

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR CITROEN OWNERS AND ENTHUSIASTS

August/
September
VOL.24 No.3

VOITURES DE TOURISME

4 CYL
72 X 100

4 CYL
78 X 100

8 CYL. EN V
78 X 100



CITROËN

A TRACTION AVANT



FRONT

PRESIDENT — Ted Cross
173 Power Street, Hawthorn, 3122.
Phone [03] 9819 2208.
Email crossfam@ozemail.com.au

SECRETARY — Peter Simmenauer
6 Stewart Ave. Blackburn Sth. 3130
Phone (03) 9877 0141
Email pcsimm@melbpc.org.au

TREASURER — Graham Barton
"Lillimur" Lot 1 Tucks Rd. Shoreham
Phone (03) 5989 6027 ah
0418 100992 mobile
Email G.Barton@chisholm.vic.edu.au

SPARE PARTS OFFICER — Mel Carey
10 Ormeo Highway, Lucknow,
PO Box 469, Bairnsdale, 3875.
Phone [03] 5152 1040
Mobile 0427 526 126
Fax [03] 5152 2615
E-mail: citroencarey@net-tech.com.au

EDITOR — Leon Sims
2 Tolls Ave. Mentone. 3154
Phone (03) 9583 3972 ah
0412 348848 mobile
Fax (03) 9583 3972
Email simsfam@alphalink.com.au

MEMBERSHIPS — Robin Smith
9 St Aubins Avenue, North Caulfield,
3161
Phone [03] 9527 5429

ACTIVITIES — Steve Bartlett
24 Bayview St. Williamstown. 3016
Phone (03) 9397 8680
Email saintly005@aol.com

PUBLIC OFFICER — John Couche
31 Broadway, Belgrave, Victoria, 3160.
Phone (03) 9754 3583.

CLUB SHOP — Leigh Miles
16 Harrow Street, Blackburn South, 3130.
Phone [03] 9888 7506 [AH]
E-mail: leigh.miles@cussons.com.au
Business_Direct@msn.com.au

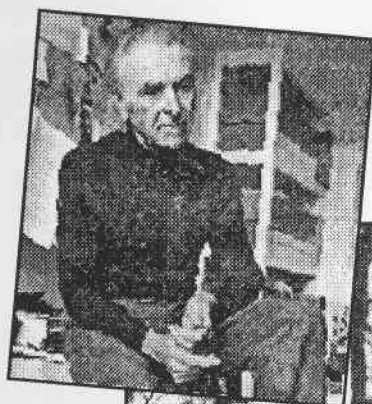
LIBRARIAN — Robin Smith
Phone (03) 9527 5429

ADVERTISING — Peter Fitzgerald
(03) 9696 0866 (BH & AH)

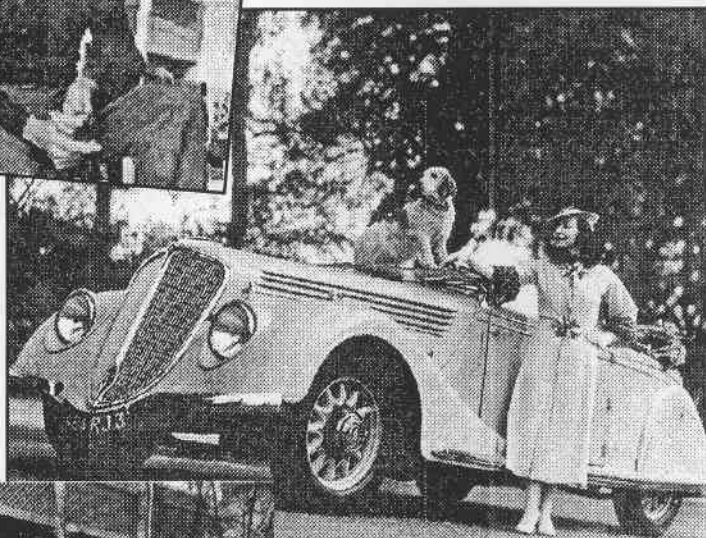
STATE ACTIVITY CO-ORDINATORS
VIC: PETER FITZGERALD
[03] 9696 0866 [BH & AH]
ACT: MIKE NEIL
[02] 6241 4556.
WA: STUART PEKIN
[08] 9386 9283.

CLUB PERMIT OFFICERS
Russell Wade (03) 9570 3486
Peter Boyle (03) 9470 8080
Mel Carey (03) 5152 1040

AOMC REPRESENTATIVES
Ted Cross (03) 9819 2208
Leigh Miles (03) 9888 7506
Russell Wade (03) 9570 3486



Putting Cars in the Picture



TRACBAR 2000

POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA INC.

The Club's and Front Drive's postal address is

**P.O. Box 52, Deepdene Delivery Centre,
Victoria, 3103.**

The Editor's e-mail address is
simsfam@alphalink.com.au

CCOCA Inc. is a member of the Association of
Motoring Clubs. G.P.O. Box 2374V,

Melbourne, Victoria, 3000.

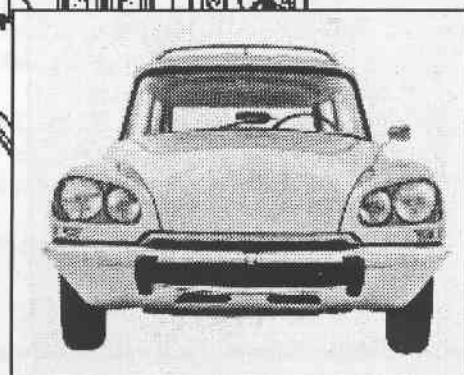
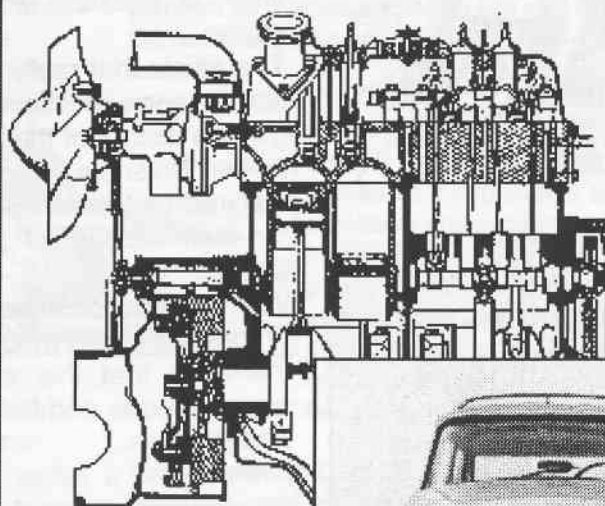
The views expressed in this publication are
not necessarily those of CCOCA or its
Committee. Neither CCOCA, nor its
Committee can accept any responsibility for
any mechanical advice printed in, or
adopted from Front Drive.

DRIVE

contents

Published by
The Citroën Classic Owners Club of Australia Inc.

PAGE 4	EDITORIAL VIEW
PAGE 5	PREZ SEZ
PAGE 6	A-TRACTIONS
PAGE 7	BALLOONING
PAGE 8	ARTHUR'S SEAT HILLCLIMB
PAGE 9	CITROEN CONCOURS 2000
PAGE 10	EMAIL GOSSIP
PAGE 12	RETURN OF LAZARUS
PAGE 13	MICROSOFT & GMH
PAGE 14	PUTTING CARS IN THE PICTURE
PAGE 17	CITROEN NEWS
PAGE 18	RAID 2000 & TRACBAR 2000
PAGE 20	SERVICING THE D-SERIES
PAGE 23	CCOCA CLASSIFIEDS



The SERVICEABLE 'D'



CCOCA MEMBERSHIP

Annual Membership \$35
Overseas Postage Add\$9

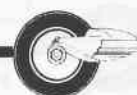
CCOCA memberships are due on the 25th of March, each year and run until the following March.

CLUB MEETINGS

Every fourth Wednesday of the month, except December, at 8pm
Venue:- Canterbury Sports Ground Pavilion,
cnr Chatham and Guildford Roads, Canterbury, Victoria.
Melways Ref 46 F10.

LIFE MEMBERS

NANCE CLARK	1984
JACK WEAVER	1991



EDITORIAL VIEW



Thank you to our contributors for April/May

Mel Carey
Ted Cross
Iain Mather
Steve Bartlett
Jon Knaggs
Dick Oates
Stuart Pekin
Peter Simmenauer
John Reynolds
Robbie Stockfeld
Brian Wade
Email friends

New members

Dominic Lowe, East Melbourne,
2 x ID19s, 1971 ID21 safari

Effie Moore, Ringwood East Vic
Big 6

John Wright, Southport Q
GS1220 Club

David Law, North Tamborine, Q
Big 15

Contributions for this issue of Front Drive has been very rewarding with articles submitted from Stuart Pekin in Perth and Brian Wade from Queensland. Reports of Tracbar 2000 from the start to the finish is possible with a truly national membership that CCOCA enjoys.

The article that really took my interest this issue was the one sent by Jon Knaggs of Warragul. It comes from the Daily Telegraph and gives a history of the very talented French automotive photographer, Robert Doisneau.

Inspired by Warren Seidel's article from last issue, Dick Oates gives his own account of restoration with the Return of Lazarus, his D Special.

With contributions like these, Front Drive will continue to prosper and progress. Having made this observation, it's time for me to inform the members that this will be my last term Editor. It has been an enjoyable one and I've felt pleased with my two years at the steering wheel.

I remember a fellow committee member once telling me that the secret to a successful term is to be aware of your "use by date" before anyone else does. I feel that my use by date is upon me. The fact that deadlines seem to be extending and this has caused me some concern, particularly when we are not advertising our coming events because of delays in it reaching your letterbox.

I offer invitations to interested members whom may like to offer their time to a rewarding committee position for next year to contact me or Prez Ted during the next few months.

I hope you enjoy this issue of Front Drive.

Regards Leon

WANTED

Inspiring new editor for
2001/2002 CCOCA committee

Information regarding the position should be directed to either the Editor or Prez Ted

MONTHLY MEETING WEDNESDAY 25th OCTOBER 2000

This is a unique meeting that will be held away from the club rooms.

SPECIAL TIME - SPECIAL PLACE - SPECIAL EVENT

This meeting will be held at VIP CAR-CARE premises situated at 423 Warri-gal road Moorabbin East. We will start at 7-30pm sharp and expect to finish around 9-30 pm. You will learn how the experts clean and detail our favourite cars and find out what the judges look for at a concours.

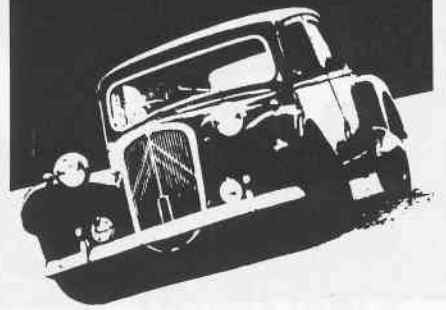
Alan Smith and his professional staff will explain just what is required to ensure your vehicle looks its best in the future - or just get them to do it for you! We need to know if you are coming one week beforehand.

Please ring or email Ted Cross or Steve Bartlett to confirm. (Friends are welcome at this event also).

Please consider coming along and join in the fun. Refreshments provided as usual.



PREZ SEZ



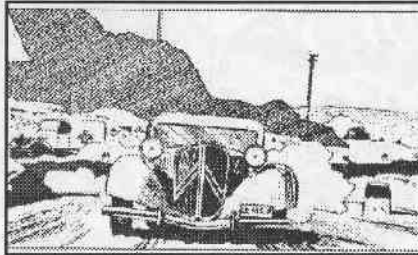
This spring issue of the magazine is timely, as we have some great events planned for you over the next six months.

Our latest computer (formula one level of performance as opposed to T Model Ford) is up and running, but the really important thing is that our Web page has been constructed - thanks to Jeff Pamplin - and we will complete the content over the next few weeks/months. This is an important addition for our ability to communicate together but will not replace monthly meetings and of course this magazine.

Speaking of monthly meetings, the next meeting in September will be a technical presentation on rust prevention and treatments, and the October meeting will be held offsite and will show you how the professionals detail and present cars.

By the time you read this the Tracbar event and the 2CV raid events from Europe will have been successfully completed and the Olympic games will have come to a close. We are expecting good support from the Citroën import-

ers, Ateco, and the local dealers, at this years Concours. There will be some seriously "world-wide rare cars" at this event again and with all the new Citroëns planned for Australian import the is a feeling that the Citroën marque is back on track here in Australia - let us hope so.



Helen and I look forward to catching up with as many members as possible at these coming events and interstate members are encouraged to try and make a visit - phone us if accommodation is required. We will need some man power - person power - (sorry girls) for the Concours so please speak to me or Peter Fitzgerald as

soon as possible (Judges 3, Gatekeepers 3, Marshalls 3.)

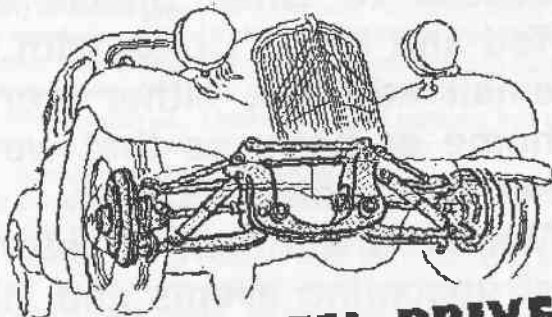
Many thanks to Dominic Lowe, Tim Cross, Peter Sandow, and Peter Dekker who have already offered assistance. We need more yet so don't be shy.

Remember to look at www.classiccitroen.org.au

Ted Cross

OZ CIT ADS

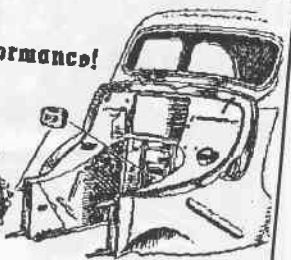
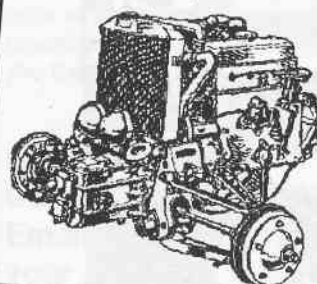
CITROËN



FRONT WHEEL DRIVE

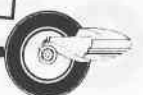
CITROËN

LEADING THE WAY
in design... style... performance!



Melbourne Herald says:

"Citroën... restore all the original and special features, now being supplied by more and more makers as the offroad hi. subcompact design - and introduced in Citroën's first front-wheel drive model nearly 17 years ago!"



A-TRACTIONS 2000



CCOCA 2000 EVENTS

OCTOBER

SUNDAY 8th — Ballooning day in the Yarra Valley

SATURDAY 21st — Pre-Concours Cheap Eats at Vinh Ky Restaurant, Richmond.

SUNDAY 22nd — Citroen Concours

WEDNESDAY 25th — MONTHLY MEETING

NOVEMBER

WEDNESDAY 22nd — MONTHLY MEETING

Christmas Party and club auction

SUNDAY 26th — ROB ROY PICNIC DAY
Rob Roy Hillclimb at Christmas Hills



CCOCA

website

www.citroenclassic.org.au

EMAIL ADDRESSES

president@www.citroenclassic.org.au

secretary@www.citroenclassic.org.au

activities@www.citroenclassic.org.au

editor@www.citroenclassic.org.au



email EMAIL email EMAIL

Could all members who have access to email please email Ted and Helen Cross with their email address, either work or home or both, so that we can set up a central register.

Members will then be informed of upcoming events and all the news and hot gossip!

crossfam@ozemail.com.au



A future club event

Balloonning

A God's eye view
of the World

Whether you see yourself as an aeronaut or not, please book for October 8th for CCOCA's Balloonning Trip in the Yarra Valley. We are seeking volunteers to book NOW for the Flight. Chickens among you can join the adventurers for just the Breakfast afterwards. Flight-ready Members please contact Steve Bartlett to register. Note: We must book and pay in full to hold the balloon for the day. This needs twelve people minimum to hold the Balloon for CCOCA only. Closing 20th August. Now read on for a description of my recent test run...

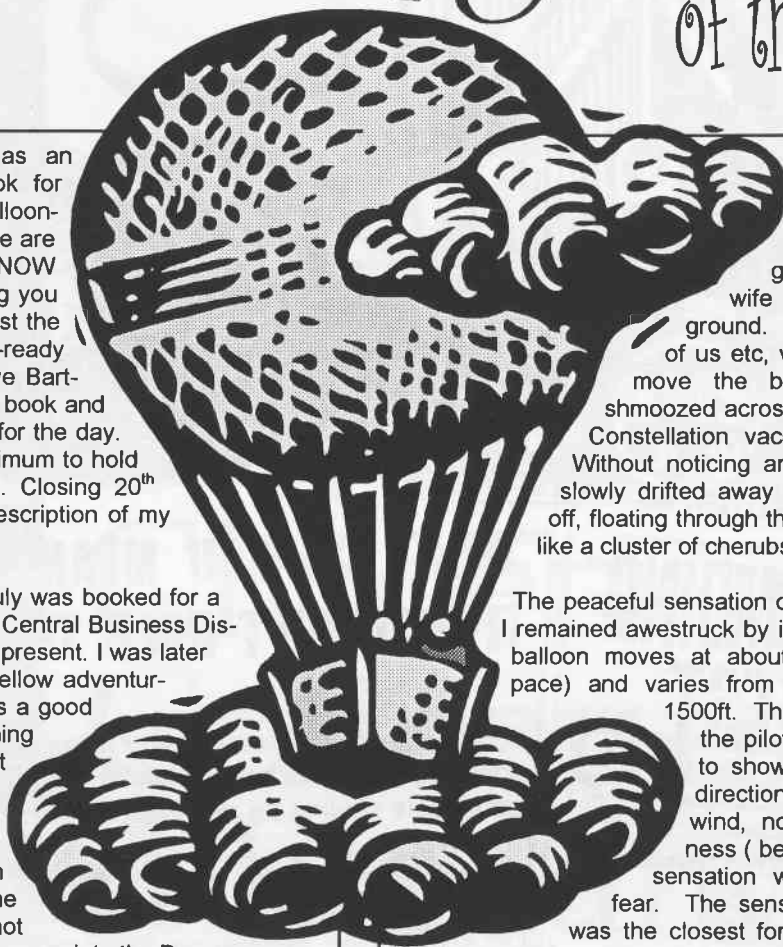
On Thursday 6th July yours truly was booked for a Balloon sunrise flight over the Central Business District of Melbourne – a birthday present. I was later to discover that many of my fellow adventurers were similarly funded – it's a good present. Well, in true Balloonning style, a la francais, it didn't happen. One is very much bound by the weather in a balloon. If the wind is from the North, you go south. On Thursday the wind was from the North and the aeronaut was not keen on flying South from Melbourne into the Bay...

Try again, Tuesday 11th July – this time the wind was from the West – Hallelujah, we can only blow east which is fine. So we assembled in Richmond at 6.30am & climbed aboard little buses with trailers behind. Each balloon and its crew is on one bus & trailer, 12 in one, 16 in the other. My balloon was the yellow "Pura Light Start". Early risers may have seen it over Melbourne some mornings. Henceforth I shall think of it as my balloon. Our bus disgorged its load (us and the basket) in Kensington in a small park. We then spent a half-hour wandering around looking for a toilet for the obligatory nervous visit before taking off (balloons are compact, and sans en suites). Our crew utilised this short break to inflate the monster with air. I had though that balloons had to take off at dawn for romantic French reasons like:

- a) – the original Frogs did it at Dawn, or
- b) – the punters suffer more at that hour, or
- c) – the view is better then.

The real reason is: Hot air rises. At dawn the surrounding air is cooler so the air in the balloon takes less heating to be warmer than the surroundings. Bit boring but true.

We packed ten people, a pilot and some gas bottles into this wicker basket a bit smaller than a Tarago, only with more



headroom. Surprisingly it was comfy and not squashed at all once we got in. One of the gents had his good lady wife staying behind on the ground. She was taking pictures of us etc, when someone said we'll move the basket across a bit. It shmoozed across the grass like a Hoover Constellation vacuum cleaner, but silent. Without noticing anything different the lady slowly drifted away and down and we were off, floating through the air like angels (or more like a cluster of cherubs, really).

The peaceful sensation of floating is amazing and I remained awestruck by it throughout the trip. The balloon moves at about 12km/h (twice walking pace) and varies from tree-top height to max 1500ft. The views are 360 degrees, the pilot slowly turns the balloon to show everyone a bit in each direction. There is not a breath of wind, no discomfort, no airsickness (believe me, I can judge that sensation well!!!) and no sense of fear. The sensation of being an angel was the closest for me, because of the silence, stillness and God's Eye views. I loved it.

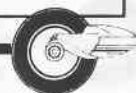
In our city trip we floated above Dynon Rd towards the CBD, then drifted toward BHP building in Bourke St, floated over the City Baths and then slowly along Heidelberg Road to Fairfield Hospital. After waving at a jaded hospital worker who has seen more balloon than she could be bothered counting, we settled graciously to a landing in Studley Park. The flight was about an hour and a half, but overall the trip from go to whoa lasted about four hours with breakfast.

The Yarra Valley trip will leave a bit earlier in the Summer, from the Arts Centre in St Kilda Rd. The flight will be through rural scenery and wineries etc and the finish will be at De Bortoli's wineries where our nearest and dearest can meet us for breakfast. After my last flight I can fully recommend it - see you there.

Steve Bartlett

Contact me Now – 03 9397 8680 or

Email to "saintly005@aol.com" to book your place.



ARTHUR'S SEAT HILL CLIMB and CCOCA club PICNIC SUNDAY 10/9/2000



Royal Automobile
Club of Victoria

HILL CLIMBING CONTEST

PROCEEDS IN AID OF DROMANA BUSH
NURSING HOSPITAL

will be held at
Arthur's Seat, Dromana

Saturday,
12th January, 1935

"WHAT DO YOU MEAN — THOUGHT IT WOULDN'T HOLD THE ROAD?"

Sunday morning revealed clear skies, sunny crisp morning air and no threat of rain for the day. After several wet days in a row the gods were smiling on us, so there were no excuses but to join in this event.

Helen's little 2cv Dolly was rolled out of the garage ,the roof rolled back, and we departed for the pick-up point on St Kilda Road, Melbourne. Strangely we were on time, and about a dozen like-minded members joined us at the departure point.

Our planned run down to the Mornington Peninsula in convoy lasted to the first set of traffic lights but every-body finally turned up in the right place on the top of Arthur's Seat.

Unfortunately we lost Jeff Pamplin again due to further problems with his cooling system along the way, but we met with Bernie and Clare Hadaway who helped us find our way to the hillclimb. This is a once-a-year event when the tourist road is closed for the day to normal traffic and car enthusiasts use the track for 3 timed runs in class events. We were only spectators, but who knows when the first CCOCA member will surprise us with an active hill climb car to return Citroen's name to its rightful place in historical motor sport.

As usual the picnic was a great success although a few unnamed members of CCOCA retired to other tourist locations instead of smelling the petrol fumes with the rest of us (Leigh are you reading this? - I know test driving a new Toyota Avalon to a car club event was embarrassing but you did not need to hide away from us - really) A great day was had by all.



2000



2000



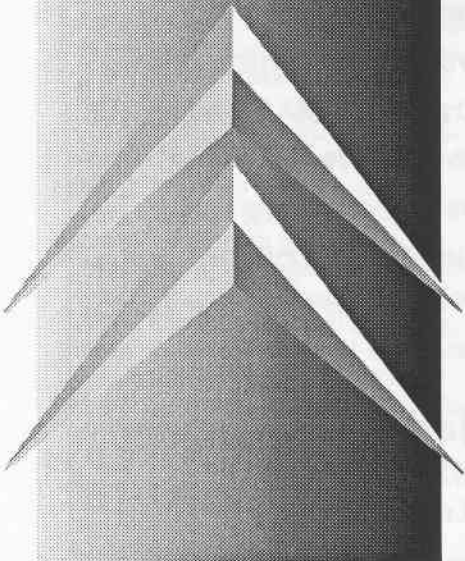
Citroën Concours d'Elegance

Sunday 22nd October 2000

Cnr Williams Road Nth & Alexandra Ave
South Yarra, Melbourne (Melways map ref 58 G1)
10am - 3pm

Presented by
Citroën Classic Owners Club of Australia Inc.
Citroën Car Club of Victoria Inc.

Enquiries 03 9820 8453



EMAIL

Gossip

A Tassie Cit-In in 2002?

Hello from Tasmania

I am one of your few members down here so I really appreciate Front Drive.

We met some years ago at a concours in Swanston Street and we expect to be in Victoria later this year.

Would you be able to let me know your views on the Cit-in to be held here in 2002?

We have not had a computer very long but it is proving to be very useful.

Best Regards from Beryl and Michael.
mailto:mbjefferies@bigpond.com

Michael and Beryl'

Thanks for your message. Michael, I actually remember meeting you in Swanston Street. I have added your email address to my address book and

will send you some updates from time to time. A web site is also being built currently which will give you more information and opportunity to contact members.

We would love to see an event in Tasmania in 2002 and would try and help you with support through CCOCA if it eventuates.

CCOCA committee is also keen to visit Tassie in the future and if 2002 was confirmed I believe we would be able to provide good numbers of participants from our ranks.

Lets keep in touch. Have you thought of sending us an article for the magazine outlining

Just what Citroen support and activities there is in Tasmania.

regards

Ted and Helen Cross

Hello Ted and family,
Thanks for you Email and also for your request to write an article for Front Drive.

Your remarks regarding Cit-in were most encouraging and I can confirm that it will take place in Tasmania in 2002. Strahan was selected as the preferred location by Peter Thomas, who was president during 1999 - 2000. On the 19th we have a meeting at which I hope this arrangement will also be confirmed and I will suggest that an article be sent to Front Drive and to other clubs with a view to promoting the event.

With best regards.
Michael Jefferies

As a member of the MG Car Club, I've attended National Meetings in Tassie. They have certainly been very successful and have a more friendly feel about them. If the Tassie Citroenophiles on the Apple Isle could organise Cit-In there, I'm sure it

PRE CONCOURS CHEAP EATS

The annual cheap and cheerful pre-Concours dinner is once again being planned for both CCOCA and CCCV members, a mouth-watering 11 course set Vietnamese banquet. Numbers, whilst substantial, are limited, please book early.

VINH KY RESTAURANT

114 VICTORIA STREET, RICHMOND.

SATURDAY 21ST OCTOBER 2000

7PM FOR 7.30PM START

COST - APPROXIMATELY \$ 20.00 PER HEAD

BYO DRINKS

We will have our own room upstairs, so we can enjoy ourselves without upsetting the other happy customers. At times parking can be somewhat difficult so perhaps try and join up with another club member and share transport.

RSVP to Helen Cross by 14th October 2000

03 9819 2208 home 041 935 6963 work

crossfam@ozemail.com.au



EMAIL



Driveshafts & Engine Conversions

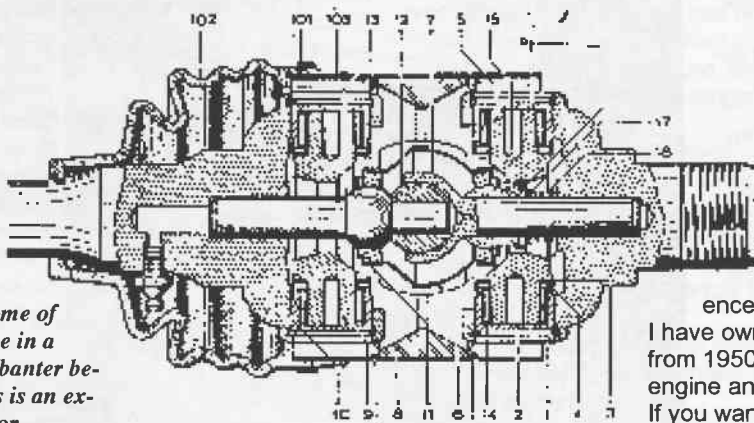
Email flows into my computer at an alarming rate. I had subscribed to Traction, 2CV and D-series email groups. The 2CV and D-series emails were amazingly dumb as are some of the traction ones, however, once in a while there is some interesting banter between Citroen enthusiasts. This is an example of one such banter. Editor

From: Tom Molumby
Reply-To: TA-L@egroups.com
To: TA-L@egroups.com

I am in the process of totally restoring a 1954 11B and I need some information from my fellow list members.

1. Who sells the CV conversion driveshafts. Is their an advantage to keeping the tapered axle or going to the splined one?
2. Does anyone have the wiring diagram for this particular model?
3. I would like to upgrade the engine and/or transmission. Does anyone know who might have an ID or DS engine with or without the transmission I am right in the middle of the US and would like to find something within 500 miles of here because of the excessive cost of shipping.
4. If I decide to keep the original engine is there a simple way to increase power? I would like to replace the cam and replace the connecting rods and go to rods with insert bearings. Can this be done and is it worth it?
5. I understand the original transmission is very weak. Is there a way to strengthen it and if so who sells the necessary parts?

I am in the process of removing the fenders, lights and trim. In the next few weeks I am going to place the body on a large rotisserie so it can be media blasted to remove the paint and undercoating. My wife objected to the car when I drove it home last year but now can't wait to drive it.



Tom,
Perhaps I can address some of your issues

1 & 5) One source of improved driveshafts is Roger Williams in the UK, and his web site is at

<http://www.steam-car-dev.karoo.net/>
In addition to driveshafts, he has a few improvements for traction gearboxes. My 1956 Legere has his custom 10/31 ring & pinion in it, replacing the usual 9/31, which raises the cruising speed quite nicely.

He also provides a re-inforcing system for the boxes. I know someone in the SF bay area whose Normale has Roger's drive shafts and he is VERY happy with the improved turning circle and overall performance.

4) Look at the head on your engine and see if it has 11.D embossed on one side (The plug side if I remember correctly). If so, you have the Late Traction engine with easily replaced shell bearings and the best power output of the series.

For me, having the higher gear ratio and lower engine rpm at highway cruising speeds is more important than getting more power, so I have no plans on ever installing an ID engine/gearbox, even though the thought of having more power and 4 properly spaced forward gears is attractive.

For me the gain is not worth the effort, but for others it can make good sense, so it is a very personal decision.

David Russel

N. California

4th owner of a white '56 Legere with a bit over 100K kms

Tom,
I can add to the answers you already got, the following from my own experience.

I have owned up to a year ago, a 11BL from 1950, which I converted with a DS engine and 4 speed gearbox.

If you want to do the same be sure that you use the DS engine with bore x stroke of 78 x 100 (pre'67), and not the later, square one's. The later model has a gearbox that will hardly fit within the cradle at the front of your car.

I have used standard driveshafts with this car. Never had any problem with them. I drove the car about 25,000 km before I sold it, including trips to the French mountains.

For the original Traction engine you still can buy a special inlet manifold that will use 2 carburetors instead of one. If this also increases the power and not only the fuel consumption is beyond my knowledge. But it was a popular modification in its day.

When installing the 4 speed box, you need to make some major modifications in order to be able to shift all the gears!

If you also use the DS engine the carburettor is on the opposite side compared to the TA, making the modifications even more complex. In France you can buy a kit that includes everything you need to use the 4 speed DS gearbox, but it is all but cheap.

Changing the connection rods is easy if you use the long stroke DS engine ones. They are sold here in The Netherlands for approx. \$50/piece. It will make overhauling the engine somewhat cheaper, as a main advantage. Good luck.

Wiljan



The RETURN of LAZARUS

By DICK OATES

As a friend of member Ian Kimpton here at Maldon, I again became interested in Citroen engineering.

Previously, about 1979 I had acquired a '64 I.D.19 which I restored and drove.

Fired up with examples of Citroens at the Concours of '97 of what was possible, I obtained a '74 D Special with a view of restoring it. It is a tribute to Citroen that the engine and hydraulics were still functioning in the light of the work on the car later found necessary. The boot floor was badly perforated as was the boot lid.

So the rectangular boot section was fabricated, screwed and riveted in. The boot lid was stripped of its original foam seal and rust perforations repaired.

Re-assembly was effected by using a different type of rubber seal BS-used by some other Club members.

Trips interstate and within Victoria for guard, door panels, ignition switch and hub caps were undertaken.

The engine compartment was a mess of leaking oil, as was much of the underbody which was not completely clean.

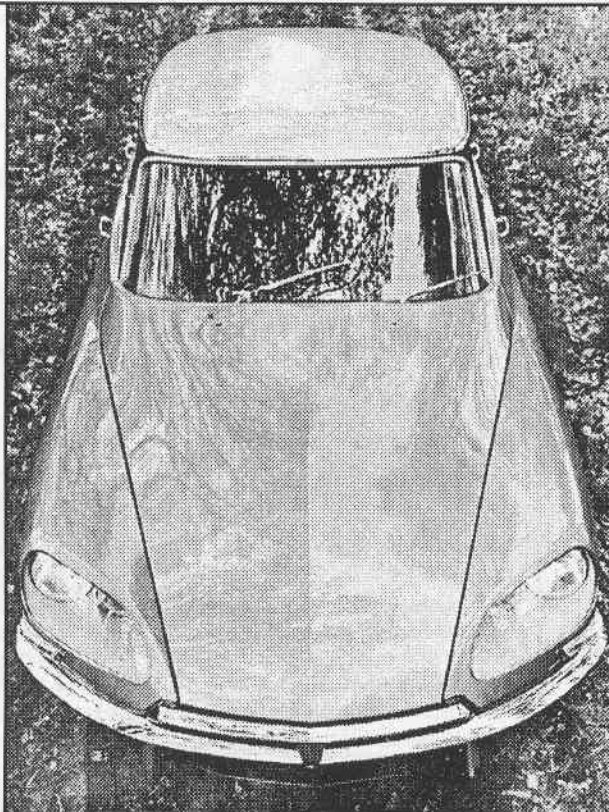
Many of the bump rubbers, boots, covers and seals required replacing. One drive shaft assembly of an earlier type was provided by fellow septagrian Tom Jeffrey.

A new windscreen and a mediocre home spray job saw the car roadworthy and registered by June '99. Only then did road testing indicate much gearbox whine and piston knocking. On evaluating I decided to build a gabled carport from which a chain hoist could be suspended to remove engine and gearbox.

Lifting with care-the gearbox was withdrawn, then the clutch and flywheel, "leaving the now managable engine.

A tubular steel frame on casters was welded up and drilled-to attach to the bell housing and to the engine mounts. At last all would be revealed. Alas on withdrawing sleeves, pistons & rings, inspection showed broken rings in all pistons, with groove damage and scored sleeves.

Options to repair were



(1) New piston, ring & sleeve assembly. (Very expensive).

(2) Bore out old sleeves, press fit dry liners using same pistons but with re-machined grooves and using oversized rings.

(3) Remake sleeves from high quality "Flowcast" iron bushing, with piston grooves widened for 3 & 5MM compression and oil rings.

Having an old 6 inch lathe and time, option 3 was embarked upon with eventual success.

Removing the gearbox, the synchros appeared badly worn, but whine could not be easily diagnosed as either gear or bearing wear.

Decisions-Decisions. Ringing around, friend Tom came up with an earlier model hydraulic change gearbox with little mileage but with speedo gear damage. No great hassle, solution-use my manual change cover and speedo gears. (Worry about speedo calibration later.)

Some further work was required cutting out the bell housing to allow the distributor tower to pass through. (The distributor on the engine of this gearbox was located toward the timing

gear end).

Assembly was straight forward though time consuming (for an old bloke), startup being accomplished in June '00.

This is still not the end of it. The Webber carburettor refused to idle in spite of repeated cleaning and adjusting. The heat insulating spacer beneath the carburettor had become distorted and consequently the carburettor base because of nut pulldown pressure. So the carburettor base was machined flat but there is a suspicion that internal passages may have connecting cracks. To eliminate the possibility of an electrical cause, a Stromberg carburettor was installed with the aid of a bolt on transfer plate and a quarter inch socket set universal modified to accommodate misalignment in the accelerator shaft. The result was immediate controlled choke, idling and accelerating functions.

On the initial proving run to the Club's Newlyn meet, the car performed nicely. We enjoyed a good day at Phil Ward's bakery amongst friends and pleasant countryside.

As anyone knows who has attempted this type of work, there were a host of other minor undescribed problems to solve along the way.

TOOLING. - Extractors were made for outer track rods and wheel arm ball joints; for rear wheel ball races, for tri-axle separation, and a spring compressor for handbrake cable assembly as each need arose. A small mirror on an extension handle together with a small rod magnet loosely attached to a long handle, proved invaluable for seeing and retrieving dropped items within the engine compartment. Steady hands were an asset, bifocals were not.

I found both original and the replacement ignition switches stiff in operation. Attempts at fully dismantling defeated me, but by washing both in petrol, allowing dry, then adding a few drops Lof 'Nuion E20' through the plunger barrel, puffing a little powdered graphite into the key hole, the switches now operate smoothly.

By now you will know why this Citroen has been named LAZARUS.

Kind Regards
Dick Oates



MICROSOFT & GMH

This email arrived from Mel Carey who received it from someone else whom sent it to them. Isn't great to know that we who drive antiquated Citroens don't have these problems, Pity those poor Xantia/Xzara owners with computers under the bonnet. Editor



At a recent computer expo (COMDEX), Bill Gates reportedly compared the computer industry with the auto industry and stated "if GM had kept up with the technology like the computer industry has, we would all be driving \$25.00 cars that got 1,000 miles to the gallon."

In response to Bill's comments, General Motors issued a press release stating: If GM had developed technology like Microsoft, we would all be driving cars with the following characteristics:

1. For no reason whatsoever, your car would crash twice a day.
2. Every time they repainted the lines in the road, you would have to buy a new car.
3. Occasionally your car would die on the freeway for no reason. You would have to pull over to the side of the road,

close all of the windows, shut off the car, restart it, and reopen the windows before you could continue.

For some reason you would simply accept this.

4. Occasionally, executing a maneuver such as a left turn would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.

5. Only one person at a time could use the car unless you bought "CarNT", but then you would have to buy more seats.

6. Macintosh would make a car that was powered by the sun, was reliable, five times as fast and twice as easy to drive - but would only run on five percent of the roads.

7. The oil, water temperature, and alternator warning lights would all be replaced by a single "General Protection Fault" warning light.

8. New seats would force everyone to have the same sized butt.

9. The air bag system would ask "are you sure?" before deploying.

10. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.

11. GM would require all car buyers to also purchase a deluxe set of Rand McNally road maps (Now a GM subsidiary), even though they neither

need nor want them. Attempting to delete this option would immediately cause the cars performance to diminish by 50% or more. Moreover, GM would become a target for investigation by the Justice Dept.

12. Every time GM introduced a new car, car buyers would have to learn to drive all over again because none of the controls would operate in the same manner as the old car.

13. You'd have to press the "Start" button to turn the engine off.

DE TRACTION

Dutch Text

Max Lewis has tracked down extra copies of the book "De Traction". It's a book with delightful photographs and very little text.

Max will be buying a couple of copies and invites members to join him. If up to 9 copies can be purchased, the price will be approx. \$26.00 — \$41.50 for 2 copies.

CONTACT MAX

PH/FAX 03-9372 0921

historic vehicle display RACV 2001

Australia Day, 26 January 2001

Details from KEVIN CHURCHILL

Event Director 03 5367 2368

Entry fee \$12.00 includes event badge

Entries close November 30 2000

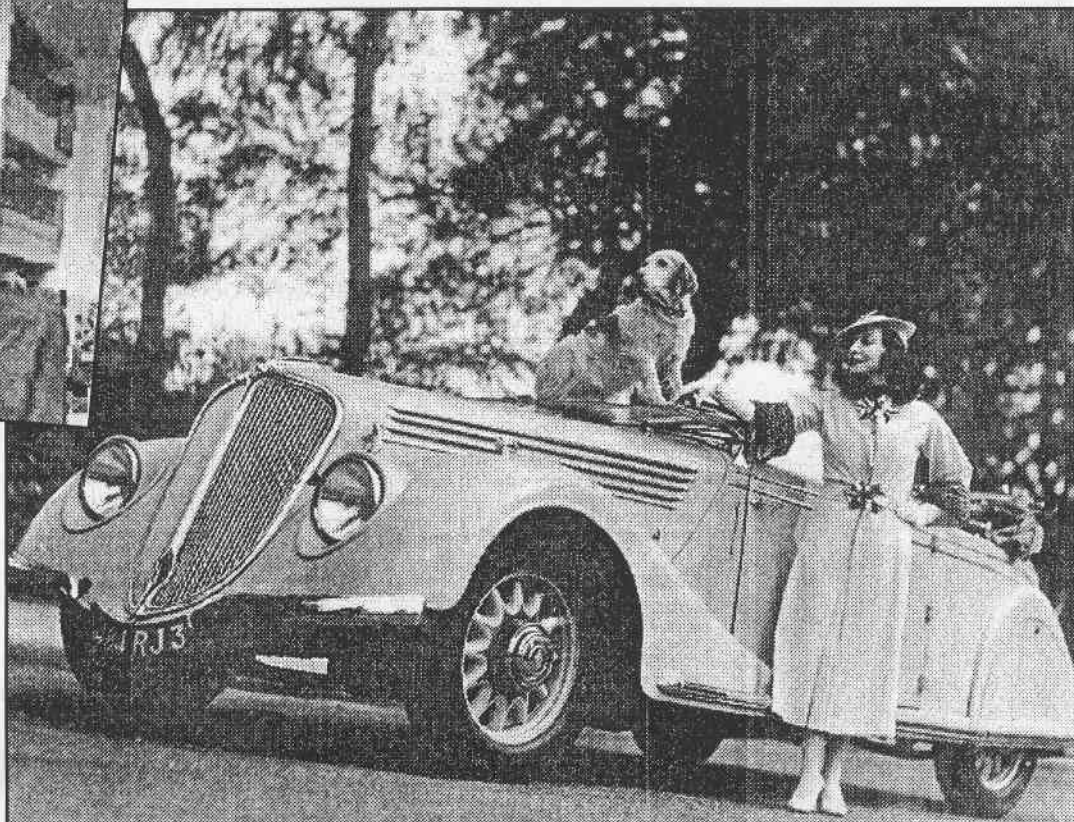
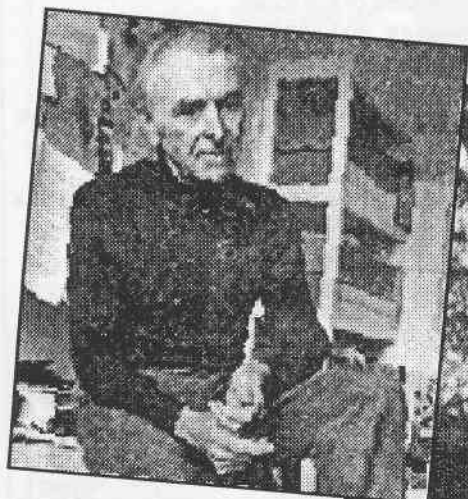
Phone for entry forms



Putting Cars in the Picture

JOHN REYNOLDS recalls the life of photographer **ROBERT DOISNEAU**, whose early work promoted automobiles.

From the Daily Telegraph, August 26, 2000



POPULAR motoring and popular photography were invented almost simultaneously: the Kodak No 1 camera (the first portable roll-film snap-shot apparatus) in 1889, and the Panhard & Levassor voiturette (the true forerunner of the modern automobile) in 1891. So it's not surprising that, over the past 100 years, the camera and the car have developed hand in hand to become (with radio, television and the cinema) the major formative influences behind the creation of 20th century culture. Indeed, cars have always played an important part in the establishment of photography as an art form. Many photographers of real genius — men such as LH Lartigue, Henri Cartier-Bresson and William Klein — were so fascinated by the visual opportunities of motoring and the motor car that they chose the subject as their favourite area of activity in which to express their craft and earn their living.

Perhaps the best-known name among this small, select band of master motoring photographers is the Frenchman Robert Doisneau, who began his professional career in the automobile industry and learned his craft as a jour-

neyman photographer in a car factory. Today, Doisneau is mainly remembered as the creator of a series of lyrical, romantic black-and-white images celebrating Parisian lovers, especially the universally recognised Baiser de l'Hotel de Ville. Shot in the early Fifties, this photo showed a couple locked in a passionate embrace while crossing the street, holding up the traffic. When re-issued in the Eighties as a poster, *The Kiss At The Hotel De Ville* sold more than half a million copies to adorn countless bedsit walls around the world.

Yet his first photographs to be widely published appeared in the Thirties, in numerous advertisements and brochures for Renault cars.

Robert Doisneau was born in April, 1912 at Gentilly, on the southern outskirts of Paris, where his parents were

involved in running the family plumbing business. But although his origins were solidly lower-middle class, Doisneau always identified with the working classes, taking a subversive view of authority.

On leaving elementary school at the age of 15, his parents entered him in a specialist craft school for the printing industry, where between 1925 and 1929 he learned the skills of hand lettering and draughtsmanship required to become a lithographer. After this he found a job as lettering artist in a graphic art studio, the Atelier Ullmann. While here, Doisneau took his first steps towards becoming a professional photographer.

To keep up with contemporary trends the Atelier had equipped itself with photographic equipment and a darkroom, and he was put in charge. Borrowing a camera, he took up photography as a



Putting Cars in the Picture

hobby, revisiting the scenes of his childhood in his spare time, to photograph whatever caught his eye.

By 1951, he had taught himself enough to be taken on as assistant to the avant-garde modernist advertising and fashion photographer, Andre Vigneau, who moved in elevated, artistic, Left-wing circles. Doisneau was now a fully-fledged professional in his own right. In 1932, at the age of 20 he was called up for military service, but afterwards Vigneau's studio had gone bust.

Fortunately, through the recommendation of a friend, Doisneau found a job at the new photographic department that Louis Renault was then setting up at his vast car and truck factory at Boulogne-Billancourt near Paris. Here, for the next five years, Doisneau worked on a wide variety of advertising and publicity assignments, a well as simply recording the daily activities of the Renault plant, its products and its personnel for purely technical or documentary purposes. In opening his new advertising and marketing department and hiring Doisneau as a staff photographer, Louis Renault was merely attempting to keep abreast of his greatest rival, Andre Citroen, who had already turned motor car publicity into something of an art form. Within 10 years of opening his factory, Citroen's annual sales were regularly exceeding those of all his older established rivals — including Renault — combined.

A major reason for this success was undoubtedly his flair for advertising, marketing and publicity, on which he lavished huge sums of money. Unfortunately Louis Renault was not such an easy man to work for. A reactionary or even feudal character, he ruled his domain with a rod of iron, rejecting the principles of industrial democracy and opposing the advance of trade unionism. "The management of a firm should have nothing to do with so-

cial organisations," he once declared. "In the same way, politics of whatever shade should have no place in the factory."

Inevitably, as an active member of the Confederation General de Travail, the most Left-wing of all the trade unions operating in the French automobile industry, Doisneau was identified as a subversive and potential troublemaker by his boss. Eventually, in July 1939, he was sacked on the pretext of his habitually poor time-keeping.

At first, this setback did not worry Doisneau greatly. By now, with an impressive body of published work behind him, he felt ready to strike out on his

tourists (mostly German troops on leave) visiting the Musee de l'Armee at Les Invalides.

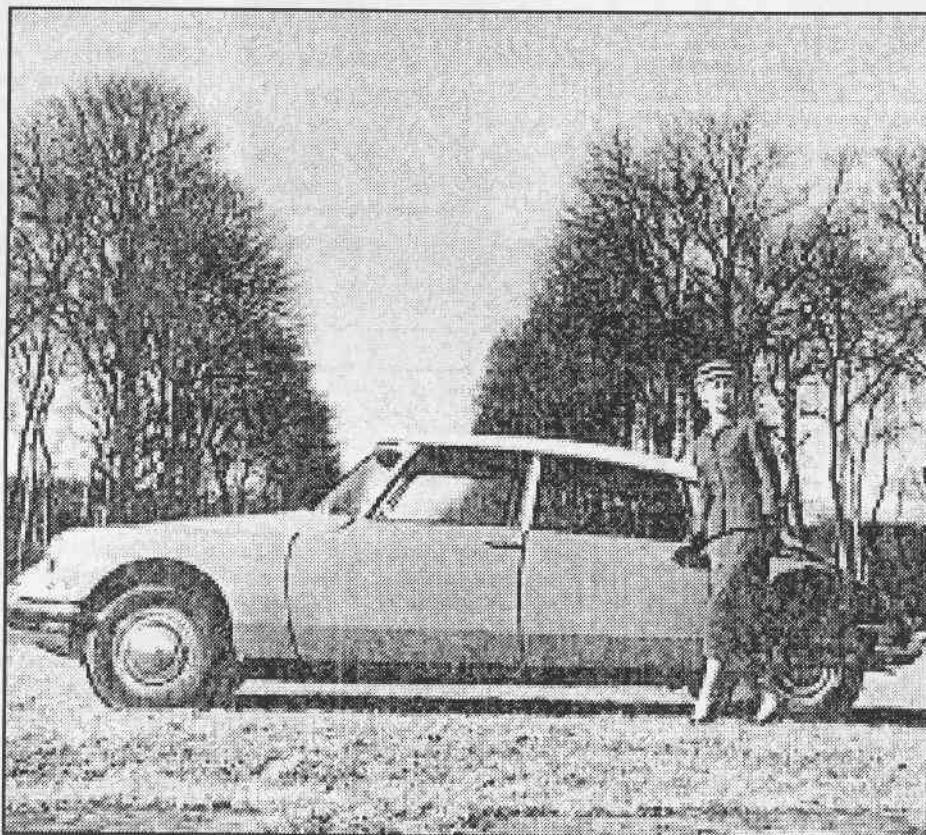
It seems that for much of the Occupation, Doisneau also used his photographic and graphic art skills for another, clandestine, purpose: as a forger of documents for the Resistance.

Throughout this period he often stayed up late at night making false identity cards and passports for Jews and other escapees on the Gestapo's wanted list, though he later claimed to have earned very little for his labours.

His actions brought him into contact with prominent Communist militants from the world of arts and literature.

With one of these activists he opened a secret printing press in the Opera quarter, where together they produced a series of posters and handbills that were widely distributed during the liberation of Paris.

After the war, the action pictures that Doisneau had taken in August 1944, during the violent battle fought by the Resistance to gain control of Paris from the retreating German army, were widely published by American newspapers and magazines. Thus, he was soon able to resume his intended career as a reportage photog-



rapher by joining the ADEP agency which numbered Cartier-Bresson amongst its members. Before long he had made his name in this field, thanks to photo-journalism becoming fashionable in the immediate postwar years, typified by innovative illustrated news magazines such as Point De Vue and Paris Match in France, Picture Post in the UK and Life in the USA. Doisneau's humanistic, un-intellectual narrative approach was ideally suited to these magazines, and the commissions he received allowed him to meet and make portraits of many of the major cultural and political figures of

own as a freelance reportage photographer, and he joined the Rapho agency which had just been formed by Charles Rado, to manage and exploit the talents of a number of photographers then working in Paris. But the outbreak of the Second World War and the German invasion of France in June 1940 put paid to these plans — very soon Doisneau and his wife found themselves struggling for survival. Their solution was to produce — without the permission of the authorities — a series of picture postcards depicting the life of Napoleon which they sold to the



Putting Cars in the Picture

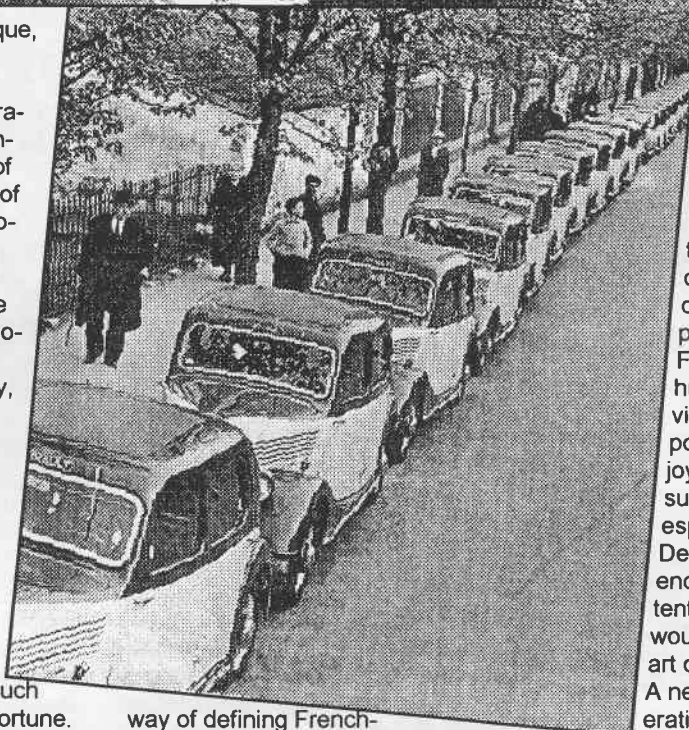


that era, including the artists Braque, Giacometti and Picasso.

It was at this time also that he renewed his friendship and collaboration with Jacques Prevert, who encouraged him to revive his habit of wandering about the backstreets of Paris, photographing ordinary people in everyday situations.

The result was the publication in 1949 of his first book, *La Banlieue De Paris*, a series of gentle and poetic studies depicting the passing population of the capital. Naturally, these photos also showed the cars, vans, lorries, buses and other motor transport that thronged the alleys and grandes boulevards.

These visual essays on Parisian street life culminated in the assignment he carried out for *Life* magazine in 1950, which featured the first appearance of *The Town Hall Kiss*, the image that, much later, was to bring him fame and fortune. Doisneau eventually admitted that this series of kissing couples was posed, to recreate scenes that he had noticed on his perambulations through Paris, but by then the image had become an icon of youthful romantic love, and he was forgiven. Indeed, in recent years it has been suggested that Doisneau's witty and sensitive work during the Forties and Fifties somehow provided a visual



way of defining Frenchness and reviving a sense of national identity, unity and self-confidence. In 1947 he returned to the Rapho agency, now run by Raymond Grosset. As a result, two years later he was given a lucrative contract to work for the French edition of *Vogue* magazine as a fashion photographer. In parallel with his editorial work, he continued to occupy himself with free-

lance publicity assignments, where his inventive approach to portraying familiar everyday products was greatly sought-after by advertisers, including such regular automobile clients as Renault, Simca and Citroën.

In 1956 he was invited to produce a series of press photographs revealing Citroën's revolutionary new DS19 saloon, then regarded as the very last word in engineering sophistication.

To emphasise its modernity and fashionability Doisneau chose to shoot the avant-garde car accompanied by a girl model dressed in the latest New Look costumes by Dior. The result was a stunning series of images, brilliantly lit and composed, which echoed perfectly the beauty and originality of this unconventional design.

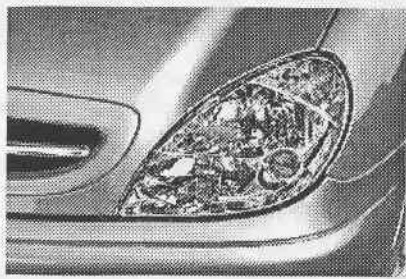
The rise of television during the Sixties and the consequent demise of popular illustrated photo-magazines spelled a greater reliance on advertising and publicity activities for Doisneau. But these commercial limitations served only to increase the sheer variety and creativity of his output. Although he rarely travelled abroad (he spoke only French), throughout the next three decades his services were constantly in demand and he continued to work with scarcely a pause.

Finally, during the Eighties, when his earlier output began to be revived and widely reproduced in poster format, his reputation enjoyed a renaissance. The great success of these poster images, especially *The Kiss At The Hotel De Ville*, by then over 40 years old, endeared his nostalgic but unpretentious output to millions who would normally take little interest in art or photography.

A new and more visually-aware generation recognised the inherent qualities of his work and in his homeland he became a minor media celebrity in his own right, not least because when interviewed on television he was seen to be an entertaining and amusing speaker, with a store of fascinating reminiscences and anecdotes.

Robert Doisneau died in April 1994, aged 81, a working photographer to the last.





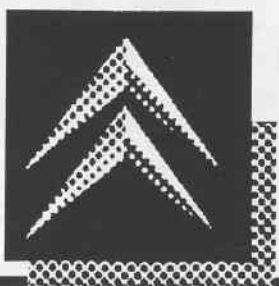
CITROËN REVEALS ITS NEW XSARA RANGE

Citroën has released the first pictures of its new Xsara range and the French car maker has revealed that as well as the stylish new exterior that provides added prominence to the historic Citroën double chevron badge, the new Xsara boasts a host of significant improvements under the skin.

Set for its first public appearance at the Paris Motor Show (28 October 2000), the new Citroën Xsara includes in its new equipment package indicators that automatically switch on in the event of accident to warn other traffic, headlights with 20 per cent more light and which include fog lights, larger wheels and tyres and a new range of engines. Using the latest computer technology, the standard wiring system is replaced by an all new multiplex system that speeds servicing and maintenance and enables the Xsara to be fitted with a wider range of standard and optional equipment.

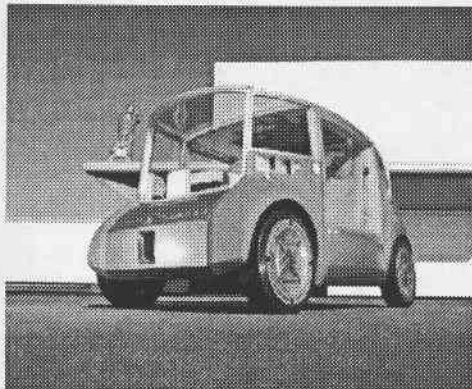
The new Citroën Xsara will go on sale in Australia after the Sydney Motor Show in five door versions and the exciting three door Xsara Coupe will join the range early in 2001.

Pricing and specifications will be announced when the new Xsara goes on sale in Australia.



Citroen Concept Car

The Citroën OSMOSE heralds a new age in the relations between man and the car.



hicle design. It reflects the Marque's continuous efforts to invent the future, and to break new ground in vehicle studies.

The objective is not only to develop a new vehicle concept, but also to address the broader issue of a more responsible mode of usage, open to the outside world, and reflecting the interchangeability of the status of pedestrian and the status of motorist. With the development of Osmose, a passenger car initiating a new form of relations between pedestrians and motorists, Citroën aims to meet this objective and to satisfy all its customer in all circumstances, be they on foot or behind the wheel.

Osmose can carry three people with luggage in the front part, while the rear part can be transformed to accommodate a further two.

Osmose is equipped with a camera-operated retrovision system, transmitting information to the screen in the centre of the steering wheel. The screen also provides traffic information and data concerning the on-board "guests".

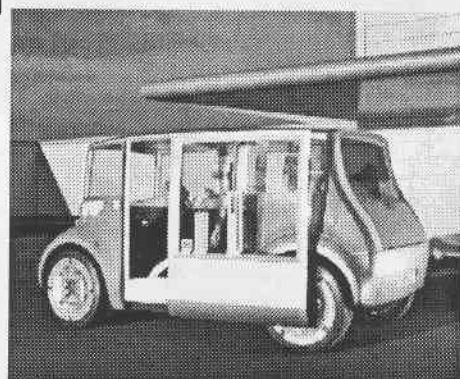
Osmose also helps to improve the quality of ambient air. A filter running on solar energy regenerates the air sucked in before discharging it into the atmosphere. Osmose helps the city to breathe.

The vehicle is fitted with two sliding side doors and a tailgate sliding towards the interior to make room for two guests.

The interior design places the focus on nature, with a colour scheme in green and brown and a leaf print on the translucent roof that throws shadows onto the floor of the vehicle. These leaf forms are actually sun sensors, used to power the filter that recycles the air intake.

The original and ergonomic layout of the driver's station reflects the use of new technology and electrical control systems (steering, brakes, accelerator, etc.). The driver's seat is located in the middle, with the two folding passenger seats placed slightly back on either side. The centre of the steering wheel is an information display area. It continues to function even when the wheel is turned. The driver's seat is fixed; it is the pedal assembly and wheel that adapt to the body shape of the user to ensure a clear field of vision. With its onboard radar system Osmose is able to anticipate a collision with a pedestrian. Nevertheless, in the event of impact, external airbags placed at the front and rear of the vehicle help to protect the pedestrian. Osmose is particularly well suited to urban lifestyles and urban travelling. It heralds a new age in the relations between man and the car.

The Paris Motor Show will see the birth of Osmose, a bold concept from Citroën which paints a vision of user-friendly vehicle design leading to a new form of relationship between pedestrians and motorists, while addressing the broader issue of responsible car use. Osmose drivers will be able to advertise their journey destination on the side of the vehicle and indicate whether they are willing to pick up pedestrians heading in the same direction. An Osmose can be flagged down like a black cab, or "booked" via WAP phone technology. Each Osmose can carry up to five adults and, as a hybrid, runs in zero emissions mode when in town, where it offers additional pedestrian safety with its external airbags. A new concept will be presented by Citroën at the 2000 Paris Motor Show, Osmose is a symbol of user-friendly ve-

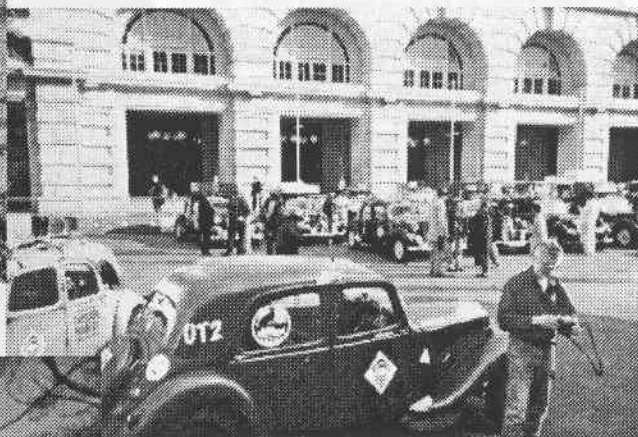


RAID 2000

The photos taken here by Stuart Pekin of Perth are at the official start of Tracbar 2000, in Forrest place in the centre of Perth.

Stuart writes: The only person that anyone may recognise is Steph Laguna, standing in front of OT2. The rest of the contingent were almost all French tourists, who had brought the most amazing assemblage of Tractions. The number of Comerciales was astounding; I thought these vehicles were very rare!!

One of the photos show the rear hatch detail of one of these beasts. Most of the others had the more conventional single gate. The cars set off from here, and went south to Cape Leeuwin—the SW tip of Australia. From there they went N-NW, and onto the Gunbarrel Highway to Uluru, where they met up with the other Citroen rally—

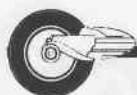


Raid 2000 for one night.

The other photos submitted are of Ralph Hibbles back paddock, with the gaggle of odd 2 pots that started their Raid from Perth. Again, another lot of cars that we just don't see much of in OZ—a lot of 4WD, and some very original body and paint jobs.

The 5CV belongs to Uli, who is a gain in OZ and bought the car last trip. The restoration is nearly finished, and I gather that the car will be running shortly after he returns from the Raid.

STUART PEKIN from Perth



TRACBAR 2000

Tracbar 2000 by Brian Wade

Saturday 26th August saw the arrival of Tracbar 2000 at Mt Tamborine Queensland on the completion of their epic journey from Perth to the Gold Coast via Uluru, Cooper Pedy, the Simpson Desert and Birdsville.

The number of teams in this year's event was slightly down from 98 with 36 teams entered. Most of the Tractions entered were post-war cars with only two pre-war examples present, a 1935 11AL which was also here in 98 and a 1937 11B. This was the car that suffered the most break downs during the event, requiring a new engine at one stage.

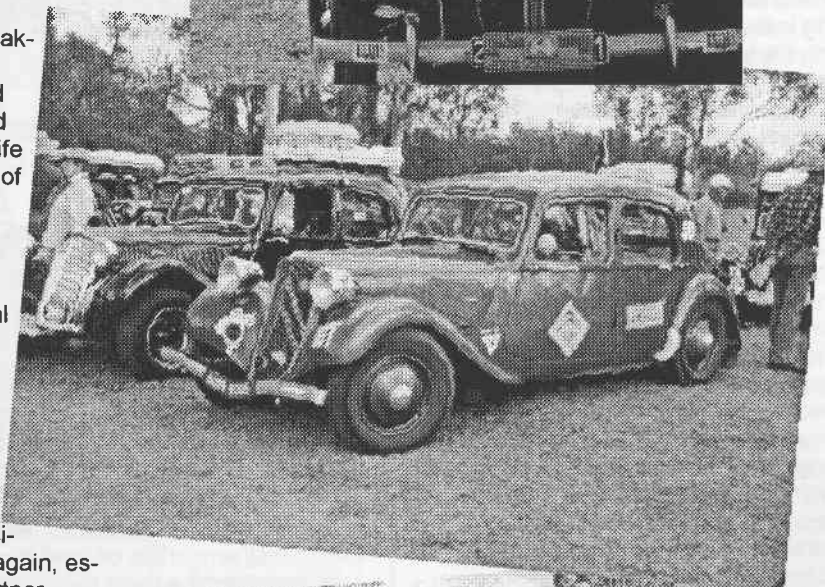
Many other cars had problems with numerous breakdowns occurring.

The most serious incident "accident" that occurred during the event was when a support vehicle "Land Rover" being driven by Jasmine Cadamagnani (wife of official photographer Karim) hit a large hole full of bull-dust and rolled resulting Jasmine receiving a broken arm. The back up crew managed to patch up the vehicle and it completed the journey.

The first car to arrive at Mt. Tamborine looked most unusual standing 30-40 cm higher than usual and sitting on truck like wheels. Closer inspection revealed a Normale body mounted on a Toyota chassis and using the Toyota's running gear. The owner told me it had taken him 5000 hours to build and he hoped to sell it before returning to France. (I don't know if he was successful or not).

Among the entrants were twelve teams who participated in Tracbar 98 and it was great to see them again, especially our good friends Andre Bobbo and his partner

Marie-France Busson. New CCOCA member John Wright and partner Moyra accompanied us to Mt Tamborine and Moyra who is fluent in French was kept busy translating for me. Unfortunately we were leaving that afternoon to go to the Birdsville race so we didn't have a lot of time to spend with them. This is the last Tracbar to be held in Australia for some time as 2001 has been cancelled and 2002 & 2003 are being held in USA and New Zealand respectively.



talking technical

part 2 of

The SERVICEABLE 'D'

The Serviceable 'D' Part 2, by Nigel Wild

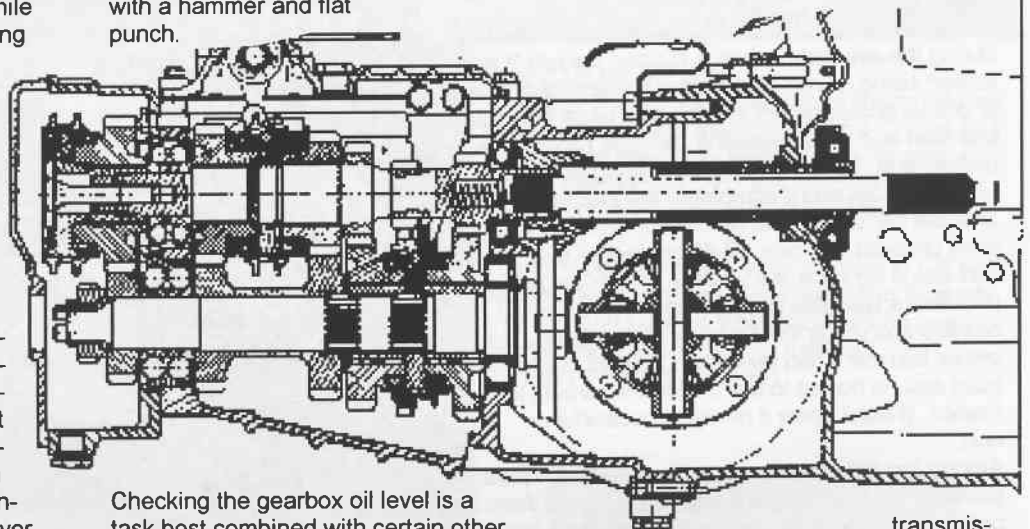
To continue with the re-examination of the servicing requirements for the D series, let us move on to the 6,000 mile service. Just to spoil your day before we start, remember that because servicing tasks are cumulative, the following is in addition to - and not instead of - the jobs outlined in the 3,000 mile service. Moreover, if you are working on a recently-acquired car with an uncertain service history, you should aim to carry out a full service of all items - normally every 36000 miles - as soon as possible, even if you do this by stages. **EVERY 6,000 MILES:**

In addition to an engine oil change, renew the oil filter cartridge. The arrangement is a fine example of traditional Citroen engineering design - that is, it is a technical, elegant and functionally thorough solution of a problem, but not with cheap manufacture or maintenance in mind. Thus, instead of an external oil cartridge, this is fitted inside the sump, above a circular cover plate. Removal of the plate - unbolt it, and then prise evenly and gently all around the edge - reveals the oil-pump strainer assembly, held by a single central bolt. After removal, clean the assembly in petrol, renew the filter element and refit the assembly, ensuring that the sealing washers are accounted for and are not left in the housing to be drawn into the oil feed! When refitting, the two red triangles, one on the strainer and the one on the sump (cast on near the drain plug) must face each other; this is vital to ensure correct oil flow. Holding the assembly in place, refit the centre bolt by hand, ensuring that it is vertical - if not, it is likely to be between the boss and the filter element rather than in the tapped hole. Ensure also that the assembly cover

cannot turn - if it does, it is incorrectly fitted - and tighten the centre bolt. Having removed any traces of gasket or sealant from the sump and cover plate, refit the cover plate with a new gasket, using no sealant. If there were signs of leakage from the old gasket, it is worth checking the plate for distortion around the bolt holes caused by previous over-tightening; if so, correct this carefully with a hammer and flat punch.

gearbox.

Alternatively, should you happen to possess one of the rare fully-automatic DSs fitted with the Borg Warner transmission, this uses ATF whilst the differential requires EP80. However, as the gearbox input shaft passes through the differential casing, there is a tendency for seal failure to allow internal leakage - and EP80 does not suit the



Checking the gearbox oil level is a task best combined with certain other jobs, as it involves removal of the air intake duct. With the spare wheel out, unbolt the headlamp levelling tube (mark its lateral position first) and the front crossbar, unhook the headlamp steering cable and levelling linkages, and remove the bolts down each side of the radiator. You can then lift away the duct and crossbar complete, to reveal the gearbox and brake calipers. The combined filler and level plug is low down on the right-hand side of the gearbox; on five-speed boxes there are two drain plugs - the second on the fifth speed casing, mounted on the front of the main box. Top with a good-quality EP80 oil - EP refers to 'extreme pressure', which is necessitated by the differential gears being incorporated within the main

transmission any more than the differential will run on ATF! The 'unofficial' remedy is to drain, flush and then refill both sections of the gearbox with Total 'Fluid T' which is considered to be suitable for both purposes. Exactly the same applies to the automatic SM, and these are more numerous in the UK than the automatic DS.

While you have access to the gearbox, check the condition of the brake pads: although the warning wires should indicate imminent demise, these do break or fall off, or contact the disc causing premature wear indications! Why not disconnect all four and 'earth' each one in turn with the ignition on (be careful!) to check that they actually operate the dashboard warning light? If the pads need replacing, fit for preference original



equipment such as Ferodo or Textar; this will be expensive, but although cheaper alternatives are available, there is a significant possibility that these may cause excessive disc wear in the longer term - and disc replacement is expensive! With the current requirement for all brake materials to be asbestos free, the friction characteristics have tended to change - but frequent disc replacement is routine (and easy) on current Citroens.

Confirm with the supplier that the pads are appropriate for your particular D; between July and September 1973 the caliper pistons were changed from the steel ones used previously to aluminium until production ended. Cars with the later pistons must be fitted only with brake pads having a full circle of reinforcement on the aluminium backplate; use of the earlier type with only a partial circle will result in distortion of the caliper pistons. The later pads may be safely used in the earlier type calipers, however.

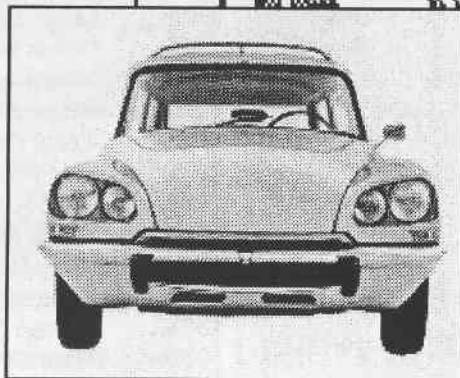
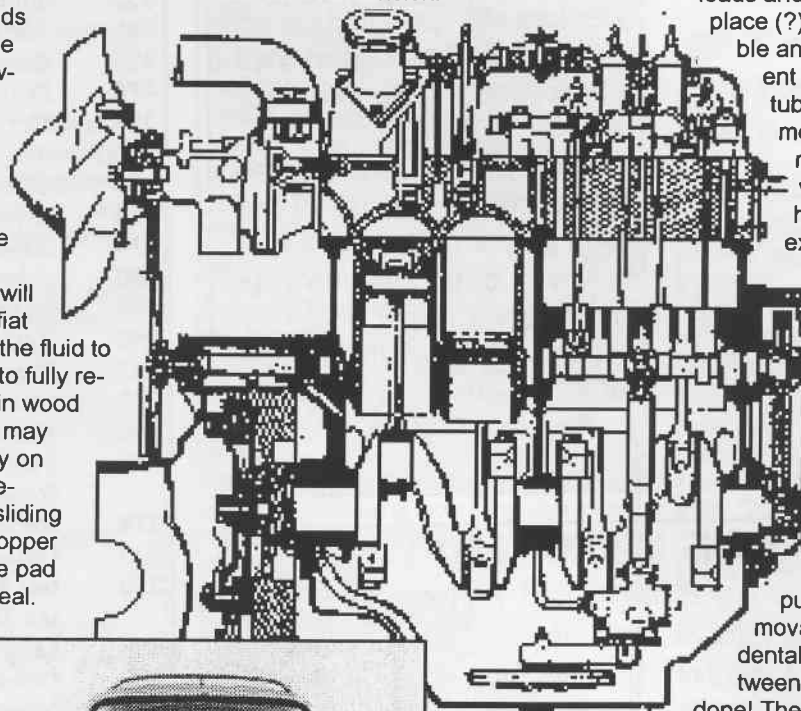
When replacing the pads, remove only one at a time, levering gently against the edge of the disc and the pad face (the pad is scrap, but gouges on the disc face will remain). Use a smooth, fiat lever, and allow time for the fluid to flow back; you will need to fully retract the piston, and a thin wood packing against the disc may help. Do not lever directly on the piston with the pad removed! Ensure that the sliding faces are clean; a little copper grease on the back of the pad helps to avoid brake squeal. Finally, having refitted the wire retaining clip, apply the brakes to set the pads and avoid the embarrassing delay when you first move the car! Peer suspiciously at the hand-brake pads: if worn, these are not easy to replace - and will have to be covered later! Clean the radiator fins before

refitting the air duct; although the half moon zip on the fabric part allows you to do this, it is easier with the duct removed. Apart from checking the LHM level on the sight tube on the tank - it must be between the MAX and MIN marks with the car at maximum height - pause to consider the colour of the fluid. As a

rough guide, anything other than bright green indicates contamination and the need to change the fluid. In any case, it is time to clean the filter.

Unclip the white cap at the end of the thick feed pipe and lift the filter assembly out; the filter cone may then be withdrawn from the outer tube. Clean the filter carefully in petrol only - it may well look clean to start with - and if possible use compressed air to blow through it from the outside of the cone. When refitting, ensure that the clip and pipe are correctly located: the grommet and fork for the pipe on the battery cage pass very close to the bonnet, and incorrect fitment can damage both bonnet and pipe!

Both pairs of drive belts need to be examined for condition and correct tension: if only one of a pair is worn or frayed, you must replace both to maintain an even tension.



As two belts need to be removed to replace the other two, if this is the case you may consider it worthwhile to change all four in the interests of long term durability. Correct belt tension should allow about

half an inch of deflection on the 'long' side between pulleys; screeching indicates insufficient tension or worn belts 'bottoming' in the pulley grooves. Incidentally, you won't regard the apparent over-engineering of twin belts as an extravagance if you ever return home after a long journey to find that one belt has broken without even being noticed!

(definitely not possible with the CX). Kleber Ventriflex belts are original equipment and any replacements should be of similar quality.

You will need a long box spanner to remove the spark plugs, and the fourth is accessible through a hole at the base of the windscreen surround, normally sealed by a rubber bung. Don't forget to refit this, otherwise the first wet day will see your D running on three cylinders! Each plug has an extension rod screwed onto the terminal in place of the standard cap, and should have a fibre insulating sleeve to prevent arcing between the rod and the metal tube around it. Any burning, cracking or erosion of the sleeve indicates that it should be replaced; it is amazing how an apparently sound sleeve can allow arcing to cause a misfire! If in doubt, slide the grey top caps back along the leads and run the engine in a dark place (?); any arcing should be audible and will be immediately apparent on looking down the plug tube. Be careful - claims from members with electrocuted noses (or other extremities) will not be entertained! Don't be tempted to unscrew the extension rod from the plug to permit the use of a normal plug socket - having refitted the plug you will find that it is practically impossible to align the rod with the plug top and screw it on - and even harder to retrieve it when dropped down the tube! Ensure that the HT leads are an adequate clip fit onto the extension rods (not so tight as to pull the lead apart upon removal!) and that you do not accidentally wedge the terminal between rod and sleeve - it's easily done! The plugs must be NGK BP6HS. Champion L87YC or equivalent, gapped to 0.6mm/0.024in.

The final item of the 6,000 mile service consists of a clutch adjustment check and linkage lubrication. As the procedure for manual and semi automatic transmission cars obviously differ completely, I shall leave these for now and deal with both in full in the next installment! I'll aim for a little variety next month - always remember that this column aims to reflect your needs, and to disseminate (they can't touch you for it) your contributions, so these are always welcome!

Reprinted from "The Citroenian" June 2000 with thanks.



BITS & PIECES

SPARE PARTS OFFICER — MEL CAREY

FOR SALE

1953 big boot L15. Metallic blue. Beautifully cared for, on club plates, nothing to do. \$13,000

John Schenk 02 9637 6063

FOR SALE

Parts for vintage Citroen.

4 x 19 inch wheels.

Rear axle complete to springs and tail-shaft.

Windscreen surround for roadster.

Kevin Johnston 03 9306 6812

FOR SALE

Citroen 2400 wagon 1977. Reg NEP369 Metallic blue with blue interior.

C-matic. Fully restored, immaculate condition.

Asking \$15,000, less than amount invested in this car to date.

Rolf Herweg 03 9755 1633

WANTED.

2CV to \$10,000

Apply in the first instance to Mel at Carey Motors. Ph. 03 5152 1040

FOR SALE.

Big 6 1950

In very good restored condition, registered "Big Six" [NSW] \$24,500.00

Apply in the first instance to Mel at Carey Motors 03 5152 1040

FOR SALE

New Twin Carby manifolds for Traction Avant

Cast from an original after-market manifold which utilises two standard carb's.

This manifold has been tried and proven to give excellent results.

Enables your engine to perform better, make use of the extra power or the extra fuel economy depending on your driving style.

\$450.00. fitting extra. Phone for a free quote.

Carey Mtrs. 03 5152 1040

TRACTION RESTORATIONS AUSTRALASIA

4 cyl & 6 cyl Traction reconditioned engines and gearboxes

Short or Long engines, standard or modified.

Reconditioned ID engines & gearbox', Short or Long.

Reconditioned 4 & 6 cyl Traction Front Ends, complete.

Reconditioned 4 & 6 cyl Traction front Ends, Silentblocs only.

Reconditioned 4 & 6 cyl Traction & ID Water Pumps

Reconditioned brake master/wheel cyl's

Relined brake shoes

Part engine rebuilds, to customer requirements [Top or Bottom end]

Reconditioned Driveshafts, 4 & 6 cyl Traction with modern CV joints

All the above are offered on a changeover basis.

Carey Motors P/L

Phone Mel on [03] 5152 1040, Mob: 0427 526 126

or Fax [03] 5152 2615

SPARE PARTS MEMBERS

226	Alain Antonius
	Graham Barton
540	Andrew Begelhole
512	Chris Bennet
086	Paul Bishop
320	Peter Boyle
270	Ron Brookes
320	Roger Brundle
335	Walter Burkhardt
380	Mel Carey
250	Gerry Carson
335	John Couche
380	Jeff Cox
320	Sam Crisi
470	Doug Crossman
368	Mark Douglas
320	Jon Faine
380	John Fleming
335	Bryan Grant
374	John Grieve
350	John Hawke
374	David Hayward
350	Paul Hibberd
487	Ray Hobbs
210	Geoff Hooler
340	Jean-Pierre Jardel
335	Fred Kidd
	Rob Koffijberg
374	Robert Little
220	David Livingstone
310	Iain Mather
	Ian Macdermott
330	Leigh Miles
330	Derek Moore
250	Mike Neil
368	Richard Oates
330	Gerry Propsting
210	Alec Protos
717	Keith Radford
345	Phillip Rodgers
374	Barry Rodgers
374	Alexander Scales
380	Warren Seidel
330	Peter Simmenauer
350	John Smart
335	Robin Smith
410	Brian Wade
	Bill Wellwood
380	Hughie Wilson



CCOCA *classifieds*

Please note. By law advertisement cannot be accepted without one of the following: registration number, engine number or vehicle identification number.

WANTED

I am looking for a Citroen Light 15 or Big 15. I would prefer a running car or a complete car to do up. Contact John Reginald, 240 Deception Bay Rd. Qld 4508"

FOR SALE

Citroen Light 15 1948

A very original car in excellent condition with a comprehensive history for the last 18 years. Black, small boot, no rust. On club permit CHO 832 \$13500

Ring Robin Smith Bus. Hours 03 9528 5137

FOR SALE

The opportunity to be quite different amongst those have already decided to be different. Thus here is the opportunity to be decidedly different Fit 4 wire spoke wheels and a spare to your L15 or earlier model Citroen.

The effect is noticeably different. Hence you can become decidedly and noticeably different.

Five steel wire spoke wheels, tyres Olympic Air-ride 6.00-16, hubcaps, hubspacers and a black, French 16" diameter, spare wheel cover.

Price \$1,000-00

Contact Peter Sandow
phone 039822 4473, 0419 515302.

FOR SALE

Citroen BX

This is the only Citroen my wife has ever liked. That is not to say it's a ladies car.

Rather it has been is a car that has been extremely reliable and cost mere pennies to run.

The only reason for selling is the retrograde forces of time have influenced my decision making to the point that I have had to buy another CX -- which my wife of course doesn't understand. I thought quite an understandably simple vice.

The BX 19 GT 1987, registered June 2001, good tyres, good condition.

My wife is however keen for me to sell. Price \$4,750-00

Contact Peter Sandow,
phone 039822 4473, 0419 515302.

FOR SALE

1954 Light 15

Excellent condition, regularly used until posted overseas and now in storage in

Perth WA. Front drive shafts, hubs and brakes rebuilt. Green colour. MY 2892, DS19 engine with 4 speed gearbox & reverse.

\$11,000

contact: Terry on 08 9364 9711
email teryan@singnet.com.sg or (65) 9833 8443 (Singapore)

FOR SALE

Set of four tyres, near new 165x400 Michelin X

\$150 each or \$550 the lot.

Phone John 03 5683 2308

FOR SALE

One copy each of Fabien Sabates' Citropolis Collection 1997, and 1998, both in French. Hard bound, 6 magazine issues in each Collection. New condition, 1998 still has plastic wrapping. Cost A\$36 each ex-France; make me an offer.

Roger Brundle

(03) 93809321

rbrundle@ozemail.com.au

WANTED

Pair of French headlights for Traction 4, must be complete. Can swap excellent pair of early Lucas units (pre-war style).

For my 1958 ID19. Auxiliary driving lights for front wing mounting; chromed surrounds for front indicator lenses; Slough DS style full hub-caps.

Roger Brundle

Melbourne (03) 9380 9321;

rbrundle@ozemail.com.au

FOR SALE

Citroen Big Six, 1950 Slough built, full ground up restoration, bare metal re-spray in 2-pak Rouge Delage. Upholstery redone with Austrian automotive leather. New hood lining and refurbished woodwork. Engine fully rebuilt with D sleeves & rods. Suspension rebuild with urethane silent blocks. Drive shafts converted to Magna CV joints. All chrome re-chromed.

Receipts for \$24,000 plus initial purchase price.

This car is in excellent condition and is available for sale at \$18,000

REG TA B6

Contact Steve 08 9414 7127

FOR SALE

1950 11BL, Paris built, for restoration.

Exceptionally sound rust free body shell. Imported & registered circa 1968

but off road and in safe storage for past 30 years. Quantity of traction spares plus pile of gearbox bits to go with or will sell separately. Looking for offers in region of £1500 for the lot.

Also: 1929 AC4, partially restored - requires finishing. Totally sound chassis and body. Ideal winter project? Mechanically uncomplicated vehicle, making for a simple restoration which will result in a beautiful car. £2100 o.n.o.

Also: large quantity of parts from later models, too numerous and varied to list here: Ring for details on all of above - call John Howard on +44 (0) 1535 681251 Days/ Eves or email on john@howardj24.fsnet.co.uk

WANTED.

2CV to \$10,000

Apply in the first instance to Mel at Carey Motors. Ph. 03 5152 1040

FOR SALE.

Big 6 1950

In very good restored condition, registered "Big Six" [NSW] \$24,500.00

Apply in the first instance to Mel at Carey Motors 03 5152 1040

FOR SALE

1973 GS Club 1220, metallic gold, was privately imported. Much loved 1st car. Sound body, no reg.

Eng. No. 0643136742

Tim Cross 03 9819 2208

CAREY MOTORS HAVE THE FOLLOWING UNREGISTERED VEHICLES OFFERED FOR RESTORATION.

11BL. EXCELLENT MECHANICAL CONDITION, ORIGINAL BODY IN AVERAGE CONDITION.

L15 COMPLETE, IN NEED OF TOTAL RESTORATION

BIG 6 COMPLETE, IN NEED OF TOTAL RESTORATION.

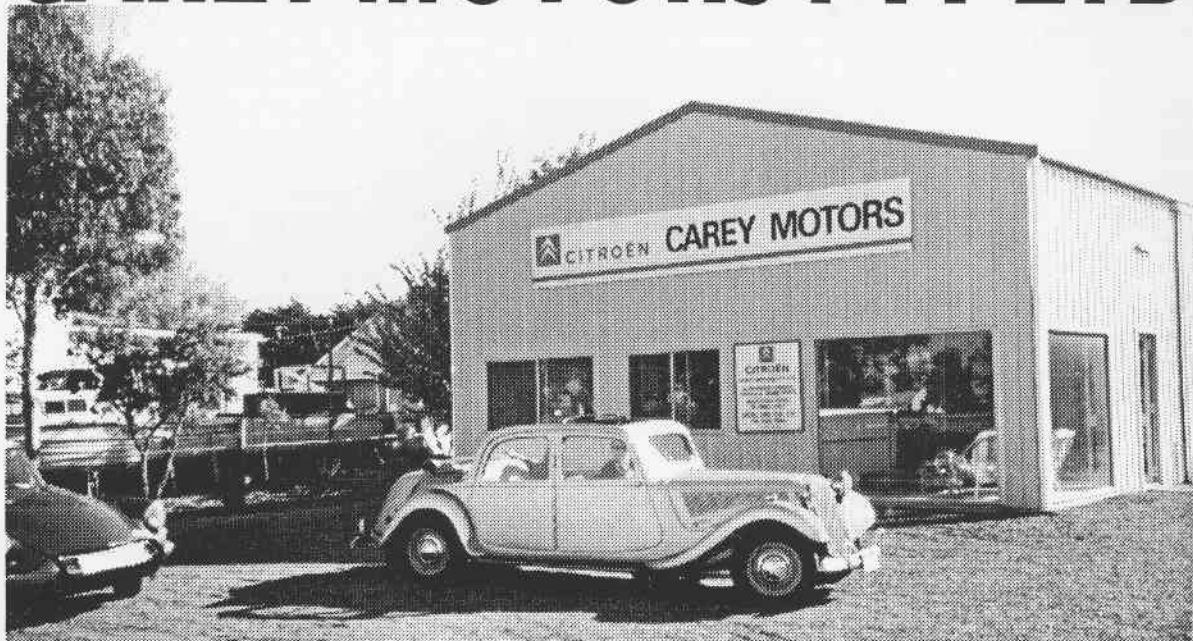
BIG 15 [2] COMPLETE BUT DISMANTLED.

ID/DS VARIOUS, IN RUNNING CONDITION. ALSO NEW & SECOND-HAND PARTS AVAILABLE FOR MOST MODELS FROM TRACTION TO CURRENT MODEL'S.

Phone Mel on 03 5152 1040



CAREY MOTORS PTY LTD



Citroen Authorised Service and Parts Agent

Telephone [03] 5152 1040

Fax(03) 5152 2615

Mob. 0427 526 126 50

P.O Box 469 Bairndale 3875

Forge Creek Road Bairnsdale

Victoria, Australia 3875

A.C.N 080-560 327 0427 526 126