

# FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE  
FOR CITROËN OWNERS AND ENTHUSIASTS

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

AUTUMN '10 Vol 34 No 1



## 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 rue de République, Avignon in Vaucluse, France. 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: Ted Cross, Frank Grant, Max Lewis, Rob Little, Peter Lorrie and Bill Schenk.

## DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, April 30, 2010.

## COMMITTEE

**PRESIDENT —** Edward Cross  
[03] 9819 2208 [H]  
[president@citroenclassic.org.au](mailto:president@citroenclassic.org.au)

**SECRETARY —** Sue Bryant  
[03] 9885 3179 [H]  
[secretary@citroenclassic.org.au](mailto:secretary@citroenclassic.org.au)

**TREASURER —** Ruth Pilens  
[03] 9848 1651 [H]  
[treasurer@citroenclassic.org.au](mailto:treasurer@citroenclassic.org.au)

**ACTIVITIES COORDINATOR —** Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
[activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)

**SPARE PARTS OFFICER —** Rob Little  
[03] 5823 1397 [H]  
[spareparts@citroenclassic.org.au](mailto:spareparts@citroenclassic.org.au)

**PUBLICATION EDITOR —** Leigh Miles  
[03] 9888 7506 [H]  
[editor@citroenclassic.org.au](mailto:editor@citroenclassic.org.au)

**COMMITTEE PERSON —** Vacant

## SUPPORT

**WEB WALLAH —** Jeff Pamplin  
[03] 9523 0210 [H]  
[webwallah@citroenclassic.org.au](mailto:webwallah@citroenclassic.org.au)

**MEMBERSHIP SECRETARY —** Sue Bryant  
[03] 9885 3179 [H]  
[secretary@citroenclassic.org.au](mailto:secretary@citroenclassic.org.au)

**AOMC LIAISON OFFICERS —**  
Ted Cross [03] 9819 2208 [H]  
Russell Wade [03] 9570 3486 [H]

**CLUB PERMIT & SAFETY OFFICERS —**  
Russell Wade [03] 9570 3486 [H]  
Peter Boyle [03] 9470 8080 [H]  
Mel Carey [03] 9419 4537 [H&B]

**LIBRARIAN —** Michael Molesworth  
[03] 5983 2983  
[librarian@citroenclassic.org.au](mailto:librarian@citroenclassic.org.au)

**CLUB SHOP —** Peter James  
[clubshop@citroenclassic.org.au](mailto:clubshop@citroenclassic.org.au)

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

**STATE ACTIVITY CO-ORDINATORS —**  
ACT Mike Neil  
[02] 6254 1040 [H] 04 1821 1278 [M]  
NSW Bert Houtepen  
[02] 9746 9920

**PUBLIC OFFICER —** Peter Boyle  
[03] 9470 8080  
[ruffb@tadaust.org.au](mailto:ruffb@tadaust.org.au)

# 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)

A new Club year, and once again I am holding the Editor's pencil. Thanks for your continued faith in my ability to bring 'Front Drive' to you each six weeks or so.

After Peter Siers' article last edition, I received an article from another member who has been going through the process of restoring a long-owned car. Read Peter Lorrie's experiences on page 20.

Max Lewis has written a report on the Club's Australia Day BBQ at Scotch College. I always enjoy Max's writing - whether I have been at the event or not, Max writes a great feature.

Bill Schenk concludes his series on the Paris-Moscow-Paris expedition. I can now admit that I said 'Yes' to Bill's offer of an article on the trip I had expected something rather shorter than the four part article I received. But, I need not have been concerned. Not

only have I enjoyed reading his exploits, and those of his brothers, but a number of you have emailed me say how much you enjoy Bill's writing and his story as well.

Of course the great thing about a series like Bill's [from the editor's perspective] is that it is a guaranteed 'space filler'. So, next month I am ponce again on the lookout for great Citroën articles. Why don't you take a leaf from Bill's book and write something?

At the start of 2009 there appeared in 'Floating Power', the magazine of the UK-based Traction Owners Club a fascinating article about Jack Brabham, Cooper racing cars and Citroën gearboxes. [Something tells me that if you were planning to use a part of a Traction in a racing car, the gearbox would not be the component... but what would I know? Read the fascinating story from page 36.

Enjoy,  
Leigh F Miles



Well we have conducted another successful Annual General Meeting and I wish to give out a few special thanks. Firstly to the retiring committee for their excellent service to CCOCA over the last year.

Then I also appreciated all of the members who attended on the night to ensure we could legally hold our elections - obtaining a quorum for the AGM is very important. Thirdly we had some overseas and interstate members and two French guys who are travelling around the world in their trusty 2CV with no roof!

During the reports we revealed that the Club is in good financial condition with decade-record memberships and record numbers using our spare parts service. It is well recognized that the core services of our magazine and spare parts help us meet our member's expectations and we can all be proud of our Club's performance overall.

Sadly two of our Committee retirees, Bernard and Clare Hadaway have retired for personal and health reasons and I wish them all the best on behalf of us all and trust that we will see

them at Club events when the time is right for them.

We have some new faces on the new Committee and I am personally looking forward to working with Sue Bryant and Max Lewis, together with the other

members who were re-elected. I also acknowledge the good work of the other Club members who fill other vital roles as appointments rather than being elected.

This is will be my last year as President as we have a 'three years and you're out' policy for the Presidential role. I personally favour this, as it can be unhealthy for one person to lead the Club for too long. I say lead deliberately as the full committee has a very strong say in the running of CCOCA and no one person has any overt control at any time.

As in previous years the new committee has some fresh ideas and so I can confidently tell you that you will see some new things in the coming Club year.

A special thanks also to Helen for doing many things behind the scenes that I often get the credit for.

Cheers Ted Cross,  
President.



## ED SED

## CONTENTS

ED SED	PAGE 4	DRIVING MISS DISASTER PART IV	PAGE 26
A-TRACTIONS	PAGE 6	ACHILLES' HEEL	PAGE 36
OZTRACTION '10	PAGE 10	COOPER RACING CARS	PAGE 37
SCOTCH BBQ	PAGE 18	SPARE NEWS	PAGE 36
PETER'S PENCE	PAGE 20	CLASSIFIED ADS	PAGE 46

## PREZ SEZ



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

## A-TRACTIONS

### ● APRIL 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 STONE RISES CAMPING WEEKEND

WHEN: Saturday, 1 &  
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

### DAY RUN – NAGAMBIE

WHEN: Sunday, 23 May  
TIME: 10:00am

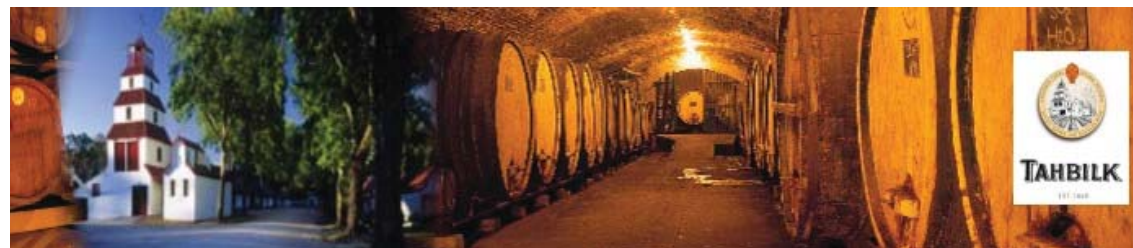
FROM: Fawknor Cemetery,  
Hume H'way, Fawknor

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 personal fave regional cities in Victoria. Sited on the edge of Lake

## A-TRACTIONS

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. 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?

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

Well it is obvious that some of you have read Front Drive and taken the hint that OzTraction 2010 in Wagga Wagga is not to be missed. We're also pleased to see that we have not only our regular non Victorian attendees but also some new comers. In short while history tells us that nobody bothers booking for OzTraction until after Easter, this year history is being rewritten. To date we have 17 bookings [that is just people and doesn't include bears and frogs] and Easter hasn't even

arrived! So if you are planning to join us send us a form – now. For those of you who are still undecided or who think it is an event just for Traction owners we would like to say that most of the organising sub committee can't even drive and don't own Traction's but we love Citroëns in general and think that this will be a really good weekend with lots of activities and a good chance to meet and catch up with CCOCA members from around Australia. In short we believe it will be the highlight event of the club year and should not be missed. Full details of OzTraction '10 can be found on page 10.

### COMMITTEE MEETING & CHEAP EATS

WHEN: Thursday, 17 June  
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, 23 June

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

## ● JULY BASTILLE BREAKFAST

WHEN: Sunday, 11 July  
TIME: 9:30am  
WHERE: Breizoz,  
139 Nelson Pl, Williamstown  
COST: \$20pp  
BRING: Wallet  
BOOKING: Essential, by July 5  
CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
activities@citroenclassic.org.au

In Brittany on the west coast of France, crêperies are as common as pizza parlours in Australia. The savoury crêpes are made with buckwheat and the sweet crêpes are simple and delicious. Breizoz Crêperie brings these crêpes to you with an authentic menu and atmosphere.



**G**reen Frog Tours in conjunction with the CCOCA committee would like to invite all readers of Front Drive to join us on what we believe will be an event to remember [for all the right reasons]

## OzTRACTION '10

OzTraction 2010. 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

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.

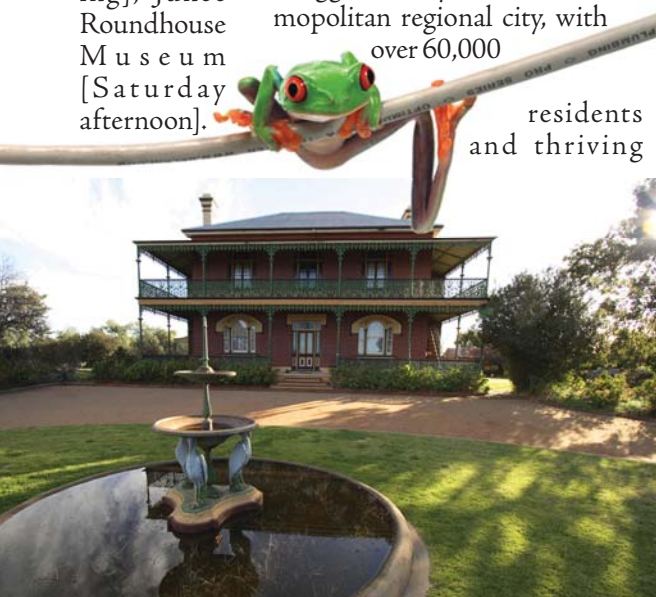
Wagga Wagga is just 4½ hours easy driving from Melbourne – north on the Hume

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.

residents and thriving

Left to right: Monte Cristo home-stead [Sunday morning], Junee Roundhouse Museum [Saturday afternoon].



Why buy your Internet from someone who drives a Cadillac?

**dcsl**<sup>TM</sup>  
**We do Internet.**

Connect to the Internet with a wholly Australian owned and operated Internet Service Provider. DCSI provide fast ADSL broadband across Australia.

- No Contracts
- No Termination Fees
- No Excess Usage Fees

256/64 ADSL

**6GB**

(2GB peak/4GB off-peak)

**\$34.95**  
per month

512/128 ADSL

**12GB**

(4GB peak/8GB off-peak)

**\$41.95**  
per month

1500/256 ADSL

**30GB**

(10GB peak/30GB off-peak)

**\$51.95**  
per month

8000/384 ADSL

**30GB**

(4GB peak/8GB off-peak)

**\$71.95**  
per month

For more plans please visit

**www.dcsi.net.au**

or call

**1300 66 55 75**

64 Queen Street, Warragul, Victoria 3820

ADSL line activation fee is \$125. Single Port Broadband ADSL Modem/Router \$60.

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

Only available in Eastern States.

32/06



## OzTRACTION '10

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 avi-

### 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

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 'stagging 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

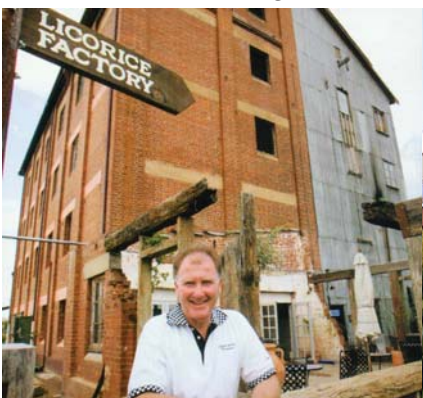
Left to right:  
June e  
Liquo-  
rice and

Choco-  
late Facto-  
ry [Sunday  
lunch] and  
just part of  
Lockhart's  
National  
Trust listed  
verandahs.

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 avi-



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

# 123ignition.com.au

31/05



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

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 courtyard], 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?

S o

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. Bookings must close Friday May 21.

Third book your accommodation with The Lawson Motor Inn

and RAAF bases at Forest Hill and Uranquinty.

✂ Wagga Wagga was proclaimed a city in 1946.

#### ACCOMMODATION

The recommended accommodation for



OzTraction is The Lawson Motor Inn which has 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,

## OzTRACTION '10



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,*

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

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].



gelato, delicious pies [try lamb and pumpkin], café-style meals and fantastic coffee!.

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

## OzTRACTION '10

through some of the interesting villages of 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-

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!

- ♦ 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 strawberries. Stock up, is our advice!

- ♦ The Junee Railway Round-

house 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 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].





Where do I start with this amazing evening out at one of Melbourne's great learning institutions.

Perhaps by saying that there was a great turnout... more peo-

## Scotch BBQ

ple there than I can remember. But I do remember one person and it was not a cardboard replica, but our universal gaddabout-the-planet but none other than Annette Molesworth.

It was grand to see Annette back but apparently not for long as she intimated that more globe trotting was on the horizon.

'Do not forsake us oh my darling...' at least send us a postcard every now and then! Good luck and safe travelling Annette.

The BBQ facilities were amazing as was the whole set up at Scotch College and as our gracious and generous host, Bob Lachal went to great pains to show us this part of our world

which would otherwise be closed to most of us.

I personally felt very privileged to look inside one of the more fascinating aspects of an institution where our next crop of whiz kids will morph out into our world and move and shake our society to its core... not too much moving

and shaking my conservative self was at pains to ponder.

None the less Bob showed us the eight-place rowing machine of which he was inordinately proud saying that this lightweight craft [ex a medal winning boat in a recent Olympics] weighed a mere 96kgs. Well of course I had to poke my oar in here, maybe skiting a bit by saying 'I weigh more than that!' There were a few titters in the background so I guess that comment went over like a lead rowing four or eight!!

I did say to Bob at one stage that I could make his boat weigh even less... it is all in the metalurgy you know.

The tour was broken into two

groups so Bob was kept really busy. Perhaps it would be a good time here to pause and thank Bob very much for the effort he put into this unique visit.

Bob also showed us where the students were building a scaled down 'Couta boat. What a beauty; how solid this craft looked. Apparently the boys are fed roasted potatoes during construction to keep their constitution going... not a bad incentive.

Upstairs from the boat shed there were lots of boats... eights, fours, tandems [or is it doubles?] and single sculls, there is also a torture chamber of a place where the novices and hopefuls are put through a gruelling selection test. The boys are asked to seat themselves at one of the rowing machines and instructed to row like fury and complete two kilometres in six minutes... no no no... it is six kilometres in two minutes. Not all of them make it; only the super fit. This must be a modern version of Darwin's theory of survival of the fittest!

Bob was under no illusion, and appears never to have been, but he states that the boys know that their's is a privileged position at the college and that they invariably rise to the challenge.

I personally was not a great fan of this means of making ones way in the world, but after seeing what this college offers, even if I did only see the rowing side of Scotch College's attractions, I would love to be one of those boys.

Did I tell you that I was once a cox'n at my school? You would think that the current girth and pot like silhouette would preclude such activity but I was then but a skinny 40kg youth - one of the smallest kids in the school and was relied upon to cycle many miles to take command of the school eight. Gosh, it was a wonderful experience. It was the only time I could verbally castigate year 12 / 13 school prefects [aka hairy gorillas] for not pulling their weight in the boat. I invariably paid for my affront back on the school grounds.

Thank you Bob Lachal... we know you are going to retire from your position later on this year and we all wish you well. Thanks for a great visit.  
Max Lewis.



Bob Lachal showing the members of our group around the Scotch College boat shed.





After being diagnosed as being clinically depressed about the rusty condition of my 1955 Light 15 11D and having benefited from a small superannuation windfall on retiring, I decided to have the poor

in the sills that I was afraid to drive it in case it fell down in the middle – and there was nowhere to rest my right heel. Every time I closed a door there was a rain of rust.

After extensive research [two phone calls] I decided to entrust the job to Still-One Automotive

Restorations in Granville, Sydney. I now know that their clientele consists of two basic groups of people – those with exotic examples of marques such as Aston Martin, Morgan or Lancia and those with clinical depression like me who have a much loved FB Holden, Austin A40 or Armstrong Siddeley.

But once it is started you can not stop it – all mechanicals are removed until there is only the bare body shell without anything even so mechanical as a nut or a bolt. However, everything is methodically labelled and photographed so there is some chance that the car will eventually be re-assembled. After a thorough bead-blasting, the meticulous replacement of rusty bits with shiny new metal proceeds. The quality of the workmanship cannot be questioned, even by the most fastidious customer. But it does take time – patience is nearly as important as money – and yours is not the only car in the shop.

The only significant part I have played so far is to fetch, from Rob Little, a Big 15 floor

pan and four second hand doors in better condition than the originals. These were transported, in a two day trip from Sydney to

Shepparton and back, on and in my daily runner, a 1996 Suzuki Swift. Fuel consumption did suffer on the return trip due to the

## PETER'S PENCE

Peter Lorrie's wallet may be empty, but given the state of his Light 15 [opposite] when the work started, well, it is hardly surprising!

old girl professionally restored because the alternative [scrapping it/parts car] was simply not acceptable to me or probably most of my family. I say this because my father bought this car when it was nine years old [original owner unknown] and it has been with us [and hence my family] ever since. Also, the extent of the work was way more than I could tackle.

The poor old girl was so rusty





non-ideal aerofoil of the floor pan. I can not say enough about Rob's helpful and kindly manner. Thank you Rob.

Why a Big 15 floor pan? Because the Light 15 variety was not available – a few snips – it

## PETER'S PENCE

Below: The new floor welded in place, Opposite: The body shell in primer and off-side horn in need of attention.

fits. This works out to be much cheaper than hand fabrication of a full floor pan.

If you are a complete masochist you are welcome to view the endless photos at <http://www.flickr.com/photos/pl568/sets/>

These will be augmented as more come to hand.

This article is just a brief outline – the photos tell the story.

At this point in time the body is almost ready to be painted [but they are waiting for me to pay the last bill]. The engine/gearbox/front suspension [removed as a unit] and rear suspension [also removed as a unit] still need to be tarted up but this was not the object of this restoration

– preservation of the body was the motivation – mechanicals can be attended to anytime at relatively minimal cost. Brakes will be serviced and new brake-lines installed.

If I have enough money left for a postage stamp, I will send you an update and more photos on the completion of the job.

PS – The car was originally painted in Regal Red Metall-

chrome [or something like that] and I do want to get the colour as authentic as possible – the

metallic component is, I think, critical – any advice appreciated.  
Peter Lorrie







**PETER'S PENCE**



In the final part of his Paris-Moscow-Paris journal, Bill brings us all safely back to Paris. However, there are surprisingly few rough moments along the road between Budapest and Versailles.

## DRIVING MISS DISASTER

The border crossing into Hungary took so long we did not get to our campsite until late and the next morning we were up early to get to Budapest as early as possible.

Hans has decided to stay in hotels because of his arm. This means that he has to drive himself.

Hans and Ruth are very grateful to us for driving his car, so grateful in fact that they have

invited us to join them in Switzerland after the rally. Ruth has a chalet which is directly under the Eiger.

Of course we had to think about that for a while and after long and involved discussion that saw an open and frank exchange of thoughts and ideas we accepted. It

took all of thirty seconds to agree.

Helmut, Pat and Jacob were up early and we set sail to meet up with Hans, Ruth, Oliver and Anina.

Corstian, who has had a hard time getting out of bed and leaving on time for the entire trip did not make the rendezvous.

As a group we have decided to take the secondary roads to our destinations as often as we can. The roads suit our cars much bet-

ter and they are much more scenic than the highway alternatives.

Poor Oliver had to stop because his car is not selecting first and second again.

The backup team fixed it last time and I am happy to say that they did a bang up job. This time it is the shift itself. It has been modified to suit the four speed box and one of the welds has failed. The next weakest link, so to speak.

Oliver, even though I gave him lessons, is still hesitant to drive a car that is not perfect. So he asked me if I could drive.

Anina sat in with the brothers [lucky bastards] and I drove with Oliver into Budapest.

We dropped Oliver and Anina off at the hotel and took their car to the campsite for repair.

While we waited for the support team to turn up I removed

the shift from the car.

When the support team arrived Alan went into 'fix it' mode. Hans and Ben had a small gas torch and a couple of bronze welding rods. It took some modification to the torch and some further time to get the parts up to temperature but Alan did successfully braze the two parts together. Oliver would have no further problems with his car for the rest of their time with us.

Our campsite was right next to the railway which is regular and fast.

Budapest is some town. Situated right on the Danube with the most magnificent parliamentary buildings on its shores.

Alan the tour guide took us up to the castle situated on top of a hill overlooking the river. It is called Varhegy which translates

Below: Alan brazing Oliver's gear lever.

Right: Helmut hard at work.





to Castle Hill.

Identical to the Castle Hill we have here in Sydney apart from the fact that there is not a castle on the top of the hill or a bloody big river in the middle.

The Red Bull aeroplanes were

## DRIVING MISS DISASTER

flying up and down the Danube. They flew under the Chain Bridge and along the river doing loops and stuff. All very impressive, also they had the Budapest version of the Roulettes flying around in formation. Not at the same time though. With the backdrop of the castle it was a mighty impressive sight.

One of the pilots in the com-

petition was an Australian. After he had finished they gave him his score which is broadcast over loud speakers. He replied 'thanks mate'. Which the cockney accented broadcaster made much of.

We spent two memorable days here.

Alan is on a mission. He wants to go straight to Vienna and not stop at Gyor which is our next scheduled stop. Since he is the tour director the others agreed so we will drive direct from Budapest to Vienna. Unfortunately Corstian is having carby trouble again and will not join us for the journey.

Hans has decided to lead again and promptly got us lost. We had not even made it out of Budapest.

Ruth told Hans to get us to lead which he reluctantly agreed to.

After we got passed the border Helmut's car stopped. His vaporization problem returned. Alan got him going but he stopped 25kms from our campsite and [you guessed it] we deployed our mandatory breakdown kit. You know the more we use our mandatory breakdown kit the cheaper it gets! It is by far the most useful thing that we have bought over here.

After a reasonable cooling down period we were able to get to the camping ground and were pleased to find that some of the other participants had the same thought and were there too.

This camping ground will remain in my memory for two

reasons. The first is that I saw Helmut pitching a tent. If there is a book called The Lazy Camper, I am sure Helmut would be the author.

He does nothing. Pat does everything. She makes camp; she cooks; she washes up; she breaks camp. Even at the border crossings Helmut gets out of the car sits on the concrete while Pat battles officialdom.

Perhaps during the course of the trip he has become a SNAG?

The second is that someone stole John's bag here. He had all his stuff in it which means we have lost our movies from the start of the trip plus cards and paperwork.

The suburb that we are in is really interesting. It has a great

Right: Bill and Ronald at the Eiffel Tower.  
Far right: Ronald and Lena's cabriolet driving up the Champs Elysée.





big church as well as a monastery and narrow streets that you could walk through for hours.

What can you say about Vienna? It is just out of this world. The attractions just seemingly go on and on. The churches, the

## DRIVING MISS DISASTER

museums, the parks and palaces. Gawd, you could spend a month here and not be bored.

Young Jacob came into his own today. Jacob left Helmut and Pat's tent open when they went into town and it rained, wetting their bed clothes so it was an unpleasant night for them last night. I should mention here that Jacob has his own tent which of course was nice and dry.

I of course went over in the morning to show some support and empathy about their situation.

I started by telling Helmut what a nice warm and dry sleep I had last night. Then Joop walked by and I asked him if he was nice and warm last night. Then another and another participant walked by and I asked them the same question. Helmut finally said 'go away you annoying person!' Of course I did not let that put me off. My wife says that to me all the time.

Our destination from Vienna was Passau in Germany.

The convoy was on the road when Helmut's car stopped again.

I thought oh goody! Let's get the breakdown kit out again! Helmut's car had a cracked fuel line under the rear fender. It was creased and had fatigued. Another example of Helmut's mechanical prowess. This was the source of his vapour lock problem.

I broke the line and Alan was able to cut off some excess fuel line to patch him up. Helmut would not break down again.

Now that Helmut was on the go, our route would take us along the Danube. What a great road! It follows the curves of the river which are sweeping and undulates as well. I was able to get the Big 6 out in front and give it just a little stick. We drove at 100kph for most of it and I had a ball. When you are able to get one of these things on a road like this you really find out what a wonderful machine they are. It is true and sure footed and gives me a feeling that no other car that I have owned has and I have owned a few.

Hans, Ruth, Oliver and Anina will spend their last night with us in the camping ground. They leave for home tomorrow.

Before they left Hans gave us a T-shirt each that he bought in Vienna. They have a roadsign printed on the front which says 'No kangaroos in Austria'. He also gave John a bear dressed in lederhosen for his new girlfriend. At least John did not have to buy this one, thus saving Alan and me

the embarrassment of having to wait for him outside the bear shop.

Morning arrived and we said bon voyage to team Berthold. It is a great pity they will not come to Paris with us.

This leaves just the two cars in our group. I say this because we have not been able to meet up with Corstian at all lately and as a result we have not had any really 'interesting' episodes – for want of a better word.

Our trip is quickly coming to an end and our next stop is Nurem-

burg. We were only to spend one night here and with its historical significance we wanted to get there early to be able to look around.

On the way Alan repeatedly tested us on our knowledge of the place. John and I continually failed the test and had to tell Al if he did not shut the ^@#\$ up we would stop and force feed him his Lonely Planet book.

When we arrived at the caravan park we found that there was a queue of Tractions waiting to get in along with caravans and a mobile home. It was 2:30 and

T e a m  
Schenk and  
the car at  
the Eiffel  
Tow-  
er.





they closed for lunch until 3 o'clock. I ask you, is this any way to run a business?

Three o'clock came and we were allowed in only to find that our reservations were not booked. Great! Eventually we were al-

lowed in.

One of the pet hates that Alan has is the lack of tourist information available. For example our campsite was right next to where Hitler made his addresses to the faithful. The stand is still there and within walking distance from our campsite.

The owners of the park did not even let us know. We found out about it from a local in town.

Nuremburg is great. We drove in and Tom Tom took us directly through the middle of a plaza. That's alright though, because we are driving a Traction and we are used to doing that now.

The car gave us a bit of trouble. We drove up to the castle which is at the top of a quite steep hill. When it was time to come home it would not go. I started cranking it and a crowd gathered to watch the struggle. When I did finally get it fired up no one was there!

The route book has pretty much been disregarded by all of the teams. We have two more stops. One stop at Karlsruhe and the other at Rheims before

we hit Paris. Dick and Johan from the blue team will be stopping at the Sinsheim Museum. It houses one of the Concords. They've invited us along. I think that Helmut, Pat and ourselves have been adopted

because our team has somewhat disintegrated.

Johan is a funny bloke. If you ask him a question his answer is always the same. 'I have no clue.'

The Sinsheim has all sorts of things on display from bicycles to cars all the way to the Concord which is really small and with my recent discovery of claustrophobia I'm really glad I did not get to go on it.

As well as that another participant, Ronald who is Dutch and lives in the south of France, plans to drive into the Eiffel Tower as an unofficial end to the tour. Why couldn't the organizers do that?

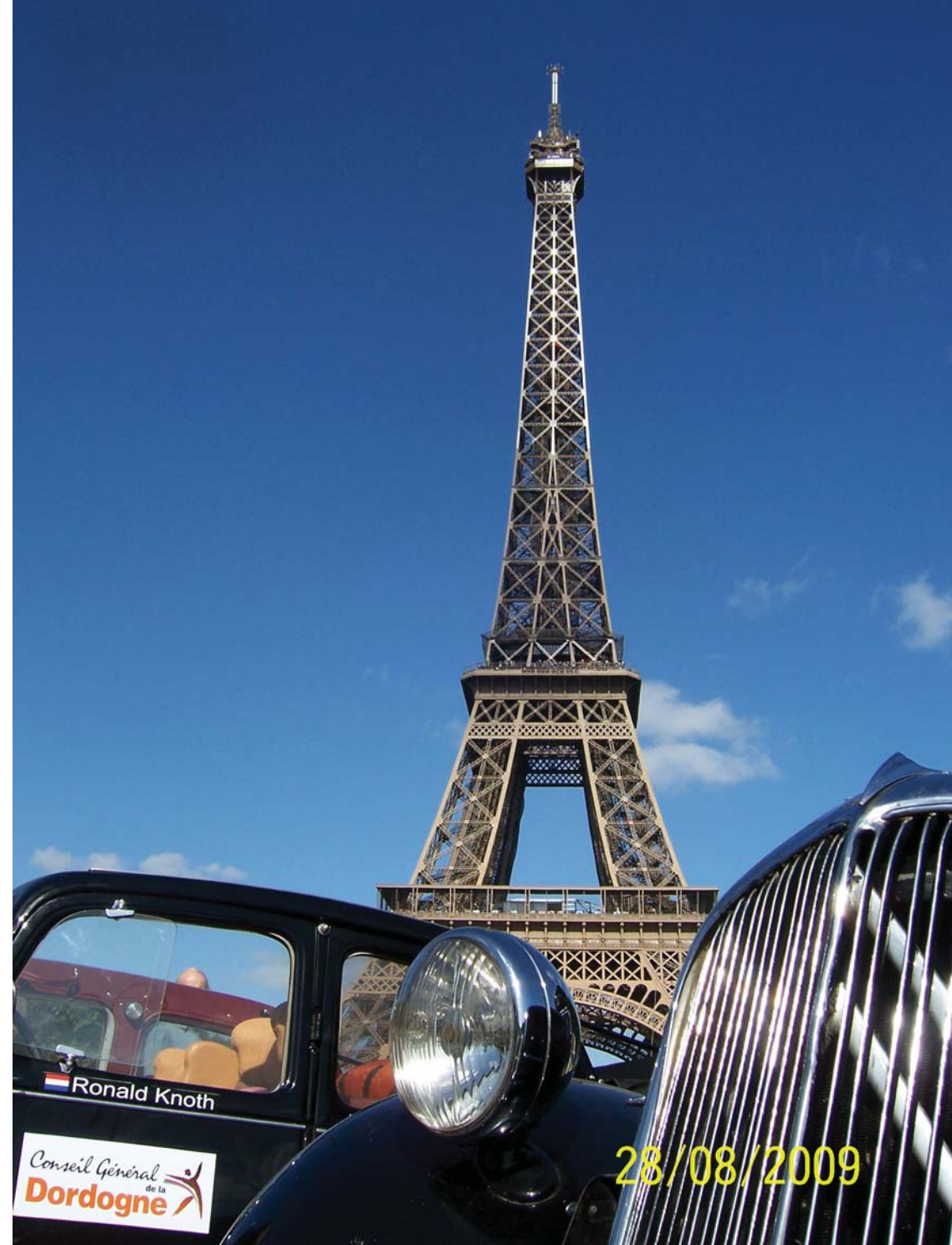
Ronald who is travelling with his wife Lena in a cabriolet is reportedly a former CIA man. This is only a rumour at the moment from an undisclosed source.

Nothing happened on the last two days. That is if you do not take into consideration that on the drive from Karlsruhe to Rheims we lost Pat and Helmut on a hill.

When we met up in Rheims Helmut told me not to forget that I have two more cylinders than him. I told him to stop complaining and to go and buy a Six. See, I

## DRIVING MISS DISASTER

Two steel wonders – the Eiffel Tower and Bill Schenk's Big 6.





am absolutely full of empathy for my fellow man.

The last day arrived and we, along with Helmut and Pat and Jacob, made our way to the Eiffel Tower.

Back onto the Peripherique

twenty-eight turned up.

We all hugged and did the Dutch three cheek kiss as well as picture taking.

I suppose we were there for about half an hour but we had to get to the official end which

was back at the Hotel de Ville at Versailles.

Dick led us all

out. We drove along the Seine, onto the Place de la Concorde. From there it was up the Champs Elysée, around the Arc de Triumph all the while honking our horns.

We met up with Corstian at Versailles. Which was really good because we had not seen him in a week!

Unfortunately, the factory did not send anyone to greet us which I thought was a bit lousy. I

do not know whether this was an oversight on the organizers side of things or if Citroën themselves did not think it was worth it.

Another thing that the participants took upon themselves was to organise an after PMP party which was held at the camping area at Versailles.

Everyone was pretty happy and there were trophies given and we got a biggy for being the most helpful team. The party went on into the early hours of the morning.

All the effort that went into getting us and the car here as well as the trouble and worry it gave early on was enormous, but it was worth it. This was a trip of a lifetime and I would do it again at the drop of a hat if I could.

The people we met, and the friendships that we forged, made

it worth it. It was in the end the people that made the trip for me.

In my article for 'Front Drive', titled 'The Convolved Saga' I posed some questions:

♦ What lies ahead?

Answer : Fun

♦ Will she [the car] be able to complete the rally?

Answer : Hell yes! Easily.

♦ Will my brothers and I still be on speaking terms by the end of the trip?

Answer : I think so. I actually haven't spoken to them since we got back.

♦ Will Alan get lucky in Russia or are the odds still stacked against him?

Answer : What happens on tour stays on tour.

Bill Schenk

✂

Left: Alan celebrates with the trophy.

Below: Alan – the wannabe dictator.

## DRIVING MISS DISASTER

and along Boulevard André Citroën which took us along the Seine past Parc André Citroën [which was only fitting] and up to the tower where Ronald and Lena were waiting. From there we drove around the tower to where the tourist buses park to take centre stage.

Soon after the police turned up but Ronald got them sorted quick smart.

About a dozen cars of the





This introduction to the following article was written by Frank Grant, the editor of 'Floating Power', the magazine of the Traction Owners Club of the UK. The introduction and the article appeared in

## ACHILLES' HEEL

the January/February edition of that magazine and are reproduced by their kind permission.

Being a keen Formula One follower the very mention of the name 'Cooper' brings back wonderful memories of British stars such as Stirling Moss, Mike Hawthorn, Peter Collins, Jack Brabham, Bruce McLaren, Graham Hill, John Surtees and Jackie Stewart.

Imagine then my surprise when I answered a telephone call last summer from a racing car restorer who was looking for a Light 15 gearbox casing to fit an early Cooper? He gave me a brief background, we exchanged some contact names and I have followed up with my own research since.

My first call was to Sid Hoole [see [www.hooleracing.co.uk](http://www.hooleracing.co.uk)]. Sid gave me lots more information in a fascinating conversation, including mention of the ERSA gearbox company in Paris.

After a Google or two on ERSA I found Ollie Crosthwaite and the C&G website [see [www.crosthwaiteandgardiner.com](http://www.crosthwaiteandgardiner.com)].

Do please have a look at the ERSA Gearbox section of their catalogue. See anything familiar? Amazing stuff but do not get too carried away, a new Cooper gearbox will set you back about £10k...

I asked Ollie for more about the Citroën Light 15 connection

and he kindly referred me to a book on Cooper Cars by Doug Nye [ISBN 0760317097], available on-line for about £17.00, which gives a very full account. I just could not put it down and can thoroughly recommend it for your collection.

The Coopers' Achilles' heel – just like the Light 15 – was the gearbox. In the book you can read how a very pragmatic Jack Brabham, on a visit to ERSA in Paris, struggled to explain his need for stronger casings and so stuck extra Plasticine webs on their patterns to demonstrate!

Also you can read about how John Cooper rushed to ERSA, on a day trip, to collect three new casings – only to be stopped by HM Customs at Heathrow on his return, and how he had to spend most of the night clearing them through proper channels.

Within a few hours a gearbox was hastily built up – just in time to be flown to Argentina for the GP in January 1958 where Stirling Moss completed the 80-lap race, without stopping, to win the Argentine Grand Prix [beat-

ing Ferrari and Fangio into the bargain].


Ollie also recommended Harry Martens in Holland for Light 15 gearbox repairs [see [www.ds-vitesse.com](http://www.ds-vitesse.com)]. Harry can supply a fully reconditioned box, with new bearings and synchro, for 2000 euros [net]. He can also

Built by father and son Charles and John Cooper – Cooper Racing Cars revolutionised post-war motor racing. Their concept of a small and light, rear-engined machine of simple, straightforward construction, changed the thinking in Grand Prix racing during the late 1950s and early 1960s.

The Coopers proved beyond doubt that sheer power was not the key to winning races: a light, easy-to-handle machine, powered by a simple, four-cylinder engine, could, and did, beat heavy, complicated, multi-cylinder cars from the might of Ferrari and others.

They gained two world championships to prove it and were instrumental in the rise of early post-war British stars such as Stirling Moss, Mike Hawthorn and Peter Collins. Jack Brabham and Bruce McLaren were 'brought up' in Coopers: Graham Hill's first taste of motor racing was in a Cooper, as was John Surtees'; Jackie Stewart's meteoric rise to international stardom in 1964 was by courtesy of Cooper.

fit a 10:31 CWP if required and will do other work on request, eg repairing bushings and providing new seals for the output shafts.

He can also supply an ID19 box, again fully reconditioned, for the same price – but cannot supply the components to convert one for a Light 15. 

After the second world war, with the launch of the new 500cc formula, John Cooper, who had long harboured the desire to take up motor racing, decided, with his father, to build a racing car together with his friend Eric

## COOPER RACING CARS

Brandon. Work commenced in June 1946 and the first Cooper racing car was built in only five weeks.

Powered by a modified Speedway JAP 498cc engine, and using a Triumph Speed Twin motorcycle gearbox, this car – once the initial problems were sorted – raced successfully throughout 1946 and, for 1947, a second, similar, car was built. Other drivers were so interested in the workman-like cars that the Coopers decided to build a batch of twelve Cooper-JAP cars for 1948, incorporating lessons learnt from the first two machines.

The price was fixed at £575 each and amongst the customers was an unknown 18-year-old named Stirling Moss. Soon cars



were being built to accept either JAP or Vincent engines – which gave them terrific potential in short sprint events.

Orders flowed in from Ceylon, Finland, Jersey, Belgium, Scandinavia and elsewhere. An

## COOPER RACING CARS

experimental 1,203cc Vauxhall Wyvern-engined car was built for 1949 [which was one of the very few front-engined Coopers ever made] but a more potent MG TD engine soon replaced the Vauxhall unit. Several other Cooper-MG cars were built alongside the 500cc Coopers until, in 1952 saw Cooper jump a rung into the 2litre Formula Two.

The Cooper-Bristol Mk 2 was unveiled in October 1952 and put into production in 1953. Mean-

while the 500cc car continued to rule the roost in Formula Three and in 1954 a revised version, the Mk 9, appeared.

In 1955 there appeared Cooper's next really famous car, an 1,100cc sports-racing car. Based

on Cooper's principle of a solidly-built but simple chassis and leaf-spring suspension, it had a very attractive, aero-dynamic body and featured a central seating position and a rear-mounted engine.

The engine was the famous 1,098cc Coventry Climax FWA engine [which traced its ancestry to a fire-pump unit], a light, four-cylinder design, which offered 75 bhp. Power was transmitted via a modified Citroën Traction Avant gearbox fitted with special ERSA gears.

Works driver Ivor Bueb did a

giant-killing act with the 1,100cc Cooper at the May Daily Express Silverstone International, but he was also placed ninth overall among cars of over three times the engine capacity, and led home all the 2litre entries.

Orders flowed in for the little car which, priced at £1350, proved an extremely good buy for private owners. One car was fitted with a 2litre Bristol engine and entered in the British Grand Prix for Jack Brabham to drive. Brabham, aged 29, had just arrived from Australia where he had scored innumerable successes with Cooper cars.

Early in 1955 Jack landed in Britain and bought the ex-Peter Whitehead Cooper-Alta, now sadly past its prime. It blew up on its second outing, but Jack met John Cooper at the meeting – at the now defunct Ibsley track near Ringwood in Hampshire – and

there began a partnership which was to last for seven years and earn the Cooper Car Co Ltd two world championships.

Brabham wanted to buy a new Cooper, and John's suggestion was that Jack should help build the car from scratch and, at the same time, assist in the workshops. The Grand Prix debut for Jack's Bristol-engined Cooper was a disaster – not surprising, considering that the 2 litre engine offered only 140bhp – half that of the winning Mercedes Benz. However, with a more powerful 2.2 litre engine installed, the car was more competitive, winning the Australian Grand Prix late in 1955.

In 1956 Cooper anticipated the introduction of the new 1.5 litre Formula Two, due for the following year, by unveiling a new model to run in a supporting race for the British Grand Prix. In es-

Left: Sir Jack Brabham.  
Below: 1952 Cooper Bristol



©2008 Loic Kernen - Supercars.net



sence the car was a single-seater version of the 1,100cc sports-racing car and was powered by a 1,460cc version of the Coventry Climax engine, designated the FWB, which produced 100 bhp.

Roy Salvadori, Cooper's

## COOPER RACING CARS

works driver [who, despite his name, was British] took it to an easy victory after a cautious start. Roy's best lap at 1m 48.4sec, at Silverstone, would have put him halfway down the grid for the Formula One Grand Prix – no small achievement!!

At the Oulton Park Gold Cup meeting, at the end of the year, in another 'pre-Formula Two' race, Salvadori won again with Tony Brooks second in a privately-entered Cooper, owned by Rob Walker. In sports-car racing however, the Cooper 1,100cc was finding Lotus' new Climax-engined 11 a tough nut to crack, although in the now-dwindling 500cc category, Cooper continued to dominate.

For 1957 Cooper had a full

order book for the pukka Formula Two car, a modified version of the prototype with a 2" longer wheelbase [to accommodate the new 142bhp, twin cam Coventry Climax FPF engine] which sold at £2200. There was however the gloom of the Suez crisis, which could have ruined the

Cooper firm had it been prolonged and racing stopped, as 40 engines at £1000 each had been ordered from Coventry Climax. Fortunately all was resolved by the time the season got under way.

In the meantime Cooper had briefly dusted down a prototype road-going 'people's' three-wheeler car powered by a British Anzani 350cc engine and started a racing drivers' school at Brands Hatch.

Cooper cars were certainly both the most numerous and the most successful in 1957, works driver Roy Salvadori and Jack Brabham plus private owners winning almost everything: the score was eight out of ten in international Formula Two races. However, Charles Cooper had a yearning to go into Formula One

and John approached Coventry Climax to see if the 1.5 litre FPF could be stretched to 2 litres or more.

Wally Hassan of Coventry Climax replied in the affirmative and Rob Walker agreed to finance the project. As a result a 1,960cc Cooper was entered for the Monaco Grand Prix in May for Brabham. Cooper's number one driver, Roy Salvadori, was contracted to drive a works BRM, so Jack Brabham was enlisted to pilot the machine.

Late delivery of the engine meant that the only testing prior to Monaco was a short burst up the Kingston bypass to check that the pumps, pedals, gauges and levers were all connected. After a few laps of practice Brabham crashed. The car was too badly damaged to repair so more mid-night oil was burned transferring the 2 litre engine to the spare Formula Two chassis. This was completed and Brabham qualified thirteenth fastest, within the sixteen-hour limit.

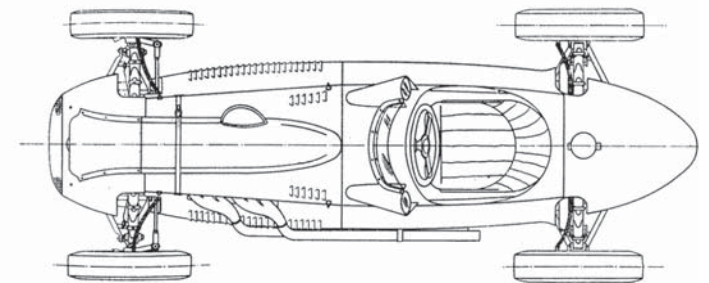
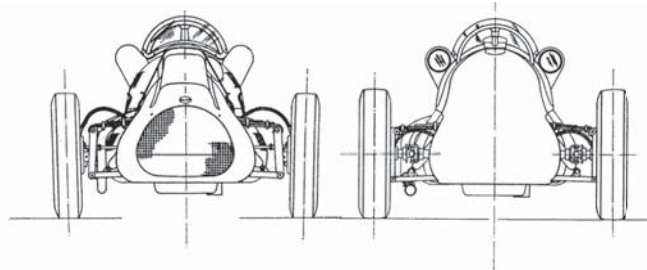
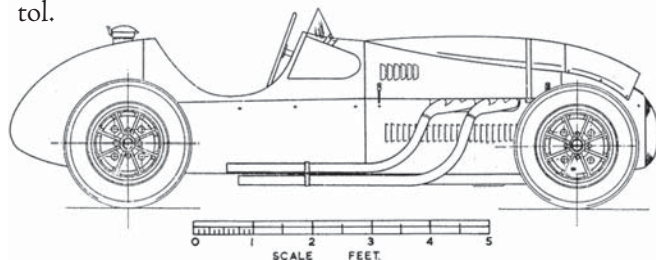
In the race Brabham was a sensation. He reached fourth place in noted company. However

the Formula Two chassis had a smaller tank capacity and a refuelling stop had to be made. After replenishments the starter motor failed, but the car was sent back into the race by an illegal push-start [nobody seemed to notice!]. Brabham climbed back to third place but on lap 100, with a mere five laps of the 1.96 mile circuit to go, the fuel pump mounting broke and the engine stopped. Jack climbed out and pushed the car to the finish line – and sixth place – to the applause of the crowd. It was a brave effort indeed and Cooper had well and truly made its mark in Grand Prix racing.

By July 2 litre Coopers were competing in Formula One races, but their Achilles Heel was the transmission: the modified Citroën gearbox, used since the 1,100cc model of 1955, was not man enough to cope with the power of the 2 litre Climax engine.

Before the season was out John Cooper and Owen Maddock had designed their own gearbox for the 1958 season. It was ready for the 1957 Boxing

Blueprint of the 1952 Cooper Bristol.





Day Brands Hatch meeting when Jack Brabham took Rob Walker's car to a comfortable victory in the Formule Libre race, also breaking the circuit lap record.

1958 saw Cooper win their first ever Grand Prix [Stirling

cc] developing 240 bhp. Brabham was the revelation of the year winning the Monaco and British Grands Prix, taking second place in the Dutch Grand Prix and third in the French and Italian races to ensure himself the World

Championship. With Moss winning the Portuguese and Italian

Grands Prix and McLaren taking the United States Grand Prix Cooper could not help but win the constructors' cup as well.

In 1960, with sleeker and lighter cars with new five-speed gearboxes, Brabham did it again. He won the Dutch, Belgian, French, British and Portuguese Grands Prix to take the world title for the second year running with Bruce McLaren winning the Argentine Grand Prix.

It was Cooper's best-ever year: McLaren was second to Brabham

Moss won the Argentinian Grand Prix on 19th January] and later their second when Frenchman Maurice Trintignant won the Monaco Grand Prix in Rob Walker's car. By now Coventry Climax had succeeded in enlarging their FPF engine to 2.2 litres so that it developed 193 bhp at 6250 rpm and in Formula Two Cooper won ten of the twelve races they entered.

For 1959 Coventry Climax again enlarged their engine, this time to the full 2.5 litres [2495

## COOPER RACING CARS

1957 Cooper at the Goodwood Festival of Speed, under the control of Sir Stirling Moss.



In the 1930s, when the Traction Avant was launched, the State of California did not recognise Citroën as a legitimate manufacturer of motor vehicles and Citroën could therefore not export cars to California.

Challenger Motors of Hollywood, recognising the potential of the Traction Avant, imported a number of cars before World War II. The cars imported by Challenger Motors were rebranded as Challenger Citroëns.

The two owners of Challenger Motors sponsored Dewey Gattson, better known as 'Rajo Jack' or by his pseudonym 'Jack DeSoto', to race their Traction Avant cars

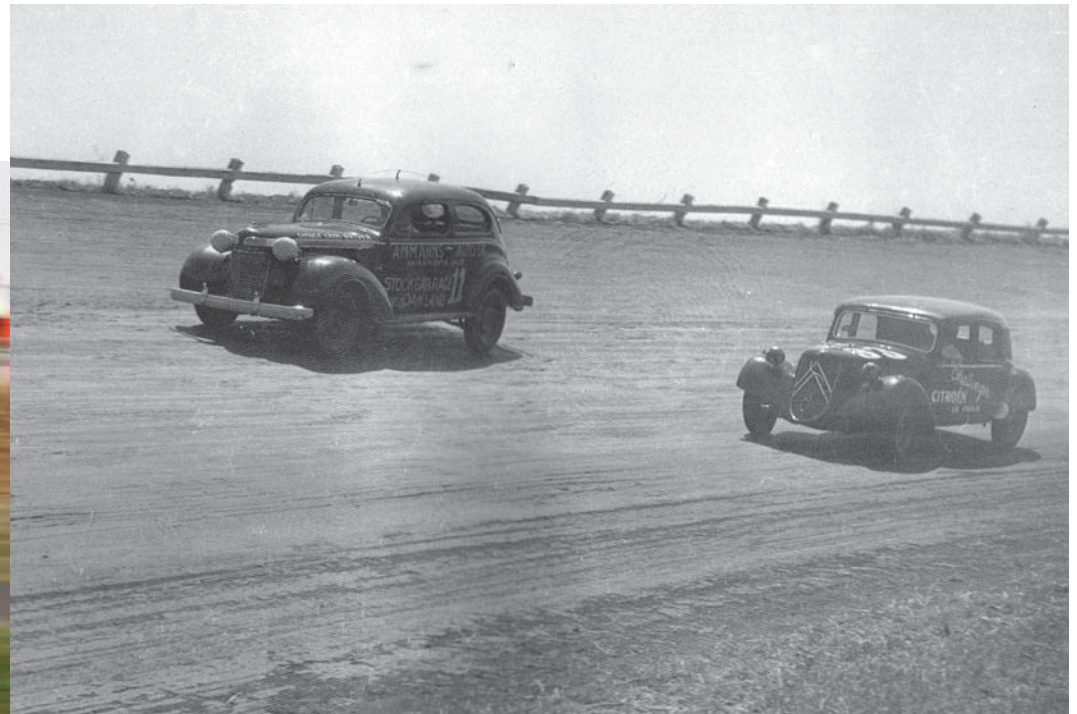
in the West Coast Stock Car circuit of 1940.

'Rajo Jack' was one of the few Black race car drivers on the West Coast in a time of racial prejudice, and was frequently a target of racism. So much so that he often

## TOO MANY WINS

claimed to be a Portuguese man named Jack DeSoto to be able to race.

At other times he claimed that he was a Native American to get around the colour barrier – but fans' acceptance had limits and his wife Ruth had to be with him every time he won so that she could do the trophy girl's job of





presenting him with the trophy and a kiss.

In 1940 he took the Challenger Citroën up and down the West Coast where he racked up an impressive number of wins considering that the 'Challenger',

movies like the original Gone in 60 Seconds, A Very Brady Christmas, and CHiPs were filmed] he was told that the Citroën was banned and never to bring it back to the track.

Sponsorship dried up after that, not due to the ban by Ascot but by the war in Europe.

Challenger Motors' next shipment of Citroën cars and spares was torpedoed by the Germans and with no new stock or spares available the two owners sold what remained of the stock to their mechanic, Charlie Dirschel, who continued to run Challenger Motors up to the early 1980s.

Chuck Forward



## Too Many Wins

at 46 hp, was competing against much more powerful machines. The front wheel drive proved itself on the slippery dirt surface of those early oval tracks.

After winning the 1940 Ascot 250 mile championship race, at the Ascot Park dirt raceway near Los Angeles [which survived to the 1990s and where scenes for

L M M J V S D ...Tous les jours de l'année

en semaine une camionnette 500 Kg

le dimanche une limousine 5 places

CITROËN 11D COMMERCIALE

By the time you read this the AGM will have been completed; it is always gratifying to see all of the positions filled once more and to see the Club on it's way to another successful year.

The Club has had a golden run over the last number of years

and it is only due to the efforts of the many members who either join the committee or take part in other ways that ensure the success of a Club. For my part in supplying spares and it is always good to see more cars on the road. We seem to be flushing out Tractions all over the place. I sometimes think surely we have reached saturation but we have seen new members from Stanthorpe, Tenterfield, Brisbane, Bendigo, Mildura, Adelaide... In fact all states and territories in Australia and even our friends from New Zealand. It has been most stimulating seeing more and more cars being restored and not just that but knowing they are in really good condition, there are a couple of big projects in NSW namely Peter Siers [who wrote in the last edition of 'Front Drive'] and Peter Lowrie [who has written for this edition] who have undertaken major restorations of their cars after a long time of ownership. Howard Mathews is another in Razorback whose like some of those already mentioned has

had a long association with the cars due to their fathers or other family members.

With such an influx of new members I believe it is time to re-publish as we have the 4 speed conversion articles. There

## SPARE NEWS

are many early articles on the Jack Weaver plate, timing chain tensioners, rear main bearing seals and clutch and gearbox articles. These form the basis of another project I would like to complete one day. That is a reference library on our website of all of these mods that can make your Traction perform even better. Anybody who would like to assist with this can be situated anywhere in Australia or the world for that matter. These really need to be on the web for all to access at will.

In my annual report I stated that I have now invoiced more than \$170,000 worth of spare parts with the surplus of nearly \$29,000. But success is not measured in money. It was measured last year on the 75th Anniversary Rally with 25 Tractions at Birdwood along with 5 Big 15s. I overheard another member telling a friend that was the greatest number of Big 15s he had ever seen in one place in Australia.

That is success! It was interesting to read an article in



April's CCCV's magazine from a 'young man' who invested in a historic race car instead of a house as there are many more houses on the market and you can buy one of those anytime. A classic car will not only require

electronics fail and the plastic deforms. I remember a meeting with Phil Irving who designed the Vincent motorcycle, he stated that as the Vincent was built from the very best stainless steel, they will always be restorable, unlike the Hondas, etc of the time which are now collect-

able but unable to reshape the plastic parts and it gets worse as our children's children ponder how to restore one of those old hybrids from the early 2000s. Rob Little

## SPARE NEWS

love and attention but also foster the diminishing skills that are required to keep them running, he goes on to state that these modern cars after 30 years will be static display only as the

### FOR SALE

#### 1995 XANTIA VSX

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]



#### 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 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]





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