

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR CITROEN OWNERS AND ENTHUSIASTS

Feb/Mar 2001
Vol.24 No 6

AGM Results
More D servicing
A-Traction 2001
Report from Mt
Hotham
Safety Bulletin



PRESIDENT Ted Cross
173 Power Rd Hawthorn 3122.
Ph (03) 9819 2208
Email crossfam@ozemail.com.au

SECRETARY Mark McKibbin
310 Settlement Rd Drouin 3818
H (03) 56 254 020
W (03) 56 222 999
Email secretary@citroenclassic.org.au

TREASURER Graham Barton
"Lillimur" Lot 1 Tucks Rd Shoreham 3916
Ph (03) 5989 6027 (ah)
Mob 0418 100 992
Email G.Barton@chisholm.vic.edu.au

SPARE PARTS OFFICER Mel Carey
10 Ormeo Hwy Lucknow
PO BOX 469, Bairnsdale 3875
Ph (03) 5152 1040
Mob 0427 526 126
Fax (03) 5152 2615
Email citroencarey@net-tech.com.au

EDITORS Andrea Fisher & Ian Sperling
70 Heatherdale Rd Mitcham 3132
Ph (03) 9874 1960
Email editor@citroenclassic.org.au

COMMITTEE PERSON Robin Smith
393 Glenhuntly Rd Elsternwick 3185
Ph (03) 9578 9427

ACTIVITIES DIRECTOR Vacant

PUBLIC OFFICER John Couche
31 Broadway Belgrave 3160
Ph (03) 9754 3583

CLUB SHOP Andrew & Frances McDougall

LIBRARIAN Robin Smith
Ph (03) 9578 9427

PUBLICITY OFFICER Leon Sims
2 Tolls Ave Mentone 3154
Ph (03) 9583 3972 (ah)
Mob 0412 348 848
Fax (03) 9583 3972
Email simsfam@alphalink.com.au

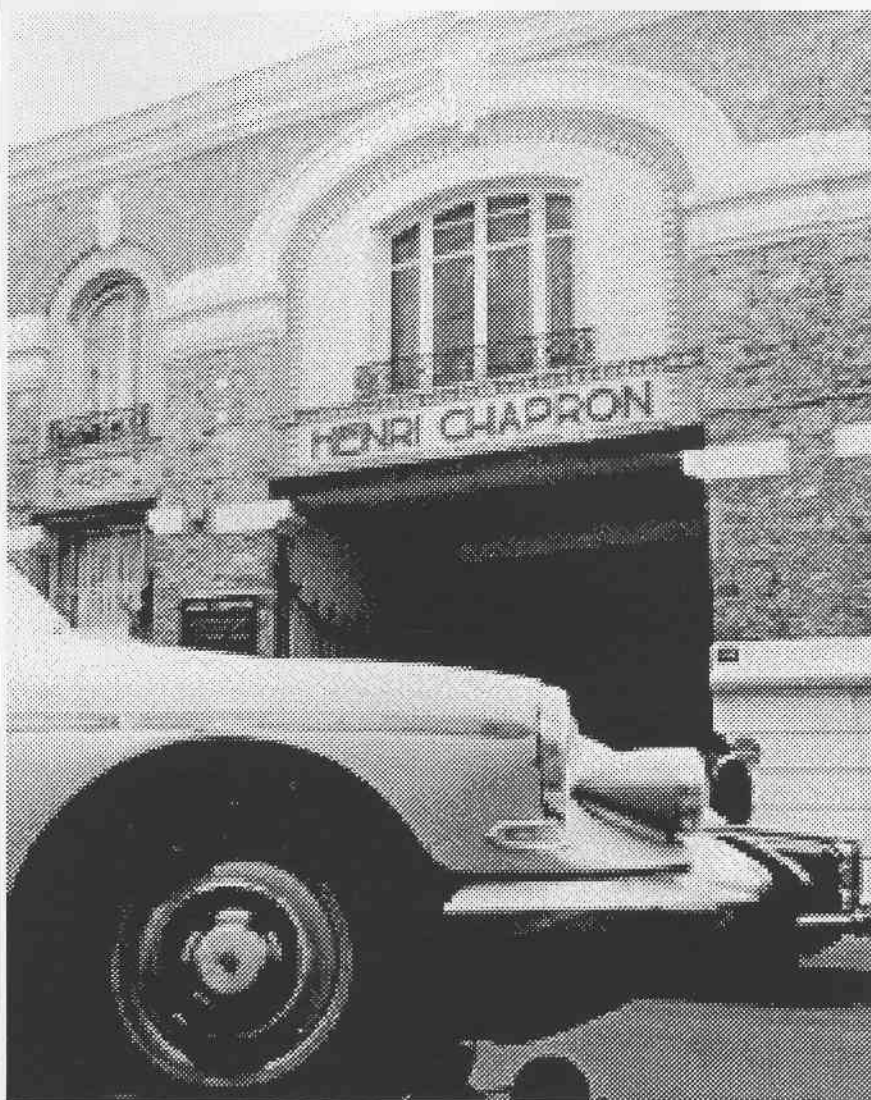
ADVERTISING Peter Fitzgerald
Ph (03) 9696 0866 (BH&AH)

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 PREPRESENTATIVES
Ted Cross (03) 9819 2208
Russell Wade (03) 9570 3486

FRONT



Postal Addresses

CITROEN CLASSIC OWNERS CLUB OF AUSTRALIA Inc

The address for the Club and this magazine is:

**PO Box 52
Deepdene Delivery Centre
Victoria 3103**

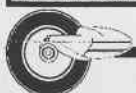
CCOCA Inc is a member of the Association of Motoring Clubs. GPO Box 2374V, Melbourne, Victoria, 3001.

Email Addresses

president@citroenclassic.org.au
secretary@citroenclassic.org.au
activities@citroenclassic.org.au
editor@citroenclassic.org.au

Website

www.citroenclassic.org.au



DRIVE



Published bi-monthly by
The Citroën Owners
Club of Australia Inc.

contents

Editorial View	PAGE 4
Prez Sez & Report	5
A-Tractions 2001	6
Mount Hotham Report	7
Austraction at the Grampians, Queen's B/day w/end	8/9
Secretary's & AGM Reports	10
Safety Bulletin	11
Electricals Shock	12
The Serviceable D (Part 7)	13
Spare Parts Report	14
Classifieds	15



Visit the
spectacular **Grampians** at a
subsidised rate
see pages 8 & 9

CCOCA Membership

Annual membership is \$35
For overseas postage add \$9

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

Club Meetings

Club meetings are held on the
fourth Wednesday of every month
(except December) at 8pm.
The venue is the Canterbury Sports
Ground Pavilion, cnr of Chatham
and Guildford Rds Canterbury,
Victoria.
Melways Ref: 46 F10.

Life Members

Nance Clarke	1984
Jack Weaver	1991

CCOCA is a credit Card Merchant

This means that you can pay for your subscriptions, rally fees, and not to
mention the all-important spare parts in a more convenient way.

Bankcard Mastercard Visa

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
published in, or adopted from Front Drive

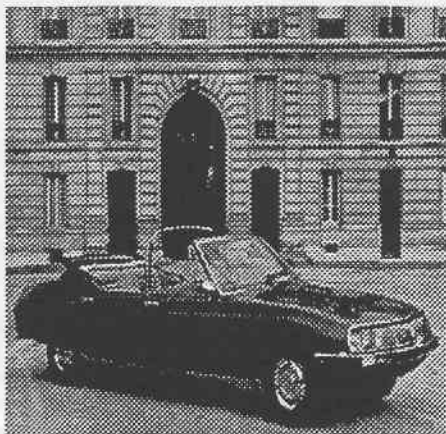


EDITORIAL VIEW

Thanks you to our contributors of this edition;

Ted Cross
Helen Cross
Peter Simmenauer
Leon Sims
Steve Bartlett

Wanted—cartoonist
We are looking for someone with an artistic flair who can contribute to the magazine.
Apply to the Editors



Hello everyone, and thanks for your overwhelming vote of confidence in us at the AGM. We thought we probably had the numbers to beat the opposition when it came to the election for the job of Editor—and sure enough, we were elected unanimously! (Yes, I know, no-one else was mug enough to stand.)

For those of you who weren't there, and who don't know how club elections (any club, any election) usually run, we can inform you that everyone who stood for election to the club executive was successful in obtaining their preferred job. The only disappointment is that the role of Activities Director was not filled on the night. Any takers?

Anyway, back to the introductions. We are Ian Sperling and Andrea Fisher, joint Editors of Front Drive for the coming year (those at the AGM were slightly misinformed about the surnames, but Andrea does answer to both on a good day, and doesn't hold grudges against very many people...)

We are new to this game, and the Club., having only joined about this time last year, but we will do our best to keep up the high standards set over the last couple of years by Leon Sims.

You may have guessed from the great new logo below that we are 2CV people, but we

will try to give all members' cars a fair go.

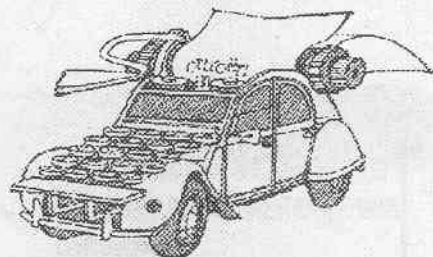
The club exists for the members, and we would like to reflect this by including features of the members and their cars... Have you got an interesting story to tell about your car? Write in and tell us! Send us some pictures of you with your pride and joy (perhaps at a concours, or before-and-after...Email us or snail mail.

We have some interesting and useful articles, and two in particular are worthy of special mention. Open to the centre pages and fill in your application for the Austraction at the Grampians for the Queen's Birthday weekend. This event has been meticulously planned by Steve Bartlett, and looks like being lots of fun. It is also cheap because it is heavily subsidised by the club, so get your money's worth out of your membership and come along.

Also, see Mel Carey's article on page 13 about brake failure in Tractions.

Cheers

Ian & Andrea



Logo courtesy of 2CV Suisse Romande Dec 94

PREZ SEZ

As this current club year concludes, there are some committee members retiring after giving me fantastic support over the last two years.

A special thank you to Peter Simmenauer and Leon Simms whose commitment to their duties and their support on committee and activities has been greatly appreciated. Additionally, Steve Bartlett undertook club activities with great success notwithstanding his own busy life and career and his contribution to

the club is gratefully acknowledged.

Although not a committee position I also acknowledge the assistance of Leigh Miles who has looked after club shop for many years. Leigh is heading overseas to work, and his personality will be missed around the club.

On a positive note, many existing committee members are staying in their roles so there will be an orderly succession towards the new-

year. This year will hopefully see more assistance from non-committee members as we seek to share the activities amongst many people rather than just one person as in the past.

I am looking forward to another great year and hope to meet as many Club members as possible at club events.
Regards,
Ted Cross

PRESIDENT'S COMMITTEE REPORT

I believe that this has been another successful club year. Our cornerstone events like the Concours and June long weekend were well supported and recently our Great Alpine Tour was well regarded by the participants.

Our shared activities with CCCV and more recently with the other French car clubs were enjoyable events.

It has been a pleasure to work with the current committee and their support and input has helped me enjoy my duties on behalf of the club.

None of this would have been possible without the help and support of Helen and my family.

In the next 12 months I have some unfinished projects to

complete for the club and will then retire from the committee at the end of this final year in terms of the club's rules.

Thank you for your support of my role in the club
Ted Cross

VALE REX GERCOVICH

CCOCA members extend their condolences to Margaret Gercovich and family on the recent death of Rex, who was a member of CCOCA for over 23 years. Although not active in the club over recent years owing to business pressures and love of flying, Rex will be particularly remembered for his impressive black Family 9 (he used to say that driving it was like having someone following you) and his help to many members through his Richmond panel-beating business.



A-TRACTIONS 2001

April 25th at 8pm Monthly meeting

At the Surrey Hills Clubrooms. Car Model and Photo Show and Tell. Scale models of cars OK?

May 6th Churchill Island (off Phillip Island)

Meet at Brandon Park 9.30 Enjoy a picnic, BBQ, visit the homestead, or coastal walks.

May 23rd at 8pm Monthly meeting

At the Surrey Hills Clubrooms. The topic of the night is driveshafts.

June 8-11th Austraction in the Grampians

Steve promises that it will be better than Swan Hill! Booking form and information are in this issue.

June 27th at 8pm Monthly meeting

At the Surrey Hills Clubroom. Trivia night (with a twist) See you there.

July 14th Bastille Day Dinner-with CCCV. Location and details to be announced

July 25th at 8pm Monthly meeting

At the Surrey Hills Clubrooms. Citroen electricals, the details are shocking

Some events are subject to confirmation and further events are being considered, but are not yet scheduled. We will advise you of changes ASAP.

ALL FRENCH DAY

**February 25 Eric Raven Reserve
Glen Iris**

For the uninitiated, this event is a car display for all French Cars. Last year the event was postponed by unseasonable rain. This year, after a cloudy start to the day, the sun shone and the All French Car Clubs Day was up and running. While Citroens may have been outnumbered by Renaults and Peugeots, there was quite a large CCOCA crowd. The following members were spotted: Graham Barton, Mel and Colleen Carey, Iain Mather, Ian Sperling, Karin, Leon and Ferdi Saliba, Robert and Kaye Belcourt plus all 3 children and several friends, Phil Ward and Wendy Hinks, Helen, Ted and Tim Cross, Leigh Miles, Murray Little, Peter Hore, Bill Wellwood, Andrew and Francis McDougall, David Gries, Yves and Sandra Schieseck and Chris and Nanette Koller. With a combination of great weather, good food and company, I dare say an enjoyable day was had by all.

CCOCA E-mail Hotline

Could all members who have access to Email please, forward Ted and Helen Cross with their address, either work, home or both so that we can add them to a central register.
crossfam@ozemail.com.au

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

(This is a really good service. Its saved me from turning up at events that were cancelled at the last moment. Ed)



CCOCA FUN AT MOUNT HOTHAM

After frantic packing and a rather early start we arrived at Narre Warren Shopping Centre by 8 am to be met by several other bleary eyed French Car enthusiasts, all keen to venture forth and see the sights on our way to Mount Hotham for the long Labour Day weekend.

We headed down the South Gippsland Highway, stopping off for a brief Morning tea stop along the way, and arrived at Mel and Colleen Carey's workshop. At Bairnsdale for lunch - picnic style - in Mel's HUGE shed, complete with several "projects" under way. Weather was a tad warm, our air-conditioning being winding down the car windows, we set off for the next stage - Sunburnt arms were a feature.

Heading north from Bairnsdale we were now on the Omeo Highway, some unnamed members pretending they were still at The Grand Prix from the previous weekend, tyres squealing around bends, white-faced female companions alternatively screaming and hanging on for dear life. Scenery is spectacular in that part of Victoria, Autumn leaves beautiful, (what we could see of it at the break-neck speed). We had an icy-pole/chocolate stop at Swifts Creek, then another petrol and Craft Shop stop at Omeo (some of us are interested in other things that are not mechanical) before a stop-off at Hotham Airport- recently opened - the airport building designed by Peter Sandow (as well as several other lodges/buildings within the Hotham Village).

Our accommodation was at Peninsula Ski Lodge - also designed by Peter, lots of

windows, panoramic views, super-doooper kitchen, huge open fire, shared bunk style bedrooms each with en-suite, large 8-10 people spa, music and excellent company - not to mention an abundance of good food and drink - recipe for a weekend of huge enjoyment. Pre-dinner drinks followed by dinner, lots of laughter and talking and the presentation of a Passion Pack to Peter and Christine Sandow - it was their 30th Wedding Anniversary - before spas and then to bed.

Sunday morning dawned damply - Mel and Colleen Carey went for an hour's walk, returning looking like a couple of drowned rats - then "Christine's Walk" - what started out as a one-and-a-half-hour's walk finished up as a 3 hour mammoth hike, the final stage being up a black run to Brockhoff Hut - so steep that if I had not physically held on to the grass with my hands I would have toppled over back down the very steep incline - most of us found it challenging, especially those who suffered with asthma and other assorted ailments. We finally arrived at the Hut where Ted and Peter had transported the lunch - a very welcome picnic! After a coffee stop we finally arrived back at the Lodge at 4.30 pm, five hours after we set out.

More pre-dinner drinks, food, a large pot of home-made pea soup, talking, laughter, storytelling, a spectacular lightning and thunder storm with about 3 inches of rain in half an hour, another enormous fire, sessions in the spa (especially for the intrepid hikers), relays of dish-washing, overeating, Baileys Irish Cream, music, laughing

until the tears rolled down our cheeks, - a great night.

Monday morning some were not as daisy-fresh as they hoped - a few sore heads - much Berocca consumed - then a slap-up bacon and eggs brekky, and we were all assigned our clean-up tasks - those who were given "snow shovelling" found other jobs to help with, then pack-up and depart - we were the last to leave at 1 pm. More Grand-Prix style driving down towards Harrietville, Bright and Porepunkah, then on to the less challenging roads and back towards Melbourne.

We arrived home around 6 pm, having had a terrific weekend. For those who attended, we all had a wonderful time. For those who were unable to attend, we are already planning to return next March for the long weekend, mark it in your calendar NOW!! Participants: Peter and Christine Sandow, Helen and Ted Cross, Mel and Colleen Carey, Robin and Susanne Smith, Guy and Janine Navaud, Robert and Kay Belcourt, Jenny and Kirk Kirkaldy, David and Jo Troon, Leigh Miles and Sue Bryant, Mark Rowe and Koula Papamarkos, Phil Ward, Andrew and Frances McDougall.

Helen Cross.



Who's for an idyllic bush holiday?

In Australia? With spa bath?
Great company. Excellent value.
And you can use your favourite car?

You are? Then REGISTER NOW for

AUSTRACTION 2001

Hall's Gap/Grampians

9th – 12th June 2001

Registration a low \$75

Includes all meals except breakfast, just add drinks.

- Welcome Friday night Supper
- Good Dinners out & entertainment two nights
- Lunch and entertainment both Saturday & Sunday
- Monday send-off

This is a BIG long weekend, and all you have to pay is

- Accommodation – reasonable and very good value.
- Registration – \$75 for all these meals, plus entertainment!
- Drinks (*if that's important to you, Dave*).
- Look for Brochures in your letterbox SOON...

Or Call Steve Bartlett - on 03 9696 0796



CCOCA

AUSTRACTION 2001
FIRST of TWO FORMS
REGISTRATION

To: **Steve Bartlett**
AUSTRACTION,
3A/18 Albert Rd,
South Melbourne, 3205

Please find attached my payment for
Austraction Registration @ \$75.00/ person.

.....people (@ \$75 ea) = \$ _ _ _ _ _ (Total)

Method of Payment (please complete below:)
Cheque (attached) or
Mastercard/ Visa/ Bankcard

Number: _ _ _ _ _ Expiry: _ / _

Signature.....

Note: I have sent my Accommodation Booking (Form 2) separately to:
Boronia Peak Holiday Village, P O Box 46, Hall's Gap, 3381

CCOCA

AUSTRACTION 2001
SECOND of TWO FORMS
ACCOMMODATION BOOKING

To *Anne or Ken at:*

BORONIA PEAK HOLIDAY VILLAGE
P.O. BOX 46, HALL'S GAP, VIC, 3381

Please find attached DEPOSIT of \$100
for three nights, June 8, 9, & 10, 2001, *Queen's Birthday Long W/ end*
We have already agreed the room type and accommodation cost by
Telephone on (03) 5356 4500, Fax on (03) 5356 4503
Email at www.boronia@grampians.net.au

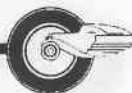
Method of Payment (please complete below:)

Cheque (attached) or
Mastercard/ Visa/ Bankcard

Number: _ _ _ _ _ Expiry: _ / _

Signature.....

Note: I have sent my **Registration Fee** (Form 1) separately to
Steve Bartlett at 3A/18 Albert Rd South Melbourne ,3205.



CCOCA SECRETARY'S REPORT FOR CLUB YEAR 2000/2001

While memberships for the year suffered a slight downturn, there are encouraging numbers of new members joining and old ones rejoining. Also encouraging, after a period of painfully slow renewals, is the large number (nearly half) of members who have renewed early. This does make the life of the Secretary much easier! Thanks folks.

In conjunction with Robin, the Librarian, we culled the Club's magazine collection, offering to send issues free of postage to members who wanted them. Although we were not able to satisfy all requests, a number of members were pleased with the extra reading matter that they received. Australian magazines were requested by Rob Koffijberg for the Dutch club, and a large shipment was

sent.

A big development during the year was the establishment of a CCOCA Web site, thanks to Jeff Pamplin's thorough and imaginative work, and to Mark McKibbin who offered to host the site on his ISP. The current Secretary unfortunately did not fully get the hang of FTPing, but no doubt his lucky successor will!

Working with the current

Committee has been a great pleasure, and the fact that Ted is able to continue his successful Presidency for another year is great. Many thanks are also due to Helen, who seems to have copped and coped with more than the usual number of meetings at Hawthorn this year, which have involved providing sustenance to the hungry Committee. We never left unsatisfied!
Peter Simmenauer



AGM Report

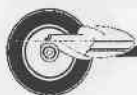
Last meeting was the Annual General Meeting of CCOCA - over 30 members were present. The new committee for 2001 - 2002 was elected:

President - Ted Cross; Secretary - Mark McKibbin; Treasurer - Graham Barton; Activities Director - position vacant; Spare Parts - Mel Carey; Front Drive Editors - Ian Sperling and Andrea Fisher; Extra Committee Person - Robin Smith; Club Shop - Andrew and Frances McDougall.

Please consider the vacant position - you may have hidden talent in a field you have not as yet considered!! It is essential we have an Activities Director

to help run social happenings, otherwise our social outings may rapidly grind to a halt - committee help is assured.

A proposed day trip is planned for Sunday 6th May - meeting at Brandon Park Shopping Centre at 9.30 am, driving to Churchill Island (off Phillip Island), picnic lunch / barbeque, then visiting the homestead or a walk - Christine Sandow will be Tour Guide. Please keep the date free, more details to follow. In the meantime, any queries to Helen Cross. phone 9819 2208 home or 041 935 6963 work.



Important Safety Bulletin

Stop Press!!!!

"Worn brake shoe pivot pin causes serious road accident "

Late last year one of our Members cars was involved in an accident after its brakes failed

The purpose of this article is to alert all big boot 4 cylinder Traction owners of the cause which was shown to be excessive wear in the right hand front brake shoe pivot pin bush assembly.

Big boot 4 cylinder cars have a different set up to the small boot 4 cylinder cars in the design of the brake shoe retaining pins on the backing plate.

The difference being longer pins on the big boot cars. This allows for the fitting of a small spring over the pin between the brake shoe & the outer washer and split pin which secures the shoe against the backing plate.

This does put more responsibility on the pivot pin & bush to keep the shoe rigid. Any excessive wear on the pivot bush will allow the shoe to move out from the backing plate against the springs under normal braking action & in an extreme case as experienced by our member the shoe moved out far enough for it to slip off the wheel cylinder piston, allowing the piston to come completely out of the cylinder, resulting in instant loss of the brake fluid & therefore brake pressure.

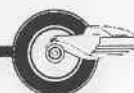
**The brake pedal ended up flat on the floor
NO BRAKES!**

Have your brakes checked now!!

All brake parts are available new through CCOCA Spare Parts

Contact your Club Spare Parts Officer Mel Carey for further explanation if required.

Important Safety Bulletin



ELECTRICAL SHOCK

The tangible parts of an automobile
Are solid and comforting, carved out of steel;
But electrical systems as found on a car
Are much more intangible, stranger by far.

Auto electricians will confuse you and baffle
By talking of watts and volts and waffle;
But deep down inside them they know it's a
joke,
The electrical items are all powered by smoke.

Whenever a wire breaks or something comes off
The smoke will escape, making you cough.
When an item ceases to function at all
It's a pound to a penny it's all wreathed in pall.

Think back to your last electrical glitch.
When you investigated did your nostrils twitch?
Was there a haze, or a thicker black pall?
I tell you it's driven by smoke after all.

The starter, we know, has a really thick wire,
And when it stops smoking it looks like a fire
Has broken out under the bonnet (or hood),
As the smoke billows out, and is all lost for
good.

Why does your battery have holes in the top?
We know it's to stop the smoke building up.
Batteries available "sealed for life"
Can give you a really horrible fright.

If the dynamo or alternator
Whizzes too fast, sooner or later
The smoke builds up pressure
And explodes like a geyser.

Remember your Roadworthy, when it came around,
A rear light broken, and look what you found.
Removing the lens and the plate at the back,
The smoke had escaped and the bulb had gone black.

So the next time your beloved automobile
Has electrical problems, you can reveal
To the auto electrician, or similar bloke,
"I know what is wrong, it's run out of smoke."

Via Peter Bready

New Members

Barry Teesdale & Loretta
Hambly, Inverloch, Vic. 1954
L15

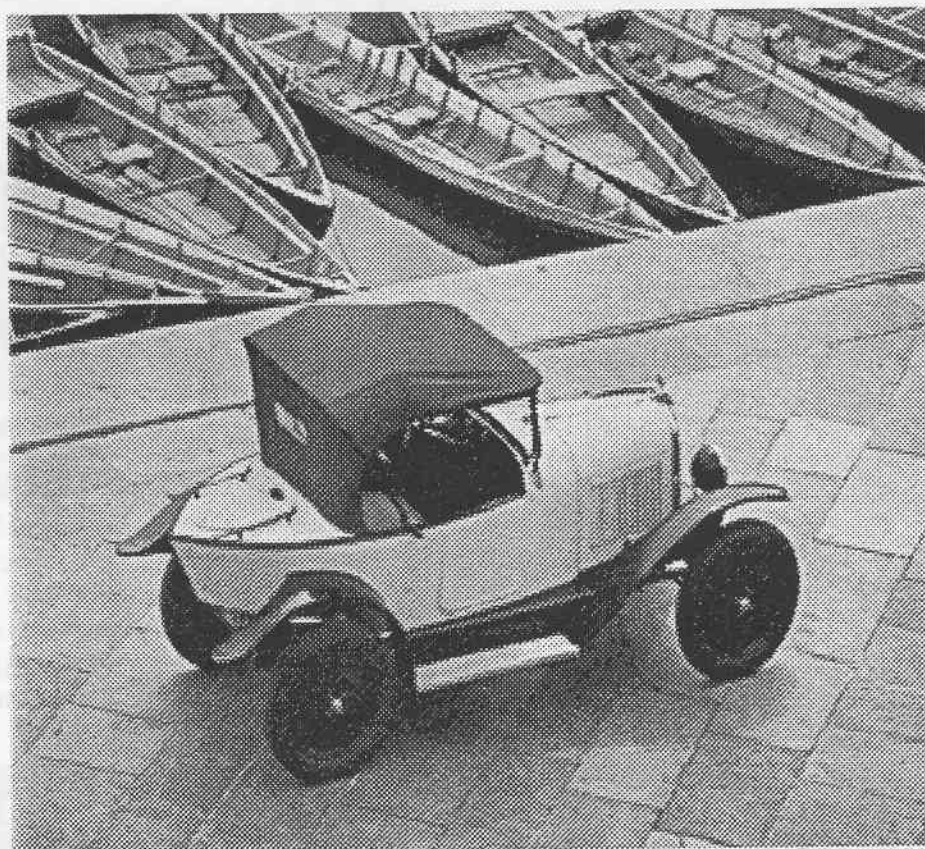
Marcelle & Bruce Bryan, Oak
Park Vic.

David & Helen Lester,
E. Brunswick Vic 1974 DS23
Pallas

Peter Holland, Etham, 1945
L15 4 speed conversion
(welcome back)

Dave & Lorraine Whiting,
Wellard, WA 1974 D20

Welcome to the Club, we hope
to see you soon



The Serviceable D Part 7

BLEEDING THE BRAKES

Just because the previous articles have covered the strictly time and mileage-based service items, this does not let you off that easily! Certain jobs are carried out only as required. and I will deal with these from now on.

Bleeding the brakes. Firstly the order of words in the title is correct - there is no reason to be alarmed by the prospect of this job!

Common indications of the need to bleed the brakes include 'burbling' in the pedal valve (due to the passage of bubbles) or brake delay - the absence of initial response followed by increased foot pressure and a close view of the dashboard.

The work will also be required, of course, after replacement of any brake components other than pads and shoes.

Brake bleeding is distinct from bleeding the system as described last month; it is a relatively simple procedure although you will need an assistant (no previous technical knowledge necessary: understanding of spoken Anglo-Citroen essential).

First, locate the front brake bleed screws, whose location differs between models. On manual gear-change cars they are located on the main brake calipers. On semi automatic cars the right hand brake bleed screw is located on the centrifugal regulator unit (above the hydraulic pump) and is the rear-most bleed-screw. The left hand brake is bled via the supplementary air valve on the carburettor: the bleed-screw is angled upwards towards the coil. On EFI cars both brakes are bled via the right-hand bleed screw, except in the case of pre-October 1970 cars where the left-hand brake bleed screw is located on the supplementary air device, on the left-hand side of the engine approximately under number two injector.

In all cases the right hand calliper should be bled first where applicable. Do not bleed the system under pressure! This is to prevent the formation of small bubbles in the fluid which could eventually produce air pockets in the system.

Incidentally, as you were wondering where the air apparently already in the system came from, it is more likely to be nitrogen gas which has passed through sphere diaphragms by molecular diffusion, which occurs naturally on any sphere from new. During bleeding, you do use the hydraulic pump to circulate the fluid, but the system is depressurized where relevant at the time.

So, having chocked both front wheels, release the pressure at the main regulator, with the engine switched off.

Attach a plastic tube, long enough to reach the main fluid reservoir, to the RH calliper bleed-screw. (Check the function of all bleed screws with the brakes off first - use a box spanner if possible to avoid the risk of damage to the bleed-screws which may be initially tight).

Induce your assistant to depress the brake button and hold it down while you open the bleed screw about 3/4 turn. There may be some fluid movement in the tube, but probably not much at this stage.

With the brake still depressed, ask your assistant to start the engine. Whilst watching the fluid movement in the tube, re-pressurize the system at the regulator. When any air has passed through and there is a steady flow of LHM, tighten the calliper bleed screw. Your assistant can now release the brake and switch off the engine.

Now depressurize the system again at the regulator, ready to repeat the procedure exactly for the LH calliper; leave the system pressurized when finished.

For the rear brakes, set the car at maximum height, with the engine idling throughout the operation. **WARNING:** maximum height is necessary to permit access while retaining weight on the wheels - **THE CAR WILL BEGIN TO SINK AS THE BLEED SCREW IS RELEASED** although it will rise again as soon as the screw is tightened. It is therefore essential to ensure that you can reach the bleed screw on each brake back-plate without lying under the car, Safety supports to prevent the car sinking far are a necessary precaution.

Again, pre-check the bleed screws, because these do tend to seize; ideally, the dust-caps should still be present.

With a plastic tube attached to one bleed-screw and leading into a suitable container, ask your assistant to apply the brakes, with the engine running. Release the bleed screw; retighten as soon as the fluid is air-free.

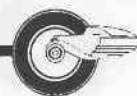
Clean fluid may be returned to the reservoir: repeat the process for the other rear wheel. The fluid level in the reservoir must be sufficient at all times, and never below the 'MIN' mark even with the car at maximum height, or you may add more air than you have removed!

Check for leaks when finished. but do not over tighten any bleed-screws - they don't need it.

All the foregoing may seem rather forbidding but in practice the operations are logically sequential. Moreover, a return to predictable and progressive, as well as powerful braking will transform your car's driveability!

Nigel Wild

Thanks to The Citroenian, January 2001



Spare Parts Report

Having just completed the Stock Take for the year 2000/1, one cannot but be impressed with the range of parts the Club has available.

The cost of parts has risen due to fluctuations in the money market, but to date most of these increases have been absorbed by Spare Parts. At the same time, we seldom pay excessive duty/taxes thanks to co-operation by our suppliers.

We are indebted to our member in Holland, Rob Koffijberg

who gives us the opportunity from time to time to purchase hard to find parts and your committee has been enthusiastic about taking advantage of these "specials".

Some Trade Suppliers will not supply CCOCA, so in these cases Carey Motors will purchase on the Club's behalf. Members requests for non stock items are occasionally filled by Carey Motors direct, as is the case with second hand parts which the Club rarely purchase. Carey Motors are CCOCA Parts'

biggest Customer.

It is gratifying to note that we have no "Bad Debts" in CCOCA Parts, particularly as parts are often dispatched with an invoice enclosed for payment on receipt of the goods.

I take this opportunity to thank the outgoing committee, the membership, and the staff at Carey Motors for their help and support in the past year.

Mel Carey

Spare Parts Fund Members

Alain Antonius
Graham Barton
Andrew Begelhole
Chris Bennet
Paul Bishop
Peter Boyle
Ron Brookes
John Buckley
Roger Brundle
Walter Burkhardt
Mel Carey
Gerry Carson
John Couche
Jeff Cox
Sam Crisi
Doug Crossman
Mark Douglas
Jon Faine
John Fleming
Jason Glenn
Bryan Grant
John Grieve
John Hawke
David Hayward
Paul Hibberd
Ray Hobbs
Peter Holland
Geoff Hooler
Michael Hort

Jean-Pierre Jardel
Fred Kidd
Rod Koffijberg
David Law
Robert Little
David Livingstone
Iain Mather
Ian Macdermott
Andrew McDougal
Leigh Miles
Derek Moore
Mike Neil
Richard Oates
Gerry Propsting
Alec Protos
Keith Radford
Phillip Rodgers
Barry Rodgers
Alexander Scales
Warren Seidel
Peter Simmenauer
John Smart
Robin Smith
Barry Teesdale
Mark Vickery
Brian Wade
Bill Wellwood
Hughie Wilson

JUST IN PASSING.....

One advantage of driving an unusual car is the responses of passers-by. Sometimes this is only admiring gazes, but some people get the chance to be a bit more articulate.

For instance, while out for a drive on Good Friday in our 2CV, Ian and I were greeted by a Royal Children's Hospital tin-rattler whose main concern was to tell us about a place in Punchbowl, Sydney, that sold (?) such cars. The change of lights prevented any further discussion.

Another encounter was last year at Dromana; we were returning to the car when a passing small boy took one look at it and said "That's my favourite car in the WHOLE WORLD!"

Does anyone else have similar stories about responses from the public that they would like to share with the rest of the club? Please let us know!



CCOCA Classifieds

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

1982 Citroen CX 2400

Prestige

ZF Auto, A/Con. LPG.

231,000 miles

Rust in doors

Green in colour

Tan velour

\$5,250.00 ono Geoff Hopkins

0408 595 328

BX19Gt

\$1,000.00

Geoff Hopkins 0408 595 328

1976 Citroen CX 2000 Safari

QRR-269

Ph. Frank Oldham

03 5348 2319

2CV6 1975. Mech. excellent, any test. Rust taken out properly, new original blue paint, upholstery, sleeves and pistons, have all receipts and photos of restoration. Reg. to Sep. 2001, nothing to spend. URL 509. \$11,000 ono.

Joe Schembri (02) 9629 1573
mobile 0418 281 755

1955 Citroen Traction Big 15

Slough Built, fitted with ID19 Engine & Gearbox, Excellent Condition and a pleasure to drive. This Black Beauty has red leather interior, full history of vehicle from new, spare ID Engine & Gearbox, many new & second hand parts.

\$15,500.00 ONO

Contact (08) 9377 7365

TRACTION RESTORATIONS AUSTRALASIA

4 cyl and 6 cyl Traction reconditions and gearboxes.

Short or long engines, standard or modified.

Reconditioned ID engines and gearboxes, short and long.

Reconditioned 4 and 6 cyl Traction front ends, complete.

Reconditioned 4 and 6 cyl Traction front ends, silentblocs only.

Reconditioned 4 and 6 cyl Traction and ID water pumps.

Reconditioned brake master and wheel cylinders.

Relined brake shoes.

Part engine rebuilds to customer requirements (top or bottom end. Reconditioned driveshafts, 4 and 6 cyl Traction with modern CV joints. All the above are offered on a change over basis. Carey Motors P/L.

Phone Mel on (03)5152 1040, Mob: 0427 526 126

Or Fax (03) 5152 2615

Essential Traction Tools

Hub nut socket & bar (3/4" drive); Hub puller with collets for outer bearing; Inner driveshaft nut (castellated) spanner; Upper ball joint puller; Lower ball joint puller. Will deliver Melbourne metro area. \$450 ex. freight Peter Simmenauer Ph. (03) 9877 0141.

Citroen Light 15, 1951. This is Ted Mack's car (Ted was Mayor of Nth Sydney and independent state MP). The car is in good condition and is a 4-speed D conversion. Offers of interest are invited.

Contact Laurie Gough,
15 Northcote Ave, Swansea Heads, NSW 2281
ph. (02) 497 13866
CIT 15L

2 x new 165 x 400 tyres, suit TA, perfect condition. Best offer.

Peter Simmenauer

Ph. (03) 9877 0141.

For Sale

Now only \$300.00

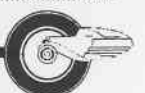
New twin Manifolds for Traction Avant

Cast from an original after-market manifold which utilises two standard carbs. This manifold has been tried and proven to give excellent results.

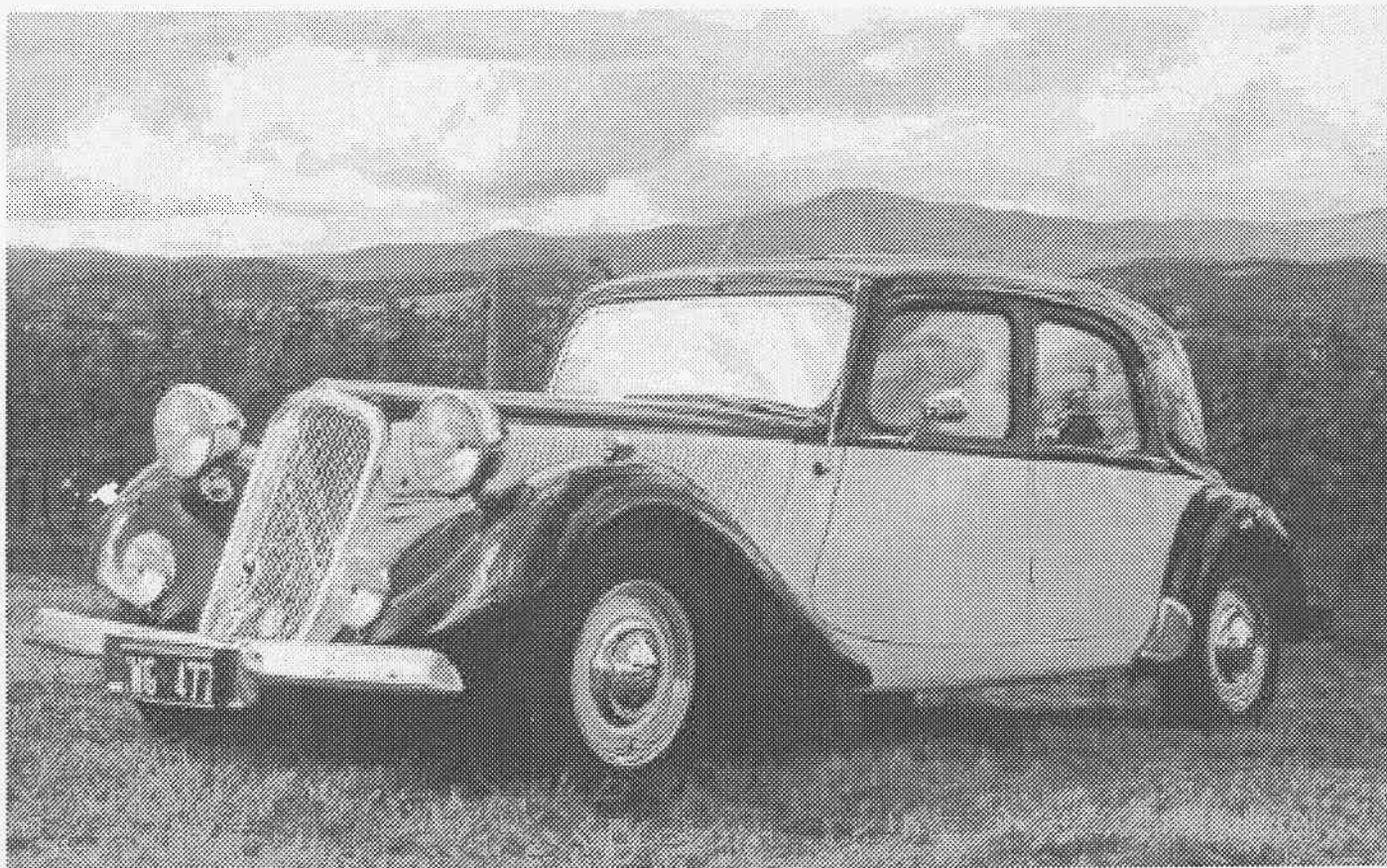
Enables you engine to perform better, make use of the extra power or fuel economy depending on your driving style.

\$300.00 fitting extra. Phone for a free quote.

Carey Motors 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

P.O. Box 469 Bairnsdale 3875

Forge Creek Road Bairnsdale,

Victoria, Australia 3875

A.C.N. 080 560 327

