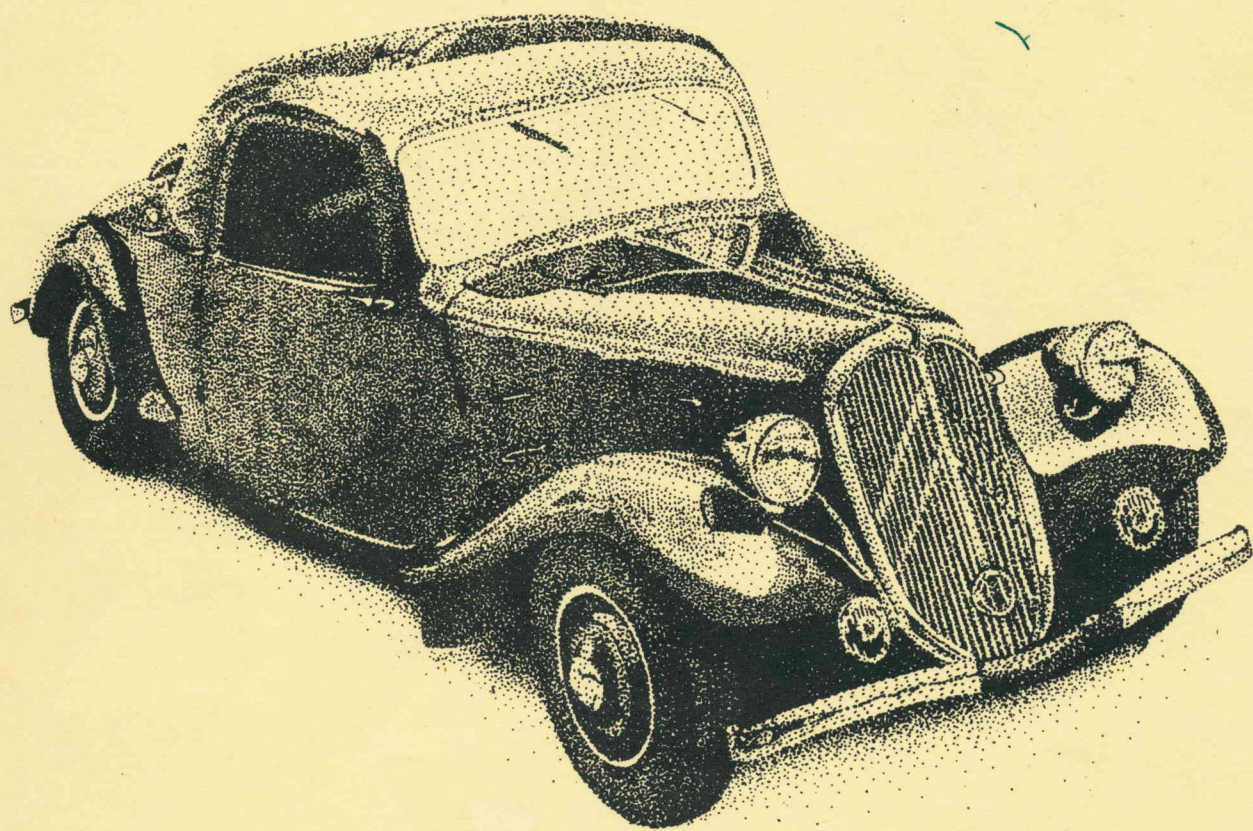


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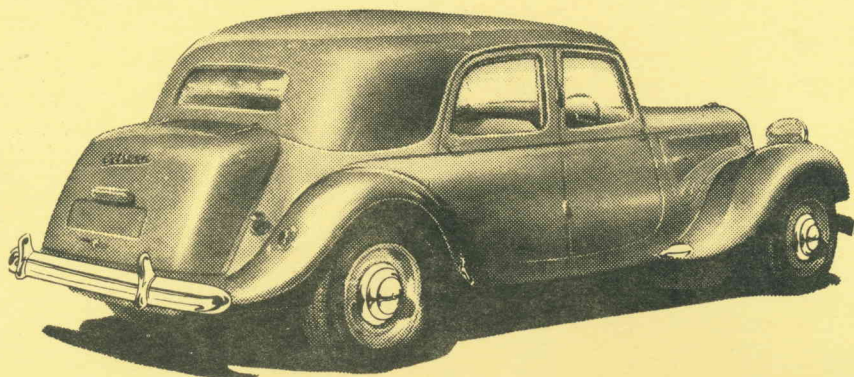
DRIVE



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102

NO. 1



MODIFICATIONS IMPROVE 1953 CITROEN

Small changes make big improvements in the 1953 Citroen "15" de luxe saloon—an English-trimmed version of the French standard model recently road-tested.

The most notable improvement is an extended boot. Incidentally it gives the Citroen's silhouette

its first change since the middle 1930's.

Apart from this, 22 minor modifications have

been made in the new model, resulting in a quieter, smoother road performance and better fuel consumption.

Easier driving

Several of the latest changes make for easier driving. They include a new-type handbrake, an extended control for the simple heating system, and a slightly larger diameter single-spoke steering wheel.

Other changes are designed to reduce maintenance.

There is an improved dynamo bracket, a new-type distributor, reinforced back bumper-bar brackets and jacking pads, a better filter in the petrol tank and direction indicators which have no wire at the hinge point—a common cause of shorts.

More attention has been paid to sound-proofing in the current model. The exhaust system has been improved, and more sound-absorbing material is used on body panels.

Fuel economy

A feature of the new Citroen's road performance was its fuel economy.

It was driven at high cruising speeds, given two flat-out one-mile runs, pushed through acceleration tests, and driven in heavy city traffic. Total mileage covered in the short road test was only 29 miles.

It used 18½ twentieths of a gallon—an average of 31 m.p.g.

The maximum speed

was a mile or so faster than that of the previous model — perhaps due to the near-perfect weather at the time.

As with its predecessors, the Citroen excelled in fast cruising over indifferent surfaces, with racing-car stability on corners and absolute freedom from roll.

Good points:

Steering and clutch operation lighter than on previous model.

Spare wheel arrangement, obviating locking nuts or straps, is ingenious and convenient.

Manual spark control on dash.

Ratio of the car's second gear is well chosen in absence of a four-speed box, a maximum of 50 m.p.h. was attained).

Road Test Details

Engine: 4 cyl., OHV, 1911 c.c. Comp. ratio, 6.5 to 1.

H.P.: 15, developing 55½ bhp at 4250 rpm.

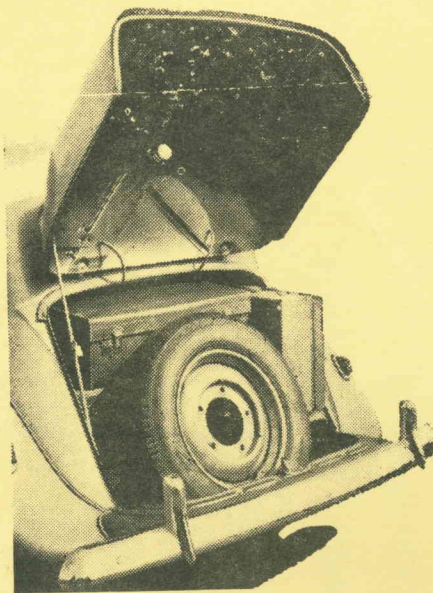
Weight: 21½ cwt.

Performance: Top gear, 10 to 74.6 mph. Through three forward gears, 0 to 50 mph, 14 2/5 sec. Standing quarter mile, 22 3/5th sec.

Fuel: 31.3 mpg, average.

Braking: 30 mph to stop, 30ft. 3in.

Turning circle: 43 ft.



SPECIFICATIONS: LIGHT FIFTEEN

Bore, Stroke, Cubic Capacity	78 x 100, 1911 c.c.
Compression Ratio	6.25 to 1
B.H.P.	55.7 at 4,250 rpm.
Carburettor	Down Draught Solex
Oil Capacity	8 pints
Fuel Tank Capacity	11 gallons
Radiator Capacity	14 pints
Battery	12 volt 57 A.H.
Gear Ratios. Gears synchronised on top & second speed	Top 4.3 Second 7.3 First 13.1 Reverse 17.5
Final Drive	Spiral bevel 9 x 31

Front Suspension	I.F.S. & Torsion Bars
Rear Suspension	Torsion Bars
Brakes	Lockheed Hydraulic
Steering Gear	Michelin 165 x 400
Tyres	Rock and Pinion
Weight, dry	21 cwt.
Fuel Consumption	25-30 m.p.g.
Track	Front 4' 6"
	Rear 4' 5½"
Wheelbase	9' 6½"
Overall length and width	14' 5" x 5' 5½"
Overall height	5'
Turning circle	43'
Ground clearance	7"

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This is the last issue of Front Drive for you if you have not yet paid CCOCA subs. A complete membership list will be published next issue (which will show that we have members as far apart as Western Australia and Queensland), so if you haven't paid yet, please do so now, so your name will be included.

In 'Coming Events' you may be confused to see an AGM listed for March 29th — the Wednesday after Easter—the reasons for this are the subject of a letter to be sent to you with this issue — your presence at this meeting, especially to ratify the constitution, is important. Once these teething problems are out of the way we can look forward to a progressive year free of the bickering and sniping imposed on us last year.

The Parts Fund which so boosted the club last year is at present the subject of much thought and discussion regarding increased effectiveness and more formal establishment. Given that its prime function is financial, you may care to give this matter some thought, and air your views in Front Drive.

Next issue will, with your help, see the start of a regular question and answer column for all types of queries about Citroëns — historical, technical, where to get work done, etc., or to publish any such information you may have. This is one way of exposing the vast amounts of information which exist in the club. If you have questions to ask, let the whole club benefit. — K.H.

Coming Events:

24th–27th March
29th March

National Rally at Beechworth
CCOCA Annual General Meeting
at Baptist Church 19 Holland Rd Blackburn 8pm.

7th May
3rd–5th June

Technical Day —preparation for Queens Birthday weekend.
Queens Birthday Weekend Rally — Barossa Valley, South Australia.



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Citroën Classic Owners
Club of Australia

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Peter Fitzgerald.

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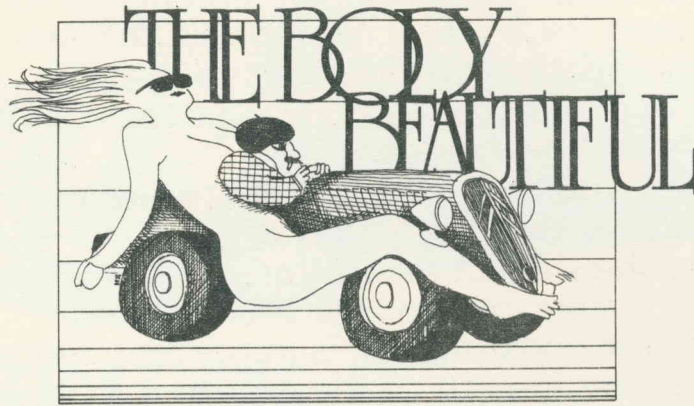
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Last issue covered body preparation as far as rust, damage, and paint removal. This article will attempt to cover surface preparation and painting, both primer and colour coats.

Refinishing a car is probably 90% preparation and 10% for the final colour finishing. The preparation is not beyond the moderately adept, and will obviously save many dollars if undertaken by the tractionist rather than putting the whole job in the hands of professionals (restoring from the wallet). One problem may be finding a professional willing to undertake a colour-coat only job, as the thoroughness of the preparation may not be obvious. Even if it is decided to farm the whole job out, it is worthwhile knowing what is involved, as then a reasoned choice can be made regarding paint finish required, etc.

1. Types of finish

Disregarding the specialised finishes such as the polyurethanes, there are three main types of finishes in general use — spraying enamel, nitrocellulose lacquer (Duco), and acrylic lacquer.

Spraying enamel

This type of material is a refined version of the standard brushing enamel (Alkyd Resin type base). In the hands of the novice it may be the best type to use, as the preparation is kept to a minimum, and the overall cost is less than the lacquers. All that is usually required to repaint a vehicle that has been painted is a solvent wash, repairs, and sanding. If the paint film is in good condition, the enamel can be applied to the old finish without an undercoat, although it is preferable to undercoat all over to ensure good intercoat adhesion.

The main advantage of enamel is that it gives a good gloss off the gun, and needs no subsequent cutting and polishing. Another advantage is that it can be used with low pressure units (30psi) with good results. This is because the enamel, taking longer to dry, has more chance to level itself out to a smooth finish. The disadvantage is of course the longer drying time (overnight), during which time dust can settle onto the wet paint. Also in the hands of the heavy-handed, they are more inclined to run, sag, and generally drip everywhere as the film build per coat is thicker than with lacquers.

Acrylic lacquer

Acrylic lacquer is a relative newcomer to the car painting field: GMH first used it in June 1960 when they changed from a conventional nitrocellulose lacquer system. Today, virtually all motor manufacturers use acrylics in various forms, formulated to their own specific requirements. Acrylic lacquer is without doubt the best finish to use, as its fade resistance, chip resistance and general lasting appearance are far superior. Its greatest drawback is that it can only be used over acrylic lacquer, baked enamels and bare metal. Thus with a traction, it is necessary to start from scratch, i.e. bare metal. This may not be considered a real disadvantage, as most serious restoration work is stripped to the metal anyway. Acrylics have more 'bite' to gain adhesion, and if painted over conventional finishes, the results will be similar to throwing a bucket of thinners over it. So be warned, and

apply it only to the manufacturers specifications. Acrylic lacquers must be cut and polished to obtain full gloss and lustre, as with nitrocellulose lacquer, but once cut and polished, all the maintenance required is frequent washing.

2. Surface preparation

Proper surface preparation is the key to successful refinishing — and any neglect will be obvious in the final finish, either immediately or at a later date.

The overall condition of the existing paint is the first consideration. Failure to identify defects at this stage can be expensive in terms of rectification — which could even involve the complete removal of the finish.

The entire vehicle should be thoroughly washed with a mild detergent, hosed off and completely dried. Again the whole vehicle should be cleaned, this time with a solvent such as Dulon Prepsol (described later) to remove wax and other contaminants. This should be done prior to any sanding operations, as sanding over a waxed surface tends to spread wax and cause it to become impregnated in the paint film, making removal difficult.

Look carefully for any signs of surface damage or other forms of film breakdown — such as checking, cracking or humidity blistering. Horizontal surfaces show the greatest film deterioration. Careful inspection of the bonnet and roof will give a good indication of the overall condition of the paint system.

Low gloss level will often indicate surface irregularities caused by such defects as micro-blistering, which will need thorough investigation. Look for brittleness or poor adhesion, often indicated by excessive chipping. If in doubt, sand through the finish as described in the last issue and check the feather edge for crumbling.

Unless it is decided to use acrylic lacquer which requires stripping all the existing paint, it is at this point that a decision is made as to whether the existing paint will take the new finish or needs stripping off. If the latter is the case, then proceed with one of the methods described in the last issue, viz: sanding, chemical paint stripping, or sand blasting. If it is decided to refinish over the existing paint using either enamel or nitrocellulose lacquer, then the next step is sanding.

Sanding

Sanding is a levelling out process and a means of providing a key for the adhesion of the subsequent coats. The grit size or grade of sand paper chosen will depend on the condition of the area to be repainted. Generally the paper chosen should only be coarse enough to do the job in the most economical way. The quickest way is not always the most economical, as too coarse a paper will introduce sand scratches, which will be difficult to remove.

The choice of dry or wet sanding is up to the person doing the hard work. Both methods have their problems. Dry sanding creates sanding dust floating around and can lead to a dirty paint finish. On the other hand wet sanding creates the problem of removing water from behind chrome strips, badges, etc, and the sanded areas must be thoroughly sponged to remove sludge. Wet sanding however, appears to produce a smoother job.

Except when scuff sanding use a sanding block when possible, and a simple back and forth motion (in the 'direction' of the panel). Flat surfaces can be sanded with a flat hard rubber sanding block. For curves, a sponge rubber block should be used for backing, but if this can't be done, then the hand should be kept as flat as possible on the paper, with the fingers closed together. Spread fingers will produce parallel ridges of imperfectly sanded material which will show up in the finish.

The refinisher performs several types of sanding operations:

Scuffing: This is done to knock off nibs, dust specks, etc., on non-sanding primers, sealers or anywhere dirt appears. Sanding should not cut into the film—thus you should use a fine grit paper (400 grit) folded to fit the hand.

Light sanding: This is done on all areas where the old finish to be repainted is in good condition. It removes the gloss and improves adhesion. It is done by hand or with an orbital sander, but never with a disc sander. If the topcoat is to be enamel, then a 280 – 240 grit paper can be used. It can be done by either wet or dry method.

Thorough sanding: this is used to smooth primed areas or to smooth the old finish if it is in poor condition. It can be done with a power sander or with a sanding block or pad. For the average job, 400 grit is recommended where lacquer is to be the topcoat, and 320 grit where alkyd enamel is to be the topcoat.

Complete sanding off: This is done when a finish is crumbling, spongy, badly cracked, or otherwise in very poor condition. Use a disc sander with a 24 grit, followed by 50 grit to remove the 24 grit sandscratches.

Bare metal sanding: This usually is not necessary. However, if the metal is very rough from coarse sanding, you may have to sand with a 50 grit disc to level out burrs, nibs, and deep scratches. The smoother the bare metal, the easier the finishing will be.

Featheredging: Broken areas where spot repairs of the old finish is required must be featheredged. If they were simply painted the broken film would be quite noticeable. Therefore the sharp edge of the broken film must be tapered by sanding. Then the bare metal areas must be filled with a primer surfacer and finally sanded smooth and level. Where several small chips appear, such as the front of the guards, they may be combined into one large featheredge—follow these steps:

First cut down the edges of the broken areas with coarse 220 paper. If an orbital power sander is used, 150 paper is recommended. Complete the taper of the feather edge by hand, using sanding block with 360 or 400 grit paper and water to produce a fine tapered edge and eliminate coarse sandpaper scratches.

Metal conditioner and solvent wash

Two products that are essential for good surface preparation are metal conditioner and a solvent wash. The relevant products in the Dulux range are Dulux Deoxidine 624 metal conditioner and Dulon prepsol solvent. (In this article Dulux products will be referred to, but other manufacturers have similar products. However it is not a good idea to combine products from different manufacturers—they may not be compatible!)

Most unprotected metals react rapidly with oxygen and moisture. The oxidised film must be removed completely and sanding alone will not do the job—a metal conditioner must be used.

Treating bare body steel with Dulux Deoxidine 624:

- (a) removes residues of oil which may have been ground in during sanding;
- (b) removes rust;
- (c) conditions metal such that when painted, adhesion is upgraded, and, in particular, humidity resistance is increased significantly.

Here's how to use it properly:

Add one part Deoxidine 624 to 2–3 parts of water, depending on the degree of rust present. It can be used neat if required, but care should be taken to avoid contacting surrounding painted areas when it is used undiluted.

Operators should use gloves and eye goggles when handling this material.

It should be applied with a cloth, sponge or brush. Heavy deposits of rust should be removed by scrubbing. Metal conditioner dissolves the rust and leaves a thin film that inhibits future rusting. While the surface is still wet, wipe up with clean water,

then dry off and prime immediately (within 4 hours, but the sooner the better).

This is important, as if the Deoxidine 624 treated surface is left unpainted, rusting will reoccur and treatment will need to be repeated before painting.

Remember that by grinding down to bright metal you are not protecting against rusting. On the contrary, grinding will actually accelerate future rusting because of the ground-in rust particles or oil etc.

Deoxidine is basically dilute phosphoric acid and is also useful for de-rusting small steel mechanical parts (such as fasteners, gears, shafts, etc.) which can be completely immersed in a neat solution for some time. Wash off with water when all the rust has been converted and wire brush. An advantage as far as gears are concerned is that the iron phosphate film left on the surface has extreme-pressure properties and will be less liable to scuffing on initial running.

Prepsol is a product that is often misused. Many users are under the impression that Prepsol is recommended only as the final wash before colour-coating. While this is true, it is also recommended that Prepsol be applied in liberal quantities immediately after washing the car with soap and water.

The application of Prepsol just prior to colour coats is an added precaution in removing contaminants that are transferred from hands and clothing during sanding operations. Prepsol floats wax, silicone, tar, polish, grease and road film so that these substances can be wiped off. Unless this is done well, adhesion will be poor and humidity blistering may also occur.

To use Prepsol, pour from container onto soft cloth and wipe surface. Do not allow the pouring outlet of the container to contact any cloth used in this treatment. Work in small areas only, starting at the top, keeping the surface wet. Do not allow Prepsol to run down the job. Dry off each completed section with clean cloth. Do not allow Prepsol to dry out on the work. Change rags frequently and do not reuse.

To ensure complete removal of contaminants, repeat the above procedure. Prepsol should be used before sanding, and painting.

Fillers

Fillers are thermosetting putties, usually manufactured from polyester resin or selected minerals, and require an activator, or so-called catalyst, to harden. The catalyst is coloured, and usually referred to as a hardener. Fillers are designed to adhere to bare metal, and should not be used between layers of paint. Application: The filler should be used in moderation. No more than ¼" should be applied in one application as the material becomes unmanageable and no firm pressure can be applied to eliminate air bubbles. If deep filling is required the first application should be allowed to gel, and a second application should be applied immediately.

However, applications should never be below 1/16" thick as the filler curing relies on heat generated by the addition of the hardener, which cannot be successfully be accomplished in thin application. If filling below this thickness is required, then it is best to overfill and cut back to the desired level.

It is most important to read the manufacturers instructions as to the recommended hardener level on different brands of fillers, as they vary in their prepromoted levels as well as in the hardener concentrations. Never use more than the maximum hardener level recommended by the manufacturer and use a brand of putty featuring a strongly coloured hardener so that the user can be sure to obtain an even dispersion of hardener in the putty.

If more hardener is used than recommended, the polymer structure of the putty will not be able to absorb the excess hardener but will simply throw out the excess during the curing period. This will most commonly result in the bleaching and discolouration of the colour coats.

A body file is used to roughly shape the filled section followed by an open coat sand paper on a sanding block to bring it up to the feather edging stage. From there on, a closed coat paper is used. With the major dents and defects removed, and only surface imperfections remaining, painting is commenced.

Etch Priming

When working from bare metal, the next step after metal conditioning is to spray a light transparent coat of etch primer. Etch primers promote maximum adhesion of primer surfacers to bare metal and fibreglass. They are used irrespective of the final finishing system. Etch primers should not be sanded other than to de-nib and primer surfacer should be applied as soon as etch primer is touch dry (15 – 20 minutes), otherwise they can absorb moisture which can affect the finished job.

Primer Surfacer

Primer surfacers have been developed to combine the adhesion and priming properties of primers with the filling properties of undercoats. When dry, the primer surfacer is sanded to remove minor surface imperfections and ensure uniformity in the colour coat which follows. Dulon 3D primer surfacer is an example of a lacquer type primer surfacer which is formulated specifically for use under Dulon acrylic lacquer and Duco lacquer, whereas Dulux Primebond should be used under spraying enamel.

Primer surfacers should be applied in thin wet coats allowing each coat to flash off (become dull) before applying the next coat. Usually three coats are sufficient.

Body Putty

Surface imperfections that show up after the primer surfacer is applied and sanded can be handled with body putty (also known as spöt, and stop putty). This is intended only for use in small spots, and is designed to adhere to primer surfacers. It must not be used directly over bare metal. Two types are available – hand stop and spraying.

Application – Hand stop: Apply in thin coats using a squeegee rubber, celluloid or flexing putty knife. Where heavier builds are required, use two or three applications. After drying, wet sand and overseal with primer surfacer.

Application – Spraying: Supplied ready for use, but may be thinned as directed. It can be applied over all sanded enamel and lacquer finishes and over synthetic or lacquer type primer surfacers. Again, wet sand after drying and seal with primer surfacer.

Tack Rags

Tack rags are essential items. They pick up dust and lint that would only be moved around the surface by ordinary rags. This step if taken before priming, and each coat of paint, means the difference between a good and a bad job.

Starting with a new rag, unfold it and reshape it to a mat slightly larger than the hand. Rub the rag across the surface with firm, even strokes. Do not bear down on the rag or you will squeeze the sticky resin out of the rag and leave it on the car. As one side of the cloth becomes loaded with dust and lint, turn it over. This constant turning keeps the rag at peak efficiency until it is completely used up. Tack rags work properly only if they are cared for properly. They must be kept in their containers when not in use and should be kept warm, otherwise they become stiff and dry. The application of a little heat will restore most rags to working efficiency. If this fails, throw the rag away and start a new one.

3. Spraying

To obtain best results with the lacquers, high pressure units are preferred (50 – 70 lbs working pressure). Low pressure units (30 lbs. max working pressure) can also be used, but unless a fair amount of skill and care are used, the so called scourge of the spray painter – orange peel – will occur. The reason it occurs mainly in the lacquers and acrylics with low pressure units is basically this: The lacquer and 'skin', the evaporation of the thinners from the paint. As we all know the lacquers are all fast drying (2 minutes average). If a poor job was done, particularly with the low pressure units, the orange peel cannot level itself out, because it dries too quickly. With the enamel, a slow drier, the paint tends to level itself out to a smooth finish. Another factor is that the low pressure units give incomplete atomisation in contrast with the high pressure units, for the low pressure is not capable of producing the same fine globules of paint of the high pressure units.

Material Usage Guide

Approximate quantities of materials required for:

	Small Car	Medium Car	Large Car
MATERIALS:			
Spraying Enamel:			
Etch Primer	3 pints	½ gal.	¾ gal.
Primer Sealer (if used)	¼ gal	3 pints	½ gal
Spraying enamel	3 pints	½ gal	¾ gal
Enamel thinner	½ pint	1 pint	1 pint
Enamel Primer Surfacer	3 pints	½ gal	¾ gal
Enamel thinner	1 pint	½ gal	¾ gal
Gloss Lacquer:			
Etch primer	3 pints	½ gal	¾ gal
Lacquer prim. surf.	½ gal	¾ gal	1 - 1½ gal
Lacquer Thinner	¾ gal	1½ gal	1½ - 2 gal
Gloss Lacquer	½ gal	¾ gal	1 - 1½ gal
Thinner for above	½ gal	¾ gal	1 - 1½ gal
Acrylic Lacquer:			
Etch primer	3 pints	½ gal	¾ gal
Primer surfacer	½ gal	¾ gal	1 - 1½ gal
Lacquer Thinner	¾ gal	1½ gal	1½ - 2 gal
Acrylic Lacquer	½ gal	¾ gal	1 - 1½ gal
Acrylic Lacquer thinner	¾ gal	1½ gal	1½ - 2 gal
Blending Clear	¾ gal	3 pints	½ gal

This article was based on one which appeared in the Wimmera, Mallee Historic Vehicle Society Newsletter and on information available from Dulux Australia Limited.

Painting Hints for the Body Beautiful

To get a rough idea of the smoothness of primer coats, cover with a thin film of water and detergent and sight along the glossy surface – you will be surprised what imperfections will appear.

When wet sanding add detergent to water to reduce clogging.

When applying primer coats, alternate light and dark coats – this will show up the slight ripples and irregularities which otherwise would only become obvious after the topcoats had been applied and polished.

When applying fillers and stop putties, allow as much time as possible to dry thoroughly, as otherwise these areas may shrink after other coats have been applied, even though they look perfect initially.

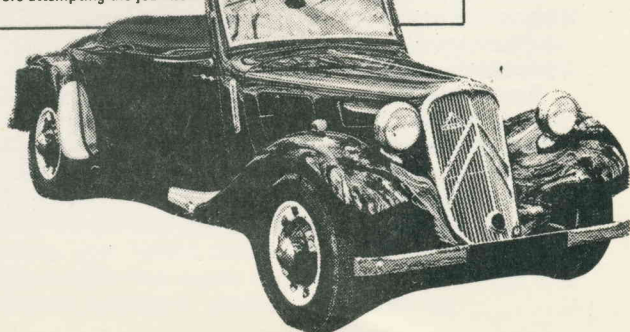
Do not leave primed vehicles in rain – primer has the capacity to absorb moisture – however, ideally, primer should be left for a few days before recoating to allow complete evacuation of thinners.

Avoid spraying in humid conditions – humid days or any day after about 4–5 pm. This is to prevent blushing – caused by the thinners evaporating too soon, before hitting the surface; this premature evaporation causes the mixture from the nozzle to cool, which in a humid environment creates condensation on the paint itself. This moisture is trapped in the paint surface causing a dull finish which is impossible to polish out. A method of reducing the chances of this happening is to add a small quantity of a special thinner designed to slow the evaporation of the thinners – this also reduces the incidence of orange peel, which is also partly caused by the paint becoming too dry before it hits the surface, and thus not flowing together properly.

Optimum spraying temperature is 70 – 80 degrees F.

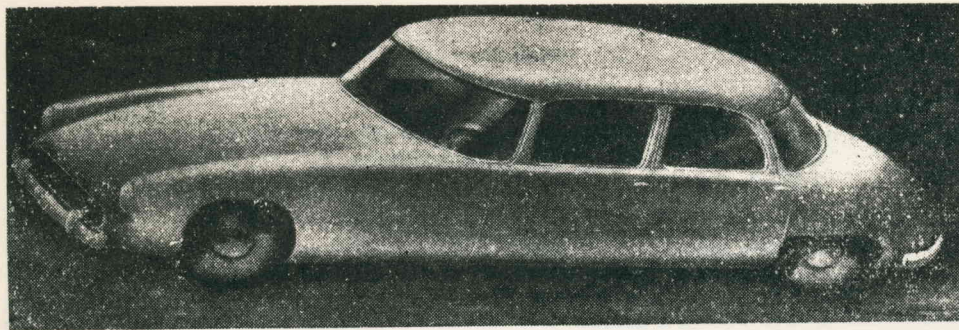
When buying materials, allow for thinners to clean equipment.

Even this extended article cannot hope to cover all aspects, and tips, about painting, such as the correct spraying technique. This would require a small book at least – many are available at places such as the Technical Book Shop in Swanston St., and there is also a good and practical book available at larger newsagents, called 'Peterson's Basic Bodywork and painting' which as the name suggests, covers panelwork basics also. Painting a car is not so much hard, as hard work – therefore the serious restorer will read as much as he can on the subject before attempting the job itself.



Recommended finishing sequence,
using Dulux materials.

Operation	All materials	Acrylic Lacquer E Finishing over Acrylic Lacquer, Baked Acrylic Enamel, Baked Enamel, Bare Steel, Aluminium.	High Gloss Lacquer(NitroC.) Finishing over Acrylic Lacquer, Baked Acrylic Enamel, Baked Enamel, Nitrocellulose Lacquer, Bare Steel, Aluminium.	Spraying Enamel Finishing over Acrylic Lacquer, Baked Acrylic Enamel, Baked Enamel, Air Dry Enamel, Nitrocellulose Lacquer, Bare Steel, Aluminium.
UNDERCOATING		As soon as Etch Primer has dried, spray 2 or more coats Dulon 3D primer- surfacers, thinned as directed on label over entire surface to be painted. Allow 30 mins. to dry.	Same as Acrylic.	As soon as etch primer has dried, spray 2 coats Dulux Primebond, thinned as directed. Allow 4 hours to dry before sanding.
FILLING	Apply Duco Quickstop Putty with plastic or rubber applicator to fill any imperfections. Allow at least 1 hour to dry.			
SANDING	Wet sand all over with 320 grade paper			
SEALING		Spot prime puttied area with Dulon 3D primer-surf. and allow 30 mins. to dry.	Spray 1 medium coat of Duco Primer Sealer over entire surface and allow 30 mins. to dry.	Same as High Gloss Lacquer.
SCUFFING		Wet sand with 400 paper.	Dry scuff very lightly with 400 paper — do not sand heavily!	Same as High Gloss Lacquer.
SEALING BAKED ENAMELS (for Acrylic only)		Spray 2 medium coats of Dulon Blending Clear, allow 30 mins dry. Do NOT sand the blending clear. This oper- ation is only required using Acrylic lacquer over baked enamel.		
STIRRING	Prior to thinning, stir thoroughly to obtain a uniform mixture, using a flat stirring stick, not dowelling. Stir using an up and down scooping action. This is particularly import- ant with metallic colours.			
THINNING		Thin 1 part Dulon colour with 1½ parts Dulon Acrylic Lacquer thinner and stir thoroughly. This can be measured on a stirring stick. For low opacity colours, thin initial coats equal part thinner and colour.	Thin 1 part Duco colour with 1½ parts Duco All Weather thinner and stir thoroughly.	Thin 5 parts Dulux Colour with 1 part Dulux spraying thinner and stir thoroughly.
STRAINING	Strain thinned paint through a fine mesh, e.g. 2 or 3 thicknesses of nylon or stocking gauze.			
TAC RAG	Dust off all surfaces with air and wipe immediately with tac rag, just before applying top coats.			
TOP COATING		Apply 3 or 4 double coats with air pressure 280–350 kPa (40 – 50 psi) at the gun. Allow each double coat to become dull before applying further coats. Allow 4 hours drying, or preferably overnight.	Spray 2 or 3 double coats with air pressure 280–350 kPa (40–50 psi) at the gun. Allow 4 hrs. drying of final coat after allowing each double coat to become dull before applying further coats.	Spray one light coat of Dulux Spraying enamel with air pressure 350–420 kPa (50– 60 psi) at the gun. Allow first coat to dry for 15 minutes before applying a full even coat. The finish will be dust- free in ¼–1 hr, tack free in 6–8 hrs, and hard dry overnight. It is recommended to keep the vehicle under cover for one full day while the enamel hardens.
COMPOUND AND POLISH		Polish up with Dulux buffing compound, and Duco cleaner and Polish to obtain a high gloss.	Polish up with Duco Cleaner and Polish to obtain high gloss.	Enamel dries to a full gloss finish. Do not attempt to compound or polish as this will cause loss of gloss.



STARTLING CHANGES AND MANY NEW IDEAS ARE SHOWN BY CITROEN IN THEIR FIRST REALLY NEW MODELS IN THE MEDIUM RANGE FOR 21 YEARS

AN ARTIST'S IMPRESSION OF THE NEW CAR

CITROEN

... unveils new model

A glimpse of the future Citroen, of which the general line is similar to the lines of American cars. The front of the coming Citroen is similar to that of the Studebaker Champion and the Ford Thunderbird, the back being a compromise between the Italian aerodynamic Lancia and the very modern Dyna Panhard.

EQUALLY, from the mechanical viewpoint, the new Citroen presents some original solutions. Of course, it remains a front-drive; nearly a million drivers demand they remain true to this principle. The very receding line of the bonnet leaves little room underneath. The engine—which is that of the Light Fifteen slightly modified — in place of being vertical, occupies an inclined position. Similarly the radiator, for which the passage of air in this position poses a problem difficult to solve. But the great innovation is the suppression of the clutch pedal, this being effected by depression of a button located at the end of the gear lever at the moment of

changing gears. This means that the driver has only two pedals to work with the feet—accelerator and brake.

Clutch, steering and suspension are dependent upon the one hydraulic system, suspension deriving from the sensational hydro-pneumatic system tested on the high-speed Six.

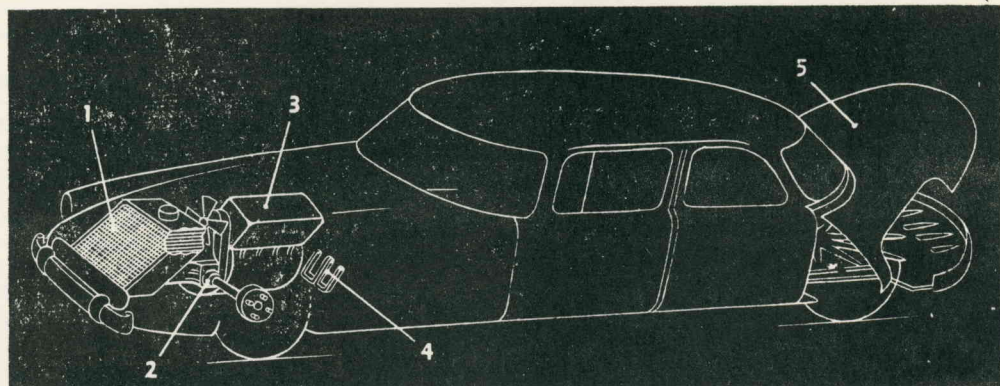
However, the new model Citroen has undergone fairly rapidly certain modifications not in its structure but in the replacement of certain organs, of which the engine is one essential part. It is foreseen that a flat six-cylinder will take the place of the trusty four-cylinder, from which has been extracted some extra h.p. to reach a speed of 88 m.p.h. For

those whom this speed would frighten—and so that they will avoid the fear with eyes continually on the speedo—a sound signal will advise them when they reach the high speeds. Also the gearbox has four speeds in place of three on the older model.

As to coachwork, it is in sheet steel for the greater part, but bonnet, doors (all four forward-hinged and opening back), and boot, among others, are in plastic material or in light alloy. It is the weight thus saved, the modifications made to the engine, and the profile of the new coachwork which have allowed a gain of nearly 11 m.p.h. with the same Light Fifteen engine. The model "D4" Citroen is thus a transition model possessing these features, so that its success is assured in advance. Once again the old firm at the Quai de Javel, with the release of this new type of car, add to the laurels which are the glory of the French automobile industry.



1. Inclined radiator.
2. Gearbox.
3. Inclined engine.
4. Pedals — accelerator, brake.
5. The boot lid makes body with the wings



September 15, 1955 — Australian Motor Manual

[I wonder if it had Radial Tuned Suspension?! — Ed.]

The Citroen Six

Increased Refinement shown by a
Roomy and Fast Anglo-French Car

In Brief

Price £952 (plus purchase tax
£397 15s. 10d.) equals £1,349 15s. 10d.
Capacity ... 2,866 c.c.
Unladen kerb weight ... 26½ cwt.
Fuel consumption... 16.8 to 18.6 m.p.g.
(driven hard)
Maximum speed ... 81.1 m.p.h.
Maximum speed on 1 in 20
gradient... 70 m.p.h.
Maximum top gear gradient 1 in 10.4
Acceleration:
10-30 m.p.h. in top ... 13.0 secs.
0-50 m.p.h. through gears 14.5 secs.
Gearing: 20 m.p.h. in top at 1,000
r.p.m.; 76 m.p.h. at 2,500 ft. per min.
piston speed.

CHARACTERISTIC.—
The six-cylinder
Citroen makes no
concession to ultra-
modern styling, and
preserves its tradi-
tional appearance
while remaining
essentially good-
looking.

which little can now remain unknown has brought both advantages and disadvantages. There should be a very high standard of reliability, there is certainly roominess of a kind which is not altogether common, and there is a remarkable absence of departure from an even keel during vigorous cornering or braking.

On the other hand, the traditional form of bodywork limits maximum speed to some extent, riding comfort does not come up to the highest 1954 level, and standards of silence also lag slightly behind current practice.

Externally, the principal change which has been made since we last tested a Citroen Six is the provision of a much enlarged luggage locker, with a lift-up lid and internal illumination from the number-plate lamp. Inside the car, a new and better-looking arrangement of the instruments and controls on the polished wood fascia panel is immediately observed.

It is in driving the Citroen Six or riding in it, however, that subtle yet significant changes become apparent. Formerly, for example, there were grounds for criticism in respect of noise from the all-indirect gearbox, but this fault was not evident on the new test car which came to us at an indicated mileage of 5,000.

ALTHOUGH built up from bare body pressings in England, and incorporating a large proportion of entirely British components, the Citroen Six is French in conception and in many of its mechanical parts. Sampling recently an example of this model, which has not been the subject of any major design change announcements since it was last the subject of a Road Test Report 4½ years ago, we found ourselves inverting a familiar French quotation and saying "Plus c'est la même chose, plus ça change." Ostensibly almost the same as its predecessors, this latest Citroen Six is in fact a very much more refined and more versatile car.

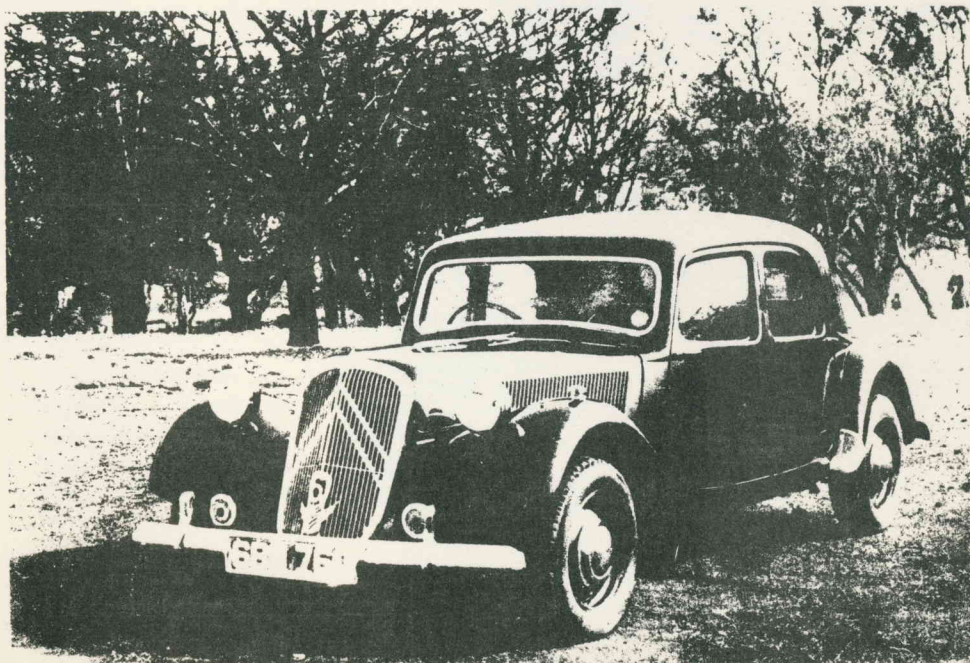
Powered by a 3-litre 6-cylinder engine, and able to seat six passengers, this largest Citroen model is a big car with quite high performance on the road. It stands on its own because, whereas most cars currently in production are essentially post-war designs, the Citroen Six is the result of about 20 years of detailed development work applied to a design which was boldly new long before the war.

Adherence to a general layout concerning



From the owner-driver's point of view the 6-cylinder Citroen possesses a number of admirable characteristics and several which are tiresome. On the credit side there is good engine accessibility, and a floating oil level indicator which cuts out the messy part of checking the sump. The combination of opening windscreen (which provides ventilation but not, unfortunately, enough travel for use in fog) and sunshine roof will please many motorists, and the general finish throughout the car is of a high order. The headlamps produce a beam equal to maximum speed at night and the well-known fingertip control which combines dip switch, horn and illumination control is a feature not bettered by any other manufacturer.

Less satisfactory is the heater which takes the form of an air pipe running from the radiator block into the car and, although adequate in temperate zones, cannot be said to be equal to the worst that



OPENING screen and sunshine roof are a combination seldom found these days on a production car. Separate headlamps are another feature which many motorists still admire.

The Citroen Six



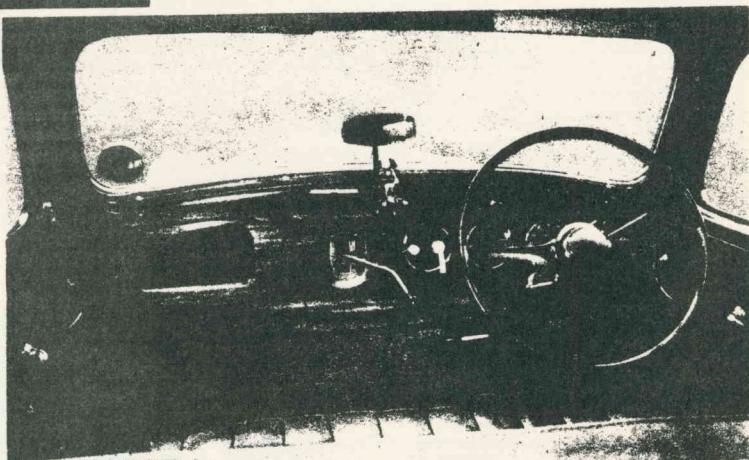
FRONT-WHEEL DRIVE means an absolutely flat floor for driver and passengers. The gear lever, protruding through the fascia panel, offers no obstruction. Despite a low roofline the seating position is pleasantly upright.

to the central position. Once the car is rolling at 10 m.p.h. or more, however, the steering becomes quite acceptably easy, rather firmer than is fashionable but also rather quicker in response.

Stable on the straight, this car can be swung rapidly along winding roads with exceptionally little fuss of any kind. Front-wheel drive does not disclose any snags, although handling qualities are appreciably influenced by throttle opening, the castor action and under-steer characteristic which are evident when accelerating diminishing quite noticeably if the accelerator pedal is released. We drove many miles on icy surfaces during this test, and the only effect of reaching the limiting speed on a slippery corner was a tendency for the front of the car to run wide. One point noted when driving on roads coated with snow and ice was momentary tugs at the steering if one front wheel spun suddenly on a patch of ice, but this was not in fact at all disconcerting. Passengers

winter weather can produce in Europe. Nor is there any provision for a much-needed demister, which is unforgivable on a comparatively expensive vehicle. The mirror is badly sited in that it causes a blind spot, and if the window winder is left in one position it is possible to remove the skin from the driver's right hand while gripping the wheel. Armrests are provided front and rear, which is desirable on so fast-cornering a vehicle, but the front one could be better sited.

A simple and yet fundamental merit of the Citroen Six is a driving position providing physical and mental comfort, the bench seat being upright and well shaped, the view forwards over a long but low bonnet excellent, and the controls generally very well placed. Upwards vision is none too good, however, except when the sliding roof panel is open, and rather blind rear quarter panels do not facilitate reversing in confined spaces. Familiarity with the car minimizes but does not



FORWARD VISIBILITY is good for all but the very tall. The lighting of the instruments at night is clear and unobtrusive and the standard of finish, in general, is high. A flap which controls the warm-air intake can be seen below the cubbyhole. The mirror gives a good view rearward but is inclined to impede forward vision. New instruments are a great improvement.

eliminate the nuisance of an abnormally large-radius turning circle, the result to some extent of front-wheel drive being used on a long-wheelbase car.

This same combination of front-wheel drive and a long wheelbase also provides, of course, for a completely flat floor inside the car, a floor the height of which above road level is barely more than the ground clearance. Also, for greater space than is nowadays usual between the front and rear seats, without sacrifice of the advantages of inter-axle seating. Long wheelbase, wide track, and low build are, of course, the basic ingredients for stability on the road, and the Citroen Six is indeed an exceptionally stable and controllable car.

At low speeds the steering remains distinctly heavy, and when the car is being backed the normal castor action becomes reversed so that the wheel has to be pulled back

could ride for surprising distances without ever suspecting that wet roads had frozen to ice, there being no swaying to disturb them even at quite fast cruising speeds.

Torsion bar springs are used at both front and rear of this car, springs which were unusually flexible when this design was introduced but are nowadays regarded as inclining towards firmness. The moderately firm springs in themselves should suit many people's tastes, but unfortunate shock-absorber settings seemed to be in use on the test model which did not provide sufficient control over persistent small-amplitude bouncing of the car on its springs: no doubt this is a matter which will soon be rectified. Apart from this unwanted motion, the riding is pleasantly flat, and low unsprung weight on the undriven rear axle allows rear-seat comfort to be at least equal to that enjoyed in the front of the car. Legroom and headroom in the rear compartment are very ample, so that a special footrest is provided for rear-seat passengers.



THE ABSENCE of a propeller shaft enables a low floor line to be used and passengers step down into the car. A footrest is provided and the armrest folds away.

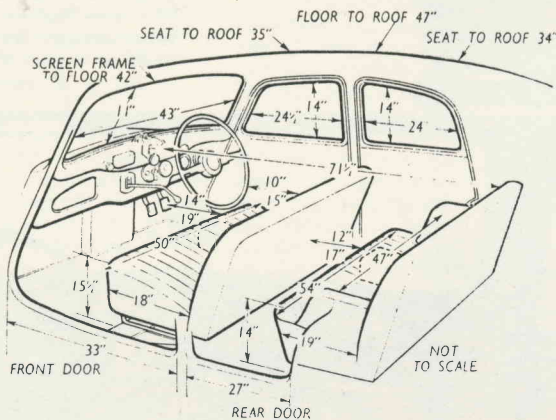
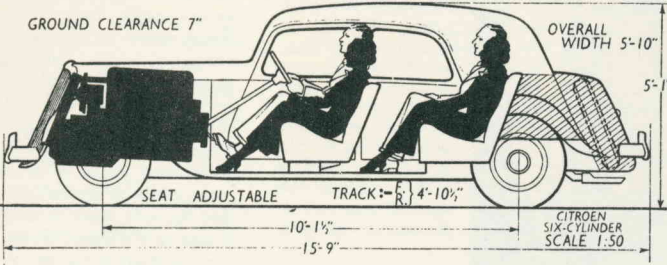
The Motor Road Test No. 10/54

Make: Citroen

Type: Six-cylinder

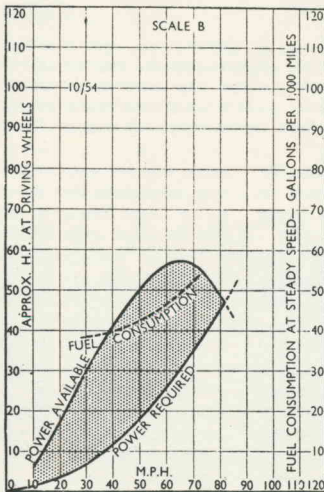
Makers: Citroen Cars Ltd., Trading Estate, Slough, Bucks

Test Data



WEIGHT

Unladen kerb weight .. 26 1/2 cwt.
Front/rear weight distribution .. 62/38
Weight laden as tested .. 30 cwt.



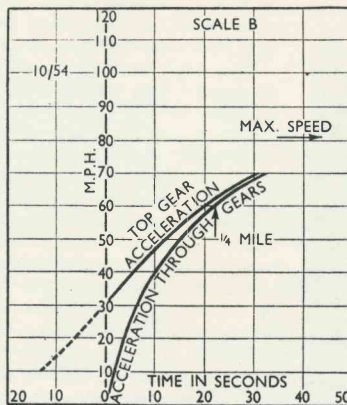
Drag at 10 m.p.h. .. 40 lb.
Drag at 60 m.p.h. .. 163 lb.
Specific fuel consumption when cruising at 80% of maximum speed (i.e., 64.9 m.p.h.) on level road, based on power delivered to rear wheels .. 0.85 pints/b.h.p./hr.

HILL CLIMBING (at steady speeds)

Max. top gear speed on 1 in 20 .. 70 m.p.h.
Max. top gear speed on 1 in 15 .. 64 m.p.h.
Max. top gear speed on 1 in 10 .. 45 m.p.h.
Max. gradient on top gear .. 1 in 10.4 (Tapley 215 lb./ton)
Max. gradient on 2nd gear .. 1 in 6.1 (Tapley 365 lb./ton)
Max. gradient on 1st gear .. 1 in 4.5 (Tapley 495 lb./ton)

BRAKES at 30 m.p.h.

0.92 g retardation (=33 ft. stopping distance) with 120 lb. pedal pressure.
0.86 g retardation (=35 ft. stopping distance) with 100 lb. pedal pressure.
0.77 g retardation (=39 ft. stopping distance) with 75 lb. pedal pressure.
0.50 g retardation (=60 ft. stopping distance) with 50 lb. pedal pressure.
0.23 g retardation (=131 ft. stopping distance) with 25 lb. pedal pressure.



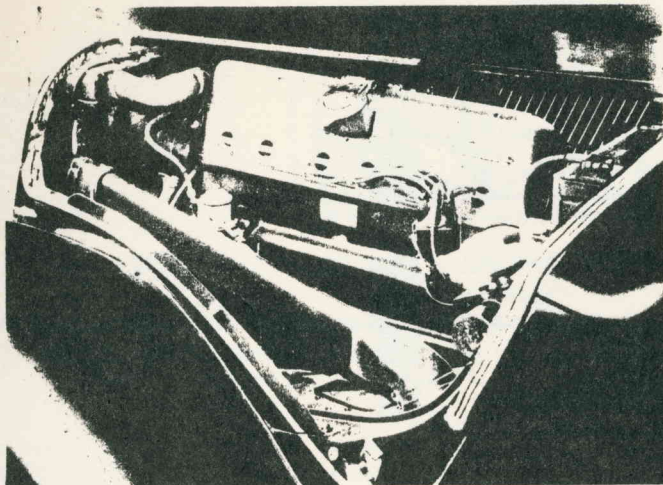
Maintenance

Sump: 12 pints, S.A.E. 20. **Gearbox & Differential:** 4 1/2 pints, S.A.E. 90, extreme pressure. **Steering gear:** Shell Retinax A. **Radiator:** 21 pints (1 drain tap, 1 drain plug). **Chassis Lubrication:** By grease gun every 1,000 miles to 8 points. **Ignition timing:** 8° initial advance. **Spark Plug gap:** .016-.020 in. **Contact Breaker gap:** .016. **Valve timing:** I.O. 3° B.T.D.C. I.C. 45° A.B.D.C. E.O. 45° B.B.D.C. E.C. 11° A.T.D.C. **Tappet clearances:** (Hot); Inlet .006 in. Exhaust .008 in. **Front wheel toe-out:** 0 to 1/8". **Camber angle:** 1°. **Castor angle:** 0. **Tyre pressures:** Front 20 lb. Rear 23 lb. **Brake fluid:** Lockheed. **Battery:** 12 volt, 57 amp.-hr. **Lamp Bulbs:** Headlamps, double-filament, 36/36 watt; Sidelamps 6 watt; Tail lamps 6 watt; Stop-lamp 18 watt; Rear No. plate lamp 3 watt (2 bulbs).

Ref. B-F/30/54

Contd.

ACCESSIBILITY is good. The petrol pump can be seen just behind the metal tube which carries warm air from the radiator block into the car when desired. Just behind the petrol pump is a floating dipstick. Distributor, windscreen wiper motor and battery may all be reached with the minimum trouble.

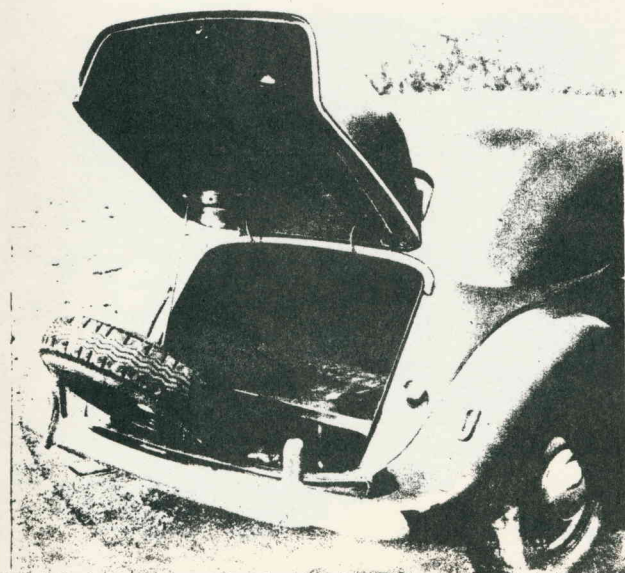
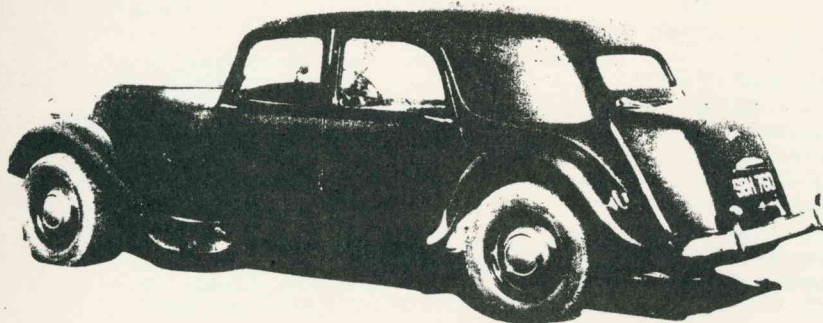


During the frosty weather which formed much of our test period, the six-cylinder engine was by no means a first-touch starter after overnight parking in the open air, but once it fired it behaved very well indeed. Operation of the starter produced sound effects reminiscent of a peal of bells, but in contrast the engine idled so quietly and smoothly as sometimes to arouse false suspicions that it had stalled. Flexibility at low speeds is up to the standard expected with six-cylinders, and the engine also runs quite freely up to fairly high r.p.m. when high performance is wanted.

The three-speed gearbox has unfortunately never been the most endearing feature of front-wheel-driven Citroën models. In this instance, second is a very useful ratio providing reasonably quiet and very potent acceleration between 5 and

50 m.p.h., and the unusual facia-mounted gear lever is quite convenient, but the synchromesh system was none too powerful and clutch-controlled locking of the gearchange mechanism seems to prevent smooth feel being obtained.

As has been said already, the car subjected to this test was very much quieter than the model driven four years ago. Improved standards of workmanship probably account for the fact that transmission noise has now been largely suppressed, and silencing has been very effectively applied to the carburettor air intake and also to the exhaust system. What remains, it appears, is mainly tyre noise, this being more than usually evident at cruising speeds up to 55 m.p.h., but seeming to fade away in the 60-70 m.p.h. speed range which is customarily used on clear roads.



ONE of the few alterations in the appearance of the Citroën during recent years is the adoption of a larger boot lid which improves luggage accommodation without sacrificing the accessibility of the spare wheel.

Mechanical Specification

Engine

Cylinders	6
Bore	78 mm.
Stroke	100 mm.
Cubic capacity	2,867 c.c.
Piston area	44.42 sq. in.
Valves	Pushrod o.h.v.
Compression ratio	6.5/1
Max. power	76 b.h.p. at 3,800 r.p.m.
Piston speed at max. b.h.p.	2,493 ft. per min.
Carburettors	Solex downdraught
Ignition	Lucas coil
Sparkling plugs	K.L.G. FA 50
Fuel pump	AC Mechanical
Oil filter	Gauze on pump

Transmission

Clutch	Single dry plate
Top gear (s/m)	3.87
2nd gear (s/m)	5.62
1st gear	13.24
Propeller shaft	Nil (front-wheel drive)
Final drive	Spiral bevel

Chassis

Brakes	Lockheed hydraulic, 2 LS Front
Brake drum diameter	12 in.
Friction lining area	162 sq. in.
Suspension:	
Front	Torsion bars and wishbones
Rear	Torsion bars and dead axle
Shock absorbers	Telescopic
Tyres	Michelin 185-400

Steering

Steering gear	Rack and pinion
Turning circle: Right	46 feet
Left	42 feet
Turns of steering wheel, lock to lock	2

Performance factors (at laden weight as tested):

Piston area, sq. in. per ton	29.6
Brake lining area, sq. in. per ton	108
Specific displacement, litres per ton mile	2.865

Fully described in *The Motor*, September 9, 1948.

Coachwork and Equipment

Bumper height with car unladen:

Front	(max.) 16 in., (min.) 12½ in.
Rear	(max.) 18½ in., (min.) 15 in.

Starting handle ... Yes

Battery mounting ... On scuttle

Jack ... Harvey Frost screw type

Jacking points ... Under axles

Standard tool kit: Tyre pump, grease gun, wheelbrace, adjustable spanner, screwdriver, pliers, plug box spanner and tommy-bar, tool roll and holdall.

Exterior lights: Two headlamps, two side lamps, two stop/tail lamps, number-plate lamp.

Direction indicators ... Semaphore type, self-cancelling

Windscreen wipers ... Lucas two-bladed, electric

Sun Visors ... Two

Instruments: Speedometer (with trip), fuel contents gauge, ammeter, electric clock, manual ignition control.

Warning lights ... Oil pressure

Locks:

With ignition key ... Ignition;

With other keys ... o/s front door; luggage boot

Glove lockers ... One on facia panel

Map pockets ... Two on front doors;

one on scuttle side, one behind front squab.

Parcel shelves ... One behind rear seat squab

Ashtrays ... One on facia; one behind front squab

Cigar lighters ... Nil

Interior lights ... One in centre of roof

Interior heater ... Fresh-air type

(without demisters or fan)

Car radio ... Optional

Upholstery material ... Leather and plastic

leathercloth.

Carpets ... Pile carpet

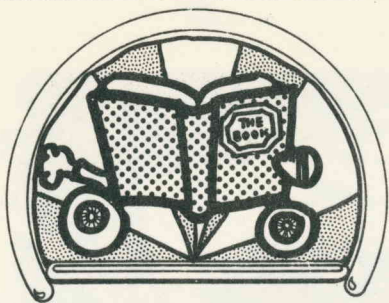
Exterior colours standardized: Green, red, grey

and black.

Alternative body style: Fixed-head saloon, £940

plus purchase tax £392 15s. 10d., equals

£1,332 15s. 10d.



YOU'VE DRIVEN THE CAR – NOW READ THE BOOK

Mark Navin

For those Citroen buffs who, apart from driving their chosen vehicle would like to have on their shelves a book or two on the subject, the choice, while not being particularly prolific, is adequate. The problem in Australia is actually finding out about the books, as a visit to any technical bookshop will reveal shelves of books on 'name' European models (such as Porsche, Bugatti, etc.) and the American producers. If you are lucky and persistent, you might find an Autobook manual on the repairs to a GS or D series, which is not exactly the kind of publication you had in mind to proudly display on your coffee table.

Tractionistes of course have a problem. The vehicles are twenty years out of production, which means that contemporary books do not generally deal with them in depth. Unfortunately the Traction Avant is not yet old enough to be dealt with as a revered collectors piece and of historical interest, but as the list below shows, it is beginning to happen. Deux Cheveux lovers are better catered for; as a current vehicle they are still in active use and therefore have a claim to topical interest. Their exploits in Round the World trips and unbreakability on such trips are the stuff that makes good adventure reading.

Unluckily Andre Citroen chose to be a Frenchman, and the adventures of the French cars are mostly published in that language. A number of books have been republished or initially published in English but the majority are in French and I suspect will never be published in an English edition. Even if you do not speak the language, a number of the publications are still worth consideration. The following list is by no means comprehensive, but is a guide to books currently available. Prices are only approximate due to the varying exchange rate and sources of supply. The comments are my own and indicate general contents, and are not meant to be read as criteria of quality. For interest I have also included a list of magazines/periodicals that are Citroen oriented

or sometimes contain Citroen articles. (F) indicates French text, (E) english.

BOOKS

Title and Author	Price	Comment
Citroen- The Great Marque of France	\$20	(E) Blue cover - the most definitive currently available. Covers from A to SM models includes French text too.
Quai de Javel—Quai Andre Citroen	\$20	(F) Red cover- original French edition of above.
Citroen, R. Broad	\$9.20	(E) Interesting but patchy historical notes. Good reading on recent models.
La Traction J. Borge & N. Viasnoff	\$6	(F) paperback or hardcover. Many photos, some prev. unpubl.
La 2CV	\$6	(F) similar treatment to La Traction
La DS	\$6	(F) Haven't seen, sim to above?
Andre Citroen- Le Precurseur, M. Nurroy	\$6	(f) Also unseen.
Les Deuches, J. P. Ferey	\$6	(F) Unseen - 2CV history.
Raid Afrique J. Wolgensinger	\$7	(F) Worth it for cover alone- story of 2CV, Dyane rally. across North Africa.
Mes Rallyes. L. Bianchi	\$7	(F) Famed Cit. rally driv. autobiog.
La Terre en Rond. J-C' Bardot, J. Sequele	\$7	(F) Around world in 2CV - '58/9.
La Terre en Liberte, C. Gallissian	\$7	(F) more 2CV exploits.
Au long Cours en 2CV, C. Layec	\$7	(F) Ditto.
Citroen Flat Twins J. P. Richards	\$2	(E) Handy booklet on 2CVs.
Citroen Traction Avant 1934-57	\$5	(E) Compiled road tests all Traction models.
Les Archives du Collectionneur	\$12	(F) Series of 4 books covering all models to 57. Useful workshop manual for vintage models.
Ici Commence L'aventure, Cit. Public Rel.		(F) (Free) How to prepare 2CV' GS for long-distance travel.

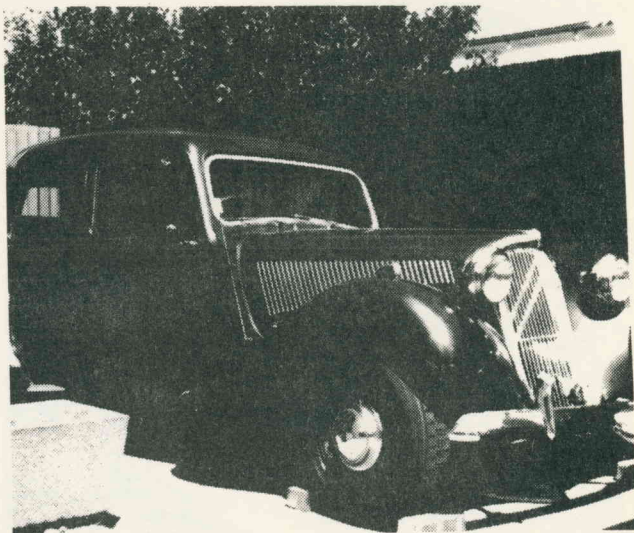
MAGAZINES

Le Double Chevron, Citroen Public Relations	(E&F) free, 3 times a year	publicity mag, produced by Citroen.
Citroen, Citroen Cars Slough.	Free	(E) Sim. to above but not always specif. Citroen.
L'Automobiliste.	\$2	(F) Not always on Citroen, but has some excellent articles.
Automobile Quarterly	\$12	(E) Has contained articles on Citroen history - VIII-2; SM-IX-1; 2CV III-4

It should also be realised that a number of clubs produce regular high quality magazines, and also often reprint old sales brochures and catalogues which are as good as the originals. The prices are usually very reasonable and these are often worth purchasing.

FOR SALE – 1956 LIGHT FIFTEEN 11D – 24,000 miles.

Your diligent editor has, through quantities of good luck, amateur sleuthing, and copious telephony, come across a rare and valuable beast, which also happens (keep your distance) to be for sale. The car is a 1956 Light 15 11D (first reg. april) which has done only 24,000 miles, and is in almost new condition, having always been garaged. The car is metallic peacock green with beige interior, and has its original tool-kit. It has just been re-registered on its original plates, and has 4 new Michelin X tyres (old ones perished), new battery and muffler, and brakes completely reconditioned by PBR – linings and hydraulics. Price is to be negotiated. Understandably, owner doesn't wish to be pestered by hordes of tyre kickers, so has asked that genuine enquiries be directed through the editor, who will pass your phone number on to the owner.



CLASSIFIEDS

1954 BIG 15 Partly restored, running but not registered. 5 new Michelin tyres. Recond brake system, new floor and exhaust system, flashing indicators, extra motor & many other spares, some tools, and manual \$1000. Ring Jim Szymanski, 439 1405.

ENGLISH 2CV. 1955 model recently restored, exc. mech. condition, reg, RW, best offer – inquire through Mark Navin, 89 8576.

FOR 1955 SAZ 2CV - 1 complete driveshaft, best offer - Mark Navin.

FOR SALE (see ad in magazine) 1956 light 15 11D model, 24,000 miles.

WANTED Information, literature on early Citroens and owners – Mark Navin 89 8576.

WANTED Four 165 x 400 Radials, used but in roadworthy condition. Phillip Bowen, 25 3295.

WANTED 14-hole easy-clean wheels (also known as artillery type) with or without tyres, AND one or two 185 x 400 type wheels, as fitted to Six or Family Nine. Kym Harding 877 4853.

FOR SALE 1967 2CV (435cc) Built for German market RWC etc. \$2,500. Enquiries through Mark Navin.

WANTED – NEW OWNER : current master insists on driving 2 cylinder upstart – I'm reg., RWC, genuine 76,000 miles, 1961 ID Safari. Prospective masters phone 89 8576 for interview.

FOR SALE – Light 15 gearbox in excellent condition. \$200 or best offer. John Avar, 'Ellerslie', Colbinabbin. Phone Colbinabbin 15.

Citroen Classic Owners Club of Australia:

WINDCHEATERS: exacto with choice of Citroen designs. Please state size and colour preference. Price approx \$12. Contact Andrew Rankine.

CCOCA T-SHIRTS: SOON TO BE RELEASED.

1938 SALES BROCHURE REPRINTS: \$2.00

SPARE PARTS CATALOGUES (French text) \$15.00

SPECIAL TOOLS:

Roger Brundle (509 0441) has the following tools for hire - prices are for the hire period of one week.

Spanner for adjusting brake shoe eccentrics 50c.

Tool for adjust. synchromesh, 50c.

Valve spring compressor, \$1.

Vernier gauges, \$1.

Stub axle nut spanner, \$1.

Steering ball pin extractor, \$1.50.

Block for removing rear torsion bar, \$1.50.

Front hub extractor, \$2.

Upper ball joint extractor, \$2.00.

Outer front wheel bearing extractor, \$2.

Stub axle inner ring nut extractor, \$2.

Upper swivel ball spanners, \$2.

Extractor body for drive shaft spigot cup or ball joint, \$2.

'A' frame for towing Light 15's, \$2.

Lower ball joint extractor, \$3.

Collets for ball pin extractor, \$3.

Collets for spigot cup extractor, \$3.

Chain block & tackle, \$3.

DEPOSIT: One tool, \$10; two +, \$25.

Revenue from this source goes to enlarging our stock of special tools.

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