

# FRONT DRIVE



A USTRALIA'S NATIONAL MAGAZINE  
FOR CITROËN OWNERS AND ENTHUSIASTS



SEPTEMBER / OCTOBER '08 Vol 32 No 4

## POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

[www.citroenclassic.org.au](http://www.citroenclassic.org.au)

Citroën Classic Owners Club of Australia Inc. is a member of the Association of Motoring Clubs.

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 this publication.

The Club cannot accept any responsibility for, or involvement in, any business relationship that may occur between an advertiser and a member of the Club.

## COVER IMAGE

The cover image depicts a DS on a European motorway and has been reproduced from the cover of 'La Bombe Citroën', the magazine of the ID/DS Club Nederland.

## MEMBERSHIP

Annual Membership is \$45. For overseas membership add \$12.

## 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 Chatham and Guildford Rds, Canterbury, Victoria. Melway Ref 46, F10.

## LIFE MEMBERS

The committee awards life membership to Club members in recognition of their contribution to, and support of, the Club. Life members are:

Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

## CONTRIBUTORS

Contributors to this edition of 'Front Drive' include: Robin Jones, Rob Little, Annette Molesworth, Miles Williams and Roger Williams.

## DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, October 24 2008.

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[ruffb@tadaust.org.au](mailto:ruffb@tadaust.org.au)

# CITROËNING

## CH PLATES

Send your annual CH renewal form to PO Box 52, Balwyn, 3103. Please do the right thing and enclose a stamped, addressed envelope.

## ABOUT TO ARRANGE A CLASSIC/HISTORIC PERMIT FOR YOUR CITROËN?

CH permit applications must be accompanied by a RWC. The onus is on owners to demonstrate that their cars are safe. Feel free to consult our Permit Officers for advice regarding getting your car on the road, and keeping it going.

## FOR SPARE PARTS & TOOLS

Contact Rob Little. Phone: [03] 5823 1397 [spareparts@citroenclassic.org.au](mailto:spareparts@citroenclassic.org.au) [Please do it at a reasonable hour.]

## CLUB SHOP

For Citroën models, memorabilia and other items contact Ted Cross on [03] 9819 2208 or [clubshop@citroenclassic.org.au](mailto:clubshop@citroenclassic.org.au)

## OTHER CLUBS

VIC: [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au)  
NSW: [www.citroencarclub.org.au/](http://www.citroencarclub.org.au/)  
WA: [www.citroën.aceonline.com.au](http://www.citroën.aceonline.com.au)  
QLD: [www.citroenclub.org](http://www.citroenclub.org)  
[www.doublechevrons.aunz.au](http://www.doublechevrons.aunz.au)



The Raiders, as I write are I believe at Meekatharra – or at least that was the source of the last email from the Crosses. By the time this magazine is in your hands most of them will, or at least should, be home. With Ted Cross en route, there is no Prez Sez this month.

The most prolific email sender, however, has been Annette Molesworth and I have taken the liberty of reprinting her communications in this edition. The balance of her writings will appear in the next issue of 'Front Drive'. Unfortunately, none of communicants have supplied pictures – so the pictures that accompany her words are taken from other Raids, from other parts of the world.

The second part of Robin Jones' article on rebuilding his Traction engine is also in this edition. This has been complemented by additional notes from both Rob Little and Roger Williams.

Also taken from 'Floating Power' is an article the UK Traction Owners Club have themselves reprinted from the Austin 7 Club. This details the issues associated with old radial ply tyres. The death, last year, of a classic motorist when the apparently perfect tyre on his MGB blew out and he lost control of the car. I have appended to this feature, my own personal experience of the self-destruction of an apparently good Michelin TRX tyre on my Visa Club.

The new C5 was launched on September 6 and while I recognise that our Club is focused on older Citroëns, this is a major launch for our marque in Australia. Not only is there commentary from Miles Williams, the company's General Manager, there is a review from the UK Daily Telegraph. I must say, the reviews is various UK publications have been fairly universal in their praise for this most Teutonic of French cars.

Enjoy,  
Leigh F Miles



**Please note: if no bookings have been received for an Event, by the booking deadline, the Event will be automatically cancelled.**



## ● SEPTEMBER COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 17 Sept  
TIME: 7:00pm  
WHERE: Check with the Secretary for this month's venue  
COST: Cheap eats  
BRING: Refreshments  
BOOKING: Preferred  
CONTACT: Michael Molesworth,  
secretary@citroenclassic.org.au

## DAY RUN – YERING STATION FARMERS' MARKET

WHEN: Sunday, 21 September  
TIME: 10:00am  
FROM: Carpark opposite Ringwood Lake, Maroondah H'way, Ringwood  
TO: Yering Station Barn, 38 Melba H'way, Yarra Glen  
COST: Depends on what you buy  
BRING: 'Esky' to keep your purchases cool, picnic lunch, chair  
BOOKING: Essential, by 14 September  
CONTACT: Rob Little,  
[03] 5823 1397  
spareparts@citroenclassic.org.au  
Founded over 9 years ago the

Yarra Valley Regional Farmers' Market is the longest running market in Victoria. Held on the third Sunday of each month in the Historic Barn, the Farmers' Market features produce made and grown by some of the regions' best producers.

Speak to the producers while purchasing fresh seasonal fruit, juices and vegetables, locally baked bread, biscuits, pies and fudge, the best jams and preserves, cheeses, coffee, pasta, locally grown flowers, olives, eggs, honey, meat and much more.

The Yering Station Produce Store also houses a full range of Yarra Valley produce complemented by imported delicacies from The Essential Ingredient, Raw Materials and Enoteco Sileno. Body



## ED SED

NOTE: I WILL BE AWAY BETWEEN MID-SEPTEMBER AND LATE OCTOBER. THE NEXT EDITION OF 'FRONT DRIVE' WILL NOT BE AVAILABLE UNTIL NOVEMBER 7.  
LEIGH F MILES  
– EDITOR

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treatments from Aesop, French market baskets and specially sourced homewares complete the unique collection. Located in the front room of the Cellar Door, the rustic sunlit shelves are home to a fabulous selection of produce

## A-TRACTIONS

from the Yarra Valley Regional Food Group. Extending from Cunliffe and Waters jams and relishes, Yarra Valley Preserve's gourmet products, Kinglake fresh berry sauces, Enspices cooking accompaniments to Grovedale & Tandara Grove olive oils, local cheeses, Yarra Valley ice-cream and fresh Yarra Valley Pasta just to name a few.

After the Farmer's Market we will head up the road to the Yarra Valley Dairy to sample and buy some of the best cheeses made in Victoria. Then off to a picnic/BBQ lunch in Yarra Glen. Just don't eat everything you bought this morning.

### CCCV DAY RUN

WHEN: Sunday, 21 September  
TIME: 10:00am  
FROM: Brandon Park

Shopping Centre,  
Springvale Rd, Brandon Park.

Carpark near Video Ezy  
TO: John and Trish Fleming's,  
Nyora

BRING: Picnic lunch,  
wet weather gear, sensible shoes  
BOOKING: Not required  
CONTACT: John Fleming



SHARE THE PASSION

04 2783 2308 or  
Tom Grucza 04 3139 6277

We'll take the Monash freeway to the Sth Gippsland Hwy then take the Korumburra turnoff to Nyora. Maps will be issued on the day if you need one in case we get separated.

We'll meet up at John & Trisha Flemings property [cnr Henry's Rd & Leslie Close, Nyora] for morning tea then take a leisurely bush walk to the Sanctuary nearby.

Bring picnic lunch in a backpack and wet weather gear just in case, including sensible walking shoes.

You will see beautiful bushland, a lagoon and bird hide, and hopefully the resident powerful owls.

### CLUB MEETING - GUEST SPEAKER

WHEN: Wednesday, 24 Sept  
TIME: 8:00pm

WHERE: Canterbury Sports  
Ground Pavilion, cnr Chatham  
& Guildford Rds., Canterbury

COST: Free

BOOKING: Not required

CONTACT: Ted Cross,  
04 0059 2208

president@citroenclassic.org.au

Shannons was the brainchild of the late Robert Shannon who created an insurance business in the early '70s run by enthusiasts, for enthusiasts. Its insurance product is specially tailored to individual needs and relies on direct contact with clients rather through other

agents or brokers.

Tonight a representative of Shannons will join us to talk about the unique services that Shannons offer to Citroën enthusiasts.

### ● OCTOBER DAY RUN - MORNINGTON PENINSULA

WHEN: Sunday, 5 October  
TIME: 10:00am  
FROM: Brandon Park

Shopping Centre,  
Springvale Rd, Brandon Park.

Carpark near Video Ezy  
TO: Pine Ridge Car Museum  
175 Purves Rd, Main Ridge  
Melways 171 F3

COST: Free

BRING: Picnic lunch &/or  
food for the BBQ, chair

BOOKING: Essential,  
by 3 October

CONTACT: Ted Cross,  
04 0059 2208

president@citroenclassic.org.au

Located at Arthur's Seat on the picturesque Mornington Peninsula, The Pine Ridge Car Museum houses an exciting and unusual collection of motor vehicles, motorbikes, model cars, model aircraft and ships, petrol bow-ers, books, signs and memorabilia inside a 1940s style Garage and Showroom. The museum also has antique nostalgia items on display, plus souvenirs, memorabilia and model cars for sale.

Afterwards we will head to the

home of Club members Robin and Suzanne Smith's lovely home 'à la Plage' for a BBQ lunch. If you live on the western side of Port Philip, Robin or Suzanne can collect you from the ferry if you would simply like to join us for lunch.

### PRE-CONCOURS DINNER

WHEN: Saturday, 18 Oct  
TIME: 8:00pm

WHERE: Zias restaurant  
93 Riversdale Rd  
Hawthorn

COST: Cheap eats

BOOKING: Essential, by  
Sunday, 12 October

CONTACT: Helen Cross,  
[03] 9819 2208 or  
04 1935 6963

crossfam@ozemail.com.au

Yes, it is Concours-time again! While the focus is always the Concours, dinner the evening before has become a... well, I was going to say routine, but I mean a tradition.





This year we head for Zias, in Hawthorn – great Pizza and Italian food and both licensed BYO [wine only, \$2/bottle corkage] to boot. But, you MUST book with Helen, so we know how many are coming along, by Sunday

## A-TRACTIONS

October 12.

### ALL CITROËN CONCOURS

WHEN: Sunday, 19 Oct

TIME: 9:00am to 3:00pm

WHERE: Como Park North, Williams Rd., South Yarra Melway 58, G1

COST: \$5.00 per car [max \$10 for a fleet]

BOOKING: Preferred

CONTACT: Ted Cross, 04 0059 2208

president@citroenclassic.org.au or Tom Grucza 04 3139 6277

This year the Concours is at Como Park North. It's a great location, easily accessible and a very attractive setting. Across the road

from the park there are barbecues available and a café, which has great coffee and snacks.

There is generally plenty of public interest in the event. It is well publicised and free for the public to stroll around. If you wish to sell your Citroën or just show it off then this is the perfect place. This year it's CCCV's turn to organize the biggest car orientated local Citroën event, and naturally CCOCA will be there to lend a hand. It requires a lot of help. There is a variety of rôles which need filling. If you can cook, greet people and take their money, tell them where to go, put up a marquee or take it down again or one of a dozen other things there is job for you. It is only because Club members like you help out that makes the event a success. So, talk to Ted or Tom [from CCCV] to volunteer your services, please.

We will be using changed criteria for the judging this year and owners will be required to be with their car at the time of judging for

interior and under bonnet inspections and to start the car.

Shine your Citroën, bring along your family and friends and make a day of it. We look forward to seeing you there.

### CLUB MEETING – RAIDERS' REVIEW

WHEN: Wednesday, 22 Oct

TIME: 8:00pm

WHERE: Canterbury Sports Ground Pavilion, cnr Chatham & Guildford Rds., Canterbury

COST: Free

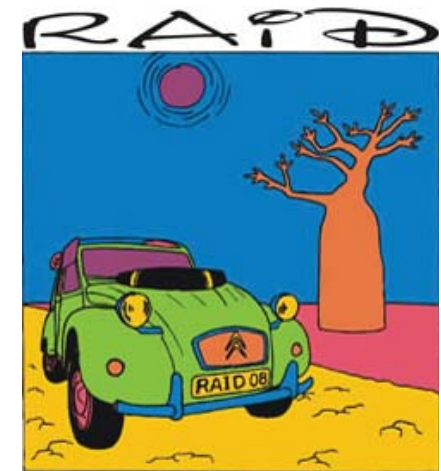
BOOKING: Not required

CONTACT: Ted Cross, 04 0059 2208

president@citroenclassic.org.au

With the Raid well and truly over, tonight provides an opportunity for you to hear all about it. Raid participants will be with us to show pictures and talk about what went wrong and more importantly why going on Raid is an experience every A-Series owner should experience at least once in their lives.

Come along and discover what



RAID AUSTRALIA 2008

you missed out on by not being on Raid Australia, 2008.

### ● NOVEMBER DAY RUN – CASTLEMAINE MEXICAN MAGIC

WHEN: Saturday, 15 November

TIME: 10:00am

FROM: Melbourne Zoo car park, opposite Royal Park station. Melway 29, E11

TO: Castlemaine

COST: Lunch at a local Mexican restaurant

BOOKING: Essential, by Wednesday 12, November

CONTACT: Ted Cross, 04 0059 2208

president@citroenclassic.org.au

Castlemaine seems to be becoming an annual pilgrimage for CCOCA – this will be the third year we have visited this great





town, yet every we manage to find something new to do. This year, as well as visiting Club members who live in the area we are having lunch at a local, member-owned Mexican restaurant.

This weekend is also the date

## A-TRACTIONS

for The Bendigo National Swap Meet and after the 'official' part of the day is concluded you may care to head on to Bendigo to locate that unobtainable part for your Citroën, or whatever other marques your fleet may contain. I'll be there, hunting for Panhard parts.

### BENDIGO NATIONAL S W A P M E E T



WHEN: Sat, 15 & Sun, 16 Nov  
TIME: Saturday from 6:00am,  
Sunday from 7:00am

WHERE: Prince of Wales  
Showgrounds,  
Holmes Rd., Bendigo

COST: Saturday: \$8.00,  
Sunday: \$5.00,

Weekend Pass: \$12.00

BRING: Chair, picnic lunch,  
sunscreen, sunglasses,  
refreshments

BOOKING: Not required

DETAILS: <http://www.bendigowap.com.au/>  
CONTACT: Ted Cross

[03] 9918 2208  
secretary @citroenclassic.org.au

Special Display: The 2008 Swap will feature a special Display of Ford Model T vehicles as a 100th Birthday celebration.

In addition, come and be part of the Victorian unveiling of 'Shannon's Super-rig'.

Highlights:

- Over 1600 reserved sites – indoor and outdoor.
- Show and Shine Display Cars – Saturday only – limited numbers.
- Large number of Trade and Club Stands.
- Steam and Oil Engines displayed by the Bendigo Steam and Oil Engine Preservation Group inc.

### CLUB MEETING – GUEST SPEAKER

WHEN: Wednesday, 26 Nov  
TIME: 8:00pm

WHERE: Canterbury Sports  
Ground Pavilion, cnr Chatham  
& Guildford Rds., Canterbury

COST: Free

BOOKING: Not required

CONTACT: Ted Cross,  
04 0059 2208

president@citroenclassic.org.au

Full details next issue, but we have a retired member of the GM car design team speaking to us. Make sure you're available!

### 41ST NATIONAL EASTER CITROËN EVENT

Club Citroën of South Australia Inc. is proud to host Cit-In 2009, the traditional annual Easter gathering of Citroën motoring enthusiasts.

Located on the Fleurieu Peninsula, 30km south of Adelaide, picturesque McLaren Vale and surrounding region is acclaimed as one of our State's premier sources of fine wine and food. Grape vines, olives, figs and almonds thrive in the Mediterranean climate, while the spectacular coastline beckons, 8km to the west.

#### PROGRAM

- Friday 10 April: Registration, welcome supper and poolside drinks
- Saturday 11 April: Concours d'Elegance, observation run, informal dinner
- Sunday 12 April: Easter egg hunt, motorkhana, formal dinner and presentation of prizes
- Monday 13 April: 'Winemakers' breakfast and farewell.

#### VENUE AND ACCOMMODATION\*

- McLaren Vale Motel and Apartments.

This motel will be the hub for Cit-In 2009. Rooms are being held for Cit-In patrons until 7 January, 2009. To secure accommodation please contact M&R Vandeleur, [08] 8323 8265  
[www.mclarenvalemotel.com.au](http://www.mclarenvalemotel.com.au)

## CIT-IN 2009

There is an excellent range of alternative accommodation within 15km of the town. A selection of options, including bed and breakfasts and caravan parks will be published shortly.

#### REGISTRATION

Registration for Cit-In '09 closes on 31 January 2009.

- Early Bird: book before 30 November 2008. Adults

\$165, children 5-12

\$90, under 5 free.

- After 30 November adults \$175, children 5-12 \$100, under 5 free.

Booking forms can be downloaded from the website – [www.cit-in.org](http://www.cit-in.org)

#### FURTHER INFORMATION?

Contact Liz Pike [08] 8293 1800 or [hendojc@adam.com.au](mailto:hendojc@adam.com.au).

CLUB  
CITROËN



SOUTH  
AUSTRALIA INC.

\* Securing accommodation is your responsibility

The following article is reproduced in 'Front Drive', from 'Floating Power' with the kind permission of the Editors of Austin Times and the Pre-War Austin Seven Club magazine, and of Mr Reg Grogan and Mr John Dorken who were the major contributors to the article - which first appeared in the Oct/Nov 2007 edition of Austin Times.

## Is AGEING FATAL?

gan and Mr John Dorken who were the major contributors to the article - which first appeared in the Oct/Nov 2007 edition of Austin Times.

Recently, an appreciable number of words have been published on the relationship between a tyre's age and its safety, prompted by very tragic circumstances in which the driver of an MGB was killed when the car overturned following the failure of a tyre.

The victim was taking his MG to a car show and was running on a 25-year-old but, 'as new', set of covers bought at an autojumble to fit to the car when on display.

One failed and the rest is very sad history.

Some of the relevant information was passed by the coroner to the Federation of British Historic Vehicle Clubs [FBHVC] who asked member clubs to warn about the use of old tyres and proffer the advice that 'casings, even after correct storage, should be discarded once they had passed their sixth birthday,

and those properly maintained, and on a vehicle, have a life of 10 years - irrespective of wear'.

Not surprisingly, some enthusiasts regarded this guidance with scepticism and rather too much the answer to a tyre manufacturer's prayer.

Indeed, it was subsequently revealed by the

FBHVC that the MGB's surviving tyres were inflated above the maker's recommended pressure. Presumably so was the one that failed.

Also the wheel in question had a loose 'spinner'.

Those who remember the tragic demise of pop-star Marc Bolan, thirty years ago, will appreciate that, quite apart from anything we may have to say about tyres, a loose wheel is not a good idea.

So what is a realistic and responsible position to take for the users of veteran, vintage and classic Austins, and of course all other historic vehicles?

The Pre-War Austin Seven Club magazine will soon publish a letter from club member Rex Grogan. Rex has no fewer than 60 years experience of examining tyres that have been in accidents.

In it, after an interesting and informed discourse on the history of the tyre, Mr Grogan says:

'In the late 1940s, Michelin made the radial tyre which separated the functions of a tread and

casing from each other so that they could each do their respective jobs properly.

They made the tread flat and kept it flat by stiffening the rubber with steel cords bonded into the structure.

This would have made an impossibly harsh tyre if they had not married their rigid tread to a super flexible casing by using radial cords, that is running the cords straight across the tyre from one bead to the other.

They also found that only a single layer of material was necessary which also made the casing really flexible.'

So far, so brilliant. The steel braced tread could be made flat[ish] and so it didn't squirm against the road and so it didn't wear out, well not much anyway, so tyres lasted much longer; twice, three times, even more, than the old cross ply tyres.

Wonderful. Or so we thought.

Unfortunately, rubber does not readily stick to steel cords and all sorts of cunning chemicals had to be used to coax the two materials to bond together.

Around the late 1970s or early 1980s, we began to notice something sinister.

Under certain conditions, the steel cords separated again from the rubber so that either the tyre shed its tread or it flapped itself to pieces.

No one really understood what was happening, in fact, they

[we] still do not.

The most perplexing factor was that tyres that were little used, like caravan tyres, or those on cars in museums, almost fell apart.

I first aired this phenomenon on the Top Gear TV programme when they were investigating a spate of tyres bursting on caravans.

By then I was confident enough to say, aloud, 'old radial tyres come unglued'.

The Caravan Club, to their great credit, told their members not to use old tyres and they even told them how to determine the date of manufacture.

It does not matter how little use [wear] the tyre has sustained, 'if it is old throw it away', they said,

The tyre industry just shuffled their collective feet and looked at the ceiling.

In fact it is only in the last couple of years or so that they have come clean and said: 'yes there is a problem with old tyres'.

However, there remained a small fly in the ointment. The tyre industry warning talked about 'tyres'.

They should really have said, 'steel braced radial tyres', because cross ply tyres, like we lucky pre-War Austineers use, don't come unglued. There are no steel cords in them!

Do not get too complacent by this however because old cross ply tyres also have their problems.



[Nothing in life is ever perfect].

Rubber is a bio-degradable product which still grows on trees in many places and it, and its synthetic counterparts, do succumb to oxygen attack. There is a good scientific reason why this has to

If it's more than six years old, be brave and throw it away'.

Useful information from the British Tyre Manufacturers Association, penned by their chief executive, John Dorken, will also appear in the same issue of the Pre-War Austin Seven magazine. For the magazine Mr Dorken has

written:

"The subject of tyre ageing is a complex one as there are many variable factors. In simple terms, ageing of a tyre is the gradual drying out and hardening of the principally rubber components.

Some of the factors involved are the conditions of storage before the tyre is put into service, the nature of use, the level of maintenance and the climate in which it is used.

Hence two initially identical tyres may age at very different rates. Since storage and service conditions vary widely, accurately predicting the service life of any specific tyre in chronological time is not possible.

Consumers are strongly encouraged to be aware of their tyres' visual condition. Also they should be alert to any change in dynamic performance such as increased air loss, noise or vibration.

Such changes could be an indicator that the tyre[s] should be immediately removed from service to prevent a tyre disablement.

Tyres should be removed from service for numerous reasons, including tread worn down to minimum depth, damage or abuse [punctures, cuts, impacts, cracks, bulges, under-inflation, overloading, etc].

For these reasons, tyres, including spares, must be inspected routinely, ie at least once a month. Regular inspection becomes particularly important the longer a tyre is kept in service.

BTMA recommends that, if tyre damage is suspected or found, the consumer has the tyre inspected by a tyre service professional.

Consumers should use this consultation to determine if the tyres can continue in service. This includes the spare tyre as well.

Typical tyre ageing symptoms are crazing/cracking of the tyre's sidewalls and/or tread, distortion of the tyre and bulges.

Regular tyre pressure checking and maintenance is an important routine that all tyre users are strongly advised to conduct.

Tyres that are infrequently used tend to age at a faster rate than those in regular service as a result of the anti-ageing chemicals contained in tyre rubber components being most active when the tyre is in use.

This is the prime reason why leisure vehicle organisations, such as The Caravan Club, tend to recommend removing tyres when they reach an age of between five and seven years.

The advice given above applies to all tyres be they cross ply, bias belted or radial ply tyres.

The chronological age of any tyre can be found on the tyre sidewall by examining the characters following the symbol DOT. For tyres manufactured after the year 1999, the last four numbers identify the date of manufacture of the tyre to the nearest week.

The first two of these four numbers identify the week of manufacture [which range from 01 to 52]. The last two numbers identify the year of manufacture. For example, a tyre with the information DOT XXXXXX2703 was manufactured in the 27th week of 2003.

For tyres manufactured prior to the year 2000, three numbers instead of four indicate the date of manufacture. Also, during the early 1990s, many manufacturers added a triangle [Δ] to the end of the character string to distinguish a tyre built in the 1990s from previous decades [eg a tyre with the information DOT XXXXXX274Δ was manufactured in the 27th week of 1994]

#### A PERSONAL INSIGHT

On July 20 Motafrenz Car Club had a remarkably well-attended day run to Chateau Tahbilk – I think there were over 30 members and guests. I had decided to take my Mark I Citroën Visa Club. This run seemed an opportunity to let loose those 35 horses on the open road. The car

## Is AGEING FATAL?

be so but readers will be glad to know that I shall not boggle their minds with the chemistry – just accept it, rubber decomposes.

Happily for us, and our old cars, any degradation in cross ply tyres is there to see.

Unlike the radial tyre, which sneakily decomposes internally – where you can't see it, cross ply tyres crack and split and go brittle. They also develop flat areas where they stand on the road – but these features are always on the outside.

In fact, cross ply tyres do everything they possibly can to tell you when they are not well. Just look at them!

So there you are. There is a problem and a very sinister or dangerous one at that.

But it shouldn't bother your old Austin unless you trailer your beloved to an event on an old radial-shod trailer.

In just the same way, watch out for the age of the tyres on your 'modern'. Above all though, remember that because a radial tyre has a good deep tread it does not mean its safe to use.



had not been out for, I am guessing, a year. So, I took the time to check the oil and the tyre pressures. No need to check the water as this is one of my air-cooled cars. No oil was needed and the tyres had held their pressure

drivers' side and the steering became almost impossible to control. I managed to pull to a safe halt and got out to discover a huge hole had blown in the tyre – in the middle of the tread.

Now, I am no expert, but I am guessing that the fact that the tyres were fitted to the car in 1984

[when I acquired the alloy wheels now fitted], making them 24 years old, was probably a contributing factor. Some people have further suggested that the car having not been driven for a year will also have contributed. Either way, I should have known better than to take a car on a high-speed country run with tyres as old as people I have slept with.

So, don't make the mistake I made: listen to the pundits and seriously consider replacing those old tyres – no matter how good the tread appears to be.  
Leigh F Miles

remarkably well. On the Eastern Freeway, heading to our meeting point at the Zoo I noticed some slight vibration through the steering wheel, when sitting on about 105-110kph. [Yes, it does go that fast.] 'Hmmm, I must make sure next time it's serviced, to get Mel at Citro Motors to check the front end geometry', I thought. Under 105 all seemed fine.

On the Northern Highway, however, the vibration through the steering wheel suddenly became appalling, and as I slowed to move into the emergency lane, there was a 'bang', smoke started to come from the front

## Is AGEING FATAL?

The front driver's side tyre from Leigh Miles' Visa Club. Proof, if you need it, of the need to replace your tyres regularly.



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31/06

Raiders Annette and Michael Molesworth have been regular writers of emails regarding the joys of participating in Raid Australia '08. Here is the first of what I expect will be a number of contribu-

tions... cars. It is just a little irritating that even in a tiny 2CV, I still cannot see the bonnet – 'Duck's disease' M calls it.

He has added electronic ignition to ensure that we start each time and continue running – reassuring, considering that we are going to some of the remotest

parts of the country. There is now a metal stone guard underneath the car to protect it from rocks and an aluminium plate under the front bumper bar to stop seeds getting into the motor.

All sorts of non standard lighting has been added inside and out. So now I will be able to read at night and we have light to cook by. Although we will not be doing any night driving, La Bleue is proudly wearing a pair of sporty driving lights, specially painted in her own violent colour.

I have made curtains for the side windows and back doors as well as behind the seats. As I intend sleeping in the van, these are important for privacy. I found fabric with a pattern of Eiffel towers for the curtains – just to complete the French effect.

The car has been lined with dark blue insulation material in an attempt to deaden the noise, but also to help control the worst of the heat and cold. The roof has been painted white to minimise heat build up.

M has also installed seat belts

to hold our huge cans of petrol and water, both of which have to be carried, as some stretches between supplies are several days long. He has also added a hand hold thing for me to hold onto on rough roads and around corners. 2CVs lean alarmingly on corners!

We have a UHF or citizens' band radio so that we can communicate with other raiders during the event. There is little point in having a normal radio receiver in the car as it is too noisy! A channel far away from the normal truckies' channel has been chosen. Their language is usually as blue as our car.

Over the last few weeks, as I have been accumulating things to be taken with us, M has shaken his head in disbelief at the growing mound. We have a serious weight restriction with these cars. It will not be much fun moving all our stuff out of the car each time we get stuck in sand, then putting it all back in later, so the lighter we can go, the better.

Later today, we will weigh everything and pack the van. Then I expect the fun to begin in earnest! When we discover how much over the weight limit we are, there will be serious 'discussions' about what is to be left at home. Perhaps it will be me!

As well as the pack, the list of other things to be done is as long as your arm. The question is 'Will we get to bed tonight?' perhaps not. Whatever, it will all

be good fun.

EMAIL 2: SENT WEDNESDAY, 30 JULY

Posted at Sorrento

A bad tempered departure was finally made at 1:35pm precisely on Sunday. Depending on how we look at it, we were either four days five hours and five minutes late or two days five hours and five minutes late, but who was counting? We considered ourselves lucky to have made it before Christmas. Resolutions to be less stressed and more accommodating, were made to each other as we drove along the beach road heading towards Sorrento and the ferry.

Being in good time for the 3:00pm ferry, we decided to stop to buy lunch to take on board. M must have been suspecting something that he was keeping quiet about, because when I returned to the car, which was parked conspicuously in the middle of Sorrento shopping strip, he had his head under the bonnet testing the battery. He surfaced to announcing the alternator had 'had it'. So much for the 'less stress', we had to settle for the 'more accommodating' and philosophically told each other that it did not matter if we returned home and tried again tomorrow.

We called Louise back at the house at Mt Martha. M sent her on a treasure hunt in his office – those of you who know M's office will appreciate just how much of a treasure hunt it would have

## RAID: A PERSONAL VIEW

tions...

EMAIL 1: SENT SUNDAY JULY 26

Our raid departure has been postponed yet again until tomorrow Sunday. We are both pretty stressed and exhausted from all the preparations. We are finding it difficult to imagine sitting in the van for several hours a day with little to do but drive carefully and look at the scenery!

The good news is that the little blue van is now in good mechanical condition, sporting all sorts of new bits inside, outside and under the bonnet.

As I have mentioned before, these 2CVs are very basic motor cars. Several enhancements have been added to make our 15,000km journey more comfortable.

Michael has made two new seats according to the original specifications as the old ones were worn and caused him to sit too high, looking out under the very top of the windscreen. Unfortunately the new seats have me so low that I cannot see the bonnet at all, but that is the same in most



been. The treasure in question was the replacement alternator [why did we not have it with us?]. The obliging girl set off with the alternator and my car phone charger, which I had sensibly left in my car. Oh, hum...

## RAID: A PERSONAL VIEW

We ate the lunch in the van whilst we waited. Already we are beginning to see that travelling in La Bleue is like travelling with a particularly charming child. An English couple came up to admire her. Seeing the Raid sign on the side of the van, they wanted to know all about it and were very interested, wishing us well. Another guy walked over when M was getting out his tools and offered to buy the van from us. I half expected him to offer us two camels or should that be two horses? A third fellow pulled up in his combi van to ask if M had all the tools he needed and could he help. Even if this is as far as we get, my faith in human nature has been confirmed.

Waiting, waiting for Louise, M consumed both the chocolate bars he had bought in the petrol station back in Dromana. I hope that sort of thing will not continue or we will soon exceed our weight limit. On the other hand I, blamelessly, chewed my sugar free chewing gum to get the taste of the lunch onion out of my mouth. Can one ever chew

chewing gum, even the sugar free sort, blamelessly? Not if one is of my generation and attended my school!

Still no sign of L. It might have been quicker to go home. She is still a very new driver and has not yet developed a bump of locality, so Heavens knows where she will end up. It is now 3:30 pm and the last ferry goes at 6.00. We had been aiming for the 3:00 ferry.

Still... if all goes well ie if Louise finds us, if M can replace the alternator, if the new one works and if we are in time for the last ferry, then we will try to get to Colac, where if we can get a motel room we will stay the night. If not we might find ourselves limping home from Sorrento feeling foolish.

Posted at Colac 9:59pm

The obliging one arrived with the alternator and was hailed as a heroine. I am one for gender specific words. I like 'heroine' – why should it and many other wonderful words be relegated to the bin because of feminism – not that I decry feminism in any way, but to get on with the story... the heroine arrived with the alternator. Whilst the grease monkey [his term] got on with the job, L and I went for a coffee in a totally charm free establishment. When we had finished, L returned to see how M was getting along, whilst I bought him a take away coffee.

As I waited for traffic to pass M and L were gesticulating wildly at me. I gave them the thumb up questioningly, wanting to know if all was well. Much nodding of heads was the reply as well as beckoning gestures. I deigned to hurry up, not really knowing what they were on about.

'Quick get in, we might make the 4:00 ferry after all' shouted M.

I hugged L, shouted 'Thank you' and fell into the car with the coffee, camera, backpack and pessimism that we could make the ferry, which my by watch, should have departed 3 minutes ago.

La Bleue was not spared during the short trip to the ferry terminal. The woman on the ticket station, seeing us coming, radioed for the ship to wait. We flew on board, the last car on and within seconds, the ship started to move out. Phew!

I was giggling too much and too much in need of the toilet to get out of the car for a while. Meanwhile M took his coffee up on deck. I joined him when I was more composed and we agreed that it was to be hoped that the rest of trip would not prove as eventful as the first three hours had been.

We admired a beautiful wintry sky and misty coast, enjoying the time to quieten ourselves.

The car performed beautifully all the way to Colac. En route I called ahead to book a room at a B & B in Colac.

A strongly accented woman answered the phone. I asked if she was open for business tonight and was a room available?

'Forrrr you, I haf de whole howas' she said.

'So you have a room available?' I asked again.

'Alwavs forrr my frriend.'

'What a very friendly, hospitable woman' I was thinking. Perhaps a little too friendly? Perhaps





a little crazy?

'We are just leaving Queenscliffe, so we will be about an hour.'

'Yess, yess, a good jock Lesley.'

'I'm sorry?'

## RAID: A PERSONAL VIEW

'Should I just hang up?' I thought.

'Dat iss Lesley?' she asked.

'No, I'm Annette.'

'Arrre you sure you arrrre not Lesley?'

'Quite.'

Ooooooooooooooh I am sssso sorrrrry, I sought you vere my

friend Lesley playing another jock. So you really do want a room no?'

'Yes'. But I was not longer sure.

When we eventually arrived at the quaint 1880s house at

6:30 pm, Carmen greeted us at the door with a little yapping dog. She

shouted above the dog that until 'Thata verrry minute', she still suspected that Lesley was playing 'the jock'.

Whatever happened to the quiet Sunday afternoon drive?

To our relief we were shown into the wonderful old house and our wonderful room with

the wonderful four poster bed hung with scalloped curtains which only a lovely old Maltese lady who has been widowed for many years and who is very keen to give you her life story, could put together.

Carmen eagerly suggested where we could have dinner [no doubt she is on a spotter's fee, but good luck to her] and made a call to book for us. We arrived at the Nu Deli expecting the New Delhi, and were somewhat disappointed to find nothing closer to Indian cuisine than a Cajun chicken. Nevertheless, it turned out to be a good, country bistro.

M ordered a T bone steak and I lamb cutlets. There is nothing nouvelle cuisine about the Nu Deli. M's steak was half a bullock and my cutlets turned out to be a rack of lamb nestled on a huge mound of 'mash' capable of feeding a family of six. We are hoping that Carmen's breakfast tomorrow is not a fraction of the size.

Enough now, we have an early start. Tomorrow we head for Murray Bridge or bust, hopefully free of event!

EMAIL 3: SENT WEDNESDAY, 30 JULY

Saturday, 2 August

It has been impossible to write to you over the last few days, as there is little or no internet coverage over the Nullarbor Plain.

All is well with us. We have relaxed and returned to our normal pacific selves and finding fun in everything. We have settled

into a daily routine and system in the car. M is happy doing all the driving and that suits me fine. The car is left hand drive, has a weirdly eccentric gear change, is almost totally without power and has no power steering. I am a happy passenger, doing the navigating, keeping statistics and doing the administration – give me some facts and figures and I am happy.

This country of ours is amazing. The vast distances, emptiness, colours and subtle changes in vegetation are spellbinding.

Poor M had a bad experience on the two hour ferry ride across the Spencer Gulf. He would insist on eating a bacon and egg muffin at the beginning of the voyage. As the son of a woman who would be sea-sick looking at a photograph of a ship, he should have known better. Before long he was sweating and looking like a bleached turtle. The crew were wonderfully compassionate and helpful. We have decided to come home a different way – no more long sea voyages for M! Hang, there goes my dream of a Pacific cruise – just joking, I could not think of anything worse!

We solved our computer and other technical problems in beautiful Port Lincoln. That was where I had my first and last drive of La Bleue. At that stage we were still a little stressed. With a strange place, car, gear shift, left hand drive, M's impatience and his temporary confusion of his





left and his right, I became one of those white knuckled, rigid drivers with a mad look in their eye. Never again – he can be the driver and I will happily be the navigator. Given that we now have a GPS, I should be able to sleep

in the Fraser Ranges. Our room is in an old stone building which was the shearers' quarters. It is small, solid stone with only a bed and a heater, but quite charming. The only down side to this place is the fact that the ablution block is quite a distance away and baby it's cold outside.

## RAID: A PERSONAL VIEW

most of the way.

At a place called Head of Bight, we viewed Southern Right Whales from quite close quarters. Just there is a favourite mating and calving place for them. We were privileged to see at least 12 whales, many of them mothers with calves, frolicking right in front of the viewing area.

We are constantly stopped by people wanting to know about the car. A group of four young French people nearly fell out of their van when they saw ours. They took lots of photos and video, telling us excitedly that there was a 2CV factory near their home in Brittany.

There must be thousands of grey nomads cruising Australia. We feel slightly superior in our little van when they are driving the most amazing 'rigs' set up like space ships with every modern convenience. It is not until I see the photos that I realise that I too am a grey nomad, albeit with dyed hair and in a smaller and humbler vehicle.

Tonight [Saturday] we are staying on an old sheep station

Tomorrow we will have been on the road a week. It seems like no time at all. We will head for Wave Rock, an amazing geological formation which looks like a huge wave.

We hope to be in Perth by midday Monday. There we will restock, sight see and M will check the car fully, before setting off for Kalgoorlie and the beginning of the Raid proper on Friday.

We have not seen another 2CV yet. However the grey nomads tell us that they have seen some over the last few days, heading west. We have seen surprisingly few vehicles heading west. It is as if we are almost the only ones on the road. Today I counted only 6 huge trucks and 12 smaller vehicles pass us [one of them three times]. We saw countless 'roo carcasses in various stages of decay, from unfortunately fresh, to bleached white bones. Crows abound and we saw wedge tailed eagles partaking as well.

Last evening we drove for a few minutes after sunset, against all good advice. We had little

choice as we would otherwise have had to bush camp. M drove very slowly and I kept 'roo watch with him. In our little vehicle, it would not only be the 'roo who suffered. Our Raid, our van and possibly we would be finished. Just when we were thinking that we had made it through unscathed, a huge 'roo loomed up in the strong little driving lights M has added to the car. The creature was completely dazzled by the lights and riveted. M swerved neatly around it and we drove on very relieved that it had stayed put and not jumped in our path. We resolved not to drive after sunset again on this trip.

**EMAIL 4: SENT SUNDAY 3 AUGUST**  
We arrived in Laverton WA last night after four days on the road and bush camping. Before I left home, I had some conception of what the camping side of this adventure would be like, having done some camping in my youth. The driving part, however, I could not visualise. It has been an awakening experience. The roads chosen are all tracks, sometimes barely discernable from the surrounding bush. We travel in groups of six cars, heavily reliant on those radios I pooh poohed earlier. In the beginning, the radios were such a novelty with some people that there was



a lot of inane nonsense chatter. Gradually people settled down to business which was a relief. The road conditions are fascinating. Red dust predominates of course. There are many washouts, which we have to carefully crawl over.

## RAID: A PERSONAL VIEW

We have stopped at slippery salt lakes and rocky outcrops, wonderfully blue lagoons formed in mine pits. We have seen surprisingly few animals, but perhaps not so surprising really – any self respecting animal would go bush when hearing 60 2CVs approaching.

I drove for the first time on raid yesterday. I am still having trouble with the gear change. The road at that point was wide, red and graded for mining vehicles. There were a few really sharp turns, which came up quickly. In my effort to find the gears, I forgot about braking. M was screaming pull it round, pull it round. I am afraid I took 10 years off his life.

Last night we had a huge party at the local club. The word Raid applies well to what we have done here in Laverton. We descended en masse on the supermarket last night and quickly denuded it of everything. Maroon jackets were seen stripping the shelves of anything vaguely edible as we have 7 days before the next available food. Yes 7 days! Four

days to the next water, showers and fuel. The shower will be the thing I remember Laverton for best. What a delightful experience after 4 days on the road. That is the only aspect of all this that I am finding disagreeable.

The ablution arrangements. It is all very well for young people to go squatting in the bush, it is a little harder for the likes of me – unfit and XX [I know that a lady never reveals her age, even in a 'journal of record'. Ed.]. As well as that, the moon is very bright in the bush, so one has to go walkabout quite a distance before being happy to start the proceedings! Some said I was a brave woman to embark on this adventure. There have been times when I thought 'stupid' was more appropriate. Otherwise, I am absolutely loving it. We have such a range of people from academics, doctors to workers of all descriptions and they are all wonderful. All with the common passion of 2CVs. In our group of 6 cars and 12 people we have 6 Aussies, 2 Danes, 2 Germans and 2 French speaking Swiss, so our campfire conversations are great.

I am keeping a hand written journal and am disappointed that I cannot write all the details due to lack of time. We will not have access to the phone and therefore email for at least 7 days. Annette and Michael Molesworth

In the second part of Robin Jones's article he describes the next stage of the engine overhaul of his 1952 Slough-built Light 15. As always with articles of this nature, I ask for comments from other members who have particular expertise in the relevant area. In this case, Roger

Williams has made some constructive comments that are shown in italics in square brackets. Roger also says 'I would like to preface my comments by saying that the repair/recondition was done under the most adverse of circumstances and a lot of ingenuity was displayed in getting over problems that would not have presented any problems in a fully equipped workshop. As I am used to working in a fully equipped workshop with comprehensive machining facilities my comments are based on the way I would have tackled the job with those facilities at my disposal.'

The crankcase and push-rod housing was treated to the engine cleaner / water flush routine but I was then fretting about how to clean the oilways with no compressed air available. I had protected the openings in the crankpins with small pieces of clean rag. In the end I decided the best I could do was to buy the largest can of WD40 type aerosol [the sort with the little plastic tube that connects to the spray head] and

flush the entire can through the crankshaft oilways and main feed pipe in the hope of carrying any swarf or grit out with the pressurised stream of oily stuff. This was duly done and similar treatment given to the oil transfer pipe that

goes from the timing chain case to cylinder head. [If the cleaning was done in the position shown in the photos, the oil passages to the main bearings and the oil feed pipe from the oil pump are below the longitudinal passage being cleaned out and bits of muck loosened in this process have to fall into these passages. If the muck is not entirely removed but just loosened/softened, then it may be pushed around the engine with the oil when the engine is started. Any damage caused might not be apparent until the next strip down.]

The other thing I wanted to do at this stage was to test the output of the oil pump for pressure and the manual goes into great detail about constructing a rig to do this using a modified sump plus electric drill. I asked around the various machine shops who were doing work on the other engine components but no one seemed to have facility to test the pump, at least not reasonably local to London. In the end I came to the conclusion that since nearly every other

## TRACTION TRIBULATIONS



## TRACTION TRIBULATIONS

Photo 1: The barrels went back in fairly easily and I temporarily secured them with short M10 bolts and wide repair washers in the head securing holes.



engine was back in place in order to [temporarily] fit an oil pressure gauge and face the consequences if it failed at that late stage. [For future reference, I have a purpose made oil pump test rig [Floating Power Vol.27 Iss. 1, which is available from the CCOCA library. Contact David Gries for more details.] and pumps may be posted to me for testing]

I eventually reclaimed the barrels and the head and set off with my new engine gasket set in hand. Opinion seemed divided on whether to fit the barrel base seals dry or with joint compound. The manual said to use linseed

oil for the original [asbestos!] type of seal. A deep rummage in the box of paint & decorating kit in the loft produced the dregs of an ancient bottle of linseed oil, so I used this together with a little 'copper ease' on the cylindrical section of the mating faces. The barrels went back in fairly easily and

I temporarily secured them with short M10 bolts and wide repair washers in the head securing holes [Photo 1]. [The normal wet liner base seals should be fitted dry. The barrels should be .004" proud of the block with the seals in place – I assume that the original liner seals and the replacement ones were of the same thickness.]

The first task on the head was to fit the new water distribution tube. Up to this stage I hadn't removed the core plug at the rear of the head along the axis of the tube but I confess I had never before in my life had to remove a core plug [perhaps a legacy of owning air cooled vehicles for so many years]. They seemed to be one of those things that people with boats and marine engines cursed and went more or less unnoticed to us car drivers. A trawl of the internet plus asking around seemed to lead to 'just dig a large screwdriver through it and lever it out.' I did this, moving up through various grades of screwdriver and cold chisel working first around the edges and then the centre while it stubbornly refused all attempts to



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move it. Then of course came the eureka moment when I realised that by feeding a long bar right through the head I could tap it out in moments from behind – DOH! I scribed a line along the centres of outlet holes and

not believe the water deflection tube is necessary or even a good thing although some people insist it is essential. My reasoning is that the small holes that direct the coolant over the plug are liable to be blocked by detritus

that is always in the cooling water. No modern engine has anything

like this arrangement and it is assumed that the water pump will push the water around the passages in the head and provide effective cooling.]

I ground in each valve using coarse followed by fine paste. This was after a delay due to the discovery that in the thirty years since it was last used my valve grinding stick had unaccountably lost all its suction and wouldn't grip the valve head – job stopped for £1.25 worth of kit! There has been some previous correspondence in Floating Power concern-

ing the correct position for the valve stem seals and I had noticed while dismantling that mine were indeed fitted in the [incorrect?] location on the stem underneath the valve spring retainer cap. This of course is the 'standard' place to put them on most engines. I was still a little dubious and noticing that in common with most of the parts removed the condition of the old seals was good I decided to have double valve seals, old ones on the stems, new ones in the recess under the split collets. The 'belt & braces' principle in action! [Photo 3]. The rest of the cylinder head went back together pleasingly easily compared to the grief on some other parts.

The next task was to get the cleaned up pistons refitted to the connecting rods. Obviously the oven would have to come back into play again here but how was I going to get the gudgeon pins redriven without a bench press?

The solution in the end was to strip the forked end from my valve spring compressor which if set to its maximum distance had the capacity to push the pins in [Photo 4]. [There should be a slight interference fit between the gudgeon pin and the piston and fitting is done by slightly heating up the pistons and pushing in the gudgeon pins. I have made small mandrel that fits into the gudgeon pin – actually I have three as there are at least three different sized bores to Traction/DS19 gudgeon pin – and I just push or sometimes tap them home. In a lot of cases it is only necessary to heat up the pistons by holding them in your hand.]

More frantic dashing with red hot roasting tin from the kitchen, up the loft ladder and working quickly before cooling tightened the clearances. One task that would have been simplified by opting for the new piston /

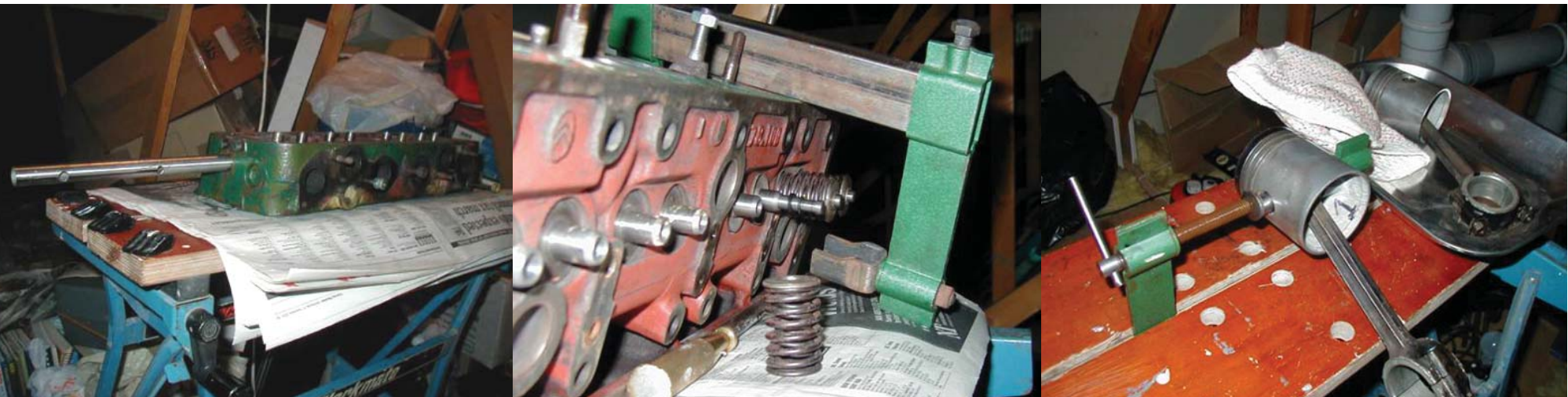
Photo 2 [left]: The tube was fed through from the rear ensuring that the holes at all times pointed towards the valve housings above the combustion chambers which was confirmed by the marks I had made on the tube [Photo 2]. Just before the tube was driven to its final position I coated each end with 'sleeve and bush retainer' fluid. I had purchased a new core plug from the machine shop but this proved too loose a fit in the head recess – another call to the TOC spares department! [I do

Photo 3 [centre]: I decided to have double valve seals, old ones on the stems, new ones in the recess under the split collets. The 'belt & braces' principle in action!

Photo 4 [right]: I striped the forked end from my valve spring compressor which if set to its maximum distance had the capacity to push the pins in.

## TRACTION TRIBULATIONS

marked each end on the inside of the new tube. The tube was fed through from the rear ensuring that the holes at all times pointed towards the valve housings above the combustion chambers which was confirmed by the marks I had made on the tube [Photo 2]. Just before the tube was driven to its final position I coated each end with 'sleeve and bush retainer' fluid. I had purchased a new core plug from the machine shop but this proved too loose a fit in the head recess – another call to the TOC spares department! [I do





cylinder kit was the issue of new circlips for the gudgeon pin retention and new piston rings. The TOC spares had none, and my machine shop could not source the equivalent. Eventually after much work on the internet and

one end sticking out in prime 'scoring the cylinder wall' fashion. Reluctantly I reused some of the old clips where necessary. [It is surprising that Robin could not find standard 20mm circlips, although they may look slightly different. It is important that they are all the same type to maintain

balance.] I had now built up all the smaller components and it was time to leave the confines of the loft to install these pieces in the garage. As previously mentioned, having left the crankshaft in place, I had not the clearance to use the specified technique for feeding the pistons in from the bottom. I used a piston ring compressor to clamp the rings into the grooves and a slap with the palm of the hand was sufficient to knock the piston down the bore – or at least it was for No's 1, 2, and 3 [Photo 6].

After a lot of faffing with No.4 which refused all attempts to get it to fit, I substituted the palm of the hand for a good swing with a rubber mallet, which had the desired effect, got the piston into the bore ..... and immediately produced a seized engine! So jammed was it that I could not get it to come back out again. Eventually a hammer and long bar bearing on the underside of the piston drove it out once more. Observation when attempting to refit the thing showed that it was as soon as the bottom [oil

control] ring entered the bore that the problem started. I took this ring off again, fetched one of the original rings and placed both in No.4 bore. The old one had quite a gap whilst the new had zero or even 'negative' gap. Much searching for information on what the gap should be, or a means of calculating it yielded no result. One option would have been to strip out another piston / ring & measure its gap but I didn't want to do this because I had been tightening up each big end cap as I had been going. I had been forced [reluctantly] to re-use the old nuts and locktabs as the replacements I had got didn't fit – they must have been for a Citroën army tank – the nuts were at least M12! The old locktabs wouldn't have stood another bending / debending session. [I am firm believer in using a high grade of Loctite – Loctite 638 – to secure bolts/nuts on engines and gearboxes. This was not available when Tractions were built, hence the extensive use lock tabs/washers/etc. By all means use the original lock tabs but make sure that they are not so well used that they could come apart in service – and in addition use Loctite!] Another option obviously would have been to have made the gap the same as for the old ring but the new one was tempered steel and the original cast iron, two materials with completely different coefficients of expansion. In the end I filed back

the edges of the ring to produce a nominal gap – not as wide as the old but at least some provision for expansion. Another strand to the ongoing disaster was that in the attempt to free the seized piston I had 'caught' the big end bearing with the side of the drift bar and peened over a small piece near the joint face – white metal is very soft isn't it! As it was not a part of the bearing that would experience high loading I took the finest file I could find [Swiss Army knife] and gently filed away the lump. With all these parts finally fitted the engine turned over OK by hand [with a bit more effort needed at the halfway point of piston travel].

To be concluded next edition  
A LOCAL PERSPECTIVE

In common with Roger Williams, I will preface my comments with the fact that as a professional mechanic with over 50 years in the trade I shivered when I first read the article, I totally agree with the comments

Photo 6: I used a piston ring compressor to clamp the rings into the grooves and a slap with the palm of the hand was sufficient to knock the piston down the bore .

## TRACTION TRIBULATIONS

many phone calls CTA services in Holland were able to supply the clips and Trevor Maddock supplied the rings. The new rings were eased over the top of the pistons using three equally spaced feeler gauges as 'slide tracks' to get them to the locations of their respective grooves [Photo 5].

Unfortunately the new circlips were somewhat variable on quality control and some were unusable due to the tangs of metal 'fighting' each other when compressed into the groove and

Photo 5 [right]: The new rings were eased over the top of the pistons using three equally spaced feeler gauges as 'slide tracks' to get them to the locations of their respective grooves.





made by our good friend Roger Williams except for the role of the water distribution tube in the cylinder head, cleanliness in the cooling system is equally as important as clean oil and with the rust inhibitors available to-

ing tools, tension wrench, dial indicators, micrometers, feeler blades and plastigage to establish clearances, once assembled there is still the problem of timing and setting valve clearances, etc. Our club members can count themselves lucky that through the parts system they can be supplied all

of the parts required to rebuild such an engine. The replacement pistons & liners we supply are ID series, these are marginally longer than the original traction type and require a thinner liner seal. We endeavour to keep all liner thicknesses in stock and normally supply 4 different thickness sets to members so the liner height can be set accurately, we do ask them to return the unused seals as we only charge for one set. I have made an oil pump test rig that works very well and if needed am happy to test oil pumps for members but would expect pumps to be cleaned and checked before this occurs. I have seen the relief valve balls very badly worn on occasions with indented rings worn into them, so it is prudent to check all components.

I never intend trying to shroud basic motor mechanics in mystery but if your knowledge is limited by all means have a tinker and learn but leave major work to capable people.

Rob Little



## TRACTION TRIBULATIONS

day there is no reason to have a dirty cooling system. The tube in question directs cooling water towards the exhaust valve seats, which are the hottest part of the engine. Cleaning oil galleries in the manner described will only lead to further damage down the track as Roger indicated and may also block some of the finer oil orifices within the engine. I am certain a lot of people have seen restored cars advertised with fully reconditioned engines!

If in fact it was restored in this manner one would not be surprised at an early rate of attrition. Some people believe that screwing up the adjustment on the oil pump will result in a higher oil pressure reading, in a good engine that is true but in a worn engine with excessive bearing clearance it is not and to neglect to check these components is a recipe for disaster. Any engine rebuild should be carried out by a competent person, not necessarily a trained mechanic but a person who at least understands fits and tolerances, there is absolute necessity to use measur-

The new Citroën C5, which made its debut in Australian show rooms last weekend [Saturday 6 September 2008] is available only with advanced turbo diesel engines as Citroën commits itself to using sophisticated technology to cut fuel consumption and reduce carbon dioxide emissions.

'The advanced diesel engines offered by Citroën in the new C5 offers all the performance, response and refinement required of car in the prestige category and, at the same time, use significantly less fuel and produces much lower levels of carbon dioxide,' says Miles Williams, GM of Citroën in Australia. 'Given this combination and the wider range of diesel engines in the new Citroën C5, switching to an all-diesel range was an easy choice.'

With the first generation C5, the diesel share of sales quickly rose to 85%. The remaining petrol share was largely accounted for by the 3.0litre V6, which had no diesel counterpart. The new Citroën C5, now offers the 2.7litre Twin Turbo diesel V6

which, with 150kW and 440Nm of torque, provides the performance and responsiveness commensurate with a range topping model, combined with the fuel economy and emissions of much smaller petrol engines.

## A FRENCH TEUTON?

The availability of the V6 HDi engine has enabled Citroën to offer a six cylinder version of the Citroën C5 Tourer, the latest in Citroën's long line of renowned wagons.

'While our decision to go all-diesel with the new Citroën C5 is the lead story, this is just part of the picture of the new Citroën C5,' says Miles. 'The C5's dramatic styling, wealth of equipment and features, benchmark safety standards and the legendary ride comfort, makes the new C5 an outstanding addition to the Australian car market in all areas.'

In recent years Citroën has created an exceptional range of





new models that have been both praised and rewarded for their visual appeal, accomplished design, environmental credentials, innovative technology and reassuring safety features.

Exceptionally well equipped,

lights give it a purposeful, determined impression.

Internally the C5 offers its occupants an environment of quality, comfort and safety. Utilising the Company's most advanced vehicle technology, the new C5 offers

an involved, reassuring and satisfying driving experience, ideally

suited to drivers who spend long hours on the road, or for those seeking secure transportation for their families.

Inside the cabin, the same taut, flowing lines seen on the exterior are replicated in the curvy detailing around the doors and dashboard, echoing the pursuit of quality throughout the car. Mood lighting further enhances this feeling, with ambient light glowing from the car's doors and dashboard in the Exclusive variants.

The attractive styling is exemplified by the instrument panel design, where aviation-inspired annular needles run around each of the dials, allowing an electronic display unit to be integrated in the centre of each, providing the driver with further visual information. The aircraft theme also continues with the overhead warning lights.

The new C5 is offered in a choice of two trim levels – Comfort and Exclusive and, typically for a Citroën, the C5 is extremely well specified. For ease of parking and pedestrian safety, the C5 is also available with rear parking sensors in all versions with front sensors standard on the exclusive model and option on Comfort equipped cars

With the C5 comes the extension of Citroën's class leading technology, such as the Company's second generation fixed-hub steering wheel, which puts many of the car's main functions, including cruise control, audio and telephone, right at the driver's finger tips. The aesthetic and ergonomic design of the wheel allows for easy access to the tactile, membrane-covered controls, ensuring focus can be maintained on the road ahead, as well as allowing a larger, more effective asymmetric airbag.

Large Citroëns are well known for providing the highest standards of occupant comfort,

and the new C5 is no different, with special attention having been paid to the acoustics, suspension and seating.

The C5 features class-leading levels of soundproofing for total onboard comfort. Unlike other cars in the segment, it boasts multiple door seals, an acoustic windscreen for noise reduction and, on the Exclusive variants, laminated side windows, which not only dampen noise, but also make the C5 one of the most secure cars on the market.

Offering the optimum mix of comfort and dynamics, the C5 has been developed with a choice of two suspension set-ups based on the running gear of the ultra-smooth C6 executive saloon, with double wishbone front and multi-link rear suspension, with Citroën's unique Hydractive 3+ suspension ensuring maximum comfort, with in the normal mode of the Sport mode.

Driver and passengers are fully protected by up to nine front, side and curtain airbags, as well as

The tachometer in the new C5 – showing the indicator on the outside of the dial, leaving space in the centre for the display of additional information.

## A FRENCH TEUTON?

it comes with a long list of features that could add thousands of dollars to, or may not even be available on, rivals. These include eight way electric front seats with driver's seat massager, self-leveling suspension, automatic electric parking brake and directional headlights, whilst every model in the range comes with at least seven airbags, ESP with traction control, leather upholstery, automatic air-conditioning, speed limiter, cruise control, Adaptive Front-lighting System and Citroën's unique fixed hub steering wheel. All versions are equipped with an automatic electric parking-brake and hill-start assist.

The front of the car is characterised by large air-intakes and long incisive headlamps that flank the prominent chrome chevrons and assert the C5's identity. From the rear, the distinctive concave window and two-part boomerang



RRP + on road costs	SALOON		TOURER	
	2.0LITRE	2.7LITRE	2.0LITRE	2.7LITRE
Comfort	\$49,990		\$52,740	
Exclusive	\$54,990	\$62,990	\$57,740	\$65,740

a specially created torso-shaped bag which is deployed thanks to the unique Citroën-specific fixed hub steering wheel, for ultimate safety. Awarded a five-star Euro NCAP rating for adult occupant protection, the new C5 is one of

cent years, the new C5 will more than satisfy the requirements of buyers of large cars in terms of both quality and dependability,' says Miles. 'A powerful addition to the Company's impressive car line-up and a breath of fresh air in

a market littered with anodyne rivals, the distinctive C5 ensures

the safest cars on the road.

Citroën's much lauded Lane Departure Warning System [LDWS] is available, to warn drivers of unintentionally crossing lane markings without signalling.

Improved visibility and safety at night is provided by the C5's enhanced headlight system. Not only are xenon dual-function directional headlamps fitted as standard to the Exclusive variants, but also Dynamic AFS [Adaptive Front-lighting System] is also standard, which improves visibility and safety on corners and at junctions. The Comfort model is fitted with static AFS.

The Citroën C5 is available with two diesel engines, the 2.0litre 100kW four cylinder and the 2.7litre 150kW V6 Twin Turbo diesel. Driving pleasure is enhanced by the new six-speed automatic gearbox, fitted to all models. Smooth gear changing ensures a level of driveability that is commensurate with the C5's ambitions.

'Embodying the many advances Citroën has made in re-

Citroën is strongly represented in the large family car sector.'

So much for the 'hype', what have the press reports overseas been saying?

**B**avarian bulls bred for the leather upholstery, a microfibre textile ceiling that feels like suede, a choice of 'well-being' seats for relaxation or 'dynamic' seats for more support, acoustic mudguards to absorb tyre noise. Is this a new flagship Mercedes-Benz, BMW or Audi? Nope, it is the new Citroën C5. Admittedly the Bavarian bull hide is only available on the highest trim level, as is the microfibre ceiling, but this C5 is a cut above its predecessor no matter which trim level you choose. Why? Because the French have the Germans firmly in their sights, and freely admit that Audi's interior quality was the benchmark for the C5.

Quantum leap: the Citroën C5 quality is hard to fault and seems a match for the class-leading German saloons

At first glance, this C5 is a far more attractive proposition than its predecessor. Gone are

the ugly taillights and feeble front end. The new headlights are fierce Teutonic affairs with daytime running bulbs and blue-tinted lenses. The car has a large rear bustle with lamps that dominate the back and spread around the sides to the high, sculpted flanks. The typical long Citroën nose and stylish concave rear window of the C6 [itself borrowed from the CX] are the best-kept French design cues.

Inside, Citroën really is attempting to give Audi a run for its money. There are three trim levels [SX, VTR+ and Exclusive] and at the upper end there is a beautiful pale beige leather upholstery option; the stitching is hidden, all edges are rounded and where the leather stops, the aluminium touches start [plastic in reality on the lower trims, the real thing at the top end]. The colour makes what is already a

spacious and light cabin [plenty of leg and headroom for four adults] seem like a vast space in which to relax. The little design quirks are the normal inspired Citroën fare; where alloy trim in most cars is 'brushed', Citroën has textured it to give an expensive feel and look. The instrument dials have red needles that travel round the outside of the circle rather than spinning from a pivot, leaving the centre free for an electronic display. These seemingly incidental touches add up to possibly the most stylish cabin in the class. The only niggly aspects are the small, fiddly switchgear on the fixed-hub steering wheel and centre console and – I hate to be American about this – the lack of an easily accessible cup-holder [there's one deep inside the centre armrest].

Comfort is an important factor in the fleet market, and 70% of

C5 sales will be to



## A FRENCH TEUTON?



business customers. These users also demand a refined ride and a long-legged 113kph cruise on their habitual motorway journeys. We drove the 105kW, 2.0litre diesel mated to a six-speed manual gearbox.

## A FRENCH TEUTON?

The 2.0litre diesel eats miles unobtrusively and revs as smoothly as the big V6 petrol. There is little discernable engine noise on the go and a mere derv burble at idle. It offers almost 9.4l/100km on the Urban cycle, and the useful 335Nm of torque at 2,000rpm boots you past other cars at low speeds. The manual gearchange is fluid and pleasing but the automatic will be the transmission of choice for most people.


The classy and spacious interior comfortably rivals those of Citroën's benchmark, Audi

The Hydractive suspension is a bit like lying on a water mattress; floaty and soft but curiously supportive when you expect it to give way. In the C5, it feels gloriously decadent, but if you want to press on away from the motorway, it is frustrating. The car wallows through corners and the woolly steering provides little feedback: while helpfully light at slow speeds, it only starts to firm up at about 40mph, which is disconcerting. I hate to say it, but I preferred the steel version.

Either way there is no doubting that this new C5 is a quantum leap for Citroën in the D segment. The usual worries about French

build quality and reliability are partly assuaged by the introduction of a new production system at the C5 factory in Rennes. PSA Peugeot-Citroën has addressed every part of the C5 assembly, from how management deals with staff problems, to a 'zero defects' policy that addresses technical malfunctions as soon as they occur, as well as smoothing the flow of parts, stock and so on. Citroën sounds more confident than ever that it has cracked it this time, and the overall impression is of high-quality materials well fitted.

All this has not gone unnoticed by CAP analysts, who have

predicted residuals that are 36 per cent up on the previous C5 and the second strongest in the segment, after the dull-as-ditchwater VW Passat. When you look at what else you could have for the same amount of money, only the Ford Mondeo and, possibly, the Mazda6 stand out. But German quality combined with French style? An unbeatable combination, surely. 

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This article may seem dedicated to Big 6 owners but there is also some news for the 4-cylinder brigade. We have in stock now some Big 6 floorpans [see photo], thanks to Bob Shackley from Canberra. At the moment we have four of these in stock at the price of \$331.50

each. These come complete with reinforcing angles to be fitted under the floor. While these are principally made for Big 6 models they will fit a Big 15 with a little modification around the engine bay cutout and also the Light 15 with the same modification and a little narrowing and shortening.

We can have more made if the demand exists. As can be seen these are a little different from the previous floorpans we had made,

as they are full length.

The other Big 6 news is that we have finally found a supplier for engine mounts and other rubber parts, thanks to Rob Koffijberg who found these at the Citromobile exhibition this year.

## SPARE NEWS

We have already supplied a pair of engine mounts [#479121], the small circular rubbers [#310126] and the square rubbers for the engine mount shield [#479159].

In addition to this we also have in stock gearshift rubbers for Big 6s. These are the rubber behind the gear lever in the dash [#515904] and the rubber for the rods where they pass through the firewall [#515906]. That is it for Big 6 owners at the moment but





we do try to cover all Traction.

The other news is that the Club recently acquired all of Mel Carey's ID conversion parts for Traction at a very reasonable price. Thanks Mel!

I am still to pick up these

## SPARE NEWS

parts but what we will aim to do is to provide a change over service for output shafts and modified gearbox housings. We will also

work on supplying comprehensive drawings and instructions for all other parts needed. We may even supply other parts as well but at this stage it is too early to promise anything.

If you are interested you will need to contact me so we can estimate a quantity. I do not have in-

dividual pricing either as we will need to establish this for job lots. Hopefully by the next magazine we will have more information on this subject.

We have also acquired some parts which originated around the Whittlesea area. We were alerted to this by Rob Belcourt; thanks Rob. There is a set of doors, complete, dashboard from an early Light 15, some good manifolds and brake drums, front and rear in I am assured good condition. At this stage I would also like to thank Peter Simmenauer who inspected the goods and is at present storing them for the Club, thanks Peter.

Parts otherwise have been very busy over the last few months with lots of orders and parts to every state in Australia. It is a pity we do not have a stock of 2CV parts as I am certain there will be a lot of these needed when our intrepid Raiders return.

Until the next magazine that is it from me, so keep up the good work, Concours time is just around the corner.

Rob Little



## FOR SALE



### ID & DS ACCESSORIES

Towbar complete good quality. \$100. Roof Rack. Made in Paris. All alloy with ski clips [Rubbers Loose]. 2 mounting clips missing. Very nice accessory \$150, or both for \$225. Contact Brian Love [03] 5484 2244 [32/02]

### ID 19 ENGINE & GEARBOX

ID 19 P engine and ID 19 gearbox. This engine and gearbox has not been used by the seller: it was a spare for a car now sold. So, it is no longer of any use. This rare engine is for sale at a very reasonable price. Engine number 19922223, 1-D-19P DM 114-11A 226 21 11 K. Number on the head 2 Q7 03 13216. Gearbox number DM 331-97-8-8 991E 41R020649. Price for engine and gearbox \$2,500 ono. Contact Howard [08] 9377 2293. [32/02]

### 1 9 7 4 2 C V 6

Orange German-built AZ-L, only 2 owners. Body and interior good, no rust. Mechanically excellent. 10,000km on reco motor, 123ignition, new clutch, new roof. [Receipts avail.] Full Vic. reg. to April 2009. PMJ 158. \$11,000. Contact Peter



Simmenauer [03] 9877 0141 [32/02]

### 1948 TRACTION 11BL

Professionally restored body in black enamel. Complete but dismantled car, minus original motor [lost]. Many new spares, new rubbers, new Michelin X tyres. workshop and spare parts manuals. Body has been restored to 'concours' standard, with no expense spared [\$14,000]. Chassis 566781. \$8,000 or best offer. Contact Rob Willet 04 2721 5033. Geelong Vic. [32/02]

## WANTED

### FOR SLOUGH LIGHT 15

For Slough-built Big Boot Light 15: Owner's handbook [not the workshop manual]

Also any original tool kit pieces [Do not need jack or handle]. Contact: Brian Love [03] 5484 2244 [32/02]

### TRACTION BUMPERS

Front and rear bumper bars to suit an 11BL. These are the dip style bumpers and must be for a French model. Ring Brian Wade on [07] 3807 5781

[32/01]





CITROËN CLASSIC OWNERS  
CLUB OF AUSTRALIA  
*Australia's National Citroën Car Club*