

# FRONT DRIVE 90 YEARS

A U S T R A L I A ' s   N A T I O N A L   M A G A Z I N E  
F O R   C I T R O Ë N   O W N E R S   A N D   E N T H U S I A S T S



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

A U S T R A L I A ' S   N A T I O N A L  
C I T R O Ë N   C A R   C L U B

F E B R U A R Y / M A R C H ' 0 9   V o l 3 3   N o 7

## 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 Motoring Clubs.

The views expressed in this publication are not necessarily those of CCOCA or its Committee. Neither CCOCA, nor its Committee can accept any responsibility for any mechanical advice printed in, or adopted from this publication.

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

## COVER IMAGE

The cover image depicts Saint-Brévin l'Océan, Loire Atlantique.

## MEMBERSHIP

Annual Membership is \$50. For overseas membership add \$17.50.

## 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: Rob Little, Michael Molesworth, Bill Schenk and Roger Williams.

## DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, February 19, 2010.

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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. 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 and \$5 to cover the cost of the Club Permit Handbook. 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 or [spareparts@citroenclassic.org.au](mailto:spareparts@citroenclassic.org.au) [If you phone, please do it at a reasonable hour.]

## CLUB SHOP

For Citroën models, memorabilia and other items contact Peter James at [clubshop@citroenclassic.org.au](mailto: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/)  
WA: [www.citroenwa.com.au](http://www.citroenwa.com.au)  
QLD: [www.citroenclub.org](http://www.citroenclub.org)  
[www.doublechevrons.aunz.com](http://www.doublechevrons.aunz.com)

There is a slight feeling of déjà vu as I put this edition of 'Front Drive' together. Why? Because it contains what might be termed the sequels to two articles from Volume 33, No 6.

## ED SED

Bill Schenk regales us with Part II of stories from his Paris-Moscow-Paris trip – there are another two parts to come, and we also have Part II of our reprints regarding 4-speed conversions for Tractions.

I know this will come as no particular surprise to any of you – but as I work my way through these technical articles, I regularly have no idea what the meaning of what I am typing is. These articles are a prime example.

More important [well, it is more important for Sue Bryant and all our friends at Green Frog

Tours] is the fact that this edition sees the launch of OzTraction '10, in Wagga Wagga. I wanted to call the event 'Riverina Rambling', but it not meet with universal acclamation.

Whatever you call it, we warrant that you will have a great time.

Michael Molesworth, the Club's Librarian has added to the collection with a new book about André Lefebvre; part of the driving force that gave us not only the Traction, but also the 2CV and DS.

Michael also shares some of his recent motoring experiences, in 'Fleet Follies'.

We hope to see you soon, we really hope to see you in Wagga and in the meantime, enjoy 'Front Drive'!

Enjoy,  
Leigh F Miles



We have a new year for future Citroën activities. 2010 will see the 55th anniversary of the mighty D series. I feel as though I have only recently finished celebrating the 50th anniversary event that our Queensland members, Brian and Esther Wade ran for fellow Citroënists throughout Australia. Time goes quickly when you are having fun.

We have a lot of great events planned for members this year and you can catch up with the full details elsewhere in this magazine. This will be a great event and I hope to see you there too. February sees a day run into some of the areas devastated by the bushfires of just a year ago. Leigh Miles was there recently and says the amount of regrowth of the bushland is amazing and the trip provides an opportunity of us to put some money back into this ravaged area. March sees a run into the Yarra Valley and April will see a club spares parts auction at the Guru's house [David Gries]. We have a wild camping weekend planned for early May at 'Rock Bottom', near Colac, so look out for details of this in the next edition of 'Front Drive'. This year Green Frog Tours has planning our annual OzTraction over the June Queen's Birthday Weekend in Wagga Wagga. This will help our regular Interstate participants keep their trip a little shorter than

in previous years and hopefully will encourage further participation in the event from members north of the Murray.

Of course there is still time to book for CitIn 2010 in Tasmania if you are quick.

This year will see the departure of a couple of committee members from official service. This is therefore a great opportunity to put your hand up to assist at our AGM in March. I can honestly say that being on committee has given me much more pleasure than pain and there is a great camaraderie to enjoy which is very rewarding. So think and act... Your club needs you to help soon.

I judge our 2009 club year an overall success. Rob Little is still very active and we have several Citroëns reaching full restoration. Congratulations to those members and any new members planning a restoration. This is an important part of the Club's purpose. A few good cars have changed hands between states and I see this as a healthy part of our group activities and fosters great goodwill between Citroënists everywhere throughout Australia.

I hope to see you at a future event soon.  
Ted Cross,  
President.



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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

### ● FEBRUARY DAY RUN – TRAWOOL, VIA KINGLAKE AND YEA

WHEN: Sunday, 14 February  
TIME: 9:45am  
FROM: Ringwood Lake,  
Maroondah H'way, Ringwood  
COST: \$15pp museum  
admission, plus lunch  
and other refreshments  
BRING: Sunscreen  
BOOKING: Essential by  
7 February  
CONTACT: Leigh Miles  
editor@citroenclassic.org.au

Join your fellow Citroënists as we travel north to Trawool. We

will detour via Kinglake and see the stunning re-growth since the fires of a year ago. For lunch we will make an early stop at one of Victoria's famous country bakeries – Gaffney's.

On to Trawool [well made gravel road in parts] to visit the Kerriside Mountain Railway and Museum. The railway is unique, being two foot gauge on a zig zag formation. To gain the maximum height within the shortest distance, steep grades and tight curves also abound. Developed over 15 years by volunteers the Kerrisdale Railway and Museum is a not for profit incorporated body.

The run home is straight down

the Hume Highway.

### COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 17 February  
TIME: 7:00pm  
WHERE: Check with the  
Secretary for this month's venue  
COST: Cheap eats  
BRING: Refreshments  
BOOKING: Preferred  
CONTACT: Clare Hadaway,  
[03] 9598 6888

secretary@citroenclassic.org.au

### CLUB MEETING – BAREFOOT BOWLS EVENING

WHEN: Wednesday, 24 February  
TIME: 7:00pm  
WHERE: Elsternwick Bowling  
Club, 19 Sandham St.,  
Elsternwick  
COST: \$20pp plus dinner  
BRING: Flat shoes  
BOOKING: Essential by  
17 March  
CONTACT: Jeff Pamplin  
[03] 9523 0210 [H]  
members@citroenclassic.org.au

After the success of the Club's Boule Evening in November, we decided to give 'regular' bowling a go. So come and join us for a great evening on the green.

### RACV CLASSIC SHOWCASE

WHEN: Sunday, February 28  
TIME: From 9:30am  
WHERE: Members' Carpark,  
Flemington Racecourse  
Melway 28, G12  
COST: Display car,  
driver & 1 passenger  
Pre-purchase: \$12  
On the day: \$15  
Spectators: \$15pp  
BOOKING: Recommended  
CONTACT: Annette Molesworth,  
activities@citroenclassic.org.au

The RACV Classic Showcase is a superb opportunity to publicise the Club. It has been some years since CCOCA played a significant part in this event, but we are determined to make a great show this year. So, you may well be contacted by a committee member – hoping to



Left to right:  
The station  
at Kerriside  
Railway, the  
main street  
at Yea and  
the joys of  
bowling with  
CCOCA.

persuade you to come along for this great event!  
Pre-book on-line by visiting <http://www.aomc.asn.au/B&Eshow10.htm>. Check the AOMC site for the location of the Citroën display area.

## A-TRACTIONS

### ● MARCH DAY RUN – RAYNER'S YARRA VALLEY ORCHARD

WHEN: Sunday, 14 March  
TIME: 9:45am  
FROM: Ringwood Lake,  
Maroondah H'way, Ringwood  
TO: Rayner's Stonefruit Orchard,  
60 Schoolhouse Rd.,  
Woori Yallock  
COST: \$18pp [seniors \$15]  
BRING: Lunch, or eat at  
Peach Cafe

BOOKING:  
Essential by 7 March  
CONTACT: Annette Molesworth  
[activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)  
At Rayner's Stonefruit Orchard

we will find fruit unlike anything you're tasted from the super-market! At Rayner's they grow hundreds of varieties of peaches, nectarines, apricots, plums... We will tour the orchard on a specially built trailer, behind a Lamborghini tractor and taste all these plus pluot, plumcot, white apricot and peachium! Experience and compare the fantastic flavours of fresh, tree-ripened fruit!

The tour lasts about an hour, after which we visit the packing shed and shop.

You can lunch in the Peach Cafe, or make use of the on-site BBQ facilities.

### COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 17 March  
TIME: 7:00pm  
WHERE: Check with the  
Secretary for this month's venue  
COST: Cheap eats  
BRING:

Refreshments  
BOOKING:  
Preferred  
CONTACT: Clare Hadaway,  
[03] 9598 6888  
[secretary@citroenclassic.org.au](mailto:secretary@citroenclassic.org.au)

### 2010 RACV FLY THE FLAG TOUR

WHEN: Saturday, 20 to  
Friday, 26 March  
WHERE: Gippsland  
FROM: RACV Noble Park  
TO: Dandenong  
COST: \$350pp, plus  
accommodation

BOOKING: Essential,  
by 26 February  
CONTACT: Tony Pettigrew,  
[03] 9739 1146  
or [tony@tpg.com.au](mailto:tony@tpg.com.au)

The RACV invites us to join  
the 9th



RACV Fly  
the Flag  
tour. The  
tour of vet-  
eran, vin-  
tage and  
classic ve-  
hicles will

travel  
from Melbourne to San  
Remo [Phillip Is.], for two nights.  
Wonthaggi and on to Korrum-  
burra, Leongatha, Yarram and  
on to Bairnsdale for another  
overnight stay.

Metung, Swan Reach and Maffra  
for the Maffra car museum and  
another two night stay – this time  
in Morwell/Traralgon. Walhalla  
and Rawson and on Dandenong  
for the final celebratory dinner.

### CLUB MEETING – ANNUAL GENERAL MEETING

WHEN: Wednesday, 24 March  
TIME: 8:00pm

WHERE: Canterbury Sports  
Ground Pavilion, cnr Chatham  
& Guildford Rds., Canterbury.  
Melway 46, F10

COST: Free  
BOOKING: Not required  
CONTACT: Ted Cross,  
04 0059 2208  
[president@citroenclassic.org.au](mailto:president@citroenclassic.org.au)

Yes, it is that time of the year  
again – the Annual General  
Meeting is rolling around again.  
Every year the Committee ex-  
horts you come along to this  
important event, and every year  
we manage to have sufficient  
members attend to assure us of a  
quorum. Remember, if we do not  
get a quorum, we simply have to  
go through the whole thing again.  
So, please make the effort to come  
along.



VOLUNTEER!  
Have you  
thought of  
standing for  
Com-  
mittee? All Committee positions  
are 'up for grabs'. Nomination  
forms have been included with  
this magazine and must be re-  
turned to the Secretary seven [7]  
days prior to the AGM.

On a personal note from the Edi-  
tor, being on the Committee is  
not an onerous job – Committee  
meetings occur once a month [ex-  
cept December] and are typically  
finished within an hour. Then it is

out for a bite to eat and a chance to catch up on the social stuff. The Club can only continue to prosper if the members take up the challenge of making the Club what you want it to be.  
VOTE!

## A-TRACTIONS



Voting for the 2010/2011 Committee is a very important right you have as a member of CCOCA. So, come along and make sure you have your input. Or complete the 'Proxy Form' that is in 'Front Drive'. Proxy Forms must be in the hands of the Secretary at least seven [7] days prior to the AGM.

## ● APRIL CIT-LIN 2010 LAUNCESTON

WHEN: Friday, 2 to  
Monday, 5 April

WHERE: Launceston, Tasmania

TIME: All day, every day

COST: Adults

\$280, Children [5 to 12] \$100

BOOKING: Booking closes  
20 March

CONTACT: [www.citin.org](http://www.citin.org)

Victorian 'Club Permit' vehicles travelling outside these dates [unless also participating in another AOMC-affiliated Club Event] REQUIRE A SPECIAL PERMIT.

The Citroën Car Club of Tasmania [CCCT] welcomes you to Citlin 2010, to be held at Launceston in Northern Tasmania from Friday 2nd April until Monday 5th April.

There are three themes for this Tasmanian Citlin; relaxation, the Tamar River and Tasmania. The pace of the events will give you plenty of time to enjoy your surroundings, do some explor-



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## A-TRACTIONS

ing or spend extra time with friends. The green valley of the Tamar River, which runs from Launceston to the coast, will be the location for most of our activities and its restful surroundings will help you slow down to savour

the fun.

### FRENCH CAR FESTIVAL

WHEN: Sunday, 11 April

TIME: From 10:00am

WHERE: Buchanan Oval,  
Mcleay Park, Belmore Rd.,  
Balwyn

COST: \$5.00per car  
[\$10per collection]

BRING: Chair, sunscreen, lunch

BOOKING: Not required

INFO: <http://www.frenchcarfestivalvic.org.au/>

CONTACT: Ted Cross,  
04 0059 2208  
[president@citroenclassic.org.au](mailto:president@citroenclassic.org.au)

You are invited to The French Car Festival on April 11, 2010 at Buchanan Oval in the Macleay Park complex. Bring your best French car. Cars will gather on the oval at 10:00 and judging will be complete at 13:00 with the awards being presented at 14:30. Entry for cars will be \$5.00. Collectors will pay only for a maximum of two cars if all cars are presented together and a collectors corner will be available.

We expect about 200 cars so there will be plenty to see and discuss.

Best of Marque awards will be made for Peugeot, Renault, Citroën, Alpine and Simca. Also there will be some further presentations to interesting vehicles not covered in the main awards. Catering will be available, there is a children's playground adjacent to the display and there are also barbeques available.

As a matter of safety we ask you to approach the ground from the north [the Doncaster Road end] via Buchanan Avenue to avoid congestion in Belmore Road.

### CLUB PARTS AUCTION

WHEN: Sunday, 18 April  
WHERE: David and Janet Gries  
Elgar Rd, Box Hill

TIME: From 11:00am

COST: That depends  
on what you buy

BRING: Food for the BBQ  
and a full wallet

BOOKING: Essential by 16 April  
CONTACT: Ted Cross,  
04 0059 2208  
[president@citroenclassic.org.au](mailto:president@citroenclassic.org.au)

It's back, and hopefully bigger than ever! Here is your chance to pass on to other members of the Club those spare parts you do not really need. Or to pick-up that elusive part that is essential to get your car on the road. Remember, though we will auction anything... household stuff, computer equipment. No, ladies we refuse to auction your husband – no matter how much you would like us to.



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Contact Ted Cross

Phone: 03 9819 2208

Fax: 03 9819 2208

Mobile: 0400 59 2208

email [ted@123ignition.com.au](mailto:ted@123ignition.com.au)

# 123ignition.com.au

31/05

Green Frog Tours wish all readers of Front Drive a Happy New Year. With a happy new year as our aim we have planned to make the 2010 OzTraction an event to remember [for all the right reasons!].

## OzTraction '10

After much discussion on the subject and having done considerable research on possible venues a decision has been reached and in the tradition of OzTraction's past, Green Frog Tours has once again ventured outside Victoria to find the perfect location for OzTraction 2010. Nestled on the banks of the magnificent Murrumbidgee River in Southern New South Wales is Wagga Wagga. Wagga Wagga is a dynamic and cosmopolitan regional city, with over 60,000 residents and thriving business, sports and arts communities. Wagga Wagga offers a temperate climate, a rich cultural heritage and a wealth of

fantastic attractions making it the ideal destination for OzTraction.

Wagga Wagga is just 4½ hours easy driving from Melbourne – north on the Hume Highway to Albury and then veer left on the Olympic Way for Wagga Wagga. From the centre of Sydney it is just 460km and

Canberra is just 2½ hours down the road.

Wagga Wagga's cosmopolitan culture is reflected in a wonderful variety of dining experiences. We have chosen the very best from the dozens of restaurants and styles that are available. Wagga Wagga is also home to some top drops, and we will be visiting some of the very wineries best in the area. The area is also home to a thriving dairy industry, producing some superb cheeses, which we will be tasting as well.

As the centre of a rich agricultural region – the Riverina – Wagga Wagga is also home to a fantastic Farmer's Market that

is also on our packed itinerary. Wagga Wagga is a centre for the shopaholic! The city centre is a thriving shopping mecca, with national retailers and a plethora of locally-owned specialty stores. There are two – not one, but two – shopping malls in the central business district!

For a cultural journey, try one of Wagga Wagga's heritage walks. There are two to choose from, each winding around significant buildings and sites in the City. Or, just take the time sit and admire the beauty of the Botanic Gardens. This 20 hectare oasis of tranquillity contains themed garden beds, a zoo and aviary. Your visit to Wagga Wagga would not be complete without a leisurely stroll around the beautifully shaded Collins Park and the historic Victory Memorial Gardens. [If anyone would like the opportunity of their own GFT guide three bears and a frog would be grateful for a lift as it looks interesting and walking isn't our strong point].

Wagga Wagga's original inhabitants, the Wiradjuri, were the largest Aboriginal tribe in NSW, and it is from their language the City is named. It is most commonly accepted that Wagga means 'crow', and repeating it

means 'crow crow', or place of many crows. However contemporary Wiradjuri people often refer to the name as meaning 'dancing' or 'staggering like a drunken man'.

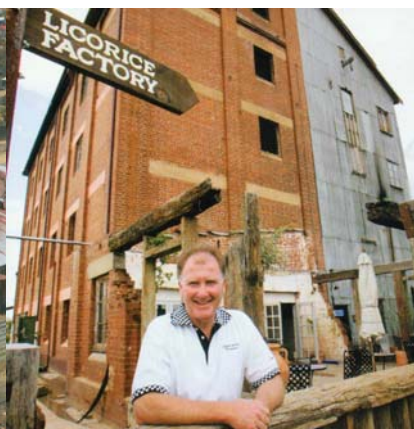
### HISTORIC TITBITS

✧ In 1829, Charles Sturt became the first European explorer to visit the future site of the City.

✧ Wagga Wagga was considered as a potential capital for Australia during negotiations leading to the federation of the colonies.

✧ During World War II Wagga Wagga became a garrison town with the establishment of a military base at Kapooka and RAAF bases at Forest

Left to right: Monte Cristo home-stand [Sunday morning], June Roundhouse Museum [Saturday afternoon], June Liquorice and Chocolate Factory [Sunday lunch] and just part of Lockhart's National Trust listed verandahs.



Hill and Uranquinty.

Wagga Wagga was proclaimed a city in 1946.

#### ACCOMMODATION

The recommended accommodation for OzTraction is The Lawson Motor Inn which has

yard], a River View Room [with views over the Murrumbidgee River] or one of remarkable 'Standard' Rooms. Rooms are being held for CCOCA until Friday, 30 April. After that date, Green Frog Tours cannot guarantee the availability of rooms.

#### NEXT STEPS:

So what do you need to do to book? First mark it in your diary and make sure you don't double book the weekend.

Second complete and return the form that is included with this issue of Front Drive. Book-

ings must close Friday May 21.

Third book your accommodation with The Lawson Motor Inn on [02] 6921 2200 – remember to say you are with the Citroën Classic Owners Club to obtain our special discounted rate and book before

April 30.

We do hope you will join us in Wagga Wagga for OzTraction this June.

Yellowy Bear,  
on behalf of GFT

#### WHAT'S DOING?

NOTE: Items shown in italics are additional to the Rally Fee, but are options recommended by Green Frog Tours.

Friday, June 11

Here is a change: in 2009 many OzTraction participants arrived in Horsham on the Friday afternoon. So, this year we will try something new and start OzTraction on Friday with a visit to Charles Sturt University for a wine and cheese tasting. Your chance to taste and buy some the Riverina's finest wines and cheeses.

Dinner with Leigh and Sue at the Commercial Club in the bistro, from 7:00pm. Tonight we offer a two-course meal, of your choice from the full bistro menu. [Dessert and

refreshments to your account.]

Saturday, June 12

'Show & Shine' in central Wagga Wagga. Bring your cars to the centre of town and show the locals what 'real' motoring is all about. The 'Show & Shine' venue is directly opposite the Wagga Wagga Farmer's Market, providing a unique opportunity to sample and buy some of the region's finest primary produce. Think about buying yummy things for lunch! Alternatively, Myer and a wide range of shopping alternatives are available within a stone's throw.

Lunch in Uranquinty – Green Frog Tours recommends you stop for lunch at the Uranquinty Cake and Bakehouse. The Award winning Uranquinty Cake and Bakehouse has featured in the Sydney Morning Herald Guide year after year. They offer organic hand made sourdough, tartlets, gelato, delicious pies [try lamb and pumpkin], café-style meals

Left to right: Uranquinty Cake and Bakehouse [Saturday lunch], Junee Railway Station platform [Sunday afternoon], Victory Memorial Gardens and The Lawson Motor Inn [GFT's recommended motel].

## OzTRACTION '10

superbly appointed rooms and is a short walk from the centre of Wagga Wagga. The facilities here include predominately ground floor units with Sealy Posturpedic Queen sized beds in all rooms. The rooms are well equipped with remote

control TV, microwave, hair dryer, ironing board and iron, heating and cooling.

We have secured a special rate of \$130 per room per night [three night minimum] for all rooms. So select from a Courtyard Room [with your own private court-



and fantastic coffee!

- ♦ Observation Run. Yes, the Iain Mackerras Memorial Trophy is once again 'up for grabs'. The observation run will take you through some of the interesting villages of

Cristo House. Monte Cristo is reputed to be the most haunted house in Australia. Green Frog Tours cannot guarantee you will see a ghost, but by reputation the chances are high!

## OzTraction '10

the Riverina – so, even if you do not feel competitive we strongly recommend you join us for the drive.

- ♦ Dinner is in a reserved area of the Bridge Hotel and Steakhouse. A two-course meal can be selected from the presented menu. The Bridge is famous for its steak [which will be cooked just the way you like it], but naturally, other selections are available. *[Dessert and refreshments to your account].*

☞ Sunday, June 13

Saturday may have been quiet – but Sunday is packed with excitement!

- ♦ Private guided tour of Monte

A light lunch, with coffee or tea will be served at

Junee Liquorice and Chocolate Factory. *[Additional refreshments to your account.]*

- ♦ The Junee Liquorice and Chocolate Factory is housed in the historic Junee Flour Mill [built 1935] and features timbers from the 1850s. The owners pride themselves on their organic liquorice [Green Frog Tours have tried and recommend it!]. We will have not only a private tour of the Mill, but there will be the opportunity to try *[and buy]* some of their great products. In addition to the liquorice, Green Frog Tours recommend the chocolate coated ginger, almonds cherries and straw-

berries. Stock up, is our advice!

- ♦ The Junee Railway Roundhouse and Museum. The Junee Roundhouse is one the few surviving, working railway Roundhouses in the Southern Hemisphere displaying steam and diesel locomotives along with a

will be served in the function room of The Lawson Motor Inn. Stagger downstairs and join your friends for the final round-up of the weekend. Fruit juice, cereal, toast and toppings, coffee and tea and of course the full cooked extravagance!

THE PRICE?

range of unique heritage items. We will experience NSW's rail history first hand with a guided tour lead by the Museum's experienced volunteers.

- ♦ A final stop for the day? If there is sufficient interest and stamina, we will visit Harefield Ridge Winery.
- ♦ Sunday's 'formal' dinner is being held at the Pavilion Restaurant. A sumptuous three course meal will be presented. Dress to impress. *Refreshments from the bar, to your account. Sue and Leigh will arrive early for a pre-dinner drink in the lounge bar.*

☞ Monday, June 14

- ♦ Farewell breakfast. Breakfast

All this does come at a price. Last year, you will recall we managed to run OzTraction for a fee that was lower than we had charged in 2008. That was with an eye on the Global Financial Crisis. The Crisis may not be over, but we have taken the view that things have at the very least stabilised, and this is reflected in the wider range of better offerings for OzTraction '10. Green Frog Tours continue to believe OzTraction represents great value at just \$175 per person [plus accommodation].

Sue Bryant, Leigh Miles, Yellowy, Bluey, Toby and of course, The Green Frog himself!

☞

Left to right: Wagga's Civic Centre, The Commercial Club [our venue for Friday night dinner], the Farmer's Market [Saturday morning] and the Charles Sturt University Vineyard [Friday afternoon].



‘**A**ndré Lefebvre and the cars he created for Voisin and Citroën’ is now in the Club’s library and is available to be borrowed.

Together with his colleagues at Citroën, André Lefebvre cre-

## ANDRÉ LEFEBVRE

ated the Traction Avant [1934], the TUB [1939] – Citroën’s first front drive utility van that was

succeeded by the H and HY vans [1947] – the Deux Chevaux [1948], and, last but not least, the DS [1955].

Between 1923 and 1931, Lefebvre also designed several highly original and outstanding com-

petition cars and record-breaking automobiles for Voisin. He even

drove some of these cars in races during his 16 years with Gabriel Voisin, he was very much influenced by the ideas of this illustrious aviation pioneer and car manufacturer.

The experience gained during that period gave Lefebvre the self-confidence to persuade his successive bosses at Citroën that his unorthodox approach to automobile design was what the company needed; first André Citroën, later Pierre Michelin, then Pierre-Jules Boulanger, and finally Robert Puiseux and Pierre Bercot.

His work for Citroën alone earns him a place of honour among the great automobile designers of the past century. The fact that most present-day cars still carry the DNA of his design philosophy makes him stand out above other automotive pioneers and innovators, which is why it is amazing that so little is known about this fascinating and brilliant engineer.

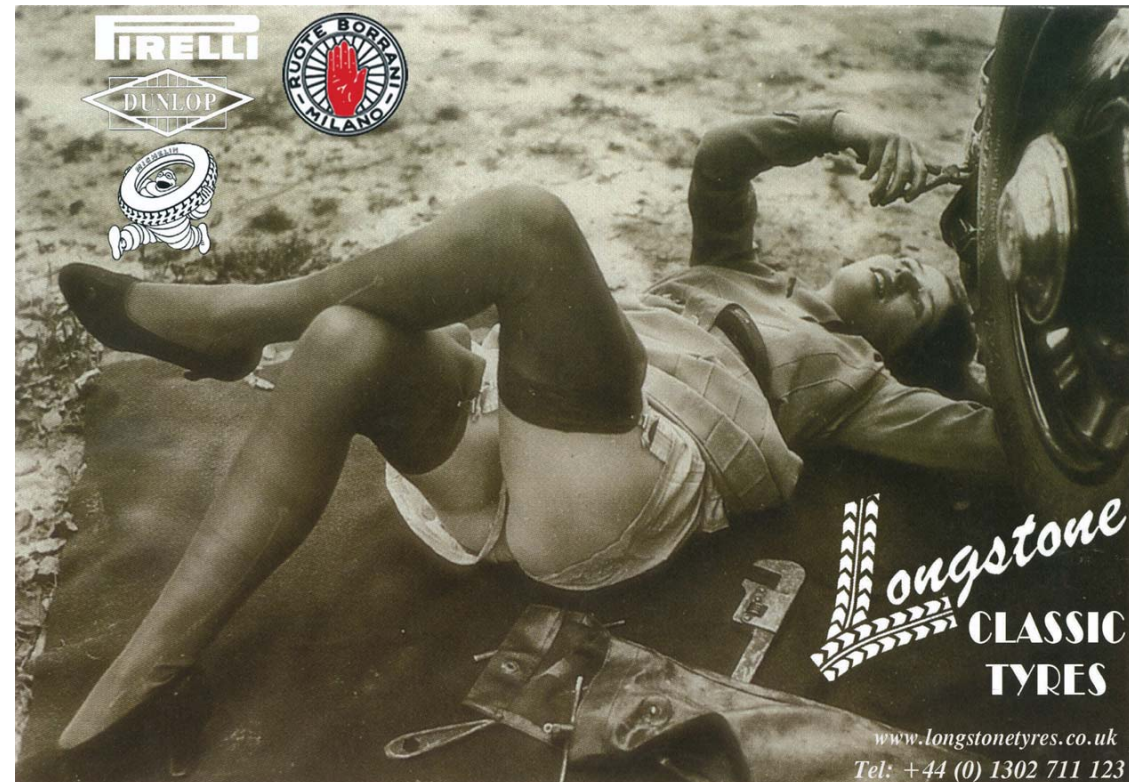
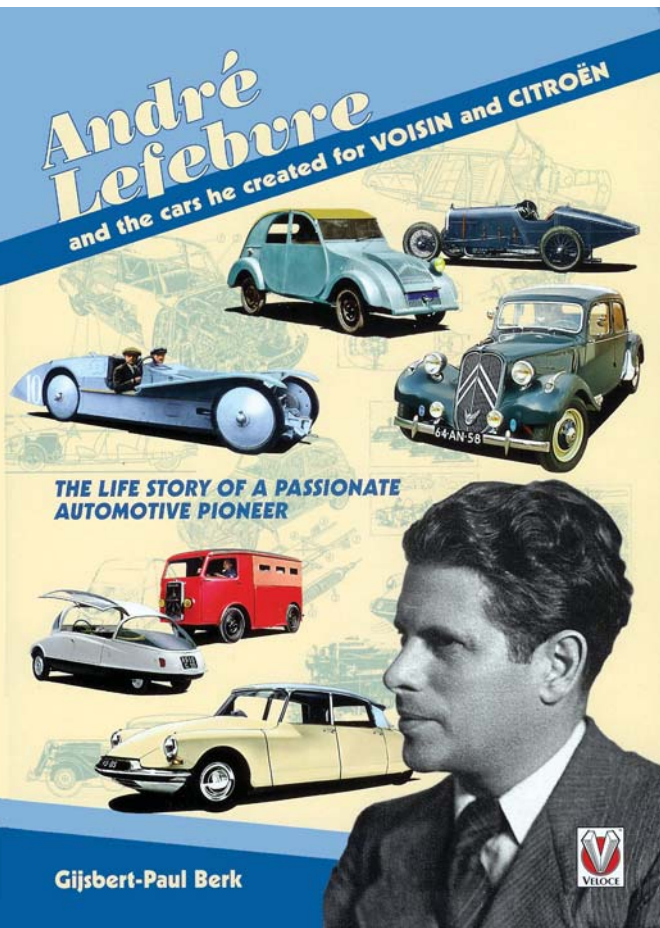
This book was written in order to remedy that, and to pay tribute to André Lefebvre: the

passionate pioneer who left car enthusiasts around the world such an important heritage.

Written by Gijsbert-Paul Berk and published by Veloce Publishing in the UK, 2009.

The book has a lot of very interesting background information on the design of the cars that Lefebvre worked on, and how the cars evolved into the models we know today. The narrative is quite absorbing, with enough technical description mixed with the human side of things to keep

the reader engrossed. There are plenty of illustrations of the cars in Lefebvre’s life, from the impressive early racing machines, through the various prototypes to the finished production vehicles. The personalities are there too, allowing faces to be given to the familiar names in the Citroën story. The book is highly recommended for anyone interested in automotive history and development, and particularly for those who fancy the Citroën marque. Michael Molesworth



Not content with Part I, I am really pleased to bring Part 2 of Bill Schenk's article about the Paris-Moscow-Paris run for the 75th Anniversary of the Traction to you.

## DRIVING MISS DISASTER

The day after the wheel incident the Denmark Traction Club arrived at the camping ground to serve us breaky.

What did they serve us? Danishes of course! Along with coffee and other stuff. Breakfast was good but what they came in was even better. They arrived in three Traction Cabriolets, a DS Cabriolet and a couple of Normales. All beautifully restored.

The next stop was a place called Linköping in Sweden. I gave the wheel to Damian safe in the knowledge that the car was finally in tip top shape. What could possibly go wrong now?

I suppose we were on the highway for about five minutes when, all of the sudden, without any warning the back tyre blew.

Of course the reflective triangle and the yellow reflective coats were deployed once more. The coats are showing serious signs of fading. We had the wheel

changed in no time and were on a mission to catch up.

Corstian has been really difficult to meet up with because he stays in hotels all the way. He is the leader but in his absence we put Hans with his Big 6 H in the lead. In reality, Helmut is the leader. He leads from the rear. This is how it's done.

When you're in a group of a few cars you really can only travel as fast as the slowest car. Helmut drives at 80kph. He absolutely refuses to drive faster except when he feels that it is morning tea time or lunch time or time to have a leak. Then he gets the old girl up to 90kph so he can catch

the front car to notify the lead car of his decision.

It's a clever ploy. You can see he has done this type of thing before. He sets the speed and the break times. He is the leader no question. The only thing for which he doesn't take responsibility is the route.

We were on our way to Stockholm and decided to stay at the hotel because we wanted to see the city and the camping ground was 50km away.

We arrived with almost no problems. That is if you don't count getting completely lost even with the assistance of Saint Tom Tom.

After checking in we went straight to a tyre service. We found that the tyre was shot and it was me who was responsible. I had fitted it with a tube that was too big. It rubbed against itself inside the tyre and failed and buggered the tyre. A €300 mistake. Not to mention that John and I had to drive to the camping site to pick a new one up. So much for

seeing the city but the countryside that we drove through was just beautiful.

Luckily for us the ferry that we had to catch didn't leave until the afternoon of the following day so we were able to do the sight seeing thing.

Stockholm is really beautiful. We did the hop on hop off ferry thingy. The first stop was to the Museum which houses the Vassa: ship which sunk on its maiden voyage and lay submerged for 300 years.

The story goes that when they finished building the ship they found that the water level was too close to the gun portals. Naturally they lightened the boat by removing some ballast which meant that on its maiden voyage out of the heads the wind blew it straight over. That's a bit of a fundamental design flaw don't you think?

When you first see it, you're simply blown away by the scale and the condition of the thing.

The sightseeing went on

Left to right: The cars outside the Royal Palace in Stockholm. Cranking the car after the generator gave trouble. Team Berthold – Ruth, Anna, Oliver, Hans and Hans Peter.



throughout the day. Stockholm gets the thumbs up from all of us including Damian.

At the end of the day we returned to the hotel to pick up our car and drive in convoy to the ferry.

## DRIVING MISS DISASTER

On the way it was decided that we would stop outside the Palace for photo op with the cars. We stopped for about 15 minutes and then drove on toward the wharf.

Almost immediately we became separated at a set of lights. This meant that we were in a group of three cars led by a Light 15 which took us straight into a plaza for pedestrians only. One particular cyclist took great of-

fence to us being there and rode right up to the front of my car and gestured at us rather rudely. We of course took all this in with good old Australian humour. Anyway, after I got out of the car and using my considerable size advantage I

politely told him to \$%^& off or I'd get my big brother to deal

with him we were able to continue.

I took the lead from the Light 15 because we had a Tom Tom which led us straight there.

The ferry ride was an over-nighter from Stockholm to Turku. The boat ride was great and watching the scenery slide by was nothing short of spectacular.

As a result of appointing Corstian leader and appointing Hans as leader in Corstian's ab-

sence a rivalry happened. They both want to take the lead now and you can see them jockeying for position at the start of every leg. It really is quite funny to watch. We don't care who takes the lead because we know that Helmut is the leader: a point that the other cars and their participants haven't quite grasped yet. Besides, they are both hopeless at it and they each need the practice.

As we get nearer to Russia we are constantly told that the roads there are really bad. This is worrying to me because we are quite overloaded with four guys, two of whom are ever so slightly overweight. OK! Morbidly obese may be closer to the truth. Plus our gear which is in the roof rack which is so heavy that it makes the drip rails come into contact with the top of the doors and whatever we can put into the boot is already making the car bottom out at the back and this is on good roads.

We drove from Turku to Helsinki at breakneck speed to see what could be done. We were thinking of air shocks to begin with and discarded this thought in the end. Eventually, we drove into a Citroën Dealership to see if they could help us screw the rear suspension up. They were very helpful and put the car onto a hoist.

I was looking at the rear suspension while all their mechanics were milling around the front. Eventually one of them came over

to me and said 'Do you realise that there is no bolt holding on the bottom ball joint?'

Not only was the bolt missing but the threaded part that the bolt screws on to was also missing. Both of them had ground right off' all the way down to the swivel as the car slid down the road when the wheel fell off in Copenhagen. The legacy of the lost wheel goes on.

I asked if they could weld it on. They declined on safety reasons. I asked if I could borrow their welder to weld it up myself. They agreed and I welded the ball joint stem to the swivel to the utter disbelief of all the mechanics there. I've never seen so many heads shaking at the one time in my entire life.

They took no money for their services and bid us a safe trip. That's two dealerships so far that have helped us out gratis.

We camped and we went into town for some sightseeing. Well, Alan and I did some sightseeing with Johan and Dick two participants from another group while John and Damian went shopping which they were obviously born to do.

After Helsinki we had to catch a ferry to Tallinn.

The biggest thing that happened, apart from getting lost on the way to the terminal. [Due directly to Corstian's leadership. I told you he needs the practice] was that our generator stopped charging the battery altogether.

No sign of either the nut or stem holding the ball joint.



The tech team went into fixit mode on the dock while we waited to board. They came to the conclusion that the generator was stuffed. An opinion that I didn't agree with and proved to be so. Ton gave us a battery charger to

There was a guided tour of Tallinn and our tour guide was a very enthusiastic and proud Estonian woman called Catherine. She gave us a little history lesson about Estonia and which countries have occupied it. Apart from the Russians the Germans and Swiss ruled Estonia. She told us

of the Russian occupation and of how they didn't maintain pretty much anything.

Of course we were shown the obligatory churches. The Russian Orthodox Church which was ornate beyond belief to the Lutheran church which was somewhat more subdued.

For the afternoon we were taken to a theme park which showed buildings of different eras of Estonia. I was afraid that it was going to be Estonia's answer to Old Sydney Town. Fortunately it was terribly interesting.

When we arrived at our hotel Alan and I embarked on the problem of our low suspension. After much struggle we were able to get an extra 2" height. These 2" literally transformed the way the car drove.

While we were fixing the suspension we noticed that one of the inner universals had chopped out. This was really disappointing, I had replaced both universals. The first had chopped out within 300km and now the second had gone within 3,000km. We were now running on the originals.

Isn't it funny how someone's actions can have a detrimental effect on others?

On this day we were heading for Riga in Latvia. Of course the first order of the day was to feed the hungry beasts in which we were travelling. Thus started Corstian's behaviour that would eventually end up with me having a little crackup as Helmut calls it.

It started with me sitting behind Corstian at the petrol station waiting for my turn at the bowser.

Corstian has a ritual. It is as follows. He stops at the bowser and alights from the vehicle. So far so good. He then retires to the rear of the car, opens the boot to produce and put on his special petrol filling gloves. Then he fills his car. In this particular station you have to pay first and he didn't read the sign which delayed him further. He pays and fills. Then he records his speedo reading and then checks his oil. After all this is done he returns to the rear of his car, takes his petrol filling gloves off puts them back into the boot, hops into his car and drives off. I was going mad watching it and waiting my turn.

We were off and running towards Riga when after about five minutes he got us lost. I can understand getting lost normally but he had a Tom Tom to tell him the way!

Now that he was on the right track he decided to take the scenic rout which normally would be good but he hadn't consulted

any of us and he got hopelessly lost again.

The last straw for me was when we entered Riga along its main road and what looked like peak hour. We were in the middle of town where there was a really nice building on the side of the road. Corstian, who is always on the alert for a photo op decided to stop his car which was in the lead, get out of it to take photos of it in front of this building. Thus holding up all the peak hour traffic.

Damian was driving at the time and I lost it. '#\$%^ this Damo lets get out of here and leave him.' Which we did.

This was the first day that at the end of it we didn't have to do anything to the car. What a relief.

While we were at the camp site I was relaxing with Pat and Helmut. Alan came up behind Helmut and Mouthed at me 'Don't mention the war.' Pat asked me what he said and when I told her she cracked up and said 'and the fact they lost!' Alan came back with 'Twice!' Poor Helmut.

What can you say about Riga? Damian was unimpressed. It had all sorts of very ornate buildings. Damian was of the opinion that they should all be demolished and replaced with something along the lines of the toaster at Circular Quay in Sydney. It's hard to argue with him.

I have discovered that there is a lot of mongrel in Damian. He likes to take the most unflattering photos of you. Particularly, when

## DRIVING MISS DISASTER

get us by for the next few days and we relied on the crank handle to get us started.

Meanwhile, Hermun has had no problems with his car and it is giving the shits slightly.

Mine is so beautiful and beautifully maintained and his is so ugly and unkempt looking. How can this be possible?

We made the hotel with no further problems. I had driven a full ten kilometres today and was exhausted so went to my room for some r&r. Alan with the help of the backup team tried to fix the generator. It does work somewhat now but is still not charging fully.

Over breakfast (which was down right bloody awful) we heard stories of the night before. Alan, Damian, Corstian, Johan, Dick and a few others went out on the town. Corstian the ladies man along with his passenger went off alone in pursuit of some female company no matter what the cost. And cost it did. Apparently they were pick pocketed and there has been some money taken from his credit card. Corstian is not a happy little leader today.

you are asleep. He seems to like the close up at these times to capture you in all your drooling glory.

I suppose that at this point that I should tell you of the habits the others have that grind at you rather than pick on poor Damian

## DRIVING MISS DISASTER

all the time.

First Alan. He has appointed himself as our tour guide. He has armed himself with *The Lonely Planet*. He studies it in the car as we travel along. Then he reads about the town that we are entering followed by a verbal test which we have to complete. This is driving me mad.

I also made a rule that there was to be no smoking in the car along with no talking crap and no farting in the car.

He sits in the back of the car sticking his head out the window to smoke whilst simultaneously talking crap with craplike hand gestures. At least he hasn't farted yet. Although he has blamed Damian for doing so on more than one occasion. 'Oh mate!' he says 'that was disgusting!' 'It wasn't me!', protests Damian. I think he protests too much.

Second John. Well he fell for a chicky babe before we left who collects teddy bears. This means that Johnny has been on a bear hunt since we hit England and that Alan and I are left standing outside any and every shop that

sells stuffed bears or outside post offices so he can send them home.

Then there is of course me. What can I say about me that would give the others angst? Nothing, I'm perfect.

I suppose that I should tell you just what it is like to drive in Latvia. It is a real experience and it takes you aback a bit when you're in it for the first time.

The highways there are just one lane each way with quite a big runoff on each side. You are driving along in a queue of cars with a long line of traffic coming in the opposite direction. Then someone pulls out to overtake directly in front of the oncoming traffic. This really startles you. The oncoming traffic simply moves to the side of the road to let the overtaking pass. I tell you once you're in the groove yourself it is really good. You just pull out whenever you feel like and the oncoming traffic just moves aside. I do have to tell you that our in-car tour guide did take great delight in telling us that Latvians are the second worst drivers in Europe, the worst being in Russia, which was where we were heading for.

Our team is now leaving Latvia on our way to the Russian border. We had to re-enter Estonia to get to the border.

Corstian was in the lead and today, finally he drove straight there without getting us lost. It's a miracle! I think the fact that we

only had one road to drive along with no turns may have helped slightly. Or is he getting better?

Along the way we stopped for petrol and while we were there the big fella Hans had a fall and injured his shoulder. He is pressing on but seems to be in a lot of pain. We offered to drive for him but he has refused the offer.

We rendezvoused with the rest of the group at the old unused Latvia-Estonia border control.

All those garages with nothing in them. It's a bloody travesty!

All 28 cars made their way to the Estonia-Russia border control.

We were given instructions from Jan Bruins. He told us that we could be at this border for thirteen hours and above all, don't smile!

Our little entourage was about 30 cars back in the queue on the Estonian side when Jan told us to move on in. This really upset the cars in front of us. I don't know why. Couldn't they see that we were driving Tractions and as such can do anything that we want to! It was perfectly obvious to me.

We passed the Estonian side in quick time; however the Russian side was a different story.

There are two booths and I thought that they were so they could do two at once so I drove straight passed the first one.

I was told in no uncertain term to get back to the first booth, inside of which was a very unat-

tractive woman who looked like your typical humourless Russian official: she seemed to take an instant dislike to me! Maybe it was the way I smiled.

After she had successfully humiliated us we were allowed to go to the next booth where they checked out our car.

In this booth there was a thin man who was definitely more effeminate than the woman.

This is where we learned how important it is to have your paperwork in order and to think on your feet.

First, he asked me for my passport and then the rego papers. I had left the original rego papers at home and brought along copies. I gave him one copy and he twigged straight away. No he said the originals. I gave him another copy and he said that this was a copy too. I told him that the first was a copy of the second which was the original. He accepted this.

My passport was in my own name of course but the rego papers were in my brother's company name. The official said the word 'Tuck' a lot.

Eventually we were processed and allowed to go through. It took six hours for them to process the 28 cars. A new record!

We spent the night at Pskov and when we arrived at the hotel we were swamped by people looking at our cars. I've never seen anything like it.

We had Australian flags tied to the roof rack and when some

of the people who knew where Australia was were blown away.

Pskov was a nice place but you had to venture out to find out how pretty it is.

It was bad news for Hans. His shoulder got worse overnight and

## DRIVING MISS DISASTER

he has hitched a ride with Jan from Eurocult to Saint Petersburg. Costian's uncle drove Hans's car for him today.

I took a break from driving and handed the wheel to John and Damian. John took the first leg and Damian the second.

One of the things that we were told in the briefings about Russia was what to do if a policeman stops you. They have batons in their hands which are painted black and white. If they point this baton at you, you have to stop.

Damian was at the wheel as we entered St Petersburg. There are at least two policemen standing on every main intersection. The first thing that Damo did was to drive through a red light right in front of a copper. He stopped in the middle of the intersection; the copper looked at us, shook his head and beckoned us through. This of course meant that we left the other cars behind. So we stopped at the next set of lights to wait for them. These lights were of course green which meant that we made up for the red that we just ran.

What can you say about St Petersburg except that it is just off the wall! Without a doubt, the highlight of the trip for me so far.

The architecture is just out of this world. Building after magnificent building lining almost every street we were driven through. All in various stages of either disrepair or renovation.

Of course the absolute highlight is the Hermitage Museum. It has 6,000,000 exhibits within its walls. The building itself was built as a palace by Catherine the Great. She said that it wasn't for her but for the people of Russia.

Having been inside I have come to the opinion that this statement was codswollop.

I can just imagine a peasant coming to the front door and saying to Catherine, 'Kate, sorry to bother you but I'm a bit down on my luck. Any chance of a meal and a bed for the night?' I don't think so.

We also went through other places like the Peterhof Palace. The fortress where most of the Russian royalty including Tsar Nicholas and his family are buried all of which are fascinating.

Poor Hans has found that he has torn the muscle from the bone and requires an operation. He will get this done in St Petersburg and rejoin us in Moscow. [The operation will not be successful and he was re-operated on in Switzerland and he is still going

through physio.]

He has asked us to drive his car back to Germany where he will arrange to get the car back to Switzerland.

Alan and I drove Hans's car and Damo drove my car to Novgorod.

Damian, who was obviously unimpressed by not getting a ticket in St Petersburg, decided to give the running of red lights another good go in Novgorod. And what a great result he got. A police car with sirens blazing, lights flashing and PA blaring pulled him up and then upon seeing that he was a dumb New Zealander promptly let him off. He was so unimpressed and it left us wondering what you actually have to do to get a ticket around here.

Novgorod is considered to be the birth place of the nation. It has a 15th century fortress wall and boasts the oldest standing church in the country. It's great place to walk around.

That evening we

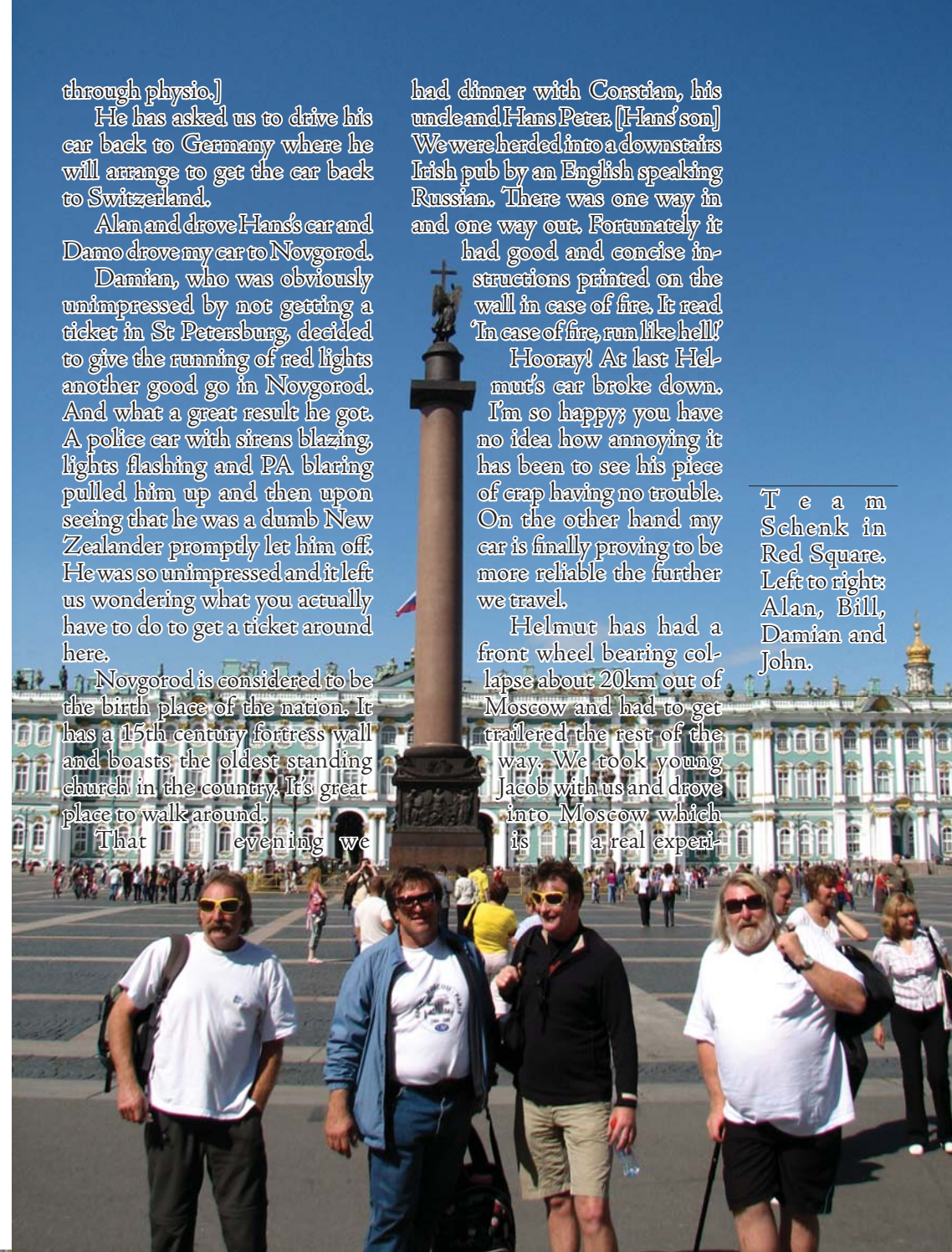
had dinner with Corstian, his uncle and Hans Peter. [Hans's son] We were herded into a downstairs Irish pub by an English speaking Russian. There was one way in and one way out. Fortunately it

had good and concise instructions printed on the wall in case of fire. It read 'In case of fire, run like hell!'

Hooray! At last Helmut's car broke down. I'm so happy; you have no idea how annoying it has been to see his piece of crap having no trouble. On the other hand my car is finally proving to be more reliable the further we travel.

Helmut has had a front wheel bearing collapse about 20km out of Moscow and had to get trailered the rest of the way. We took young Jacob with us and drove into Moscow which is a real experi-

Team Schenk in Red Square. Left to right: Alan, Bill, Damian and John.



ence. The ring roads around Moscow are long and chaotic. The cars come out of the slip roads two abreast at times and don't give way at all. Which means that if you are on the ring already you are the one that has to pull up. I

which is great. Hans has a great sense of humour. An example of this was present today on the bus. Alan's reputation as an unofficial tour guide has become legendary not only in our little group but throughout all the participants in the rally.

While we were driving along in the bus

tell you the first time it happened to me I just about, well you can imagine.

Our hotel is the pits. It's old and run down, the plumbing is atrocious and it is hot and stuffy.

I'm in Moscow and I have obviously eaten a rotten ice cube. I feel awful but the show must go on. We were booked on a guided tour today. Our guide was a man called Serge.

Hans and Ruth have returned to the fold following his operation

Serge was telling us what we were going to see and also some of the history of the place. When he had finished Hans said, 'So Alan, do you have anything to add?' The timing was impeccable and the bus erupted in laughter.

Serge took us to a 16th century monastery the name of which escapes me. It is a big place and really beautiful. Fortunately for us there was a service going on. There were believers all over the place. The Russian Orthodox

priests sing their services and it was being piped through loud speakers for the believers outside and luckily they were in tune.

Then it was onto The Kremlin and Red Square.

Upon entering The Kremlin the first thing you notice apart from the buildings is the amount of canons piled up around one of the buildings. These were canons left by Napoleon's army. Above these canons are other canons very ornate and imposing. These being Russian canon, which signifies Russia's supremacy.

Serge then showed us the largest canon ever cast but has never fired a shot. They just love canons here!

Serge then showed us the largest bell ever cast but has never tolled.

After being shown these two most useful exhibits we were tak-

en to Cathedral Square. This is a square within The Kremlin which is surrounded by Cathedrals.

Serge took us through one cathedral which is ornate beyond belief. At one end it had a pair of golden doors. Serge informed us that Russians believe that when Jesus returns he will return through those doors.

I have to tell you that I am not a believer and that I have limited knowledge about Jesus but I just can't imagine a man who was born into a family of carpenters and who was happy to have no possessions himself would walk through those doors. Maybe I'm wrong.

Red Square, great place, cobbled stoned with wonderful buildings surrounding it and then of course there Lenin's tomb and today there were no tanks or goose stepping soldiers in it.

Annoesjka came to my rescue

Left to right: Russia's largest cannon and largest bell, both at the Kremlin. Peterhof Palace, at St Petersburg.

## DRIVING MISS DISASTER



today. She is from another group and she gave me copious amounts of drugs to cure my gurgling insides. She has a suitcase full of drugs which will cure anything that ails you. As a result I awoke as bright as a button and promptly went

Serge explained that we were pulled over for a drug and alcohol test and not to worry. Well I didn't see any testing equipment!

This is how the drug and alcohol test Russian style works.

1 You get pulled over.

2 The police officer asks for your license.

3 He then asks if you have had anything to drink.

4 You say no.

5 He then asks if you have taken any drugs.

6 You say no.

7 He then asks "Are you sure?"

8 You say yes

9 He says good

10 You go

We continued onto the monastery safe in the knowledge that our driver had just passed the rigorous alcohol and drug test Russian style.

When we arrived at the monastery we had to have a tour guide appointed to us by the monastery itself. I think that this is so you get their particular version of history. We were told of how the monastery started and of the miracles that had been performed there but most importantly of all was that we went to McDonalds for lunch. Lunch was just wonderful. Yummy!

Bill Schenk



## DRIVING MISS DISASTER

down to breakfast.

Yesterday I didn't eat breaky because I was ill, today I didn't eat breaky because I chose not to. The food here is just awful.

Damian and Hans Peter left today. Hans Peter will be replaced by his brother Oliver and his girlfriend. Damian did a hakka for all the participants before he went. I just turned my back and ignored him while he did this. Alan went with them to the airport which left John and I the only ones on the English speaking tour bus for that day so we took young Jacob with us because we thought that going to another monastery was just what an eleven year old would be interested in. Aren't we thoughtful?

On the way to the monastery which was about 70km out of town we had the dreaded stick pointed at us.

The bus was stopped by the police for about five minutes and we were allowed to proceed.

## MICHAEL MOLESWORTH — GENERAL COMMITTEE

At long last a start has been made on the ever-lengthening list of things to do on the cars. It seems as though they conclude to generate more work by just sitting there.

So here we go with a technical description that hopefully will be of help to others working on their cars.

The manifold on the traction was the first item on the agenda, with the concourse coming up last October. There was a lot of noise coming from the flange joint near the long suffering dynamo and also from the bottom of the carby. The car was noisy and smelt bad with exhaust fumes escaping into the engine compartment. It seemed to be a straight forward fix, just replace the manifold and flange gaskets after installing three new studs on the flange. How naive can you be, even after a long period of owning old cars?

The manifold was removed with the usual verbal asides as little problems arose. Mysteriously the manifold gaskets appeared to be in good order, so where's the noise coming from? The joint between the inlet and exhaust manifolds, where the hot spot is, proved to be the culprit. Separating the two was a tricky job as the two front bolts holding the two together are long and were seized

in the cast iron. I think they each wound up about a sixth of a turn before they began to move, this after a good dose of penetrant had been applied. The third bolt at the back under the carby was easy because it was a short Whit-

worth bolt stuck in with a bit of putty, not holding anything at all. No wonder the joint had failed!

Much of the seating for the gasket that sits in this joint had eroded away, so the only thing to do [rather than put in a thick gasket and wait for it to fail again soon] was to machine the faces of the two manifolds on a milling machine. This was done, and about 1.5mm had to come off the cast iron before a good seat was achieved. The rear carby bolt hole was drilled out and the thread cleaned up as the old bolt had snapped in there, explaining the use of the dummy bolt previously mentioned. A new gasket was made from the new material offered for exhausts now, no asbestos in sight. This is a grey material with an aluminium layer in the middle, rather hard to work with neatly. All was assembled and offered up to the block, only to discover that the metal removed in machining had lowered the inlet manifold so much that it no longer fitted onto the locating dowels and studs. Back to the workshop to make a spacer piece

## FLEET FOLLIES

out of 2mm aluminium to make up the difference. Once in place, everything fitted again.

Now attention could be given to the flange studs and their replacement. The old ones were badly corroded with very little

thread. Only one of the studs was slightly crooked and had to be adjusted. The car has never had a heat shield fitted while I have had it, so one was made up from aluminium after a close look at the spare parts diagrams. This

was lined with the same grey gasket material to reduce heat

transfer. The cast iron exhaust manifold was painted with a high temperature silver finish to reduce heat radiation. This has to be heated and cooled several times to cure it, to realise its full durability. While this was curing, the old oil bath air cleaner was sand blasted and painted and the rubber pipes to the carby cleaned up, ready to replace the flat sports air cleaner that has been there.

thread left, so they were cut off short and squared up for extraction. Very careful marking with a centre punch to get the centre followed. A small drill was put through, followed by larger ones. An attempt to use screw extractors was made and found fruitless, successively bigger drills were used up to the tapping size for the studs, and the final work done with a tap to clear the

All was reassembled and installed on the car. A test run confirmed that all was quiet at last and free of fumes. The intake roar was also much reduced, making the car much quieter to drive. So much for the quick repair, which ended up taking several days to complete.

The 97 Xantia showed up a problem in the warmer weather when sitting in traffic. The temperature would rise alarmingly unless there was some movement forward. The fans had decided to quit operation. They can be tested by removing the brown connection to the sensor on the thermostat housing. They should both run after a few seconds, slowly then fast. These things draw a lot of current when running, you notice the engine grunt when they cut in. The control relays for the fans are hidden behind the front grille, which has to be removed to gain access. Once exposed, the relays and their sockets showed signs of excessive heat, caused by poor connection. How the circuit works is a big mystery as no reference is made to it in the usual handbooks. The fans do not run until the engine gets a bit above the normal 85 degrees running temperature. Then they should both come on slowly, but if the temperature keeps rising, they will both go to full speed at about 100 degrees. This is controlled by three relays, One for the water temperature, one is involved with the air conditioning and the

other controls the fan speed. This last one was replaced and one fan started to work again, but at full speed or nothing and only once the temp had risen to 100. This seemed to indicate the other one had died. A second hand fan motor was obtained, along with some new relays, the changeover type is required, and a new thermostat just in case.

To replace the fan motor, the radiator has to be moved back. Reasonably easy, once it is drained and the top hose removed, as it is held by two sensible clips, instead of all the bolts in the older cars. The radiator was removed completely and flushed out until it ran clear. This done, the enthusiasm was dashed as the aircon condenser is still in the way, preventing access to the fan mounting bolts. This has to be swung back too, but is held by very inaccessible torx screws. Luckily it is fed by two flexible hoses, so that once the thing is finally free it can be moved without losing gas. At last the fan can be released and the motor replaced. The old one proved to be open circuit, which was good to find after all the work getting to it. Refitting was the reverse of the above procedure as they so blithely say in the manual. The thermostat was removed and tested, to find that it was opening at too high a temperature anyway, so the new one was fitted with a bit of silicone gasket against the block to seal the housing. While it was out the engine was flushed

## FLEET FOLLIES



too. The system was filled and bled of air, a major exercise in itself, as some of the heater pipes are above the filler tank, necessitating the use of an old radiator hose stuffed into the filler to act as a header tank. Finally everything

on every now and then, rapidly bringing the temperature back when sitting in traffic. This is a major task that is not undertaken lightly, due to the poor access to the various parts, at the same time I would not want to be footing the bill to have it done either.

The 2CVs have had work done on them too, but that is probably enough for now, I am worn out thinking about the work involved in the other two tasks.  
Michael Molesworth

parts have risen quite a bit but the impact has been moderate thanks to the exchange rate.

I was sent a new website recently on 2CV's in Argentina, the range is astounding, you can even purchase a new Mehari as well as chassis, engines and all sorts of parts including real tricky looking rocker covers and to make your 2CV sit up and dance there is the 652cc engine with injection and electronic ignition, their web address is [www.savoiacars.com](http://www.savoiacars.com)

well worth a look.

Well that is it for now, I hope everyone had a Merry Christmas and looking forward to a really great 2010, it seems like yesterday the world was worrying about the Y2K bug that never eventuated. It reminds of a great quote I once heard, a fellow was asked if he had been worried at times through his life, to which he replied "worries, I have had millions of them but thank God most of them never eventuated".

Rob Little



## FLEET FOLLIES

could be tested, and amazingly both the fans did as expected. The temperature gauge now sits at about 80 degrees all the time as it should. The fans only come

In this magazine Leigh is continuing publishing the 4 speed conversion articles, I am sure you will find them interesting, any further information on this can be discussed with me.

I would like to thank the

of 2CV tyres and asked them to ship 4 - 165x400 tubes with them, it turned out they sent the wrong tubes much to the consternation of the people receiving them. As soon as I found out I emailed Longstone and they

are sending the correct tubes free of charge, their service is nothing

short of amazing! Our dollar is still very high against the English pound making these tyres very cheap indeed.

I received the generator heat shields that were referred to in my last column and they are of very good quality, I believe there is one left in stock at the moment.

Parts pricing at the moment is also very good with some of the price increases being equalised by our rising dollar, looking back at prices over the past years some

In the second of these articles Roger Williams explains the first part of his ID/DS 4-speed gearbox conversion for the Traction.

Whilst renovating the bodywork of my

Light 15 I decided that a four speed gearbox

would be better than the fragile [or so I was told] original three speed box. I saw Tom Evans's car at the Dent rally in 1980 and although at the time it did not mean much to me as I had never seen an ID 19 engine/gearbox before, various statements coming over the shoulders of the front row of onlookers did stick in my mind... 'across the gate movement... joined to cables... behind the dash... difficult to get into reverse sometimes... bags of space' etc.

In due course I acquired an ID 19 engine/gearbox and set about fitting it into my Light 15 with the brief that the modifications to the car itself should be minimal, so that the original power unit could be put back in without fur-

## TRACTION TRANSPLANT II

ther work. I soldiered-on on my own and eventually got my prototype conversion working but not road tested, when Jonathan Howard asked me to do a similar conversion for his Commerciale. This became Mk II, which performed very satisfactorily under hard everyday driving conditions, and this was followed by Mk III for his Light 15 and Mk IV as a spare. Mk V, Mk VI and finally Mk VII followed with small but successive refinements, and the

## SPARE NEWS

members who contacted me re bumper bars and clocks, I hope by now Barry Nichols has at last a set of bumpers for his Big 15, some clocks have been promised to me but as it is holiday time there are always the inevitable delays. Mentioning wiper mounts seemed to have worked as I needed to order more of these for stock as I soon sold out. Tyres and tubes are still moving and we are receiving excellent service from Longstone, before Christmas I ordered a pair

current version described here, Mk VIII, represents, dare I say it, the final version!

The ID/DS power unit was not designed for fitting into a Traction, and the solution to one problem seems to generate

original ID/DS one.

The ID/DS bellhousing, however, is 35mm shorter than the Traction bellhousing, thus when the output shafts from the gearbox are aligned with the drive shafts, the engine block side and rear mountings do not align with the original hull mountings.

The hull side mounting brackets are replaced by new ones as shown in Fig 1, and the housing for the rear rubber mounting modified as shown in Fig 2.

There certainly is not 'bags of space' in the narrow bodied cars, and the mechanism shown in Fig

1. Grind off original weld between box & plate
2. Reverse plate [also locating peg]
3. Reweld box flush with back of plate
4. Remember spacer washers between plate & bulkhead.

## TRACTION TRANSPLANT II



another, and whilst none of the modifications necessary are major, there are quite a few of them.

The final result, however, is a robust, reliable and economic power unit which, not being a purist, I think is a great improvement over the original.

The basis of the conversion is; [i] The ID/DS engine block is similar to the Traction allowing direct transfer of engine, side suspension brackets and timing chain cover with the rear rubber mounting block.

[ii] The Traction differential unit, and hence the output shafts, can with suitable bushing and shimming replace the

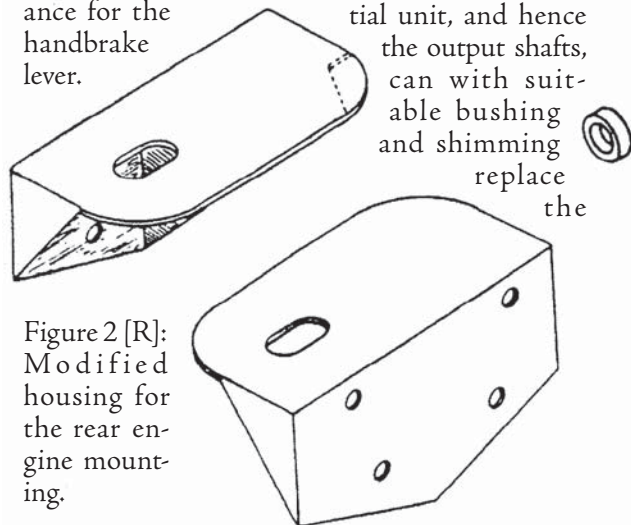
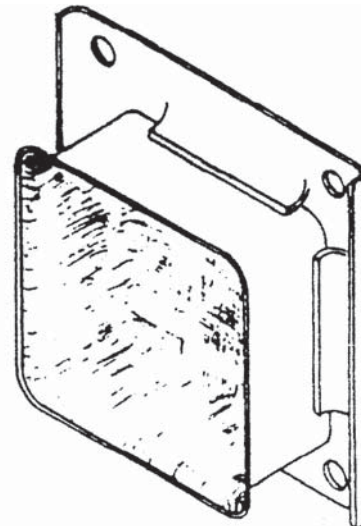
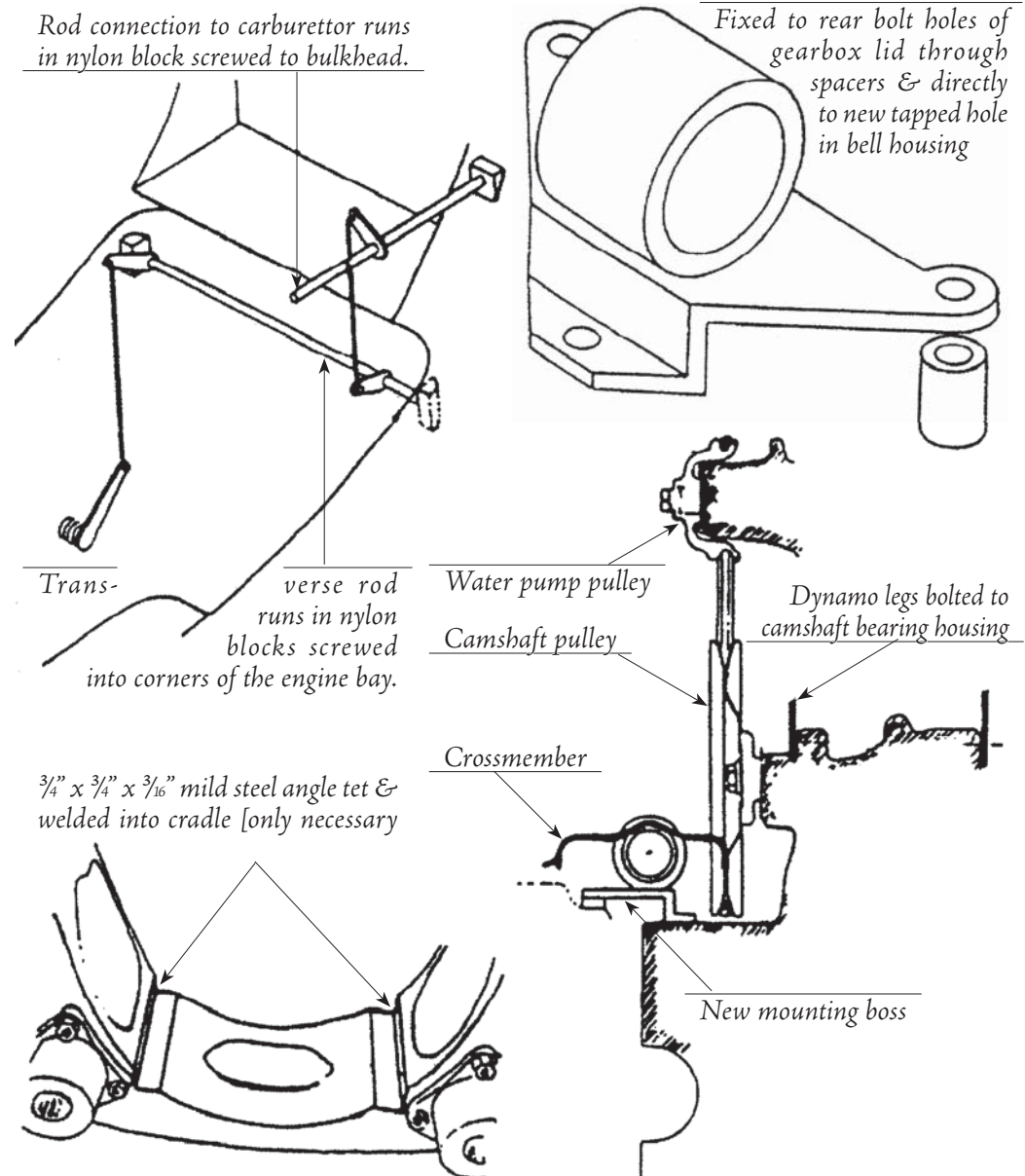


Figure 2 [R]: Modified housing for the rear engine mounting.



- Figures 3 to 6 below, clockwise from top left.  
 Figure 3: Carburettor control mechanism for RHD cars.  
 Figure 4: Front engine/gearbox mounting boss.  
 Figure 5: Modification to cradle [narrow bodied cars only].  
 Figure 6: Camshaft pulley fouling cross member.

Rod connection to carburettor runs in nylon block screwed to bulkhead.



3 is necessary to operate the carburettor on RHD cars. The LHD cars are easier because the throttle pedal is on the 'correct' side of the car, and a direct connection to the carburettor drive rod is, therefore, fairly straightforward.

which were variations of machining back the camshaft and water pump pulleys as far as possible, combined with cutting and strengthening of the cross member to give sufficient clearance to run the pulley, and to also allow a fan belt to be changed without dismantling half the car!

If all the original parts are to be re-used, the limiting factor is the water pump pulley which can only be set back about 5mm before it fouls the nose of the water pump body. When the camshaft pulley is then lined up with it there is just enough running clearance, and the extra 10mm required to change a fan belt can only be obtained by cutting into the cross member. The solution is to machine a completely new water pump pulley, as shown in Fig 7, which changes the limiting factor to the clearance between the rim of the camshaft pulley and the pivot bar of the clutch fork lever.

The camshaft pulley is a steel pressing, dished towards the front and riveted to a central boss. The most satisfactory way of re-positioning it is to separate it, reverse the dish and then re-rivet the dish to the central boss. The result of these modifications is to move the line of the pulley train back by about 15mm as shown in Fig 8, which also gives details of the new mounting position of the dynamo.

Some modification is still necessary to the cross member, but it is extremely minor and is shown in Fig 9.

Now we get to the heart of the problem – the output shafts from the gearbox. The original ID/DS gearbox is shown in Fig 10.

The easy way is to swap the ID/DS differential for a Traction one, and machine a bush into the ID/DS crown wheel in which the Traction planetary wheel shaft can run. Whilst this is an easy,

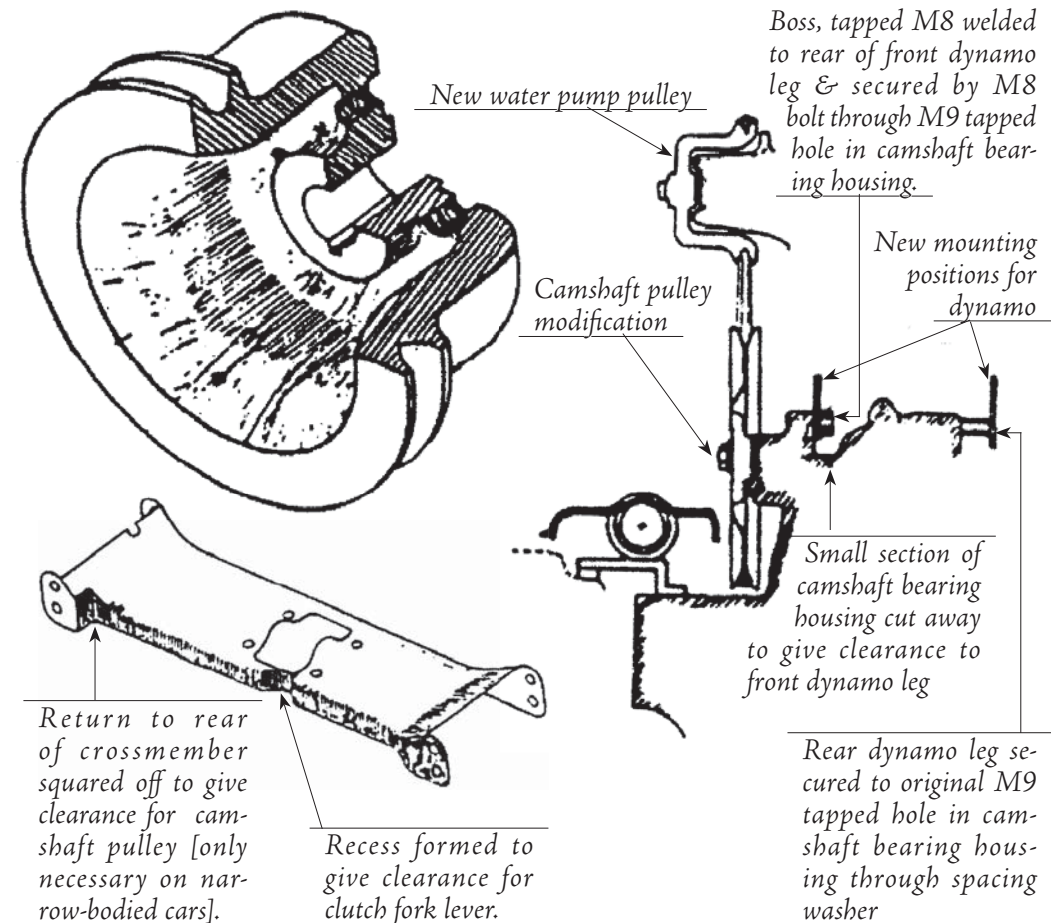
and in many ways, a practical solution it uses a Traction differential, which is not particularly well engineered. It is inherently weak

Figures 7 to 9 below, clockwise from top left.

Figure 7: New water pump pulley.

Figure 8: New water pump pulley and modified camshaft pulley in position.

Figure 9: Modified rear edge of cross member



## TRACTION TRANSPLANT II

A steel mounting boss, to the same dimensions as the one cast into the top of the Traction gearbox, is machined and welded to a steel plate as shown in Fig 4, and bolted to the top of the ID/DS gearbox, such that its position relative to the output shafts is the same as the Traction.

Unfortunately, however, the gearbox side lower flanges foul the suspension cradle on the narrow bodied cars, and the cradle has to be modified as shown in Fig 5 to allow the power unit to float on/about its mounting.

The next problem to be overcome is to provide a clearance between the camshaft pulley and the cross member which, in the original state, can be seen from Fig 6 as being about minus 5mm. The radiator, however is mounted on the cross member and anything other than minor modification will affect the position of the radiator, which in turn affects the alignment and fit of the grill/bonnet/side valance panels/wings etc.

Various solutions were tried on the earlier prototypes, all of

because the planetary wheel shaft, onto which the output flange is splined, runs in a bush bearing from which the face of the output flange overhangs by about 50mm.

The only other work necessary is to machine off the gearbox

threaded sections.

The existing bearing/oil seal housing, however, is begging to be re-used, which I did by machining down the outside of the housing and shrinking it into the flange, as shown in the left-hand side of

Fig 11.

In order to provide proper support for the

bearing, it must be located mostly within the flange and this pushes the oil seal outside the line of the flange. This in turn pushes the face of the output flange out so far that it would be impossible to install if the normal stud fixings to the drive shafts were used. The output flange is therefore made a little thicker and the stud holes tapped for connection to the drive shafts via caphead allen screws.

The flanges are held to the gearbox via four No M7 bolts and six No M9 bolts. The M9 bolts pass through the original gearbox support brackets and are too long for re-use. Replace these with 3/8" BSF bolts 1 1/4" or 1 1/2" lg. [M9 is 0.354" dia. with 20.32 TPI – 3/8" BSF is 0.375" dia. with 20TPI – just run a plug tap through original holes but be careful not to leave swarf inside the gearbox]. It is necessary to recess countersunk head allen screws for the bottom two holes on each side, and file away the bottom of the flange for the narrow-bodied cars, to give clearance in the cradle.

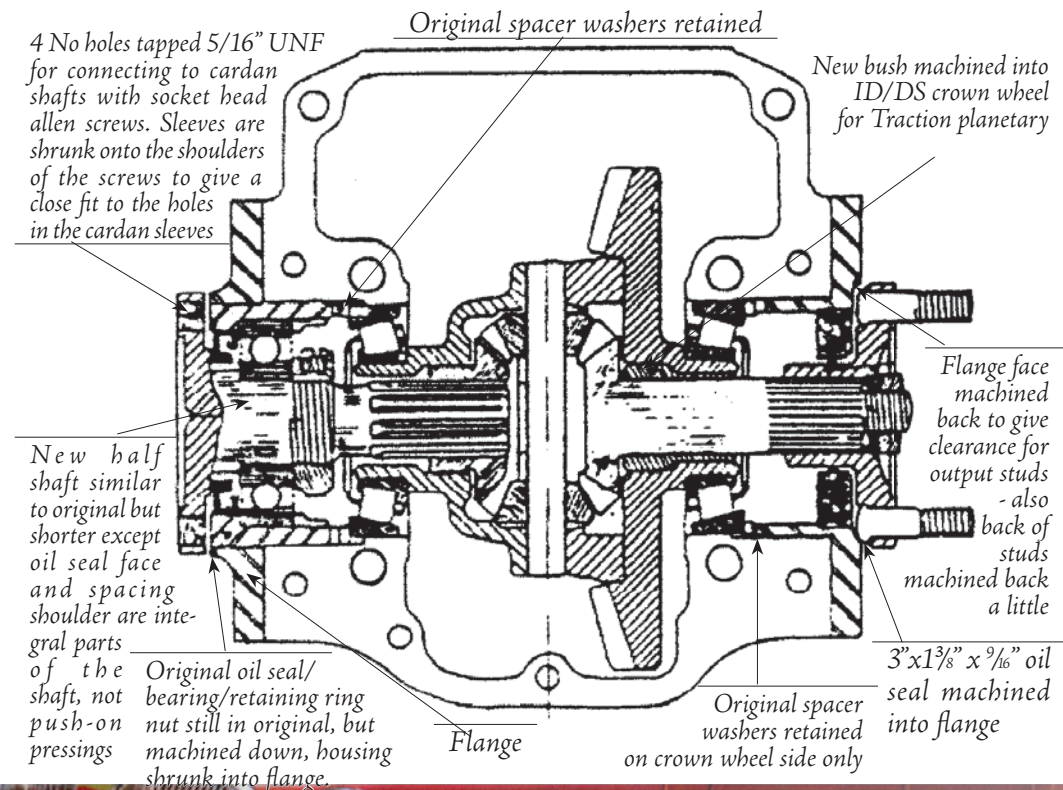
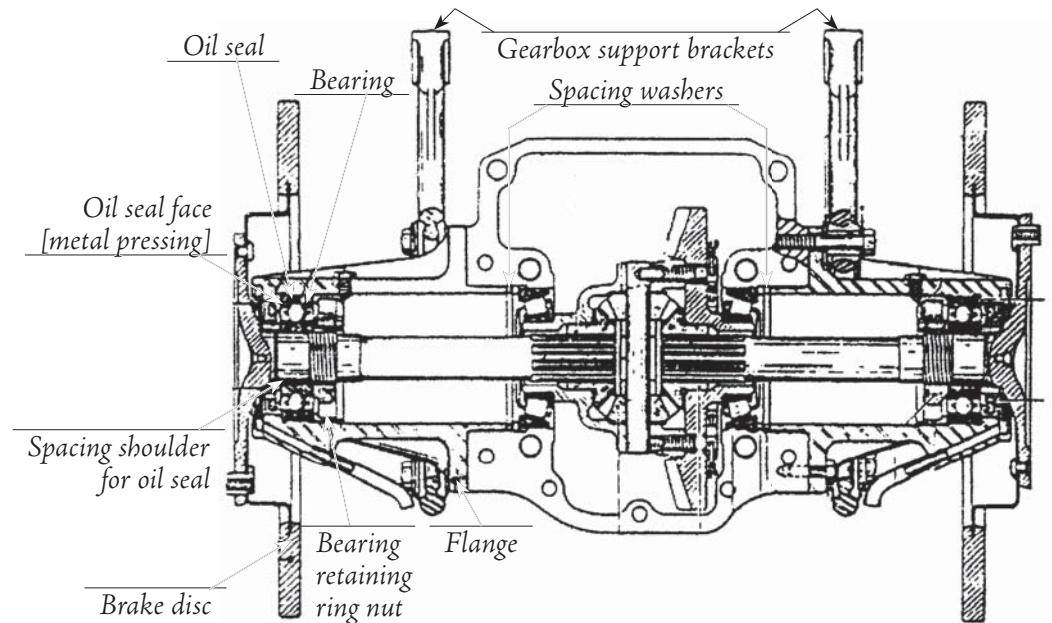
The engine/gearbox unit is

flange to accept a 3" x 1 3/8" x 9/16" oil seal, machine down the Traction output flange from 36mm to 1 3/8" and re-shim the differential-side taper roller bearings.

This layout is shown on the right-hand side of Fig 11.

By the time I'd got to Mk IV, I was convinced it would be far superior to retain the ID/DS differential and make up a new pair of output shafts. These are machined from a solid 3" x 3" bar of EN24 steel, and it grieves me to see over 90% of the original bar disappear in swarf! The shafts are then hardened and tempered after basic machining, and finally ground to the correct dimensions and finish for the bearing seating/oil seal face.

The principle is the same as the original; the outer end of the output shaft runs in a ball bearing. I considered various arrangements for retaining the bearing to the output shaft and the flange of the gearbox using standard bearing and oil seals, but could not better the original layout, with the possible exception of using circlips instead of



## TRACTION TRANSPLANT II

Facing page Figure 10 [right]: Original ID/DS gearbox before modifications Figure 11 [below]: Section through ID/DS gearbox showing conversion.

now ready for installation in the car, so we are about half way there! I will describe the gear change mechanism and the other ancillary modifications necessary to complete the conversion in the next issue.

the engineering equipment required!

Whilst every effort is made to ensure the accuracy of the information and advice published in this magazine, neither the TOC, CCOCA or the officers and members thereof or the authors, accept any liability whatsoever for such information and advice.

This article, by Roger Williams first appeared in 'Floating Power', the magazine of the Traction Owners Club of the UK. It was first published in 'Front Drive', September/October, 1988. Volume 12, No 3

## TRACTION TRANSPLANT II

Roger has certainly given a lot of thought and hard work into the planning and development of his 4 speed gearbox conversion in recent years and we are fortunate to be able to publish details of his work for the benefit of all members.

Many members may feel, however, that the actual task of doing the conversion themselves is beyond their ability and scope, or just as likely, they do not have

### FOR SALE

#### 1954 LIGHT 15

A highly original Light 15. – so original it still has the Commonwealth Motors decal on the dashboard. Original number



plate, period paint and leather, full of the irreplaceable patina of the years. Motor carefully upgraded by Mel Carey at Citro Motors: lightened fly-wheel, shaved head... a car that will keep up with modern traffic. A real Traction that can be driven every day! Metallic blue, with cream leather trim, this long-term Club car is being parted with only because age has taken its toll on my knee and driving this car is no longer the pleasure it once was. Stunning brakes [there's a rarity], lovely gearbox and a truly brilliant drive. Amazingly low recorded mileage [believed accurate]. GLJ 619. \$17,750. Contact Leigh Miles, editor@citroenclassic.org.au or 04 3901 9117. [33/07]

### FOR SALE

#### 1974 AKS 400 2CV VAN

Rare opportunity.

One owner the last 31 years. Been in storage past 12 years. Original condition – body rough but chassis in excellent order. This early model AKS Van has the high roof style back and as sold originally with the '60s style interior, seats and large steering wheel – was upgraded to have a 32hp Dyane motor. – Round headlight model. Partially disassembled to restore but incomplete project. Comes with a number of spare parts. Sale prompted by move to the beach – salt air and 2CV restoration do not mix well. Well known club car over the years known affectionately as Junior. Reluctant but necessary sale. Must go to a good home only. Chassis number 10AK44585. Aust rego number AUM 245 [now unreg] \$4000. Contact Peter on 04 1900 5400 [33/07]

#### 1999 XANTIA V6 EXCLUSIVE

Pale metallic blue with black leather interior. All the expected Exclusive including full electric seats for driver and passenger, cruise control, sunroof, in-car phone, tailored Citroën mats. Timing belts replaced in late 2009 along with various ancillaries. Below average mileage for its age – just 175,000km. The usual parking mishaps for a car the age. POV 013. \$5,500. Contact Leigh Miles, editor@citroenclassic.org.au or 04 3901 9117 [33/07]

#### 1953 2CV

1953 Ripple Bonnet for sale, chassis no 8530078, registered in WA [1 CRY 966] till Dec. Present mileage 43,441. The car has been restored by previous owners. It is in excellent condition. It has new: brakes including all rubber lines and hand brake cables, clutch and



PRICE  
REDUCED  
Now  
\$15,000

clutch cable, carby, master cylinder, wheel bearings, drive shaft cross joints, battery, engine mounts, points/condenser, coil, plugs and leads, fuel line, heater tubes. The wheels have been balanced and the gear box overhauled. The work was carried out by 2cviking and David Gries. I have German roof fabric ready for fabrication. \$15,000. A '53 ripple in this condition is rare. Contact: Carl Perrin, [08] 9386 3268 or 04 1247 2527 or by email kaycarl@eftel.net.au [33/06]

### WANTED

#### CCOCA WANTS CLOCKS

Any clocks from late model Traction [round dials], to be used as a changeover for parts service. Contact Rob Little [03] 5823 1397 or spareparts@citroenclassic.org.au [33/06]

#### SLOUGH TRACTION BUMPERS

Desperate We have a member looking for English round bumper bars for a Big 15. There must be some out there somewhere. Contact Rob Little [03] 5823 1397 or spareparts@citroenclassic.org.au [33/06]



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