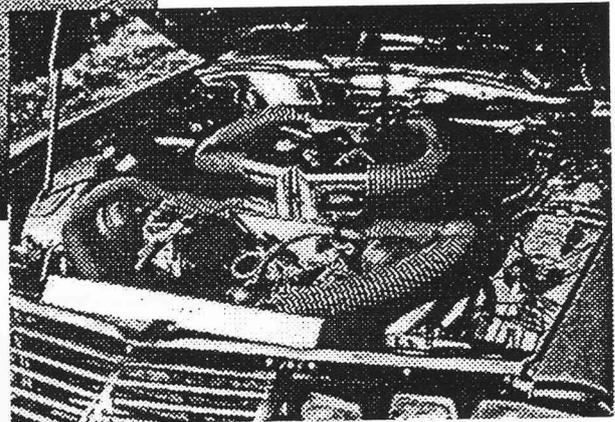
*Below: The V-6 Maserati, dreamt of by George Régembeau, dressed with six Weber carburetors, gives almost 300 horsepower.*

## 300 HORSEPOWER IN FRONT



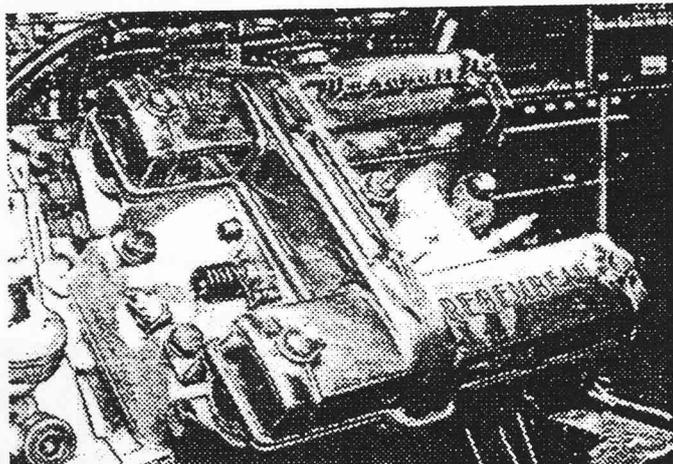
It is for this monstrous beast that we have come down to the banks of the Saône. In our mind are these questions: how well can it transfer this power to the road? will the car be tractable? In the garage, the

two SM are distinguished from the others by special badging. One is an everyday turbo diesel the other the unique prototype which is not adorned with ostentatious attachments. It seems



rpm and in about a tenth of a second the speedometer swiftly passes to a speed of more than 200 kph. We are in fourth; there are two more gears to go!

"But you will see more impressively her suppleness in low gears." George Régembeau lifts his foot and passes



*Left: George Régembeau transforms so radically the SM motors that he must engrave his name on the camshaft cover. Below: Injection traction, DS Diesel, five or six speed gearbox... they are all developments by George Régembeau, this mechanic from Saône-et-Loire.*

right that the front wheels protrude just a little from the mudguards. Once on the road, the motor reveals its true personality. The six carburetors breathe in air greedily making a dry noise, a bit metallic in deceleration. Remarkably smooth idle at 6 or 700 rpm, but as soon as one puts one's foot on the accelerator it sings!

The V-6 RG Maserati is like a racing car. The right foot itches but it is father of the engine who drives first for a little demonstration. "Can you see there, the speedometer reading?" The car is stationary. All at once the motor grumbles, sings better than the best of the Italian GTs. It yields more than 6,500

## The V-6 RG Maserati is like a racing car.

through fifth then on to sixth. At 140 kph one has the feeling of being stationary: the motor turns at 2,500 rpm. A village — one must slow down more. Without hesitation the speed slows to 65 kph. The tachometer indicates 1,200 rpm. The silence is not extraordinary, for the motor clears its throat from the bottom register. But without even a suspicion of a cough.

(CONTINUED ON PAGE 9)



# SM Régembeau Papy — Exploits of Power

**B**

etter, exiting the village, the car sets out again without flinching. Less quickly than when accelerating in fourth, but without any sign of a bad will.

## THE CITROËN TRICKS

A little tour of the highway, in order to gauge the speedy thrust of the engine. There is also a lot of traffic and we could

verify other than on a clear road, but in any case 270 kph appears to be easily passed. At least for now. A varied programme must be driven to allow one to make a fair opinion of the car: little winding mountain routes of the Mâconnais, on the long straight streets near Bourg-en-Bresse, the terrain is auspicious for all sorts of experiences!

lifted, the motor revved, but not even a hint of divergence from the line — not even the beginning of a spring. It is difficult to know during this exploit which of the particular modifications to the front carried out by George Régembeau is responsible for this accuracy but the result is impressive. To be honest one has to say that the power does not come brutally. It develops smoothly and discreetly below 2,500 rpm but unwinds freely after 3,500 to rise immediately with a single thrust, right to the limit of the red zone with a sense of ease in the high gears which bears no relationship to that seen in the original V-6 Maserati.

## WHAT WELL BEING

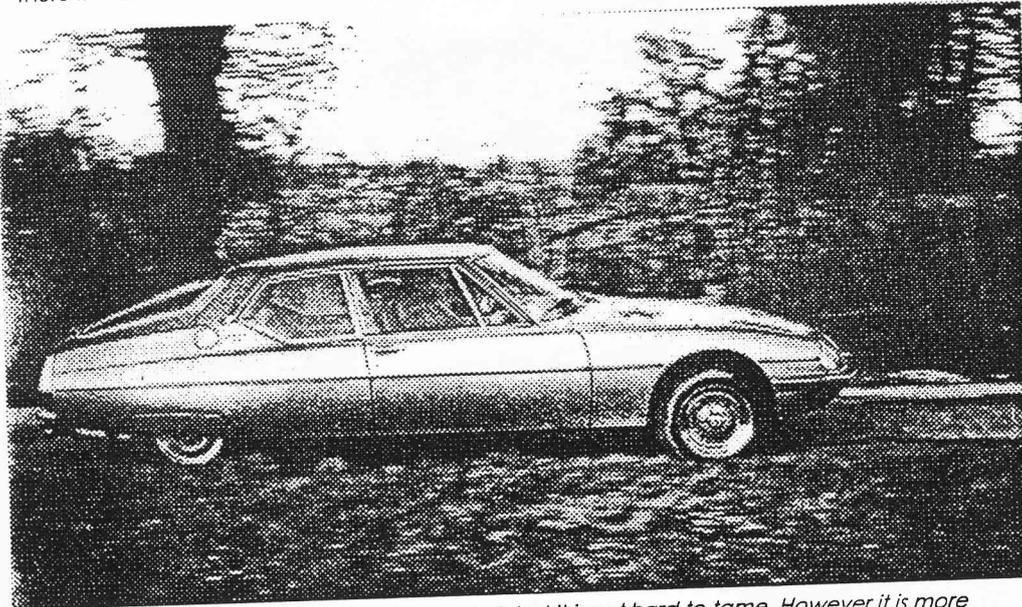
On returning, the sensations rendered by the car leaves one incredulous. It's a pleasure to make the motor roar, one succeeds well with a little speed on which it runs, which seems reasonable until one rolls literally to a stop behind another car which appeared stationary.

However, one has not even passed fourth. Yes, but at 6,000 rpm in third one is already at more than 140 kph...

It's true the transmission gives it long legs, but above all it is the perfect

(CONTINUED ON PAGE 10)

*Below: A SM revitalises itself at a diesel pump. At Crêches-sur-Saône the fuel attendant is used to it.*



*Above: The 300 horsepower SM is a true rocket, but it is not hard to tame. However it is more difficult to get used to the tricks of this SM, like the Diravi steering.*

not do more than a timid spurt to 220 kph. We have just entered fifth gear and there is plenty of power unexploited, in reserve. A pity. George Régembeau assures us that his engine is capable of

...the maximum speed in theory in sixth is 344 kph!

Prior to letting the right foot go it is best to become a little used to the specifics of the SM; a sort of concentration of Citroënite tricks. One re-finds the mushroom brake button of the DS with minuscule movement. The steering, courtesy of Diravi, is direct and sensible.

At top speed on a straight road, if one takes one's hands from the wheel it will go straight very well by itself, and one can easily get into the habit of not touching anything. But on little winding routes it is extremely difficult on the wrists.

On coming to a sharp curve slowly, is a delicate affair.

The gate of the six speed box is predominantly firm and slow, but the synchromesh is never at fault. That said, it is nothing to double declutch when descending the gears aided by the fluid changing of speed.

One of the first fears with a traction so heavy is to see the horsepower leaving in smoke from the front tyres. There is none. I tempted the devil and I was offered to drive off. The large bonnet

reaching 300 kph [the maximum speed in theory in sixth is 344 kph!] Difficult to



## SM Régembeau Papy — Exploits of Power

stability of the car that is impressive. Even the traditional bangs and racket [a speciality of hydraulic suspensions] does not come on the 300 horsepower when one goes truly very quickly. Even if there is no belief in the changes to the front line, the little winding roads are not its cup of tea, even without being a seasoned specialist of the reactions of the Diravi. The SM's preferred domain is the motorway — a German preference — where her sixth gear renders her masterful. Here large straight sections allow one to experience, without constraint, the 300 horsepower of the

...on the freeway the diesel reached 200 kph.

motor. There the pleasure is total, without one regretting the weak lateral control provided by the leather seats.



very beautiful tool — alas unique. In order to make the visit complete, I retook command of the 4-cylinder SM turbo diesel. One notices a loss in the precision of the damping in the rear suspension...at least in contrast to the stability of the 300 horsepower, provided its power does cloud ones judgement. In slowing down the ticking of the 4-cylinder diesel is clearly present, but the performance is perfectly in keeping with the taste of the day.

### A VERY SPECIAL DIESEL

Of course the gears are a little more nonchalant than the 300 horsepower. But the two cars progress in unison, the diesel version was not ridiculed on the little streets of l'Ain not even on the freeway where 200 kph is the top speed it reached, a very feeble type of car! It also benefits from the six speed 'box.



The sensation of speed is more marked with the diesel than with the 300 horsepower.

Once at 150 kph on a bumpy or winding road, one had a little trouble controlling the car and its stability is not perfect enough. Whereas for the 300 horsepower, the feeling of a flying carpet is permanent. However, it remains one of the more rapid diesel cars in circulation and will give curry to a XM turbo D 2.5 litre in any confrontation.

That being said, the 'production' of the SM diesel RG has actually stopped because George Régembeau no longer has the heads for his four cylinders and the mould has disappeared. That being so, if the SM enthusiast cannot buy the 300 horsepower version nor obtain a diesel SM for everyday use, it remains a possibility — some will say an imperative — to make the original car tractable, making gains in horsepower, along the way.

Thus it is that RG are always at your service...

Jean-Eric Raoul

Reprinted from Retro Viseur, France.

Translated by Jackie Edmondson

## RÉGEMBEAU CHARACTERISTICS

	SM Turbo Diesel	SM V-6 Prototype
Motor	Four cylinders in line, water cooled, positioned longitudinally, behind the gearbox.	V-6 cylinder, water cooled, positioned longitudinally, behind the gearbox.
Capacity	2,650 cc.	2,700 cc.
Valve Actuation	Single overhead cam.	Double overhead cam on each bank of the V..
Fuel Supply	Bosch diesel injection pump, and Garett turbo charger	Six Weber carburettors
Power	165 horsepower @ 5,000 rpm.	312 horsepower @ 6,500 rpm.
Gearbox	All synchromesh 6-speed. [56 kph per 1,000 rpm, in top]	All synchromesh 6-speed.
Weight	1,550 Kg.	1,600 Kg.
Performance: Standing Kilometre	32 seconds.	24 seconds.
Maximum Speed	210 kph [approx].	300 kph [approx].

## LPG Power for your Traction



he thought of converting a traction to run on LPG presented quite a challenge, but there would be definite advantages, if successful.

Firstly, LPG is about half the price of petrol. Secondly, as far as the EPA is concerned a vehicle powered solely by LPG needs no emission controls, so the engine will be 'clean' outside and also inside — no more sludging-up of the crankcase oil in winter because of excessive use of the choke washing petrol into the oil. In actual fact, we can safely do away with the choke altogether on the solely LPG-powered car. [But Mel, does it go any faster? Ed.]

The LPG idea might be the easy way out in the future as Governments in conjunction with motor car manufacturers increase their push to put so-called 'dirty' cars off our roads.

The opportunity came to follow through with the idea when I came by a used LPG system which included all the major elements that are required. An LPG tank which would fit perfectly in place of the petrol tank, a gas solenoid lock-off [electric tap], safety switch [to shut off the LPG if the engine stopped, with the ignition still on, say in an accident], a converter, or gas carburettor [to drop the pressure of the LPG to convert it from

liquid to gas]. All these parts are common to most LPG installations.

The LPG 'mixer', used to introduce the low pressure gas into the inlet system, I thought, needed to form part of the original carburettor / air-cleaner system to preserve some sort of 'normal' appearance under the bonnet. So a mixer ring was found which would fit snugly into the air-cleaner hose.

There are other options, including the LPG carburettor recently presented by Leigh Sharples of Gas Research Pty. Ltd [Front Drive, August/September, 1995, Vol 19, No 2].

The converter needs a supply of hot water circulating to prevent it from freezing-up whilst it's doing its job; 'normal' installations simply pick-up water from, for example, a heater hose and direct it through the converter [on the engine side of the heater tap, of course]. This proved a little more difficult on the Traction — extra plumbing was required and experimenting with water flow and pressures.

Having achieved a good result, as a bonus we can now fit a conventional heater into the cabin as we have circulating hot water!

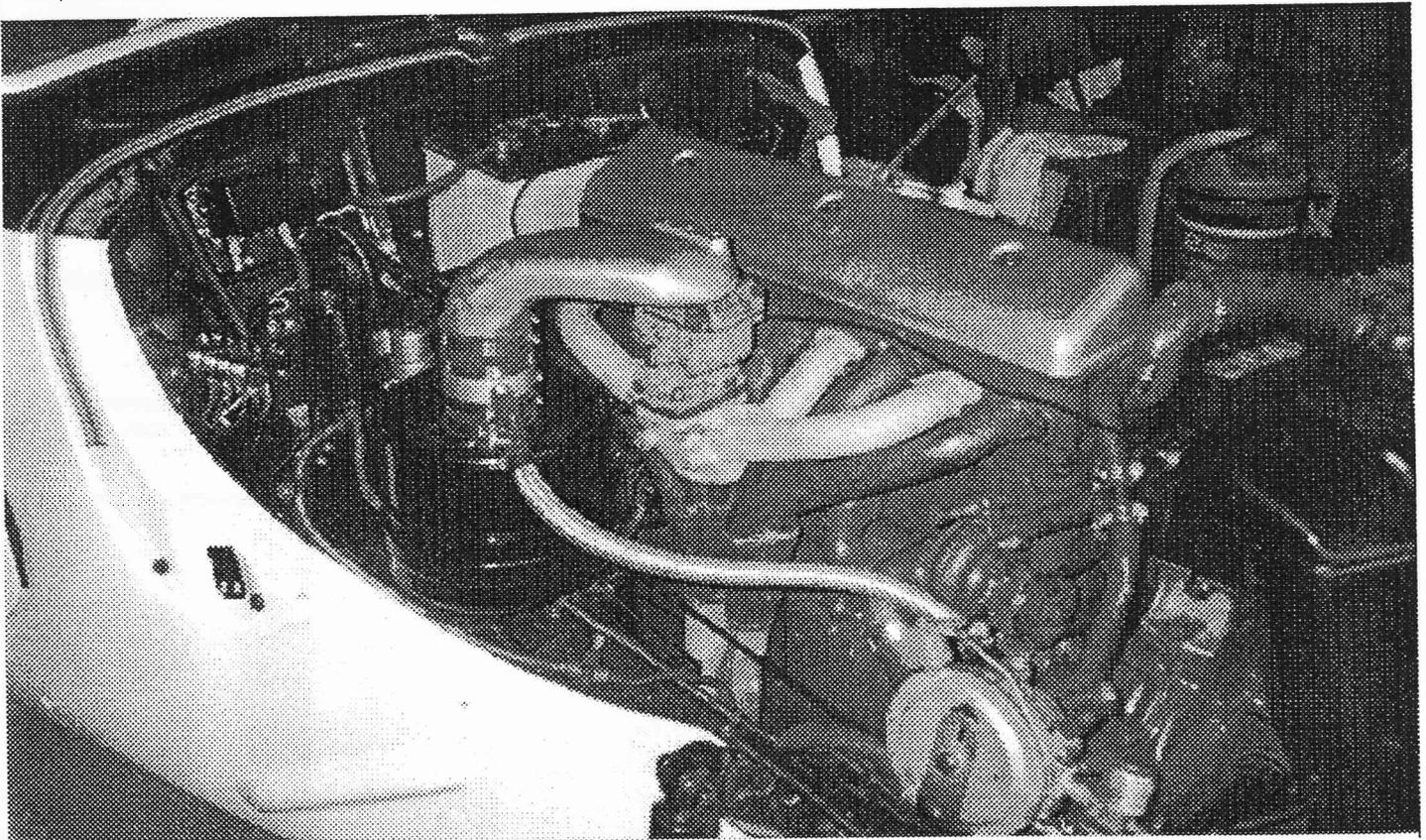
So, what's next? How about some

engine mods? Whilst not entirely necessary these are of benefit if you are to take full advantage of the LPG. [Mel, do they make it go faster, though? Ed.] Some head work, in the form of hard exhaust seats and perhaps stainless valves if the budget will stretch that far. A fair wack planned off the head to bring the compression ratio up. A camshaft grind; about ¼ race will help. What about a free flow exhaust system in the shape of a set of extractors, WOW! [I presume this means you do go faster. Ed.] Transistor ignition in conjunction with resistor-type coil completes the package.

Having made some fairly heavy modifications up the back to fit the LPG tank it was all or nothing — a one-way ticket, so to speak — the car has to function on this LPG and that is all there is to it!

Well, I'm happy to report that it does work. Some of our CCOCA friends have heard it and will back-up my story. It has not actually been out on the road yet, being *sans* body work, so to speak, but I did sit on a box and drive to the front gate and back — all of 30 metres, but I will keep you informed.

See you at Gayndah '96.  
Mel Carey



## Paris — Deauville 'en 22

**I**t is now more than 50 years since a young man of 16 years drove on the roads of Normandy what can only be described as the dream prototype. Bernard Citroën remembers this mad adventure at 120 kph...

At that time at the beginning of 1934, the factory at Quai de Javel was in a very excited state. A new model, designed by the engineer André Lefebvre and styled by the Italian Flaminio Bertoni following instructions by my father, André Citroën, was soon to be launched. That car was to be the Traction Avant 7CV.

Totally revolutionary, this vehicle was to be presented to the concessionaires on the 24th March, 1934, and to the press on the 18th April, with the first viewing by the general public set for the end of May. But already Lefebvre and his team were working relentlessly on a bigger and faster model; the 11CV.

I was then 16 years old and was following with great interest the events at Javel, but I had to concentrate my thoughts on items much more important; for me that was the college examinations. So it wasn't until 20th July that I interrupted my holidays to return to Paris to take the college oral examinations. Happily I passed the exams. My father was delighted and told me that, as a special treat on the following day, I would be going on a journey from Paris to Deauville in a "fantastic" vehicle, the very existence of which I would be totally ignorant.

At 9 o'clock the following morning, very excited, I ran down the stairs and hurried along rue Octave-Feuillet. A burly chauffeur named Guegan stood guarding a most impressive vehicle. Yes, in my father's words, the vehicle was really "fantastic". I examined the front of the car which, although longer and perhaps more imposing, was just as elegant as the 11CV. What struck me most was the way that the wings had been enlarged to accommodate the head lights.

My father joined us and greeted Guegan and asked if was ready and the tank full. "Yes", replied Guegan, "but my instructions from M. Roger Prud'homme at the rue du Théâtre are that I am not to go too fast or accelerate too hard, but just in case, I've put a spare can in the boot". With a gesture and an introduction a bit like a Parisian trader selling his wares, my father startled us both. "Ladies and gentlemen, I present to you this sensational automobile which I am christening this very day 'the car of the year', in future to be known as the 'car of the century'. This is the 22CV Citroën. The motor, you ask? This is a



brand new V-8 from Ford!" He continued in his normal voice, "I shall do the driving and you shall sit beside me".

I was amazed with the 22's eagerness to move and yet my father managed to drive it cautiously. What acceleration; by the time you could count to 20, she was in top-gear [that is third] and, apart from moving away from stationary, you could stay in top all day. We climbed, in top, the 'Côte du Mont Valerien'; beyond Saint Germain, we took the 'route des quarant-sous'. We passed through Mantes, Pacy, Evreux. We did not even stop at the dealer in that town. I don't know why, but anyway, 30 km later, in the little village called La Commanderie, the 22 slowed down and stopped at the road-side.

"The smoothness and acceleration of this vehicle is absolutely amazing", said my father. "You should try it for yourself. You take the wheel and I'll get in the back". Guegan frowned heavily and looked as though he was about to object, but my father stopped him in his tracks.

"Young Bernard has been driving since he was ten".

"Yes sir, but a little 5CV is not quite the

same as a massive eight cylinder".

"Without doubt, but Bernard has already tried-out the 7CV that his sister Jaqueline drives".

"Just the once it appears!"

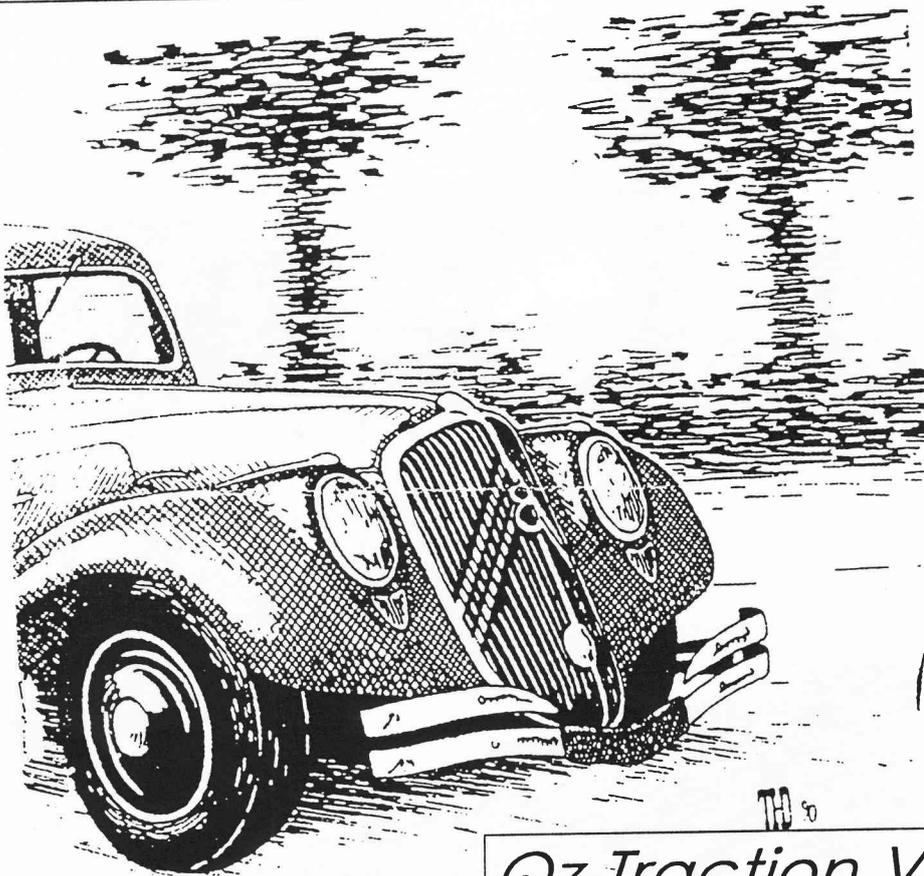
"Stop being so worried about it".

I took the wheel of the 22, starting in La Commanderie and drove for about a quarter of an hour. A mind-blowing fifteen minutes! I reached cruising speed in what seemed like a few seconds, driving without any danger at 120 kph! What a delight! Even with the brave chauffeur grumbling away beside me, I carried on to just before the tight bends of the river Thibouville. Guegan then took over, briefly congratulating me now he felt more reassured.

By midday we had arrived at Deauville. I was waiting for a triumphant drive through the centre of the town and even along the promenade. It never happened. My father had arranged that we headed straight for the villa and we parked the car in front of the garage. "You will put her inside straight away", he told the waiting mechanic. "Cover

(CONTINUED ON PAGE 13)

## Paris — Deauville en 22



During the war, I met an old cousin of father's in London. He claimed that a 22 was secretly taken to England and hidden in an aircraft hanger in the winter of 1935. But in 1941, during a bombing raid, the building was totally destroyed and the 22 disappeared in the rubble. It is however necessary to add that this cousin, in the typical British fashion, had a good sense of humour if not a very vivid imagination. He could well have invented the whole story! For myself I shall never forget those fifteen minutes during which I had taken the wheel of the 'car of the century'.

Bernard Citroën

This article was first published in *Le Matin*, 27 August, 1984 and subsequently in *Traction Avant*, No 31 Winter 1990/91 [the magazine of *Traction Universelle*, Paris] and translated by M Roue-Pilote for publication in 'Floating Power' [the magazine of the Traction Owners Club, UK].

her with a sheet and don't let anyone near. Pay careful attention during the night!"

"Don't worry M. Citroën, I will be sleeping in the garage. I've a mattress on the floor and I am a very light sleeper".

André Citroën returned to Paris in the 22 two days later accompanied by Guegan. I understand that the car went straight back to M Prud'homme at the rue de Théâtre from whence it came.

In October, at the 'Salon de l'Automobile', I saw for the last time a 22 Berline and a Cabriolet. At the end of Autumn in 1934 the difficult times began and economies had to be made. The 22s had already disappeared from circulation, but what had become of them? Jacques Borge and Nicolas Viasnoff explained in the well-researched publication, *La Traction*.

"On the subject of the 22, legends abound, but the man in charge of the experiment, Roger Prud'homme, confirms that the cars, whilst remaining for a while in the workshop, were all eventually destroyed or adapted and sold as 11CVs at the start of 1935."

## Oz Traction V-8?

I had a call one recent evening from a somewhat lateral thinking member of CCOCA who wanted to have a chat about some ideas he has for squeezing a V-8 motor into a Light 15 Traction. He actually ended up talking about many things, but the V-8 idea was what prompted his call.

Our man was of course inspired by the original Traction V-8 cars which were displayed at the launch of the Traction Avant Citroëns in 1934 and which were never commercialised. These cars were built up around the "wide" body made for the Normale (or later Big 15, as well as after 1938, 15/6 and Big Six). But also, he was aware of the story of the gent who acquired a V-8-equipped Light 15 and drove it across the United States during World War Two. Admittedly, the latter car was basically a Citroën body grafted on top of the running gear of a Ford V-8 sedan, with V-8 motor in front of the gearbox which intruded back into the cabin area, and a torque tube drive running back to a Ford rear axle dubiously located by the traditional Ford transverse leaf spring set-up. But this example did establish that a small early Ford V-8 could fit into the engine bay of a Light 15.

What our member is exploring is something less crude than the American example, and is more by way of a "period modification", such as might have been carried out on a tired Light 15 after they had ceased to be produced. In effect, the upgrade of the early 60 horsepower side-valve Ford V-8 was what appeared in 80 hp form in the Simca Vedette, after Simca took over the Ford operation in France. It is this latter motor which he has in mind.

In the proposed modification, the vehicle would remain front drive, using instead of the somewhat deficient Traction transmission, a transaxle from one of the D-series cars. A five-speed was even discussed, though some adaptation of the Light 15 suspension cradle would then be needed. The FWD configuration proposed would put the motor further back than in the American RWD version, so clearance near the firewall and "body horns" might be tighter, but overall, the project is envisaged as "bolt up" job, with no major changes being made to the Light 15 body shell.

No doubt the preservation of the original body integrity will be a relief to the purists, and as our daring lad says:

"The conversion uses old, not new, parts such as would have been available at the time in France or even in Australia and hence it would have a 'period' air about it. And the side-valve V-8 would make a 'nice noise'!"

Now I'm sure you are almost completely overcome with curiosity as to the identity of this "daring lad" (or "foul fiend", depending on your attitude to non-originality), but you know I could not possibly reveal his identity, given our reputation for complete discretion.

Oh well alright, if you insist. Here is the only clue I'll give. If he was driving home from Melbourne in the evening, the sun would be in his eyes as he crossed Westgate Bridge. OK?

Bill Graham.

# French Resistance

Three weeks in and I'm as determined as ever to boycott French products. In fact I'm so determined I'm boycotting Belgian products as well, and any products from Liechtenstein used for serving Pernod.

I don't like doing it. I'd prefer a more constructive form of conflict resolution, such as saying to Mr Chirac that if he'll reconsider his nuclear policy in the Pacific we'll give him our Yoplait commercials.

But Mr Chirac seems resolute, and so we must be too. Within minutes of his announcement that the tests were resuming I'd burnt the Eiffel Tower tea towel, flushed away the Chanel No. 4 (I bought it in Bali — luckily it was very cheap), let the air out of the Michelin tyres and emptied the bottles of Evian water on to the kitchen curtains. (The flames had spread from the tea towel).

Then I went over to the neighbours and offered to drive their French poodle to an internment camp at Cowra. I told them if I couldn't find an internment camp I'd try and find a luxury holiday kennel where the dogs at least had to make their own beds.

My offer wasn't warmly received. The neighbours threw me out and were fairly abusive. The exact words they used were "allez imbecile", which I think must be French for, "How can you drive our dog to Cowra, you dickhead, when your tyres are folded up in the back of your wardrobe?"

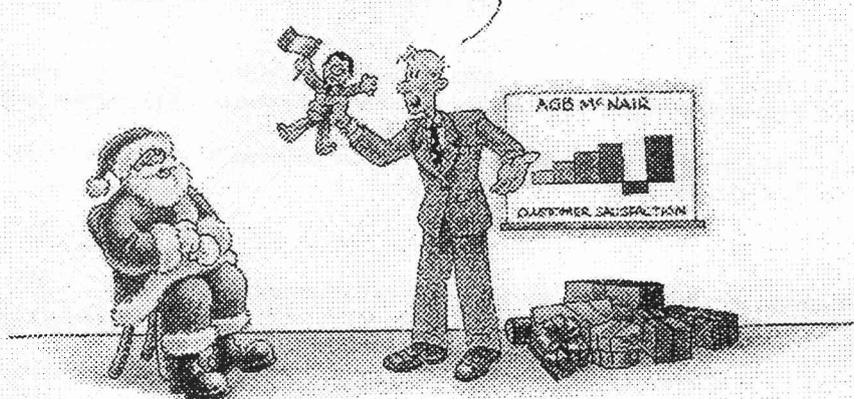
They had a point, and their point was that boycotts are not easy, as I discovered when I began searching for Australian substitutes for my favourite French products.

Mineral water was the easiest. Ours looks the same, tastes the same and is 37 per cent cheaper. I'm just not sure, though, that ours has spent as many years filtering through as many sedimentary layers as the stuff from the French Alps. This occurred to me as I got back to the shopping centre car park. I tipped all six bottles out. I was parked on the top floor and in 1998 I'll take the empties down to the basement and catch the drips.

Cheese has been more difficult. It isn't the quality of ours that's the problem. Only last week I sampled a sublime, pale orange, rind-washed cheese from Western Victoria made from the milk of sheep that had been hand-fed Cheezels. Unforgettable. When it comes to brie, our own King Island can hold its mould cultures high among the fungi and microflora of the world. I've had a slice of it sitting on my cheese board for three weeks now and it looks as good as the French stuff in every regard. Unfortunately I can't eat it because the Tasmanian government refuses to clarify in writing whether they do or do not have plans to conduct nuclear tests in Bass Strait.

It was while I was on the phone to the Tasmanian Department of Agriculture and Fisheries, pleading with their

**BUT THE CHIRAC DOLLS REALLY BOMBED!**



spokesperson to cough twice if the answer was no, that an awful thought hit me. What of the less traditional French products? The ones whose labels are devoid of jolly gendarmes and funny marks over the vowels. Could we still be consuming those without even realising it?

I grabbed the nearest product at my place, which happened to be a skin moisturiser. (I'd been trying to soften up the rind of the Western Victorian cheese so I could eat that too.) The brand was a proudly Australian one, but what about the contents? I studied the list, keeping an eye out for anything with garlic in it.

Methylchloroisothiazolinone. Was that French? I tried saying it with a French accent. It sounded just the same as when I tried saying it with an Australian accent — three syllables and lots of dribbling. I wrenched my mind back to French lessons at school. Had methylchloroisothiazolinone been on any of the vocab lists? It rang a bell, but then

the French teacher had tended to slur his words.

It was while I was at the chemists demanding to know the country of origin of all the ingredients in my moisturiser that another thought hit me. The chemist had just retorted by asking if I knew the country of origin of all the inks in the banknote I'd used to pay for the moisturiser, and I'd just said *touché*, which is French for touchy.

*Mon Dieu*, I thought, if we're doing this properly we should be boycotting French words as well. It's a daunting prospect. I don't even know what the English word for *cliché* is. The Aboriginal word is Canberra but overseas visitors can't be expected to know that.

What, for example do we substitute for *enfant terrible*? "Martin Amis, the toy snatcher and projectile vomiter of the London literary scene" just doesn't have the same ring about it.

And what about *tête-à-tête*? I've tried, but I just can't invite friends round for a head-to-head. I don't know what worries me the most, that they won't come or that they'll bring hair

transplant equipment.

It's hard, this boycott, because there's a little bit of France in all of us, and I don't just mean from the previous nuclear tests. Look at the patisseries in every shopping centre and the baguettes in every hot bread shop. Look at the way we cheerfully pay an extra \$10 in a restaurant for a lump of meat if it's *en jus* instead of "in its own blood"

We respect things more when they're written in French. That's why those really thick face creams are called masques. Don't tell anyone I said this but once the tests start again my advice is to find an extra thick one, apply three layers and leave it on for the next 800 years. *Santé*.

Morris Gleitzman

Reprinted, with approval of the author and publisher, from *The Age Good Weekend* magazine of July 8, 1995

# Cit-In Qld Easter '96

News from Gayndah...

Accommodation in Gayndah appears to be in short supply and it looks as though, once again there will be a huge turn-up to the Queensland-hosted Cit-In. So, if you are planning on heading north for Easter, the organising Committee suggest that you get motivated and book your accommodation.

For those of you [well those of us] who have arranged accommodation, but are yet to actually book in for Cit-In [and send your money] please arrange to do this as soon as possible. Unfortunately there has been a postal mix-up by CCCQ and some members may have had their booking forms sent back, marked "Not Known at This Address". If that is the case, never fear. All you have to do is re-send it to the CCCQ's new address:

THE TREASURER CIT-IN '96  
2 IONA CRT  
OXONFORD  
QUEENSLAND, 4210.

Those members of CCOCA who attended either the events at Mt Tambourine or Toowomba will recall the great time we had, the wonderful hospitality of the CCCQ and I am sure that 1996 will be no exception.

- 1 Australia's best display of restored Citroëns: over many years Peter, Pam and Les have collected and restored to concours standard, a unique collection of Citroëns, including D Cabriolets, Amis and various other models.
- 2 A full range of accommodation has been reserved which includes motels with full facilities, budget motels and hotels, and camping grounds.
- 3 Gayndah, situated on the Burnett River, has several claims to fame which include being the oldest town in Queensland and having one of the best steam-driven sawmill museums in the Country [the museum will be working over the weekend].

Gayndah is within easy driving distance to the Sunshine Coast, Bunya Mountains, Noosa, arts and crafts districts of Maleny/Montville and Bundaberg, the Gateway to the Barrier Reef.

So, plan your holiday early.

A full programme of the weekend's events will be included with confirmation of your registration.

For additional information, phone:

John Paas [07] 3368 3220  
Ron Purvis [074] 974 259  
Brian Wade [07] 3807 5781

or

'The Gayndah Gang' [071] 612 309

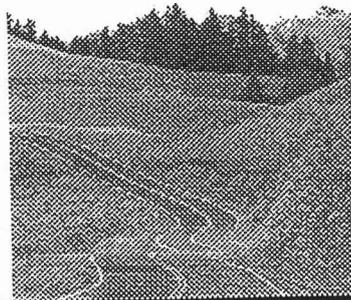
Registration fees are : Adults [12 years and over] \$50, Children [5 to 11 years] \$25, Children [under 5] Free. Full payment of Rally Fees must accompany your Registration. Cheques should be made payable to CCCQ CIT-IN '96.

Name of each person attending  Please denote whether adult of child	_____ Adult/Child
	_____ Adult/Child
	_____ Adult/Child
	_____ Adult/Child
Address:	_____ _____
Phone: (Home)	(Business)
Club	
Vehicle Particulars (Citroen) :	Model:
	Year:
	Body Type:

# Austraction '96



No, we aren't going to Paris...  
 ...but it's a long and winding  
 road...  
 ...to some of Victoria's greatest  
 coastline.  
 Join CCOCA for Austraction '96 at  
 Koroit.  
 June 7 to 10



## Accommodation... Koroit

In order to keep costs under control we have again found some basic accommodation that will provide us with a great central venue around which to undertake many of the weekend's activities.

Accommodation is at The Koroit Hostel School Camp. This converted Gothik Convent is listed by The National Trust. The simple bunkrooms sleep from one up to 10 people and all beds are supplied with a blanket and pillow. You must bring your own linen and you may choose to bring a sleeping bag or doona. Toilet and showering facilities are just a stroll downstairs. Unpowered camping sites are also available in the grounds of The Hostel.

Should you not wish to stay at The Hostel, CCOCA suggests you try Bourke's Koroit Hotel [\$30 per person per night, 056 65 8201] or, offering a broad range of facilities, The Fig Tree Holiday Village in Warrnambool [055 61 1233]. However, CCOCA is not arranging accommodation at either establishments.

## At fees you can afford...

The Rally Fee is \$55 per adult, children 10 and under are \$40 and those 3 and under are free.

If you wish to stay at The Hostel, be sure to complete the Accommodation section of the Booking Form

**PLEASE NOTE THE ACCOMMODATION PRICES APPLY TO ALL OVER THE AGE OF 3, NOT OVER 10 AS PREVIOUSLY ADVISED**

All fees must accompany this form and cheques should be payable to CCOCA Inc.

Further information can be obtained from Ted & Helen Cross — [03] 9819 2208 [AH]

## Booking Form - Austraction '96

### Your Name & Address

Given Name: \_\_\_\_\_  
 Surname: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ Postcode: \_\_\_\_\_  
 Phone No: [\_\_\_\_\_] [AH or BH?]

### Others in Your Group

	Given Name	Surname
1		
2		
3		
4		
5		
6		
7		

### Accommodation...

We are arranging our own accommodation YES / NO  
 We are staying at The Hostel, please arrange our accommodation YES / NO

### Calculate the cost...

RALLY FEE	No. of People	Cost /Person	Total Cost
Adults		@ \$55/person =	\$
Under 10		@ \$40/person =	\$
Under 3		@ \$0/person =	\$0
Sub Total			\$
<b>ACCOMMODATION — Prices per person, for 3 nights</b>			
Bunkroom		@ \$30/person =	\$
Camp Site		@ \$15/person =	\$
Under 3		@ \$0/person =	\$0
Sub Total			\$
Grand Total			\$

**Spaces are limited so get your booking in early!**

Make your cheque payable to CCOCA Inc and post to  
 CCOCA Activities — Austraction '96  
 C/o Ted Cross, 173 Power St,  
 Hawthorn, 3122

## In the area...

**Koroit** — An historic township with areas classified by The National Trust. Close to Tower Hill State Game Reserve and extinct volcano, Koroit is 18 km west of Warrnambool.

**Warrnambool** — 262 km west of Melbourne, Warrnambool is the largest city in the Western District of Victoria; boasting a fine Art Gallery, Flagstaff Hill Maritime Museum and Woollen Mills.

**Great Ocean Road** — Victoria's finest stretch of coastline is rich in splendid scenery, including The Twelve Apostles, Lock Ard Gorge and the graveyard of many other sailing ships.

## What the Rally Fee includes...

- The Rally Fee includes
- Friday evening — Supper of hearty soup and toasted sandwiches
- Breakfast on Saturday and Sunday — cereal, toast, bacon and eggs (cook your own), tea and coffee.
- Saturday Dinner — a sumptuous spit roast with pre-dinner nibbles and dessert at The Hostel [BYO Refreshments].
- Sunday Lunch — the CCOCA Sausage Sizzle on the Great Ocean Road
- Sunday Presentation Dinner at Killamey Hotel — drinks to your account, at bottle shop prices. [Bus transport to and from The Hostel]
- Monday morning — Chicken and champagne breakfast
- All Austraction activities
- your Rally Pack, as always featuring great products from our sponsors.

# Letter to CCOCA



Dear Bill,

Your gentle hints about writing-up a description of making the model have finally got through. I should thank you for putting me on the right track [as it were]. In conversation with you about things Citroën you mentioned it might be interesting to build a model half track. Just the sort of challenge I needed.

[Warren's article appears on page 5, of this edition. Ed.]

Enough of toys — back to real life. Our green machine the [low] flying Light 15, CCK 336 has reached what I consider to be a bit of a , errr, milestone. We have now done 100,000 miles [160,000 km] with it in our nine years of ownership and still going strong. The most recent excursion was a 1,200 km round trip to Canberra with it pushed a bit hard on the way up against a strong head wind and steep hills. Fuel figure for the trip was 33 mpg [8.5 l/100 km]. A new set of tyres has just been fitted to the front wheels.

The previous set of Hankook 175-15 lasted for 35,000 miles [58,000 km] — not bad for front tyres on a front drive car.

I think that will do for this letter. I've worn out my writing arm [I'm not into word processors!]

Yours in Citroëning  
Warren Seidel.

[With a word processor, you wear out BOTH arms! Ed.]

## Book Review — *Classic Citroens, Vol. 1 Traction Avant 1934-1957.*

Classic Citroëns, Vol. 1  
Traction Avant 1934-1957.

By James L. Taylor. Yesteryear Books,  
London 1994.



One of the most frequent gripes one hears around the CCOCA traps is the problem that the majority of our members have when they try to find out more detail about their beloved Citroëns. Most of what is written about Citroëns is not in English! One finds information in Dutch and Scandinavian languages, German, Italian and even Japanese. Some is written in America (where it is generally accepted that they speak English) and in Britain, but the vast majority is written in French. And while "the pictures are in English", most people are left in the dark. Now here is some good news.

James Taylor has had published a slim (80 pages all up) stiff-back A4 volume on the Traction Avant, and I can probably do no better than quote the blurb on the back cover:

"Few cars can claim to have changed the face of motoring as much as did Citroën's Traction Avant of 1934.

"This book explains how the car came into being, examines the changes it went through in production, and provides guidance to would be owners.

"Citroën enthusiasts will find it an indispensable guide to one of the most remarkable cars ever made."

It has been said that necessity is the mother of invention, and this book illustrates the point. In 1982, Taylor was

looking for a complete history of the Traction Avant, in English. Not finding one, he set out to compile his own, intending to release it in 1984, the 50th anniversary of the Traction's birth. But no British publisher would risk a Traction book then, and his notes languished, in a sense overtaken by comprehensive works such as Olivier de Serres' "Grand Livre". Finally, we have Taylor's book, all the better for the delay in that it has been the beneficiary of the work of de Serres and others, as well as the input of enthusiasts such as Fred Annells. Despite its relatively small size, the book gives an excellent coverage of the Traction's history and technical features, model by model.

Other books in English on the Traction include parts of Malcolm Bobbitt's "The British Citroën" and the Brooklands Gold Portfolio of road tests of the Tractions. The small Profile Publication No. 95 by Michael Sedgwick is out of print, and there are a few pages on the Tractions in Shire Album 289 "The Citroën", by Jonathan Wood. John Reynolds in the UK expects to have out his Bay Books Original Series issue on the ID/DS in magnificent colour (including Ferdi Saliba's Melbourne-built car) during 1996, to be joined ASAP by a follow-up issue covering the Traction Avant and including Australian cars. It is planned that both these Reynolds books will each be printed simultaneously in about four languages, including of course English.

In the meantime, I expect the real mark of the English-speaking Traction enthusiast will be whether he has a copy of James Taylor's book on his shelves. The presentation of the book and its total of 87 black and white photos and adverts is adequate for the purpose, given the

relatively low cost of the product.

It was disappointing to find a few errors in the text and tables, but they are unlikely to seriously mislead the observant reader. For example, you are not likely to believe that the Slough 15-Six was introduced in "1930" (Page 54). Information in the Brooklands book indicate that the Six was introduced in Britain in August 1939, for the 1940 model year. The author wisely cautions (Page 70) that the serial numbers, taken from factory records for Slough-built cars, may be suspect. The few post-war LHD Light 15s built at Slough include the information that for 1954, the numbers were "135318-135317" (!), while one of these cars - 135317 - was also shown as being produced in 1953 (see Page 71). Maybe some tighter editing would also have weeded out the few punctuation errors that I saw. I know only too well that a writer checking his own work tends to read what he meant to put, which is not necessarily the same as what he actually put.

The book also records the single batch of post-war long-bodied Tractions that came out of Slough to Australia. It is interesting to recall that of the 24 Family Nines and one Commercial in the batch, some 17 still are known to exist.

My copy was from The Technical Book Company, Swanston Street, Melbourne, at a price of \$AUS 32.95. I was very glad I found it, and I think you will be when you get yours.

Bill Graham.

# Classified Advertisements

## WANTED

Wanted for the roadster restoration:

Big 15/Normale driveshafts, stub axles and hubs - just about any condition.

To buy or swap: A pair of French headlights or just the innards - the lenses with reflectors and telltales on the top (Marchal, Ducellier or Cibie). I have several types of lights for swaps, including Big Six style Lucas "King of the Road" and others.

Jon Faine, Tel 03 9482 4737.

## FOR SALE

Expressions of interest would be appreciated from persons of flamboyant inclinations who would like to give a lift to their personal presentation. The following items are now surplus to my requirements:

One large up-curling moustache of "handle-bar" type, formerly used by persons portraying RAF officers, by Donald Sinden in the "Doctor" series of films, and by comedian Jimmy Edwards. Well-used but maintained in excellent condition (no traces of chicken chow mein, nicotine from cheap cigars or tinting from rough red wines). Supplied with large free pot of theatrical adhesive.

Collection of spectacles, featuring unusual frames. Some taken surreptitiously from the dressing room of Dame Edna herself. Found unnecessary since acquisition of contact lenses.

These items will make a dramatic change in your appearance and indeed in your persona, most evident in the more youthful look achieved when they are NOT being worn (see illustrations below).

Those interested may apply with assurance of complete confidentiality to the address below. Please, no tyre-kickers. Genuine enquirers only.

"Cleanskin", PO Box 52, Balwyn Vic 3103.



## FOR SALE

For Sale. 1978 GS Pallas, silver excellent interior, straight body, appears to run well, currently unregistered and sitting at Warrnambool wreckers, but too good to wreck. A great buy as a second car.

Price: \$800, including delivery to Melbourne.

Photos available from  
Peter Fitzgerald [03] 9696 0715

## WANTED

Wanted

. Hood lining bows to suit 1950 Light 15 (ie English)  
. Driver's door handle (English)  
. Rear number-plate holder for same car  
If hood bows not for sale, a set for lending as a pattern would be appreciated.

Pay cash or swap for wheel drum and bearing pullers, surplus to my needs.

Ray Hobbs  
78 Gretel Drive  
Gladstone 4680  
Queensland.

Tel. 079 782 232 AH.

[Ray is an old-time member of CCOCA from wayback - even before my time - and it is good to note that he has "returned to the fold" and recently rejoined, maybe soon with a 1950 Light 15 on the road? - Ed].

## FOR SALE

For sale — Raid Australia '96 cars:

2CV6 Bicolour (pinkish purple over mint green [An acquired taste - Ed]), 1986 chassis with full-length reinforcement in 2 mm steel plate, rust-protected, RHD English body, 60 000 km, off-road front bumper. \$AUS 8500. Michael Mohr, Germany.

2CV, 15 YO, new waxoiled chassis, very nice body [on the car - Ed] and a good engine. Carolin Sorgel, Germany.

[There will be other cars for sale. These from Raid NL5 only. For more details, I suggest you contact Ralph Hibble on 09 459 1636, or your State committee member for the Raid - Ed].

2CV, rebuilt body, brand new chassis. Details: Barry Annells, 12A Barton Place, Burpham, Guildford, Surrey GU4 7UA, England. Tel 01 483 576 216 AH, 01 483 579 350 BH (delete the "0" and use 0011 44 prefix from Australia).

## FOR SALE FROM ROGER WILLIAMS

NORMALE/LEGERE & BIG/LT 15

### DRIVESHAFTS

Driveshaft with new outer CV joint and new inner cardan with standard taper fit to brakedrum £250.00

Driveshaft with new inner and outer CV joints with standard taper fit to brakedrum £300.00

Driveshaft with new outer CV joint and new inner cardan with splined fit to brakedrum. (exchange brakedrum required) £325.00

Driveshaft with new inner and outer CV joints with splined fit to brake drum. (exchange brakedrum required) £375.00

### CLUTCH

Diaphragm pressure plate and sealed release & spigot bearings (exchange flywheel required) £150.00

Lighten flywheel from 16 kg to 9 kg £25.00

Reline clutch plate. (exchange clutch plate required) £40.00

### GEARBOX

Crown wheel and pinion (10 x 31) with matching speedometer pinion £375.00

Differential with new body and satellite/side gears £225.00

Reconditioning of gearbox including all new bearings/bushes/oil seals/etc., reconditioned synchromesh hub and gear cones £500.00

Gearbox strengthening flanges for output flanges with new bearings and oil seals. (exchange output flanges required) £150.00

Reconditioned output flange (exchange output flange required) £30.00

Output flange stud (standard or oversize) £2.50

Nyloc nut for output flange stud (14 mm A/F)

£0.50

TOP shaft lock washer £3.00

Pinion shaft locknut £2.00

Gearbox gasket set £2.50

### ENGINE

Distributor shaft/body reconditioned with needle roller bearings £25.00

Stainless steel exhaust pipe/manifold nut £2.50

Complete engine gasket set £35.00

Cylinder head gasket £15.00

Wet liner base seal (0.05/0.075/0.10/0.125/0.15)

£0.35

### SUSPENSION

Reconditioned wishbone spindle with new phosphor bronze bushes (exchange spindle required) £50.00

15/6 & BIG 6

### DRIVESHAFTS

Driveshaft with new outer CV joint and new inner cardan conventional pattern\* £325.00

Driveshaft with new inner and outer CV joints conventional pattern\* £375.00

Driveshaft with new outer CV joint and new inner cardan of the original pattern that reuses the original Bibax joint £400.00

\*For the best results use a sprung clutch plate — the one from Normale/Legere & Big/Lt 15 fits.

### CLUTCH

Diaphragm Pressure plate and sealed release bearing set in new bearing carrier (exchange flywheel required) £200.00

Relined clutch plate (exchange clutch plate required) £40.00

### GEARBOX

Crown wheel and pinion (9 x 31) with matching speedometer pinion and new twin taper roller bearings for the pinion head £650.00

Reconditioning of gearbox including all new bearings/bushes/oil seals/etc., reconditioned synchromesh hub and gear cones £500.00

Gearbox gasket set £10.00

### ENGINE

Water pump impeller and shaft £35.00

New exhaust manifold in steel £300.00

Cylinder head gasket £25.00

Complete engine gasket set £45.00

Wet liner base seal (0.05/0.075/0.10/0.125/0.15) £0.35

Contact: R D R Williams  
35 Wood Lane  
Beverley, HU17 8BS  
Tel/Fax: 01482 863 344

*CCOCA Spares***TRACTION DYANE / 2CV**

New oil pump gears	\$55.00
Wishbone shaft, upper, reco	\$180.00
Lower ball joint adjusters [Permanently fixed to car]	\$60.00
Bushing, second gear	\$12.50
Bronze bush, brake shoes	\$4.00
Big boot bottom rubber	\$20.00
Scuttle vent rubber	\$30.00
Pedal rubber	\$10.00
Rubber grommet - petrol filler, 2 sizes	\$10.00
Door V block rubbers	\$35.00
Bonnet rubbers	\$0.35
Big and small boot paint protectors [under handles and lights]	\$30.00
Steering rack boots [pair]	\$44.00
Gearbox gasket set	\$18.00
Gasket set VRS [Big 6]	\$180.00
Gasket set VRS [L15, 11BL]	\$90.00
Exhaust muffler and tailpipe	
• Light 15	\$190.00
• Big 15	\$150.00
• Big 6	\$140.00
Exhaust hanger, rubber	\$2.50
Front hub	
• Outer seal	\$8.00
• Inner seal	\$8.00
Door lock [French]	
• Big boot	\$22.00
• Small boot	\$22.00
Front wheel bearings [state width when ordering]	\$26.00
Valve guides \$12.00	
Fan belt \$13.00	
Door lock springs	\$3.00
Inlet valves	\$20.00
Clutch plate	\$125.00
Fuel pump	\$50.00
ID/DS Main bearing O/S	\$85.00
ID/DS Conrod bearing	\$85.00
78 mm Piston rings	\$85.00
Big 15 Drive shafts [each, less inner cardan shafts]	\$480.00
Brake master cylinder [new]	\$85.00
Brake master cylinder kit	\$15.00
Tie rod ball joint kit	\$15.00
Brake hose [French]	
• Front	\$28.00
• Rear	\$24.00
Throttle shaft 32PBIC Solex [0.5 mm oversize]	\$20.00
Bonnet strip clamp [internal]	\$1.50

Brake hose	\$22.00
Seat rubbers	\$1.00

**EARLY 2CV**

All parts are new, unless otherwise stated

Clutch linings	\$15.00
Tie rod covers [metal]	\$3.00
Starter motor [reco]	\$40.00
Crown wheel & pinion	\$200.00
Front brake drum	\$15.00
Rear brake drum	\$15.00
Starter Bendix unit	\$10.00
Windscreen wiper speedo worm & drive	\$8.00
Front over riders	\$5.00
Head gasket [375 cc]	\$2.00
Lock & key set [2 barrels & 2 keys]	\$15.00
Oil pump bodies [bronze, no gears]	\$10.00
Valve springs	\$1.00
Steering pinion & bearing	\$15.00
Door catch	
Right front	\$6.00
Left front	\$6.00
Accelerator pedals	\$1.00

A large selection of old and recent 2CV parts are available through the Club, over and above those listed, at very reasonable prices. These are not held in stock by the Club, but we can arrange delivery quite quickly, in most cases

**WANTED**

Change over Silent Blocs [front] \$56.00 each, provided your Silent Blocs are serviceable

**NOTE: ORDER FORMS TAKE PRECEDENCE OVER TELEPHONE CALLS**

I cannot justify the time to chase second hand parts. If you need them, advertise in Front Drive

Prices subject to change without notice.

Contact Spare Parts Officer -Peter Boyle

