

FRONT DRIVE



AUSTRALIA'S  NATIONAL  MAGAZINE 
FOR  CITROËN  OWNERS  AND  ENTHUSIASTS



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POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

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www.citroenclassic.org.au

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

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

COVER IMAGE

The cover image is taken from the calendar of Traction Avant Nederland..

MEMBERSHIP

Annual Membership is \$45. For overseas membership add \$12.

MEETINGS

Club meetings are held on the fourth Wednesday of every month [except December] at 8pm. The venue is the Canterbury Sports Ground Pavilion, cnr Chatham and Guildford Rds, Canterbury, Victoria. Melway Ref 46, F10.

LIFE MEMBERS

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

Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

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Contributors to this edition of 'Front Drive' include: Ted Cross, Michael Killingsworth, Rob Little, Michael Molesworth, Tom Gruzca.

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, July 11, 2008

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CITROËNING

CH PLATES

Send your annual CH renewal form to PO Box 52, Balwyn, 3103. Please do the right thing and enclose a stamped, addressed envelope.

ABOUT TO ARRANGE A CLASSIC/HISTOROC PERMIT FOR YOUR CITROËN?

CH permit applications must be accompanied by a RWC. The onus is on owners to demonstrate that their cars are safe. Feel free to consult our Permit Officers for advice regarding getting your car on the road, and keeping it going.

FOR SPARE PARTS & TOOLS

Contact Rob Little. Phone: [03] 5823 1397 spareparts@citroenclassic.org.au [Please do it at a reasonable hour.]

CLUB SHOP

For Citroën models, memorabilia and other items contact Graham Barton on [03] 5987 0767 or clubshop@citroenclassic.org.au

OTHER CLUBS

VIC: www.citcarclubvic.org.au
NSW: www.citroencarclub.org.au/
WA: www.citroen.aceonline.com.au
QLD: www.citroenclub.org
www.doublechevrons.aunz.com

Most of us know the rarity value of the Traction 6H. This edition, Bill Schenk shares his story of his father's 6H. Bill is brilliant writer and his article reflects his brilliance. With luck we will be

the vacancies we have?

We have received advice of another celebration of the 75th Anniversary of the Traction. Full details of what certainly sounds like a fantastic trip can be found here.

Is your A-Series car making noises it should not be making? Then our technical article from 2CV GB ['Shake, Rattle and Groan'] is compulsory reading.

The latest news from the Committee's fleet including some technical 2CV advice from Michael Molesworth as he prepares Van Bleu for the coming Raid.

Events? Of course. You can plan your Citroën calendar for the next three months – so why not think about joining us for one of the many event in the programme.

Enjoy,
Leigh F Miles
Editor



Well we have just completed our deferred AGM and have filled most positions. You will find a full report on page 10. I am very confident that you will have a keen and committed committee for the next 12 months. I want to personally thank all of the existing committee members who are extending their service to the Club. I am sure that all members support my compliments to your ongoing efforts.

Our major activity – CitIn'08 was considered to have been a success. There was a lot of work undertaken by Andrea Fisher and her team and I would like to thank Andrea for her personal efforts on behalf of CCOCA.

The first few months of this club year will see leave of absence for several committee persons who are undertaking the Raid in Western Australia. Others are merely heading off for more conventional, though nonetheless well-deserved breaks. This will unfortunately mean a less active period for the Club but Leigh Miles will do his best to keep everybody busy with some great new activities.

Please consult the A-Tractions section of this magazine and the website and I encourage you to come along and have some fun with your CCOCA friends. The Bastille Day celebration is a

personal favourite of mine and I hope to see you come along.

This year will see a consolidation of activities and a review of Club affairs and activities. We can be proud of our club which, I believe, is held in high regard by

all fellow Citroënists in Australia. We can only continue this level of activity if you respond with your support of our activities. Our Club can move in whatever direction we choose to take it. So if you would like some different events, please write to the Editor or myself and let us know what interests you currently.

The next few months for the Crosses are pretty full. Two weddings with the Raid in the middle, will keep our attention. Additionally there are a couple of us already booked to go to the 75 years of Traction event in Arras in France. This is a great opportunity to see our famous Tractions celebrating their birthdays together. I hope there are some more Aussies from any of the Clubs who are also interested. Give me a call and I will try to help you join the activities with us.

I am looking forward to meeting you at a CCOCA event this year. Enjoy this issue of our magazine. Thanks Leigh.

Cheers
Ted Cross, President



Ed SED

asked to permit its reprinting overseas.

Of course, for those who may not be up to speed on the 6H there is a more technically focused. I hope you enjoy them both.

Naturally, as the edition of 'Front Drive' that follows the Annual General Meeting, we print the results. You will see we have a couple of vacancies on the Committee. While this is not new – over the years I have been a member, we have often found ourselves short a member or two. However, life for everyone is far better for all concerned if we have a full compliment. Why not consider volunteering for one of

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Please note: if no bookings have been received for an Event, by the booking deadline, the Event will be automatically cancelled.

A-TRACTIONS

● JUNE

TECHNICAL DAY

WHEN: Sunday, 15 June
TIME: 11:00am
WHERE: David Gries' home workshop
COST: Free
BRING: Chair, camera, 2CV, lunch, warm clothes
BOOKING: Not required
CONTACT: Ted Cross
04 0059 2208 or David Gries

Overview of Raid preparation for 2CVs attending the 2008 Raid. Whilst this event will especially interest Raiders, there can be a lot learned by visiting David's workshop and seeing 'The Master' at work and play! We suggest you bring a snack and a warm drink. This is a self-catering event.

CLUB MEETING

WHEN: Wednesday, 25 June
TIME: 8:00pm
WHERE: Canterbury Sports Ground Pavilion, cnr Chatham & Guildford Rds., Canterbury
COST: Free
BOOKING: Not required
CONTACT: Ted Cross,
04 0059 2208
secretary@citroenclassic.org.au
Come along for a chin-wag with

your Citroën friends. Books from the library, the latest international and local magazines and, of course, supper!

B&M CONSOLIDATED CASTINGS

WHEN: Saturday, 28 June
TIME: 9:00am to midday
WHERE: Factory 12
5 Apoinga St, Dandenong Sth
COST: Free
BOOKING: Essential by 18 June, for catering
CONTACT: Ted Cross,
04 0059 2208
secretary@citroenclassic.org.au

Please Note: This event is a Saturday morning to fit with the factory schedule.

Join us in visiting the specialist factory to see how they cast non ferrous castings for cars, steam engines, boats and more. You will get a tour of a foundry which has a world-wide reputation for manufacturing rare and special parts. Not to be missed.

● JULY

BASTILLE BREAKFAST

WHEN: Sunday, 13 July
TIME: 9:30am
WHERE: Breizoz,



139 Nelson Pl, Williamstown
COST: Depends what you eat
BRING: Wallet
BOOKING: Essential, by July 6
CONTACT: Ted Cross
04 0059 2208
president@citroenclassic.org.au

In Brittany on the west coast of France, crêperies are as common as pizza parlours in Australia. The savoury crêpes are made with buckwheat and the sweet crêpes are simple and delicious.

Breizoz Crêperie brings these crêpes to you with an authentic menu and atmosphere. Parking in front of Breizoz is possible if you arrive on time, but it is a popular area and you will need to be early or lucky. We have invited CCCV and the

Renault and Peugeot clubs, along with VeloSolex owners.

The back room is booked, which can hold 40-50 people and we hope to fill it. With this number, there will be a set price menu,



decided in advance and you will pay for yourself prior to leaving. Remember, no booking... no seat.

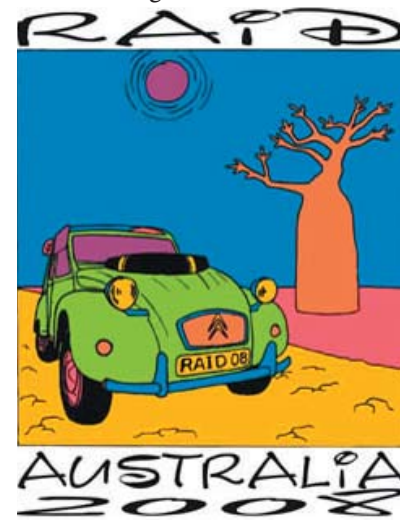
RAIDERS' FAREWELL

WHEN: Sunday, 20 July
TIME: 12:00pm
WHERE: Eric Raven Reserve, Glen Iris [CCCV Club Rooms]
COST: Free
BRING: Meat for the BBQ supplied. BYO salad, drinks, chairs
BOOKING: Essential by 13 July
CONTACT: Ted Cross
04 0059 2208
president@citroenclassic.org.au

Join members of both CCOCA and CCCV for lunch and to farewell the intrepid Raiders.

CLUB MEETING - DVD DELIGHTS

WHEN: Wednesday, 23 July
TIME: 8:00pm
WHERE: Canterbury Sports Ground Pavilion, cnr Chatham & Guildford Rds., Canterbury
COST: Free
BOOKING: Not required
CONTACT: Ted Cross,
04 0059 2208
president@citroenclassic.org.au



Do you have a favourite DVD that features a Citroën? Bring it along tonight and share you cinematic Citroën specialty with the other members of the Club. Is yours Roger Moore as James Bond driving a 2CV to escape the

BRING: Picnic lunch, chair.
You must wear fully enclosed shoes – no sandals or thongs
BOOKING: Not required
CONTACT: Leigh Miles
[03] 9888 7506
editor@citroenclassic.org.au

Here is your opportunity to tour a real open cut mine and power station. Learn about the role of coal in the power supply of Victoria. Sorry about the early start time, but the Tour starts at 11am.

CLUB MEETING – NOCTURNAL OBSERVATION RUN

WHEN: Wednesday, 27 August
TIME: 8:00pm
FROM: Canterbury Sports Ground Pavilion, cnr Chatham & Guildford Rds., Canterbury
TO: Leigh Miles' 16 Harrow St., Blackburn South

COST: Free
BRING: A street directory
BOOKING: Not required
CONTACT: Leigh Miles
[03] 9888 7506
editor@citroenclassic.org.au

How well can you navigate your way around Melbourne's Eastern Suburbs? In the dark? You have the start point. You have the destination. All you have to do is get from one to the other and answer some simple questions along the way. Simple, really. There will be hot food awaiting you to make the drive worth

while. And prizes? Yes, there will be prizes.

● SEPTEMBER DAY RUN – YERING STATION FARMERS' MARKET

WHEN: Sunday, 21 September
TIME: 10:00am
FROM: Carpark opposite Ringwood Lake, Maroondah H'way, Ringwood

TO: Yering Station Barn, 38 Melba H'way, Yarra Glen
COST: Depends on what you buy

BRING: 'Esky' to keep your purchases cool, picnic lunch, chair
BOOKING: Essential, by 14 September

CONTACT: Rob Little,
[03] 5823 1397
spareparts@citroenclassic.org.au

Founded over 9 years ago the Yarra Valley Regional Farmers' Market is the longest running market in Victoria. Held on the third Sunday of each month in the Historic Barn, the Farmers' Market features produce made and grown by some of the regions' best producers.

Speak to the producers while purchasing fresh seasonal fruit, juices and vegetables, locally baked bread, biscuits, pies and fudge, the best jams and preserves, cheeses, coffee, pasta, locally grown flowers, olives, eggs, honey, meat and much more. The Yering Station Produce Store also houses a full range of Yarra

Valley produce complemented by imported delicacies from The Essential Ingredient, Raw Materials and Enoteco Sileno. Body treatments from Aesop, French market baskets and specially sourced homewares complete the unique collection. Located in the front room of the Cellar Door, the rustic sunlit shelves are home to a fabulous selection of produce from the Yarra Valley Regional Food Group. Extending from Cunliffe and Waters jams and relishes, Yarra Valley Preserve's gourmet products, Kinglake fresh berry sauces, Enspices cooking accompaniments to Grovedale & Tandara Grove olive oils, local cheeses, Yarra Valley ice-cream and fresh Yarra Valley Pasta just to name a few. After the Farmer's Market we will head up the road to the Yarra Valley Dairy to sample and buy some of the best cheeses made in Victoria. Then off to a picnic/BBQ lunch in Yarra Glen. Just don't eat everything you bought this morning.



A-TRACTIONS

'badies' in Peugeot 504s? Or Sean Connery in a Traction in 'From Russia with Love'? Or one of the many promotional videos made over the years by Citroën. The marque has always been popular with the 'Top Gear' Team... maybe they have struck a chord with you? Supper? Of course!

● AUGUST DAY RUN : POWERWORKS

WHEN: Sunday, 17 August
TIME: 9:00am
FROM: Brandon Park Shopping Centre, Springvale Rd, Brandon Park. Carpark near Video Ezy
TO: PowerWorks, Ridge Rd., Morwell
COST: Adults: \$10.00
Concession: \$6.50



While some might regard the Club's Annual General Meeting as one of the more boring moments in the Club's calendar of events it is one of the most important. For two reasons.

the Club may not be best served a totally new committee.

Last year, we were fortunate to have Michael Molesworth join us in the General Committee position, providing an opportunity for him to 'find his feet'. At the AGM he has taken on the rather more high profile position of Secretary.

First, it provides the members with a snap-shot of the state of health of the Club. It can answer questions: 'how many members do we have?', 'is the membership increasing or decreasing?', 'are we financially sound?'

Second, and importantly for the Club's future the new committee is elected. This is an opportunity for new blood to join the committee and have a strong say in the direction the Club will take over the coming year.

Of course, there is also benefit in stability – the functioning of

The vacancy for Secretary was caused by Ted Cross moving to 'real' rather than 'acting' President. Under the terms of the Club's constitution, the President cannot hold more than one post – so Ted faced the unenviable decision: President or Secretary. It is good to have Ted back in this position.

Three committee positions have remained unchanged. Clare Hadaway will continue to manage the funds, Rob Little will continue to service the members' needs for spare parts and yes, you still have me on the keyboard.

Bernie Hadaway has replaced Michael in the General Committee position.

That leaves us with a vacancy. We did not find anyone prepared to take on the role of Activities Co-ordinator. Note, the title is co-ordinator. Whoever puts their hand up for this role does not need to arrange every event the Club undertakes. It is truly a co-ordination role. There is already, for the balance of 2008 an outline programme of Events, with organisers' names attached – you do not even have to 'hit the ground running'! If you believe you have the skill set to co-ordinate 'stuff' and would like to be part of a relaxed committee [and eating out] environment, contact Ted Cross [04 0059 2208] to discuss the idea.

The second vacancy remaining at the close of the AGM was Club Shop. For anyone who likes to spend other people's money this is the perfect job. It is not

unfair to say that over recent years Club Shop has not received the focus from the Committee that it deserved. At times in the past you could almost guarantee that at every Club meeting, the Shop would have something new. Maybe that is too much to ask. But, the committee is very keen to see Club Shop revitalised and is therefore prepared to pour money into new stock and help make the CCOCAShop one of the best in the Citroën Club world. Once again, talk to Ted, you have nothing to lose. [04 0059 2208]

Jeff Pamplin continues as 'Web Wallah' and has taken on the mantle of Membership Secretary.

All other support positions remain unchanged.

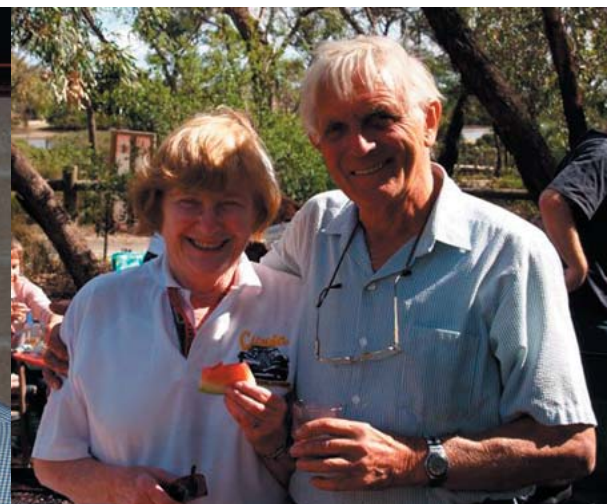
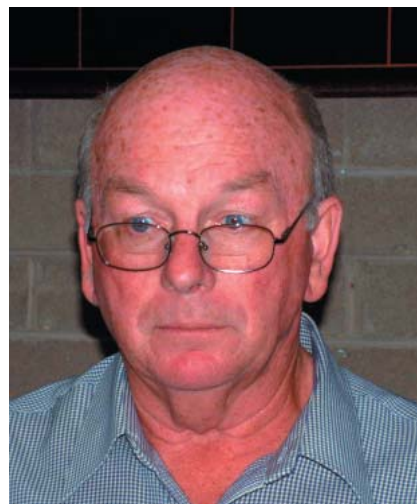
Oh, and by the way... we had a great night. Not only was there a hot supper on a chilly night, but there was a wine tasting as well.

Leigh F Miles



ANNUAL GENERAL MEETING

Left to right: Ted Cross has returned to the position of President. Michael Molesworth has stepped from General Committee to Secretary. Rob Little continues to manage our Spare Parts and Clare Hadaway keeps track of the money. Bernie Hadaway takes the General Committee position



The road holding of the Citroën has always been good, due in no small measure to its basic features of long wheelbase [10ft 1½ in, 3.09m], wide track [4ft 10in, 1.47m] and a very low centre of

the car's centre of gravity, which, in most designs, occurs around the front seat position. With such a combination the occupants of the front seats are subjected to quite violent forward impulses, while the rear passengers receive a mixture of vertical movement and fore and aft motion, a most

gravity. Lack of fore and aft pitch indicates that the centre of oscillation of the car is forward of the front wheels, as the vertical movements experienced appear to be of less magnitude in the front seats than in the rear. The worst possible condition of ride, incidentally, is when the centre of oscillation lies within the wheelbase near to

unpleasant combination.

Another feature which is of some importance in relation to the Citroën's road-holding is the high percentage of weight carried by the front wheels. Unladen, with five gallons of fuel in the tank, the weight distribution is 60% front and 40% rear. There is thus a high ratio of sprung to unsprung

weight at the front, which gives a high inertia value against which the springs can react; similarly, with no axle the ratio is also high at the rear end.

This means that the wheels are in contact with the ground for longer periods than if the ratio of sprung to unsprung weight were of a lower order. The concentration of weight forward in combination with the inherent characteristics of front-wheel drive, give the car its uncanny directional stability and precision of handling.

The six has now been equipped with hydro-pneumatic suspension at the rear, which has enabled a softer ride to be provided; at the same time, the front suspension has been softened. The general arrangement of the front wishbones is retained but the torsion bars have been considerably lengthened and the rate reduced. In addition, an anti-roll bar, connected to the lower wishbone arms by drop links, has been added.

Air springing is not new and it has always attracted designers. Its property of a rapidly rising rate gives low flexibility at small deflections, with increasing resistance to bumps at high deflections. One application was seen in the suspension struts used for BRM racing cars. Air suspension is also becoming popular on commercial vehicles in the USA, the air being in rubber containers placed between the axle and frame. By us-

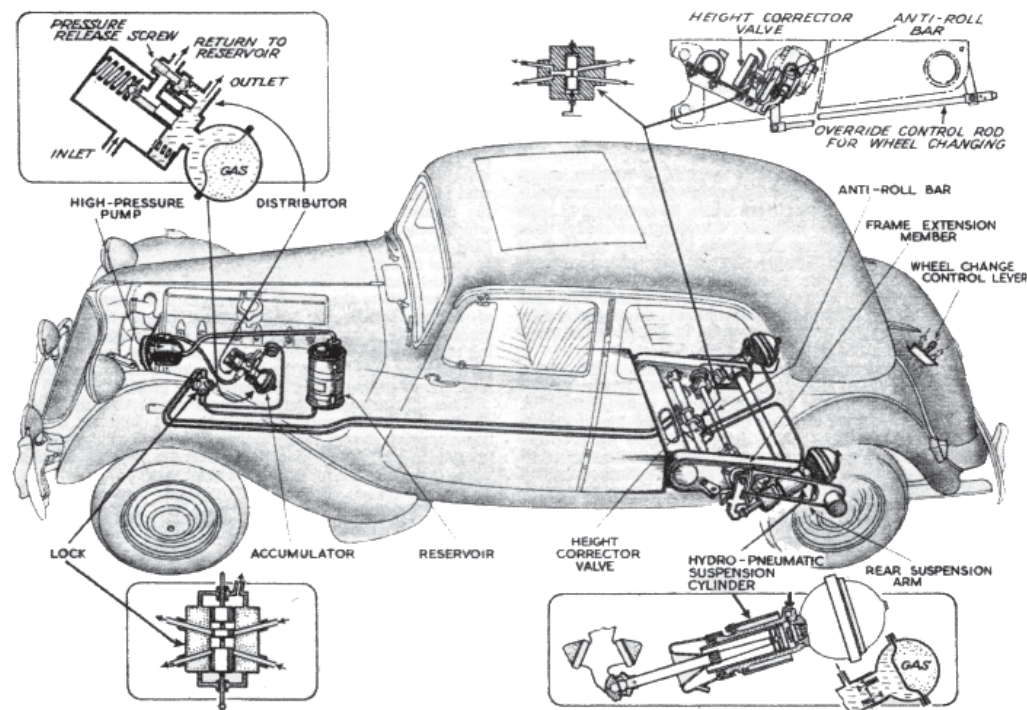
ing such containers the difficulty of preventing the escape of air under compression is overcome, and a rubber bag is also used in the Citroën system. But although an air spring has this desirable quality of increasing stiffness to load, it has been found necessary to supplement it with hydraulic damping.

The point of real importance in the Citroën rear suspension is that it incorporates a constant level device which returns the rear of the car to the same static position irrespective of the load carried. This is achieved by adjusting the length of the oil column forming the reaction member between the air spring and the piston of the hydraulic struts.

With the normal type of suspension system, using mechanical springs, it is necessary to have a spring rate higher than is desirable for the best ride conditions, to avoid too much change in spring deflection between the laden and unladen conditions. If, as in the Citroën, the static position remains constant irrespective of load it permits a reduction of spring rate, thereby giving a softer ride. By present standards the Citroën rear suspension is very soft, having a frequency of approximately 40 oscillations per minute; an average figure for the equivalent modern British saloon would be in the region of 70 to 75 per minute. Soft springing can, of course, cause excessive roll, but, as explained above, the inherent roll

Opposite: layout of the Citroën hydro-pneumatic rear suspension system. The main functional components are the pressure pump, accumulator and distributor valve, isolation cock, height corrector valve and wheel suspension cylinders. The front suspension continues to employ torsion bars in conjunction with wishbones, but the bars have been lengthened to give a considerable reduction in rate

LA TRACTION 6 H



resistance of the Citroën is high and the car is almost completely free of this undesirable feature.

The rear of the car has been modified by mounting the new suspension units on a sub-frame extending backwards from the

hydraulic damper fluid by a rubber diaphragm. Two-way damper valves are carried in the neck of the spherical component where it is screwed into the cylinder.

A seven-cylinder pump driven by a V-belt from the crankshaft pulley and supplied from a reservoir mounted on the scuttle

supplies hydraulic pressure. The hydraulic fluid is delivered to a hydro-pneumatic accumulator incorporating a distributor valve which pressurizes the system from the accumulator when the pump is inoperative. With the pump delivering, this valve feeds the fluid under pressure to recharge the accumulator and to feed the suspension system. Thence the circuit passes through the isolation cock to an automatic height corrector valve, and from this a single pipe connects to each hydro-pneumatic spring unit. This corrector valve regulates the pressure in the spring units and thus allows for variations in the load carried. The hydraulic fluid is the same as that used in the braking system.

The accumulator screwed into the end of the distributor valve body is, like the suspension units, a sphere containing gas on one side and the hydraulic fluid on the other, separated by a inflexible rubber diaphragm, the gaseous mixture being the same as that in the suspension unit.

The isolation cock fitted between the accumulator and height

corrector enables the rear portion of the circuit to be isolated from the front, so that the system is locked to maintain the suspension at its static height when the engine is stopped. This cock is opened automatically by the first application of the clutch pedal after it has been closed.

HEIGHT CORRECTION

The automatic height corrector is a slide valve actuated by a tongue attached to the anti-roll bar. Thus, as the suspension arms rise and fall this slide is moved up and down. As the arms rise, the slide uncovers the delivery port and allows hydraulic fluid to pass under pressure into the suspension cylinders. As the arms fall the delivery port is closed and the fluid passes from the springs back to the reservoir. So long as the suspension unit remains at normal height, the delivery and return ports are closed.

An overriding control is attached to the slide valve so that a lever in the boot of the car, used when changing the rear wheels, can operate it manually. This control has three positions

normal, high and low. A stand is inserted under the vehicle on one side or the other, immediately in front of the rear wheel. With the control placed in the low position the suspension arm is raised, bringing the wheel clear of the ground by action of the hydraulic fluid, and the weight of the car is taken on the stand so that the wheel can be removed.

Doubts may be raised as to the possibility of failure, or leaks, in the hydraulic system. The worst that could happen is the fracture of the fluid pipe, in which case the car could be driven home slowly with the suspension arms resting against the rubber bump stops.

Undoubtedly this system sets a new standard in ride comfort in an ingenious manner and may well promote a new line of thought for suspension systems of the future.

This article first appeared in 'Autocar' on 19 August, 1955. ✕



LA TRACTION 6 H

main body sills. This extension piece is based on a steel tubular cross-member bolted to the main frame with end attachment plates. Two box-section side-members are welded to this cross-tube and terminate at another large-diameter tube welded between their rear ends. The trailing links of the suspension are each mounted on this extension with the aid of two opposed taper roller bearings; an anti-roll bar is connected between the pivot points. A further arm extends downwards from the pivot point of each trailing link to carry the reaction point of the hydro-pneumatic jack and the bump and rebound rubber stops.

The hydro-pneumatic spring unit is attached to the rear cross-member of the frame extension and the piston rod is actuated by the lower end of the trailing link drop arm.

The suspension unit consists essentially of a sphere screwed into the end of the hydraulic cylinder. The gaseous mixture [the nature of which is not revealed, but it is probably one of the inert gases] is separated from the hy-

You may have read about the restoration of my Big 6 recently, well I have another tale of woe. It is a tale about my father and a Big 6 H.

The story really starts pretty

SOMETHING TO SEE HIM OUT

much where the story of my Big 6 restoration finishes.

After ten years of work, I finally got the 6 to a registerable condition and soon after it was registered I decided that as a dutiful son I should take the old bloke for a ride. Of course, I could not let him have a drive himself, I am not that dutiful!

We went on quite a lengthy lap around the surrounding suburbs and I thought that it only proper that I should drive it as he did when he had it. So I gave it a good thrashing.

The first thing of course was to plant the accelerator pedal firmly on the floor and leave it there for as long as possible. Then, there was the obligatory double lane change through the traffic. I even got a double, double lane change in, followed by getting into a race with some idiot who thought he was good enough to have a go.

Of course you do get older and wiser and you look back at some of the things that you did when you were younger and regret it. You even think that you

may have been a tad irresponsible, lacking judgment and stupid.

To my shame that has not happened to me. I look back at that drive and think of how much fun it was.

If you drove like that in Sydney today, you would have your car confiscated and rightly so.

People who drive like I use to, should be driven from our roads. Driving for me has become a boring chore.

Several weeks after this drive I received a phone call. It went something like this. 'G'day Bill, it's the old bloke. That Citroën of yours, I'd like it.'

Bloody hell, I thought! The cunning old bastard! He waits until it is on the road and then asks for it back. I was beside myself. I broke out in a sweat; all sorts of profanities were running through my head. None of which I could say aloud. Got to look after the inheritance, don't you?

Then I heard him say something about doing something that would see him out, and it dawned on me, the penny finally dropped. You see, I had purchased a donor car. It was a Big 6 big boot model and this was the car he wanted. Thank %*#@ for that!!!

I was so relieved that I pulled the car out of the yard and sent it to him post haste.

If I were totally honest, I would have to tell you that the car itself was, well, stuffed though it

did have good mechanicals. That is if you do not take into consideration that the motor had to be rebuilt and that the gearbox was bugged, oh and then there was the brakes. They were stuffed too!

Now, because my dad had stolen my donor car, I now had to buy parts for myself, which seems to defeat the purpose of buying the donor in the first place really. I am not bitter, really, I am not, but as fate would have it, it was on one of these spare part-buying trips that I found the Big 6 H.

I had bought parts from Continental Cars for ten years and there was always a Trac-tion Avant under a car cover in their back yard. I had never paid any attention to this car as I assumed it was a Light 15. [As the owner of a Light 15, I think I am supposed to take offence at the summary dismissal of the model. Ed.]

There I was in the back yard at Continental when Greg Bunting, who always seems to know when there is a bunny about, said that the car under the



cover was a Big 6.

Greg is a good salesman; he knew he did not have to say more, I was already closed.

I took the cover off to discover that not only was it a 6, but an H as well.

SOMETHING TO SEE HIM OUT

I stood there thinking 'What would you rather inherit, an ordinary 6 or an H?'

I made the call straight away. The call went something like this. 'G'day dad, I thought it only fair that I tell you that you've just bought a car and that I'll be up tonight to get the cash... Yeah, yeah dad, it'll see you out.' Deal done!

We had to get rid of the donor because of space problems. It probably went overseas to a smelter somewhere. It probably came back as a Hyundai or a Seat! Perhaps you are not ready for a statement like that, so forget I said it.

Being a qualified engineer my father was chuffed to think that he had a transitional model, a model that had the classic lines of a Big 6 and with suspension which was about to revolutionise the car market with the DS.

Every time I saw him he would go on and on and on and on about the transitional model and how this was the car that they first tried the pneumatic suspension on.

I am a tea totaller and it almost drove me to drink!

When this car is finally on the road and driving if it does not handle and drive as a Citroën should I am going to be bloody livid!

The restoration started, and dad being relatively well off, I assumed on expense would be spared. Particularly when you remember that there were only about 25 brought into the country. However, it is hard to change the habits of a lifetime. In my father's case it turned out to be impossible.

I would say to him 'You know that we can buy a floor and sills for this thing new?' 'Yes I know,' he would reply, 'but I have a perfectly good piece of tin, rusting over there and I'm going to use it.'

He not only made the sections himself, he also made the tools to make the sections. He made a roller to roll the sills to the right shape. He made a folder to fold any steel sheets. When he was working for a living, he had a band saw: he made it out of bits of steel, two wheels from a push mower and a motor off an old washing machine to make the whole thing run.

'You can buy one of them for \$300 brand new.' 'I know!', he'd say 'but the jaws on those aren't wide enough.' He always had a good argument for what he was

doing no matter how retarded it was.

It took him about five years to finish welding up the body. Four of which was taken up with making all the gear!

Even when it came to remove the old paint, he did it the hard way. You or I would send it to the sandblaster to get stripped: we would call that normal behaviour. He stripped his car with a heat gun and paint scraper: I call that retarded behaviour!

The work he put into this car was phenomenal. He made

floor sections, sill sections, boot sections, door bottom sections, engine bay sections the list goes on and on. Until, eventually it was ready to be bogged-up.

This is where my brothers John, Alan and myself come into the frame.

We are really good at putting bog in, so good at the use of bog are we that given enough of the stuff we could turn a Mini into a Jaguar.

Why was it left up to us? Because my old man was old and blind as a bat, that is why!



So there we were. The three of us, all wearing glasses, because we too are blind as bats.

We put big batches of bog in. It is alright though, because we make up for it by taking a lot out. The dust was white and thick

a long time; about nine months in fact and really because of the amount of bog that was in the car it worked to its benefit. It meant that the putty was really hard and the possibility of shrinkage was greatly reduced.

During this time my father's health did not look to good to

me and it was decided that it was time to get this car painted.

So Big Al, Slim and Wee Willy descended on the old boy's house for a weekend of fun. [They

and the talk was blue.

It took us a whole weekend to do but we did it and I put a nice coat of putty on her.

The car was not touched for

SOMETHING TO SEE HIM OUT



call Alan, Big Al because when he was young he was a runt. They call John, Slim 'cause he ain't. Why do they call me Wee Willy? Modesty prevents me from telling. You work it out.]

We all had our jobs. The old boy's job was to oversee everything; Alan's job was to keep John away from doing anything and taking the credit. Mine was to do all the work.

We started rubbing and John, who is the only one of us who went to Tech to become a qualified painter, would start by saying what a great painter he is. He knew that Alan would not let that statement rest for the simple fact that he isn't. So the banter would start between them. However, I would be rubbing, paying no particular attention to what was being said [Much like when my wife talks to me.] when I'd hear 'Isn't that right Bill?'. This did not faze me at all even if I was not paying attention to what was being said. Years of practice, conversing with my wife pays off. I simply reply 'Uh huh.'

Sound familiar ladies?

Finally, it is rubbed and ready to paint. Well not quite. I did have to re-rub where John had sanded. Alan did not do his job did he?

When you paint a car in a garage in the back yard there are certain things that you have to do. You do not have the luxury of a spray booth or a good compressor. You have to control the

environment as much as you can. This means giving the area a good sweep. That was dad's job. Well we had to make him feel part of it didn't we? And when we were about to paint I wet the floor to try and stop dust flying off the floor onto the job.

After listening to John and Alan telling each other what great painters they are I was given the job of doing the actual painting. Why? Because even though I am the least qualified, out of the



SOMETHING TO SEE HIM OUT



three of us I am the best painter. That is why. I do not mean to blow my own trumpet; I am nothing if not humble. But I am a bloody good painter.

My father chose the colour – metallic blue with black

ing kamikaze style all over the turret!

Fair dinkum, the fumes did a better job than that man with a can of Mortien.

What do you do in a case like this? Luckily, I was a professional painter and I knew exactly what to do.

I went straight

to the medicine cabinet and got a pair of tweezers. It is such a sad sight seeing these poor creatures struggling across the roof. Some of them left little trails in the paint as they struggled for life.

Though we did have some problems, the finished result was pretty good. I came back a few weeks later to slick the imperfections that were left by the bugs and gave it a good buff. In the end with the black guards in place, it turned out to be a stunner.

The car stood without much being done after that. Plans were made but finally in February this year the job did see the old boy out. Just how he wanted.

This car gave him endless hours of fun and gave me and him endless hours of conversation.

My brothers and I will finish this car so you may just see it a Citroën sometime in the distant future.

Of course, it's not for sale. Another bloody car that is not for sale! Where will I put them?

Bill Schenk

[Bloody Citroëns everywhere!]

Mrs Bill Schenk



2009 sees not only the 75th birthday of the Traction Avant it also is the 75th anniversary of the trip made by François Lecot from Paris to Moscow and back again and the 25th anniversary of the Paris-Moscou-Paris trip of 1984. In the summer of 2009 we will follow a very similar route in either Traction Avants or HY vans. The trip has no competition element. The organization manages the route, the stops, the stay on camp sites or other recommended sites. The single goal of this trip is that everyone who starts will also finish... along with their vehicle.

It will be possible to participate in just a part of this great journey. You may, for example

have determined to attend the major Traction meeting on Arras between July 10 and 13. The weekend after, July 18 sees the Paris-Moscou-Paris trip leave Paris. You can join us as far as Copenhagen, or leave us in Stockholm or Helsinki.

This time it is possible to join for just a part of the project. For example: You have decided to go to the big meeting in Arras 10-13 of July 2009. The weekend after that July 18th the Paris-Moscou-Paris trip starts in Paris. You can join the trip from Paris to København or even further Stockholm or Helsinki.

SOMETHING TO SEE HIM OUT

guards.

It was evening when I started to pull the trigger and it started really well. I was able to put the base coat down very nicely and it looked quite good.

If you do not know much about metallic paint, I can tell you that the base coat is the actual colour and when it dries, it dries dull and flat. To get the gloss you have to put a clear coat on top. This is the stage that you have to be steady and methodical.

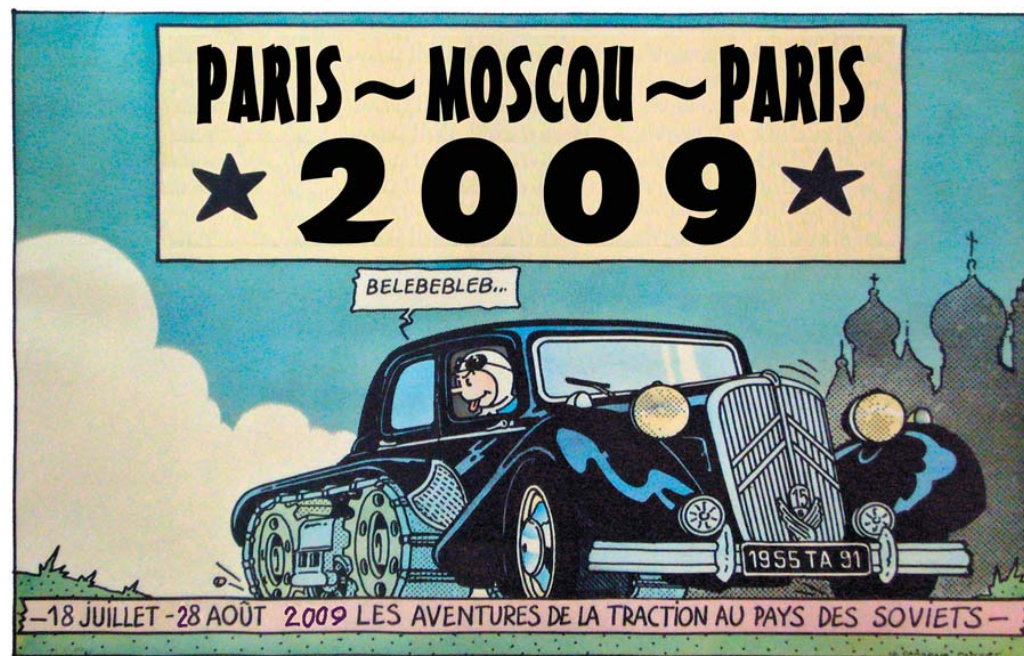
Remember how I mentioned about controlling your environment as best you can? Well even though we did all we could something happened that even I did not foresee.

I tell ya, I was putting on a fantastic clear coat. It was even; shiny and no runs. I was watching it go on and thinking, yeah, even here you are a great painter. Yep, humble, that is me.

If anything is going to go wrong, you can be sure that it will happen when you are putting the shine on.

Bugs in the rafters! Bugs dying in the rafters! Bugs crash-

PARIS ~ MOSCOU ~ PARIS



ORGANISER

The organiser of Paris- Moscou-Paris is the Club of Ancient Automobiles & Rally's division Netherlands.

REGISTRATION

Interested parties can sign up

participating car. The organisers reserve the right to decline applications at their absolute discretion, in which case any fees paid will be refunded.

COST

The organisers estimate that the total 42 day event will cost a team of two adults €10,000.

- Fuel @ €1.50/litre, for 10,000km = €1,500
- Sundry vehicle costs [oil etc] €500
- Tolls and ferries €1,000
- Camp sites €20/night €840
- Food €50/day €2,100
- Drinks €20/day €840
- Incidentals €10/day €410
- Entrance fees €800
- Registration fee €100pp €200
- Vehicle registration €750
- Incidentals & inflation €1,000.

PARTICIPATION FEE

The cost to participate in this

journey is €750 per vehicle. Additionally, adults will pay €100 per person, children between 7 and 14 at the date of commencement of the trip will pay €50 each. Children under 7 are free. To add a caravan or trailer to your car will cost €150.

If you join the trip for only a part, the participation fee will be calculated on the number of kilometres and the number of participating days. Arrival and departure days are counted as full days.

OVERNIGHT STAYS

The trip is set up as a camp site trip for all participants. Also the service team will be only at the camp site.

We are looking for hotel accommodation too.

ROUTE.

The event will commence on 18 July, 2009 and conclude on 28 August. The route is subject to change both prior to commencement and over the course of the trip.

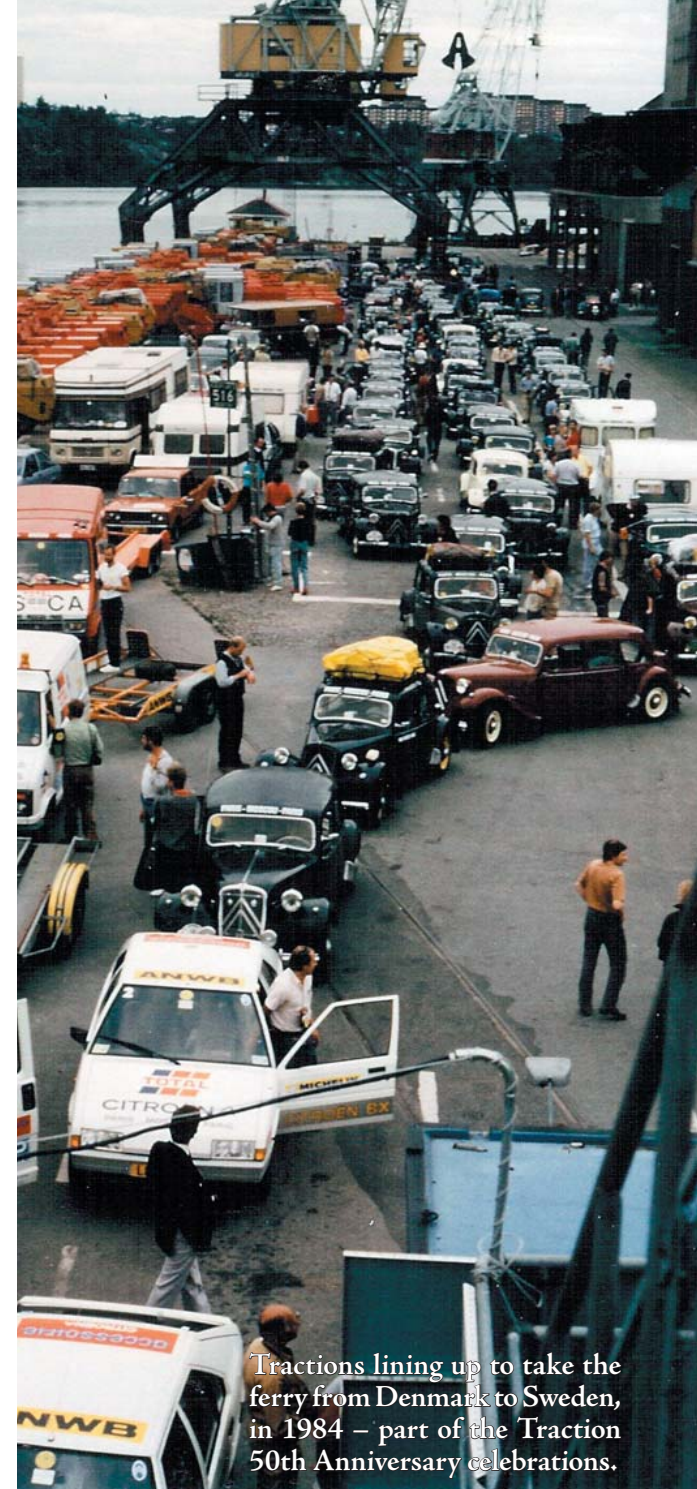
The first section of the route, from Paris to St Petersburg is very similar to that followed in 1984. Some refinement of the route through Holland is still to be undertaken. It will be a far more pleasant drive along the Kinderdijk, rather than the motorway between Brussels and Amsterdam. Then, after St Petersburg a fully new route comes. Or at least for the most of the participants. The route brings us then via Tallinn and Riga to Moscow.

PARIS ~ MOSCOU ~ PARIS

with a contribution of €25 a year. They receive the bulletins where all information regarding the trip appears. Interested participants sign up by completing the registration form and payment of a first advance of €100 of the registration fee. The registration form can be downloaded from the web site. You will also need to supply a recent passport picture of the participating persons and a recent picture of the participant.



Maybe not the exact route for Paris ~ Moscou ~ Paris, but it gives a fair idea of the destinations



Tractions lining up to take the ferry from Denmark to Sweden, in 1984 – part of the Traction 50th Anniversary celebrations.

Both in Tallinn and in Riga we will meet with the local classic car clubs. In Tallinn the group drove along with the yearly Tallinn Ring, an always recurrent event of classical cars. Perhaps we are entertained there again on a warm welcome of

20/7 Paris » Brussels 305/305
21/7 Brussels » Amsterdam 210/515
22/7 Amsterdam
23/7 Amsterdam » Hamburg 467/982
24/7 Hamburg » København 331/1,313
25/7 » 26/7 København
27/7 København » Linköping 460/1,773
28/7 Linköping » Stockholm 200/1,973
29/7 Stockholm

30/7 Stockholm » Turku 72/2,045
31/7 Turku » Helsinki 166/2,211
1/8 Helsinki
2/8 Helsinki » St Petersburg 393/2,604
3/8 » 4/8 St Petersburg
5/8 St Petersburg » Tallinn 372/2,976
6/8 Tallinn » Riga 312/3,288
7/8 Riga
8/8 Riga » Velikije Luki 447/3,735
9/8 Velikije Luki » Moskwa 484/4,219
10/8 » 11/8 Moskwa
12/8 Moskwa » Orel 381/4,600
13/8 Orel » Konotop 434/5,034
14/8 Konotop » Kiev 150/5,184
15/8 Kiev
16/8 Kiev » Rivne 318/5,502
17/8 Rivne » Lvov 220/5,722
18/8 Lvov » Debrecen 380/6,102
19/8 Debrecen » Budapest 219/6,321
20/8 Budapest
21/8 Budapest » Györ 127/6,448
22/8 Györ » Vienna 122/6,570
23/8 Vienna
24/8 Vienna » Passau 290/6,860
25/8 Passau » Nürnberg 221/7,081
26/8 Nürnberg » Karlsruhe 250/7,331
27/8 Karlsruhe » Reims 392/7,723
28/8 Reims » Paris 144/7,867

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PARIS ~ MOSCOU ~ PARIS



Miss Estonia.

The third section of the route is very alike the route of the trip Amsterdam – Moscow in 1991. From Moscow it went southward to bend at Kiev direction west again to return, via Hungary with the beautiful places Budapest and Györ again into Western Europe. This last part by Russia and Hungary is so much

the more interesting because it scenery is totally differently from that of the more northern regions.

90 % of the route is flat to almost flat. There are some hilly sections in Sweden, although the road is certainly not mountainous. There are some more hills just prior to entering Hungary.

Daily driving distances range from 70km to 480km.

Date From » To Distance: day/total
18/7 » 19/7 Paris

It's high time we didn't even have the problem of where to keep them

On a shelf in the corner of the May kitchen is one of those large, highly decorated plates that holidaymakers pick up in places like

for my darts, plug-in rechargers for unidentified mobile phones and sat-navs, a spare identity tag for Fuser the cat, matches, Biro, the spanner that locks the drum of the washing machine during transportation, a cigar in its tube, some small headphones and foreign currency. In short, things

that are needed sometimes.

I am not alone in all this. A neighbour has the Only Drawer That Matters.

Some unfathomable and unwritten convention, developed over time, dictates what goes on the PMT and what goes in the BLA. Everyone around here understands it, and even the Woman Who Does instinctively put my Porsche pipe in the Bowl. I would never have looked for it on the Plate. Half-finished packets of Fruit N Nut go in the Cupboard of Plenty.

I appreciate that I'm rambling a bit, so I'll get to the point. Where do the car keys go? The house keys are always in my trousers – either the trousers I'm wearing, or the ones I threw in the laundry bin last night. But cars keys sometimes have to be left behind. But where?

Because I have more than one car, plus a few old motorbikes, the key issue is pretty vexing. They can't go on the Plate of Many Things, because that is for emergency supplies that rise like Arthur in an hour of need, shine brilliantly,

then are gone. They can't go in the Bowl of Limitless Abundance because they would fall to the bottom and be lost to humankind. I would put them in the Cup of Coinage, but it already runneth over. The old adage says 'a place for everything and everything in its place', but the keys don't fit. You might be about to write in and suggest one of those wall-mounted key safes from Banham's home security, but hang on. The safe comes with a key, so where would that go?

The problem, I realise, is not where to put the keys but that we still have them at all. How can it be that each squirt of fuel that enters the engine of my Porsche is managed by sophisticated electronics, but I still have to start it by twisting a piece of metal that, if I can find it, wears a hole in my trousers?

I know some cars have keyless ignition, but still come with something like a key, and merely relieve you of the need to insert and turn it. Or they might come with a card, as some Renaults do, but those things can be mislaid. Why can a car not read my fingerprint, scan my eyeball, or even respond to a password?

Far too much human endeavour is wasted on the hunt for keys. They are lamentably old-tech and should have been dispensed with long ago. I mean, when I was a choirboy the door to the vestry had to be opened with a great big key that weighed heavily, both as

an artifact and a responsibility, in the cassock of a boy whose voice had not yet broken.

And that's exactly my point. The door was 500 years old, for Pete's sake. ©

James May

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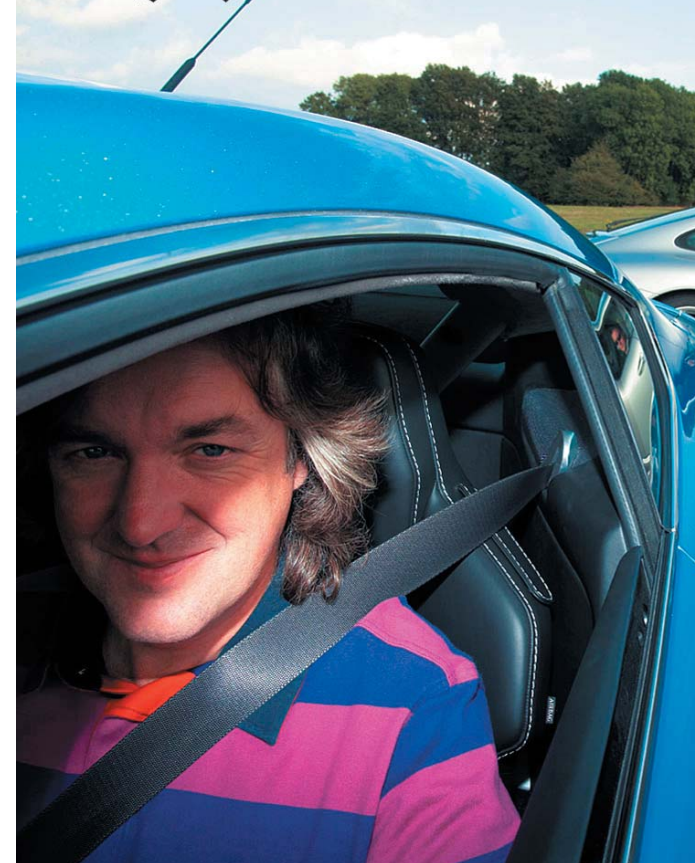
THE KEY CONUNDRUM

Spain and Portugal, and which has never been used for any type of foodstuff.

Instead, it is used for storing possessions with no obvious home, or which are too small to live safely in a drawer: half-used books of stamps, some very small screwdrivers for mending sunglasses, odd batteries, faded chits to remind me that a package has been awaiting collection at the sorting office since 2006, a few pegs, a dongle for transferring computer data, sticky labels, that sort of thing. It is precariously piled with useful items, with the merciful result that the hideous hand-painted pattern on the ceramic is no longer visible, and is known as the Plate of Many Things. This is where one will find whatever is needed to avert the crisis of the moment.

Unless it's in the Bowl of Limitless Abundance. This is made of attractive green glass, lives in the middle of the table and was bought so that I might, like Cézanne, fill it with astonishing apples. Fruit has never touched it. Instead, it is home to spare flights

Telegraph.co.uk



Dear Leigh,
It was with some dismay that I read the letter from David Mackinnon in the latest Front Drive. I concur with your reply most strongly.

Whilst Jennie and I have been

Dear Leigh,
In the last edition of Front Drive [Volume 12, No 1] you replied to a letter from David McKinnon who had written to you [and earlier to CCCV] about a number of concerns. One of them was about the existence of two Citroën clubs in Victoria where

he said '...nothing surprises me with this ridiculous arrangement that should have been resolved in 2005/6.' And later 'Is it common sense? is it financially responsible? and is it in the best interests of any member in either club?'

In part of your detailed reply you said 'The decision not to merge CCCV and CCOCA was made by members of CCOCA. A democratic secret ballot, externally supervised, was taken and the overwhelming majority of our members determined that CCOCA would not benefit from such a merger. CCCV undertook no such ballot.'

This statement is factually correct however I feel I must give some historical perspective to the merger proposal and provide your members and readers with more information about what had actually occurred.

It was sometime late in 2002 when some interested CCCV members began to consider the feasibility of uniting our two clubs. The split of 1978 to form a separate Traction Avant enthusiasts group had left bitter wounds but after 24

members of CCOCA for a very long time [with a short hiatus when the club dabbled with the merger] we have only begun attending events in the last couple of years. From the very first event it was patently clear to us that we were most welcome and we have never encountered any evidence of cliques or other anti-social behaviour. Quite the opposite.

If it wasn't for the distance away and being involved in committees of other clubs I would happily contribute more to CCOCA and we are very grateful for the effort put in by those who do contribute.

I say two things to Mr Mackinnon:

[1] CCOCA is such a good club that even if I didn't like Citroëns I would buy one just to be a member and,

[2] Never criticize the volunteers in any organization unless you are prepared to contribute yourself.

Keep up the good work.

Yours sincerely,
Mike and Jennie Killingsworth
4 May, 2008

YOU SED

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31/06

years there was a lot of goodwill between CCCV and CCOCA and so it was agreed to consider a merger plan. To this end a small committee [humorously referred to as the 'gang of four'] was set up with the agreement of both clubs;

say. Proposal documents were drawn up with the case 'for' and the case 'against' ready for members to vote on in mid 2004.

At this time CCOCA had their AGM and new office bearers were elected to the club. In contrast to the outgoing committee's open-minded view of the issue

the new CCOCA committee decided that the merger was not in the best interests of its members and strongly recommended that members vote against the proposal. [At the CCOCA AGM in 2004 there was only one change in the committee line-up. Ed.] In an instant nearly two years of work and planning was undermined. In view of the new CCOCA committee's position CCCV decided to wait on the outcome of the vote before putting the vote to its own members. CCOCA members voted 23 for, 63 against the merger. Obviously there was no point in putting the vote to CCCV members, since CCOCA required at least 70% approval for the merger to go ahead. The outcome was most regrettable and the opportunity to put aside differences that had been around for nearly 25 years was lost.

Yours faithfully
Tom Grucza, President CCCV
11 May, 2008

Ed: Tom thank you for your clarification on the history and issues that were addressed by 'the gang of four' and the steering committee.

ironically including current club presidents Ted Cross and myself. We had a series of meetings over 9 months and finally, at the end of 2003, put together a working proposal to both club's committees for detailed consideration.

CCCV and CCOCA then set up a combined steering committee that worked on the proposal for another year including preparation of a constitution. Both committees were very open-minded about the merger proposal and would let members have the final

YOU SED

WANTED! Committee Member

'Never criticise the volunteers in any organisation unless you are prepared to contribute yourself'

Mike Killingsworth

Have you considered what you can offer to CCOCA?

We need an Events Co-ordinator to ensure that CCOCA continues to offer our members the very best in Events.

You do not have to arrange the Monthly Meeting.

You do not have to arrange OzTraction.

You will have the complete support of the Committee.

And we would love to have you join us.

Contact Ted Cross to discuss the idea. 04 0059 2208

This article was first published in the magazine of 2CV GB, and was to have been an in depth look at one or two of the more common noises from 2CV running gear – here are 6 of them, read on

1 Groaning, graunching or mooing like a

distressed cow. If your 2CV does this when it goes over a bump, you could just put up with it - no harm will be done. For a cure, read on. Your car's springs are housed in steel tubes 460mm long x 100mm diameter, a rod comes out of each end of the tube, connecting the springs with the suspension arms, around the rods where they exit the tubes are rubber gaiters – pull these back to gain access to the tube. The groaning noise is simply a material, similar to brake lining, rubbing on the dry, rusty inside of the steel tube so a little lubricant is required inside.

The lubricant usually recommended is castor oil, a vegetable oil, specified so it will not break down the rubber buffers each end of the tube - you can use sunflower oil - it is cheaper and easier to obtain. How to get the oil into the tube? Access to the tube will be easier with the car raised up a little. A pump action oilcan with a PVC tube pushed onto the end is one way of getting the oil where you want it – a dozen strokes into each should suffice. A 'Waxoyl' applicator gun

lance is a good alternative but best of all is a paraffin gun powered by air from a compressor. Treat both sides of the car, re-fit the rubber gaiters and take for a test drive down your favourite bumpy track to distribute the oil.

SHAKE, RATTLE & GROAN

If the noise hasn't gone away and is still there a couple of days later, lift one side of the car, jack up front and rear and replace with axle stands. The suspension tube now needs to be rotated by 180°, do this by gripping the rim at one end of the tube with an adjustable wrench and rotate in either direction. If the tube will not move, do not worry – take this opportunity to spray the nuts and fittings at each end with WD 40 and try again at a later date.

Or simply put up with the noise!

2 Scraping and squeaking accompanied by stiff steering could be a major problem. Part of the steering lock starts to rub on the inside of the lock housing and can be a sign of a bent/rusty chassis. Check, with the car stationary, for any trace of metal dust around the back of the steering lock. If the noise is harsh and appears to come from the lock, the steering column has probably moved up inside the lock because of a folding chassis. Inspect also the bottom of the column behind the rubber gaiter;

this may have become cracked. As a rule, an expert should check out any stiffening of steering action – particularly if you know you have rust in the chassis or if recent welding work has been done.

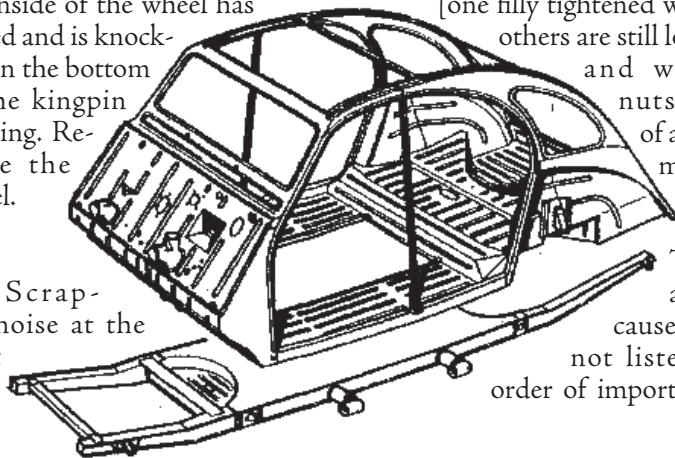
car bounces. This can easily be checked by bouncing the car when it is stationary. Two likely problems here, first and easiest to spot is the inner wing may be making contact with the drive shaft – bend back the offending part to cure. More common and slightly more elusive is another

problem with the wing rubbing on something, this time on the back of the top of the suspension arm hub. To cure this problem you must remove the inner wing and bend back the part, which fits behind the arm.

6 Wheel wobble. Wheel wobble warrants an article by itself but here are a few causes. Rusty inside of the wheel, damaged tyre, worn driveshaft, bent wheel rim, a lump of greasy dirt on the inside of the rim, worn wheel bearing, worn kingpin, worn track rod end, worn shock absorber, wheel nuts loose, wheel nuts tightened incorrectly [one fully tightened whilst others are still loose] and wheel nuts out of alignment.

4 Loud knocking as the car is turned in one direction. If you have taken a rear wheel and fitted it to the front the problem could simply be that the inside of the wheel has rusted and is knocking on the bottom of the kingpin housing. Replace the wheel.

5 Scraping noise at the front as the



The above causes are not listed in order of importance.



MICHAEL MOLESWORTH – SECRETARY

Progress on Van Bleue in preparation for the raid has taken a bit of a back step of late, due to pressures from other quarters. The Raid will be upon us all too soon, the way the time has been passing, so

there will be some frantic action in the near future. The tyres fitted to the van when it arrived were Nankang 135's, the proper size for the vehicle. However, for better traction in the sand a set of six 145's, also Nankang, has been purchased. There has been a bit of debate about the life expected from these tyres, but considering the terrain over which we will travel, it is largely armchair chat. If the cars can negotiate tracks as seen on the survey pictures, on the Raid site, without getting a puncture or worse, it is a small price to pay to have half the tread used up, and that only on the front tyres anyway. This was the experience of one the survey cars. The existing tyres themselves have exhibited no problems when driving the van about, there isn't enough power there to push them at all. It is proposed to take five wheels and a spare tyre, with a couple of tubes. There is a big weight problem just to keep within the allowed payload of the vehicle, so any small saving helps. The suspension will be working hard to support the load. Trying

to bring the height up by adjusting the rods is not a good idea as it merely closes up the springs and could lead to them coming up solid on a bump. The energy will go somewhere and most likely end up bending a suspension arm

or even the chassis.

The engine fitted to the van is a single throat carby 602cc with disc brakes, obviously a later addition to the car. The gearbox is also from a 2CV6 so the ratios are not as high as a proper van box. This means that the engine is struggling to provide enough torque to push a tin outhouse through the air at any great speed. Not a great problem once the rough roads start, as the speeds will be low. Getting there will be a tedious business, the winds on the Nullabor are predominately from the West, with nothing much to



SHAKE, RATTLE & GROAN

FLEET FOLLIES

stop them, except the van. The little vehicle could well be described as a Nullabor stretcher. A twin throat carby and matching manifold have appeared and will be fitted. This should give a theoretical improvement of 7 percent

phones etc, and to run the UHF radio, has been done. This is taken directly from the battery, through a relay, controlled from the ignition switch. This way only minimal extra current goes through the switch. Extra lights have been fitted, again through a relay. These won't be needed on the

in power. That will be a welcome improvement indeed.

The engine is using an alarming amount of oil at the moment. Hopefully a set of valve stem seals will fix that up. The compression is high in both cylinders, so the rings are probably ok. Easier to start by replacing the seals and see how that helps. This will be done when the new manifold and carby are fitted. The tappets will only have to be done once then. Ever the lazy mechanic!

Some electrical work, fitting a 12V outlet for charging

raid, as it is fully intended to have the camp set up well before dark. They may be useful on the way over or back, anyway I like lights.

The bonnet has been secured with rubber clips, as the backwash from passing road trains can lift the bonnet in an alarming manner, so I am told. Perhaps a bungy cord between the lights would hold it down just as well.

The vinyl seats that are at present in the van have been too deeply upholstered and the seating position is so high that I

have to crouch to see out under the top of the windscreen. The previous owner must have been a bit shorter. Besides the vinyl gets very hot and sweaty in warm temperatures, so some new seats with the original velour will be used, solving both problems. When the word new is used it means freshly rebuilt on some old frames. A bit of extra work to do, but well worth it.

One good thing about all this is that there is very little about the car that is unfamiliar, an important point when setting out on a journey that can be nothing but an adventure.

Michael Molesworth
LEIGH F MILES – EDITOR

It has been a bad couple of days in the Miles Fleet. On Tuesday night I swapped the Xantia for the Panhard at my father's. The plan was to take the Panhard to work on Wednesday – the Finance Director was keen to see it.

No problems.

When I went out to come home however, there was no sign of light from the driver's side headlamp. Not the parking light. Not the low beam. Not the high beam. Odd, I thought. Still, despite being dark, I had to get the Panhard back to father's.

When I got there I found that I could not get the passenger's side light to go out. With a considerable amount of fiddling with the light switch, I finally got the light off. A bit of a pain, but that's

OK. I got out, closed the door and on came the light. I did finally get it to extinguish.

Foolishly, I needed to move the Panhard again before I left. You know what's coming. No matter how much I fiddled, the light stayed on this time.

The only solution was to disconnect the battery. In the pitch dark. So, there it sits, on the street outside my father's waiting for me to resolve the issue.

Saturday morning, I decided to head out in the GSA. No issue starting it, but it was not running especially well, and it did give up and stop.

Getting it to start again was rather more difficult than it should have been. Finally, with my foot flat to the floor it started. But it was still not running fast enough to keep it from stopping. I realised that the choke was not actually doing anything. Oh, the choke light came on, but no matter where the choke is positioned the idle speed is unchanged.

So, here I am with two cars sitting on the side of the road. What's the RACV number?

On a brighter note, Citro Motors have been working on the carburettor of the Birotor. While the car ran really well both to and from Deniliquin, while poodling around town in Deni it was running like a dog. Of course, the car has not done a lot of mileage over the years and the carby was full of gunk. All cleaned out, the spark plugs refurbished and it is

FLEET FOLLIES

Leigh Miles took his Birotor to the Motafrenz Car Club's Central Victoria run. Here it is parked near the Bendigo Pottery kilns.



not only starting beautifully, it is running very smoothly.

Leigh F Miles

TED CROSS – PRESIDENT

My main activities continue to be trying to finish the 2CV Dolly

[thank you Shayne].

At the same time we installed the engine shield under the car to protect the sump and gear-box from rock damage during the event. Next job is to replace some of the rubber rings which

suspend the seat bases. If this does not work well enough I have a

pair of BX 16V sports seats to install.

My next jobs will be to fit the special air filter, give Dolly her full service and buy a small selection of spares to take. Also planned is to install the CB radio [I need help with this if any body would like to assist] and Helen would like a decent radio/CD to enjoy music on the way.

My Tractions are being used for the wedding of our son Matthew at the end of June, and again after the Raid when we return – for our daughter Claire's wedding. I am really happy that the kids have wanted to use our Tractions, but both of these cars need to be detailed before each event.

The 2CV van restoration project has been deferred until the end of the year. My good friend Peter Boyle has run his beady eye over the project and declared anything is possible to restore – it was a big call but he has encouraged me to keep going with it.

Well that is all from me until after the Raid.

Ted Cross.



After the clutch articles reprinted in the last two magazines I hope members are at least checking their vehicles and asking themselves 'Am I happy with the way my clutch is working?' You should now have at your fingertips the knowledge that can make it bet-

ter, if you do not understand it completely, give it to the person who does the work on your car for you, it will not only save his time and your money but give you a far more pleasing car to drive.

Remember! If the clutch on your car is not light to operate and does not work smoothly there is something wrong. All parts are available through the spare parts system, so do not put up with a car that is ugly to drive.

Our faithful friend in Holland, Rob Koffijberg emailed me saying that he was attending the Citromobile exhibition last month and asked if there were any parts I had been having trouble procuring to send a list so he could try to help. Two pages later and true to his word Rob found everything I had asked for. Big 6 owners please note, engine mounts and associated rubbers are now being remanufactured for these cars. I have been trying to buy these for the last five years!

These are the main mounts on the side of the engine, the

round bumper rubbers and the rectangular rubbers on the top shield. All of these have now gone to their happy owners this month.

Another item that is often overlooked by Traction owners and

indeed some have never seen are the inside door bottom rubber seals, I know they were fitted to my Big 15 when I purchased it and never refitted and are seldom seen on cars, Rob Koffijberg has supplied some of these, the part numbers are 809466/7 [11BL or Light 15] and 809466/8 [11BN or Big 15/6]. These fit behind the door trim and cover the lower inside of the door.

We really do owe Rob a heap of thanks for his tireless efforts in chasing our parts and supplying valuable information to a sometimes ill-informed Spare Parts Officer, he does make my job a lot easier. You know when I took this job on some five years ago I thought tractions were a bit like early model Holdens, but over the time I have realised there are many differences not only with Slough built cars as opposed to the French built but right across the entire range there were subtle differences incorporated over their model life.

Looking at the old magazines Ron Brooks gave me at Deniliquin and after a discussion with Peter

FLEET FOLLIES

SPARE NEWS

for the up-coming Raid. Although I bought the car nearly 18 months ago, I have been too slow to finish it off, and now I am thinking up new things to look at or replace to ensure a smooth event. I hope to get through the list in time.

I bravely purchased the 2CV in the UK from E-Bay but through a reputable motor trader, and had Steve Hill in UK make it work, check it over, and assist with shipping. I was very happy with the car when it arrived, given that I had purchased it sight unseen.

When it arrived Viking repaired the rust and we did more than was possibly needed, but the end result is a bullet-proof 2CV sitting on a galvanised chassis and new wheel rims, 145 tyres for the desert, and stripped out to keep within the weight limit.

This last month David Gries has replaced the clutch assembly, as our first run to CitIn revealed a clutch which was quite OK for running around town and small trips, but not up to the Raid 2008 challenges we have in store for us

Boyle, there appears to be one main stumbling block in fitting an ID transmission to a Traction and that is the manufacture of output shafts. This leads me to ask you the members how many would be prepared to order a

by Roger Williams and turned from a solid billet to fit the ID diff gears. If you are interested, please contact me so I could quantify the numbers required. This may be the opportunity to put at least a set on the shelf for a later modification.

Well until the next magazine,

keep on Citroëning.
Rob Little



SPARE NEWS

set of output shafts if we were to have a batch made. These would be based on the last style

FOR SALE

ID & DS ACCESSORIES

Towbar complete good quality. \$100. Roof Rack. Made in Paris. All alloy with ski clips [Rubbers Loose]. 2 mounting clips missing. Very nice accessory \$150, or both for \$225. Contact Brian Love [03] 5484 2244 [32/02]



ID 19 ENGINE & GEARBOX

ID 19 P engine and ID 19 gearbox. This engine and gearbox has not been used by the seller: it was a spare for

a car now sold. So, it is no longer of any use. This rare engine is for sale at a very reasonable price. Engine number 19922223, 1-D-19P DM 114-11A 226 21 11 K. Number on the head 2 Q7 03 13216. Gearbox number DM 331-97-8-8 991E 41R020649. Price for engine and gearbox \$2,500 ono. Contact Howard [08] 9377 2293. [32/02]

1 9 7 4 2 C V 6

Orange German-built AZ-L, only 2 owners. Body and interior good, no rust. Mechanically excellent. 10,000km on reco motor, 123ignition, new clutch, new roof. [Receipts avail.] Full Vic. reg. to April 2009. PMJ 158. \$11,000. Contact Peter Simmenauer [03] 9877 0141 [32/02]

1948 TRACTION 11BL

Professionally restored body in black enamel. Complete but dismantled car, minus original motor [lost]. Many new spares, new rubbers, new Michelin X tyres. workshop and spare parts

FOR SALE



manuals. Body has been restored to 'concours' standard, with no expense spared [\$14,000]. Chassis 566781. \$8,000 or best offer. Contact Rob Willer 04 2721 5033. Geelong Vic. [32/02]



1923 5CV RESTORED

1923 5CV Well restored, including lots of work to make motor reliable, leather seat, ash and jarrah timber work and majority original framing and panels. Chassis 72956. No rust \$8,000 ono. Unregistered but could be sold with roadworthy. Contact Ray Hobbs, [07] 4978 2232 [32/01]

1 9 5 1 2 C V

Very original. I owned this car in the '70s, sold it to Peter [Boyle?], then bought it



back from him in approx 1995, 15years storage. Had a new floor installed and all stripped down and restored approx 1996 original motor, gear box and all running gear \$8,000 ono. Has spare ripple bonnet to improve on the one on it, lots of spare parts. Historic reg Qld 4386. Could be sold with roadworthy. Contact Ray Hobbs [07] 4978 2232 [31/01]

Both these cars hardly used since restoring and have been parked on the verandah for 4years while next projects been in the shed so some push from the wife who would life to replace with pot plants!

WANTED

FOR SLOUGH LIGHT 15

For Slough-built Big Boot Light 15: Owner's handbook [not the workshop manual]

Also any original tool kit pieces [Do not need jack or handle]. Contact: Brian Love [03] 5484 2244 [32/02]

TRACTION BUMPERS

Front and rear bumper bars to suit an 11BL. These are the dip style bumpers and must be for a French model. Ring Brian Wade on [07] 3807 5781 [32/01]



**CITROËN CLASSIC OWNERS
CLUB OF AUSTRALIA**
Australia's National Citroën Car Club