



# FRONT DRIVE



Incorporating

**THE NEWSLETTER**  
CCCV

Australia's National Magazine  
for Citroën Owners and Enthusiasts



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

June/July 2024 Vol 48 No 2  
2CV Sahara: 65years of 4x4



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0418 945 461 [M]  
Ashburton Peter Moloney  
0411 869 705 [H]

### CCOCA Life Members

The committee awards life membership to Club members in recognition of their contribution to, and support of, the Club. Life memberships have been awarded to:  
Arthur and Nance Clarke 1984  
Jack Weaver 1991  
Peter Boyle 2003  
Ted Cross 2012  
Rob Little 2012  
Sue Bryant 2017  
Brian and Esther Wade 2017  
Leigh Miles 2022  
Lance Wearne 2023

### CCOCA Meetings

Club meetings are held on the fourth Wednesday of every month [except December] at 19:30. The venue is the Hawthorn Bowling Club, 1 Wood St., Hawthorn [cnr Denham St.]

### CCCV Meetings

Club general meetings are held on the third Thursday of each month [except January and December]. They alternate monthly between get-togethers in our Club rooms at 8/41 Norcal Rd., Nunawading and social gatherings in various venues, such as pubs and restaurants. Details of each month's event are published here and on the Club's website and advised to members by email.  
CCCV COMMITTEE MEETINGS  
Meetings are held monthly in locations decided each month.

### CCOCA Spares, Tools & Shop

Contact Max Lewis. Phone: 0458 993 771 [if you do phone, please do so at a reasonable hour] or:

[spareparts@citroenclassic.org.au](mailto:spareparts@citroenclassic.org.au)

#### CLUB SHOP

Club Shop is presently not operating. For further information please contact the Club's President.

### Postal Addresses

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 CAR CLUB OF VICTORIA Inc.

The address of the Club is:

PO Box 122, Nunawading, Victoria, 3131.

The Club's website is:

[www.citcarclubvic.org.au](http://www.citcarclubvic.org.au)

Citroën Classic Owners' Club of Australia Inc and Citroën Car Club of Victoria Inc are members of the Association of Motoring Clubs.

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

### Other Clubs

NSW [www.citroencarclub.org.au](http://www.citroencarclub.org.au)

QLD [www.citroenclubqld.org](http://www.citroenclubqld.org)

SA [www.clubcitroensa.com](http://www.clubcitroensa.com)

WA [www.citroenwa.org.au](http://www.citroenwa.org.au)

Tas [www.citroentas.org](http://www.citroentas.org)

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### Cover Image

The cover image shows a 'real' 2CV Sahara which was featured on the Hagerty website.

### Contributors

Contributors to this edition of 'Front Drive' include Chris Bailey, Loui Burke, Alan Brown, Ian Macdermott, Simon Marshall, Rita Robinson and Phil Ward.

### Deadline

The deadline for the next edition of 'Front Drive' is Friday, 26 July and for 'démarrreur' it is Sunday, 18 August.

## Ed Sed

For many of us, June and July means winter, and winter means hibernation and maybe the chance to make some progress on that automotive project that has been sitting ignored over the summer. For others, of course, it may mean embarking on a Raid. That is exactly what Loui Burke [SA] did in July 2016 when he embarked on Raid 2016. You can read his story in this edition.

Of course, a Raid would be the perfect vehicle for this month's featured model: the 2CV Sahara or, as most of the output of this model was more correctly named, the 2CV 4x4. With a total production of just 694, and just 30 to 100 left, the chances of finding an owner with a 'real' one was never likely. But, long-time Citroënist, Phil Ward did own a replica. His story is in this edition.

Speaking of winter and projects, the Club's May monthly



meeting was all about home-made tools, and a number of members brought along various contraptions designed to help make difficult jobs easy. Read about it on page 48.

Of course, we have pictures from Rita Robinson of this year's OzTraction held in Shepparton.

Speaking of pictures... While you have been enduring the winter in Australia, we have spent the last month, or so, in the South of France... think the Canal du Midi. But along the way you were always on my mind, and I am pleased to be able to share some motor-ing images from our time away. While most of them are Citro-centric, other marques do feature as well.

Chris Bailey has finally finished his engine overhaul and in this edition he shares the things he has learned, and the things he might do differently next time, along the way. He also ponders the parking location of top-mounted wipers on Paris-built, LHD Tractions.

### Citroëning

Club Permit applications to VicRoads must be accompanied by a RWC [pre-1949 cars can be inspected by a Club Safety Officer], ownership validation and VicRoads forms endorsed by the Club including financial

validation. New Permit holders must supply the Club with approved photos, club permit number and expiry date. The owner of a vehicle registered under the CPS will

Alan Brown is with us. This month his attention has been drawn to a battered, but beautiful, 2CV brochure from 1962.

A-Tractions and Events are in full swing over the coming months. Frankly, if you cannot find a event that merits your attendance in your favourite Citroën, I can only say you must be very fussy. Lee Dennes [CCO-CA] and Dave Rogers [CCCV] have been hard at work... and it shows.

Finally, in news just to hand, Stellantis has announced that, by the end of the year, the historic Ferté-Vidame site will be on the market. I guess we should not be surprised that the Group has little interest in its history.

In a further blow to the history of the brand Stellantis announced in late May that the Conservatoire at Aulnay will be closing at the end of June, 2024. More on this in the next edition.

Enjoy,  
Leigh F Miles ~ Editor



## CCOCA Prez Sez

I have been reflecting on the 2024 year so far, and we have been busy for the last few months. Our magazine being shared with CCCV feels like a success, and Citroën events have been flowing. The Cit-In in Launceston was a highlight for me because it brings together Citroën enthusiasts from around Australia. Congratulations once again to the Citroën Car Club of Tasmania committee for a wonderful experience.

Our main sources of communications remain Magazine, Website and our Facebook page that is now entertaining Citroën enthusiasts across Australia, and around the world.

OzTraction was recently held in Shepparton, Victoria. The weather was kind, and we had CCOCA members from Tasmania, South Australia, New South Wales and the ACT attending, as well as Victorians. We had seven Tractions which was great to see. Mark and Rita Robinson, in their rare Traction 6H [previously owned by the Burchardt family] won the 'Most Popular Car' award. This Traction had been 'under restoration' for 44 years until the Robinsons stepped up, and finished the job. The Crosses were there in our trusty Raid 2CV. It is currently receiving a final tranche of mechanical repairs. 2CVs are incredibly reliable but four Raids

across Australia have come at a cost. Fortunately, Peter Fosselius has been in town and he is attending to the final list of repairs. We expect Henny Penny to be even better than ever.

This month Leigh has found some fascinating information on 2CV Sahara models. Possibly one of Citroën's most unique vehicles; so please read on. Incidentally, our Queensland members, Bruce and Yvette Adame, have an even rarer, fully restored, 4WD Mehari residing in their garage.

Finally welcome to our recent new members, Bruce and Lach Cumming [Vic, Light 15], Gary Stanbrough, [NSW, D Special], Peter Fosselius and Lorraine Hildebert [SA, 2CV/Ami/Dyane], Ian McIntyre [Qld, 11 BL] and Michael and Linden Sandford [NSW, DS 23]. This mix of Citroën models highlights why CCOCA believes all Citroëns are Classics.

Ted Cross ~ President, CCOCA



## CCCV President's Report



I have been thinking a lot about cables recently. Now, go with me on this. Of all the wonderful bits of engineering on our cars the humble cable is probably the simplest yet, as I have discovered, probably one of the most crucial. Two events have happened recently to ram this point home to me. The first was the annual Show and Shine. Both of my cars made it there but have a guess how many made it home under their own steam. That's right, the BX decided enough was enough, and snapped its clutch cable whilst in the centre lane of Kings Way, heading into Saturday peak hour. This wouldn't have been so bad if one of the rods connecting the gearstick to the gearbox hadn't also decided to fall off, rendering the car immobile.

The second event happened when I picked up a mate in Geelong, heading for a friend's art exhibition in Lorne. Piloting the DS down the freeway was effortless and uneventful, however something didn't seem right as we turned off for Lorne. Taking off from a set of lights the accelerator pedal didn't spring back up and the car kept gaining speed, not ideal in a residential back street. Pulling over revealed the accelerator cable had jammed. A bit more digging showed it was frayed to a sin-

gle thread, and snagging in the outer sheath. At this point we abandoned the car, and walked to the nearest Bunnings, just as it was closing, so I could jury rig the cable to get home. The moral of these stories is, don't ignore a clutch/accelerator/brake cable that doesn't quite feel right.

Now onto some club news. Our recent trip to All Head Services was a great night full of stories and gave everyone an idea of just how involved rebuilding a cylinder head can be. What was really surprising is that in this digital age most of their work is carried out with analogue gauges, and well trained eyes, by people with a great deal of experience. One of the biggest challenges they face is actually finding fitters and turners, or apprentices to train up. It's a challenge facing a lot of industries and car clubs.

Coming up we have three

Continued on page 8



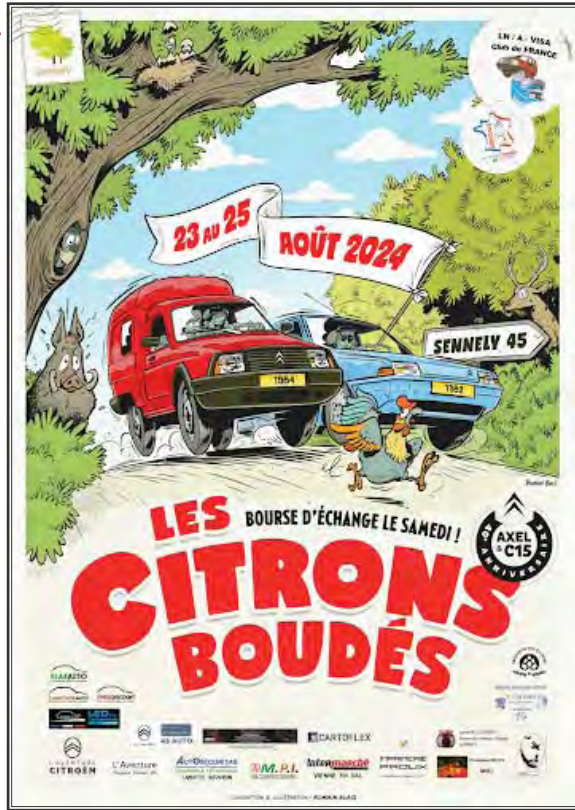


# CCCV President's Report

Continued from page 7

events which require RSVPs for attendance. The first is our next meeting at the club rooms. Don Scutt has raided his film collection and picked out a couple of gems, with the club putting on pizza and popcorn. Next up is the Bastille Day lunch at the Waverley Golf Club on Sunday, 14 July. And finally the July general meeting will be a pub night held at the Bridge Hotel in Mordialloc on Thursday, 18 July. Check the club website for RSVP details.

Michael Faulks ~ President, CCCV



## CCCV Noticeboard

### LHM OIL FOR MEMBERS

The price of LHM oil is now \$18.00 per litre as at 10/11/21.

Cheque, money order or EFT [payable to CCCV Inc.] Note: Purchasers must receive a receipt.

Check for your nearest rep:

- Mentone  
Stephen Maloney 0438 155 797
- Western Suburbs  
Ferdie Saliba 0409 384 977
- Glen Iris  
Colin Bates 9822 2864
- Ringwood  
Wolfgang Siem 0425 872 082

- Somerville  
John Parsons 0407 045 388
  - Ashburton  
Robert Belcourt 0439 798 079
  - Shepparton  
Rob Little 0419 581 622
  - Warrnambool  
Roger Wilkinson 0427 115 224
  - Hurstbridge  
Adelino de Silva 0419 886 480
- Also available from club shop at club meetings.

### LDS OIL

LDS oil is available at club rooms on club nights only at \$25.00 per litre.

## A-Tractions

Please note: To book or RSVP for a CCOCA organised event you must register on line at the club's website. Do not contact the organiser to register your attendance.

The Clubs strongly recommend wearing a mask in areas where you cannot maintain social distancing.

**CCOCA/CCCV Events Look Like This**

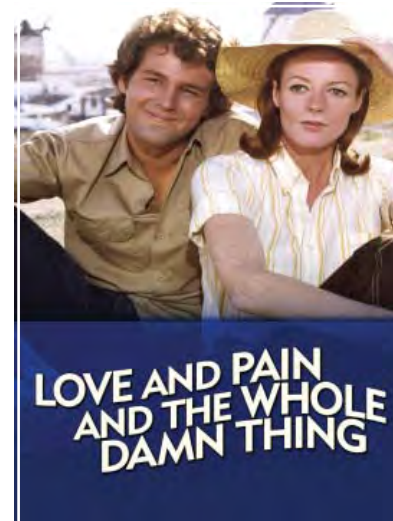
*Other Citroën Events Look Like This*

**Non-Citroën Events Look Like This**

### June

#### CCCV June Monthly Meeting: Film Night

WHEN: Thursday, 20 June  
TIME: Film starts at 18:30



WHERE: CCCV Club Rooms,  
8/41 Norcal Rd., Nunawading  
COST: Free

REGISTRATION:  
Essential by Tuesday, 18 June.  
Text Dave Rogers

MORE INFO:  
Dave Rogers, 0422 229 484

This month the club is hosting a movie night at the clubrooms. Don Scutt has raided his movie collection for a French classic; 'Love, Pain and the Whole Damn Thing'. Bring your partner to squeeze your hand as you watch this romantic comedy together. Commencing at 18.30, pizza and popcorn supplied.

#### CCOCA June Monthly Meeting: Film Night

WHEN: Wednesday, 26 June

## A-Tractions

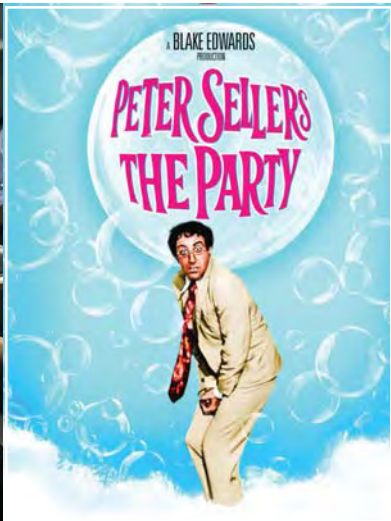


Image: Event Cinemas, New Zealand.

TIME: From 19:30  
 WHERE: Hawthorn Bowling Club, 1 Wood St., Hawthorn [cnr Denham St.]  
 COST: Free  
 REGISTRATION: Essential, for catering, by 24 June  
 MORE INFO: Lee Dennes, [activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)  
 DO NOT CALL LEE TO REGISTER! You must register/book via the CCOCA website:  
<https://citroenclassic.org.au>

### CCOCA JUNE BOOKING

For many film fans Blake Edwards' movie 'The Party', starring Peter Sellers is a comedic highlight. Come along, bring the pop corn, sit back and watch this great movie with friends. It may not be 'gold class', but you will have a golden night out. Supper supplied, of course.



## July

### Bastille Day Lunch

WHEN: Sunday, 14 July  
 TIME: 12:00 for 12:30  
 WHERE: Churchill-Waverley Golf and Bowls Club, 82 Bergins Rd., Rowville. 3178  
 COST: \$40.00pp, refreshments to your account  
 REGISTRATION: Essential by Friday, 5 July  
 BRING: Your wallet  
 MORE INFO: Marg Towt, [marg.towt@bigpond.com](mailto:marg.towt@bigpond.com)

DO NOT CALL MARG TO REGISTER! You must register/book via the CCOCA website:

<https://citroenclassic.org.au>

### BASTILLE BOOKING

Join your fellow Citroënists from CCOCA and CCCV for a two course lunch at this inviting venue. The price, of \$40 per person, has been subsidised by



the Club, but refreshments are to your account. So, bring your wallet! As always, be sure to drink responsibly. Please wear your name tag! Should you need to cancel your booking, any refund will be at the discretion of the organisers. Late bookings will not be accepted.

### CCCV July Dinner Meeting

WHEN: Thursday, 18 July  
 TIME: 19:00 for a 19:15 sit down  
 WHERE: The Bridge Hotel, 1-4 Nepean H'way., Aspendale. 3195  
 COST: Food and refreshments to your account  
 REGISTRATION: Essential by Wednesday, 17 July. Text Ian Downie  
 BRING: Hunger and a thirst  
 MORE INFO: Ian Downie, 0452 411 104

Once again in place of a club night in the Nunawading club rooms, we are heading for a pub outing and meal. These sojourns are to encourage members who otherwise might not attend Club meetings. We rotate the area that they are held in so as to make them convenient to members in far flung areas. This month we head Bayside.

### CCOCA July Monthly Meeting: Chat Night

WHEN: Wednesday, 24 July

## A-Tractions

TIME: From 19:30  
 WHERE: Hawthorn Bowling Club, 1 Wood St., Hawthorn [cnr Denham St.]  
 COST: Free  
 REGISTRATION: Essential for catering by 22 July  
 MORE INFO: Lee Dennes, [activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)  
 DO NOT CALL LEE TO REGISTER! You must register/book via the CCOCA website:  
<https://citroenclassic.org.au>  
**CCOCA JULY BOOKING**

Display cars 08:00 to 08:45  
 WHERE: Glen Huntly Village strip, cnr Grange and Glen Huntly Rds  
 COST: Free  
 REGISTRATION: Essential, by 21 July  
 MORE INFO: Nick Hutton, 0412 051 358  
[nhutton@tpg.com.au](mailto:nhutton@tpg.com.au)

DO NOT CALL NICK TO REGISTER! You must register/book via the CCOCA website:  
<https://citroenclassic.org.au>

### GLEN HUNTLY BOOKING

The organiser of this event, the Glen Huntly Village Traders Association, has invited members of the CCCV and CCOCA to put their classic Citroëns on display. The organiser has already received acceptances to display



Come along and enjoy the warmth of the company of other Citroënists at the Club's July meeting. Max will be there with a large selection of books from the Club's library, all of them available to borrow. Remember, if there is a particular book you would like to borrow get in touch with Max before the meeting and he will be sure to bring it along for you.

### 📅 August

### Glen Huntly Traders Classic Wheels

WHEN: Sunday, 4 August  
 TIME: 09:00 to 12:00.

GLEN HUNTLY TRADERS PRESENTS  
**CLASSIC Wheels**  
 4TH AUGUST 2025  
 KIDS ACTIVITIES  
 TIMELESS Appeal  
 FREE FOR PUBLIC

vehicles from the Buick, Cadillac, MG, Pontiac and Vauxhall clubs, so this is an opportunity for us to show off cars with real design, engineering and innovation excellence.

Cars will be displayed, in designated areas for each car club, in Glen Huntly Rd, between Grange Rd and Manchester Grove.

Cars for display will be required to arrive on the day between 08:00 and 08:45 and will be able to leave after 12:00.

Display spaces are limited. Citroën has been allocated 15 spaces, but this number may be increased or decreased depending on acceptances from other clubs. To enable a final allocation of spaces the organiser needs to know numbers from each club by not later than Sunday, 21 July.

If there are more acceptances than can be accommodated it will be 'first in best dressed', so get your registrations in early. Registrants will be advised if they have made the cut to display their vehicle shortly after the close date.

### CCCV August Monthly Meeting: Winter Chit Chat

WHEN: Thursday, 15 August  
 TIME: 19:30  
 WHERE: CCCV Club Rooms, 8/41 Norcal Rd., Nunawading  
 COST: Free  
 REGISTRATION: Not required

MORE INFO: Ian Downie  
 0452 411 104

Winter chit chat in the club rooms. Ian Downie will present on the now completed and extensive restoration of his Series 2 E-Type Jaguar, which will be on display on the night. So rug up warmly, oggle over some non-Citroën car porn, hear all about it's undressing and re-clothing, and have a convivial cuppa and cake.

### Vietnamese Cooking Class

WHEN: Saturday, 17 August  
 TIME: 13:00  
 WHERE: Southern Church of Christ, 2 Chesterville Rd., Cheltenham  
 COST: \$28pp  
 BOOKINGS: Essential, see below  
 BRING: An apron and an appetite  
 MORE INFO: Rita Richardson  
[facebook@citroenclassic.org.au](mailto:facebook@citroenclassic.org.au)  
 DO NOT CALL RITA TO REG-



# A-Tractions



TIME: 19:00  
 WHERE: Base Camp Restaurant, 102 High St, Northcote  
 COST: Dinner and refreshments to your account [Licenced and BYO, wine only]  
 REGISTRATION: Essential for catering by 26 August  
 MORE INFO: Simon Marshall, 0404 046 907

DO NOT CALL SIMON TO REGISTER! You must register/book via the CCOCA website:  
<https://citroenclassic.org.au>

### BASECAMP BOOKING

What is Birmingham Balti, you ask?  
 In short, its Indian styled British curries served in small Balti dishes. With ranges from smooth curries to fiery Indian chilli dishes, Balti is a definite win amongst all lovers of Indian Cuisine. But wait, that is not all; it is perfect for vegans, vegetarians and meat-lovers alike. Base Camp is not only home to Balti curries. We offer a range of Himalayan dishes from momos, to monthly Chef's Special. Base Camp offers gluten-free, vegan friendly, vegetarian, and meat lovers' dishes.

REGISTER! You must register/book via the CCOCA website:

<https://citroenclassic.org.au>

### COOKING BOOKING

After the outstanding success of last year's cooking class, club members Rita and Mark Robinson are back by demand to show you how to prepare, cook, and enjoy these tasty little morsels.

NB: This class is restricted to the first 16 members who register and pay \$28.

### *CCOCA August Monthly Meeting: Restaurant Night*

WHEN: Wednesday, 28 August



### *Chit Chat Tuesday*

WHEN: 1st Tuesday  
 2 July  
 6 August  
 3 September  
 TIME: 10:00  
 WHERE: Laneway Espresso Café, Dromana  
 COST: Cheap Eats  
 BOOKING: Not required  
 CONTACT: Warwick Spinaze 0407 016 719.

Laneway Espresso Café ~ next door to the Dromana Hotel, 167 Nepean H'way, Dromana. Easy to find, plenty of parking, under-cover seating if the weather is wet. This is a low key 'DIY' event for like minded Citroën owners to meet and chat.

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828 Sydney Road Brunswick Victoria 3056 Phone (03) 9386 5331 [www.stuckey.com.au](http://www.stuckey.com.au)



# A-Tractions

## September

### Geelong Culture and Conviviality Tour

WHEN: Tuesday, 3 September to Thursday, 5 September  
TIME: 10:00 for a 10:30 departure

FROM: Tarneit Central Shopping Centre, 540 Derrimut Rd., Tarneit

TO: Geelong and district

COST: \$35, plus accommodation. See below

BOOKINGS: Essential by Sunday, 25 August

MORE INFO: Nick Hutton, 0412 051 358

[nhutton@tpg.com.au](mailto:nhutton@tpg.com.au)

DO NOT CALL NICK TO REGISTER! You must register/book via the CCOCA website

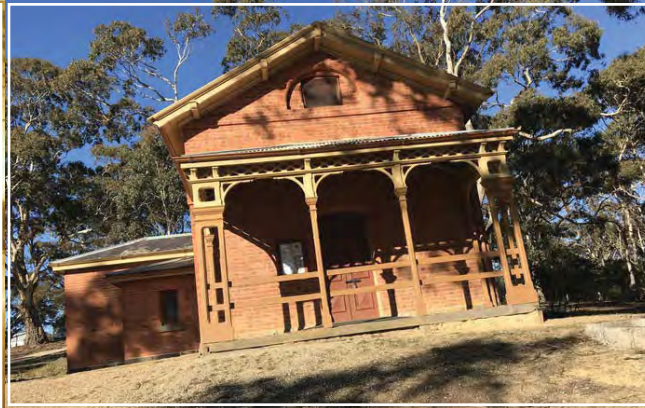
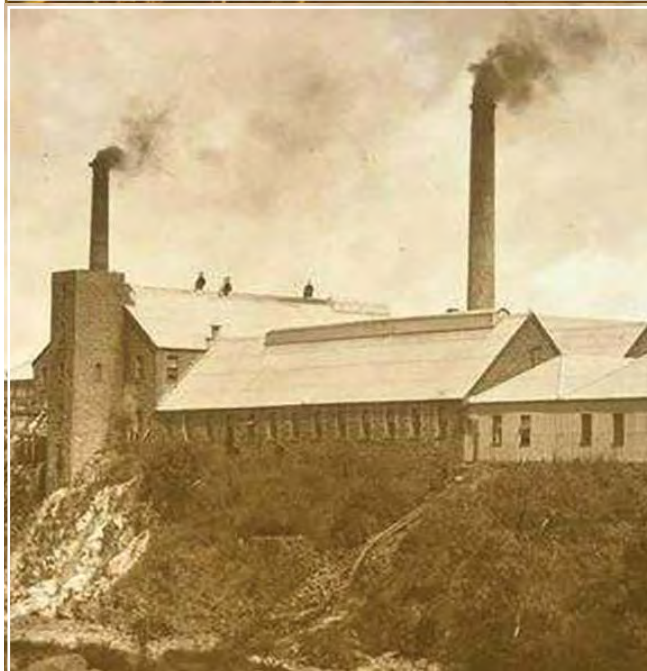
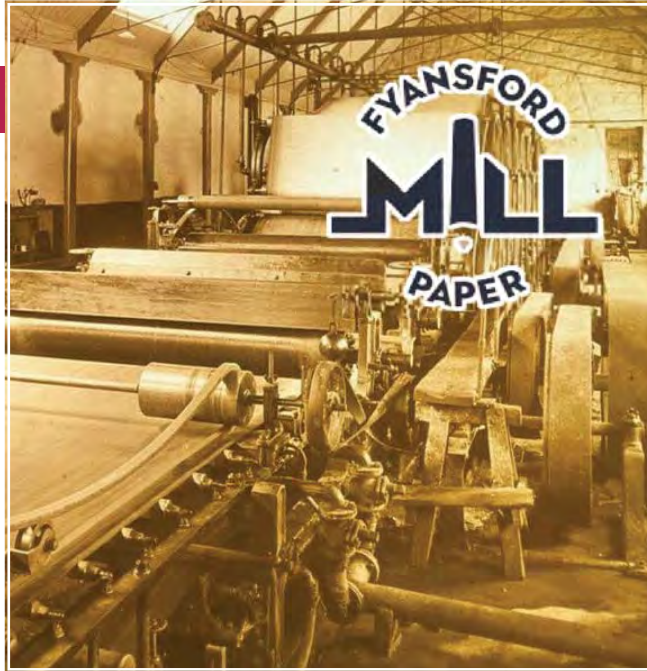
<https://citroenclassic.org.au>

#### GEELONG TOUR BOOKING

A COMBINED CCOCA AND CCCV EVENT

This midweek tour has been designed to capture the many interests of those attending.

It is a three day/two night getaway with options for individuals to extend their visit or join the group when they wish. It will include a scenic drive to the Steiglitz Historical Park and a tour of the Lara Museum and Historical Centre. The highlight of this Tour will be the Fyansford Paper Mill Heritage Precinct where we will be given a private tour.



#### PREFERRED ACCOMMODATION:

▲ Tasman Holiday Park, 75 Barabool Road, Belmont. [03] 5243 5505 Concessional rates have been negotiated as follows:

▲ Standard one bedroom cabin; \$125 per night payable in full on booking, non-refundable or \$139 per night, first night payable on booking, second night on arrival, fully refundable on cancellation up to 72 hours before arrival date.

▲ De-luxe one bedroom cabin; \$143 per night payable in full on booking non-refundable or \$159 per night, first night payable on booking, second night on arrival, fully refundable on cancellation up to 72 hours before arrival date.

Members will need to make their own reservations direct with the park quoting that they are part of the Citroën tour group to get the above rates.

Note that NO accommodation is being held so make your booking as soon as possible.

COST: Attendees will need to prepay for the Museum, Mill entry fees and a Communal Dinner when registering.

These are optional:  
Lara Museum \$5  
Fryansford Paper Mill \$10  
Communal Dinner \$20

All other expenses are the responsibility of attendees  
A detailed Tour Itinerary is

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## A-Tractions

available for you to read or download here.

### TOUR ITINERARY

Attendees will be notified by email of any updates and changes seven days before the event.

## CCCV September Dinner Meeting

WHEN: Thursday, 19 September

TIME: From 18:45

WHERE: The Old England Hotel, 459 Lower Heidelberg Rd., Heidelberg.

COST: Food and refreshments to your account

REGISTRATION: Essential, by Monday, 16 September. Text or email Nick Hutton

BRING: Hunger and a thirst

MORE INFO: Nick Hutton, 0412 051 358  
[nhutton@tpg.com.au](mailto:nhutton@tpg.com.au)

Once again in place of a club night in the Nunawading club rooms, we are heading for a pub outing and meal.

These sojourns are to encourage members who otherwise might not attend Club meetings. We rotate the area that they are held in so as to make them convenient to members in far flung areas.

These sojourns are to encourage members who otherwise might not attend Club meetings. We rotate the area that they are held in so as to make them convenient to members in far flung areas. This month we head North.

## CCOCA September Monthly Meeting

WHEN: Wednesday, 25 September

TIME: From 19:30

WHERE: Hawthorn Bowling Club, 1 Wood St., Hawthorn [cnr Denham St.]

COST: Free

REGISTRATION: Essential for catering by 23 September

MORE INFO: Lee Dennes, [activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)

DO NOT CALL LEE TO REGISTER! You must register/book via the CCOCA website:

<https://citroenclassic.org.au>

Event details will be available closer to the date. Keep you eyes peeled for Lee Dennes' email.





LE 7 SEPTEMBRE 2024  
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17TH INTERNATIONAL  
CITROËN CAR CLUBS RALLY,  
TORUŃ, POLAND  
14-18 August 2024

We cordially invite you to Toruń.

We have prepared a rich and varied program for you, including: Citroën club exhibitions, daily activities for children and adults, local rallies and concerts ranging from classical music, jazz to rock and, for residents, a parade on the Philadelphia Boulevard combined with a concours d'élégance and an exhibition on the Old Market Square.

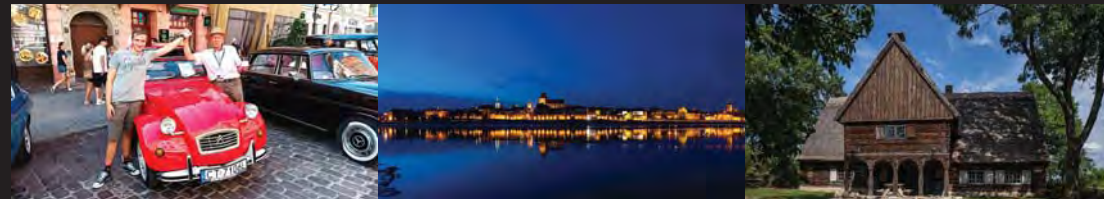
In addition, you will be able to buy various products from Europe at the flea market, try dishes from a variety of cuisines and, of course, admire Citroën cars from different eras.

Citroën owners will fall in love with Toruń's Old Town, which is inscribed on UNESCO's World Heritage list, and will have the opportunity to search for, and purchase, rare parts for their cars in Encounter City, which is located 3km from the city centre.

Obviously they will talk almost endlessly about cars and technical matters with friends who are not only Europe ~ we have participants from Martinique, New Zealand and the USA.

May Citroën cars, their positive owners and the brand motto 'Créative Technologie' bring you joy, and a respite from the tsunami of negative emotions coming at us from all sides. We are waiting for you in Toruń ~ a city with wonderful architectural monuments and valued collectors of vintage cars.

Further enquiries regarding participation in the planned event should be addressed by email to [at@automobliklubtorunski.pl](mailto:at@automobliklubtorunski.pl)



# [Not a] Member's Model: 2CV 4x4



My adventure with a 2CV 4x4 began with a conversation with the [sadly] late Rene Goedel during the 1988 Raid Australia. He, and his wife Marjolene, had brought a Mehari from Holland to participate in the Raid. By the end of the trek from Perth to Sydney via Alice Springs, Rene's dust intake had convinced him that a slightly more sealed vehicle would be better suited for the following Raid, in 1992.

Rene informed me that he intended to build a 4x4 replica for this purpose, which he and

Phil Ward's 2CV 4x4 in Western Australia during Raid 1996.

Marjolene would sell before returning to Holland. Naturally, I jumped in with 'if you build it, I will buy it!' I had wanted a Sahara for a long time, but finding a genuine one can be a difficult, and expensive, exercise.

When I visited Rene in 1989, at his home in Rotterdam, the build was well underway. He had found a suitable late '50s, ripple bonnet 2CV and was putting his impressive aircraft engineering skills to work fabricating a very faithful replica. But then,

because the Sahara was hand built, in relatively small batches, at the Panhard Factory, each car was individual, and differed in detail, during its production of only 694 examples.

While the genuine 2CV Sahara had two 425cc engines, Rene fitted two 602cc engines and also, using the later 2CV gearboxes, kept the drum brakes to keep it more original for Dutch registration.

The only other changes were cable operated clutches, not hydraulic, the bonnet with the spare wheel well, retained the ripples ~ not flat ~ and the rear mudguards had not been cut out like the original models. Although I did subsequently sculpt

the rear guards to replicate the original.

I took possession of Rene's 2CV 4x4 at the end of the 1992 Raid in far north Queensland, and drove the 4,000km trek back home to Adelaide. To say the 4x4 was great to drive is an understatement. I have had numerous 2CVs, and derivatives, from old to new and have always enjoyed their quirks and simplicity, but not quite so the lack of power.

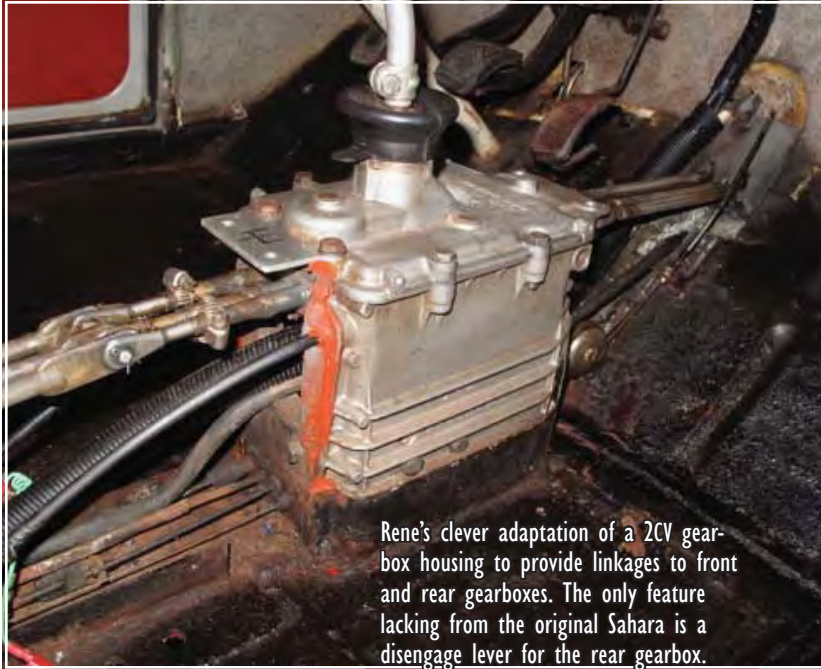
But the 4x4 made up for that. This 2CV was able to keep up with traffic, maintain a high cruising speed [and easily go over the speedo's limit of 130kph!], and climb hills with ease. Stability was impressive: with the ex-

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# [Not a] Member's Model: 2CV 4x4

tra weight and even weight distribution, the 4x4 handled superbly. The trade off for this was a heavy clutch ~ operating two clutches by cable would have been lighter had the original Sahara hydraulic system been used. Also, the vehicle was also much noisier, with engines running front and back.

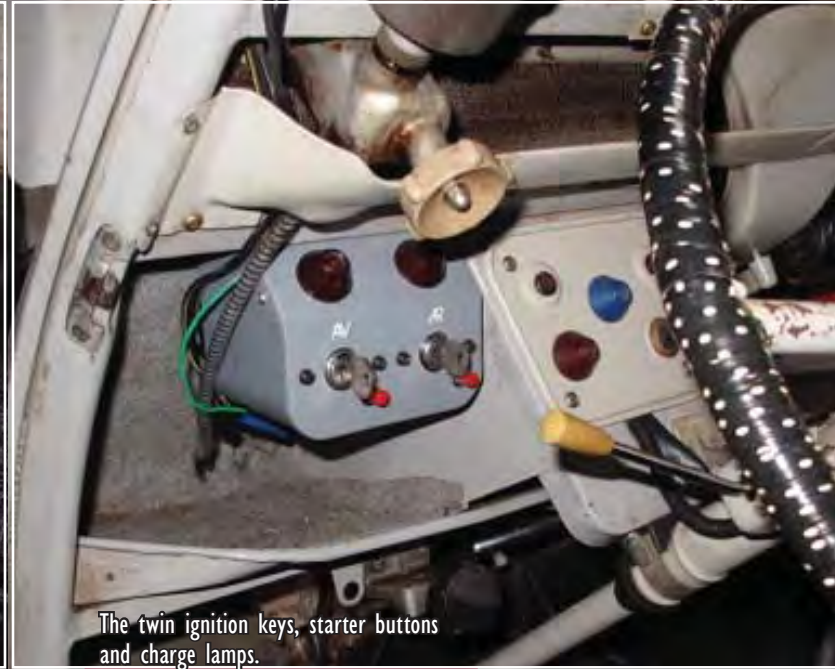
Interestingly, the fuel consumption was increased by only 75%, not double as might be expected. This is because the two engines are essentially assisting each other, and are therefore less stressed. Also, there is not an issue with synchronisation of the two motors, their relatively low power means they



Rene's clever adaptation of a 2CV gear box housing to provide linkages to front and rear gearboxes. The only feature lacking from the original Sahara is a disengage lever for the rear gearbox.



Elegantly simple linkage arrangement to the rear gearbox. Also throttle cable.



The twin ignition keys, starter buttons and charge lamps.



Rear engine and not much space for luggage!

happily run together at the road speed, and if the accelerator cables are not accurately adjusted, it doesn't really matter.

I did numerous interstate trips with this vehicle in the 15, or so, years that I owned it, including the 1996 Raid Australia, which was from Alice Springs via the Kimberlys and Broome, to Perth.

Another highlight was the glorious 4x4 only beach run from Noosa to Double Island Point and Rainbow Beach ~ I was amused to see those 4x4 drivers stuck in the sand, as the 2CV cruised effortlessly past. But the most memorable run was through the Victorian Alps, where the

# [Not a] Member's Model: 2CV 4x4



Specially fabricated 25litre fuel tanks under each front seat.



The 2CV 4x4 interior ~ original except for twin ignition switches, floor mounted gearshift, dual fuel gauges and voltmeter.



At one time Phil's garage held a 2CV Charleston, an Ami 6 and, of course, the 2CV 4x4. The Ami 6 featured in 'Front Drive Vol 28, No 4. [August/September, 2004].



2CV 4x4's handling and power made light work of those alpine roads.

Over the years, I did make a couple of improvements, including long range fuel tanks ~ 25litre instead of 15litre under each front seat. Another improvement was new rear suspension arms made by Louis Barbour. The original arms were modified front arms, which proved too short for the suspension travel. I also re-made the ignition switch box to be more like the original.

To sum up, this 2CV 4x4 was a very well-engineered replica, was fun to drive and could go anywhere. Do I regret selling it? Yes. Would

# [Not a] Member's Model: 2CV 4x4



The 4x4 in the beautiful Victorian Alps.  
4x4 beach drive ~ Noosa to Rainbow  
Beach, Queensland



The 2CV 4x4 at the 'Cherry Venture'  
shipwreck, Teewah Beach, Queensland

I have one again? Maybe, but I would have to build one myself, and I am already committed to rebuilding my H-van and converting it to electric.

C'est la vie!

Footnote 1: Rene did subsequently go on to build a second 2CV 4x4 for the Raid in 1996 using two Visa 652cc engines; an impressive beast! It now lives in England.

Footnote 2: 'Cherry Venture' was a 1,600ton cargo ship of Scandinavian origin. It ran aground on Teewah Beach in South East Queensland, Australia on 6 July 1973 and remained on the beach until its removal in early 2007. In late

2006, it was announced that the wreck would be demolished because of increasing dangers posed by its deterioration, including exposed asbestos in the engine room. After the demolition of the wreck, the state government ordered the site to be buried for the safety of visitors. In 2013, Cyclone Oswald caused severe erosion at the site which removed the layer of sand above the remains of the hull. This sparked the tourism business because the wreck was, and still is, a special example of Australia's shipping history.

Phil Ward

# In the Limelight



ALBERT R. BROCCOLI presents  
**ROGER MOORE** as IAN FLEMING'S **JAMES BOND 007™**  
IN **FOR YOUR EYES ONLY** A  
STARRING CAROLE BOUQUET · TOPOL · EYNN HOLLY JOHNSON · JULIAN GLOVER  
PRODUCED BY ALBERT R. BROCCOLI · DIRECTED BY JOHN GLEN · SCREENPLAY BY RICHARD MAIBAUM AND MICHAEL G. WILSON · EXECUTIVE PRODUCER MICHAEL G. WILSON



Roger Moore's two favourites of his Bond films [as well as the two he considered to be his best] were 'The Spy Who Loved Me' [1977] and 'For Your Eyes Only' [1981]. He stated that, of all the cars he drove in the franchise, the Citroën 2CV was his favourite.

Director, John Glen, used the slopes and olive trees around Corfu town for the chase between Melina's Citroën 2CV and Gonzales' men driving Peugeot 504s.

The scene was shot across 12 days, with stunt driver Rémy

*James Bond: 'I love a drive in the country... Don't you?'*





# In the Limelight



Julienne driving the Citroën.

Four Citroën 2CVs were used, with modifications for the stunts. In order to outrun a pair of black Peugeot 504s, the usual two-cylinder engine was swapped for the more powerful four-pot boxer from a Citroën GS. One even received a special revolving plate on its roof, so it

could get turned upside down.

Citroën later marketed a limited edition 2CV 007, complete with imitation bullet holes.

CCCUK's very own Nigel Wild has one of the original cars stashed away in his Church, and we spotted an immaculate look-alike at the 50th Anniversary G Rally.

## RAID 2016, Part I: Days 1 to 12

What is RAID? It is primarily for like-minded lunatics to take a 2CV for a month into remote areas of Australia, for which normal people would consider a four wheel drive essential. This involves a significant amount of dirt roads, some with horrendous corrugations, water crossings, bush camping, and travelling with a great bunch of fellow Citroën enthusiasts. The Australian version of RAID has run, at the time of writing, seven times, once every four years, since 1992.

This particular RAID started, and finished, in Alice Springs, which obviously required all participants to get there to begin, and then return home afterwards. The RAID itself was 6,500km, plus travel to and from Alice Springs. Around a third of the 60+ cars and drivers were from overseas, so their respective journeys re-



quired considerable planning and logistics to even get to Australia, import their cars, then drive to Alice Springs from their port of entry

### *Preparation of my 2CV for RAID*

I purchased my 1985 2CV Charleston from Bob Shackley in Canberra in October 2015. It had a new galvanised chassis and completely rewelded body and all major components had been renovated or replaced. Everyone said that it was too good to use for RAID, but I bought it to do RAID, so I was quite relaxed and confident about it

The general consensus for RAID preparation is to remove the rear seat, check all electrical connections, cover and secure brake and petrol lines, fit a CB radio, change the engine oil and filter, fit a pre-filter on the air cleaner and generally check everything was secured. All sounds easy really, but it took many weekends of work to get the car in a state with which I was happy.

The packing of the car required 30litres of fuel and 20litres of water, plus camping equipment, food, clothes, tools, spares and an extra tyre and tube. I was OK because Helen, my wife, had decided that RAID was not for her, so I had more space and flexibility than those cars with two people, plus all their gear.

### *Adelaide to Alice Springs ~ Three days and 1,500km*

This was to be a shake down test for the cars. Several members of the South Australian Club were going on RAID. So, on 28 July, I started from a wet Aldgate, in the Adelaide Hills, to meet Greg in Adelaide to begin the adventure. We then met Colin and Mary in their car on the north of Adelaide and travelled in the rain until our first bakery stop, before heading via Port Pirie and Port Augusta, to then turn onto the Stuart Highway which leads to Alice Springs.

The road had a very different feel from the previous highway. The traffic was mostly big, muscular Four Wheel Drives, with off-road trailers and roof racks filled with jerry cans and camping gear. I did feel somewhat concerned about a 2CV doing all this, but confident nonetheless. Seeing several rolled over and burnt-out or abandoned cars on the roadside added to my concern, but hey, we are on an adventure!

Our first night camping, after 630km, was at Glendambo, which has a good pub next to the camp site, so no cooking yet. The night was cold, with ice on the tent in the morning, but a beautiful sunrise and a hot shower made a good start to the day

Coober Pedy was the

planned lunch stop, but problems with Greg's car leaking oil and misfiring, extended that for an hour or so, until the issue of excess crank case pressure was resolved. Coober Pedy is a bizarre place, famed for opal mining, with most things underground because of the summer heat. Our 500km trip to Marla was slow, because of Greg's car plus having to follow a wide load at 80kph for 40km. We arrived with the long shadows just in time to pitch the tent before dark. Another steak at the pub! However, we were kept awake by the cows in a road train cattle truck, that were destined to become pub meals all too soon.

The third and final day was 440km to Alice Springs. As we crossed the border into Northern Territory, the weather improved noticeably, and by the time we arrived at Alice Springs, it was T-shirt and shorts time.

Because the camping ground was the meeting point for everyone on RAID, it was busy. First camp cooking, which went well. Alcohol is carefully controlled in NT, with police on duty at every Bottle Shop to ensure the two litres per day wine 'limit' for everyone was enforced. Noisy night with traffic and three blasts from the Ghan train at 06:30 to wake everyone up.

Sunday was spent fixing up the cars, as required. Mine had a leaking front shock absorber,

## RAID 2016, Part I: Days 1 to 12

which was quickly exchanged for a used spare while organising a new pair to be sent on to Katherine for the following Friday [thanks Rolf]. The welcome dinner was arranged for Sunday night to introduce everyone, and to give some thoughts on the month ahead, and to arrange the travelling groups of six to eight cars each.

### Day 1

I was in Team Baudin [comprising three French, and three Australian, cars]. Baudin was a French Navy Captain who met the English Captain, Matthew Flinders in 1804 at the conveniently named Encounter Bay in South Australia. Despite France and England being at war at the time, the meeting was amicable, and in this spirit the journey be-

gan.

Our first fuel stop proved interesting, because there was only one pump for 60+ cars, so an enforced lunch stop was in order. We encountered our first outback car ~ a relatively new Commodore but with smashed windscreen, no other windows, no number plates and four smiling Aboriginal Australians who roared off at maximum speed, as soon as they had got fuel.

Shortly afterwards, we encountered our first dirt road, heading into Yuendumu. The corrugations were fearsome, and everyone stopped to reduce tyre pressures to 18psi. What a difference! We arrived at our first proper bush camp late afternoon. One of the cars

needed a new rear engine oil seal. Engine out in the middle of the camp, and back into the car, in under two hours!

Gathered wood for a camp fire because it turned really cold as soon as the sun went down. Camp food, red wine and a fire is good for the soul. Simon gazed into the fire and said 'Just do stuff, as we will all be dead in 30 years!' I agree with the sentiment. It had been a great first day

### Day 2

All day on the dirt into the Tanami Desert. We needed a 10litre fuel top up en route, because there were no fuel stops today. Greg suffered a broken driver's side window from a stone thrown up by a passing 2CV. Not happy!

The corrugations gave Colin a flat tyre, and I dented two wheel rims [pressures too low at 16psi]. My front grill fell off, as the screws fell out, but was quickly reattached with self-tappers. The prescribed camp site at Rabbit Flat was as elusive as any rabbits, so we moved on to another suitable area. We fixed Colin's flat tyre while the French replaced the real engine oil seal on Fraid's car, with a spare one that another car happened to have. Both took around two hours. We learnt a lot about how to break the bead on a flat tyre. Not as easy as it looks. King Pins and Drive

shafts greased ready for tomorrow. A beef and noodle dinner with good chat around the fire, until well after dark. Everyone feeling content with life!

### Day 3

Soon after we had set off, Fraid's car was leaking oil again from the rear oil seal. The French group started to remove the engine again ready for another new seal. Because we could not sensibly assist, Colin, Mary and I continued on the dirt, only to quickly catch up with another group which we followed until another car came to a shuddering halt with a broken suspension tie rod.

The first actions were for all the willing helpers to lift the car from the broken side, to reach the balance point, when the spare wheel was used to balance the car. A perfect fit! The tie rod thread had snapped, and as no spare was with the group, welding was the only answer. Two 12volt batteries provided the necessary power. I found that, by good fortune, the tie rod thread is the same as a 2CV wheel nut thread, and I happened to have a couple of spares. This made the welding repair much stronger, and within an hour or so, we were all ready to continue, having had to let a road train just squeeze past the car under repair. This was the only other vehicle that we saw all day!



## RAID 2016, Part I: Days 1 to 12



After arrival at our camp site, we built another camp fire, and enjoyed dinner with lots of red wine, which led to extended discussion, under the stars, about various topics including how many pieces of wood produce the optimum flame on the fire and the relative interaction of different termite communities! It all seemed to make perfect sense at the time

### Day 4

After discovering that I temporarily had a mobile phone signal, we reunited with Greg and the rest of Team Baudin, who had successfully replaced the rear oil seal, again, the day before. We set off for 260km of dirt roads to get to Top Springs. I love driving in the morning. The sunlight is really intense, without being too hot, which

just made the whole countryside come alive and emphasise the vastness and diversity of the outback.

We only saw two other moving cars in the first two hours, but several others at the roadside that had broken down and simply been abandoned. It is prohibitively expensive to get a recovery truck into the desert.

Lunch proved interesting, with the difference between French and Australian cultures becoming apparent. French culture dictates a leisurely stop, picnic tables out, tossed salads prepared and a glass of wine savoured under a shade canopy stretched between two of the 2CV vans. Meanwhile, Greg made cheese sandwiches and I enjoyed tinned tuna and a Cuppa Soup! The afternoon

drive gave Colin another flat tyre [the same one] just as we re-emerged onto the bitumen and much discussion ensued about tyre pressures. Tyres were pumped back up to 26psi for the oh-so-smooth single width bitumen road, with dirt shoulders. A couple of oncoming road trains, travelling at the 130kph speed limit, encouraged all the 2CVs to pull over and wait until they had passed, without slowing down. Top Springs camp ground seemed very crowded compared with the unlimited vistas on the previous bush camps. But they had hot showers, and dinner was provided at the Roadhouse. Wine was only available by the glass, but even so the 100+ visitors

soon discovered that they had run out of red. Onto beer then! Despite the inner warmth, the evening cooled rapidly and with no camp fire, everyone went to bed relatively early

### Day 5

Both my front shock absorbers had decided that they were no longer working at all, and even on the bitumen gave a very bumpy and noisy ride. Fortunately, a new pair should be waiting for me at Katherine, our next stop. Today's journey was all bitumen, and provided various photo opportunities including endless termite mounds and a recent 'roo roadkill, which just found its way onto Fraid's car.

I suspect this picture will also end up in the book of the RAID,



## RAID 2016, Part I: Days 1 to 12

for which Fraid is the photographer. His co-driver, Florent, is a very talented artist who has already been sketching both the scenery and 2CVs in various stages of undress on each day so far. He will be doing this every day, and based on the two books already produced [Madagascar and Kenya], the bilingual book they produce of this RAID will be outstanding. Lunch again demonstrated the cultural divide; but in spite of this we arrived in good spirits in Katherine mid-afternoon. The camp ground had full amenities, including adjacent Hot Springs, so the first stop was a supermarket and bottle shop for essential food and alcohol replenishment. We had now driven well into the Northern Territory; the weather had warmed up considerably and only a sheet, rather than a sleeping bag, was

necessary overnight. It was a little cool just before dawn.

### Day 6

'Rest days' at Katherine. Everyone gave their cars much needed TLC. Mine had the two front shock absorbers replaced. A quick and simple job, and the cause of the failure of the originals was discovered ~ they had been fitted back to front! [Same as the rear ones, but I had spotted that, and fixed that before I left Adelaide]. What a difference to the ride quality ~ even noticeable on the bitumen! I was now much more relaxed about the 2,000km of dirt to come. My repairs were minor in comparison with those of others. A walk around the camp showed some serious activity on many of the cars: from wheel straightening to full engine removal, exchange and gearbox rebuilding.

The camp also had a laundry, so much dust was removed by everyone, especially in the Hot Springs. An afternoon of just relaxing, chatting and soaking up the atmosphere was most invigorating

### Day 7

Because

nothing formal had been organized for the next few days, all the groups made separate plans. Team Baudin decided to head further north to Kakadu, then Litchfield; and then the French all wanted to visit Darwin [to complete the south to north journey across Australia]. We all set off together and, at our morning tea stop at Mary River roadhouse, Stephane discovered his oil pressure warning sensor had failed and was pumping oil out. Fortunately, he carried a spare [because this is a relatively common problem] and we were soon all ready to go again.

My driver's door window has developed the annoying habit of falling down onto my arm, which was permanently resting on the door. This was to assist with the 'cooling', 35° breeze coming into the car in lieu of air conditioning. A temporary repair was made with double sided tape. No expense spared here.

Greg knew of a swimming hole close by, down a 4WD-only track. All the cars made it, but mine did suffer significant grinding over the engine and petrol tank guards ['bash plates']. That's what they are there for, though. No apparent crocs in the cold swimming hole, though most of the group were reluctant to try.

A short trip further on to



Gurgural Camp site. No facilities other than a 'long drop', which is still much better than digging your own, on a cool morning, to watch the sunrise!

### Day 8

We introduced the French to an Aussie Bakery experience at Kakadu. They tried a pie, but the look on their faces said it all! Then a short trip to Jim Jim Bilabong camp. After setting up



# RAID 2016, Part I: Days 1 to 12

the tents, we left to go to Cooinda Resort, in Kakadu, to book a sunset river cruise on Yellow Water. Helen and I had done this before, but only during the day. The sunset cruise was superb, and the animals, birds and scenery were just sensational.

After the cruise, we all had dinner at Cooinda. The preferred choice was the Kakadu Platter, which was crocodile, barramundi, smoked kangaroo and buffalo sausages. Well, why wouldn't you? We returned to camp well after dark, and I discovered that I had not fully zipped up the inner fly screens. So I spent the night with mozzies buzzing around inside the tent. Fortunately, they do not find me particularly tasty.

## Day 9

We continued to Jabiru Lodge camp ground, set up camp, then headed off late afternoon to Ubirr Rock to look at some aboriginal rock art, before climbing to the top of the rock to watch the sunset, with hundreds of others. Controlled fires burning in the area created a lot of drifting smoke haze which obscured the setting sun, so most people left as soon as the sun dipped below the distant hills. However, our group waited a while and were treated to a stunning kaleidoscope of colour over a most memorable view.

The descent proved challeng-



ing as it was getting very dark very quickly, and, of course, I had left my head torch in the car! On the way back to the camp, we stopped at a Thai restaurant which was the only place to eat in the whole area. It was extremely good, despite it being alcohol free [by law] and being watched by a small army of cane toads as we ate our meals.

The drive back was the first



time I had driven the car at night. Interestingly the lights appear to dip towards the right [from a LHD car?] Something else to add to the list for when I get back to Adelaide.

## Day 10

Travel to Litchfield, via 60km of good, if a little dusty, dirt road. Mostly 70-80kph with a few dry creek crossings and floodways. It was so enjoyable that I wanted to go back and

do it again. Sadly, we needed to keep going.

Stopped in Batchelor for fuel, food and beer. The bottle shop was part of the pub, so a cold beer was most welcome to settle the dust. We headed to a camp near Florence Falls, via a quite challenging 4WD track.

The other campers were all in off-road caravans and seemed a little nonplussed to have seven 2CVs arrive. We had to scavenge for firewood, but managed to find a couple of dead trees which we dragged back to camp. As we had no chainsaw, we just laid the trees across the fire until they burnt through, and then started again. No problem! The fire was only for cooking, on the built in hot plate, because by then the temperature was 35°, with 22° overnight.

Our friendly neighbours decided that 22:30 was way too late to be chatting. They also asked the French to get Jean Pierre to stop snoring. That was also keeping them awake. There's no pleasing some people.

## Day 11

A rest day at the camp. All the French cars left for Darwin, but all the Australians had been before, so we decided just to chill out. The river that ran on the edge of the camp was actually nicer than a morning shower [if there had been one].

# RAID 2016, Part I: Days 1 to 12

After lunch, we walked to Florence Falls swimming hole. Most invigorating and relaxing and very popular. Late afternoon, we decided to visit the Lost City. John and Liz's car was making some worrying noises from the front wheel, so they headed back to camp. The road to Lost City was 10km and marked for 4WD only. Wrong! Apart from some sandy sections [which were easy after dropping tyre pressures to 12psi], it was a very enjoyable drive to arrive there and find the place deserted. The long shadows added to the eerie atmosphere of the natural rock formations. The return drive

was even better as we knew what to expect. Another dip in the river, cold beer, dinner and bed with a huge grin after another great day

## Day 12

Return to Katherine to hear the tragic news that Markuu was killed in an accident while in Kakadu. Everyone was devastated, and a very moving memorial service was held in the camp in his honour.

Next edition, we will bring this Raid story to its conclusion. Our thanks to Loui Burke for allowing us to reprint his article about his participation in Raid 2016.

# 2024 OzTraction



## Looking Forward

The next 'Front Drive' will be published on August 12 and will celebrate the 50th Anniversary of the launch of the CX.

Do you own a CX? If so, why not consider making a contribution to this golden anniversary edition? Send it to Leigh Miles at [editor@citroenclassic.org.au](mailto:editor@citroenclassic.org.au) by Friday, 26 July.



# 2024 OzTraction



Awards I ~ Longest Distance Travelled in a Citroën: Peter Stringer, NSW



Margaret and Rex Gibb



Robin and Suzanne Smith



Awards II ~ Most Popular Car: Mark and Rita Richardson, Vic



Libbie and Rob Little



Looks like Ted Cross is telling the participants the plans for the day.



Awards III ~ Observation Run: Bev and Bruce Stringer, Vic



Roy, Andrew and Esther Begelhole.





## Recent Doings: Tool Time

On May 22 a small group of members braved the wintry chill to attend the club general meeting, the theme of which was Tool Time. It was a night where members shared their creativity in solving problems.

If there had been a prize for the most minimal tool exhibited it would have been Marg Towt's drinking straw, which can be used to clear carby blockages. [Blow, don't suck!] Marg also carries a wire coat hanger in her 2CV, and she has experience of one of these being both a tool and a repair material.

The most common tools brought along by those attending were for centralizing brake shoes. There were at least half a dozen different versions, ranging from professionally made ones sold by the regular parts vendors to home-made jobs based around timber and PVC pipe!



Timber also featured in John Wyers' 2CV tools, with one of them being a dummy piston to aid in assembling a 2CV head.

Demonstrating that modern techniques can be used to create tools for old cars, Simon Marshall showed what could be done using CAD to draw some spanners he needed, followed by feeding the CAD file into a plasma cutter to make the tools. In a similar vein, Ray Potts brought along 3D printed tool to aid in assembling a GS synchro, and Mark Forster had a 3D printed cup holder for a 2CV. Needless to say, all these items looked thoroughly professional.

Mark also showed a collection of tiny files and other tools he has made to repair the push-connectors in 2CV wiring. The scale of these tools showed that Mark probably missed his calling to be a dentist.

Max Lewis showed some of the club's collection of Traction tools, with a reminder that they are available for loan for just the cost of postage. Max also had an interesting box of mystery tools which turned out mostly to be manufactured by Facom and intended for use on a 2CV. Unfortunately, nobody could identify exactly what tasks some of them were for, so Max still has some homework to do.

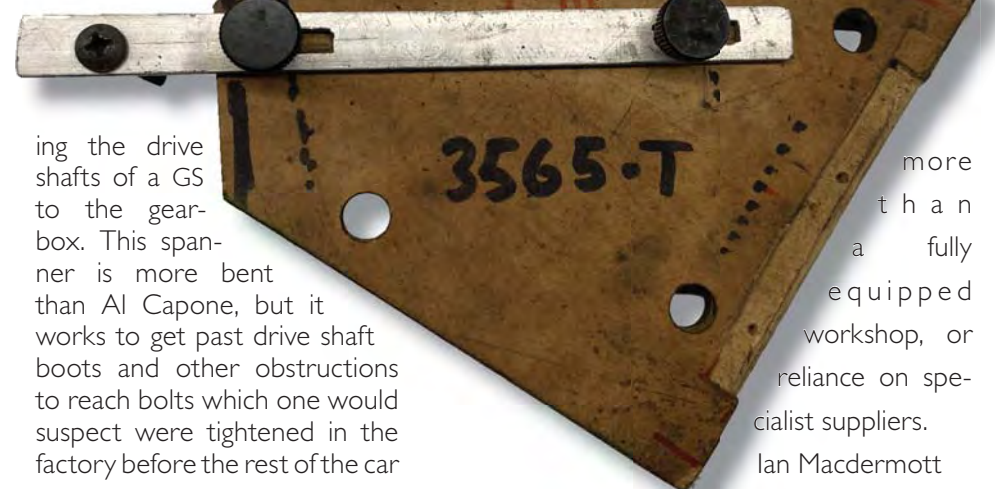
The People's Choice Award went to Potts for a spanner he



was assembled around them. It's a fair bet that Sidchrome would decline to honour the lifetime warranty if this spanner ever broke.

All of these tools work, showing that creativity sometimes counts for

created to allow a torque wrench to be used on the bolts hold-



ing the drive shafts of a GS to the gearbox. This spanner is more bent than Al Capone, but it works to get past drive shaft boots and other obstructions to reach bolts which one would suspect were tightened in the factory before the rest of the car

more than a fully equipped workshop, or reliance on specialist suppliers.  
Ian Macdermott

## Papybus Omnibus IV



### Tractions, Traits, Trésors...

Bonjour les amis Citroënistes des antipodes.

Here in Western France we were delighted to receive weather-briefing messages during May from family and friends in Western Australia; voice-mails and video clips rejoicing that the long-awaited first rains of autumn had begun to fill water tanks and refresh parched lawns and paddocks.

By contrast, according to Météo France, in Vendée we had one of the wettest winters on

record; the precipitation of May extended the trend. The first, eighth, ninth and twentieth of the month were all public holidays this year, but fine weather was only to be had on the eighth.

Not surprising, then, that three of us had to don gumboots on Ascension Day to release the Dyane from its boggy prison, beneath the oaks, on the far side of the hay meadow. It had been stuck there for two weeks after I concluded, wrongly, that the paddock might be accessible after three rainless days...

Normally, by the start of June, we would be expecting our neighbour to turn up to cut the grasses, buttercups and ox-eye daisies, then make the most of a week's sunshine to dry and bale the hay. But this year, most local agriculteurs seem to be grumbling that the seasons are running a month late: we'll have to see what the rest of June brings as they dash to sow maize and sunflowers.

A colourful bonus, though, is that this prolonged wet-season has resulted in an exceptional year for wildflowers. On May's

fourth public holiday, Pentecost Monday, as I drove Papybus to Yvonnick's house, I paused to take some pictures of mauve orchids. These are normally quite rare, but this year they have sprung in carpets along the verges between our hamlets.

Turning into Yvonnick's driveway, I could see his Traction on axle-stands, minus its front wheels.

« Misterr Brrown! I have a gift for you! But firrst, come and have a look at this contrrrra-ption! »

He proudly showed me the hub-puller he had acquired.

« You see! Everything is better with the corrrrect... appareil. What is appareil in English, mon ami? »

I tell him that an anglophone would probably say device or apparatus. Then I smile inwardly recalling that the [now somewhat archaic] franco-phone telephone greeting « qui est à l'appareil? » translates as « who's calling? »

« Well, this... apparratus, this deevise is tout simplement magique... Look, mon ami: instead of much struggle with hammeurs and leeveurs, I just turn this spanneur... »

I watch as he removes the Traction brake drum with... panache.

« But this is not the trreasure I wanted to show you today: look on the passenger seat. As I





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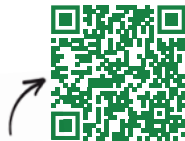


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# Papybus Omnibus IV



mier TRAIT de crayon... Consider the lines of this Trraction, how the curves communicate speed and... élégance... »

He gestures with both hands outstretched towards his Traction.

I comment that brilliant design may well be timeless, and point to the Papybus. My friend raises one eyebrow, and tactfully returns to his amicable analysis of the brochure.

« Oui, mon ami. I think that this 24-page brochure is a work of art. A masteur-piss. If you look closely, you can see that the illustrator has signed his or her name as COMTE, or possibly CONTE. Or it could be Conté or Comté of course. Don't forget to send our amis

said, I have a gift for you. »

I open the suicide door. On the pin-striped upholstery, there is a glossy-covered and well-thumbed handbook.

« I thought that you might like to show it to our Australian friends. The Deux-Chevaux handbook dates from 1962, just after the first cars with the new bonnet appeared... »

I look through the pages. Yvonnick has always been interested in graphic design, and, from his position next to the Traction front brakes, he comments, with characteristic enthusiasm, about the illustrations...

« You see, cher ami, much good design can come from the first trace of a pencil... le pre-



# Papybus Omnibus IV



Ouest-France is on the outdoor table, with a magnificent picture of the Northern Lights above the restored windmill between Sainte-Cécile and Saint-Martin.

As I drive the C8 home, the sun breaks through the clouds above the windmill, and there are half a dozen swifts wheeling above its roofless tower.

The sunrays catch the gold Camino scallop shell which we keep on Papybus's ample dash-top shelf, along with a wide-brim five-dollar K-Mart trekking hat purchased next to the Pinjarra WA pie shop last Novem-

ber. of antipodes some pictures and illustrations from more than sixty years ago ; I am sure they will enjoy them. And perhaps someone knows the true identity of that illustrator ? »

« The handbook came with the Traction when I bought it just before we were married. The owner must have also had a Deuche. Now, have a look in the glove-box, la boîte à gants. »

I pull open the lid, and take out a photograph.

« That was the day of our marriage, mon ami ! July 1976... year of the heatwave, the canicule... »

I thank him for sharing these treasures, and promise to submit them for publication.

Yvonnick pauses from his hub-pulling and, as usual, we end up on the front porch sharing late-morning Muscadet and yarns of recent events, local and further afield. A folded copy of



now. Yvonnick's gift is on the passenger seat.

Perhaps the good weather is here.

At last. Stay tuned, amis australiens, as June unfolds with promises of Le Camping, a colourful flashback from

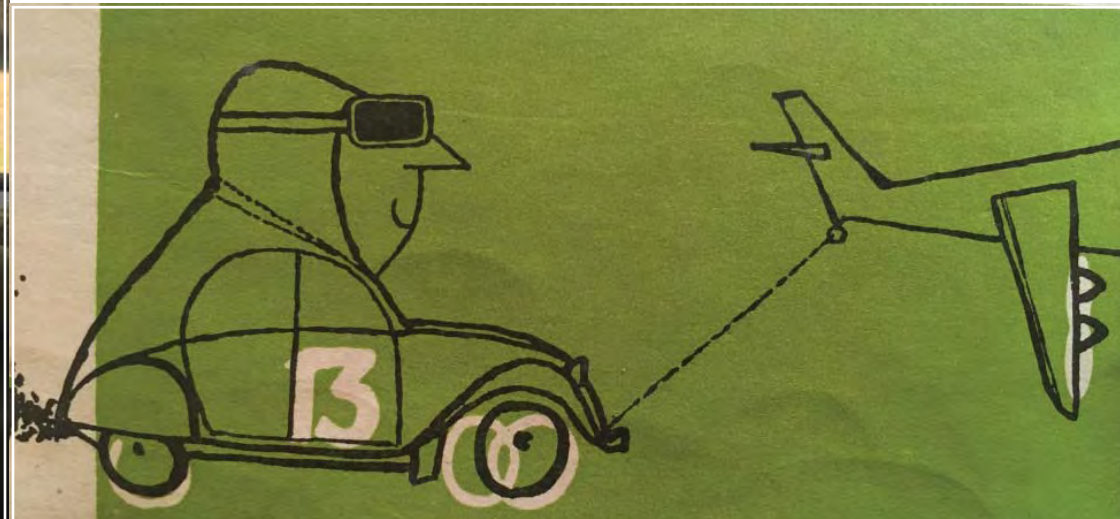
ber.

The curved panoramic wind-screen magnifies the golden reflection in a single sweep, a simple... TRAIT.

I think about the Dutch pilgrims who picnicked in the windmill doorway last month. They must be near, or possibly beyond, the Spanish border by

1958, and a résumé of a Papybus long-weekend autoroute dash to Spain, renewing some Aussie connections.

Alan Brown, June 2024  
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## Totally Traction

It is done!

The engine is in, and runs, and I have driven it. I drove down the road and back ~ the important part being that it got back without anything falling off, or out. I wasn't quite confident enough to immediately take it to the TOC Surrey-Hants-Sussex Sunday lunch but I did drive to work the following day [ie today].

This was approximately six weeks behind schedule. I originally thought this job would take six weeks. That's an impressive 100% overrun, which even building contractors would find impressive. I can claim that a couple of trips abroad deprived me of four weekends, but the rest is because there were more details to take care of than I had anticipated, this not being a like for like swap,

Before attempting this, one would be well advised to refer to Jonathan Howard's article 'D bottom End Conversions' in



the May 1984 issue of 'Floating Power'.

*[Your local Editor might contend that members of CCCUK, for whom this article was originally written, may have some difficulty locating a copy of said magazine. The chance of a member of either CCOCA or CCCV having a copy to hand... well I will leave it to you, the reader, to add your own aphorism. Ed.]*

Of course, I should also have read Jonathan's article before I started. I think it is fair to say I had no real idea what I was doing. All I knew was that it was possible to use an ID 19 block with a Perfo head in a Traction Avant because I knew people had done it.

Here's my list of what I did, right or wrong and some thoughts about what I learnt in hindsight.

### 1 FLYWHEEL, STARTER AND CLUTCH

Jonathan Howard says that an 11 D flywheel will fit a DS crankshaft [by which I believe he means an ID 19 crankshaft] if you drill out the holes by 1mm and make a seventh hole for the dowel. I think it's a bit more complicated than that because the Perfo engine has M8 studs in the crank and I think the 11 D engine has M9 studs and the ID engine has M10 tapped holes. So it depends where you start from.

### 1.1 FIXING THE FLYWHEEL TO THE CRANKSHAFT

To fit my Perfo flywheel to my ID 19 crankshaft, I had the 8mm holes drilled out to 10mm and had an extra 10mm hole drilled on the same PCD for the dowel that the ID crankshaft has, which is not present on the Perfo. You will need to make sure you position this between the right pair of holes. One fixing hole is offset to ensure you always fit the flywheel in the same orientation.

### 1.2 FLYWHEEL AXIAL POSITION

The mating face of the ID crankshaft is 5mm closer to the engine than the Perfo's. From Jonathan Howard's article, I suspect the ID 19 crankshaft may be the same as the 11 D in this respect, but I do not know this. To fit the Perfo flywheel to the ID 19 crankshaft in the ID 19 block, I needed to make some adjustment. My solution was to have 2mm shaved off the back of the flywheel and to add a 2mm spacer between the end of the crankshaft and the flywheel. This restored most of the 4mm of the original 5mm gap. It meant the flywheel was only 3mm out of position relative to the starter motor and clutch face and it meant that there is 3mm engagement of the crankshaft in the flywheel socket [of which 1mm is chamfer, so effectively only 2mm].

Part of my thinking is that I may rebuild the original engine and will need a flywheel. I can use this flywheel on the original crankshaft by just slipping some 8mm ID/10mm OD sleeves over the studs.

I made a mistake with the 2mm spacer because I forgot about the spigot bearing which is clamped between the locking plate and the flywheel. The hole in the middle of the spacer was machined to 42mm diameter, which is the same as the bore in which the bearing sits. This would mean the bearing would not be clamped by the locking plate. Luckily, I could buy a 2mm thick 42mm diameter washer to put behind the bearing, but, if I was doing this again, I would ask for the hole in the middle of the spacer to be 36mm diameter rather than 42mm.

You need to use the locking plate for the Perfo but you have to open the holes out to 10mm. You should not have to make a seventh hole for the dowel pin because it will not protrude.

### 1.3 CLUTCH

I reasoned that there would be sufficient adjustment to allow for 3mm difference in the position of the clutch face, which is now further away from the cross shaft than is standard. We'll see how it goes as the clutch wears.

## Totally Traction

### 1.4 STARTER MOTOR

I was concerned that moving the flywheel ring gear 3mm closer to the starter motor may cause a clash with the flange on the pinion. With my starter motor, there is no clash. I would recommend checking, because I would expect some variation between different designs of motor.

### 1.5 FLYWHEEL BALANCE

Rightly or wrongly, because I was starting from an engine that was together and working, I did not remove the crankshaft, and did not have it balanced. The machine shop did not have the proper mandrel to check the balance of the flywheel on its own, but said it seemed OK on their lathe. If I had the crankshaft out, I would probably have had the whole lot balanced. Mike Wilcock is doing something similar, and has taken a different route with the flywheel. He has lightened his flywheel by 50%, taking 11kg off it, and the lightened flywheel has a new recess, and a 5 mm spacer plate to mate with the ID 19 crank. This way avoids any change in position of the clutch surface and ring gear.

### 2 CAMSHAFT EXTENSION

The camshaft drives the extension shaft that runs in the bellhousing, and drives the pulley that drives the water pump and generator. The connection to

the extension shaft differs according to the engine type. The Perfo uses an Oldham coupling. The II D and the ID 19 both use a spline, but not the same way round. In fact, it's more complicated, because the ID 19 changed the spline diameter in July 1961. The Oldham coupling does not support the extension shaft in the bellhousing and so it runs in a ball bearing at each end. To use the II D/ID 19 spline drive, whichever one you use, the bearing at the engine end has to go. And, of course, you need an extension

The extension shafts: modified cf Perfo.



shaft with the right spline for the camshaft. This does not exist in nature and will need to be made specially. Andy Burnett sent me one such special shaft. An alternative, that has occurred to me, is that I could have just fitted my Perfo camshaft to the ID 19 block because, as far as I can see from the parts books, they could be interchangeable. It would be important to check that the length was OK for the Oldham coupling.

### 3 ENGINE MOUNTS

The cast brackets on the side of the ID 19 block looked the same as those on my Perfo engine, so I did not bother swapping them over. But after I had installed the engine, and tried to set the height of the square rubber block in the bulkhead, I found I could not get the engine low enough. It turns out there are different part numbers for ID 19 and Perfo brackets and, by inspection, the difference seems to be that the threaded end is about 3mm thicker on the ID 19 than on the Perfo. I swapped them, and, with the adjusters at the end of their thread, the block does centre. When they were supporting the Perfo engine, they were set somewhere like halfway up. So why has this changed? I suspect

The engine mounts.  
The engine mount in situ.  
Engine mount and brake light switch.



# Totally Traction

this may be partly because I used new rubber pads under the springs, because the old ones had squashed, and, maybe partly, because the ID 19 engine is a little lighter than a Perfo. I don't know that it is lighter, but, if it isn't, the Citroën engineers were not doing their job.

There has never been much room between the downpipe and the floor on my car. When starting or stopping the engine, you can hear an annoying clunk as the flange hits the engine rocks, and the flange hits the floor. It may be that the gap is now even smaller and, if so, this can only be because the downpipe to manifold connection has gone back together in a slightly different way. When I get a chance, I'll see whether I can reset it.

## 4 HEAD GASKET, PUSHRODS AND CAM FOLLOWERS.

Because I was using my original Perfo head, I used a Perfo head gasket copper type.

Pushrods come in different lengths according to the head ~ I am using a Perfo head, therefore I am using Perfo pushrods. If are using an II D, head you should use II D pushrods.

Perfo, II D and ID 19 engines all use the same 26mm diameter cam followers.

## 5 BELL HOUSING TO BLOCK

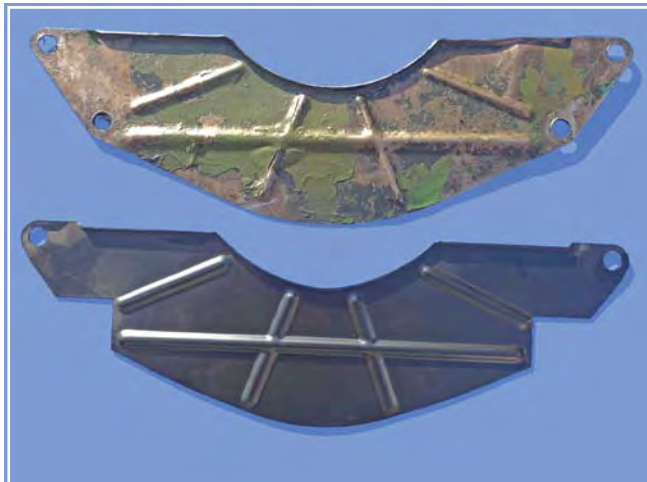
The triangular brackets either side of the Perfo's sump, which

attach to the bellhousing, are not present on the ID 19 engine. The sump performs the job of the brackets, but it has holes for 7mm bolts. The bellhousing has 10 holes, so you will need M7x45 bolts and some big washers.

## 6 FLYWHEEL INSPECTION PLATE

This is the inspection plate that covers the bottom of the flywheel. The ID 19 sump mates up directly to the bellhousing, whereas the Perfo brackets allow room for the inspection plate to be interposed between the bracket and bellhousing. This means you either need the plate from an ID 19, or you need to cut away some material from each end of the Perfo plate. I chose to buy an ID 19 plate. To be honest, I think I would recommend cutting a Perfo plate. One reason is that

**Below:** The flywheel inspection plates: ID 19 cf Perfo.  
**Facing page:** Chris' car in the office carpark.  
**No sign of an oil leak of any sort.**  
**Inset:** Paul Bodiam's Paris Traction, with his oddly parked wipers.



the ID 19 plate I bought didn't quite fit properly without trimming; and, secondly, a modified plate would still fit a Perfo engine should I choose to rebuild mine.

And that's all there is to it.

A quick check in the company car park at lunchtime showed a complete absence of oil drips! And, on the drive home I took the speed up to 60mph and found the nasty buzzing noise has gone. I'm not sure why that



# Totally Traction

is, but I'm very happy.

It's very nice to be behind the wheel of the Traction again, and I'm pretty confident the car will be present at many of the events lined up for this year: the 90th Anniversary in May, the Citroën Festival in July, the IC-CCR in Poland in August and the TOC National Rally in September.

At the aforementioned TOC lunch, Paul Bodiam asked me a question about wipers. His, like mine, are at the top of the screen; and his car, like mine, is an LHD Paris car.

Unlike mine, and any other French LHD car we know of, his wipers park on the left side ~ immediately in front of the driver. Mine do what the others do and park on the right, obscuring the passenger's view. Paul would like to know how to make his wipers park like oth-

ers' do.

I have never had a good look at the wiper motor but, as far as I can see, the parking mechanism is inside it, presumably initiated by a cam moving a lever. In that case, Paul's cam could be fitted 180° out, relative to the crank that it drives. Another alternative is that the cranks on which the wipers are mounted are themselves fitted upside down, but I don't know if there's room for this to be possible.

The motor itself could be mounted upside down, but this is unlikely because the wiring connection is on one side, and the wire is not long enough to allow this. One day, I'll have a look in mine and at least replace the grease. But first, I must tidy the garage and rebuild my drive shafts.

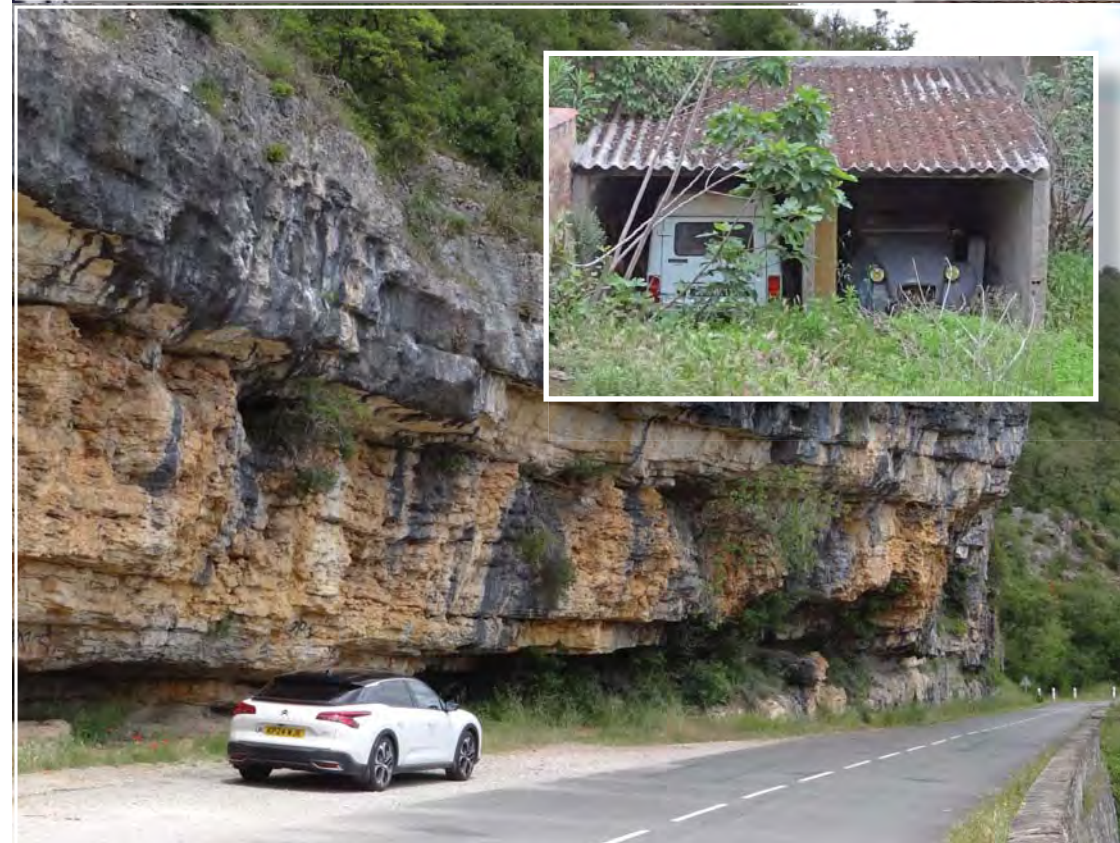
Chris Bailey

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# Photoèque: France



# Photoèque: France



# Photoèque: France



# End of an Era



## Stellantis to Sell Citroën's Château Site

The Ferté-Vidame site, host to the landmark Citroën Centenary gathering in 2019, and a significant part of Citroën's heritage is to be sold.

The news broke via a simple email addressed to the commune of Forêts du Perche, which straightforwardly advised of the plans to sell. This unique testing and research centre, which includes the famous PSA track, upon which many of the marque's iconic cars were developed, is steeped in history;



a place of pilgrimage for many Citroën aficionados. However, The Stellantis Group has decided that the 800hectare site will be put up for sale by the end of 2024. This reflects the shift of focus for the development of

# End of an Era



vehicles to other group facilities, such a Sochaux/Belchamp.

Surrounded by 12km of walls [which effectively prevented vehicles in development from being seen], the Ferté-Vidame centre is the largest private property in France that is not crossed by a public road.

The ruins of the Château stand as a monument of Citroën's heritage, where legends of the brands were developed ~ it is also here that the 2CV prototypes were hidden during World War II [only to be forgotten, before being rediscovered decades later. These three prototypes, in their original state, are on display at the Conservatoire, Aulnay].

Owned by Citroën originally and then by PSA, the Ferté-Vid-



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ame site is no longer operated directly by Stellantis Group but by Ségula, responsible for running 'future vehicles', even if the Group remains the owner of the site. The Stellantis Group did not renew the Ségula contract ~which ends at the end of 2024~ and simultaneously confirmed its desire to sell the Ferté-Vidame site afterwards, assuring that the 25 employees still present on the site will be offered retraining within the Group.

It is a hard blow for the village of 530 inhabitants who benefit-

ed from the activity generated by the centre which supported local businesses, but it is also a hard blow for Citroën which losses, with the sale of Ferté-Vidame, an important site in its history.

Details are hard to determine at this time but there could be a twinkle of hope in this rather dark news. The Eure-et-Loire Department [it owns the land adjacent ot the site] is awaiting official confirmation from the Group on the sale of the site but does not intend to let it go without getting actively involved in future plans. Christophe Le Dorven, president of the Departmental Council of Eure-et-Loire, declared: '... the Department is the owner [of land] contiguous with the domain of the castle... it will not let anything happen [without due process]. The Department will work with the Group [and acquirers] as a partner. I believe it will be a very good idea to [work towards] the reconversion of the site into a museum on the history of Citroën, for example.'

This may be wishful thinking, but it might not be the end of the Citroën era. Could it be the start of another? Let's see.

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