

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR CITROEN OWNERS AND ENTHUSIASTS

December/
January
VOL.24 No.5



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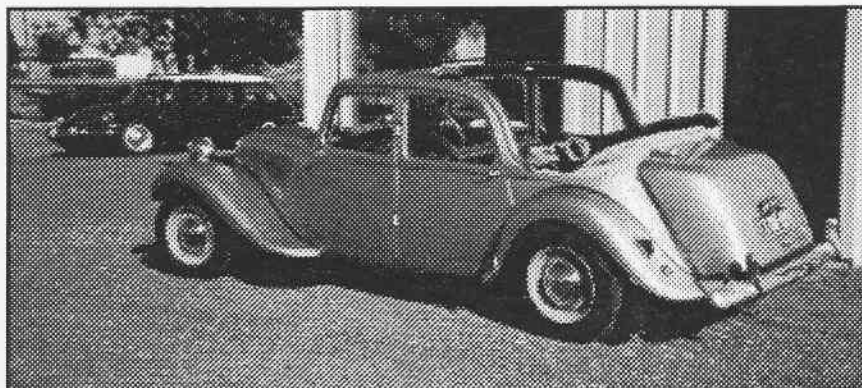
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The views expressed in this publication are not necessarily those of CCOCA or its Committee. Neither CCOCA, nor its Committee can accept any responsibility for any mechanical advice printed in, or adopted from Front Drive.

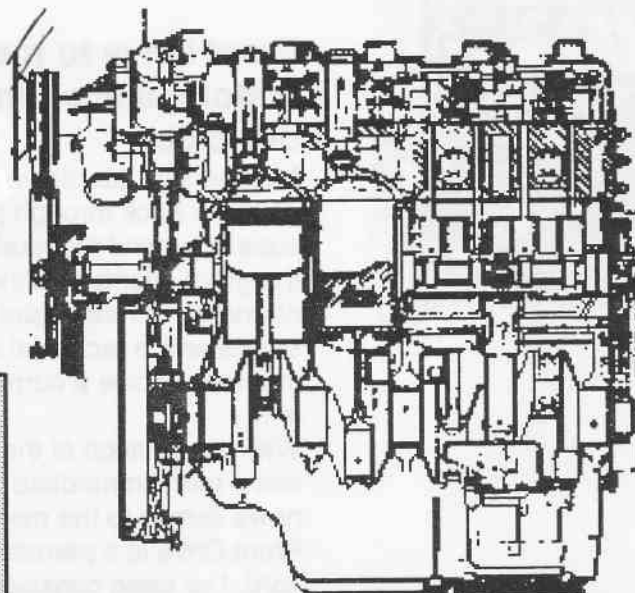


DRIVE

Published by
The Citroën Classic Owners Club of Australia Inc.

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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 October/November

Citroën Australia
Ted Cross
Helen Cross
Warren Seidel
Peter Simmenauer
Nigel Wild
The Internet Thief

Front Drive to me is a historical account of our club.

Members further down the track can look back through past issues to remind themselves of the great events that they have attended, or acquaint themselves with a technical article that helps solve a current problem.

With the addition of the Website a more immediate update of news comes to the member, but Front Drive is a permanent record. I've been conscious of the fact that our interstate members only contact is through Front Drive and of course our excellent spare parts service.

My two years at the helm of FD has mostly been a very satisfying role, however one needs to be aware that we all have a use by date and mine has come. I look back through "my" issues and pick some favorites. The issue celebrating 21 years of the club's history was particularly gratifying because it was supported by a very special meeting to celebrate the occasion. This meeting swelled the club-rooms to capacity with several past members from those foundation years. We also had a very family feel that night.

It was a very emotional meeting for me with colleagues attending from those difficult years of forming a club. Many outsiders said the club would never succeed.

With rock steady direction from past presidents and current president Ted Cross, the club will continue to hold its own in



the classic car movement.

I wish the new Editors well for the 2001/2002 club year.

I will look forward to a new role within the club that will hopefully continue to improve our profile and increase our membership.

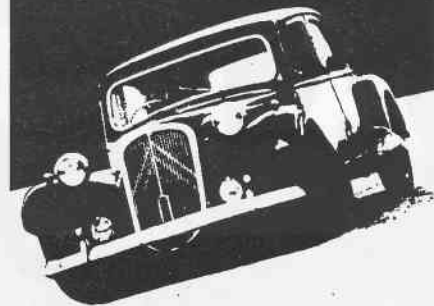
For those who may have noticed that FD has had delayed deadlines in recent times, I apologise. This has been due to an over extended commitment to family, work and my other interest of competitive cycling.

Thank you to all those who have contributed FD and made my job easier. You have all made FD a magazine of substance. As Editor and a classic enthusiast, I see many club "newsletters". I feel proud to have edited a publication that is up there with some of the best considering our budget.

Leon Sims



PREZ SEZ



Well another year is roaring to a close for the club. This year 's AGM will see several changes to the current committee. We already have some expressions of interest to join the "Team" but more involvement from our members is always welcome.

2001 will see a different approach to some events. We envisage the Activities "Officer" being more of a "Director". She or he will overview the activities calendar which is already in place and seek assistance from you the members to undertake a single event or activity for us. This means that you get to help without having to commit to a year of duties and everybody shares the work load and are able to bask in the glory too. So expect to be more involved at least once this coming year.

Our AGM will also be an opportunity to enjoy a free supper and wine tasting and we expect to get the formalities over quickly.

Bring your partner or bring another club friend along to ensure we have a the numbers to make our AGM legal.

Looking through some old magazines recently, I noticed that the same requests for assistance happen every year. Our club is very similar to other clubs overseas with an ageing membership, which in our case is also spread across Australia and overseas. On the positive side we enjoy good relations with other peer clubs, our magazine is very informative and professional and our Website is growing in stature and content. The quality of our cars continues to improve and the social and technical activities are a constant source of pride for me.

None of this is worth much if we are not growing and expanding our influence and value to fellow Citroenists. 2001 will see us try and promote our club better and hopefully expand our member-

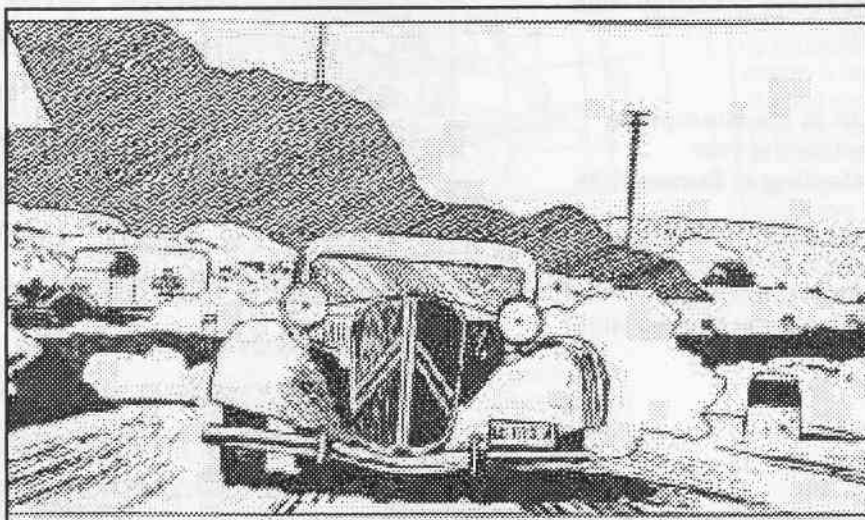
ship accordingly.

Our first event for the year was a BBQ on the Yarra. Thirty-odd people attended (some were definitely odd) and the rain stayed away until near the end. This was a free activity for those who attended and we started the club-year off to a flying start, I think.

As I write this message, we are trying to organize a guest speaker for the February meeting at the club rooms to tell us about our options for leaded versus unleaded fuel. Please try and come along to ensure our guest is kept busy with questions and opinions. this is an important issue for your car's future so try and join us if you can.

regards

Ted Cross



A-TRACTIONS 2000



CCOCA 2001 EVENTS FEBRUARY

11th. Picnic at Hanging Rock. 10.00 am start
Off the Calder H'way after Woodend. Enter or just turn
up! Contact Ted 03 9819 2208

**25th. All French Day at Eric Raven Reserve, Glen
Iris.** 10.00 am start.

Join CCCV, Peugeot and Renault clubs for a great
show. Melways 59 K9

**28th. 8 pm. Monthly Meeting at Surrey Hills
Clubrooms**

Learn all there is to know about leaded and unleaded
petrol and supplements.

MARCH

**10-12th. Great Alpine Rally Long Weekend at Mt
Hotham**

Peter Sandow will lead us on a fabulous round trip
drive to Mt Hotham with two nights in his Chalet.

**28th. 8 pm. Annual General Meeting at Surrey Hills
Clubrooms**

Committee 2001/02 elections. Food & Drink provided.

APRIL

1st. RACV Wings and Wheels event.

Forms from Steve Bartlett

**13-14th. Citroen Easter Weekend 2001 Barossa
Valley National Citroen meeting**

**25th. 8 pm. Monthly Meeting at Surrey Hills
Clubrooms** Model car photo show & tell

MAY

13th. Winter Warmer Run. Details to follow

**23rd. 8 pm. Monthly Meeting at Surrey Hills
Clubrooms** Driveshafts

JUNE

8-11th. AUSTRACTION in the Grampians
CCOCA's premier event for the year

**27th. 8 pm. Monthly Meeting at Surrey Hills
Clubrooms**

JULY

14th. Bastille Day Dinner with CCCV

**25th. 8 pm. Monthly Meeting at Surrey Hills
Clubrooms**

CCOCA

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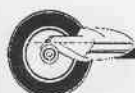


email EMAIL email EMAIL

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.

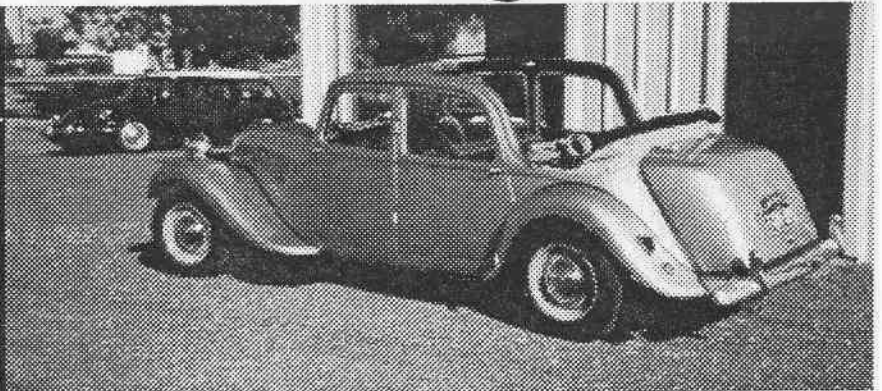
Members will then be informed
of upcoming events and all the
news and hot gossip!.

crossfam@ozemail.com.au



WARREN'S B15 Langenthal

I reckon now is about the right time for a user report on our Big 15 Langenthal Cabriolet. As mentioned in the article on its restoration, it was registered in early April, so this is about seven months down the track.
Warren Seidel



I reckon now is about the right time for a user report on our Big 15 Langenthal Cabriolet. As mentioned in the article on its restoration, it was registered in early April, so this is about seven months down the track.

There were vague plans to show it off at Austraction in June, but a family member was getting married in Sydney on that weekend and we were invited to use the Cabriolet as the bridal car. Hard to refuse! So it has been to Sydney! 1600 km round trip, 31 MPG. average.

It could have been a higher figure but I had too much fun on all the twisty bits between Canberra and home. Absolutely faultless journey, smooth and quiet, cruising at the speed limits..... Hang on, I've heard all of that somewhere before! It has also done two more trips to Melbourne. Another 600 km each time. See "absolutely" etc. above.

One of these trips was to the Combined Citroën Concours at Como. Perfect weather, great people, and our Cabrio won "Peoples' Choice"! That was a bonus! Mind you it was a close thing. Just before close of voting Leigh Miles came around asking if everyone had voted. When he asked me, he said it was at that stage a tie between our car and another. He was too discreet to name the other. So I said "No, give me another voting slip!" - and he wouldn't! Ooh he's hard.

We stayed overnight in Canberra on the way back from Sydney.

With nothing better to do, I decided to check the sill sections to see if water was getting in. I had been meticulous in sealing ingress points, like putting silicone sealer around the mudguard mounting bolts.

So I was "slightly" surprised to find the drivers' side sill knee deep, as it were.

Bad words! Where could it be getting in? It certainly wasn't the convertible roof, that is quite weather-proof and everywhere underneath is fully sealed. Then in Bairnsdale one rainy day I opened the drivers door and noticed a thin stream of water running down the door opening from the roof gutter, past the striker and disappearing alongside the wind-lacing just in front of the aluminium kick-strip at the bottom of the door opening. Aha! A bead of clear silicone sealer from the pinchweld under the kick-strip, bridging the gap between wind-lacing and door opening up to about the bottom wedge, and the sill has been dry since.



These cars live or die by the state of their sills. Dry is good! I'm a believer in putting deodorised fish oil in the sills and doors. If you are inclined to do so, wait for a long hot dry spell to ensure they are fully dried out. By the way, deodorised fish oil is, but only just. Total mileage is 6500 km., all trouble-free. Another car I won't bother carrying tools in. Overall fuel economy is 30.5 MPG. - 9.25L/100, exactly the same as CCK 336 must be the way I drive! It is

less gutless now, the motor is freeing up and I pulled the distributor apart and modified the advance springs. I've also discovered that it would cruise happily at 75 MPH., if it was legal to do so. Which reminds me.....Returning from Melbourne, cruising at a good 70 MPH., 110 kPH., on the freeway sections, quite a few "lookalike" modern cars passed us and Pam observed that we were causing a lot of other cars to break the speed limit. "Why is that?" I had to ask. "Well, other drivers see this as an old car and they have to pass it." Probably right, I think.

And now a bit of tech stuff. Ever wondered how accurate your speedo is? Paced your car with another to check? Speedo's are considered accurate if they are within 10%.

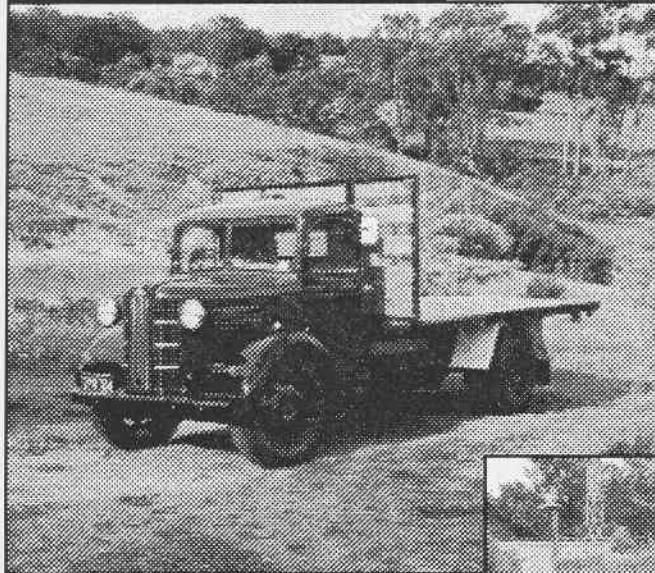
So another car may be either side of accurate. Yes, I know I'm telling grandma how to suck eggs for a lot of people. If so, please disregard what follows. 60 kph. is 1 km. per minute, or 60 seconds. To work it out for 100 kph..... 1 hour is 3600 seconds, divided by 100 is...when I rattle my abacus the answer is.....36! So 1 km. takes 36 secs at 100 kph. It is more common to have distance markers at 5 km. intervals on freeways and country roads so $36 \times 5 = 180 \text{ secs}$ or 3 mins. Easy. Hold a dead steady speed between marker posts 5 km. apart. If it takes more than 3 mins you are going slower than the indicated 100 kph. (63.1 mph) If it takes less than 3 mins you had better be on a freeway section. 95 kph is 38 secs / km. $\times 5 = 3 \text{m } 9.5 \text{ sec}$. 110 kph is 32.7 sec / km. $\times 5 = 2 \text{m } 43 \text{ sec}$. 80 kPH is 45 sec / km. $\times 5 = 3 \text{m } 45 \text{ sec}$. That is enough for now. I think I'll have a nice strong cup of tea to recover from all that brain work.

Yours Warren Seidel



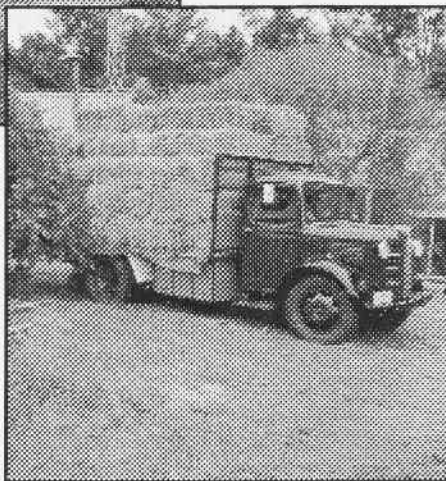
Several issues back I suggested that an article on members' other classic cars would make for interesting reading. Many of us are not all one eyed about Citroen. We do have other cars. Warren Seidel is the first to present his other "CAR"

MY OTHER CAR is a Pommie truck



were still shortages of everything, and in fact the English car manufacturers had to export 60% of their production to qualify for steel allocation. "Export or die" was the English cry. This is why Land Rovers had aluminium bodies. Corrosion wasn't their main concern- it's just that aluminium wasn't rationed. Rationing still applied in Australia for some

Front Drive occasionally runs an article on "Members' Cars". So here goes..... and this is not even about a car. But it is registered and does use public roads. It has two seats, six wheels, its happy speed is about 75 kPH., and it will carry 3.5 tonne just as well as a modern truck does. We have been the proud owners of this 1947 Austin K2 dual-wheel tray truck for 24 years, getting on for half of its life. Only two other names have been painted on the drivers' door, both within 10 km. of our place, so we know its history. The first owner actually had his name down for a Chev truck - remember this was just after the Second World War when, I understand, you needed a permit to buy an imported truck. (*All trucks were imported then, and cars too. This was before the car derived from the Chev prototype 195-Y-15 with the 1928 Chev National "stovebolt six" engine was manufactured in Australia and sold under the Holden name.*) With permit in hand you still needed to wait until said truck arrived. While doing so, our first owner was offered the Austin which was immediately available. A bird in the hand etc., so he grabbed it. It would have been "cab-chassis" with a spare wheel but no tyre on it. There



things into the early fifties. Another problem for Australia was a lack of American Dollars because of the lend-lease debt, so the import of US cars was restricted. We're just lucky that our Traction Avants were assembled in England and not America. Our neighbour fitted a G-Well underbody hoist tipper body on it and used it for contract road maintenance, involving gravel cartage, concrete bridge building etc. for 140,000 miles. He sold it to a farmer on the other side of the Mitchell River but kept the tipper body to fit to another new Austin, the next model on. The farmer acquired a tray for it from the local timber mill in Lindenow, our nearest town, which was using

"lend-lease" war-time Chev trucks that had their trays replaced with tipper bodies. The tray is 12'x7'3" and fits perfectly. By the way, Mt Alfred Timber Mills even had a war-time GMC. .6x6 when we came here in 1975. That truck, after the mill closed, became a second Fire Brigade tanker for Lindenow Brigade until about 8 or 10 years ago. Our truck was then used for general farm duties including super spreading, as it has four holes drilled into one back wheel centre to fit a drive sprocket for a tray mounted spreader. We bought it in 1976 for \$250. Lindenow Bowls Club holds an annual auction on the football ground and our truck was in the second one they held. Its owner expected it would, after it was sold, have the front stripped off and be used as a paddock hay trailer. We had other ideas! After overhauling the brakes and front shackle pins, repairing cab mounts and painting it in green Dulux house paint with a brush, we re-registered it. All-up cost \$750. Over the years since then it got more and more scruffy, to such an extent that I wasn't really game to drive it into Bairnsdale. In early 1994 it was rolled into the shed and pulled to bits. 22 months and \$2800 later it drove out into the sunshine in all its newfound glory, including new 32mm. thick Oregon planks for the tray - same as the original tray timber.

Over 24 years it has travelled exactly 5930 miles! (9488 km.) A not very onerous retirement, although when it's chasing firewood or carting hay it is always a full load, while participating in town fair processions down the main street of Bairnsdale is an easy run. It did go as far as Marlo once and averaged 18 MPG. Not bad for a 3.5 tonne truck with a 4-litre 6-cyl. OHV. petrol engine. That's unusual for a pommie truck, in that era they usually put a small 4-cyl. engine in and made it work its heart out.

So there you are.....an unusual car.

Yours Warren Seidel



the SERVICEABLE D part 4

Following the (cumulative) 3,000 and 6,000 mile servicing tasks previously described (in previous issues of Front Drive.), the following should be carried out in addition every 12,000 miles, conventionally regarded as annually. As before.

Remember that if the car has an unknown service history, you should aim to work through all service items as soon as reasonably practicable, to provide a basis for future servicing.

Every 12,000 miles:

Drain the gearbox oil and refill - this is best done after a run to warm up and circulate the oil. The nominal capacities are 3 1/2 pints/2 litres for the 4-speed or semi-automatic transmission, 4 pints/2.5 litres for the 5-speed gearbox.

The main drain plug is below the differential, but the 5-speed box has an additional drain plug on the fifth-speed casing mounted on the front of the main box. Access is as for checking the level in the 6,000 mile service; the gearbox should be refilled using the combined filler and level plug until oil exudes from this.

Tappet adjustment is in one respect somewhat contentious - it is recommended at this interval, but has often been suggested to be carried out only when audibly necessary. The weakness in this argument is that valve clearances may either increase - due to wear and tear - or reduce - due to valve or seat recession - and the latter case quietsens the engine. Too much clearance tends merely to generate excessive noise; insufficient clearance may result in burnt valves, necessitating cylinder head removal.

Although it now appears that the D series engine has valves and seats of adequate hardness to withstand the absence of lead as a lubricant - as previously discussed in the 'Taking the Lead' series, engines never designed to run on unleaded petrol are potentially at greater risk than in the past. Correct valve clearances thus assume greater importance, both to prevent burnt valves, and as a check for unexpected wear.

Returning to the tappets, the method of

adjustment is (surprisingly) conventional; remove the alloy rocker cover, being careful not to lose the seals for the spark plug tubes - these sometimes stick to the underside of the cover. You may need to use a hammer and wooden block to gently jar the cover free if it sticks. Do not forget to disconnect the battery earth lead first. The clearances (adjusted when cold) are:

Inlet—0.15mm/0.006in

Exhaust - 0.20mm/0.008in

The order of adjustment is:

Valve fully open. Adjust valve rockers

Exhaust Inlet Exhaust

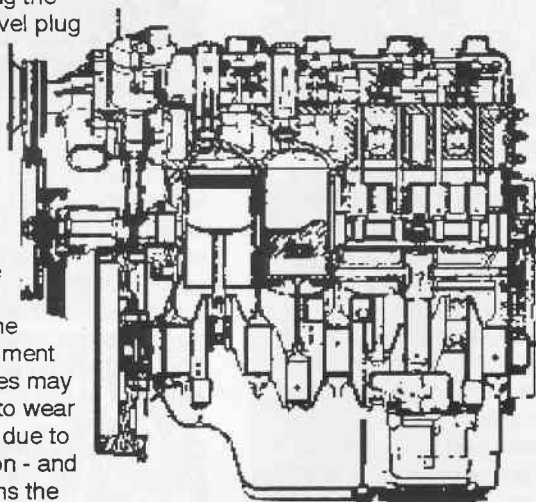
1 3 4

3 4 2

4 2 1

2 1 3

No. 1 cylinder is nearest the front of the car. There is a variety of methods for rotating the engine in order to set the tappets: for a manual gearbox car, jack up one front wheel - car chocked, handbrake off - and



engage top gear; but for semi-automatic cars, the starting handle extension must be used. Release the pressure in the clutch slave cylinder by moving the auxiliary clutch control lever (beneath the dashboard instrument binnacle) forwards and pressing upwards to lock it. Do not forget to reset it later! The starting-handle extension comprises the hexagonal steel rod clipped transversely beneath the spare wheel, and a combined wheelbrace and crank handle. The catch is that you will have to pivot the number plate out of the way in order to gain access to the hole behind it. The long rod must be guided through

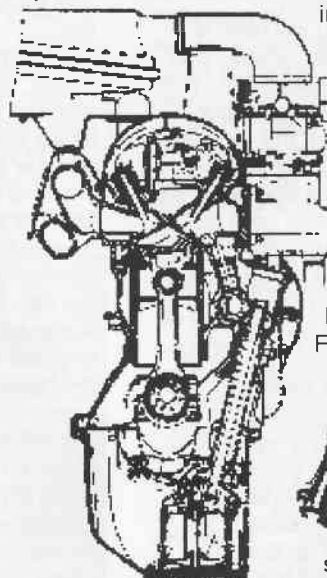
the various layers of air ducting until it engages positively in the starter dog on the nose of the gearbox. If duct misalignment prevents this, remove it (which is necessary for the gear oil check/change in any case). If you have one of the rare fully-automatic Borg-Warner transmission Ds, you should use a 6 volt battery to rotate the engine - yes, that is the official method! but in no case should you be tempted to use the camshaft pulley nut.

Grease the rocker cover gasket lightly before refitting it to the cover - having checked carefully for damage and dirt in the groove - and tighten the securing bolts to 0.75m/kg or 5 1/2 lbs ft, ie. not a lot, so do not over tighten!

The air filter element should be washed out in petrol, and then dipped in clean engine oil and allowed to drain before refitting. Ensure that most of the oil has drained out, otherwise the surplus will

inevitably collect in the base of the air-filter body, ready to liberally lubricate the exhaust manifold or right-hand brake caliper (via some carefully placed small holes in the underside of the intake horn) when you brake!

Finally, three jobs to prove that you are an advanced mechanic! Clean the carburetor fuel filter - the large brass bolt-head near the fuel supply pipe - by carefully washing the



gauze in petrol; it may look clean to start with. Lubricate the air-horn compressor - beside the spare wheel - with a few drops of engine oil, and oil the felt washers on the battery terminal posts. Gain bonus points for being a true purist if these have survived!

The next installment will deal with the 18,000 mile service, and miscellaneous data; meanwhile, I will leave you with a question - which is rarer, an automatic DS or a 6-volt car battery?

Citroenthusiastically.

NIGEL WILD

Thanks to The Citroenian, November 2000



servicing a 2CV



The Oozy Squelchy Parts

Next on our servicing schedule (shed not sked!) comes the cleaning and re-lubricating of the air filter. Almost all modern 2CVs have a sponge type filter rather than one of the paper variety. The object of the exercise is to clean the element in a bowl of paraffin (or similar degreaser) then wring it out and shake it dry. Next soak it in clean engine oil and wring it out again, though this time not so vigorously. It can then be reinstalled. If your car has a paper element then either blow it clean with compressed air or replace it.

Now for the grease. You will need a grease gun, a pot of clean grease and a half inch paint brush that you are prepared to sacrifice for this higher purpose. Jack up the back of the car and support it on axle stands. Observe on each suspension arm the bracket which receives the rod emanating from the central suspension spring pots. The rod is screwed into an eyelet which passes into this bracket (clevis?) and is held in place by a type of clevis pin. The pin has the sectional shape of a segment and it is the pointed end bearing on the inside of the eyelet which supports the weight of that particular corner of your car. In most descriptions, this is referred to as a 'knife edge'. A lack of lubrication here could well cause sufficient wear to take place for the car to collapse. Therefore, using the paintbrush, work clean grease well into the gaps between the clevis and the eyelet. Ensure that the pin's bearing surface is well supplied with the lubricant. It is important that this is carried out while the weight is off the wheel in question. (Incidentally removing the eyelet and modifying it to take a grease nipple would be an excellent idea at some stage!). Repeat the operation for the other rear suspension arm and then raise and support the front of the car. Lubricate in the same way the front 'knife edges'.

Now clean the nipples at the base of the kingpins and, attaching your grease

gun, pump like mad and, turning the steering from lock to lock, try to get the grease to flow throughout the housings. Again it is vital that the wheels are raised off the ground or the bearing surfaces between the bottom lug and the suspension arm will not receive grease. If all is well, you should observe old and dirty grease being forced out above and below the arm but not above and below the kingpin housing. If grease escapes from here, then it means that the kingpin was incorrectly fitted on the last occasion. It also means that, due to an inability to accept a decent pressure of lubricant delivery, the important areas will almost certainly be starved of their fair share. It would be best to have any such problem rectified without delay.

Next examine the gaiters on the driveshafts, revolving the front wheels with steering on full lock. Give the outer gaiters a squeeze. They should not 'exhale' either air or grease (signs of a pin-hole or insecure attachment). Rotate the wheels so that the central grease nipples on the driveshafts are positioned uppermost and then lower the car. Now clean those nipples and pump with grease until the bellows gaiters can be seen to move slightly under the pressure. Too much here will make a mess over the next few thousand miles. Incidentally it is correct for the lower ends of these concertina gaiters to be left unsecured.

Examine all brake and fuel pipes for corrosion or signs of chaffing or even leaks. If all is well, go and wash your hands, and have a well earned cup of coffee!

Servicing Charges

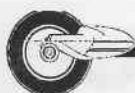
Unless your battery declares in writing that it is maintenance-free then it would be wise to assume that it requires periodical checking. If the plates inside are not covered with electrolyte (acid) then top up the relevant cell(s) with distilled water. If you have access to a battery voltage drop tester then use this to try to gauge the predicted serviceability of this critical component. Finally, in this area, if you have access to a volt meter then connect it across the poles of the battery and start the car. Bring up the

revs to about 3500 rpm and observe the meter reading. If it fails to manage 14 volts then suspect a weak alternator as the most likely cause. If it exceeds 15 volts then consider renewing the voltage regulator. These diagnoses are the most common in my experience but remember, for every rule there is an exception!

Record Braking!

Now we cover the important department of brakes, for which the appropriate end of your car needs to be raised off the ground (rather than to it!) and the parking brake released. If you own one the dying breed of drum-braked cars then, starting at the front end, proceed as follows: using a top quality, long handled 14mm spanner turn the rear brake adjuster on one side. Do this in a quiet environment and spin the road wheel at the same time as you make the adjustment. You should aim to hear (rather than feel) the brake shoe merely brush against the drum. Please do not make the mistake that I have in the past of leaving the brakes' tolerances so tight that they bind badly when things heat up. Repeat this operation for all four front adjusters and after adjusting the handbrake apply the same procedure to those at the rear. To adjust the handbrake then, simply (!) turn the brass wingnuts until both front brakes are firmly and evenly applied after four or five clicks of the operating lever ratchet.

Disc front brake models need an inspection of the front footbrake pads. Look to the rear of each calliper, using a torch. Either side of each disc will be the locating tongue of one pad (making four in all). Choose the one that appears closest to its disc. With a stout screwdriver or a pry-bar, lever the pad back as far as it will go. Inserting a further (and slightly smaller) screwdriver into the hole atop the calliper, complete this levering until the pad can move no further. Now, carefully holding the tongue of the pad so as not to drop it (do not!), lever rearwards the retaining spring and renew the pad. If it has less than 3mm of lining left then renew all four using the procedure just described. If you have levered any of your brake



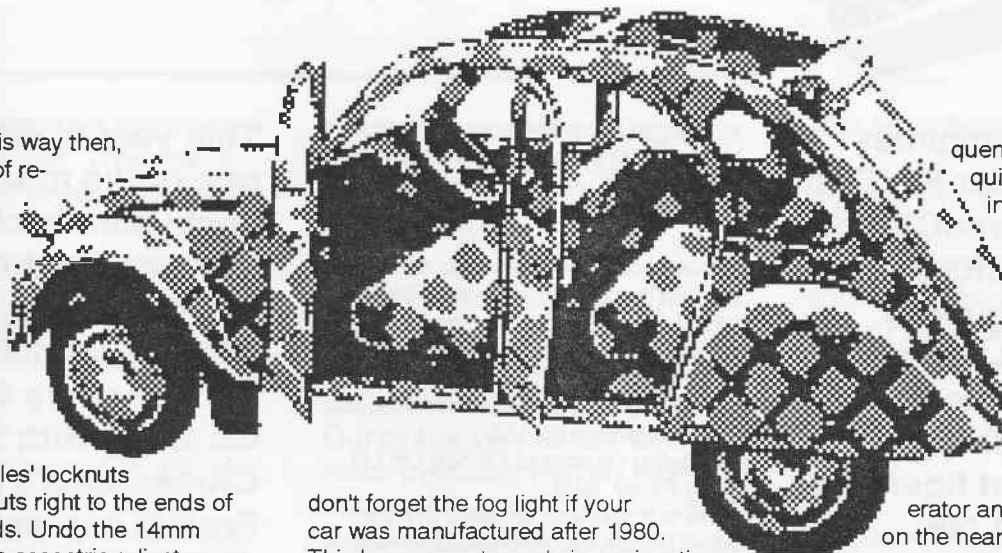
pads back in this way then, on completion of re-assembly, you MUST press the footbrake pedal until normal feel is resumed. Finally on this subject, for disc type handbrake adjustment, slacken the cables' locknuts and adjusting nuts right to the ends of the cable threads. Undo the 14mm bolts holding the eccentric adjusters so that the latter may be turned. I made a splendid little tool for adjusting the eccentrics by welding a rod for a handle to an appropriately sized sawn-off box spanner, but right now (two waking hours to holiday and counting) I cannot for the life of me remember the size

across the flats. In any case this tool makes life terribly easy for the budding handbrake adjusting expert as one can hold the eccentric steady whilst simultaneously tightening the locking bolt. The method here too is to adjust the eccentric so that there is absolutely no perceptible drag on the disc as the wheel is turned but so that you may just hear the two brush together at the (inevitable) point of 'run out' of the disc. This in turn may be assisted by slightly backing off the footbrake pads if you so desire.

Absolutely lastly, be sure to change the brake fluid every year for drum-braked models or the LHM every if yours has front discs.

Check and adjust the pressures of all five tyres: 20 psi front 26 psi rear; 28 psi spare. This latter allows for gradual deflation prior to the necessity for usage.

Check the operation of all lights - and



quences of this can very quickly write off the car in a most unsavoury manner.

Thus it is vital that the hoses are a good tight fit between the engine and the bulkhead and additionally are secured in the middle: on the off-

side to the accelerator and choke cables and on the nearside to the protruding metal strip/handbrake guard and the battery live lead.

Blue Watch

The next item on the schedule is to check the safety of heater hoses and wiring harnesses. You may or not be aware, of the

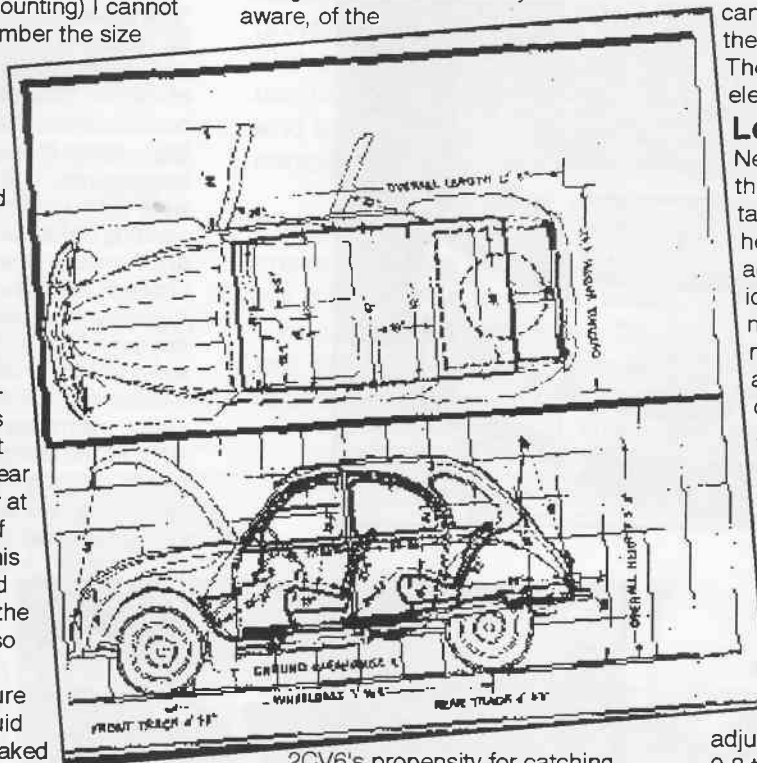
The wiring loom can cause similar danger if, where it is clipped to the oil filter stay there is no protective sleeve around the wire binding. The lack of this can allow chaffing by the metal clip until the wires are exposed and short out.

The possible consequence may be an electrical fire - very nasty.

Let Us Spray

Next, using aerosol grease, lubricate the various cables and linkages pertaining to the carburettor, the heating system and the headlamp adjustment assembly. It is a good idea too to check the tightness of the nuts securing the carburettor to the manifold as these occasionally go astray and so too all screws on the carburettor's anti-flood capsule (the item with the bent rod sticking out of it). The purpose of this unit is to prevent the engine from being flooded by injudicious use of the choke. It makes a fair difference to cold starting and running. Finally, take your car for a 15 minute road test to check everything out and get the engine nice and warm and, if you know anybody who has access to an exhaust gas analyser,

adjust the mixture to give a reading of 0.8 to 1.6% CO at 750-850 rpm - a setting easily achievable for any decent 'A' series Citroën.



2CV6's propensity for catching

fire.

This unfortunate malady is frequently due to heater hoses, which are in poor condition (frayed ends; chaffed through in the middle: very little torsional stiffness and thus a sloppy fit: no strapping) dropping onto the front exhaust silencer and igniting. The conse-



CITROËN NEWS

Citroën UK Smashes 100,000 Barrier For The First Time Ever Citroën has made history in the UK by selling more than 100,000 vehicles in a year for the first time ever, beating its previous best figure by more than 11,000.

Throughout the year Citroën has been one of the leaders in adding value for money and, with an increase in car sales of 75 per cent in the last three months alone, it is clear that UK buy-

permini which, with its sporty Furio, VTR and VTS models, has contributed some 44,000 units and helped to help give Citroën a much younger buyer profile.

Citroën has strengthened its appeal in the van market too, with sales accelerating by over 25 per cent, and in September alone it took a record 9 per cent market share to become the second best selling light commercial manufacturer in the UK.

Managing Director of Citroën UK Ltd, Alain Favey, said:

"This is a sensational result in a year when the UK car market has remained largely static and it confirms that Citroën are providing customers with just what they want, with high quality products at sensible prices."

This year is set to be one of the most significant years for Citroën in Australia during its 72 year history here with the launch of the revolutionary Citroën C5 along with the new Citroën Xsara and the French car maker has prepared the ground with a strong sales increase of 16 per cent in 2000.

"The figure would have been higher but for restricted supply of all our models," says Miles Williams, General Manager of Citroën Australia. "At one point we had more than 200 orders for the Berlingo, which is repeating its European success here in Australia; Xsara stocks were exhausted by end of the year pending the arrival of the new model and Xantia is in short supply with new Citroën C5 on the horizon. "One of Europe's most creative and inventive car makers, Citroën is enjoying major sales growth in all the markets in which it competes, driven by a combination of strong mainstream models; vehicles such as the Berlingo that have set new bench marks in their class; inventive niche cars best illustrated by the Citroën Picasso and an impressive

cast of new models, headlined by the Citroën C5.

"There is no doubt that Citroën is enjoying one the strongest growth periods in its history," says Mr Williams. "And this is clearly reflected in out sales in 2000 and our plans for 2001."



ers - and private buyers in particular - appreciate Citroën's new market position.

Key to Citroën's success has been its range of spacious family vehicles, in particular the recently introduced Xsara Picasso, which was the UK's best selling compact MPV in October and November. The Berlingo Multispace has experienced a huge growth in popularity with sales trebling in 2000, while sales of the Citroën Synergie have risen by 20 per cent.

The entire Citroën range has proved popular, spearheaded by the Saxo su-



CITROËN NEWS

Citroën has clearly demonstrated its commitment to win the World Rally championship with the opening of a massive 25,000 square metre all-new motorsport complex just outside Paris and the announcement of its World Championship plans for the next three years.

The purpose built complex at Versailles includes twin rows of car preparation bays, each capable of taking six cars; 3,600 square metres of workshops and test areas for engine development; computers and electrics workshops; body preparation and transmission preparation; A 2,400 square metre parts storage area; undercover storage and preparation areas for support vehicles and a second floor of offices and team management areas.

The site itself is also alongside a purpose made test area that allows on site testing of both tarmac and gravel set-ups for the rally cars, significantly reducing the time required for test periods as testing may be completed without transport to and from test tracks.

The multi-million dollar complex is completed by public areas and a shop from where team merchandise will be sold, along with parts and equipment for non-factory Citroën teams.

The new centre will be the home for the Citroën Xsara T4 World Rally Car, which will be fully homologated on 1 March 2001. Based on the Citroën Xsara Coupe VTS which is set to arrive in Australia early in 2001, the new Citroën rally car is a four wheel drive, 300 bhp, six speed super car which has already shown its ability by enabling Citroën to take the French Rally Championship in 2000 for the third year running.

In 2001 Citroën will contest four World Championship rounds, Catalonia, San Remo, Corsica and the brutally hard

Acropolis Rally in Greece. Each round will be contested by two Citroën Xsara T4s with the driving shared between Philippe Bugalski, Jesus Puras and Thomas Radstrom. In addition, the Xsara T4 will contest a minimum of four rallies in Europe, the Mediterraneo Rally in Spain, the Pirelli Rally in England and the Olivera Rally in Portugal. Other events will be added to this calendar as event dates are confirmed for 2001.

The 2002 season will see Citroën contest a minimum of 50 per cent of the World Championship before making a full scale attack on every event in 2003. As if this extensive program was not sufficient, Citroën Sport will

cars run within the French Rallycross Championship. The Citroën Saxo Ice Challenge will see 16 Citroën Saxos with two drivers per car tackle the Andros 2000-2001 series

The Trophée Super 1600 series makes its debut in France in 2001 with a new category for which Citroën has developed the Citroën Saxo T4, a four wheel drive 155 bhp five speed version of the smallest Citroën.

Citroën will contest the series with four Saxo T4s, plus two of the front wheel drive versions.

In addition, eight European Citroën importers will run their own rally teams with the Xsara and Saxo.

Citroën is able to run such an extensive range of motorsport and contemplate

the major step upwards to the world arena thanks to its enormous successes across a broad range of disciplines. Citroën's 2000 account includes:

The Citroën Xsara takes the French Rally Championship title for the third year running with seven victories in seven rounds contested.

The Citroën Saxo takes the

two wheel drive class in the French Rally Championship.

With 11 wins in 12 rounds, Citroën takes the Class Two prize in the French Rally Championship.

Kenneth Hansen took his eighth European Rally Championship title in the Citroën Xsara WRC.

In the European Rally Championship, Citroën and Bruno Thiry take both the constructor and driver's top prizes.

Jesus Puras takes his fifth Spanish Rally Championship title in a Xsara and Citroën takes its second manufacturers title.

Citroën took class wins in national championships in Portugal, Hungary and Belgium.

"The opening of our new Citroën Sport centre is a perfect illustration of the will to win at Citroën, which is confirmed by our record in 2000 and our plans for 2001" says Claude Satinet, Director Général of Citroën.

"It underlines our commitment to the sport and reveals our clear intention to win at the highest levels in motorsport."



continue and expand its existing program in 2001, including: Kenneth Hansen will participate in the European Rallycross Championship with a Citroën Xsara WRC and he will also tackle the Norwegian and Swedish SENOR-CUP, as well as

a minimum of five rounds of the French Rallycross Championship.

Citroën will enter a Xsara kit car in the French Rally Championship for Sébastien Loeb and Daniel Elena.

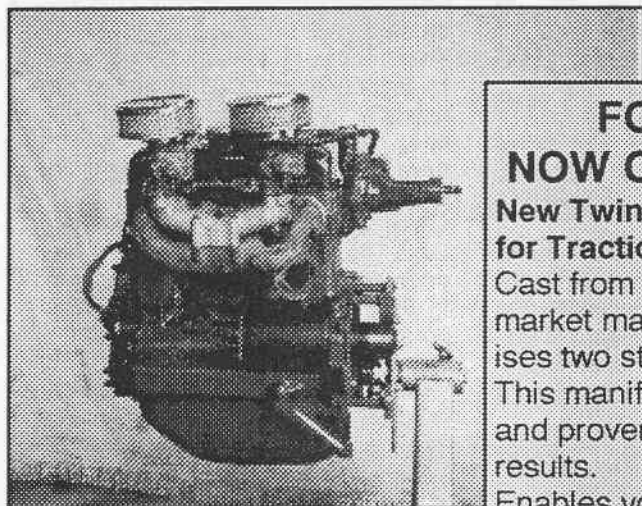
The Citroën Saxo Cup will include eight rounds on four weekends.

The Citroën Saxo Challenge will field more than 40 teams in a one-make series. The Citroën Saxo Rallycross Challenge will be a one make series for 35



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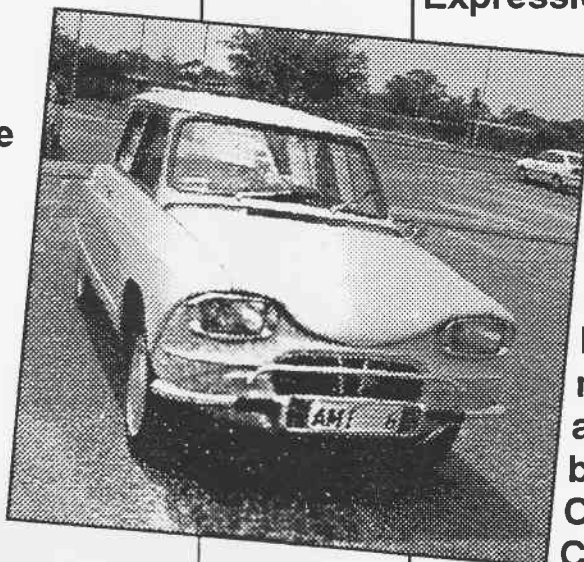


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