

FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



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CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:
PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:
www.citroenclassic.org.au

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

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COVER IMAGE

The cover image is taken from the 2001 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

CONTRIBUTORS

Contributors to this edition of 'Front Drive' include: Helen Cross, Bernie Hadaway, Robin Jones, Rob Little, Julian Marsh and Roger Williams.

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, November 28 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/HISTORIC 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 Ted Cross on [03] 9819 2208 or clubshop@citroenclassic.org.au

OTHER CLUBS

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

This is the second version of this column that I have written for this edition of 'Front Drive'. Originally, the column was all about what is in this edition – and as always there is a lot to read.

ED SED

However, was waylaid by an horrific road accident that occurred in Melbourne this week. Late at night, a Mitsubishi Lancer coupe, apparently, took flight and slammed into a lamp post, inflicting horrific injuries on the occupants of the vehicle.

Two of the occupants were thrown from the car, the remaining six were trapped within car's confines.

Yes, two plus six does equal eight. Eight adults in the tiny space encompassed by the car.

In Victoria, there is no specific legal limitation on the number of occupants in a vehicle.

To quote Herald Sun columnist Neil Mitchell "The Chief

Commissioner, Christine Nixon, said it was not necessarily illegal to carry eight people in a four-seat car.

Nor is it illegal to be in the car without wearing a seat belt if there is no belt available.'

Clearly, the issue of overcrowding must be addressed. But, media reportage and editorial comment is pushing for legislation to make it illegal to be in a moving car without wearing a seatbelt.

We all know the difficulties associated with fitting seat belts to older cars. There is a significant difference between eight people in a Mitsubishi Lancer coupe and four in a classic or vintage car.

One can only hope that any actions taken on the issue of seatbelts are measured, legislation is carefully considered and the classic car community is not penalised as a result of any knee-jerk government reaction.

I'll get off my soapbox now.

Enjoy,
Leigh F Miles



After several months of most of the members of the committee being away for the Raid or ICCCR in Rome or just holidaying in Europe we are finally getting back on track.

The Concours has been and gone and I would like to thank all of the CCOCA members who attended and either assisted or just had a great time. Once again the weather was fine.

Phillip Rogers won the Traction/RWD class, Minoru Kori won the X series, and Peter Sandow won the CX/BX/GS series awards. Lots of 2CVs this year, celebrating the 60th Birthday of this popular Citroën. Adelino Da Silva also took home the Popular Choice award with his lovely Red/Black Traction.

Now is the time to get active again with your car, and this month's magazine has some future events listed. I want to encourage CCOCA members to go ahead and book for next year's CitIn in McLaren Vale. Not only is this event going to be the Traction 75th Birthday year, but the planned activities are going to be superb. However, please do not delay making a decision because the accommodation reserved for you will soon be full and it is a very popular area.

Helen and I have already booked for CitIn 2009. We plan to take the Traction a few days earlier and do a Pre-CitIn tour

around the Great Ocean Road and over to Robe by the Thursday night. CCOCA will advertise this event shortly and Citroënists from all clubs are welcome to join us.

Brian Wade is putting the

PREZ SEZ

finishing touches to the CCOCA Traction 75th Anniversary Tour which will be run in mid October 2009. This event will have limited spaces [25 Traction only at this stage] so please book early to avoid disappointment.

I've had a look at the new C 5, and I was impressed with the appearance. This model clearly shares the Peugeot 407 platform but I think it will be very popular in Australia and apparently it only comes with diesel engines.

Having survived the Raid, our Red/White 2CV Dolly has been commandeered by Helen as her daily driver. Doing 12,000kms in the Outback, including part of the Canning stock route and Gibb river road is one thing, but surviving shopping centres in Melbourne is far more challenging tour of duty. The Raid was an interesting challenge and having completed one full raid I am not yet certain that I can manage a second attempt. Time will tell and in the meantime we will keep 'Henny Penny' in reserve and see what unfolds.

Ted Cross



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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

● NOVEMBER DAY RUN – CASTLEMAINE MEXICAN MAGIC

WHEN: Saturday, 15 November
TIME: 10:00am
FROM: Melbourne Zoo
car park, opposite Royal Park
station. Melway 29, E11
TO: Castlemaine
COST: Lunch at a local
Mexican restaurant
BOOKING: Essential,
by Wednesday 12, November
CONTACT: Ted Cross,
04 0059 2208
president@citroenclassic.org.au

Castlemaine seems to becom-
ing an annual pilgrimage for
CCOCA – this will be the third
year we have visited this great
town, yet every we manage to find
something new to do. This year,
as well as visiting Club members
who live in the area we are having
lunch at a local, member-owned
Mexican restaurant.
This weekend is also the date
for The Bendigo National Swap
Meet and after the 'official' part
of the day is concluded you may
care to head on to Bendigo to
locate that unobtainable part for

your Citroën, or whatever other
marques your fleet may contain.
I'll be there, hunting for Panhard
parts.

BENDIGO NATIONAL SWAP MEET



WHEN: Sat, 15 & Sun, 16 Nov
TIME: Saturday from 6:00am,
Sunday from 7:00am
WHERE: Prince of Wales
Showgrounds,
Holmes Rd., Bendigo
COST: Saturday: \$8.00,
Sunday: \$5.00,
Weekend Pass: \$12.00
BRING: Chair, picnic lunch,
sunscreen, sunglasses,
refreshments
BOOKING: Not required
DETAILS: [http://www.
bendigoswap.com.au/](http://www.bendigoswap.com.au/)
CONTACT: Ted Cross,
04 0059 2208
president@citroenclassic.org.au
Special Display: The 2008 Swap
will feature a special Display of

Ford Model T vehicles as a 100th
Birthday celebration.
In addition, come and be part of
the Victorian unveiling of 'Shan-
non's Super-rig'.

Highlights:

- Over 1600 reserved sites – in-
door and outdoor.
- Show and Shine Display Cars
– Saturday only – limited
numbers.
- Large number of Trade and
Club Stands.
- Steam and Oil Engines dis-
played by the Bendigo Steam
and Oil Engine Preservation
Group inc.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 19 November
TIME: 7:00pm
WHERE: Check with the
Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Michael Molesworth,
secretary@citroenclassic.org.au

CLEANSKINS WINE TASTING



WHEN: Thursday, 20 November
TIME: 6:30pm
WHERE: Australian Cleanskins
Group Warehouse,
68 Mollison St., Abbotsford
COST: Well, that depends on
what you buy, plus dinner

BOOKING: Essential by Nov 16
CONTACT: Leigh Miles
[03] 9888 7506 or
editor@citroenclassic.org.au

Cleanskins can be excellent value,
but not always! CCOCA's resi-
dent wine expert has pre-tasted
from the huge range of wines
available at Australian Cleanskins
and chosen a selection of 'good
value' wines for us to taste, and
buy. With three reds, four whites
and a 'sticky' or two Leigh has
truly picked the eyes from the
range. Members will all receive
a 10% discount on the marked
prices.

Dinner afterwards will be 'cheap
eats' on Victoria St.

CLUB MEETING – GUEST SPEAKER

WHEN: Wednesday, 26 Nov
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

With over 40 years experience in
design department at General
Motors Holden, Peter Nankervis
will tonight open your eyes to the
world of vehicle design.
I know, it is not Citroën, but this
is a very rare opportunity to gain
an understanding of the process
and issues with the eyes of an
insider.

● DECEMBER JOINT CCOCA / CCCV CHRISTMAS EVENT

WHEN: Wednesday, 10 Dec
TIME: From 6:30pm



[03] 9739 4829 or
colin.brown@hotmail.net.au

This event has grown to become Victoria's largest veteran, vintage and classic car rally with travel from Melbourne to the Mornington Peninsula by the RACV, the rally is designed to promote the pleasures of classical motoring providing much needed funds to the Peter McCallum Cancer Centre. The 2009 RACV Great Australian Rally is



organised and conducted by the All British Classics Car Club Inc. All vehicles entered must be 25 years and older. There are three start locations this year:

- Melbourne
- Stud Park, Rowville
- Western Port Marina, Hastings

A-TRACTIONS

WHERE: CCCV Clubrooms,
Eric Raven Reserve
High St., Glen Iris
COST: Free
BRING: Picnic or food for the
BBQ [facilities supplied],
table and chairs
BOOKING: Not required
CONTACT: Ted Cross,
04 0059 2208
president@citroenclassic.org.au

MASSIVE HAMPER RAFFLE!
Bring a donation for the prize hamper, and buy a raffle ticket for your chance to win. Remember, there is no official December CCOCA meeting. But you can still get your monthly Citroën fix with our friends in CCCV.

● JANUARY 2009 THE RACV GREAT AUSTRALIAN RALLY

WHEN: Sunday, 18 January
TIME: 9:00am
FROM: Start points listed below
TO: Mornington Racecourse
COST: \$30 per vehicle
BRING: Sunscreen, chair, lunch
BOOKING: Essential by 16 Jan
CONTACT: Colin Brown

All entrants will enjoy a sausage sizzle at their nominated starting point. Download your entry form at www.abccc.com.au

AUSTRALIA DAY HISTORIC CAR



DISPLAY

NOTE: AT THE TIME OF PREPARING THIS EDITION THE AUSTRALIA DAY WEBSITE HAD NOT BEEN UPDATED FOR 2009. PLEASE CHECK DETAILS IN THE NEXT EDITION OF 'FRONT DRIVE' OR ON LINE AT WWW.AUSTRALIADAY.VIC.GOV.AU
WHEN: Monday, 26 January
TIME: Participants:
10:00,
Spectators: 12:00pm

WHERE: Participants
Northland Shopping Centre
Spectators
Kings Domain Gardens,
Linlithgow Ave., Melbourne.
Melway 2F J9

COST: Free
BOOKING: Spectators:
Not required
CONTACT: Ted Cross,
04 0059 2208
president@citroenclassic.org.au

This event is a real favourite with many CCOCA members. The Kings Domain Gardens will once

again feature the famous Historic Vehicle display, with over 500 veteran, vintage and classic vehicles exhibited, free entertainment and activities, and scrumptious food stalls. Bring a picnic hamper, blanket and enjoy a leisurely day with other motoring enthusiasts.

MONTHLY MEETING - YARRA BANK BBQ

WHEN: Wednesday, 28 January
TIME: From 6:30pm
WHERE: Kevin Bartlett
Reserve, Burnley.
Melway 59, B1

COST: Free
BRING: The doings for a BBQ
and insect repellent
BOOKING: Not required
CONTACT: Ted Cross,
04 0059 2208
president@citroenclassic.org.au



Start the Club year with a BBQ near the banks of the Yarra. There are BBQ facilities on site, but you will need to bring everything else. There is plenty of parking, but we suggest you bring extra chairs and a picnic table with you.

A-TRACTIONS

As always, our friends from CCCV are more than welcome to join us for this relaxed evening.

● FEBRUARY MONT DE LANCEY DAY RUN

WHEN: Sunday, 15 February
TIME: 10:30am
FROM: Car park opposite Ringwood Lake, Maroondah Highway, Ringwood
TO: Mont De Lancey Wellington Rd., Wandin
COST: TBC – see next edition for full details



BRING: Sunscreen
BOOKING: Essential by 8 February
CONTACT: Leigh Miles 03 9888 7506
editor@citraenclassic.org.au

The Land Act of 1865 released virgin bushland beyond the small Lilydale township. Two years later Henry Sebire and his family came to Wandin where he selected 80 acres of land. After clearing it by hand, raspberries were planted – providing a quick return with fruit trees that take several years to produce a crop being planted later.

In the 1880s Henry began to build a permanent, more substantial home, making bricks from clay on the property and quarrying stone from the hill for the foundations. The house stands today as solid as ever, on a hill overlooking the surrounding farmlands.

Henry and Martha's French speaking background is reflected in the name they chose for their home; Mont for its high outlook and De Lancey for a lane in their former homeland, Guernsey. In 1993 members of the Sebire family generously donated the homestead and part of the property to be developed as a community based project. We will enjoy a guided tour of the property followed by lunch at Les Chesselles restaurant.

41ST NATIONAL EASTER CITROËN EVENT

Club Citroën of South Australia Inc. is proud to host Cit-In 2009, the traditional annual Easter gathering of Citroën motoring enthusiasts. Located on the Fleurieu Peninsula, 30km south of Adelaide, picturesque McLaren Vale and surrounding region is acclaimed as one of our State's premier sources of fine wine and food. Grape vines, olives, figs and almonds thrive in the Mediterranean climate, while the spectacular coastline beckons, 8km to the west.

PROGRAM

- ♦ Friday 10 April: Registration, welcome supper and poolside drinks
- ♦ Saturday 11 April: Concours d'Elegance, observation run, informal dinner
- ♦ Sunday 12 April: Easter egg hunt, motorkhana, formal dinner and presentation of prizes
- ♦ Monday 13 April: 'Winemakers' breakfast and farewell.

VENUE AND ACCOMMODATION*

♦ McLaren Vale Motel and Apartments.

This motel will be the hub for Cit-In 2009. Rooms are being held for Cit-In patrons until 7 January, 2009. To secure accommodation please contact M&R

Vandeleur, [08] 8323 8265
www.mclarenvalemotel.com.au

There is an excellent range of alternative accommodation within 15km of the town. A selection of options, including bed and breakfasts and caravan parks will be published shortly.

REGISTRATION

Registration for Cit-In '09 closes on 31 January 2009.

♦ Early Bird:

book before 30 November 2008. Adults \$165, children 5-12 \$90, under 5 free.

♦ After 30 November adults \$175, children 5-12 \$100, under 5 free.

Booking forms can be downloaded from the website – www.cit-in.org

FURTHER INFORMATION?

Contact Liz Pike [08] 8293 1800 or hendojc@adam.com.au.

CLUB
CITROËN



SOUTH
AUSTRALIA INC.

* Securing accommodation is your responsibility

I am presently restoring Continental Cars' 1955 Slough built Traction Commerciale. This car is the only Big Boot, right hand drive Traction Commerciale ever built by the factory. I doubt that it will spend a lot of time on the

coil passes directly through the contacts, which close and open five times per second. Each of these cycles causes a spark, which is easily visible. At the rate of five per second, this spark occurs 18,000 times per hour, 432,000 times a day, and 157,680,000 times per year!

No wonder

they fail so quickly.

A very long search on the internet with Google revealed that this clock mechanism is the same as that fitted to early E Type Jaguars. So it made sense that no Jaguar restorer would settle for an inoperative clock, so I searched for Jaguar clock repairers.

I came up with two very promising repairers, but one stood out, as he modified the electrics so that the contacts act as a trigger for an integrated circuit [IC], which actually provides the power pulse to the coil. The contacts are required to pass much less current than they normally handle.

Additionally, the circuit produces a

constant width electrical pulse to the coil, which gives the balance wheel a solid kick, no matter how bouncy or dirty the contacts are.

They use a custom printed circuit board that uses surface mount techniques to shrink the circuit down to the size where it will fit inside the clock. None of the original clock parts are removed, so the installation is totally reversible, in case you ever want a non-functional clock again!

They use a state-of-the-art electronic calibrator to adjust your clock.

The calibrator is a microcontroller-based device which counts the number of ten-millionths of a second in a single tick. To fine-tune the adjustment, the calibrator also keeps a running total of 10, 100, 1000, 10,000 and 100,000 ticks. This provides an average over time, integrating variations in individual ticks, which allows them to adjust it so it will perform accurately when installed in your car. However, since the clock still uses a balance-wheel, it will never be as accurate as a crystal controlled digital clock.

In order to ensure that you clock keeps time accurately, however they do like to keep it for two weeks. This means that the turnaround time from Australia is likely to be between four and six weeks.

What is also important as it doesn't matter whether you car is still positive earth [as original], or has been changed to negative

earth, it will work either way.

The Company is called jaguarclock.com, and is run by Mike Eck, who is extremely polite and helpful. He will clean, oil, upgrade and calibrate your early clock for US\$85 return postpaid to Australia. I personally think that's a bargain. You can pay for the repairs by MasterCard on his website.

The Commerciale clock is now completed and on its way home from the US, and this will complete the Fuel / Amp / Clock instrument cluster. Both dash instruments have been fitted with the new CCOCA instrument faces, expertly reproduced by Rob Little, and will bring that part of the restoration to a very satisfactory conclusion.

Mike's address in the US to post you clock is:
Mike Eck, 71 Hillcrest Road,
Martinsville, NJ
0 8 8 3 6 .
USA.

The finished and fully functioning clock, returned to its rightful place in the instrument panel of the Bunting's Com-



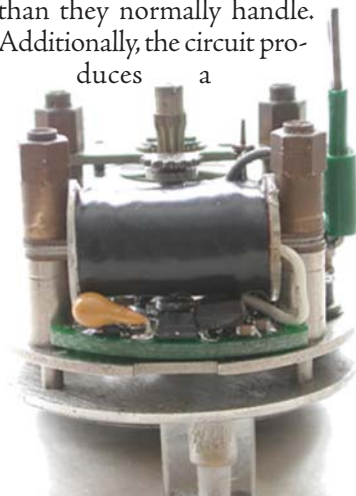
Greg

MARKING TIME

road, even once the restoration is complete. Despite this, it is my desire is to achieve a restoration that pretty much resembles what it would have been like when the car was built. Now I know that the Buntings probably do not give a Rat's Rear End whether the clock works or not; for me, it is a matter of principle; following a restoration, every thing should work.

The Smith / Jaeger clock fitted to all circular instrument dash English Traction never worked for very long. The electrical contact is the weak link in these clocks, so they never seem to run long enough for anything else

to wear out. Actually, it is not surprising that the contacts fail, when you consider what they are required to do. Normally, the current for the



In the third and last part of Robin Jones's article, he describes the final stages of the engine overhaul of his 1952 Slough-built Light 15. As I mentioned last time, with articles of this nature, I ask for comments

tributor drive dog on top of the oil pump shaft correctly. This tends to move as the pump is pushed in necessitating a fair amount of trial and error' in fitting and refitting the whole assembly.

Sweating, exhausted and exasperated I eventually settled for one tooth away from the 'correct'

position and hoped like hell the distributor would fit in position to allow ignition timing to be set later [it did].

[The oil pump should be a nice push fit in the hole in the block. The hole in the block can get 'gunged' up and should be carefully cleaned as should the outside of the oil pump support tube. To aid fitting, after the above cleaning and checking that the fit is good, I mark the top of the distributor drive dog with a white marker pen on the narrow side and also I mark the conical hole in the support tube so that it can be seen through the M10 x1.0 threaded hole in the block whilst assembly is taking place.

Please note that the slot for the drive dog of the distributor should be parallel with the longitudinal centreline of the block with the narrow section on the engine side. However this only applies if an original Citroën distributor is fitted – the slot should be at 45° to this if one of the newer distributors is used. If you do not do this, you will find the vacuum pipe coming off at 45° to the engine and it will be difficult to operate the spring clips holding the distributor

from other members who have particular expertise in the relevant area. In this case, Roger Williams has made some constructive comments that are shown in italics in square brackets.

This article was originally published in 'Floating Power', in July/August 2008.

The oil pump then needed to go back and proved unexpectedly difficult. I can only assume that the sleeve must have been slightly distorted in a previous fitment. It was a hammer and drift job to get it to move into its housing and then a complete nightmare to get the sleeve hole lined up with the bolt.

This was compounded by the fact that the engine was on its side just above floor level with little manoeuvring room to push an alignment pin through the bolt hole to try and locate the sleeve hole. Filing down of the sleeve in the vicinity of the bolt hole did not make matters appreciably easier.

To make things worse it is of course necessary to locate the dis-

TRACTION TRIBULATIONS

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31/06

cap on.]

With the engine bottom end now built up I could replace the sump to allow upending of the unit and [just as importantly] to keep out the dreaded dust from the vital components.

TRACTION TRIBULATIONS

One other aspect of my departure from the 'approved' method of engine build up was that I would be unable to pinch the ends of the sump gasket under the main bearing caps as per the manual drawing so it did not surprise me that I needed to trim the ends of the cork gasket supplied in the set.

What did surprise me however was that the cork semicircles going around the outside of the main bearing caps front and back were way too long as supplied.

Worse still, being totally square in cross section, they would not seat properly in the recesses, especially in the rearmost bearing cap where there are gaps in the internal 'lip' of the channel.

The square section seal distorted wildly at these points if attempts were made to force it into the gap. There were no written instructions with the gasket set so I do not know if it is standard practice to have to cut these or not.

Not only was it laborious to cut them, being trial and error with disaster awaiting if you

cut too much off but it was even more laborious to re-profile the darn things to a trapezoidal cross section so they would seat in the channels.

I enlisted the help of my eldest son at this point who arguably chose a bad moment for a visit, and the rate of productivity increased at the expense of semi-continuous teenage grumbling about the menial tasks dished out by unfeeling parents.

Copious quantities of blue 'Hylomar' jointing compound on the area around the corners of the sump were my attempts to make good any deficiencies in the gasketry.

There was no visible edge to the seal on the rear housing so I ran a bead of 'instant gasket' between sump and bearing housing as a second line of defence.

The next task was to get the engine upright again, the problem being that the hoist had long since gone back to the hire shop.

I worked out that with the heaviest part of the unit being the flywheel if I rocked it onto the flywheel [resting on wooden blocks] and held it 'in balance' on end I should be able to rotate it, kick the cradle into alignment and rock it back into [upright] position.

Well it worked, but not without an extremely nervous moment or two as it teetered on the brink of collapse over the garage

floor [or worse into the front wing of the adjacent Traction!]. Do not try this at home!

Another conundrum I wanted to resolve was 'where exactly is the timing mark/recess in the flywheel?' Various text seemed to indicate either it was 8deg. BTDC or 6deg. BTDC. No time like having the engine semi stripped down to establish the real truth.

I carefully measured the offset of the 6mm alignment hole in the bellhousing from the nearest bolt hole. I then turned the engine until the flywheel recess was this distance from the corresponding engine bolt hole.

I set up a dial gauge above No1 piston, noted the reading at this point, carried on turning the engine until the reading stopped increasing [TDC] and took this reading.

Some complicated geometry gave a result of 5deg. BTDC for my engine. As a check on this method I taped around the circumference of the flywheel and then, using a long bar seated in the mainshaft sleeve, I sighted in another mark corresponding to TDC as measured on the dial gauge.

The difference between the two marks as a fraction of the circumference times 360deg. is the advance, which came out to 6deg. by this method.

Up to this point, I can boastfully say that I had done reasonably well in anticipating and

buying what was necessary for new parts way before I needed them – but I now fell down really badly!

Only now picking up the head bolts to clean them up prior to reinstalling the cylinder head I noticed with horror that some had great chunks of thread corroded away.

With even more horror I read all the tales of woe in back issues of 'Floating Power' about people stripping out the threads from the engine block whilst in the final stages of tightening down, especially where the newer type of head gasket was being used.

What type of gasket was in my set? You have guessed it! I read through the suggested remedies and modifications, which are all excellent ideas, particularly Roger Williams' technique of over-depth drilling and tapping of the holes in the block plus using longer bolts.

All excellent ideas that is – if you have power available! In addition, I would think you need a proper drill stand rigidly clamped to the block to ensure verticality.

The thought of all that swarf flying around on top of my newly assembled engine also sent shivers down my spine. I ruled out doing anything like this due to the practicalities of my situation but I persuaded myself I had to do something.

[You can drill the holes in the block out with a battery operated drill if no mains power is available.]

Also, from my observations, the original holes are about 20mm deep but only tapped to 15mm. Provided you are careful and use the correct size drill, 8.5mm diameter for a M10 x 1.5 hole, it is quite easy to drill down a further 7 – 10mm. If

around various motor factors yielded nothing.

Eventually on a tip-off from one of the fasteners outlets, I fetched up at a small engineering shop in Surbiton, handed over my sketch and there was a sharp intake of breath [I had got used to that by now].

'It'll be expensive', came the expert opinion. 'So will it be if I strip a thread using one of the bolts', I retorted. He was forced to agree so £150 and one week later, I had a set of bespoke M10 high tensile cylinder head holding down studs.

[A cheaper alternative would have been to buy some Unbrako M10 x 120 long socket head cap screws cut the head off and thread that end. You also end up with an M10 x 1.5 split die and die holder if you did not have it already.]

The only extra refinement while I was waiting was to seek out some 'taller' nuts as the standard M10's in my multipack seem a little inadequate for the 4mkg of torque to be applied.

There are M10 'connector' nuts available at 30mm tall – perhaps a little overkill but better than too little. I fitted the studs with a blob of 'instant gasket' on the end down the hole to provide a resilient seat, a little 'Loctite' on each thread as well and was careful not to over tighten into the block.

I had also bought some 'Well-seal' as mentioned in one of the

FP articles and coated the block, barrels, and head faces with this prior to fitting the head gasket. I tightened down sequentially in three stages [an intermediate 4mkg stage just for the hell of it]. See Photos 7 and 8.

Once the head was in place, most of the accessories went back on fairly easily but I was disappointed that within my 'full' gasket set there were no replacements for the little fibre washers on the oil transfer pipe, not enough gaskets for the fuel pump [I presume it should be pump body – gasket – heatshield – gasket – crankcase], or any seal for the dipstick tube.

To paraphrase Air Chief Marshal Dowding I am not sure if it is 'trust in Hylomar and pray to God' or the other way round.

The engine was now ready for reconciliation with the gearbox and to go back in. Once more, the hoist was hired and the help enlisted of an unwary friend for the day, the installation went smoothly and I cannot begin to describe what a beautiful sight it was to look at that big green lump sitting where it should be after so many months of setbacks and tripping over components on the floor.

Up until this point those parts I had placed in the boot

TRACTION TRIBULATIONS

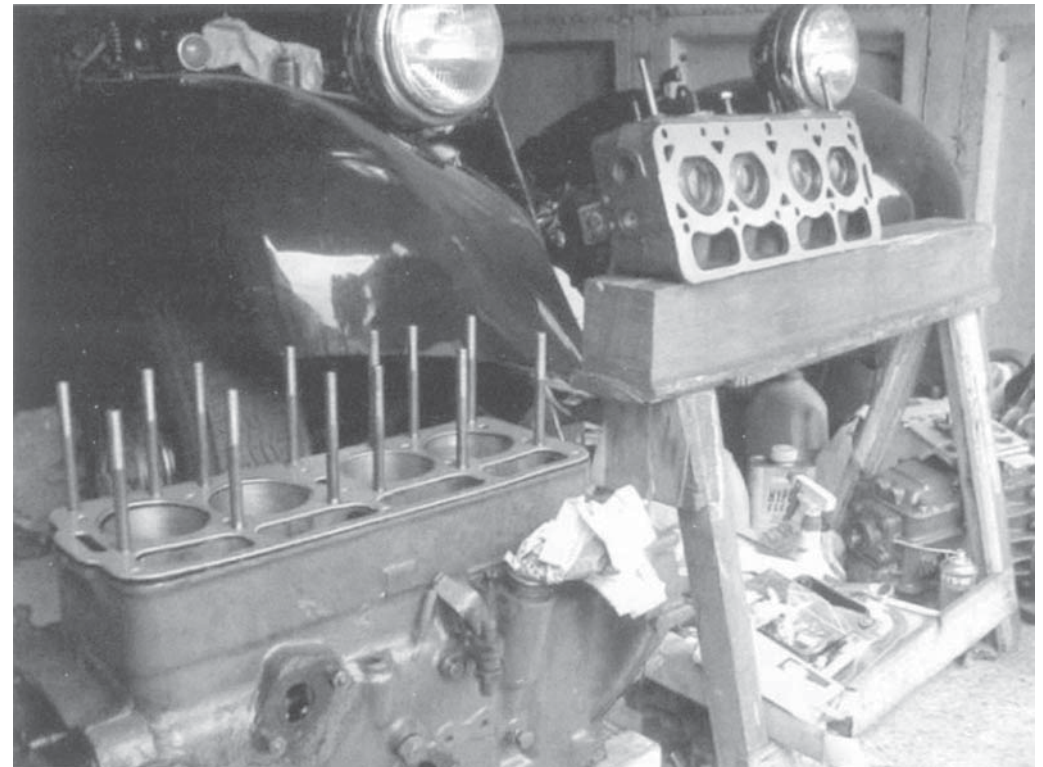
you do not fancy this then make sure that the hole you do have is tapped to the bottom.]

Reading the old workshop manual produced the first clue – it mentioned undoing studs from the engine block. This set me thinking, a stud has several advantages over a bolt in this case.

Firstly, it is possible to use the entire threaded length of the hole [a bolt must always have an 'unused' portion to allow space to tighten down].

Secondly, if a stud is 'locked' in position most of the load in terms of shear and torsion will be applied at the nut I stud interface, leaving only tension stress to be transmitted through the stud/block interface.

So much for the theory, what about the practicalities? In terms of an engineering device there cannot be anything simpler than a stud – simply a piece of rod with a threaded section each end. Could I find anyone to supply thirteen of these little things to my carefully taken measurements? Nah! Many phone calls to fastening suppliers/merchants, traipsing



in the initial enthusiasm to get started had been thoroughly trapped – car against garage wall and unable to go forward due to ½ton of engine in the way.

So, having re-fixed the driveshaft couplings and front

tic protractor from a geometry set, measured the distributor shaft diameter under the rotor arm and cut a hole to the same size at the centre point of the protractor [actually a semicircular cut-out rather than a 'hole'].

I set the timing statically to the flywheel recess 'mark' as per

the manual. I then secured the protractor around the distributor shaft [any place will do] with a rubber grommet.

To form a 'pointer' to enable the protractor to be read I used a pair of long nosed 'mole grips' around the body of the vacuum advance actuator rod casing [loosely, the metal is very weak!] and took a reading where they met the protractor.

I subtracted 6deg, unclamped and rotated the distributor anti-clockwise to this point and re-clamped. Removal of protractor and 6mm rod from the bell housing plus refitting the rotor arm and distributor cap completed the exercise.

The radiator shell and bonnet frame/leaves could now be replaced. The final piece to put back was the engine breather which required the car to be jacked up onto axle stands placed beneath the front cross-member [at least it does for me as my fingers are not dexterous enough to contort around the engine mount to do up the two bolts].

Whilst the car was so placed,

upper cross-member, it was time to take the radiator back to the flat and attempt to flush out the nasty lumps of rust collected in the header tank and tubes.

I did my best with the garden hose but still did not get them all. I guess it will have to be regular treatment with the 'radflush' for months to come.

The other tasks I decided to tackle before fitting the radiator shell/bonnet were to adjust valve clearances and set the timing. This was in order to make it easier to turn the engine – I have no starting handle so I have to use one pair of 'mole grips' longitudinally and another pair at right angles which plays havoc with the paintwork around the gear-shaft aperture!

The timing presented its own problems, namely that I did not have the Citroën special tool to set the distributor although at least I did now know where the timing mark was, thanks to the earlier work with dial gauge.

I also knew what the tool looked like thanks to the manual illustration.

I purchased an ordinary plas-

I took the opportunity to replenish the greasing points, which had been overdue at the start of this whole marathon session.

Before tightening down the new spark plugs, I removed each one and using a trigger oilcan squirted a small quantity of engine oil down each cylinder bore and turned the engine over by hand.

Note: anyone starting a Traction after a lengthy lay up or period of inactivity please, please do this, you may just save yourself the Herculean task described above by preventing the piston rings attaching themselves to the cylinder walls by rust.

A final check round to tighten drain plugs, mix anti-freeze, refill radiator and engine oil were the preliminaries to seeing if it would go.

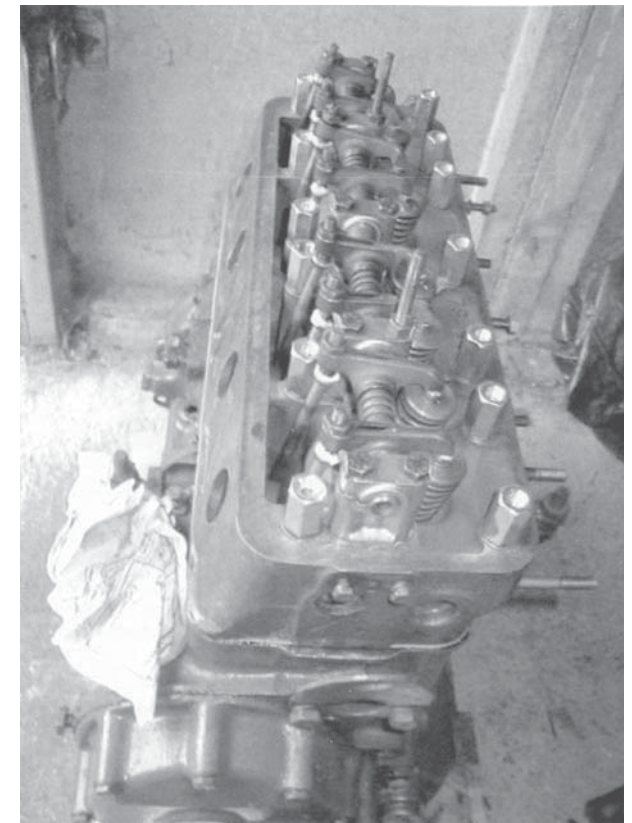
I disconnected the HT lead from the coil and 'churned' the engine on the starter in bursts until the oil pressure light went out. I reconnected the HT lead, set the choke to halfway and was surprised [even a little shocked] when she sprang to life with just a touch on the starter button.

She settled down to a reasonably smooth idle whilst I anxiously peered at all the points where leaks can occur. Further tightening jubilee clips soon fixed a small petrol dribble at the carburettor union and ditto at the top hose/radiator joint.

There was a slight clatter from the top end unsurprisingly since the provisional valve clear-

ances are greater than the usual settings. Unfortunately, I rapidly found that I had two residual problems; in the nine months of inactivity in a cold damp garage: the clutch plate had decided to seize to the flywheel face and the generator seemed unwilling to contribute any volts, amps or watts to the party.

Having restarted after fixing the minor leaks I let it run for 15minutes then switched off, undid the rocker cover and went around the sequence of cylinder head nuts with the torque wrench set at 5mKg.



TRACTION TRIBULATIONS

2008 CONCOURS WINNERS

The winners in each of the classes for the 2008 combined CCOCA / CCCV Concours d'Elegance are shown below. Unfortunately, CCOCA member Peter Sandow's AX/BX/CX/GS class winning CX is not in the picture.

♦ Popular Choice Award
Adelino Da Silva 1948
Light 15

♦ A-Series Class & Car of
the Show
Adrian Bird 1971 2CV6

♦ C-Series Class
Rob Turner 2007 C6

♦ DS/ID/SM Class
Michael Berry 1970 DS
21 Pallas

♦ Traction Avant &
RWD Class
Emily and Philip Rogers
1947 Big 6

♦ X-Series Class
Minoru Kori 1990 XM
24v Manual

It is true what they say about the incompressibility of the modern type head gasket – one or two of the nuts moved a fraction but on the majority the torque wrench ‘clicked out’ before any movement took place.

TRACTION TRIBULATIONS

With that task complete it only remained to adjust the valve clearances once more [to the warm setting 0.15/0.20mm] before I could replace the rocker cover and the engine was fit for duty, or at least careful running in.

[Even if the bolts/studs had loosened the friction under the nuts, bolt heads would still be greater than the tightening torque. The correct procedure is to loosen each bolt/nut in turn and tighten up in one smooth movement.]

Looking back now, if I was asked what was the most difficult part of the whole operation I would have to say that despite the various desperate and exasperating battles described above the biggest single problem was trying to keep stuff clean. Attempting to get operating theatre standards of cleanliness when you are virtually working in the open air is nigh on impossible.

Despite the fact that a lot of the work took place in summer, there were days when I was ‘weathered out’ when I got to the garage, opened up and would be fetching tools from the back of the

garage to turn round and see great clouds of dust blowing in around the part dismantled engine.

Other days I was more fortunate with the wind direction and when it rained at least that kept the dust down, even if it did drip from the open door down the back of my neck when I was

working on the cylinder head side!

Of course, I could not round off such an epic without mentioning the co-stars without whom none of it would have been possible. If I appear to have been critical of any organisation in the above, I will balance it here by saying that it is the end result that matters and it is hardly surprising that one encounters a few difficulties trying to find the correct parts and processes for a car that went out of production forty-seven years ago.

So a big thanks to:
The TOC helpline

Mike Holmes
The TOC Club Spares

Chris Treagust
Sutton Rebore Ltd

Sutton 0208 642 5685
BLR Engineering

Surbiton 0208 399 6617
Jones Industrial Fasteners Ltd

CTA Services
Zeeland, Holland

l'Hire Ltd
Sutton

Robin Jones

In the last edition of ‘Front Drive’, we brought you Annette Molesworth’s Raid Diary for the first part of Raid. This month we complete the notes on Raid with the diary of Helen Cross. The pictures that illustrate this article also come from Helen and Ted Cross.

LAVERTON TO MEEKATHARA
28 AUGUST

Day six dawned bright and sunny – my birthday – and we set off for Bandy Station – an abandoned cattle station, we camped behind the remains of the station, and I had a roast dinner cooked for my birthday – leg of lamb in a camp oven cooked in the coals of the fire – yummy – and fruit salad for desert.

More driving
through
De La
Poer
Na -

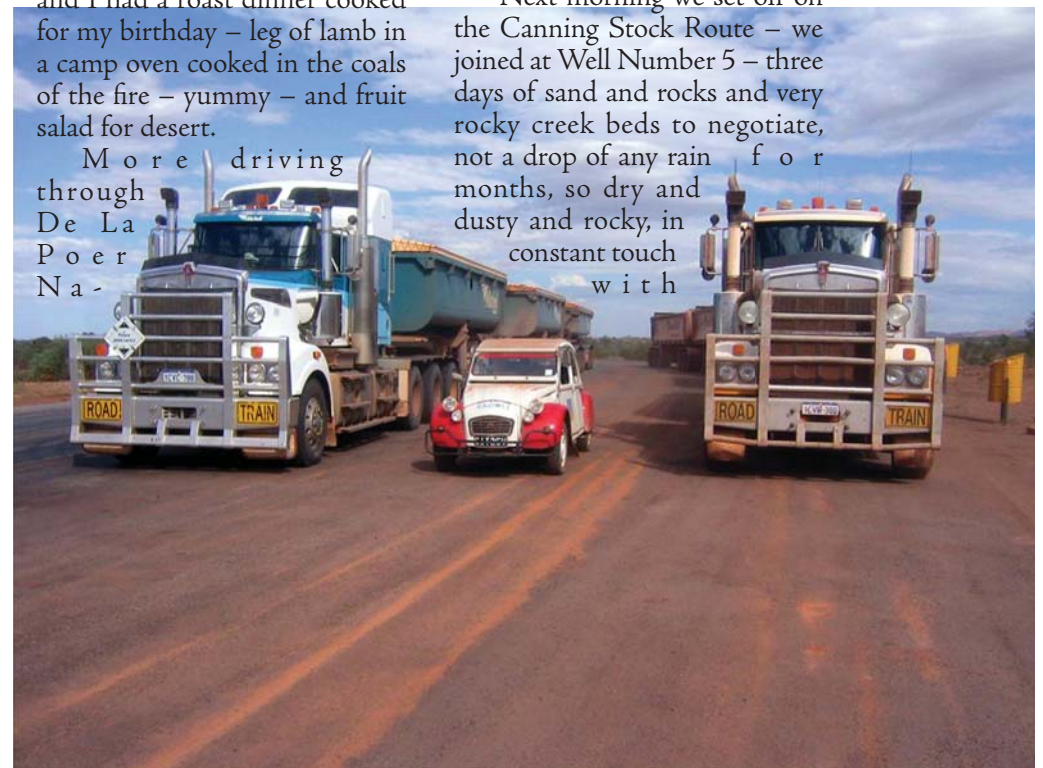
ture Reserve and another bush camp – stopped in to some caves along the way – not a lot of wildlife, only the odd hawk and camels and a kangaroo in the distance.

Another bush camp – getting quite good at going without

a shower or wash of sorts, and then on to camp at Carnegie Station – a cattle station in the middle of nowhere, at the end of the Gunbarrel Highway – had a shower of sorts – water on the boil as it came out of the tap, so I had a bucket of cold water.

Next morning we set off on the Canning Stock Route – we joined at Well Number 5 – three days of sand and rocks and very rocky creek beds to negotiate, not a drop of any rain for months, so dry and dusty and rocky, in constant touch with

RAID: A PERSONAL VIEW



the car in front on the CB radio as we negotiated each rock and creek bed.

Bush camps each night, cooking on the fire, the occasional sighting of an animal, plenty of sand to get bogged in, many cars

RAID: A PERSONAL VIEW

had damage, we bottomed out on quite a few rocks, major damage to our muffler which Ted removed and replaced with a spare that the Tech team was carrying.

We had a desert camp – with a light show – the sun was setting in the west as the moon was rising – really spectacular.

Camped at Well Number Three, had a hawk with chicks in a tree nearby.

I was relieved to see the end of the Canning Stock Route – we had a great bush camp at North Pool, kangaroos came down for a drink, good company around the campfire, then in to Wiluna next morning, an Aboriginal township – we visited the Art Gallery, then into Meekatharra – a very welcome shower after 4 days of no water!

Shower for people, washing machine for clothes, visited the local supermarket to stock up, and the hardware shop, meal at the local hotel, then an outdoor theatre evening at the Picture Garden – outdoor theatre – canvas seats, tin fence, and we watched the movie the 'Rabbit Proof Fence' before a

late night – 9.30pm.

MEEKATHARRA TO TOM PRICE
28 AUGUST

Up bright and early – we are living by the sun, so each day starts before sun-rise, as the dawn is breaking – enjoying the beautiful sunrises and sunsets – a couple of last minute purchases in Meeka, then we set forth for Mount Augustus – stopped off at Mount Gould Lock-up which was built in 1888 to combat sheep stealing, then on to the Burringurrah Community – an Aboriginal Community – school had just come out for the day – lots of children everywhere, all chatting non-stop, very interested in the little cars, delightful youngsters, curious to see what we were doing and where we were going, about 65 registered at the school, attendance around 20 at present – this increases in September when the 'no school no swim' rule comes into force.

We camped at Mount Augustus – they turned on a spit-roast dinner for us which was very welcome – a great night, we had quite a chat to the tribal elder for a while, then to bed.

Next morning hikes around Mount Augustus, then off to Cobra Station, where a meal of Kangaroo-tail stew was on for dinner – I can highly recommend it.

Of the 57 cars altogether, they are broken up into groups of

about six cars – change-over day for the groups, we are fortunate to have joined a group of people we did not know well, some from Perth, one from Adelaide and two from London – having a great time.

We headed off again bright and early, camped overnight right on the Tropic of Capricorn – another bush camp – decided to celebrate by sleeping out under the stars – groundsheet on the ground, then the self-inflating mattresses, then the sleeping bags – it was great, we will try and do it again as we head further north, and are out in the bush.

Into Tom Price a mining

town – camping ground, saw the iron-ore train go past, it is about 2.4kilometres long, beautiful colours of the rocks as the sun was setting, also at sunrise.

Spent time at Karijini National Park beautiful Gorges – ABG – then in to Newman.

Today we have come into Newman, mining town, still incredibly dry and dusty – everything we have with us is covered in orange-red dust, including ourselves – my hair looks and feels like steel-wool – lovely! Had a tour of the mine this afternoon – it is huge – employs about 1,000people, they mainly work 12hour days, everything is huge



in the way of equipment.

Tomorrow we head into the bush again, stopping at Nullagine, then bush camp at Skull Springs – possibility of another email sometime to come.

NEWMAN TO MARBLE BAR 17

RAID: A PERSONAL VIEW

SEPTEMBER

Departed from Newman bright and early, however a couple of members of our group had several 'hiccups' with their vehicles, so it turned into a long day – we certainly noticed the weather warming up, sitting on the dirt road for long stretches of time!

Stopped to check out Ophthalmia Dam for a short while

– the main source of water for the township of Newman, then over the Fortescue River – dry as a bone, but beautiful trees around and about, a perfect spot for our morning-tea break.

We had lunch in the area of Nullagine, out at their swimming hole at a place named Garden

Pool – water was very tempting, then a quick visit to Nullagine, a small community, population maybe about 100, mainly Aboriginal, they have the most amazing store – sells everything in the way of food, clothing, tools, some furniture, fuel, post office, bank – almost anything can be bought there, very friendly owners – they were pleased to see us, and keen

for a chat – we could have stayed a couple of days.

Another bush camp at Skull Springs – rolled in close to dark, cooked a curry on the fire, we decided to sleep under the stars – not so successful as it was a fairly cold night [we slept in our clothes, including two polar-fleece tops for me] and by morning everything was covered in dew [including us] – damp sleeping bags are not all that much fun!

I walked about a kilometre to the actual springs – beautiful lush growth, a bit of an oasis, but I did not go for a dip – other people did, too chilly at 7am.

We experienced our first river crossing – I drove our little car through the Oakover River – made it to the other side, then it

conked out – apparently the coil [?] was wet, so Ted changed it over to our spare one and we were again on the move.

The day was heating up – we had a look at Carawine Gorge, heat was stifling, probably over 35° bouncing off the rocks, several folks went into the water-hole, I decided against it as there was thick mud to stagger through to the cleaner water, then mud again as you came out.

On to the bitumen, one car with us had a break-down, tempers on the short side – road trains hurtling past, finally we were mobile again, and rolled into Marble Bar – the hottest town in Australia.

Found the bar at the Ironclad Hotel – service excruciatingly

'Climb every mountain, ford every stream, follow every rainbow, 'til you find your dream!' They may be just the words of a song, but they certainly reflect these two pictures of Raid.



slow and everything expensive, but their fish and chips were tempting, so I had a night off cooking.

Slept out again, good excepting for the mosquitoes.

MARBLE BAR TO DERBY 18

RAID: A PERSONAL VIEW

SEPTEMBER

Checked out the Jasper deposit at Marble Bar – brilliant colours in the rock when you throw water onto it – incredibly hot, I found the swimming hole for an hour, then headed out to another bush camp at Doolena Gap – swimming hole pretty grotty as cattle use it frequently, but it was WET and we were hot.

Day 22 was short – only 53 miles/86 kms, road was difficult, spent an hour at Coppin

Gap – beautiful Gorge and waterhole, then over a rocky track to attempt Kitty Pass – a jump-up – a rock ledge about 30 feet higher than the old track – to overcome. We did this successfully, Ted driving, I walked a lot of obstacles to make the car lighter. The 2CVs are taking everything we throw at them and coming back for more.

That evening the De Grey River bush camp gave us an opportunity to adjust the valve openings on the 2CV [thanks Rick Pembroke – UK] which close up, due to the hard work the engine was getting.

The lure of the 80 Mile Beach saw all of the cars pushing on and the unmade roads/highways were quite good. I drove through the sand dunes, and we parked

all of the 2CVs on the beach for some great photos. This is a fishing beach with plenty of sharks, so not much swimming unfortunately. The sight of nearly 60 2CVs parked on the beach was a great memory. We did a family / group photo of the Raiders also and then headed north to Port Smith Lagoon, where we had a great surprise – Bill and Trisha Plant – related by marriage, but great friends as well – were there, waiting for us to arrive. Had a wonderful night – freshly caught fish [with chips] for dinner, lots of music and singing and dancing and games and fun – a very late night for us – midnight!

Early start next morning – drove into Broome, where we met up with Max, cousin of our friend Susanne Smith – spent time in their home [after ages living in the tent it was great], sight-seeing around Broome, swim in the surf at Cable Beach, then drove on north to Derby – arrived just as the sun was setting over the water – a huge red/orange ball, then more fresh Barramundi for dinner. I thought it was hot – 37° at 7.30pm!

Forgot to mention that many cars have a name instead of a car number – we are 'Henny Penny' instead of 'Car 13'

Henny Penny signing off.
DERBY TO KUNUNURRA 18
SEPTEMBER

Headed out of Derby bright and early onto the Gibb River Road – the road surface was bitu-

men for at least an hour – wonderful – then back to the dirt.

An incredibly hot day – I drank several litres of water and was still very dehydrated – someone poured water over my head to cool me down. The corrugations on road were pretty bad, the car was shaking and it was not a fun day. We made a bush camp at Silent Grove – we drove through three creeks to get there, even too hot to sit around the camp-fire in the evening.

Next morning we drove a further 10kms and arrived at Bell Gorge – half an hour of rock-hopping, and we arrived at the most fantastic gorge and water hole – 2 main pools, one deep the other shallower, with a huge waterfall – temperature must have been well into the thirties by then – 8am – and I was just wearing shorts and singlet top, so I stripped off to my birthday suit for a dip – there were only two or three people around – imagine my surprise when I turned around to hop out and there were 50 – 60 people all watching me! Woops! I just dried off and put my shorts and T-shirt back.

Rock-hopped back to car, then we returned to the Gibb River Road through the three creeks – water just came up to the floor level, so not too bad. A brief stop at the Imintji store and Aboriginal Settlement – had a yummy ice-cream

Just part of the line of 2CVs on the 80 Mile Beach, between Port Hedland and Broome



for morning tea – a rare treat – then lunch and another swim at Galvan's Gorge [good waterfall again], then to Mount Barnett, and bush camp at Manning Gorge – yet another welcome swimming hole, they even had

RAID: A PERSONAL VIEW

some inflated tubes from some tyres, quite luxurious.

Day 27 – our last full day on the Raid.

We had experienced our first rain during the night. We had not seen any rain since driving towards Kalgoorlie on the Nullarbor – so the Gibb River Road was wet and about a dozen water hazards had appeared. We drove through or around the edges and had muddy red/orange water flowing through the car around our feet – lovely I don't think. At least the rain softened the corrugations a bit.

We actually detoured and found the Gibb River – just beautiful with majestic gum trees – then back to the corrugations, crossed through at least half a dozen creeks, some wet, some dry, another jump-up and arrived at Home Valley Station, where we had our final dinner.

I had a date with the washing machine – everything we have taken is stained quite well with red/orange dirt, but managed to remove some of that.

An early start next morning

as we had to cross the Pentecost River at low tide, which occurred around 6am. We made it through – it is at least 200metres wide – then a couple of hours of shocking corrugations, then onto the bitumen. I have taken a photo of

Ted on his knees kissing the bitumen, he was so pleased to see it.

Henny Penny has signed off.
HOME SAFELY 19 SEPTEMBER

After completing the Raid, we headed for home with some Raid friends Lidy and Adri who live in Holland, and Tom and Helen Campbell from NSW – Kununurra across to Katherine in the Northern Territory. We farewelled the Campbells at Katherine, then travelled south with our Dutch friends.

Only another 3,500kms to get home now. Seven days to complete our journey and to be home in time for the wedding of our only daughter Claire. Easy after what we have already achieved.

We went out on a boat on Katherine Gorge – amazing rock formations. I knew I felt hot, it was 43° in the boat and we stayed overnight in a motel. It was a joy to have our own bathroom, and a pool for a swim at dusk.

Headed south down the Stuart Highway next morning, stopped at Bitter Springs and Mataranka and swam in the hot springs at both places – water is about 34°, crystal clear water, palm trees and lush vegetation.

Stopped at the Larrimah Pub, then further south to Renner Springs – only accommodation was a camp-site, so out with the tent again and cooking dinner on the fire, lots of geese wandering around for company.

A very long day driving, stopped at Tennant Creek for fuel, then Barrow Creek to eat lunch, and made it into Alice Springs before dark, and joy of joys a cabin with en-suite bathroom! Had dinner at a local establishment where they had snakes and a goanna to wind themselves around your arms – my heart was thumping, but I had a snake draped on me. We met up with Ray Potts and some other friends from Melbourne undertaking a classic Red Centre Car Rally from Alice Springs to the Gold Coast via the Top End in Queensland. We wished them well on their challenge – 12,000kms in 7days!

Another long drive, arrived into Coober Pedy – Opal capital of the world, unbelievably dry and dusty, stones, no grass, and a very few sparse gum trees only – it is a multi-cultural town, we had a good Greek meal for dinner, and slept in an underground motel room.

Yet another long drive, this time we detoured briefly to check out Woomera, then arrived at Port Augusta before dark, found a good cheap motel [en-suite again!] and went for a yummy seafood dinner.

It is amazing that the little 2CV can change from an off-road bush-basher to a highway cruiser and not disappoint us.

We stayed on 100kph for the long stretches of the highway. Longest day was over 700kms with only short stops.

From Port Augusta we headed down to Adelaide and again stayed over-night with our friends Liz and John [it was our 37th wedding anniversary and we had a lovely home-cooked roast dinner]. Then the last leg, home to Melbourne – yet another long day, about 730km.

The car is still going and is in one piece, however Ted feels the gearbox is making a few strange noises, could need attention.

In under 7 weeks we have travelled 7,715miles [our speedo is in miles] or about 12,421kilometres. We did not really have any trouble with the car, excepting for breaking the muffler on the Canning Stock Route, and we did not even have one flat tyre. Fuel: we averaged 6.5litres per 100 kilometres. This is 43mpg under extreme conditions. The 2CV is such a great little car.

Our first week at home has been and will continue to be very busy, apart from about a million loads of washing [everything we have taken is impregnated with red/orange dust and dirt], our daughter Claire is to be married on Saturday 20 September, so all systems are go-go-go. Until our next adventure.

Hello Ted,
I trust that you are home safe and sound, and a successful wedding was had by all!

On the matter of Raid, I have chosen to write to you after reading the following in the Winter

a published advice from COCCA [sic] which is incorrect. A suitable resolution would be a full retraction and publication of a suggestion that if people are driving outside of their jurisdiction with unlicensed vehicles [such as vehicles on permits] then they should contact the licensing centre in

the proposed jurisdiction of travel and seek advice in writing.

Thirdly, the article states that the 'red plate' does not cover vehicles travelling to and from the event! I find that ludicrous. Given that the rest of the paragraph is based on inaccuracy, I dismissed this as more of the same. I shall leave you to investigate.

In concluding, I will admit that I know very little about most of the things published in Front Drive. However if the inaccuracies highlighted in these few lines are indicative of the rest of the material published there-in, surely the greater good would be to have *pas de* publication, rather than this mindless, multitude of myths.

I thank you in advance in anticipation of your response.

cheers

Shayne

cc Raid Committee

Dear Shayne,
Thank you for email regarding the Events listing for Raid Australia in 'Front Drive'. Unfortunately, at the time your email arrived I was overseas and not in a position to receive or reply to your note.

On the first matter you raise [source attribution], you will note that all feature articles in 'Front Drive' are fully attributed to the author and where a feature has been reprinted by CCOCA there is also reference to the original publisher. Small paragraph items, which includes information on forthcoming events do not receive attribution, and are therefore the sole responsibility of the Editor. This I believe is common practice both within the world of car club publishing and in the mainstream media.

You were named as the contact person for Raid Australia in the A-Tractions listing with contact details taken from the Raid's website. However if this listing, in association with the notes for the event, caused you embarrassment I can only apologise unreservedly and assure you that while I am editor of 'Front Drive' there will be no further use of your name in association with material not written by you.

As regards the actual facts of the statements in the A-Tractions listing regarding Club Permit cars, [brought to your attention by an unattributed source, I note] they are of themselves correct.

No reference to the legality of any permit outside the issuing States jurisdiction was made.

The Victorian Club Permit system [the only one which for CCOCA has any legal relevance] only covers vehicles for the dates of the event listed. Specifically, 'The Victorian Club Permit

Scheme Handbook', issued by Association of Motoring Clubs [the umbrella association of the classic car movement in Victoria] in conjunction with VicRoads [the official administrators of the scheme] states:

• 'Those days travelling to/from a National Rally interstate where only the actual event days are listed in your Club's calendar would require a Special Use Authorisation Voucher.'

Nothing could be clearer.

That you find this 'ludicrous' is almost as ludicrous as we in other States may find the WA authorities failure to recognise these permits at all.

The Club would like to take this opportunity to remind Victorian members of CCOCA with cars being used under the Permit Scheme that it is highly recommended by the AOMC and VicRoads that you carry a copy of The Handbook at all times and be aware of its contents. The Handbook also states that 'abuse of the Club Permit Scheme may incur Statutory Penalties' and makes clear that the Club has a responsibility to report abuse of the scheme to VicRoads.

Once again, let me thank you for your email and take this opportunity to assure you that every effort is made by CCOCA to ensure the myth-free nature of information in 'Front Drive'.

Yours sincerely,

Leigh F Miles

Editor - 'Front Drive'.

YOU SAID

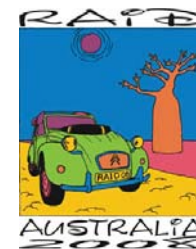
2008, vol 32, number 3 edition of Front Drive, on page 6 under the heading for Raid Australia.

Participants should remember that this event listing only covers 'Red Plate' cars for the dates of the Raid. If you are leaving before August 8 or returning after September 4, you will require a Special Permit.

My intent is to point out areas which have caused me concern.

Firstly, it was drawn to my attention by someone who thought I had written the article. Upon first reading, it is reasonable to come to that conclusion, and there is no indication to the contrary. I believe that publishing articles without attribution is sloppy. Publishing articles which name a person as a contact, inferring authorship, is misleading and deceptive.

Secondly, the article proclaims that the 'red plate' covers cars for the dates of the Raid. This is incorrect as 'red plates' are a Victorian Permit, which is not recognised in Western Australia. I believe that this insinuation, if left uncorrected, could lead to problems in the future, as it stands as



ICONOCLAST!

Everything is different. Back in the eighties and nineties when Xavier Karcher was at the helm, Citroën worldwide decided to reinvent itself as a manufacturer of mainstream cars as opposed to the

'quirky' offerings of the Michelin era. Perhaps 'reinvent' is the wrong word and 're-reinvent' might be more appropriate since in the first 15 years of its history, the company built nothing but mainstream cars – even before the concept existed. Indeed it could be said that the two pioneers of automotive mass production – Henry Ford and André Citroën invented the mainstream car, a vehicle that was affordable both to purchase and to run.

The decision was taken by Karcher to distance Citroën from technologically complex [and expensive to build] cars like the CX and GSA and in particular from the 2CV, which was about as far from the mainstream as it is possible to get. A diktat was issued from Paris which resulted in the destruction of an awful lot of archive documentation and the effective denial of the company's past and as a result, it was left to clubs and enthusiastic individuals to keep the flame burning with, it must be said, very little co-operation or assistance from the company. There were exceptions

of course. In the Netherlands, the company continued to maintain strong links with the enthusiasts and in other countries, individual employees who disagreed with the Stalinesque rewriting of history continued to talk, unofficially and off the record with some of the more level-headed enthusiasts.

In 1997, Jean Martin Folz took hold of the [no longer single-spoked] wheel and drove the company along a new road – one where style and technology were no longer considered inimical to economy mainstream designs. The availability of cheap and reliable electronics also made it easy to employ high tech solutions and the widespread use of such technology in the home and office has overcome distrust of the employment of such solutions in cars.

In 1994, Volkswagen unveiled the J Mays-penned Concept 1 at the North American International Auto Show; a design which was heavily influenced by the original Beetle and which met with widespread public acclaim. Four years later, in 1998 VW launched the New Beetle. Then Rover showed the ACV30 concept car which drew its styling cues from the original Mini and showed prototype versions of the car that was to become the MINI at the 2000 Paris Auto Salon. When BMW, Rover's new owners divested themselves of Rover, they retained the MINI and



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that car was launched in 2001. Both the New Beetle and the MINI together with the Chrysler PT Cruiser [which employed American retro styling and was launched in 2000] demonstrated that heritage is a marketable

by the Pluriel concept car and the C6 Lignage concept car. Both met with approval. The C6 harked back to the CX. The production version of the C3 was launched in 2002 and, if you squint at it in the right way, it bears certain vague

ICONOCLAST!

commodity, with Fiat jumping on the bandwagon very recently with its delightful 500. Heritage reinforces brand identity.

In 1998, Citroën showed the C3 concept car at the Mondial Automobile. In its press release, Citroën stated '...this car marks the renaissance and renewal of the marque's reputation for creativity.' Public reaction was favourable. The following year it was followed

resemblances to the 2CV. This was soon picked up by the muttering rotters who majored on 'the new 2CV'. The company maintained a dignified [some might say 'aloof'] silence on this point. While the press might be ready for a new 2CV, the company clearly was not confident that the purchasing public would share this view. It could be said that the Berlingo better fulfils the role of 'new 2CV' than either the C3 or C3 Pluriel. The production ver-

sion of the C6 was not launched until 2005 – six years after the concept was first shown. Again, it might be a lack of confidence that was the reason for the delay but the C6 was only ever going to be sold in small numbers, so it was not going to be too dangerous to make comparisons with its illustrious forebears. In the meantime, the XM was dropped from production.

Given the foregoing, I was rather taken aback when I was approached by Pexton Searle, Citroën UK's marketing agency, and was asked if I [along with John Reynolds] would assist them in a new campaign called 'Different Is Everything'. Needless to say I agreed with alacrity and worked with this very professional and enthusiastic agency and the results can be seen at www.differentiseeverything.co.uk. There is also a book [!] which, unfortunately is not widely available.

The essence of the campaign is to demonstrate how often Citroën led the way in automotive design and technology and to demonstrate that it still does; one of the main reasons for the campaign was to add status to André Citroën himself, which in turn would add credibility to the products of his company. The little-known [outside the select few] technological heritage that the company boasts ought to give waverers 'permission to buy' [a hideously trumped up marketing phrase but as apt as it can ever

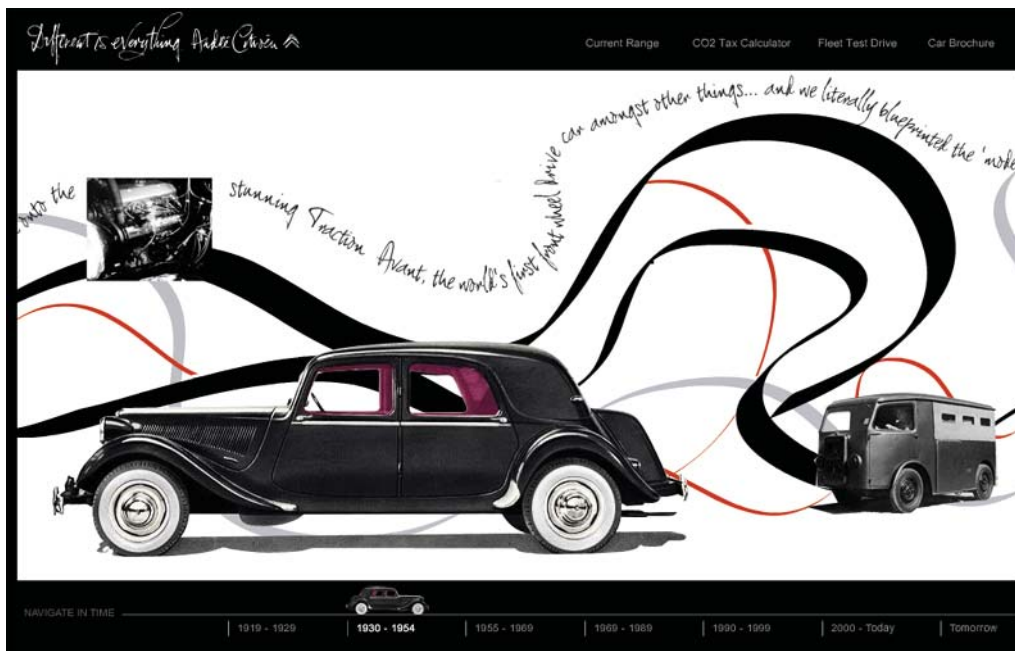
be in this case!]. Many Citroën enthusiasts have expressed disappointment that the 2CV is not featured more prominently, but I suspect that years of Jasper Carrot jokes and Jeremy Clarkson broadsides have taken their toll and made it next to impossible to convince Joe and Josephine Public that the car has any merits at all. Of course we know better, but how many times have you tried [and failed] to convince a Ford or VW or Toyota owner that the 2CV is a technologically advanced and very clever design?

So I was even more surprised to be contacted by Slough in June of this year and asked if I had, or knew anyone who had a copy of the Channel 4 documentary 'The Tin Snail'. I immediately pointed them in the direction of Adrian Chapman who came up trumps and supplied them with a copy. And the thanks came, not from Slough, but from Paris.

The conclusion I draw from this is that the 2CV is no longer the mouton noir in the company's heritage but is due for rehabilitation. Whether this rehabilitation will be extended to the United Kingdom is not clear. Time will tell...

'Iconoclast' is an occasional, deliberately provocative essay published in 'The Citroënian', the magazine of the Citroën Car Club of the UK, written by Julian Marsh. This article appeared in the September 2008 edition.

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How are your Water Works?

'Water and oil': this subject frequently comes up in the Hadaway household, due to the abundance of young, female car owners in our family: daughters

and granddaughters, etc. If these two items are remembered then I stand a fair chance that I will not be called upon to fix one of those ultimate automotive catas-

trophes – which I can certainly do without. I rarely greet my young, female kin with the normal pleasantries until I have got over. "How's your water and oil?"

Now there was a time, I must admit, when I had a boil-up in my Traction and it was not so long ago either. It occurred whilst we were driving home from a Club picnic at the Rob Roy Hill Climb. I had been well aware for sometime

that I was losing water from the radiator via the overflow pipe, probably due to the malfunction of the pressure valve in the head of the radiator being kaput [probably a rusted out]. The leak was pretty obvious but I lived with this condition, as one does, and topped up regularly from the plastic bottle that had become the standard item to carry. It only took one too many glasses of red at the Rob Roy picnic and it happened!

Anyway, the Traction lived another day and I happened to be relating the tale to Club member George Tippet and, lo and behold, he took me under the bonnet of his Traction to see a simple solution. A length of plastic tube, a plastic bottle arranged with bottom and top entry and exits. The bottle served as a auxiliary reservoir for storing expanding hot water, from the radiator which entered the bottom connection of the bottle via the plastic hose. The top of the reservoir was vented to the atmosphere with another short length of plastic hose which directed any surplus overflow down to the road.

George explained that the radiator filler cap had to be modified to seal the radiator – and this makes it all work because when a system cools down after a run a partial vacuum is produced in the radiator which sucks the water back from the auxiliary reservoir [That sounds like a flash name for the plastic bottle, Bernie. Ed.].

This refills the radiator and brings the system back to normal ready for the next run.

And it works – I have had a system operating now for about 18 months and I never have to top up.

This is a good thing because I know I am not losing water elsewhere and I do not have water leaking from the cylinder head gasket after all. My installation is a little different and I soldered up a brass box [5" x 4" x 3½" deep] instead of the plastic bottle which did not really 'click' with me, I fitted a nice fat 'O' ring in the radiator filler cap which does a good job of sealing. (See photo).

It is likely that others are aware of George's modification, and I am sure have or had the need, but I can recommend this one to those who still have!!

Bernard Hadaway



WATER WORKS

Spare parts sales are continuing quite strongly although there seems to be more action in the northern states lately with a couple more Victorian Tractions going north for the sun in the last few months. There

parts are and with Rob Koffijberg still sourcing the majority of our parts we are still being well served.

Tyres are a bit of a hot item at the moment, new member Dion Rinaldi from Maryborough tells me Stuckey's prices are over \$400 for a 165 x 400, so if there are members wanting to

retain original tyres on their cars keep a lookout for anything that is around as these prices are surely going to increase also.

I do not have new products this month but the 4 speed conversion parts have been picked up. Look for some news on this in the near future. I would expect some real movement on this in the new year.

That is about it for the moment, keep up the good work and getting more Tractions on the road.

Rob Little



SPARE NEWS

were quite a few good looking Tractions at the concours recently with Phillip Rogers taking a well deserved win and D'Silva's Traction getting the popular vote.

Despite the downturn in the world economy our prices are still holding for the time being, we do currently have some money in Europe which we bought a couple of months ago, this will assist for a little while but eventually prices will increase, unless we regain the 40% lost on our dollar recently. We have been fortunate in the past as parts for our cars are still not in the silly bracket as some car

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

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]

1974 2CV6

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

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]



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