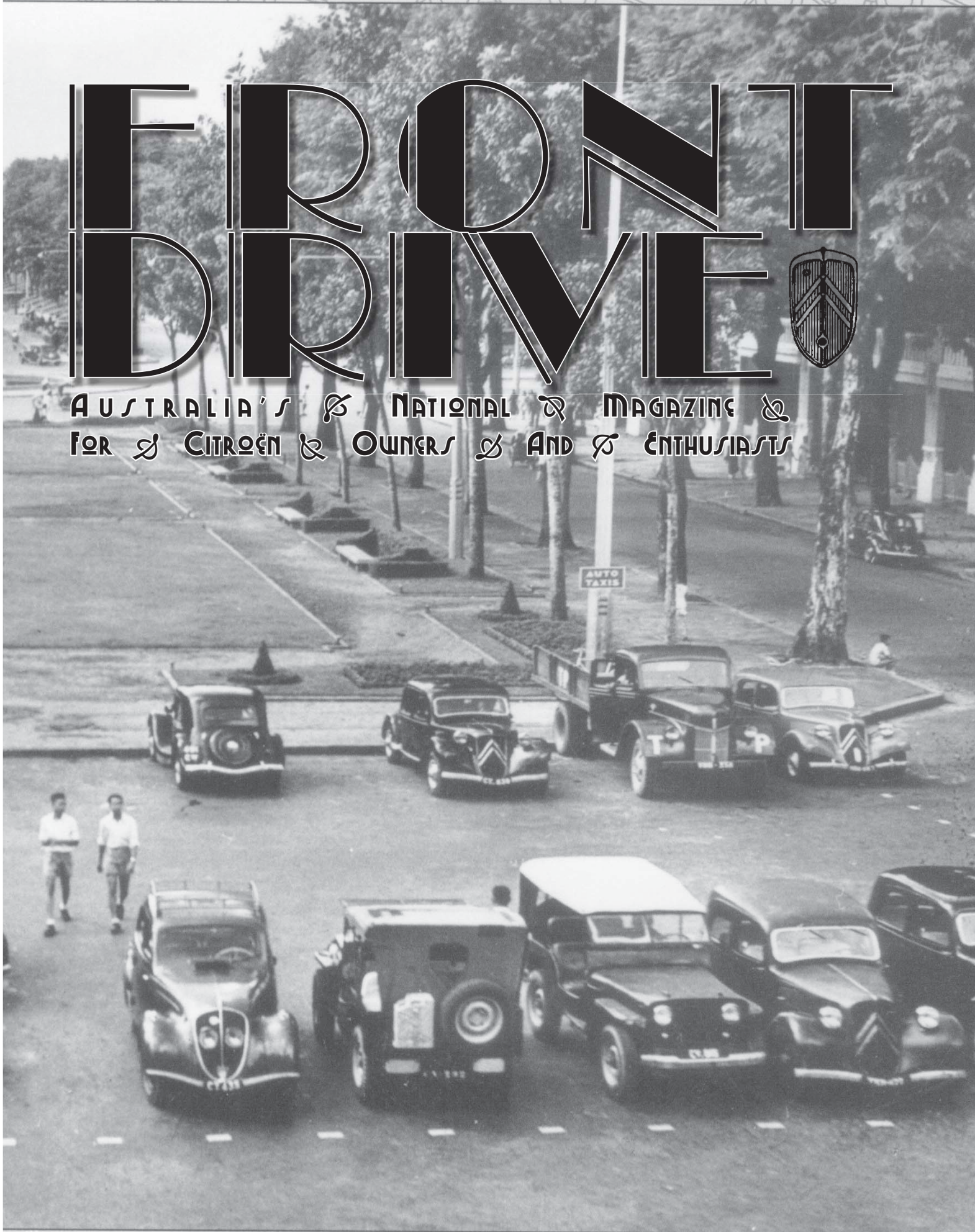


# FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE  
FOR CITROËN OWNERS AND ENTHUSIASTS



JANUARY/FEBRUARY, 2016 Vol 39 No 5

Boulevard Charner 1952.



## POSTAL ADDRESS

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](http://www.citroenclassic.org.au)

Citroën Classic Owners Club of Australia  
Inc. is a member of the Association of  
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advertiser and a member of the Club.

Annual Membership is \$55. For overseas  
membership add \$17.50.

## COVER IMAGE

Saigon 1952 had to go with  
the 1968/9 story from Vung  
Tau on page 17/18. courtesy the  
Dutch Club calendar in Leighs  
archive.

## MEMBERSHIP

Club meetings are held on the fourth  
Wednesday of every month [except  
December] at 7:30pm. The venue is the  
Frog Hollow Reserve Rooms, Fordham  
Ave., Camberwell. Melway 60, B3

## LIFE MEMBERS

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

Rob Little	2012
Ted Cross	2012
Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

## 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. If you do not have a  
Club Permit Handbook include \$5 and  
we will return one to you.

### ABOUT TO ARRANGE A CLASSIC/HISTORIC PERMIT FOR YOUR CITROËN?

CH permit applications must be accompanied by a RWC or to  
have been inspected and approved by one of the Club's Safety  
Officers. 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 there.

## COMMITTEE

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**ICCCR REPRESENTATIVE ~**  
Ted Cross [03] 9819 2208 [H]

## DEADLINE

The deadline for the next edition of 'Front Drive' is Monday February 29 2016.

### FOR SPARE PARTS & TOOLS

Contact Lance Wearne. Phone: [07] 3351 8327 or spareparts@citroenclassic.org.au [If you phone, please do it at a reasonable hour.]

### CLUB SHOP

For Citroën models, memorabilia and other items contact Kay & Robert Belcourt at clubshop@citroenclassic.org.au

### OTHER CLUBS

VIC: [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au)  
NSW: [www.citroencarclub.org.au/](http://www.citroencarclub.org.au/)  
QLD: [www.citroenclub.org](http://www.citroenclub.org)  
SA: <http://clubcitroensa.com>  
WA: [www.citroenwa.com.au](http://www.citroenwa.com.au)  
[www.doublechevrons.aunz.com](http://www.doublechevrons.aunz.com)



# EDITORIAL

This magazine/newsletter is a little out of step ie late because the AGM has been brought forward to February because of the number of people expected to be in panic mode as they make final preparations for Citin 2016 which starts 2 days after the original date of the AGM. This issue is heavy with the Events for your 2016 Bucket List (fantastic organisation by Lee and others) and Technical Talk, (some of which like Arthur Ewatts could be potentially life saving), a variation from photos of past events, and potentially more useful to our far flung members than photo's of the last couple of events ie the "end of year" and "new years" snagfest which were very well organised, well attended and thoroughly enjoyable.

The AOMC have been both skillfull and tactfull in persuading Vicroads to allow the spouse of a deceased Club Permit Holder to transfer the permit without cost or RWC just as

normal rego can be transfered to a surviving spouse. Previously a spouse needed to start a new permit with RWC etc. Vicroads is also weighing the pro's and con's of changing the Club Permit scheme eligibility to 30 years to bring it into line with the other states or continue the status quo.

The AOMC is lobbying for the status quo (25 years) in the hope that it might encourage the PlayStation generation into the Classic Car Fraternity with their Skylines, Supra's and WRX's.

Apologies for some grammatical and spelling in the last issue.

Finally Rob Little notes that the Silent Bloc sets offered by Roger Williams were priced at 1350 GB Pounds plus freight and duty.

PS note change of venue for Chit Chat Tuesday.

Russell  
Editor



## CONTENTS

ED SED	PAGE 4	VIETNAM TRACTION	PAGE 17
PREZ SEZ	PAGE 5	D-SHAFTED	PAGE 24
A-TRACTIONS	PAGE 9	SILENT-BLOCS	PAGE 30
TEC N TWADDLE	PAGE 15	SPARES NEWS	PAGE 36



## PRESIDENTS REPORT

The last couple of months of 2015 saw plenty of work with activities, the majority of which Lee Dennes led from the front. Our combined CCOCA/CCCV activities meeting early December resulted in a packed calendar for 2016. Truly folks, this year has a wide spread of interest for one and all notwithstanding that this a Raid year. Although the club does not organise this as such, Citroen tragics within the club do!! The amount of time and energy that goes into this every 4 year event is staggering. CCOCA and CCCV have combined their efforts with Lee Dennes again in the vanguard of things has organised supplementry events prior to and after the Raid. I have not planned to do this 2016 Raid but I have committed to do the 2020 one. I need to purchase a car of course as well as hopefully retiring from running my business. Which by the way is keeping me very busy.

One of the activities planned for the first half of the year which I have taken on is the 2016 CCOCA/CCCV combined Concours which this time will be held at Bundoora Park where we were last in October 2011. That was an enormous success with interstate and country Victorians turning up in their beloved cars. As you

may recall Peter Boyle had a lot to do with getting those members that we rarely see, take the time and effort to attend. Peter has a way to entice even the most reluctant owner to come along and that is what I am planning again.

For those that have a penchant for Oz Traction events ( I have attended the last two and I love them), the club as such have declined to organise one for this year as the Raid and its peripheral activities has taken up a lot of time and effort.... however in the wings (and I will know more sooner rather than later) we may see this Oz Traction organised by one of our most stalwart members...keep watching this space!!

The clubs AGM this year is in February rather than March due to event clashes with Cit-in 2016. As you all know this will be at Echuca and has been expertly and thoroughly professionally organised by Helen and Ted Cross. I will be there this year with hopefully our Big 15 with me driving and Roz and Rosie keeping station in the C6 in case.

It is not too early to note that the AGM is fast approaching and that is I would like to see any club member consider taking on any position that they may like to have a go at. I have





## PRESIDENTS REPORT

another term lined up as President but that does not mean that if you want to have a go at it, put up your hand and go to the vote!! At the 2017 AGM I will definitely be standing down as there is a 3 year limit. Aside from committee positions, we are always open to assistance from our club members to help out at events and functions.

For the first time for many a year I shut the doors on my business and took off for Tweed Heads in the C6 December 21st. A total of four days on the road there and back stopping at Dubbo both times..44 hours on the road and 36 actual driving. I did all of the driving bar a 20 km stretch prior to lunch on the second day. A big cholesterol laden hot English breakfast was the culprit. Otherwise brain food was light salads/quiche and non-alcoholic fluids. Christmas with my mother went well and just spending lots of time chatting over times gone by was great. There were three adults and Rosie and nary an admonishing word regards the drive which I thoroughly enjoyed. The first day was spent wondering why the car under acceleration seemed tardy...it was the blinking floor mat that

had crept under the accelerator pedal. That was soon removed and whoosh, step down was no longer a problem. As you know the Newell is mostly 110 rated, mostly single lane with more Macks and Kenworths that you could shake a stick at. And the roads were mostly poor. So concentration was the critical thing. It was easy because most times my passengers were dozing gently. Yes I thought, my driving was preety smooth but then it was really the car which did the work. Would I do the 4000 kms again?? Not in a long while and if so done with a much more leisurely pace. We missed so many interesting sights...car museums, car wreckers...even a glass museum that had Roz all agog. Sorry sweetie but there's no time.

I would like to remind all those that have club olates that it is the responsibility of the car ownen and not CCOCA to ensure that you renew on time. Vic roads gives you a couple of months to do so...that's a goodly generous time to get off to Vicroads and renew. Should it lapse, it will be a confounded nuisance if not a huge expense in time, money and effort to get back in. So be warned. Log book entry at the beginning of your

journey is a must... without that and if you are pulled over by the boys and girls in blue and if it's not there or not filled in with the day's drive you will lose your club plate standing, be fined and normal road rego to apply... that's a huge ouch wouldn't you say. The club plate system is a good one...low cost appropriate to the limited use you plan, easy to maintain and all going well, the system will be around for a long time to come. I have renewed two club plate permits

over the last three months, both at the Sunshine branch of Vic Roads (I have had problems with online payments) and it is I must say a pleasant experience. VR is so efficient it makes your eyes water!! You may not necessarily agree.

I would like to wish on behalf of our committee that all of our members have a safe and enjoyable 2016.

Max Lewis, President.

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# ATTRACTIONS 2016

<b>FEBRU- ARY</b>	<b>Wed 17</b> <b>Committee Meeting</b>	<b>Contact Secretary Ted Cross</b>
	<b>Wed 24</b> <b>CCOCA AGM</b>	
<b>MARCH</b>    ★	<b>Fri 4 to Mon 7</b> <b>Dennes 4 Day Run</b>	<b>Grampians Get a Way with CCCV</b>
	<b>Wed 16</b> <b>Committee Meeting</b>	
	<b>Wed 23</b> <b>General Meeting</b>	<b>Riversdale Hotel</b>  <b>Echuca</b>
	<b>Fri 25 to Mon 28</b> <b>Cit-in 2016</b>	
	<b>28 Mar -6 April</b> <b>Post Cit-In Run</b>	
<b>APRIL</b>	<b>Sun 10</b> <b>RACV Classic Show Case</b>	<b>with CCCV</b>
	<b>Sun 17</b> <b>Joint Concours Bundoora</b>	
	<b>Wed 21</b> <b>Committee Meeting</b>	<b>Post Cit-in Review</b>
	<b>Wed 27</b> <b>General Meeting</b>	
<b>MAY</b>	<b>Wed 18</b> <b>Committee Meeting</b>	<b>Frog Hollow Reserve 2cv Raid Ready    with CCCV with CCCV</b>
	<b>Wed. 25</b> <b>General Meeting</b>	
	<b>TBA</b> <b>Tynong Run</b>	
	<b>8</b>	



<b>JUNE</b>	<b>Fri 10 – Mon 13</b>	<b>Oz Traction</b>
	<b>Wed 15                      Committee Meeting</b>	
	<b>Wed 22                      General Meeting</b>	<b>Riversdale Hotel</b>
<b>JULY</b>	<b>TBA                      Mid Week Run</b>	<b>with CCCV</b>
	<b>Desalination Plant Tour</b>	
	<b>Lunch</b>	
	<b>Sun 10                      Bastille Day</b>	<b>with CCCV</b>
	<b>Wed 15                      Committee Meeting</b>	
	<b>15 – 31 July      Pre RAID Tag Along</b>	
	<b>Tour</b>	
	<b>Wed 27                      General Meeting</b>	<b>Frog Hollow Reserve</b>
		<b>Guest Speaker      TBA</b>
<b>AUGUST</b>	<b>1 - 31 August      RAID</b>	
	<b>Wed 17                      Committee Meeting</b>	
	<b>Wed 24                      General Meeting</b>	<b>Riversdale Hotel</b>
	<b>Sun 21 Point Cook Museum + lunch</b>	<b>with CCCV</b>
<b>SEPTEMBER</b>	<b>Wed 21                      Committee Meeting</b>	
	<b>Wed 28                      General Meeting</b>	<b>Frog Hollow Reserve</b>
	<b>Sun 25                      Technical Day</b>	<b>Guest Speaker TBA</b>
		<b>with CCCV</b>

<b>OCTOBER</b>	<b>Wed 5</b>	<b>CCCV AGM</b>	<b>Raid Overview after AGM</b>
	<b>Fri 7 to Sun 9</b>	<b>Rusty Springs</b>	<b>CCOCA Invited Avenel with CCCV</b>
	<b>Sun 16</b>	<b>French Car Festival</b>	<b>Williamstown</b>
	<b>Wed 19</b>	<b>Committee Meeting</b>	
	<b>Fri 21 – Sun 22</b>	<b>Motorclassica</b>	
	<b>Wed 26</b>	<b>General Meeting</b>	
<b>NOVEM- BER</b>	<b>Wed 16</b>	<b>Committee Meeting</b>	
	<b>Wed 23</b>	<b>General Meeting</b>	
	<b>Sun 27</b>	<b>Drive to Locwood</b>	
<b>DECEM- BER</b>	<b>Sun 11</b>	<b>CCOCA Christmas Lunch</b>	<b>12.00 – 4.00p</b>

## **FEBRUARY**


### **ANNUAL GENERAL MEETING**

Wed Feb 24 @ 7.30pm

A little unusual this year but the AGM has been brought forward because many members will probably be busy preparing for CITIN which


starts just two days after the March Meeting which is being moved to a hotel see March events. It is important you put this meeting in your diary because a few years ago we had the embarrassment of not even having a quorum for the AGM.

## CCOCA BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday  
25 February  
24 March  
TIME: 11:00am  
FROM: Ocean Grove  
Industrial Estate,  
1/ 29 Everist Road  
TO: Victoria Hotel,  
Hesse Street, Queenscliff  
COST: Cheap eats  
pub lunch  
[drink in moderation,  
if you drink, don't drive]  
BRING: An interesting car  
BOOKING: Not required  
CONTACT: Mike  
Killingsworth  
 04 1755 2446

The 'ccoca Boys Day Out' also known as 'Technical Lunch Day' is a well known get together by boys and girls with their toys meeting first at Mike's Shed where for a short time: lies, more lies and outrageous anecdotes are swapped, then off for a short tour of the Bellarine Peninsula, stopping off at Portarlington for a chat. Thence onto the Victoria Hotel where, exhausted by all the tales tall and true, lunch may occupy the mind! 2pm is thought to be a time to pull the plug and make your way. It's a great day... bring an interesting car, but we are not too strict re the car... we just do not want a procession of Nissan entrails... or should that

## CHIT CHAT TUESDAY

WHEN: 1st Tuesday  
1 March  
5 April  
TIME: 10:30am  
WHERE: Blue Bay Cafe,  
667 Pt Nepean Rd  
McCrae (opposite the steel  
lighthouse  
. Melway 158 K10  
COST: Cheap Eats  
BOOKING: Not required  
CONTACT: Warwick  
Spinaze  
 04 0701 6719.

Join ccoCA and cccv members for a morning coffee and a chat on the Mornington Peninsula.

## MONTH MARCH 2016

EVENT NAME HOTEL  
BISTRO MEA

WHEN: Wednesday 23 March  
TIME: 7.00p

WHERE:  
Riversdale Hotel Cnr

Riversdale Rd & Auburn Rd,  
Hawthorn

COST: A variety of meals  
at very reasonable prices in the  
bistro

BOOKING:  
Essential

RSVP: 20 March

CONTACT: Max Lewis  
0458 993 771

WEBSITE: [http://  
www.riversdalehotel.com.au/](http://www.riversdalehotel.com.au/)



**COST \$5.00 per car**  
**BRING: Your**  
**prized possession, picnic**  
**facilities, table and chairs**  
**etc.....the usual things.**  
**CONTACT: Max Lewis**  
**0458 993 771 This year**  
**we will see a combined**  
**CCOCA/CCCV Concours**  
**D'Elegance. Those of you**  
**that attended in October**  
**2011 will remember this**  
**event as a great success**  
**with cars coming from**  
**far and wide. With the**  
**inclusion of the CCCV as**  
**our partner, we would**  
**expect this event to be**  
**even greater.**

This will be an evening of shared experiences with those who attended Cit-in at Echuca. These will include tall tales and multi media presentations.

EVEN NAME      RAID READY  
 .      EVENING  
 WHEN:      Wednesday 25 May  
 TIME:      8.00pm  
 WHERE:      Frog Hollow Reserve  
 BOOKING:      Preferred  
 BRING:      Tips, tricks, inventions,  
 innovations, bits & pieces,  
 ideas, recipes. is something  
 too awkward to transport  
 to the meeting, bring a  
 photograph?  
 CONTACT:      Lee  
 Dennes,      0438 286 181  
[activities@citroenclassic.org.  
 au](mailto:activities@citroenclassic.org.au) This evening is to be a Show  
 and Tell of all things useful for  
 those going on RAID, from the  
 technical aspect to the best  
 sand fly repellent. We would  
 encourage you to bring your co-  
 driver to this evening so they  
 may also gather information.



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### **Hi there boys and girls**

Yes, its your favourite Agony Aunt, reporting in – “Dorothy Fixx: Advice to the technically distraught Inc.”

True, long-time no sea, as the sailor said to the barmaid – but I’ve been travelling in the Outback: The Outback of Australia.

(Ooh – that sounded rather like Ted Egan who’s probably right now at his spread near Alice – he calls it “Sink-a-tinny Downs” – no doubt tuning up a Fosters carton and penning one of his haunting ballads).

But I digress. Recent days I’ve been up around The Isa, planning how to repaint the God-awful colour scheme on that enormous phallic-looking smoke-stack, all the while trying to calm the wild behaviours of the boys running the cable-drum – the blighters like to let the cage go into free-fall!

Now, here’s a couple of tips that might help you Citroën fellas.

A few months back, I was heading up through Norman-ton to Karumba on the Gulf – to pick up an Esky of those tiger prawns they specialise in up there. The chaps and gals wanted to throw a few on the barbie over the weekend, back in The Isa.

Anyway, up near The Four-ways, I came on a couple of “grey nomads” in more strife than a pregnant nun. They’d somehow locked themselves out of their Light 15 Citroën and were in a real pickle – key-locked the driver’s door, then slam-locked the other three. Next thing, they had dropped the key in the sand while they were scouting round behind the Bourke and Wills Hotel, looking to see if that beer-drinking horse was still there – some hope; the last time I saw that horse was over 40 years ago! Sadly their only spare key was inside in Her Ladyship’s hand-bag, under the seat. Yes, Traction Avant Citroëns are a bit thin on the ground out here, but not unknown –



there's mine of course, with its highly desirable ID four-speed and motor, and then a few years ago, those foreign Tracbar Dundee guys came through in convoy.

Fortunately, I remembered a useful tip from my late ex-husband Fred ("No bull")

Noble – and we used it to get the nomads on their way across towards Darwin.

Fred's tip is to give the front passenger's door panel a couple of hearty smacks with the flat of the hand, just below the outside handle.

With any luck (and a bit of wear on the retaining spring), the "locked" internal handle will drop down, and, hey presto, you're back inside. And that's what happened, just as the long-lamented Fred had predicted.

My preferred approach is to use a wrap of black gaffer tape to secure a spare door/ignition key on the underside of the lower radiator hose – still accessible without grovelling under the car, but looking like a temporary hose repair to undesirable eyes.

Well now, my dears, must away. Perhaps a soothing ale to settle the dust when I call into the Birdsville Pub in a couple of days' time.

**Yours as ever,**

(Aunty) Dorothy.

Author's Note: For newer members (and older members with failing memories), we should acknowledge that Dorothy Fixx has been a significant source of helpful tips, especially for our Traction Avant owners in the past. We welcome her back to the pages of Front Drive. Presumably she inspired the original Agony Aunt, Dorothy Dix – and hence the "Dorothy Dixer" questions so beloved by our politicians – Dorothy Fixx's origins remain somewhat obscure but this note for example, post-marked Maree SA, appears to have been written with a thumb-nail dipped in tar! Perhaps, time will reveal more of her mysterious past – and more of her technical gems.

# VIETNAM TRACTION

**AS TOLD TO BOB MEE-  
HAN BY NOEL HARRIS**

**Way back in 1968-69,  
Victor Company, New  
Zealand infantry were at-  
tached to 4RAR.**

**While on operations near  
the Courtney Rubber  
Plantation in the North  
of Phuoc Tuy Province,  
South Vietnam, a Foward  
scout saw something that  
didn't look right in the  
thick scrub in front of him.  
A section of their finest  
moved foward to discover**

**an old French Citroen car.  
They repaired and paint-  
ed it. They were instructed  
to get rid of it as it was  
not military issue. Not to  
be outdone by the author-  
ities, some red and white  
paint was mixed together,  
they painted it Pink and  
with bullet holes still vis-  
ible they donated it to  
Sister Pam Terry (nurse)  
of the RNZNC to be used  
by them to drive around  
Vung Tau. This car was  
then passed on to each of  
the Aussie and Kiwi nurses**







ABOVE , UP AND RUNNING

RIGHT, BULLET HOLES  
IN UNUSUALLY LARGER REAR  
WINDOW



BELOW, NURSEY NURSEY  
WHERE ARE YOU?





# ATTRACTIONS MARCH

MARCH 2016

EVENT NAME:

4-DAY GRAMPIANS GET-  
AWAY

WITH LEE & GRAEME  
DENNES

WHEN: 4-7 March 2016

FROM: BP Service Station,  
Rockbank, VIC

TO: Halls Gap, VIC

COST: at own expense

BOOKING: Essential - see  
details below

BRING: Everything for  
a 4-day excursion

RSVP: Lee Dennes

0438 286 181

activities@citroenclassic.org.  
au

This time we venture to The Grampians, which was briefly visited by some of us earlier this year while travelling with Teddies Terrific Tour.

We will visit spectacular lookouts and waterfalls, drive along many and varied scenic roads and enjoy picnic lunches along the way.

There will be opportunities for those who wish to go walking.

Each evening we will gather at the camp kitchen to enjoy a meal, each other's company and tell tall tales.

Please note: We may travel on some gravel roads which are well maintained.

Accommodation Booking:

Our accommodation is at the Halls Gap Caravan Park, Grampians Rd, Halls Gap VIC 3381

Phone: (03) 5356 4251

Web site: hallsgapcaravan-park.com.au

A variety of cabins are being held for us until 31 January 2016.

Advise you are with the Citroen Group to obtain your 10% discount. Also ask about other cabin availability as not all cabins in the park have been placed on hold but may still be available.

NOTE: Do NOT book your reservation online!



# ATTRACTIONS MARCH



## POST CIT-IN RUN 2016

**On behalf of CCOCA, Lee & Graeme Dennes will be organising a 10-day, 1400km (approx.) Run to be held following Cit-in 2016.**

**It is planned to start from Echuca on Monday 28 March and finish in Porepunkah VIC. The route will include Avenel, Mansfield, Eildon, Rawson, Bairnsdale, Porepunkah via Falls Creek. These towns will be the overnight stopping points.**

**If you would like to participate in this Run, please let us know your inten-**

**tions and obtain the Accommodation Schedule by contacting Lee Dennes at [l.dennes@bigpond.net.au](mailto:l.dennes@bigpond.net.au) or 0438 286 181.**

**The destinations along the route may change according to road and weather conditions .**

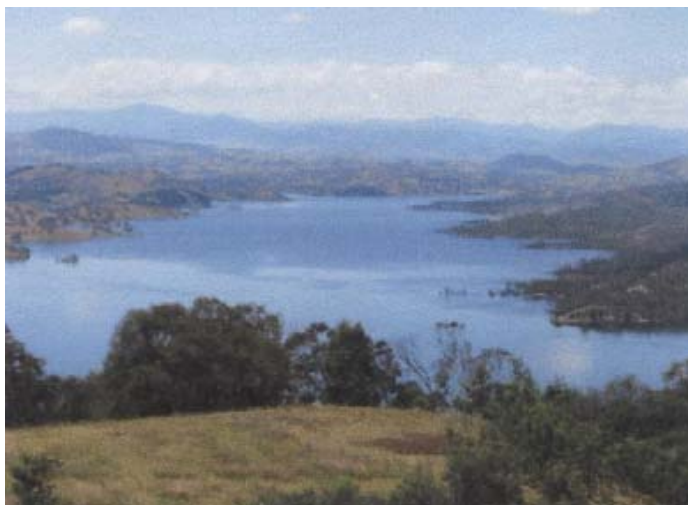
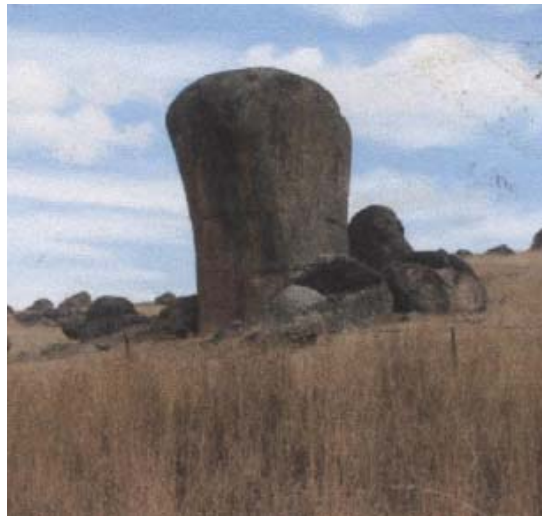
**This Run is designed to highlight the scenic drives and spectacular views across these areas of Victoria.**

**We will travel on some well maintained gravel roads. Alternative routes may be chosen if you do not wish to travel on these dirt sections.**

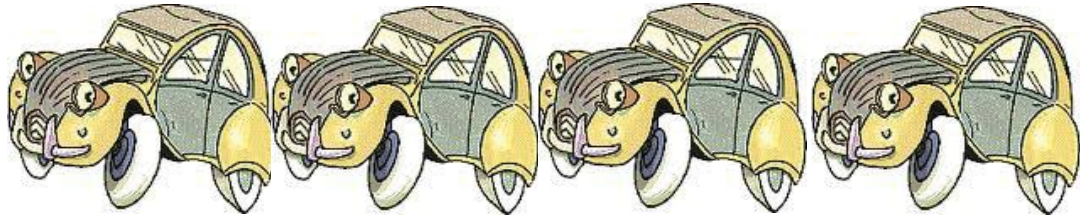
**Participants will be responsible for all associated costs.**

**Lee & Graeme Dennes**





# ATTRACTIONS JULY



## **PRE RAID TAG ALONG TOUR**

**17 July – 31 July 2016**

**Peter Judson & Carmel English are intending to travel to Alice Springs to be part of RAID 2016 via the scenic route. This will take approximately 17 days, starting on 15 July 2016. The proposed itinerary is below. Fellow Raiders and other interested parties are welcome to tag along. Distances, dates and locations may change due to altered circumstances. Each participant will need to source their own accommodation/ camping sites with the exception of Coward Springs (see below) and be**

**responsible for their own eating arrangements.**

**If you are intending to join Peter & Carmel contact them on**

**0402 224 350**

**or [pjudson1945@hotmail.com](mailto:pjudson1945@hotmail.com)**

**Peter has made a bulk campsite booking at Coward Springs as this is a very popular destination and it will be School Holidays during that time. If you wish to stay at Coward Springs (the cost is \$25 per person per night) you will need to send the deposit for one night to Peter by **1 May 2016**. The balance is payable on arrival.**

**Make your cheque pay-**

able to Peter Judson  
65 Boola Views Road, Ty-  
ers Vic 3844

**OR EFT Payment**

If using this payment  
method you **MUST** insert  
your **SURNAME** into the

**REFERENCE Box**

**Account Name:**

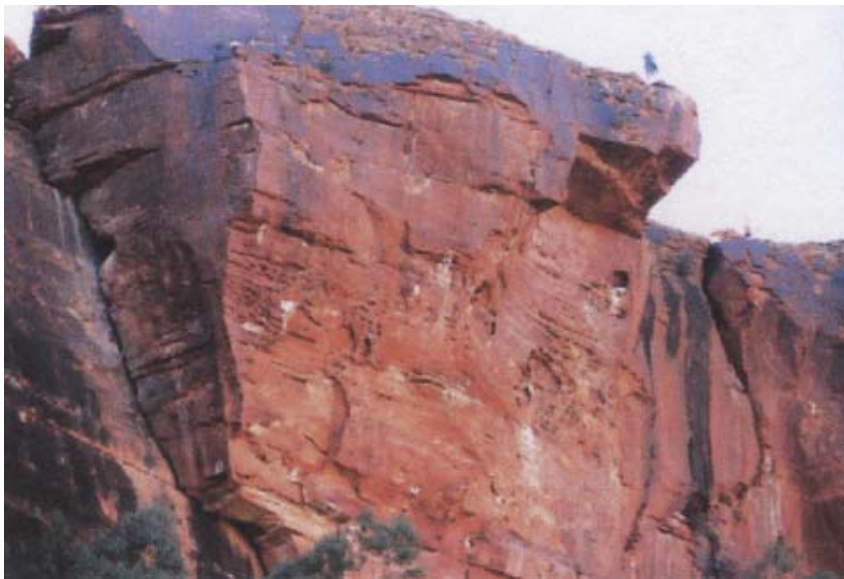
**C A English & P H Judson**

**Bank: Commonwealth**

**Bank of Australia**

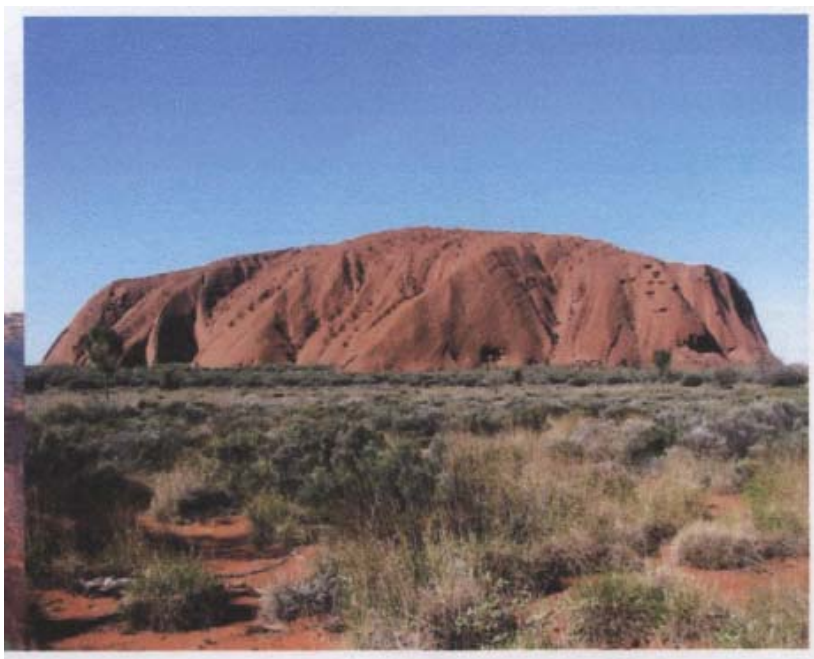
**BSB: 063 245**

**Account No: 1004 1268**



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*free day  
in Versailles*



#### • Moulin Rouge

*free show at  
Moulin Rouge*



#### • Lido show

*free show at  
The Lido*



The Webb for the above is  
[www.franceatyourfingertips.com](http://www.franceatyourfingertips.com)

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In 2008 Peter Huth in Gayndah sold me a very nice 1974 D speciale. This was a Brisbane car previously maintained by DS Motors and was in excellent mechanical condition with no rust to speak of. The Beige Vanneau paint was however shabby and peeling off here and there and the roof was a rather incongruous brown colour. In addition the original seat fabric had rotted and had been palliated with seat covers. A leaking hydraulic pump was fixed before sale but was obscuring discovery of a leaking steering rack later removed and refurbished by Peter Raffles in Childers.

Seemingly it only needed painting and I removed every panel and took them to a paint shop for a revamp in Beige Thollonet except for the roof which on advice I did not remove because of likely difficulties refitting rusted and broken clips. With some grumbling the roof was painted in situ and a good job in fact by pulling back the rubber seal so there was no sign of the previous colour.

There was a bit of clicking from the original drive shafts and although I am told they would have been ok for another 25 thou km I investigated replacing them, a relatively easy

task on a D compared to a Trac-tion.

A well known Citroen garage in Melbourne supplied me with a set with modern universal joints welded on, a conversion that I had already done on my Big15 with ID19 engine and gearbox. The task involved taking apart the Triaxe joints, messy but not difficult and fitting the "new" shafts to them. My only problem was neatly replacing the steel boot bands without the special tool and I eventually replaced them with long cable ties which were surprisingly durable and effective.

There was no real problem with the car until March 2015 when I took some friends for a drive out to Kenilworth west of Nambour from our Sunshine Coast home in Cooroy, bowling along beautiful quiet roads at 100 kph. On the way back I thought I would show them our rather nice little village. There is a 40 km zone in the village and a busy pedestrian crossing followed by a roundabout to negotiate before turning left into the main street. It is difficult to manage more than 30 kph. I dabbed the brake to turn left at the roundabout and as I did so there was a snapping sensation followed by that heart stopping feeling of no brakes. There was

a roundabout and all I could do was wrench the steering wheel left and pray. Amazingly the other vehicle kept driving around the roundabout and did not even seem to notice me, he or she must have been doing a U-turn, it is a three way junction, furthermore there were no pedestrians crossing. As I turned left there was a mild knocking under the car as though something loose was hitting the road. We cruised down a slight slope into a vacant park spot. I realised that there was still enough in the foot pedal to stop us rolling back but was perplexed that the hand brake did not work. My passengers gratefully got out and found some wooden blocks to put under the back wheels. The ladies were packed off to see the shops and my friend John and I started to investigate. I had a quick look under the car thinking there might have been a hydraulic leak but no LHM to see. Then I raised the bonnet to try and look down at the disc brakes. It was John who found the problem with a better look under the front end. The R hand drive shaft had broken in two, immediately explaining why we had very limited braking from the back wheels and no hand brake (operating only on the front discs, rather unfortunately) Until then I had not realised that we had no traction, just coasting downhill !

There was a 2cv parked

across the street and the owner came across to view the scene and told me he had once had a broken shaft on his ID 19.

There was nothing for it but to call the RACQ, my second free ride in a month. ( if you have a few challenging vehicles membership of a top table is a bargain I think ! ) As the front end was hitched up to the chains the operator pointed out that both drive shafts had fractured.

The old shafts had been cut and joined with a central peg and then welded all round the joint.

Once over the shock of all this I got onto the Citart website in France and was able to buy a pair of new drive shafts( you need left and right they are different in length ! ) with modern universal joints incorporated. These came to \$1000 whereas the welded concoctions had been a princely \$1650 ! I believe that Citroen may have been supplying these newer versions as a spare part since 1974. They are very nice and come with fitting instructions in four languages. Unlike the older shafts the hub plate is separate and is pressed onto the splined end of the drive shaft after it has been passed through the hub, by screwing on the wheel nuts. Even better they come with the triaxe joints so there is no messy assembly to do there. I did the

job in my inspection pit but I am sure one could manage with jacks or ramps. It is necessary to turn the hubs as necessary so as to get the end of the drive shaft through and bolt the other end onto the brake disc. An easy and satisfying process. Thread locker was used on the splined shaft and the brake disc nuts.

So if you have got welded drive shafts on your D you might wish to consider the implications of a failure, no effective braking. Not the same problem with a traction where the brake drums will still operate.

Can you get your welds checked ? Probably by Xray or ultrasound . I was a keen train-spotter as a lad and well remember the engine drivers tapping the connecting rods as they went around with their oil can.

I did enquire who did the welding but was politely informed that it was someone in Bairnsdale of unmemorable name and deceased for good measure. I wonder if he had a D ?

What about my other RACQ tow that month ? Well I would like to report that to you later as

“ IDeTraction “.

arthur.ewart@bigpond.com

01/01/2016

continued page 28







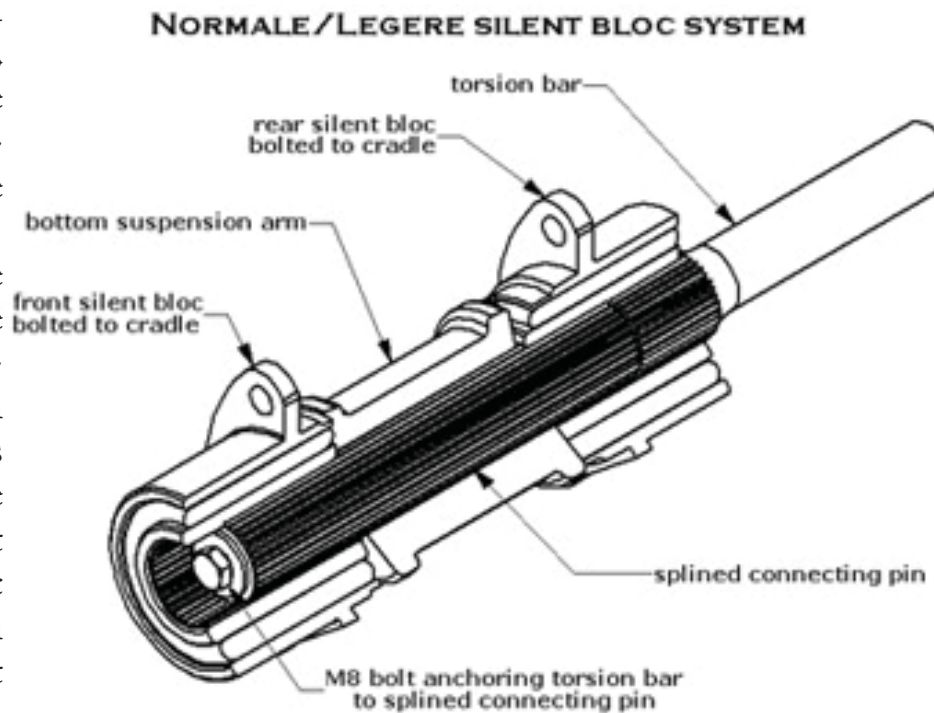


# SILENT BLOCS

In the rush to get the Traction built certain parts had serious engineering flaws that were not addressed during its 23 year production life and the design of the silent bloc type suspension system is a good example of this. These sort of flaws would not be tolerated nowadays but in the forties and fifties it seemed everyone was just thankful to have a car.

The principle of the design for the Normale/Legere type cars is that a splined pin connects the bottom suspension arm to the front and rear silent blocs that are bolted to the cradle. The splines in the broached tube that are 'rubbered' into the silent bloc housing and those in the bottom suspension arm are parallel but the splined connecting pin is tapered. The splined connecting pin is knocked in from the rear and gets successively tighter as it passes through the bottom suspension arm and into the front silent bloc. The original splined connecting pins were splined over their full length but later, I am guessing as an economy measure, there was an undercut section of approx 50mm with no splines where it passed through the bottom suspension arm. This reduced the engagement in the bottom arm by 60% and caused the broaching at the outer edges of the bottom suspension arm to 'bellmouth'. The torsion bar is fed into the rear silent bloc and

anchored via a long bolt through the splined connecting pin. Fig 1 shows diagrammatically the arrangement for the Normale/Legere type cars.

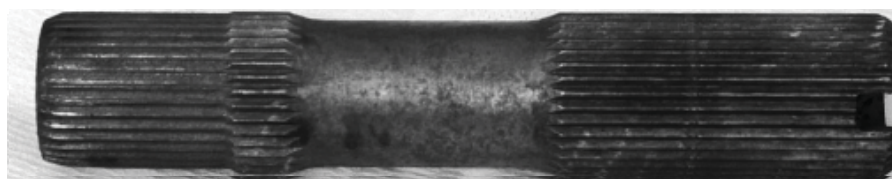


**Figure 1**

## **Diagrammatic representation of silent bloc system for Normale/Legere type cars**

If you have ever assembled a front cradle you notice how loose the splined connecting pin is as it enters the rear silent bloc yet how tight it is to get it into its final position. That looseness seen in the rear silent bloc is what it is like in the front silent bloc. This is a major design flaw and results in the splines in the front silent bloc and

their mating ones on the connecting pin wearing badly - see Fig 2.



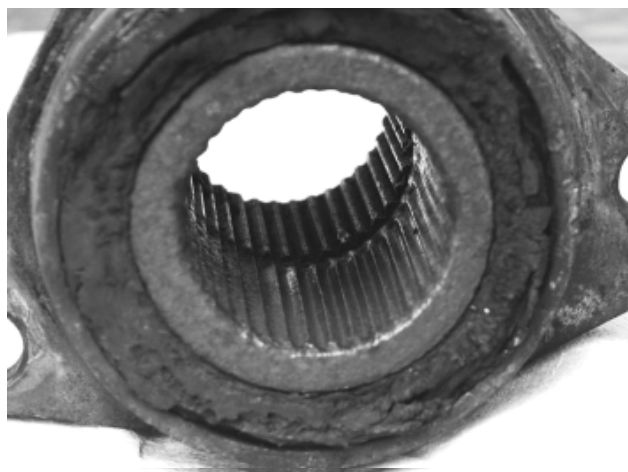
**Fig 2**

**Splined connecting pin for Legere**

**Note how badly worn the splines at the front are and how little engagement there is in the bottom suspension arm at the front.**

As well as the splined connection having to be good the system also relies on the integrity of the rubber connecting the broached tube to the silent bloc housing. It can be seen from the silent bloc shown in Fig 3 that the rubber is well past its 'sell by date'. Remember that the whole suspension geometry relies on the silent bloc assembly being 'tight' and that all the forces created during braking and steering are transferred to the car body via the cradle, silent blocs, bottom suspension arm and the splined connecting pin. When MOTs were mandatory it seemed that most MOT test stations took the approach that it was an old car, not driven very far or fast and that they would be alright. Any similar play in a modern car and it would be

failed! And now you do not even have to have an MOT! The badly worn splines/decayed rubbering shown in Figs 2 & 3 came from a car with a current MOT!



**Fig 3**

**Front silent bloc housing for Legere**

**Note how worn the splines are in the broached tube and the decayed nature of the rubber**

Of all the routine jobs on a Traction I would say the replacement of the silent blocs is one of the most awkward. The engine/gearbox has to come out and the grille and front wings removed and the body has to be safely supported to enable the front cradle to be pulled off. For most people this makes the car totally immovable until the cradle has been replaced.

Be under no illusion that any existing silent bloc system, which will be at least 50 years old, may appear to be in good condition on the outside but closer inspection will invariably find it

to have failed. Rubber, even with anti ageing additives, has a finite life that is considerably less than 50 years.

Mike Tennant has, for many years and still does, 're-rubbering' of the original silent bloc system at an extremely reasonable price. I am sure he will confirm that virtually all the silent blocs he has re-rubbered had failed in some way or other and were in dire need of renewing.

It is impossible to bond the broached tube concentrically in the silent bloc housing and as a result extra stresses are incurred on assembly. The longitudinal position of the broached tube in the silent bloc housing can also vary and this is why the original system used packing shims to get the bottom arms in correct alignment and provide the correct 'nip' between the silent blocs and the bottom suspension arm. Because of the variation in the relative positions of the components in the silent bloc it can often happen that the cradle cannot be assembled to give the correct alignment/nip/etc by use of the available shims. The stripping or assembly of the silent bloc system into a cradle requires the careful use of a series of supporting plates/tubes and a powerful press or a lot of brute force with a sledgehammer. I think it unlikely that when the cradles were originally assembled, either in the factory or as a repair in a garage, that they were stripped down if the shims gave the wrong

alignment.

There are many repair jobs on the Traction where the cost of the replacement part is a small proportion of the total cost. The fitting and/or adjusting of a new part can be time consuming and hence expensive if you do not do it yourself and in a lot of cases it can be technically difficult often requiring specialist tools. A fully machined part that just has to be fitted is usually a much easier and, in many cases, can be a more economical option.

There are new silent bloc systems that eliminate the problems of the original ones but being made from all new parts are expensive - see Fig 4. There is no exchange and they are compatible with the Normale/Legere cradle and bottom suspension arms. Advantages are that:

- a heavy press is not required to assemble them - it can be done by a single person with a 7lb copper hammer

- they dispense with packing shims yet give the correct alignment and 'nip' to the bottom suspension arm

- gives full and even contact between the splined connecting pin, the broached tube in the silent bloc and bottom suspension arm

- the splined tube is concentric with the housing and hence no additional stresses are induced during assembly

The current stock of the above type silent blocs/splined connecting pins for the Legere/



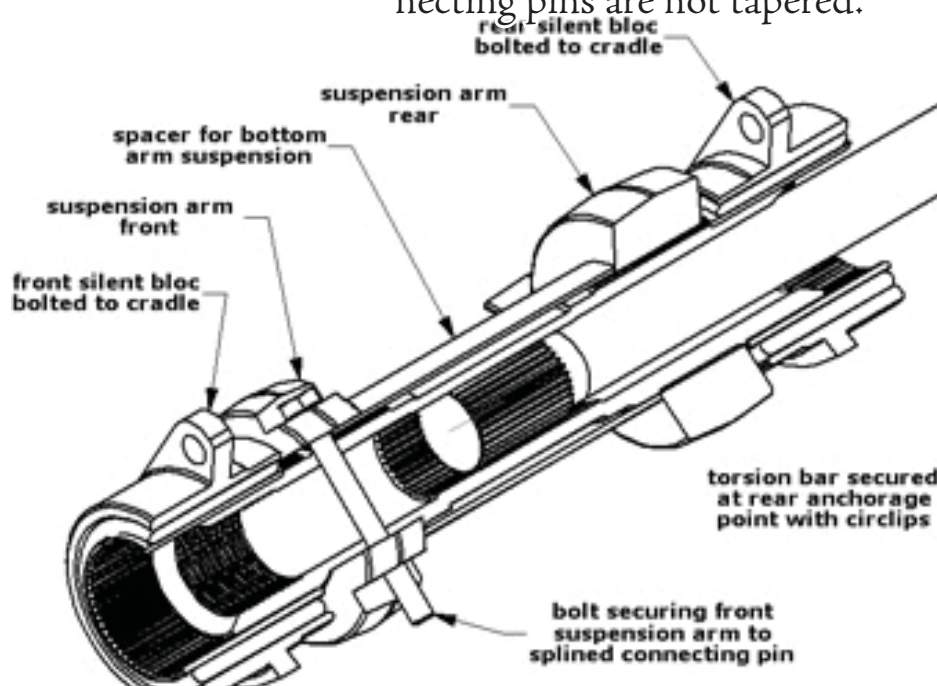
Normale type cars have all been sold and there are no plans for further production unless there is sufficient demand to commission another batch.

Although similar in principle there is a significant difference in the system adopted for the Big 6 & 15/6 type cars. There is a variation for the Big 6H but the principle is again broadly the same. Figure 5 below shows diagrammatically the layout for the Big 6 & 15/6 cars. The problems of assembly with shims to give the correct alignment/nip/etc is similar to that of the Normale/Legere but easier because the splined connecting pins are not tapered.

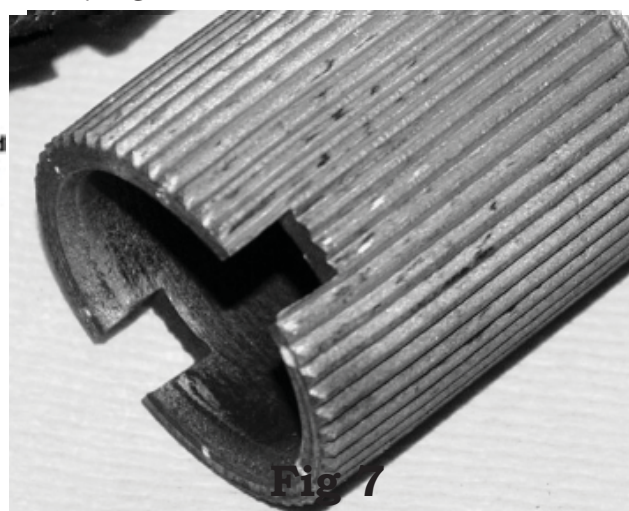
## cars

It was recognised that the torsion bar and the splined connecting pin had to be restrained and for the Normale/Legere this relied on the interference fit of the splined connecting pin in the silent blocs anchoring the torsion bar via a long bolt. The improvement for the Big 6 & 15/6 was that the torsion bar was independently restrained by circlips where it was anchored to the body. The front suspension arm is bolted to the splined connecting pin and with a spacing tube and the rear suspension arm is sandwiched between the inner faces of the cradle.

Again all the original silent bloc systems for the Big 6 & 15/6 are well over fifty years old and you can see the problems currently being experienced with decaying rubber in the silent blocs,



**Figure 5**  
**diagrammatic**  
**representation of**  
**silent bloc system**  
**for Big 6 & 15/6 type**



**You can just see the**  
**distortion**  
**to the splined tube at**

**the slot -  
this causes damage to  
the broached  
tube in the silent bloc  
during both  
assembly and  
dismantling.**

If the Big 6 Tractions are to be driven safely this crucial component has to be manufactured as the supply of original silent blocs suitable for 're-rubbering' has virtually disappeared. The splined connecting pins also have a high mortality rate and there are very few, if any, suitable ones available. Unfortunately the Big 6 system is significantly more expensive to manufacture than the Legere/Normale but it can be done on the same principles to make assembly easier. With the silent blocs machined there will not be any induced stresses during assembly and no need for packing shims to achieve the correct alignment and 'nip'. There are much fewer of these cars about so demand is lower and hence unit cost higher.

It is understandable that the commercial firms producing parts for Tractions are not interested in making replacements for the Big 6 silent bloc system because of the cost and complexity. However someone has decided that it is important enough to have properly engineered silent

bloc replacements for his Big 6s and has commissioned a limited production run but this is a 'one off' and will not be repeated unless there are other people who would club together to fund a future production run. Most of the Clubs run specifically for Traction owners have funds sitting in a bank account and it makes one wonder why they do not put into a practical venture that helps keep the cars safely on the road.



**Fig 8**

**New silent blocs with their  
splined connecting pins**





**Fig 9**

### **Silent blocs fitted to cradle**

If anyone is interested in any of the silent blocs described above they can contact my son

**Chris Williams at**

kaengineering@outlook.com

Roger Williams "Preamble" to Rob Little

Rob, I think the general Australian member is more technically aware than their counterparts in the UK so I wonder if the attached article on silent blocs may be of interest. It seems that not many

Traction owners understand the principle of the silent bloc system and certainly not the shortcomings. Despite its obvious flaws no corrective measures were taken during production of the cars.

Roger Williams  
Steam Car Developments





## SPARES NEWS

Greetings from the parts world. I thought it prudent to offer members all options available when overhauling the front end. As you will see there is a very accomplished engineer (Roger Williams) in the UK offering a quality front end product. The alternate is to buy the parts from CCOCA Spares and do this job yourself.

To redo the silent blocks you need the following...2X Front silent blocks (attached to front end of front cradle) 2x Rear silent blocks (attached to rear end of front cradle. Priced at \$570 for Light 15 and \$620 for Big 15

2X short splined shafts (between silent blocks)

Priced at \$264 for either model More often than not one would need these shafts due to corrosion and wear. Prices are at current stock level but variation should not be too much depending on exchange rates when I purchase stock. The silent blocks are sourced through a very good friend of CCOCA named Rob Koffjieberg who, living in the Netherlands, only sources quality parts. On another note, I have managed to source 20 only radiator stockings. These are priced at \$16 each and when they're gone they're gone. Obviously spare

parts members will be offered first option. The stocking is fitted to the top radiator hose and is designed to trap particles of rust/scale originating from the engine block water jackets. The Traction having a cast iron block tends to produce a lot of slag, which blocks the radiator after an extended period. Anyone redoing a motor should consider fitting one of these as they could save you a lot of pain from an overheated engine.

Recently a member up in Qld has had his 3 speed converted to an ID 4- speed. Now I know the purists will get into me but all I can say is...speak to a Traction owner who owns a 4-speed car! Having said that the parts dept has a set of excellent machined output shaft conversions to accomplish this. These items although pricy, were designed and commissioned by one of our members and are far superior to anything I have seen out there. Lance.

Until next time...hopefully CCOCA parts can assist?

Cheers Lance.

# CCOCA'S CITIN 2016

We chose Echuca for CITIN '16 for a number of reasons. Climate is always an important consideration and in March the days in the Echuca area should be warm and sunny ~ the nights however could be chilly. Echuca is also blessed with a range of attractions that should appeal to almost everyone who joins us: not least of which is the Murray River, the lifeblood of so much of south eastern Australia. In fact, one of the most difficult tasks in arranging CITIN '16 was determining what we would not be able to fit in!

Of course, all the essential CITIN components will be there ~ Club shops will display their wares, for the enthusiastic there will be an Observation Run, you will be able to catch up on all the news from other Citroënists around the nation...

## WELCOME TO ECHUCA

Echuca, and Moama, its twin town on the opposite bank of the Murray, is the home of paddle-steaming in Australia.

Echuca's historic port precinct will be a real focus for Citroën in 2016.

CCOCA will welcome you from Friday afternoon. Registration will be at the Mecure Motel from 3pm. Finger food will be served from 6pm. Refreshments [to your account] will be available.

Line up your car at the Port of Echuca on Saturday morning and then you might like to start your river experience with a visit to Echuca's Farmers' Market. Here you can tempt your tastebuds with local high quality produce including pork pies, organic lamb and pork, gourmet sausages, hand reared quality meats, salamis, olives, olive oil,



cheese, tomatoes, oranges and mandarins... the list goes on.

Clearly, no visit to Echuca is complete without a ride on a paddle steamer and we will take a steamer downstream to dinner on Saturday.

But Echuca is more than 'just' paddle steamers. The area is noted for its wine production ~ with over 80 hectares under vines ~ and is home to over a dozen wineries. One of these is on the list for Our Saturday night dinner at Morrisons Riverview Estate, justly proud of its location: every seat boasts a river view.

With free time available on Saturday afternoon you might like to join a walking tour of central Echuca. Or what about a visit to Echuca's Holden Museum?

On Sunday we head to the Moora Working Draught Horse Muster. You can see these Gentle Giants ploughing, harrowing, scarifying and pulling wagons. There will be working displays of the hay sweep

and grab and you might even like to drive a Clydie [under supervision]. Or join the Tug of War: children, ladies and men against a Clydie. Only the ladies have ever beaten the Clydie!

Grab a bite to eat while you are here. We plan to be back in Echuca late in the afternoon. So, you will have time to sit back and enjoy the ambience of one of Echuca's wine bars. Experience excellent service while in the great company of other Citroënists. Baked goodies from one of the town's bakeries are sure to impress, if you should be suffering hunger pangs.

On Sunday evening we cross the Murray to the Moama Bowling Club for the most formal event of the weekend ~ a full three-course dinner, with dancing afterwards. Dress to impress.

Monday morning we will gather for a full breakfast, with a hot and cold buffet served pool-side at the Mercure Motel.

#### BOOKING FEES

Booking fees are on a sliding

---

No trip to the Murray would be complete without a trip on a paddle-steamer. CitIn attendees will not be disappointed. Echuca is also home to the National Holden Museum ~ there is time to visit during the event.





## REFUND POLICY

to February 19 will receive a refund of \$175 per person. Unfortunately, cancellations received after February 19 will not receive any refund.

Any refund, over and above these amounts will be at the organiser's discretion.

## SOME ACCOMMODATION OPTIONS

Easter is a very busy time on the Murray so we strongly recommend that you book your accommodation as soon as you make your mind up to join CCOCA for CITIn '16. The two motels below are our first suggestions, but Echuca/Moama benefits from a wide range of accommodation, at a wide range of prices.

You might want to check out the Echuca Moama website for a wide range of options, from Bed and Breakfast to Houseboats and everything in between.


 <http://www.echucamoama.com/accommodation>


## ✂ SUGGESTION 1

Mercure ~ Port of Echuca

465 High St., Echuca

☎ [03] 5482 5666

 [info@mpoe.com.au](mailto:info@mpoe.com.au)

 [mercure.com/gb/hotel-9177-mercure-port-of-echuca/index.shtml](http://mercure.com/gb/hotel-9177-mercure-port-of-echuca/index.shtml)


The Mercure is our 'base' for the weekend and has rooms available for us for \$155 per night. Rooms are being held for us, so be sure to mention that you are with the Citroën Club when you book.

## ✂ SUGGESTION 2

Comfort Inn Settlement

405 High St., Echuca

☎ [03] 5482 4777

 [mail@settlement](mailto:mail@settlement)

[motorinnn.com](http://motorinnn.com)

 [settlementmotorinn.com/](http://settlementmotorinn.com/)

Rooms are being held for





Double helical crown wheel and pinion to suit 1923 B2 Citroen rear axle. Good used or new old stock preferred. Ratio of pinion 10 crown wheel 44.10 to 44 .

Phone or email Craig Little 0433816934 or cnlittle13@hotmail.com.



## 1977 Citroen CX 2400 Pallas

Chassis No IMJ4444, Manual, Carby, last reg 2001

Bodywork and interior poor, car drives, manual fuel pump faulty.

Mileage unknown, soeedo changed. Sold as is No reg or RWC

\$850 or ONO James 03 53891725 or 0439411004

See Website for photos.

(39/04)

## 1982 Citroen CX2400

Good body (no rust) good upholstery, good motor.

Slight (green) oil leak,. Includes rego plate CX1982.

\$3000 negotiable. Located Doncaste

Ring Morrie Pilens (03) 9848 1651

(39/5)

## Traction Conrods

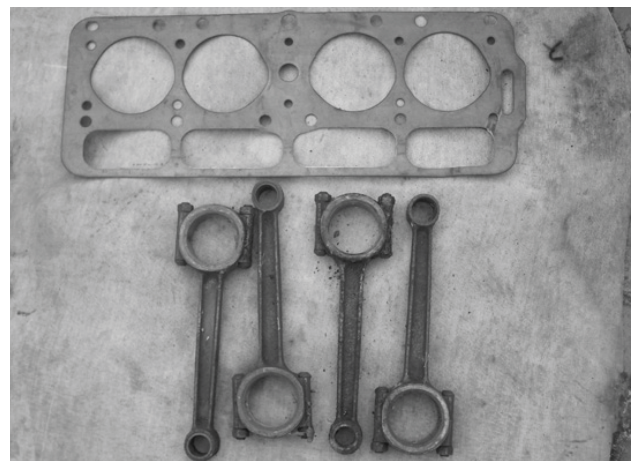
Remetalled to first undersize 1.8666 in or 47.5mm

1 bronze gudgeon bush missing , some surface rust present and an unused Traction head gasket included (been roughly stored).

\$50 the lot

Russell Wade (03) 95703486

(39/5)



## ID bonnet(early type)

Good front edge, minor dents \$50

Russell Wade (03) 95703486

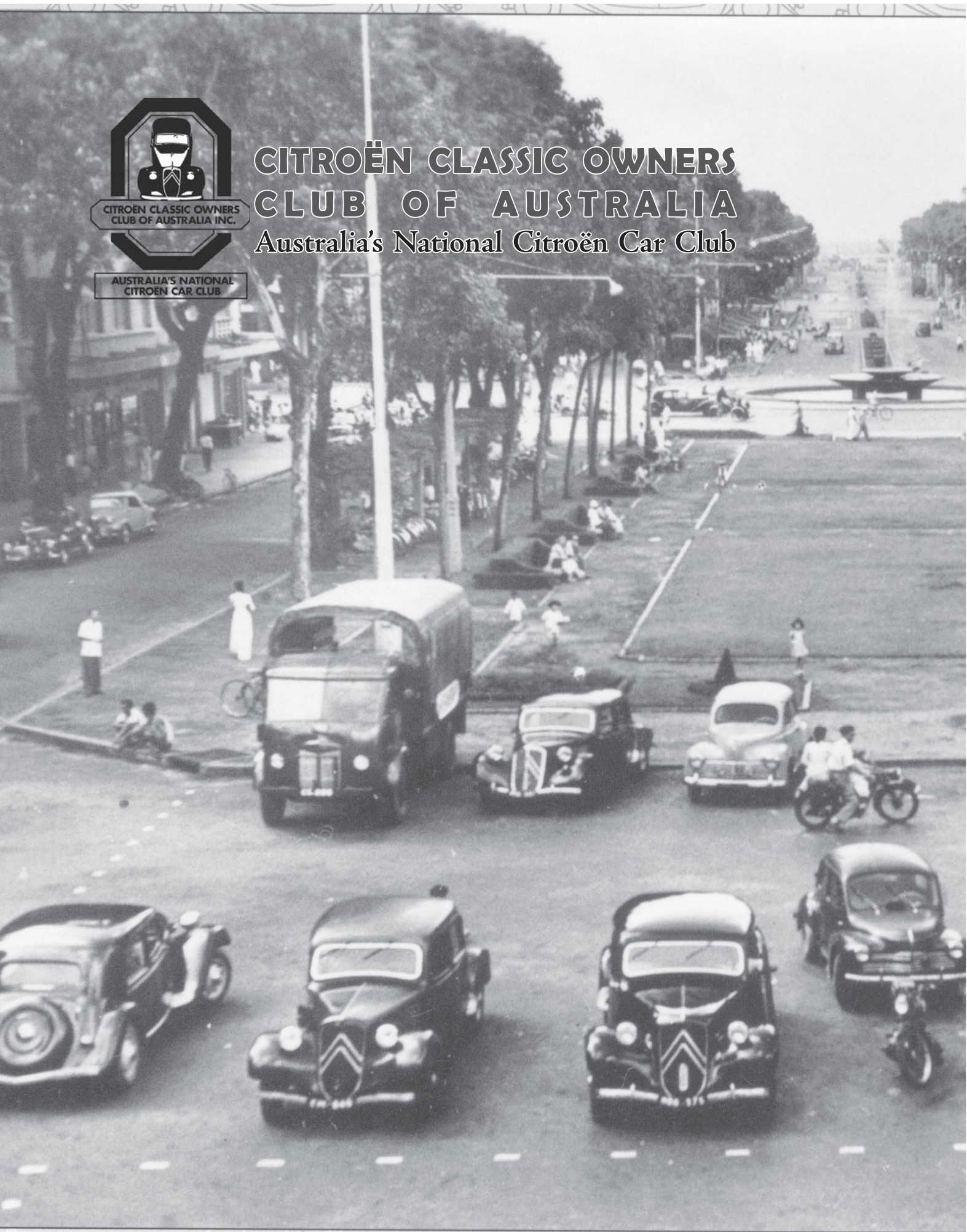
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# CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA

Australia's National Citroën Car Club



Saigon (Vietnam), Bo