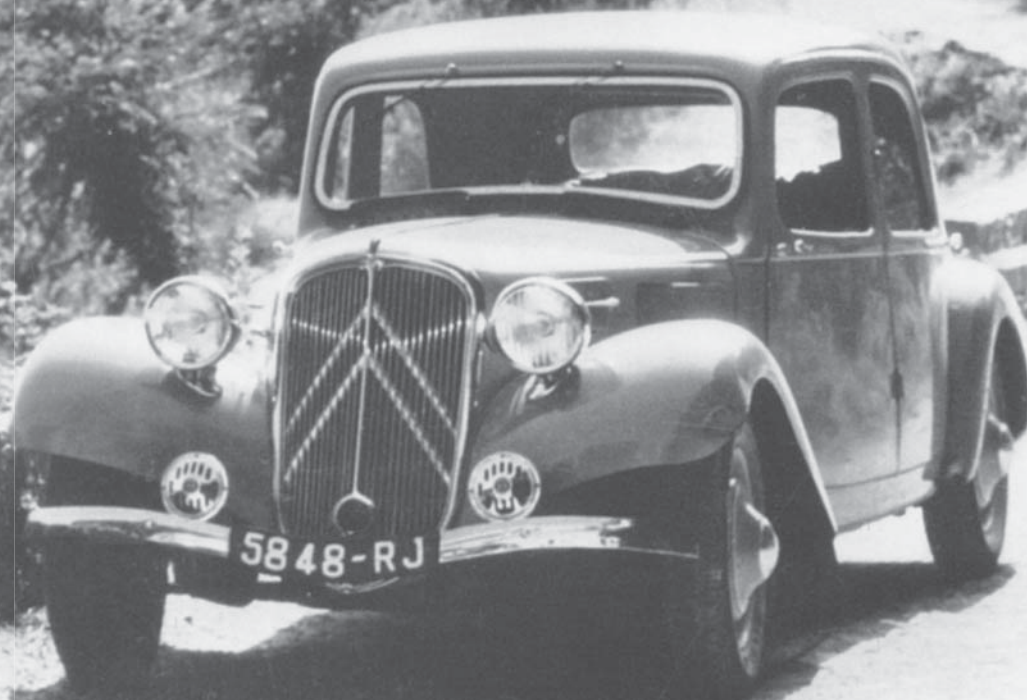


FRONT DRIVE 90 YEARS

AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



AUTUMN '10 Vol 33 No 8



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

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

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 is another of the original 1934 publicity photos taken by Pierre Louys on the island of Corsica. The image is reproduced from the calendar of Traction Avant Nederland..

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, April 2, 2010.

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[02] 9746 9920

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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 [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

OTHER CLUBS

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

Welcome to Volume 33, Number 8 – and the end of another Club year. Frankly I do not know where the last 12 months have gone!

This month we have the third part of Bill Schenk's journal of his trip to Moscow. Frankly as I read his words, I wonder that there were not more incidents with the police and more arrests than there actually were. His account continues on page 23.

Following Ted Cross commenting on the number of cars out there that are being restored [this on the basis I recall of the amount of spare parts Rob Little seems to be getting through] I have received two articles from members about their projects. The first appears this month – thanks to Peter Siers – and the second will be here next issue.

Some months ago we printed a classified advertisement on Peter's behalf; he was looking to sell his Traction. Thankfully, his son has now expressed an interest in getting the car back on the road. Part I of his story appears on page 20.

The third reprint on 4-speed Traction gearbox conversions is here. I am sure that if you want to discuss your Traction conversion, Rob Little would be more than pleased to talk with you.

Max Lewis has again taken up his pen and written some notes about the Club's Australia Day picnic. Thanks Max.

Lots of events – including of course OzTraction '10 and the all-important AGM.

Enjoy,
Leigh F Miles



This magazine will arrive at your door just before the Annual General Meeting. In recent years this has been a fairly straightforward event, and we always provide a delicious supper in return for your attendance and voting power. This year the supper will be in place but sadly this year we have some retiring members.

This is only fair because they have given great service to CCOCA, I count them all as my personal friends and they have all served the club with distinction.

This year we will say farewell to Bernard and Clare Hadaway from committee duties. They have so many great qualities, but I won't go into those here. I just want to congratulate and thank them for their time and wise advice on many club matters. Clare and Bernie have earned their freedom from club matters, and we sincerely wish them good health in the future, and trust that they will come to events when they can. I will personally miss them both enormously.

Annette and Michael Molesworth are no longer in a position to continue on committee, but Mike will continue to look after our Library. The Molesworths now live out of town in their own little piece of paradise, and although they were both city slickers before, they now quite rightly prefer to stay in the country instead of driving to the city as often. They have both cheerfully helped in all club matters over recent years, and this past year Annette ran activities for us when nobody else could help. So thank-you to both of you also.

Our very own Web Wallah, Jeff Pamplin, has for many years also served the club by running the

Membership Secretary role with great results. Jeff is quite often the first person a new member gets to know, and this is an important position. So thank you also Jeff. If you think you could help with this role just discuss it with Jeff.

Last club year we recruited Brian

Wade from Queensland on to the committee, as he was running the Traction 75th Birthday tour. This event was inspired by Brian, and when Brian came on board luckily we got Esther too. [smart heh?] So thank-you both for your contribution to CCOCA over many years, and last year in particular.

Fortunately as these members leave their current roles, CCOCA remains in good shape both financially and with memberships. The importance of our magazine and club spares cannot be over emphasized to this great result. With Rob [and Libby] Little and Leigh Miles re-standing for their current roles we have some stability in these important areas. I believe Ruth Pilens will also continue her great work as Treasurer.

But the fact remains this AGM some of you will have to put your hands up to help, and join the 2010/11 committee. We cannot and will not run the club year without a full committee, so now is the right time for some fresh faces. Please think how you can help CCOCA remain strong and viable. Feel free to ring me personally for further information, and I hope to see a full committee at the conclusion of the AGM in March.

Cheers Ted Cross,
President.

PREZ SEZ

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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

● 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

At Rayner's Stonefruit Orchard



we will find fruit unlike anything you're tasted from the supermarket! 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: Thursday, 18 March
TIME: 7:00pm
WHERE: Check with the Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Sue Bryant, [03] 9885 3179
secretary@citroenclassic.org.au

Please note the change to Thursday evening for Committee meetings.

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



The RACV invites us to join the 9th RACV Fly the Flag tour. The tour of veteran, vintage and classic vehicles will travel from Melbourne to San Remo [Phillip Is.], for two nights. Wonthaggi and on to Korumburra, 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.

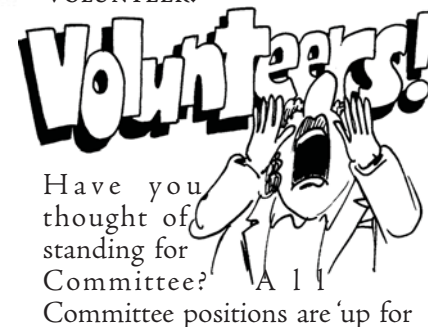
CLUB MEETING – ANNUAL GENERAL MEETING

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

Yes, it is that time of the year again – the Annual General Meeting is rolling around again. Every year the Committee exhorts 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 Committee? All Committee positions are 'up for

grabs'. Nomination forms have been included with this magazine and must be returned to the Secretary seven [7] days prior to the AGM.

On a personal note from the Editor, being on the Committee is

A-TRACTIONS

not an onerous job – Committee meetings occur once a month [except 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!



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-IN 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

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.

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

You are invited to The French Car Festival on April 11, 2010 at Buchanan Oval in the McLeay 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

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.

COMMITTEE MEETING & CHEAP EATS

WHEN: Thursday, 22 April

TIME: 7:00pm

WHERE: Check with the
Secretary for this month's venue

COST: Cheap eats

BRING: Refreshments

BOOKING: Preferred

CONTACT: Sue Bryant,
[03] 9885 3179
secretary@citroenclassic.org.au

CLUB MEETING

WHEN: Wednesday, 28 April

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

●MAY STONEY RISES CAMPING WEEKEND

WHEN: Saturday, 1 &

A-TRACTIONS

Sunday 2, May
WHERE: Stoney Rises,
Victoria's Western District
TIME: From 3pm Saturday
COST: Minimal, see below
BRING: Your tent, refreshments,
insect repellent, warm clothes,
sturdy walking shoes
BOOKING: Essential by
Friday 23 April

CONTACT:
Bob and Carol Lachal,
carollachal@hotmail.com

Join us for a Camping week-
end in a delightful bush setting.
Shower facilities are available.
Bring your boules for a game
before our sumptuous roast din-
ner cooked in a wood fired oven
dinner on Saturday evening.
Communal breakfast Sunday
morning. After breakfast we
will be driving to Pombo Mart
[Antique, Treasure and Gift
Centre]) on Princes Highway,
then to Camperdown Sunday
Market for local produce and
crafts. Camperdown district has
plenty of history from the Sheep's
Back to the beautiful stone walls.
We will finish off the weekend at
Timboon House for lunch [de-

pending on bookings]. Timboon
House is a beautiful heritage
bluestone property, which will
be perfect for photo shoots with
your Citroën. Timboon House is
also a B & B for those who do not
wish to camp.

COMMITTEE MEETING & CHEAP EATS

WHEN: Thursday, 21 May
TIME: 7:00pm
WHERE: Check with the
Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Sue Bryant,
[03] 9885 3179
secretary@citroenclassic.org.au

DAYRUN - NAGAMBIE

WHEN: Sunday, 23 May
TIME: 10:00am
FROM: Fawkner Cemetery,
Hume H'way, Fawkner
TO: Rob and Libby Little's,
Nagambie
COST: Free
BRING: Food for the BBQ,
salad etc, chair
BOOKING: Essential by May 16
CONTACT: Rob Little
[03] 5823 1397
spareparts@citroenclassic.org.au

Nagambie is one of my per-
sonal fave regional cities in Vic-
toria. Sited on the edge of Lake
Nagambie it really is heavenly!
So come and join us for a day out
to not only visit Nagambie but to
enjoy a BBQ at Rob and Libby
Little's home away from home.

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Peak time runs from 8am to 11pm, Off-peak from 11pm to 8am.

Only available in Eastern States.

32/06

On the way through we will take the opportunity to drop in to Chateau Tahbilk, where Rob and Libby will join us, to sample some of their fine wines. Who can go past their famous Marsanne?

CONTACT: Leigh Miles
[03] 9888 7506
editor@citroenclassic.org.au
or Sue Bryant,
[03] 9885 3179
secretary@citroenclassic.org.au

As those of you who read the last edition of 'Front Drive' will know Green Frog Tours has planned, what we believe will be, a great OzTraction event in Wagga Wagga this June. It has however come to our attention that some in this Club think that having a Traction is necessary to come to this event. Wrong. All Citroën enthusiasts are welcome on this event and it should be pointed out that the only Citroën owned by one of the organisers who can drive is a C4, the other organiser has all the other models covered. So now you know that anyone can attend, even friends without any Citroën can come, you need to continue reading because this event is the highlight of the club year [in our totally unbiased opinion]. As the event is north of the Victorian border we are also hoping to see some friends from NSW and Queensland [hint, hint...]. Full details of OzTraction '10 can be found on page 14.

A-TRACTIONS

CLUB MEETING

WHEN: Wednesday, 26 May
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

●JUNE

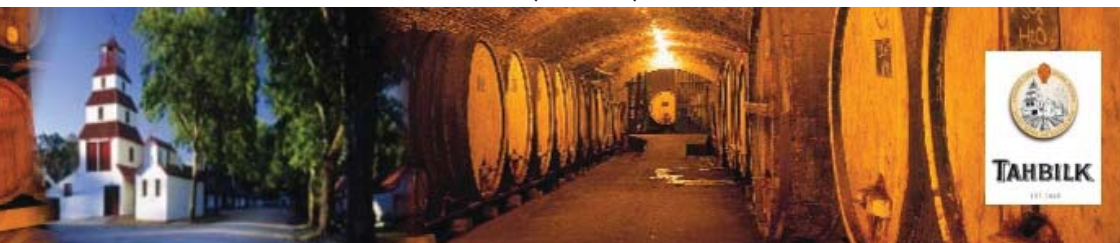
OzTRACTION '10 - WAGGA WAGGA

WHEN: Friday June 11
to Monday June 14

WHERE: Wagga Wagga, NSW

COST: OzTraction fee \$175pp
plus accommodation
and expenses

BOOKING: Accommodation
by 30 April
OzTraction by 21 May



123ignition Australia 'Ignition systems for classic cars'

'123ignition' - electronic ignition systems are carefully designed to replace your existing mechanical system, keeping the looks of your classic car original. The systems are currently available for ID, DS, 2cv (and derivatives), Traction and SM models.



No maintenance EVER again.

Contact Ted Cross

Phone: 03 9819 2208

Fax: 03 9819 2208

Mobile: 0400 59 2208

email 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'.

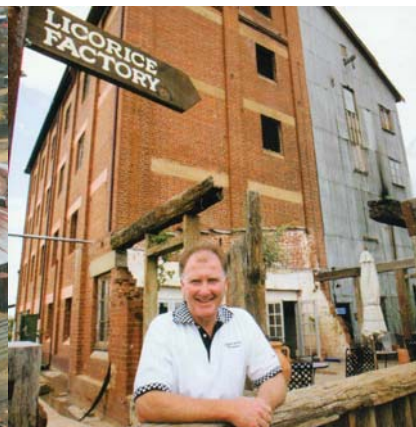
HISTORIC TITBITS

✂ 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

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

- ♦ The June Liquorice and Chocolate Factory is housed in the historic June 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-

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

berries. Stock up, is our advice!

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

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

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?

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].



Hello from Bathurst, NSW! Although I have been a member of the Club for many years, I joined mainly to support my restoration project. The project started almost 17

After a while the panel beater became ill and decided to retire. One day he rang me up and told me that I was the only person he knew who could do up the old Citroën, and he would like me to have it.

Well, I was a little reluctant, but decided to take it on and if it

proved too much I could always pass it on. After all he was a sick man in need, and he had appealed to my ego! I managed to convince my wife Anna to let me have, what she could only see as, a piece of junk. It was not until we were loading it on the car trailer that he told me that he was expecting payment! Another discussion with my understanding wife and the very expensive shell of bits and pieces arrived at my place.

The entire engine was dismantled and thrown inside the cabin, along with all the other bits of drive line. Unexpectedly though I had a win – a complete brand new set of pistons, rings and liners; a gasket set; a set of bearings; and a new clutch! All these hiding among the debris in the cabin.

I decided that the first step in unravelling all of this was to put the engine back together. To my surprise everything really was actually there!

With the engine and gearbox all coupled up I took my first look under the body. Well, remember it was a gift horse! [Hmm... well not quite, given you had paid for

it, Peter. Ed.]

Once I had brushed aside the Red Back spiders and other stuff which ends up under a car which has sat on the grass for years I saw the extent of the previous attempts at rust repairs.

To put it simply, we needed a new floor and sills. There was no point fitting the engine to the body while it was in this condition and so the engine has remained on a stand ever since. From time to time I run it over on the starter motor after squirting some oil into the spark plug holes.

I dismantled everything, doors, guards, bumpers, etc. And apart from some occasional starts on the project I have achieved little over the last 17 years.

Of course, I have excuses. We have raised three children who are still living at home. They have all inherited a taste for old cars and Dad gets to keep all of them running. Oldest daughter drives a 1970 VW, middle daughter has always said that I should finish the Citroën for her, but in the meantime she needs something reliable [read modern] to keep up

BATHURST; Not 1,000

years ago when I 'inherited' a 1950ish Light 15.

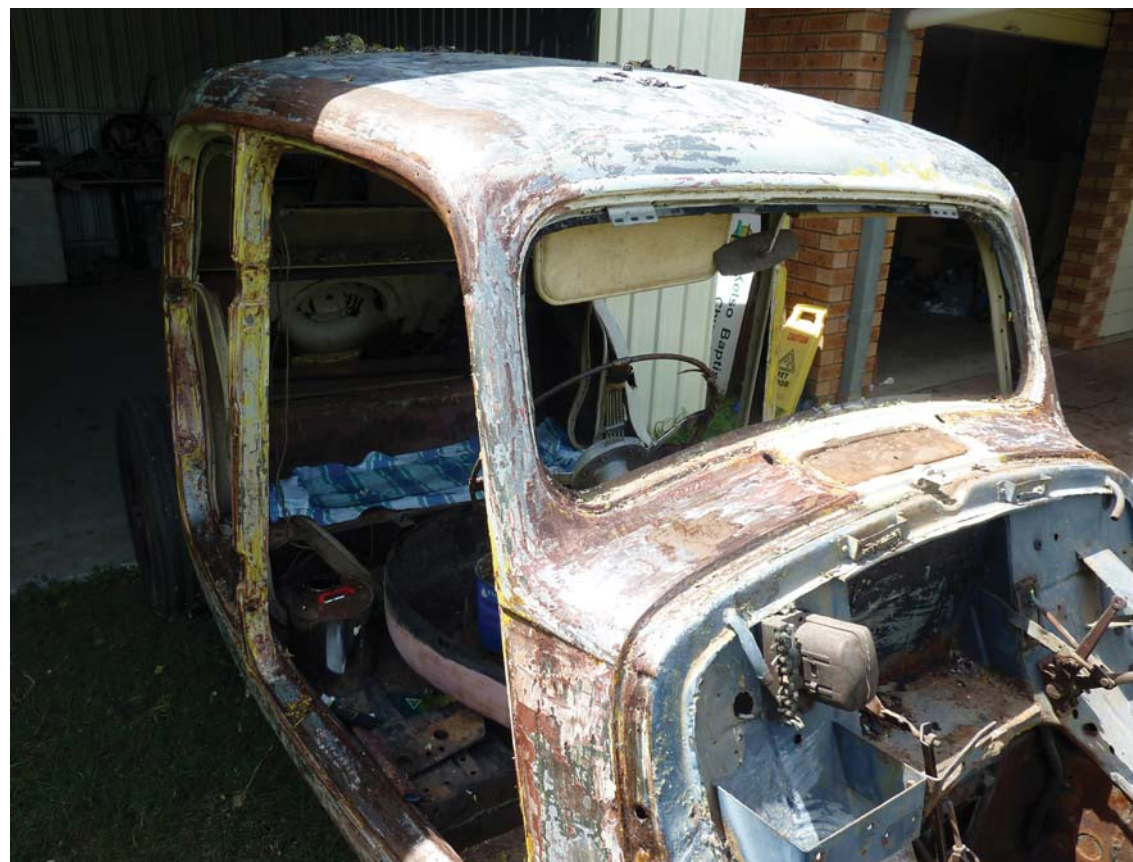
Now I find that this project is restarting, so I thought that, after years of silence, I should make a contribution to 'Front Drive'.

All those years ago one of my brothers was friendly with a young lady whose father ran a very small panel beating business.

We knew the girl's parents only vaguely, although we had enjoyed afternoon tea at their place once, during which I had to take a closer look at the old car quietly rotting in a corner of the yard.

I knew nothing of Citroëns at that stage. I had restored a few cars in my day, but I confess that my preference was with English models. I recognised this machine from my youth, when I had seen one or two around. Strange machines which looked as if they should have running boards but didn't.

Like many panel beaters this guy had been given the car in lieu of payment by a client temporarily embarrassed for funds. It was supposed to be complete, but I had heard that before.



with her busy social schedule, and son, 17 has recently taken possession of one of the early Mokes which I did up for him when he got his licence.

My son, Michael, has become interested in working on cars.

BATHURST; Not 1,000

He has polished and painted and doted on the Moke and recently noticed the old Citroën quietly rusting away in a corner of the shed. Michael is the reason the project is back 'on'. His enthusiasm is what I need to get things back on the go again, so we are into it.

First step is to purchase one of the floor replacements from the Club. I had discounted this option as I felt that the cost of getting it to Bathurst [it is, after all, as big as the floor of a

Big15] would be prohibitive. So I sketched something up and asked a local sheet metal place to quote me to make it. Not much change from \$1,000. I guess there is a lot of tooling up required. The club was very wise to have some extra ones made up.

As it happens, we are heading South for a little

holiday, and I will pick up a new floor and bring it back on our trailer; so the timing has worked out very nicely.

That is all for now, but I would like to write another chapter at some stage in the future. After all, I have not mentioned my 1950 MG TD which I sort of owe to the Citroën Club, but that's another story.

Peter Siers



Left to right: Anna, Peter and Michael Siers. Hmm ... they are smiling now. I can only hope they are still smiling at the end of the restoration project. Seriously, we all wish Michael and Peter well in their project.



Part 3 of Bill Schenk's feature on the Paris-Moscow-Paris trip sees us head from Moscow to the Ukraine. The exploits of this group clearly show that some people should never leave home. Read and enjoy.

W^e though t

that getting into Moscow was difficult but it was nothing in comparison with getting out of the place. Hans has asked me to be his chauffeur and gave me an official hat to go with the job. It's a little red number with a white cross on it and I really look the part. Swiss cap, tee shirt, stubbies and thongs are what all the chauffeurs are wearing in Russia, now that I've set the trend.

Ruth will sit in with their son Oliver and his girlfriend Anina and John will drive my Big 6 with Alan. This is the first time that Oliver has driven a Traction and also his first time in a rally. This will pay us out today.

We left Moscow with Hans and me in the lead, Corstian was behind me and Oliver behind him. It is vitally important keeping everybody in sight on the rings in Moscow because if you miss the exit you can get totally lost. Everyone keeps an eye on the car behind and if there is trouble you flash the car in front. That's the system.

We hit the ring right on peak hour. There were lots of trucks

but I had both cars in my sights. We hit the exit and I went round waiting for a flash which never came. By the time we got round I had lost John and Alan in the Big 6 and Helmut and Pat in their Light 15. Well that was a

great start to the day, particularly when you take into consideration the criticisms I have made about Corstian's and Hans's leadership abilities or lack thereof. Oliver did know something was wrong but he sounded his horn instead of flashing his lights. Our fault, we should have briefed him.

We had moderate success with phone calls and we decided to push on and hope to catch up later. 170km later as it turned out. Alan had brought a compass with him and with that and a vague map they were able to get back on track.

After our reunion we set off once more, with Corstian behind me. We hit the next off ramp and I had Corstian in my sights and you guessed it we lost the other cars. Corstian was standing through his sunroof filming and didn't notice the other cars had stopped. At least my figures were getting better. I lost 2 cars in the morning and 3 in the afternoon and my brothers twice.

Pretty pathetic statistic that! I've come to the decision that leading SUCKS!

Following page: The Traction parked underneath the famous Mil-lau viaduct, designed by Sir Norman Foster

DRIVING Miss DISASTER

DRIVING MISS DISASTER



06/09/2009

Again we made the decision to press on and hope that they would catch us up at our next stop in Orel. Which of course, they did. Alan and his trusty compass to the rescue again. He's my hero you know.

"Yeh I saw it." I reply. Every time I miss one he says "Thank you." If I had \$1 for every time he said thank you I'd be a rich man now but if I had to pay back a dollar for every one that I hit I'd have a big debt.

DRIVING MISS DISASTER

I should tell you what it's like travelling with Hans as a passenger. He has taken to using a personal mirror so he can keep an eye on Oliver. He also is keeping an eye on potholes of which there are plenty. When I hit one he says, "Didn't you see that?" "See what." I reply. "That pothole!" "What pothole." "The one you just hit!"

Helmut is in big trouble with the support crew. His oil consumption has risen considerably and instead of finding the problem when he arrived at Orel he decided to check it out in the morning just before it was time to leave. They found that the oil pressure line to his gauge had cracked.

The support crew was scratching their heads when Alan, the amateur tour director and my

hero came to the rescue. He broke off the line, crimped the end and gave it a nice solder up. I can't quite understand why this car is giving trouble; it's such a fine example of the marque. Our car on the other hand is coming into its own now. It's driving better than it ever has.

Hans's car, well it's another kettle of fish altogether. It's as smooth as silk on the road with the hydraulic suspension and it has a smooth lazy type of power. It's just a dream to drive even if I am sitting on the wrong side of the car.

I drove our car to the Ukrainian border. The Russians let us out with no problems. They were probably glad to get rid of us. We

got to the Ukrainian side and this time having learnt from my previous mistake I stopped at the first window.

Before we left for Europe we had to insure the car for the Ukraine. My insurance agent arranged a green card for it. My passport has William as my first name and the green card has Bill as my first name. It took some time before the border officer realised that Bill and William is one and the same person. At the second window the officer said something to me in Russian. I couldn't understand a word he said. So he yelled it at me. Oh yeah, of course, how silly of me not to understand the first time. It's so crystal clear now that you've



Due to an editorial mix-up the editor does not have specific pictures to go with Part III of the Paris-Moscow-Paris event. But, with pictures like these who cares? Left: Three Schenk's looking for trouble. Right: An perfect alpine vista.

yelled at me. Of course you want the rego papers. There you go! And thanks for making me feel so welcome!

They were really going at it fast to get us through as quickly and efficiently as possible. Only

DRIVING MISS DISASTER

took five hours.

Now that we are in the Ukraine the first thing that you notice is that the sat nav doesn't show any road in the towns. It only shows the highway. This means that we have no sat nav and a route book that is useless to us.

Our group headed for Kharkov our first stop. We got separated from Corstian and entered the city from the wrong end. We drove in, and the amount of people that stopped and took pictures of us was amazing.

Eventually we drove up to a Mercedes dealership and Hans said "That's Mercedes they'll help!" Hans walked in as if he owned the place got talking to the dealer principal who could have been on the cover of Vogue if she wanted. She got one of her staff to hop into a car and he led us the last 15km to the hotel where Corstian was waiting for us. Then he drove off into the sunset never to be seen again. All done for free.

That makes Peugeot, Citroën and Mercedes dealerships doing things for us totally free. They actually gave us more support

than Citroën itself.

Corstian is having trouble with his car. He and his new passenger Eric worked on it until 9:30. He told us that he thinks the condenser is stuffed because it's running on five cylinders.

We know, if the condenser was gone it wouldn't run at all. Al and

I checked his plugs before we left for Kiev to find that they were as black as the ace of spades. We put a new set in for him and now for the time being he is running on six. This problem will dog Corstian for the rest of the trip.

From Kharkov we set sail for Kiev. The first order of the day was to fill up.

Remember the days when we had full driveway service with an attendant. Well that's what you get in the Ukraine and they love our cars. The attendants get their friends to take photos of them filling them up!

This time a local pulled up to get some gas in his locally made whatever it was, and he had done the most impressive rust repair that I had ever seen. He had pop riveted a piece of steel down the entire width of the front guard and painted it up. He was very proud of his vehicle and absolutely would not swap with us no matter how hard we tried to convince him.

As you drive through the Ukraine it's hard not to make comparisons with Russia. In

Russia you get the feeling that the place has stopped. There are dozens upon dozens of empty factories and along the roads that we travelled there wasn't any evidence of any type of agriculture happening at all. In the Ukraine there is farming happening and there were road works everywhere. You just get the feeling that they're having a good go at things here.

As we entered Kiev Oliver [in the Normale] had to stop because he couldn't select first. Excellent another opportunity to deploy our triangle and put on our vests!

This car has a four speed box and a nut at the front of the box holding the selector had fallen out. We tried to jury rig something up but it wasn't successful. I volunteered to drive it the rest of the way and was able to give Oliver a lesson in driving a car using only third and forth gear.

We made it to our hotel with the help of cabbie who showed us the way.

An organised sightseeing tour had been arranged and we were picked up by a bus driven by Fangio. The tour guide was pointing out points of interest along the way but our heads couldn't keep up from looking left then right then left again and with having to hang on as the bus rounded any sort of curve we missed most of them. I think I got RSI of the neck! Fangio got us to the first stop, the Church of Saint Sophia, in no time at all!

This church was built in the

11th century. The original building still exists. It has been added onto so you can't actually see it but it's in there somewhere. The next stop was to the Hole Monastery, built by monks who originally lived in catacombs on the sight. The story goes that one of the churches was built in three days with the blessing of the Virgin Mary. It was bombed during WWII and took three years to rebuild. What have we forgotten about construction?

There is a tour of the catacombs. You are given a candle and you go down into the tunnels. There are mummies there that have been named as saints so there is a lot of people down there kissing coffins and other iconography and its hot and stuffy and I found out for the first time in my life that I may be slightly claustrophobic and there's only one way out and all I wanted to do was to get the hell out of there and these worshippers were in the bloody way!!

We said goodbye to Kiev to make our way to Rivne.

The first thing that Helmut did was to drive through a red light and almost clean up a police car. He didn't get a ticket. For Christ sake what do you have to do to get one!

The roads here are bad, pot holed and deeply rutted from large trucks. The ruts are so deep that at times we had to drive on the narrow top lips of them for fear of bottoming out. They are

however doing extensive road-works and we came upon one.

It was 250km of a 320km trip. 250km at between 50 and 70kph. It was a great treat for us. Because up till now we had been doing Helmut's amazing 80kph and it

what could I have possibly done wrong at 10kph?

I pulled over and the policeman came up to the car talking to me in Russian or Ukrainian or something. I of course didn't understand and replied in my dumbest Australian "Wot". He tried again. I replied "wot". He

then showed me a picture of a stop sign. I've never seen a stop sign in the middle of a slip road before and the policeman was more than happy to show me. He even knew where I was headed which I thought was very perceptive of him.

I was then made to sit in his police car where he showed me a list of fines that apply to this particular infringement. 420 Ukrainian whatever they are. By this time the big fella Hans

was standing by the policeman's window. I said "Do I pay you?" he said yes in perfect English. I said "420" He said nonchalantly "400". Great I thought a discount. The big fella exclaimed "400! 200!" and with that threw 200 at him through the window. He gave me my licence back and we were on our way. Graft and corruption, it's a great thing. I used to drive a tow truck in the late '70s and I miss it.

As we entered Rivne we hailed a cab to show us the way but Helmut broke down and the taxi driver and Corstian didn't see so they went over the hill and out of sight. Helmut had a vaporization problem so we waited for his car to cool down by which time the cabbie had returned to take us the rest of the way. When we got back Helmut and my brother gave poor old Corstian a gobfull for leaving us. Oh well. I think I

might give them both a voucher for an anger management course.

We also learnt that half a dozen of our number had been stopped at the slip road; they all paid 400. We all took great pleasure in telling them that we only paid 200. This just goes to show that if you don't barter, you lose.

This day was a day of nothing but driving but it was a highlight for me but the next day was even better.

The first thing that happened was that I had the baton pointed at me again and had to pull up, which was strange because we were flashed by a car travelling in the opposite direction so we knew that there was police ahead. The policeman was very annoyed because he had pointed the baton at Oliver who was ahead of us at the time and he didn't stop. We told the officer that we would give

DRIVING MISS DISASTER

was nice to slow down and have a look at the scenery.

Along the way we had to take a slip road to get onto another highway. I have become paranoid about losing cars on these slip roads after the Moscow thing so I slowed to about 10kph and counted the cars as we rounded the corner. One; two; three; four; five right on we go, as I entered the highway there was a policeman pointing a black and white striped stick at me. Bloody hell,



Oliver a slap on the wrist and he let us go without a bribe, which annoyed me no end!

The next thing was that our resident Don Juan aka Corstian picked up a female hitch hiker. This would start a chain of events

DRIVING MISS DISASTER

that would possibly make him consider celibacy as a way of life. He had a new travelling companion as well. His name is Ralf; Corstian's best mate.

Our little convoy entered Lvov and immediately became lost. Corstian's newly acquired love interest used her talents to procure a local to show us the way. That's four people in the car. Making our way up a steep hill when Corstian broke down. We had no choice but to make our way to the top of the hill where there was a park and a watering hole. Alan and I made our way down the hill went into "get the car going mode."

The local that they picked up was drunk and was walking around with his fly fully undone. He was sticking his head under the bonnet and made a complete pest of himself – I had to physically push him out of the way. Then he started arguing with the girl.

Alan and I made the decision that we couldn't get it going and told Corstian to get it towed up the hill. He had a tow rope and was trying to flag down a car to

tow him to the top.

We sat on the side of the road looking at the drunk and the girl arguing which by now had progressed to the middle of the road. It was the best street theatre I have ever seen. In the end the girl got hold of the end of the rope and was whipping the drunk

with it. We decided to leave the shenanigans and make our way back up to the others.

Soon enough Corstian, the car, Ralf and the girl made it to the top with the help of some soldiers in a four wheel drive. We decided to leave, go to the hotel and send the trailer back to collect him, however just before we left the police turned up looking for a blond girl. We said we didn't know a blond girl and were allowed to leave.

Corstian, the girl and the car were taken to the local police station. The drunk had accused them of stealing his money. The police searched not only Corstian and the girl but took his car apart as well. They found nothing but still arrested the girl and let Corstian go.

What about Ralf? After seeing the police he caught a taxi to the hotel.

That evening Jan Bruins held a meeting to tell us that the worst was over and that the border crossing into Finland would be a breeze. The next morning Corstian's car is still giving trouble so he left after us to let the service

team have a look at it. We made the border and they searched almost every car. It was by far the worst border crossing of all.

Hans has been collecting stupid hats and when the border people took them out of his boot Hans grabbed them, put them on his head and started making funny faces at the officers. So much for not smiling!

Everybody was in stitches.

We are now out of the Ukraine. What a relief!

Bill Schenk



TED CROSS – PRESIDENT

Ted's Shed: It has been a while since I last reported on my cars. Nothing much has happened in one way and a lot has happened in

FLEET FOLLIES

another way. Some of you may know a few years ago I purchased a factory in Dandenong South and this is getting rather full. Sadly my 'friend's cars' are now outnumbering my own cars and I feel it is time for a clearance sale and general tidy up. I still have the XM 24 valve 5 speed manual under wraps but this can now go too – if anybody is interested in this extremely rare model just give me a call.

I have been moving some of my cars on to new owners recently but there is more to do. My lovely D Special has found a new home to Bill. He is already a club member and owns quite a few collector cars including a 2CV and is now going to restore the D Special to its rightful condition.

My BX 16 valver has also gone to a good home and will eventually go to Darwin for a life of club racing. BXs were very successful when they were new and even ran successfully at Bathurst. So it will be interesting to see if this car lives up to its high reputation.

The 1954 2CV Slough built van has been getting some extra

welding done thanks to Peter Boyle and his team of helpers. This is starting to look like a complete vehicle again and once the welding is finished the preparation for repair and painting will follow closely. I've been in contact with the guys in UK – even joined 2CVGB – and

found out there are several classy restorations being completed on Ripple Bonnet 2CVs in the UK. This is very encouraging and it appears the early cars are finally starting to increase in value due to their rarity.

Helen now has a 2006 C4 VTR as her daily transport. It is a four-door hatch with up-graded mags and extra tinting. It is black with cream leather interior, which is my personal favourite combination. Last year we had a diesel C4 as our hire car in Europe and this convinced us to get one here. I have been impressed that all of our friends who already have a C4 give positive feedback. For me the lack of hydropneumatic suspension is a positive when it comes to running costs and repairs. And the suspension is very acceptable in my opinion. Helen is enjoying all of the features and it looks like the trusty Toyota [Elvis] will go to a new home too.

Nothing ever goes wrong with the Traction but I plan to get another two 185x400 tyres for it from UK whilst I can. I

need these before our June Long-weekend run, which will be in Wagga Wagga this year – I'm really looking forward to this event.

Finally the Raid Dolly is in bad shape from the Raid in 2008 and I plan to tidy up the body and worn bits over the next four weeks as we are taking this to Tassie. David Gries has promised me some workshop space to get the steering and front end working correctly after the punishing Raid event. There is more news but that will do until next time.

Ted Cross



LEIGH MILES – EDITOR

It only took a year. Not long really, in the overall scheme of things. But, when you do these things, you really do have to be certain that you are making the right decision.

'What is he talking about?', I hear you ask. I am talking about the fact that finally, I have bought a new [well, it had 8,500km on the clock when I bought it] C5. I looked at a very wide range of cars. Skoda Superb, Renault Laguna, Ford Mondeo, Mazda 6, VW Passat CC, Jaguar X-Type and of course the C5. I did have a self-imposed limit of \$50,000. I just could not see my way to justify spending more than that on a car. However, in the final analysis, I wanted the C5, I wanted Exclusive, I wanted a sunroof, I wanted full iPod connectivity... so that was sure to blow the \$50,000 limit. Oh, but is sooo lovely.

I love the ride – I know Ted has told us of his preference for springs, but while I agree that the C4 drives and rides beautifully, it is not in the same class as a C5. It is heaven to waft along in total comfort.

I purchased the car from Zagame, at the top of King St in Melbourne and I was very impressed with the service I received in dealing with them.

You will have seen in the last edition of 'Front Drive' that, in common with Ted, I am selling cars. The C5 has replaced my Xantia as my daily driver. So the Xantia is looking for a new home. Parting from the Xantia has no emotional pull at all. It is 'just a car'. Oh, do not get me wrong, it is a lovely car; great to drive, lots of get up and go and packed with mod cons. But who needs two daily drivers?

The departure of the Traction is rather more emotional. Late last year I took the Light 15 on a Motafrenz day run and unfortunately by the end of the day my left knee was in agony from the clutch. The issue is not the clutch – the issue is my knee. Once a car stops being a pleasure to drive, it should be passed into the hands of someone for whom it will be a pleasure to drive. The emotional part? Well it marks to point at which I realise that the expected deterioration of my leg has come to fruition.

Leigh Miles



In this magazine Leigh is publishing the last of the 4 speed conversion articles, I am sure you have found them interesting; any further information on this can be discussed with me.

By the time you read this the

imperative that the club does not lose the 3.5% of it's turnover.

The other item I would like to mention and I am certain this is something that has been said in the past is, if you cannot contact me by phone the first time, please keep trying. Leaving phone numbers asking me to call

back, [particularly mobile numbers], simply will not happen! I spend a lot of time voluntarily filling this position and using my equipment for ordering and enquiring about parts. I am happy to do this, but returning phone calls is not one something I will do. I can be contacted by email anytime and this is the preferred option as it gives me a written list of your wishes that can be interpreted more precisely and also a written record of your order.

Now on a lighter note I would like to thank everyone that used our parts service in the past and I am particularly happy that we are now offering the service on tyres. This is one of the Club's best achievements. These things happen by Club members always keeping an eye out for contacts when travelling. The tyre contact is a result of Ted Cross's travels at the Traction 75th anniversary at Arras. He brought the contacts home and between us we worked out how it could operate, resulting in a great win for club members. So thanks Ted for helping resolve a problem that was as old as the

cars themselves.

Parts are continuing to turn over at an incredible rate and I often wonder where all of these old Traction are coming from, but as a club I do believe we are gradually getting more and more Traction owners to join CCOCA. Remember, we are not only devoted to Traction: we can obtain parts for a wide variety of Citroëns produced throughout the years. This year will see the largest turnover of parts since I have held the position, albeit increased mainly by the sale of tyres.

Tyres sizes are not confined to the Traction but we can get sizes to fit all Citroëns from the very early to the latest.

This is also probably the last edition before the CitIn in Launceston. I believe that registrations are now closed and the organisers have reached the numbers they hoped for. It is a really big task organising these events as anyone who has been involved will testify to, so for all Citroënists travelling to Tasmania have a safe trip and enjoy the event that has been planned by your Citroën friends. I hope you all take the advantage of staying a little while longer and seeing what Tasmania has to offer. It really is a wonderful place for tourists with sights not found anywhere else in this country of ours.

Rob Little



SPARE NEWS

AGM will be imminent, I have once again nominated for the Spare Parts position but there will be quite a few changes in the committee line-up with some retiring for various reasons, so there will certainly be a few positions to be filled. It is always difficult to give up some of your time but a club cannot continue without somebody doing just that, this may your opportunity to make a difference.

A change that I have made in recent times is the discontinuance of using plastic transactions. The reason for this is a change in the bank's attitude towards us smaller traders. We now have to lodge these deposits over the phone and it is a task that as an older person I find too onerous to contend with. The other reason; it takes 14 days for the amount to appear in our account. I do not know who has the use of this money in the meantime but it is certainly not the Club. The 3.5% fee charged by the bank has always been passed onto the buyer of parts and now that we are passing on purchases of items like tyres at cost it is

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

TRACTION TRANSPLANT III

After installing the engine/gearbox unit in the car as described in the last issue there is the small problem of getting the ancillaries like the gear change and clutch to work properly AND look as if they were original fittings.

Starting with the exhaust – there are at least two types of exhaust manifold fitted to ID/DS engines depending on the age. The most common type appears to be the one which points toward the front of the car which gives very little space in which to turn the line of the exhaust

through 90° to get it through the hole in the side valance panel. It is particularly tight on the narrow bodied cars. I've not found an exhaust factor that can satisfactorily bend a 50mm dia. pipe through 90° with a centre line radius of

75mm adjacent to a flared end. The solution was to make one up based on a malleable iron water pipe elbow which is perfectly smooth and of constant section around the bend. A flared flange is brazed into the top end and new pipe, which an exhaust factor can bend, connects to the existing pipe under the hull.

The other types of manifold points, relatively directly, at the hole in the valance panel and a special pipe can be made up by the local exhaust factor. These non-standard front sections are made of the thickest gauge steel available so that replacement is only necessary every 5 to 10 years.

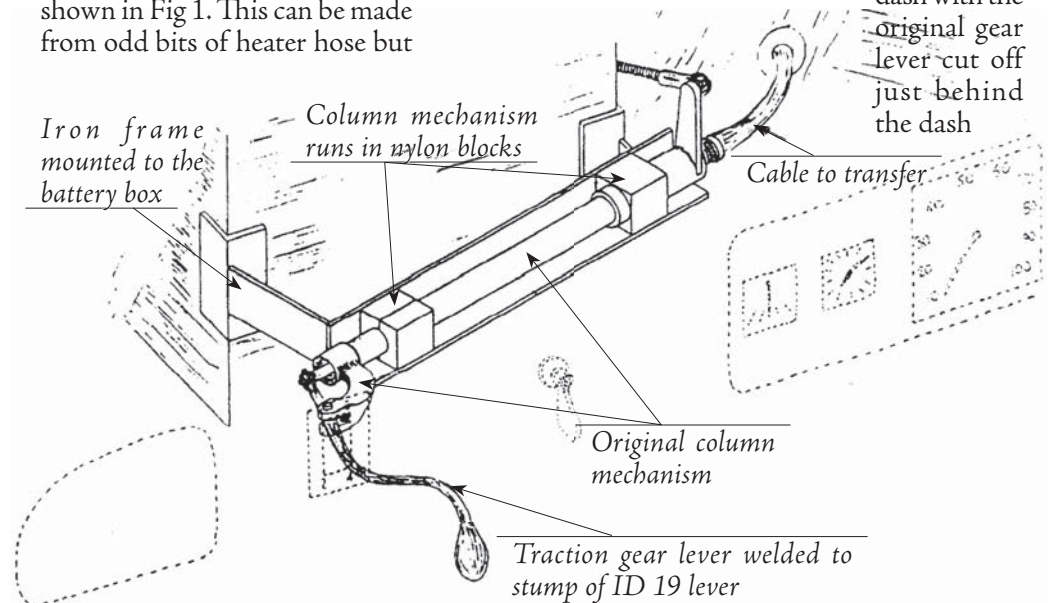
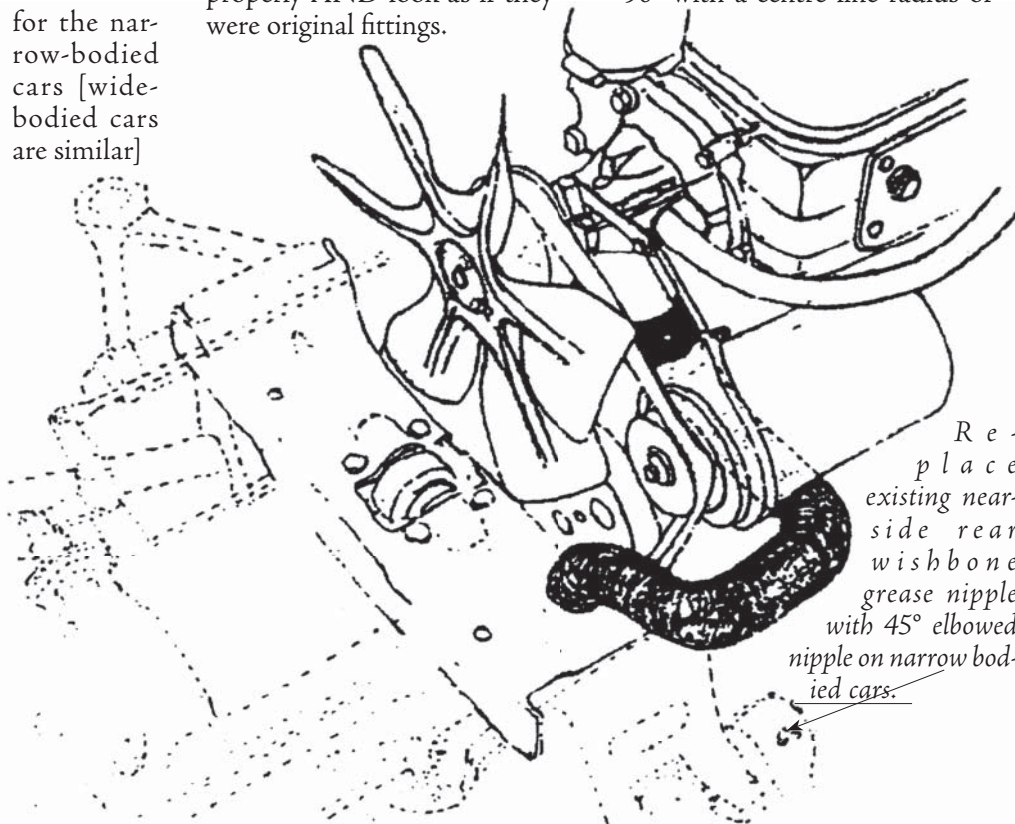
The bottom hose connection from the radiator to the water pump has to follow a tortuous path around the camshaft pulley and under the dynamo as shown in Fig 1. This can be made from odd bits of heater hose but

is more satisfactorily made by brazing together a series of large diameter copper central heating elbows. The water pump on the ID/DS cylinder head is offset to the left and the original Traction fan, which is mounted on the new water pump pulley, has to have the tips of the blades shortened by about 20mm on the narrow bodied can to give clearance to the bottom hose. Cooling efficiency is unaffected. The bottom hose, on the narrow bodied cars, covers the rear wishbone grease nipple and this is replaced by one with a 45° elbow.

The top hose is made by joining the radiator end of the Traction one to a shortened ID/DS one. Push an old bit of exhaust pipe into the Traction hose and then feed the ID/DS hose over

Fig 2: To keep the Traction looking original the guts of the original column change mechanism is mounted horizontally behind the dash with the original gear lever cut off just behind the dash

Fig 1: Special bottom hose for the narrow-bodied cars [wide-bodied cars are similar]



it and clamp with a jubilee clip. When connecting the water pipes make sure you can get to all the jubilee clips to tighten them with all the body panels on. I made the mistake first time of clamping the piping before installing

car had to be taken to bits to get at the offending joints.

And so to the gearbox linkage. The gear change mechanism is a combination of back/forward and lateral movements. In the ID 19 the gear change is via a column mounted mechanism which provides the back/forward motion

via a series of articulated ball cranks/rods and the lateral one with a cable. To keep the Traction looking original the guts of the original column change mechanism is mounted horizontally behind the dash with the original gear lever cut off just behind the dash and a Trac-leader welded

the engine/gearbox in the car and connecting to the radiator before fitting the body panels. Needless to say there was the odd weeping joint and half the

TRACTION TRANSPLANT III

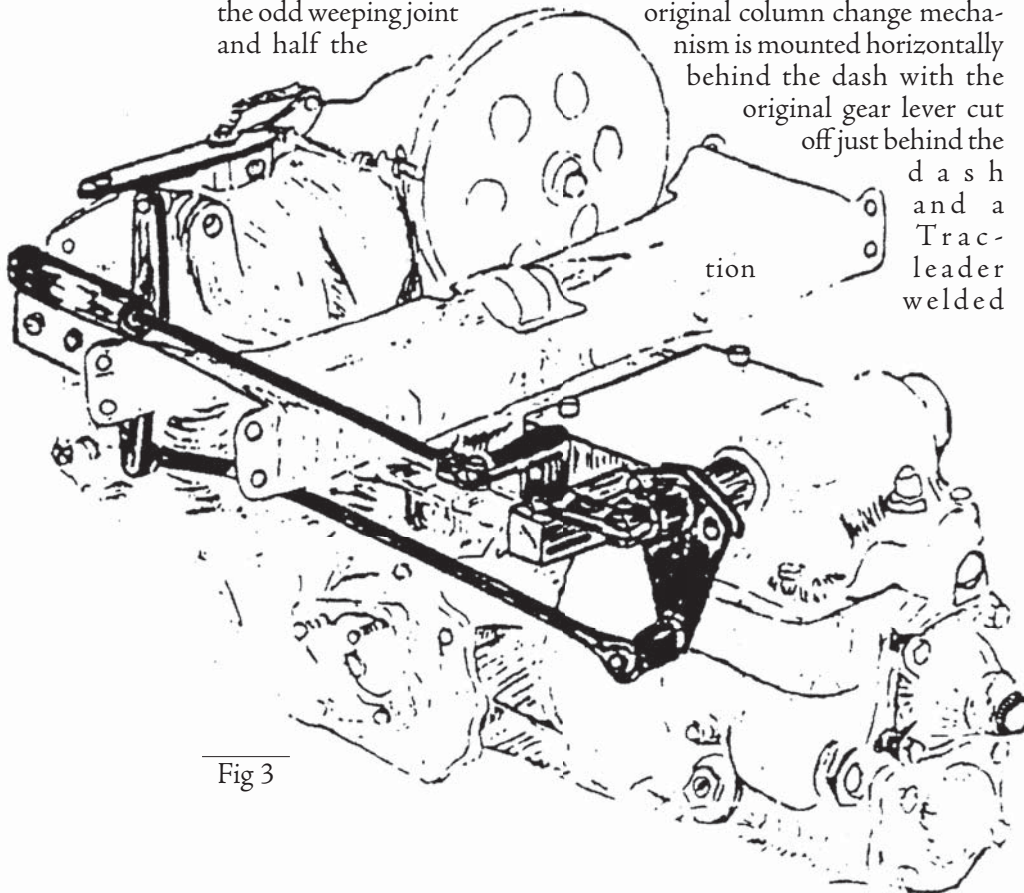


Fig 3

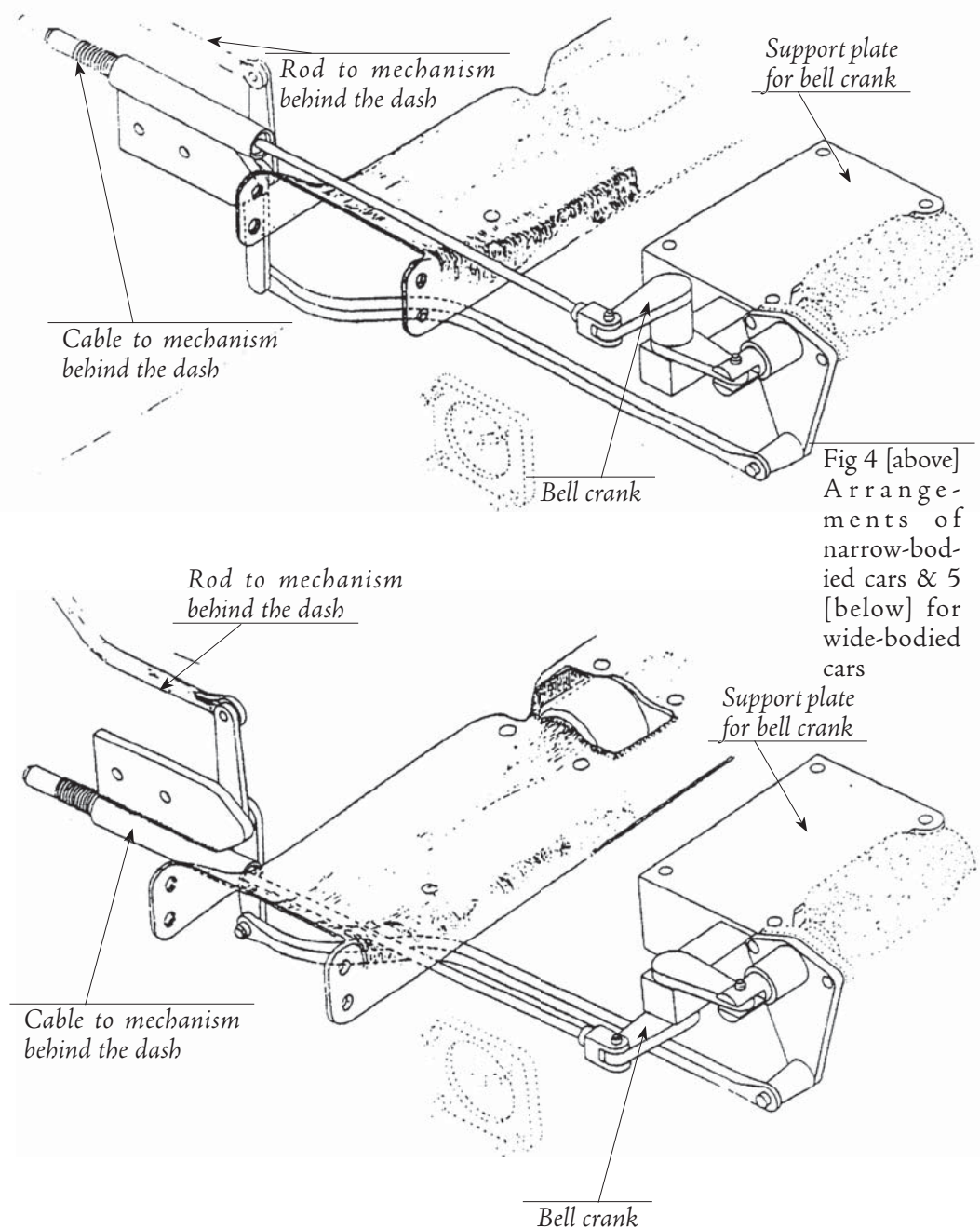


Fig 4 [above] Arrangements of narrow-bodied cars & 5 [below] for wide-bodied cars

to the stump. The layout is as shown in Fig. 2. However, this re-positioning of the column change mechanism moves it further away from the gearbox and the original cable and rod are too short. Also the operating mechanism of the

general view of an ID 19 gearbox fitted with a gear linkage for a narrow bodied car with a rod operated clutch. Fig 4 shows this mechanism in more detail. Note that the connecting rod between the cable and the bell crank operating the across the gate move-

ment passes over the crossmember

but under the radiator. There is enough room but only just! Unfortunately this rod passes exactly through the offside radiator mounting on the wide bodied cars. Early systems had a kink in the rod to get around this mounting but this did not prove entirely satisfactory and a modification was necessary. Tom Evans and I arrived at the same solution independently which was to take the connecting rod under the cross-member. This involved inverting the transfer mechanism, which

is mounted on the bell housing, and the bell crank operating the 'across the gate' movement. Fig. 5 shows this in more detail. The individual components of the transfer mechanism and the extension of the 'across the gate' plunger are shown in exploded form in Figs. 6 & 7 respectively.

One of the problems is getting reverse gear which is engaged by pushing against a strong spring within the gearbox presumably to stop anyone slipping into reverse instead of top. In the ID 19 the original gear lever gives more than a 10:1 lever arm and the push forward with the full support of the seat is easy. However, when the column mechanism is

mounted horizontally behind the Traction dash with the Traction gear lever, not only is over half the lever arm advantage lost but the action is across the car. This is not so bad on the LHD cars where you can push away from yourself with the support of the seat/door. On the RHD cars you have to pull with your left hand and you tend to slide over the slippery leather seat. A couple of coils are ground of the spring to give some resistance to warn you that you ,arc going into reverse, but

TRACTION TRANSPLANT III



Fig 6: Transfer mechanism for narrow-bodied cars

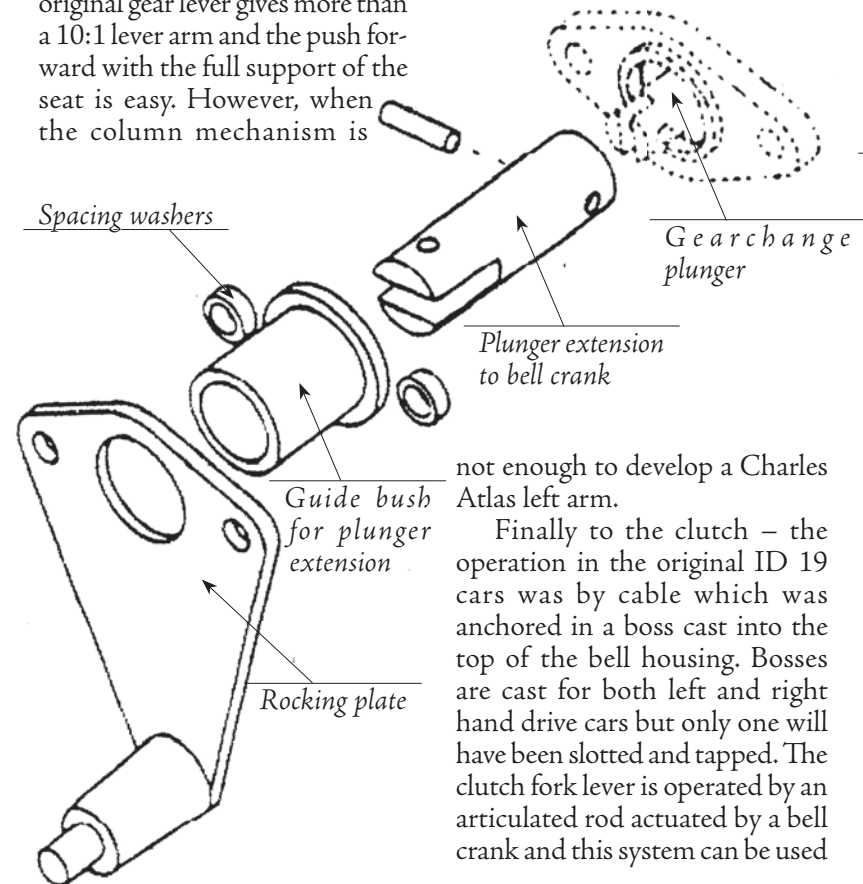
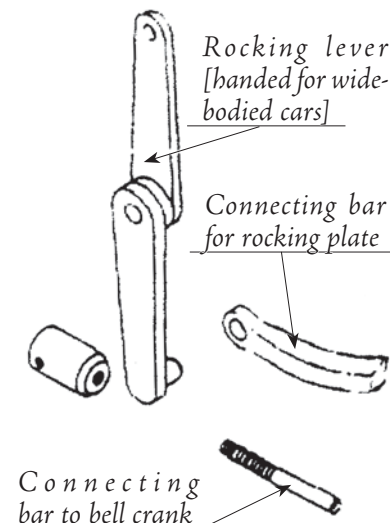
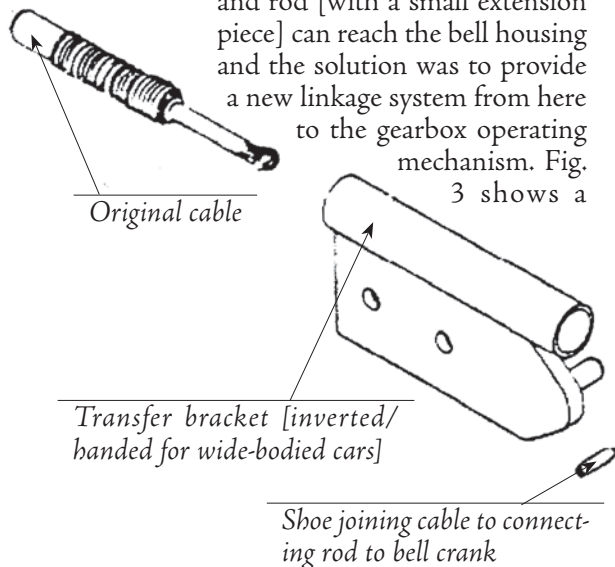


Figure 7

not enough to develop a Charles Atlas left arm.

Finally to the clutch – the operation in the original ID 19 cars was by cable which was anchored in a boss cast into the top of the bell housing. Bosses are cast for both left and right hand drive cars but only one will have been slotted and tapped. The clutch fork lever is operated by an articulated rod actuated by a bell crank and this system can be used

directly with an original compatible cable on the left hand drive cars with minor modification at the pedal end. Right hand drive cars have rod operated clutches and to retain this robust and reliable operation a new clutch lever

TRACTION TRANSPLANT III

and pivot boss, as shown in Fig 8, is made up.

Although you can get everything in, it is a bit of a squeeze on the narrow bodied cars. However, once installed and operational there is less maintenance than on a Traction and the performance and economy are in a higher league altogether.

And what of the future? The supply of early ID/DS engines/gearboxes is becoming limited in this country and these are the only ones that will fit into the

narrow bodied cars. However, it should be possible to fit the later engines, which are plentiful at the moment into the wide bodied cars and that is my next project. The gearbox is wider and deeper

a long way out at the front but I am hopeful that it can be I made

to work.

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.

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', November/December, 1988. Volume 12, No 4

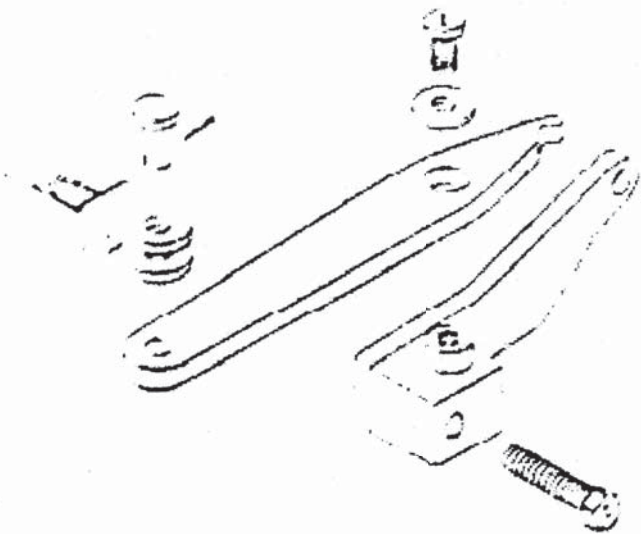


Fig 8: New clutch lever and pivot boss for rod operated clutches. Unfortunately this illustration was of very poor quality in the original article.

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Contact Ted Cross to discuss the idea. 04 0059 2208

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1995 Xantia VSX Sedan Auto. Top of the range active suspension model. Mauritius Blue. Have owned since new. Very clean car that is a daily driver - 214,000 kms. Selling as it is now a surplus car. Priced to sell at \$2,250 ONO Rego NIL 625 Contact Peter on 04 1900 5400 [33/08]

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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



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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 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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