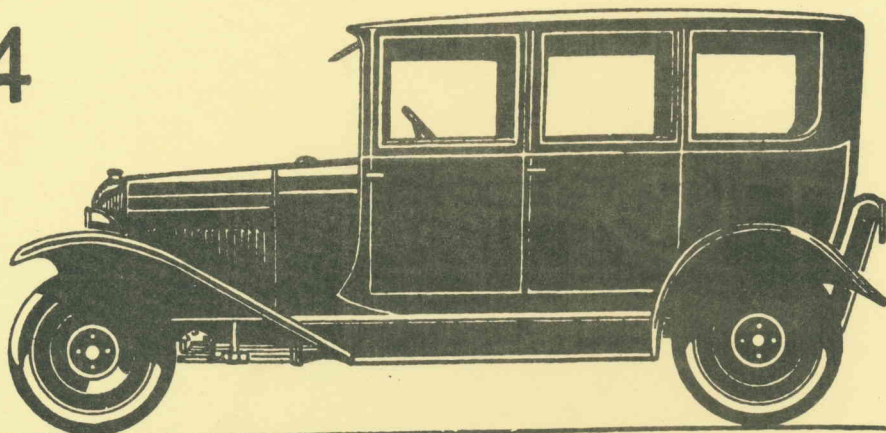




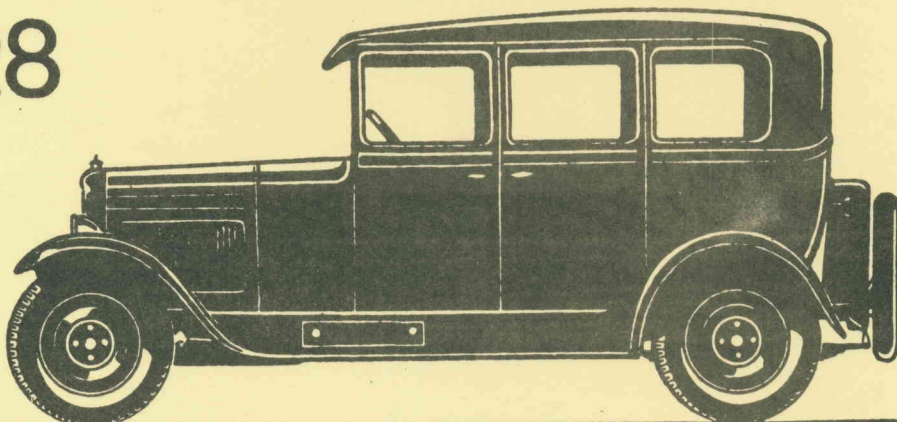
# CITROËN

EVOLUTION D'UNE SILHOUETTE

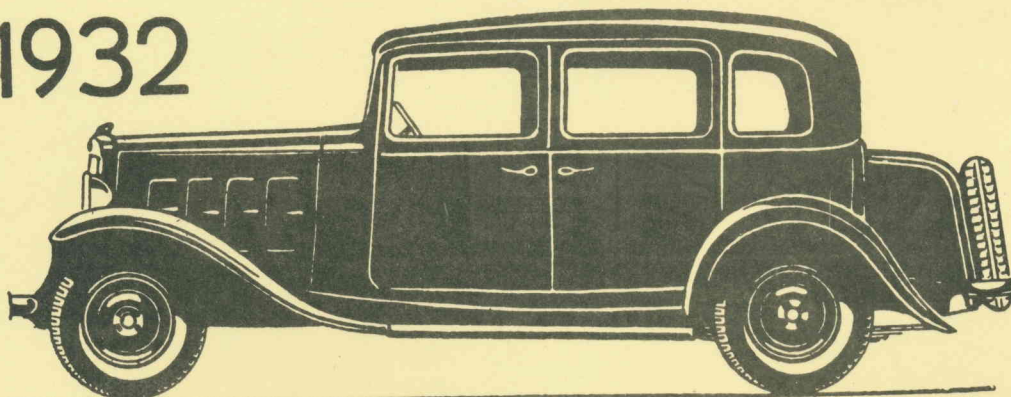
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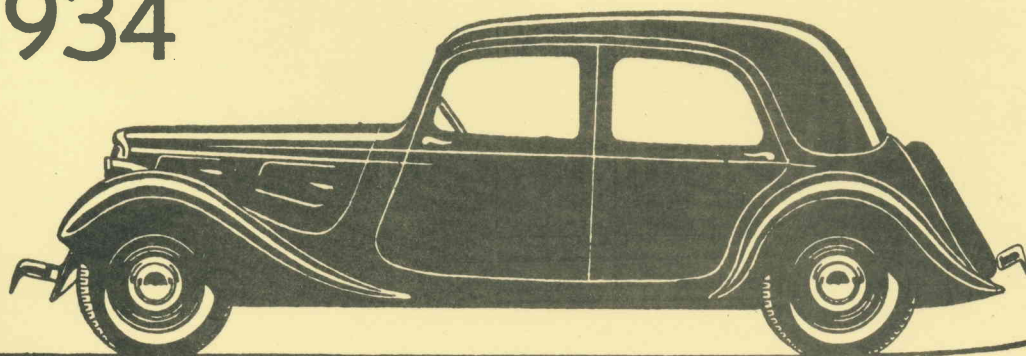
1928



1932



1934



## CCOCA Committee:

**PRESIDENT:** Mark Navin,  
1 Alexander Street,  
Box Hill. 3128  
Phone 878 2410

**SECRETARY:** Roger Brundle  
12 Barkly Avenue,  
Armadale. 3143  
Phone 509 0441

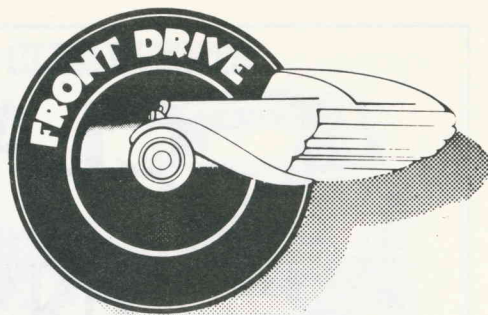
**TREASURER:** Gerry Propsting,  
18 Bellara Drive,  
Mooroolbark. 3138

**SPARE PARTS OFFICER:** John Couche  
15 Mitchell Avenue,  
Boronia. 3155  
Phone 762 6856

**EDITOR:** Kym Harding,  
26 Tyrrell Avenue,  
Blackburn. 3130  
Phone 877 4853

**ACTIVITIES OFFICER (Acting):**  
Peter Fitzgerald,  
34/55A Coorigic Road,  
Carnegie. 3161  
Phone 568 4062

**LIBRARIAN:** Peter Simmenauer,  
6 Rubens Grove,  
Canterbury. 3126  
Phone 82 6539

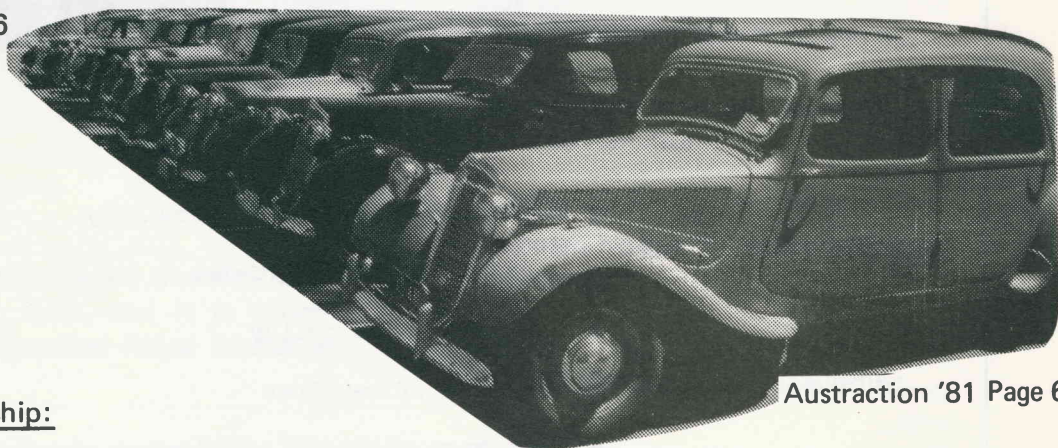


Volume 4 Number 5 December/January 1981

The Magazine of the Citroen Classic Owners Club of Australia

As members will note by the renewal form, inflation has finally caught up with CCOCA fees. After three years of no change, the committee has found it necessary to increase subscriptions to keep the club in the black.

Members will also notice that the Parts Fund has now a different method of funding to replace the \$40 parts loan system (see page 11 for more details). Participation is voluntary but it should be stressed that the more members who participate the more benefits will be gained from the parts side of the club.



Austraction '81 Page 6

## CCOCA Membership:

Joining Fee (new members and late subscriptions) \$5.00  
Annual Subscriptions: Full member \$20.00  
Associate Member \$15.00  
Joint membership available to spouse of full member, no cost.  
Overseas postage rate \$5.00

CCOCA meetings are held on the last Wednesday of every month at the Coffee Shop Meeting Room of the Nunawading Civic Centre, Nunawading, east of Springvale Road.



# CLASSIC CAR INSURANCE



- Available to Club members only
- Ultra competitive rates
- Agreed value policy
- Choice of repairer
- Salvage rights
- Laid-up cover available

CONTACT THE SECRETARY CCOCA FOR FULL DETAILS

**Shabon Insurances (Vic.) Pty.Ltd.**

## CHEAP CAR INSURANCE AT LAST!

The Committee has concluded negotiations with Shabon Insurances for coverage of CCOCA members' cars under Shabon's "Classic Car Insurance" scheme.

This scheme recognises the fact that classic cars driven by members of clubs such as CCOCA are statistically at lower accident risk with consequent lower premiums.

Additionally the scheme offers a number of features of real interest to classic Citroen owners, including agreed value; salvage rights in the event of a write-off; choice of repairer; automatic coverage while other club members are driving the car, and so on. Comprehensive coverage of cars under restoration is also available.

Current premiums are:

### Category A

(pre 1948 and all Tractions)

Up to \$6000 Agreed Value

\$50 excess \$69.50

### Category B

(1948 to 1962 excluding Tractions)

\$100 excess \$95.00

### Category C

(1962 onwards)

On Application

### Laid-Up Cars

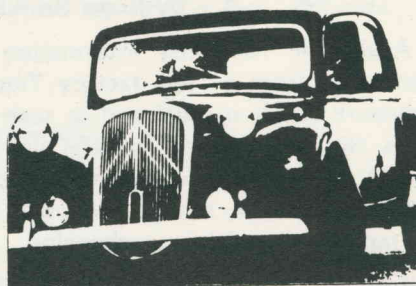
\$47.50

Brokers for the scheme are Shabon Insurances (Vic.) Pty. Ltd., and it is underwritten by the Guardian Royal Exchange Group (GRE).

Coverage is immediately available for Victorian, S.A. and Tasmanian members, and may be available to other members depending on individual situations.

All enquiries should be directed to the Secretary CCOCA in the first instance.

## CLUB EVENTS



February 25

Open night. Proposed night observation run, 8pm Nunawading.

March 3rd. **ANNUAL DINNER 7.30pm**

La Seine Restaurant,  
309 Victoria Street,  
Abbotsford.

\$30 per double

B.Y.O Grog

Contact Peter Fitzgerald

Bookings close by 27th. February.

March 22

Kalorama Rally.

March 25

Annual General Meeting (election of new committee) 8pm Nunawading.

April 17-20

Canberra (CITIN) Rally - Easter.

April 29

Open night 8pm Nunawading.

May 27

General meeting 8pm Nunawading.

June (Queens Birthday Weekend)

Rally to Hamilton.

June 24

Proposed Noggin 'n Natter at Molina's in Richmond.

July 29

General Meeting 8pm Nunawading.

August 26

Open night 8pm Nunawading.

September 6

Club Parts Auction



## RESTORATION

By Roger Brundle

Again the following information has been taken from a 1951 factory Traction bodywork repair manual and as such describes the contemporary "official line" on how to go about various bodywork repairs. This issue — door, scuttle and small boot seal replacement and door rehangng.

### SEALING SCUTTLE VENTILATOR

If water penetrates by the scuttle ventilator only the rubber joint can be at fault. It will be necessary to replace this joint as follows:

Disconnect the ventilator panel from its hinge by removing the three fixing screws visible when the ventilator is opened and the pin taken out of the control rod.

Take out the rubber joint from its channel. Scrape out and carefully brush the channel and the flange of the ventilator panel. Coat the channel and joint with contact adhesive.

Fit the joint in place and fit the ventilator panel. Keep the panel in the closed position in order to press the joint firmly in position.

Leave the ventilator closed for twenty hours so that the adhesive can dry.

### SEALING REAR LUGGAGE COMPARTMENT DOOR (small boot)

The replacement of the rubber joint is made in a similar method to the scuttle ventilator joint. However, to obtain a good seal around the door, it is necessary for the latter to locate correctly in the joint channel.

Locate the door panel correctly by setting the door hinges in the direction necessary. Make sure that the drain holes in the luggage compartment floor are not clogged so that any water that may leak through the lower joint of the door can escape.

### MAKING DOOR WATER-TIGHT

In order to exclude draught and water the weatherstrip around the door must be in good condition. It must not be hard or split.

When it is not up to standard, it must be replaced. To do this, proceed as follows: Remove the two dove-tail blocks.

With the aid of a rather strong screwdriver, open the steel section retaining the weatherstrip and remove the latter.

Fit a new weatherstrip and carefully tap the steel retaining section back to its normal position by using a mallet. Fit the two dove-tail blocks.

## DOOR SHUT ADJUSTMENT

If the doors rattle when the vehicle is in motion, it may be due to one of the four following causes.

1. Wear on hinge pins or hinge pin holes.
2. Door touching body opening at one or more points.
3. Door lock bolt or striking plate out of adjustment.
4. Dove-tail blocks worn or door buffers worn or missing.

In all cases it is necessary to first put the hinges in good order, either by replacing the hinge pins or the hinges themselves. It is essential for the door to fit the body opening without touching at any point. Arrive at this condition by adjusting the position of the hinges. The door can be moved vertically by virtue of the fact that the holes in the door pillars for the hinge fixing screws are oversize. This feature permits a limited movement of the tapping plates retained in the pillars. If the door requires lateral adjustment a packing piece of the thickness necessary to give correct adjustment should be fitted between the hinge plate and the door pillar.

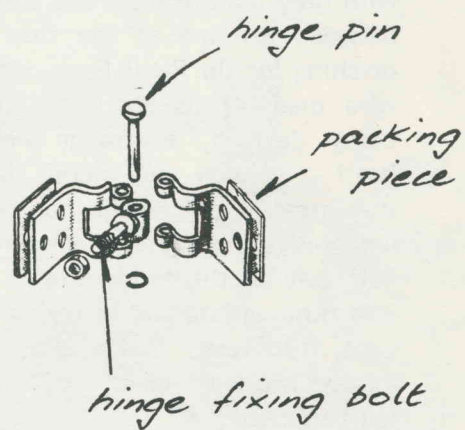
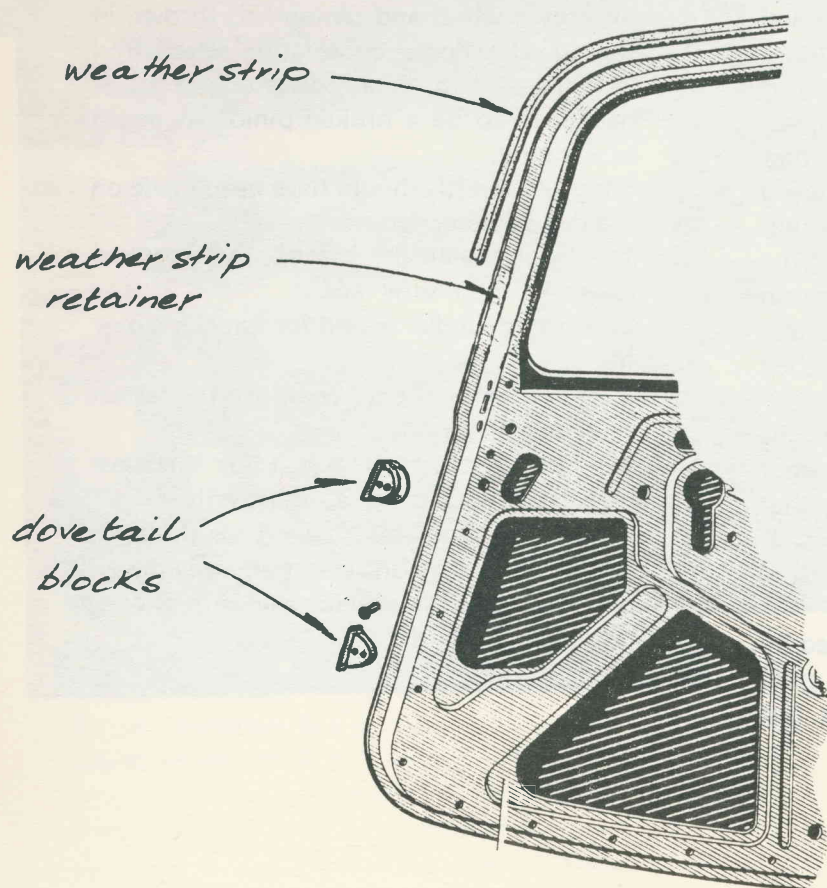
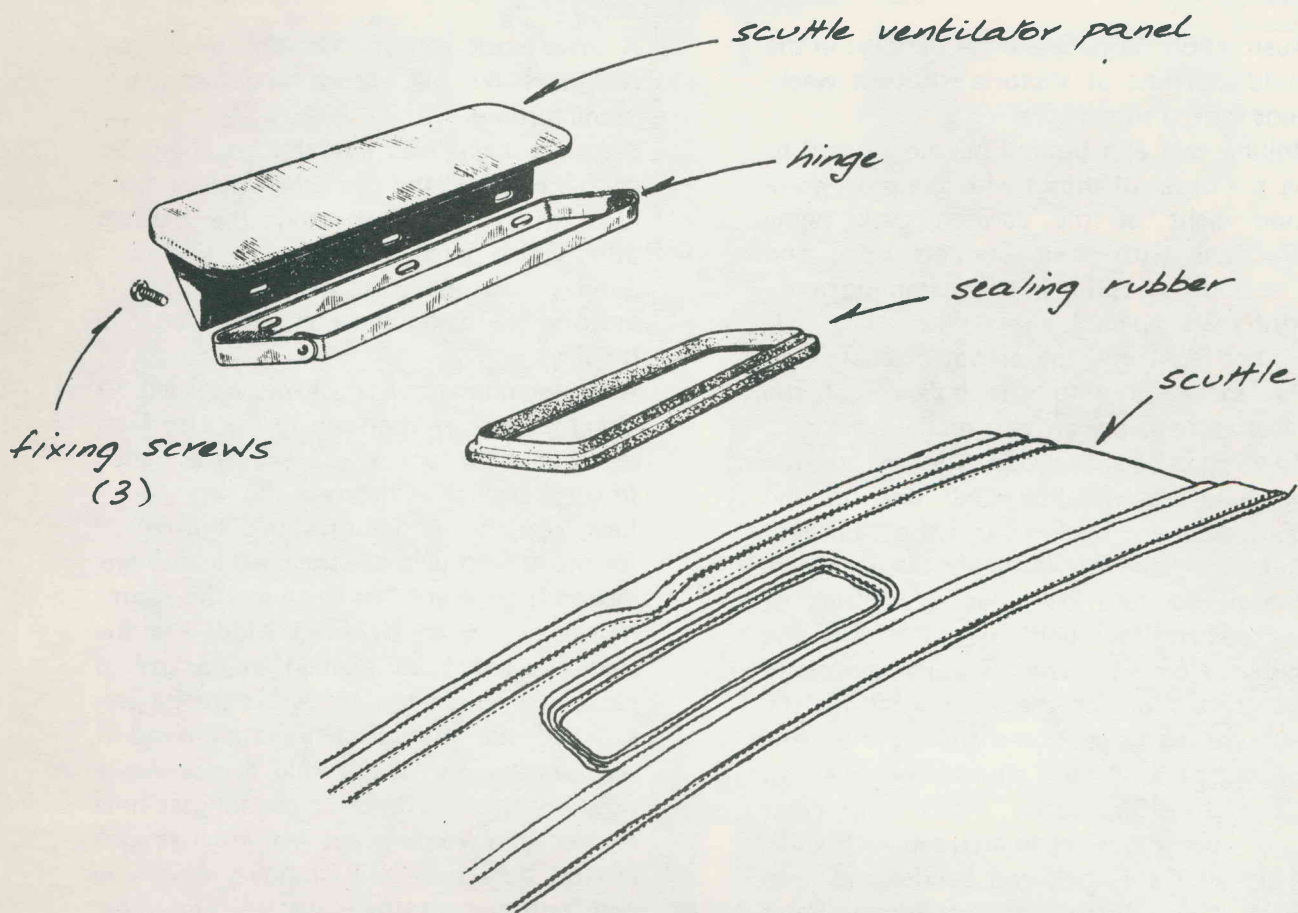
If with the above adjustments the door still touches the body opening, give a few blows with a mallet to either the door or door opening shut faces at a point where the fouling occurs.

Fit the door dove-tail blocks. These blocks can be adjusted up or down on account of the oversize holes for the fixing screws. To hold the door tight when the vehicle is in motion, the upper dove-tail block must be adjusted so that its upper face bears against the upper face of the upper dove-tail housing fixed to the body. It is equally important for the lower face of the lower dove-tail block to bear against the lower face of the lower dove-tail housing.

If the dove-tail blocks do not fit completely in the housings, millboard or linoleum packing pieces, of sufficient thickness to take up the gap, must be fitted between the blocks and the door.

Make sure that the door closes properly. The lock bolt must fit behind the striking plate catch without play. If necessary, adjust the striking plate laterally. After adjustment, TIGHTEN UP HARD, the striking plate fixing screws.

Fit in place the four rubber buffers in the holes provided in the top flange of the door opening on the body and along the lower edge of the door itself.





# AUSTRACTION '81

Austraction '81 happened at Bendigo in the middle of one of Victoria's hottest weekends for the summer period.

Boiling cars and boiling people seemed to be the order of things with the most common sight at the caravan park being Tractionists with their bonnets open and Tractionists basking in the swimming pool - trying to keep cool.

Friday night saw the arrival of about half the members with the balance of the record attendance arriving on Saturday.

The first official function, after registration on Saturday was the Club line up and photographic session in the adjacent K-mart parking lot. Eighteen Citroens were present to face the massed clicking of cameras and the "ooh's and aahs" from the gathered crowd. The line up was actually two cars short of the final total for the weekend as Leigh Owen from the Banana Republic had already struck problems with his Light 15's starter motor and Peter Simmenauer was yet to arrive in his Big 15. After all the Kodak and Pacific had been used, it was time to set off on the Peter Fitzgerald magical mystery tour of Bendigo and surrounds, otherwise known as the Observation Run.

Entrants set off at two minute intervals with only a set of clues and animal cunning between arriving at the final point and reaching for the Panic Envelope. For those who made it to the finish line without being delayed, a strange sight revealed itself - nobody was there! It seems that the intrepid rally leader had been delayed and was running late. Peter said later that half way to the finish line he realized he was running late and in trying to catch up time, discovered that a 2CV will actually exceed the legal speed limit when pushed hard enough!

Fred and Kathy Kidd and the Kidd kids eventually won the event with the only perfect score. (I still don't reckon that James Sharkey actually was buried in that cemetery 'cos I certainly couldn't find him!).

The cold smorgasboard dinner provided by the club and the adjacent swimming pool were greatly appreciated by all the hot contestants at the finishing spot.

A drive back through Bendigo in convoy was next on the agenda and had many heads turning.

Saturday night was free though about 30 people watched the motoring movies provided, with the rest spending the night in other varied pursuits.

Sunday morning was again free with the motorkhana being the main event later in the day.

A second convoy of 18 Citroens headed off along the Calder Highway to Faraday Motor Museum to look at the exhibits and then to try their luck at flag weaving.

Last year, Marie Thomas held the record for the longest distance travelled in any one motorkhana event but this year the record has been broken by Fred Kidd. In the slalom event Fred seemed to go around each flag about ten times before he was satisfied that he had really gone around it! At the other end of the scale, Nance Clarke now holds the record for the longest time elapsed in any one event - though at least all the flags were still standing when she had returned to the garage. The most unfortunate happening of the day belonged to Rod Greschke. Whilst gently motoring along in one of the events, Rod was greeted by that horrible clunk-clunk-clunk noise feared by all Tractionists - you guessed it, his crown wheel and pinion had thrown in the towel. Some consolation when Rod won the "Hard Luck" Award which just happened to be a broken pinion mounted as a trophy.

Six other awards should have been made on the day to other drivers:-

1. Brian Paulusz: award for crooked reversing in the slow race.
2. Roger Brundle: award for knocking over the most flags.
3. Peter Simmenauer: award for the fastest slow race on record.
4. Peter Fitzgerald: award for the most un-aerodynamic car in all the events.
5. Graeme Stockfeld: award for the most people fitted into one car at any one time.
6. Fred Kidd: award for the most driving lessons given on the day.





## AUSTRACTION '81





After everyone had finished playing boy (or girl) racer and had returned to the caravan park to collapse in the swimming pool, a small group of brave souls returned to the heat of the afternoon to rescue Rod's broken Light 15.

The car is now residing in Mr. & Mrs. Fitzgerald's garage until such time as Rod can bring a trailer down from Canberra to rescue it. The Greschke family would like to thank all those who offered help and specially to Robyn Couche for driving the family to Rod's fathers house at Walla Walla, some 300km distance.

Sunday night was free again and about 30 people took advantage of an invitation to a B.B.Q. dinner at the Fitzgerald's. Thanks to Ray and June for putting up with us all night.

Monday was the last day with a chicken and champagne breakfast on the shore of Bendigo's Lake Weeroona. The local T.V. station sent out a crew to cover the event and CCOCA was given a three minute wrap up on the evening news.

At the conclusion of the chicken and champagne, people set off on the long journey home in the blistering heat.

Awards this year went to the following:

Longest distance travelled: Leigh Owen from Queensland (round trip = 3200 km)

Motorkhana: Peter Fitzgerald

Most Desirable vehicle: Peter's AK400 Van

Observation Run: The Kidd Family

As a final note, I think it is worth recalling that although Austraction '81 was a great success with the humans, it was not such a great success with the cars. Most maladies were a direct result of the hot weather and at one stage it was getting to be quite a joke to see the number of Traction's with their bonnets up cooling down after bubbling their life giving fluid out through the overflow tubes. Other sad stories included Rod's broken gearbox, John Couche's broken clutch cable and nonoperating fuel pump, Leigh Owens' blown starter motor, Chris Bennet's blown starter motor, Fred Kidd's strange electric problem, Graeme Stockfeld's broken fuel line in the Corolla-skate and Mark Navin's mangled stone guard on his DS.

The number of cars that had overheating problems won't be listed due to lack of space in this magazine.

Next years Austraction is already in the planning stage and with your support, will be even bigger and better than Austraction '81.

It will again be held on the January long weekend, so keep the date free. This year we had 20 Citroens present, which is a club record, but next year, we are looking for at least 30 cars.

We will see you at Austraction '82.

John Couche.





Along the years there has been a number of commercially-available toy cars able to accommodate the fortunate child-owners of parents wealthy enough to indulge their off-springs' fancies in this direction. One recalls pedal-propelled or electrically-driven replicas of Packard, Cadillac, Rolls-Royce, LSR Sunbeam, Vauxhall, 200-Mile-Race Alvis, bull-nose Morris, Model-T Ford and many others, apart from children's cars built for them in the home workshop. Of such commercially-made miniatures two of the best were the tiny 7.5 h.p. Citroens which the Citroen Company itself made available to lucky Parisian children, and Ettore Bugatti's famous scaled-down, electric Grand Prix Bugatti single-seater, neither of which should need any introduction to our readers.

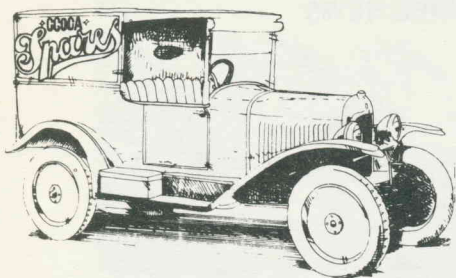
The difficulty of acquiring one of these models is now considerable, for they are much sought after and we do not, in fact, recall seeing a pedal-driven 5cv Citroen, although they were out and about circa 1925. A replica of the latter is now available from Lely Small Cars, Peter Lely's company that describes itself as designers and manufacturers of fine quality children's cars, operating from 34, Cotman Road, Norwich, NR1 4AF. Their 5cv Citroen pedal-car is a single-seater, with an overall length of 4' 6", weighing about 50 lb. The pointed-tail body is of fibre-glass, ideal for kids of four to eleven years of age. It is mounted on a steel chassis, which has dual rear-wheel braking, and

equipment includes a bulb horn and working lamps and speedometer. The lamp-switches are on a wooden fascia, and the speedometer includes a mileage recorder. The disc wheels run on ball-bearings, the tyres and battery are of cycle size, so easily replaceable, and the drive is by enclosed chain from the pedals, to a stainless-steel back axle. The young driver has r.h. brake lever and the steering column, carrying the padded aluminium wheel, is adjustable, a luxury not enjoyed by drivers of full-size Citroen 5cv's! Individual number plates are available, each car is separately coded, and there is a choice of brilliant yellow, wine-red or deep blue paint finish. The snag is that you have to have a very indulgent Father Christmas or a rich daddy to acquire one, as the price is 966 pounds, with VAT. However, it is good to see a proper make as a replica miniature, even if Citroen did it rather better all those years ago.

Reprinted from Motor Sport October 1980



# SPARES



John Couche.

## NEW PARTS

### BEARINGS

Front wheel outer L15	\$11.61
Front wheel inner L15	\$6.21
Rear wheel L15	\$8.14
Gearbox bearing, type 1	\$17.15
Gearbox bearing, type 2	\$17.63

### GASKETS

Exhaust gaskets, Big 6, 2 hole	\$0.75
Head gasket L15	\$22.59
Solex 32PBIC carb. gasket set	\$2.87
Exhaust manifold gasket set L15	\$4.84
Exhaust flange gasket, L15	\$3.86

### RUBBER WARE

Fan belt L15	POA
Big boot weather seal	\$7.37
Steering rack boots	\$9.45
Windscreen rubber, wide frame	\$4.94
Pedal rubbers	POA
Radiator hose upper L15	\$7.18
Radiator hose lower L15	\$8.25
Fuel filler neck grommets, big boot	\$4.36
Door and bonnet grommets	\$0.57
Heating system rubbers	POA
Headlight, doorhandle and boot handle protectors	\$8.64
Scuttle vent rubbers	\$13.00
Door seal	\$8.00

### GEARBOX AND CLUTCH

Gearbox output seals	\$6.95
Gearbox bushes, set of 4	\$26.52
Gearbox locktabs	\$3.36
Clutch friction plate, reco. changeover only	POA
Clutch bearing springs	\$0.50

## MISCELLANEOUS

Bumber irons, pair	\$43.20
Upper & lower ball joint leathers	POA
Bonnet lacing	\$4.60
Window channeling (per car)	\$18.75
Mudguard piping, vinyl (per car)	\$10.20
Pedal Rubbers	\$7.95 each
Heating system rubbers	\$17.53 set
Rocker shaft L15.	\$36.98
L15 Head gaskets	\$ 6.00

Muffler, L15 original pattern	POA
Engine pipe, L15	POA
Spark plugs	\$1.35
Gear change springs	\$3.58
Starting handle pins	\$1.15
Big 15 recoed drive shafts (1 pair only)	\$105.00
Silent blocs, L15, reco changeover only	\$25.00
Brake shoe pivots	\$1.07

## SECOND-HAND PARTS

Ask - if we haven't got it in stock, we will try and get it for you.

10% DISCOUNT for all participants in the parts loan.

(POA — part is presently out of stock and next shipment is likely to include a new price.

## RECONDITIONING SERVICE

Reconditioning Service is available on the following:

Radiators, brake shoes, brake wheel cylinders, master cylinders.

Price of these services depends on condition of item submitted for reco, but will be at trade prices.



## SPARE PARTS

### LIGHT 15 HEAD GASKETS

The Spares Dept. has recently received 5 L15 head gaskets from a member who is a Ships Chief Engineer. These gaskets were hand made by the member, have been tried on a car and have proven to be excellent. Get yours while stocks last.

### DRIVE SHAFTS

The long drawn out drive shaft wrangle has finally come to an end — for the time being at least.

People who placed orders with the Club for a set of reconditioned shafts will shortly be receiving a letter explaining the situation in detail, but in the meantime, I have included the information below.

Due to the totally insurmountable problems dealing with firstly, the Dutch Club and then with a local contact of supplying the shafts, CCOCA has finally given up the fight and cancelled all orders.

All those people who have paid deposits will have their money refunded in full.

I am sorry that the situation has had to end with the cancellation of the order, but it seemed that there was no other way.

It is now proposed to obtain our own supply of universal joints, either for sale to the members or for reconditioning drive-shafts ourselves. Hopefully this project will be a little bit more successful.

Thankyou for your patience and understanding in this matter.

## SPARE PARTS FUNDING

For some time the Committee has been wrestling (now there's a thought to boggle the mind) with the problem of increasing the funds available to purchase spares.

As most members will be aware, the spares side of CCOCA was originally given impetus by the simple expedient of relieving some thirty-odd members of \$40 each on a long-term loan basis. Thanks, and yes, the weather in Bermuda was great.

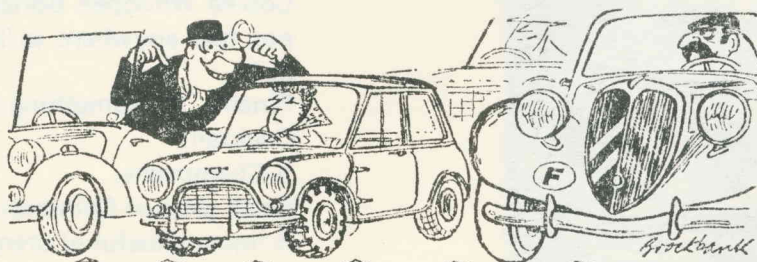
While this money enabled the spares activity to get under way, the chronic lack of capital has effectively precluded CCOCA from being capable of supplying the range of parts that are vital to the continued operation of classic Citroens. Other hassles, mainly indifference and unreliability of some overseas suppliers hasn't helped either.

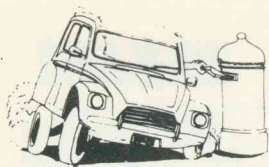
The obvious remedy is a regular injection of working capital and to this end the following scheme has been devised.

1. Beginning with the 81/82 Club year, parts vouchers will be available for purchase by Full Members.
2. Vouchers will cost \$10 each and will be redeemable only in parts.
3. No limit has been placed on the number of vouchers that can be purchased.
4. Vouchers will be transferable, enabling wheeler-dealing between members, but will be valid for 2 years from date of purchase only.
5. Voucher holders will be eligible for the current Parts Fund Member discount.
6. Existing Parts Fund members will receive one free voucher per year for the next 4 years to repay the original \$40 loans.

Investment in vouchers is voluntary but all full members are urged to give real support to this scheme — after all, it's your interests that are being looked after.

The purchase of 2 vouchers by each full member would give an immediate working capital increase of around \$2000, which would enable the Club to really get a spares act together.





## Correspondence

Dear Sir,

### QUEEN'S BIRTHDAY LONG WEEKEND RALLY: 6-8 JUNE, 1981

We extend an invitation to all your members to join us for our annual Queen's Birthday long weekend Rally in June, and we hope that as many of your members as possible will be able to journey to Hamilton to join us.

The format of the weekend is:  
Saturday journey to Hamilton; an informal gathering on Saturday night to welcome Rally entrants; a day run on Sunday and a formal dinner on Sunday evening; and some short activity on Monday morning before an early lunch and departure of Rally entrants.

Last year, we had over 80 entrants, and the Rally was most successful. We will soon be sending you entry forms for you to distribute amongst your members.

Please let us know if you have any queries.

Yours sincerely,

HONORARY SECRETARY,  
HAMILTON & DISTRICT  
V.V.C DRIVERS CLUB,  
P.O. Box 174,  
Hamilton. 3300



## TWIN POT TOPICS - Dirk Shervo

Well!!! Surprise, surprise, a Traction owner showing a trace of spirit! A Rod Greschke (a nom de plume if ever I heard it) has taken up the fight. It's not much of a contest really, but it helps to pass the time. A bit like swatting flies, you might say.

On the subject of ill information - where was Mr. Greschke at Easter 1980:- Stanthorpe? Of course not! The only Tractions present were Queensland vehicles and they were TRANSPORTED from Brisbane (about 100 miles!) Brute and I still dine out on that story. And 2CV's? Steven Berry brought his 2CV from and Ami Super made it from Melbourne (2,000 miles in 36 hours - that's averaging higher than a Tractions top speed!) and a Dyane came from Queensland. Please note all under their own steam! Your service, Mr. Greschke.

On the international front - The International 2CV Friends Meeting is coming up. This year its to be in Belgium and the dates are the 1-5 August 1981. So, if your planning a European holiday about that time, 500 2CV's in one place are not to be missed. It's also worth noting that the International CCC Meeting (it should have been last year) is to be held early September in Holland. The last one was held in Chartres, France in 1978 and that was quite spectacular. (A few Tractions arrived unaided to that one, Rod).

The big news of course is the Raid North America in 1982. A number of European clubs are planning a 6-8 week trip across North America. David Gries and Mark Navin are planning an Australian contingent and I believe they have about 8 starters. So, if you have the time, inclination and money, contact either of the above.

On the local front, a few more twin pot powers have arrived in the country - an Ami 6 in Queensland and a Dyane (ex New Zealand) to Melbourne. That makes about 6 Amis (of various types) and about a dozen Dyanes now permanently in the Coo-ee Whoopee Bonzer fold. Brute does not feel anywhere as lonely as he used to do!

Finally, for something new, try the Mehari Cocktail:

¾ Champagne,

Small glass of Cointreau

½ liquer-glassful of creme-de-menthe,

touch of grenadine, orange slice and a cherry.

That'll get you firing on both cylinders!!





WINDCHEATERS: \$12.00 ea

Exacto quality

Colours: Red, Yellow, Light Blue

Motifs: Roadster, Coupe, Club, 2CV

Sizes: 14 Chest 90cm

16 Chest 95cm

18 Chest 100cm

20 Chest 105cm

T-SHIRTS: \$6.00 ea

Exacto quality

Colours, motifs and sizes as above.

For children's sizes, please give child's height in cm.

Please note: Due to variety of sizes, colours and motifs, windcheaters and T-shirts are available now on prior order only. We regret that there may be a slight delay until a sufficiently large order is received for Exacto to process.

#### SPARE PARTS MANUAL - REPRINTS

\$15.00 ea

Only a few left.

#### CLUB BADGES

\$12.00 ea

New supply

#### CLUB WINDSCREEN STICKERS \$1.00 ea

New high quality

#### POSTCARDS

Traction designs

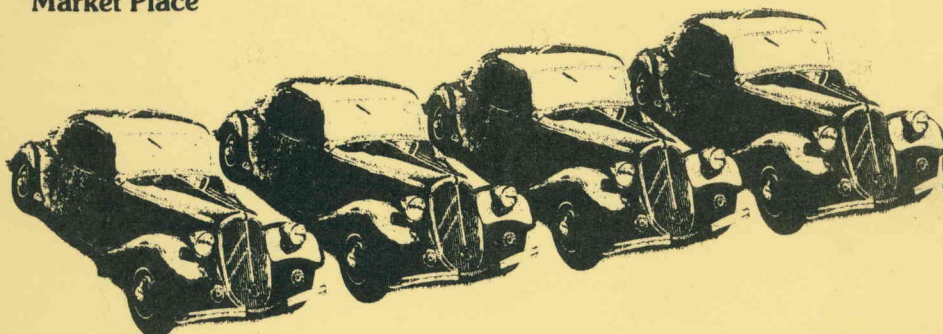
Packets of 5 assorted

\$2.50

CONTACT: Gerald Propsting,  
18 Bellara Drive,  
Mooroolbark. 3138

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#### Market Place



WANTED: Two co-drivers to journey to CIT-IN '81 at Canberra at Easter. The Couche's want to take both the GS Wagon and the 11BL but don't want to drive the whole distance alone.

Contact: Robyn or John  
ASAP (03) 762 6856

Whilst every effort is made to ensure the accuracy of information and advice in this magazine, and in replies to readers queries, neither the Citroën Classic Owners Club of Australia nor the officers and members thereof nor the authors accept any liability.

