



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

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



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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.

Meetings

Club meetings are held on the fourth Wednesday of every month [except December] at 8pm. The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3

Membership

Annual Membership is \$55. For overseas membership add \$17.50.

Life Members

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

Rob Little	2012
Ted Cross	2012
Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

Cover Image

The cover image depicts a peleton of cyclists on the marina at Concarneau and was supplied by Peter Sandow from a print in his collection..

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Deadline

The deadline for the next edition of 'Front Drive' is Friday, September 6, 2013.

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. If you do not have a Club Permit Handbook include \$5 and we will return one to you.

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 Lance Wearne.
Phone: [07] 3351 8327 or
spareparts@citroenclassic.org.au [If you phone, please do it at a reasonable hour.]

CLUB SHOP
For Citroën models, memorabilia and other items contact Kay & Robert Belcourt at clubshop@citroenclassic.org.au

OTHER CLUBS
VIC: www.citcarclubvic.org.au
NSW: www.citroencarclub.org.au/
WA: www.citroenwa.com.au
QLD: www.citroenclub.org
www.doublechevrans.aunz.com

Readers may, over the past few issues of 'Front Drive' may have been technical withdrawal. There has been a real lack of technical features recently. It is, I have to admit the area of the magazine where can bring the

least to bear in terms of either knowledge or indeed interest. I do rely on other members to provide this type of writing. So it was a great delight to receive ~ out of the blue ~ an offer from Daniel Eberli in Switzerland to provide a lengthy feature on dealing with Traction brakes. Read all about it on page 11.

Daniel features more than once this edition. Club member Arthur Ewart recently joined one of Daniel's training courses on Traction. You can read Arthur's impressions in this edition too.

It is always a joy to publish an article by Bill Schenk ~ and the feature in this edition is no exception. Entitled 'Three Weddings and a Funeral Director', it is a riot of mishap almost from start to finish.

On the lighter side we also have a contribution from the irrepressible Alan Brown ~ our correspondent in France.

Fleet Follies has a particular model focus this month with both Max Lewis and me having invested in yet more Citroën metal and plastic. Read our stories in Fleet Follies.

A-Traction, classified ads... it is all in this edition
Enjoy,
Leigh F Miles



I was down by the seaside at Seaworks, Williamstown, <http://www.seaworks.com.au/> with Ken Marriott, Renault Car Club and the team from the Peugeot Car Club, looking and planning the setting for the 2013 French Car Festival. It's a brilliant site. For any one interested in the way our maritime

history developed the setting will add interest for the people who will be drawn in October to glean over our gleaming French historic cars.

Seaworks also hosts the Tall Ships Festival in mid September ~ wouldn't it be great if some these princesses stayed over until Sunday 20 October. That mental picture immediately reminds me of the marvellous old black and white picture framed on the study wall, a favourite photo. It captures a French provincial maritime waterfront with a loose peloton of cyclists, streaming along the water-front, flanking an early Big 6, about 1939, with bonnet side ports pilote wheels and Radio City flags on the wings. [Hmm, on closer examination Peter, I think it might be a Familiale. Ed.] But the backdrop to the composition is a fantastic tangle of rigging, masts and wires, lacing together the local fleet of sailing boats ~ a wonderful image of Concarneau sun, speed and sweat.

But what really caught my eye in the photo, and the reason I bought it apart from the Big 6 was the unique front chain wheel,

hanging idler derailleur wheel on all the bikes ~ fascinating. You might know that the derailleur idler wheel is the spring loaded bogie wheel that takes up the slack of the bike chain as it is moved across the different cog wheels, as

of course you would need a different length chain to suit different cog wheel sizes ~ if you know what I mean. So when I was in Italy a couple of years ago following the Giro I had the opportunity to go to the Madonna del Ghisallo Cycling Museum, the best known cycling museum in Italy, in the town of Magreglio. It is a rise of approximately 700m out of Bellagio, Lake Como. Just spectacular. Spectacular. The museum adjacent to the Chapel, within its grounds is powerful, beautiful, expressive contemporary Italian architecture and holds the history of Italian road racing, celebrating all their National super heroes with extraordinary pride... anyway you guessed it I found just one example of this unique front chain wheel, hanging idler wheel derailleur on a 1938 road bike, and I've got a photo somewhere!

So I'm really looking forward to Seaworks did I say Sunday 20 October ~ the day will be full of extraordinary images. Please bring out your extraordinary cars and add to the images.

Peter Sandow ~ President

PREZ SEZ

Contents

ED SED	PAGE 4	
PREZ SEZ	PAGE 5	FRENCH CAR FESTIVAL PAGE 37
A-TRACTIONS	PAGE 6	
TRACTION BRAKES	PAGE 11	FINISHING SCHOOL PAGE 38
THREE WEDDINGS AND A FUNERAL DIRECTOR	PAGE 24	CITIN 2014: WALHALLA PAGE 40
DANIEL EBERLI'S TRACTION	PAGE 26	FISH AND LAUNDRY POWER PAGE 44
A CLUTCH OF C6	PAGE 28	FLEET FOLLIES PAGE 46
WEB NEWS	PAGE 37	CLASSIFIED ADS PAGE 50

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

A-TRACTIONS

• AUGUST WEEKDAY COFFEE

WHEN: Tuesday, 13 August
TIME: 10:30am
WHERE: Deep Dish French Café
cnr Highett Rd and
Station St, Highett
COST: Cheap Eats
BOOKING: Essential
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

Just an easy weekday activity
where we can discuss anything,
like future weekday destinations

GARAGE CRAWL ~ ERIC BISHOP

WHEN: Saturday, 17 August
TIME: 10:00am
WHERE: Factory 4,
9 Woodbine Circuit,
Wantirna South

COST: Free
BRING: Warm clothing
BOOKING: Preferred
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

Eric Bishop has his Traction at an

interesting stage of restoration and
has invited us to peruse, a great
opportunity to see what's involved,
ask how and why he's done it etc.
See those bits normally hidden
like that cradle/front end. This
could be a great pre-cursor to the
Club's September meeting.
ccoca will provide morning tea.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 21 August
TIME: 7:00pm
WHERE: Check with the
Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Sue Bryant,
04 1251 8849
secretary@citroenclassic.org.au

CLUB MEETING ~ CHEAP EATS

WHEN: Wednesday, 28 August
TIME: 7:30pm
WHERE: Riversdale Hotel,
cnr Riversdale and
Auburn Rds., Hawthorn.
COST: Cheap eats

BOOKING: Essential by
26 August
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au



High quality traditional Pub food
at reasonable rates; Porterhouse
Steak \$14. Wednesday's Steak
night at the Riversdale, a three
storey Victorian Hotel built dur-
ing the Gold Rush. Come along
and enjoy the atmosphere, and
chat with club members.

• SEPTEMBER WEEKDAY COFFEE

WHEN: Tuesday, 10 September
TIME: 10:30am
WHERE: Deep Dish French Café
cnr Highett Rd and
Station St, Highett
COST: Cheap Eats
BOOKING: Essential
CONTACT: Mike Neil,

04 1821 1278

activities@citroenclassic.org.au

Just an easy weekday activity
where we can discuss anything,
like future weekday destinations

DAY RUN: ELTHAM MARKETS

WHEN: Sunday, 15 September
TIME: From 8:30am
WHERE: Alistair Knox Park,
Panther Place, Eltham.
Mel: 21, J5

COST: Free
BOOKING: Essential by
September 14
CONTACT: Mike Neil
04 1821 1278
events@citroenclassic.org.au

If you haven't been to Eltham
for a while, the markets, which
celebrates its 33rd birthday this
year, are a good place to start. Lots
of good regional food and crafts
to take home, maybe Christmas
pressie inspirations could evolve.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 18 September
TIME: 7:00pm
WHERE: Check with the
Secretary for this month's venue



COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Sue Bryant,
04 1251 8849
secretary@citroenclassic.org.au

04 1821 1278
activities@citroenclassic.org.au

It has been some time since the Club has undertaken a technical night at a monthly meeting. But this is set to change this month. Mike has gathered a selection of some the Club's most technically able members to provide advice on your front end, wheel alignment... If you have a question, tonight is the night to have it answered.

WINE TASTING

WHEN: Sunday, 29 September
TIME: 1:00pm
WHERE: Maison De Belcourt,
69 Karnak Rd., Ashburton,
Melways 60 B12
COST: Depends what you buy
BOOKING: Essential by

CLUB MEETING ~ FRONT ENDS

WHEN: Wednesday 25 September
TIME: 7:30pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3
COST: Free
BOOKING: Not required
CONTACT: Mike Neil,

A-TRACTIONS

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25 September
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

The Club has been given a brilliant opportunity to purchase some very fine wines direct from a well-known wine-maker at not to be repeated prices. Come along, taste a little, chat a little... buy a lot!

• OCTOBER COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 16 October
TIME: 7:00pm
WHERE: Check with the
Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Sue Bryant,
04 1251 8849
secretary@citroenclassic.org.au

PRE-CONCOURS DINNER

WHEN: Saturday, 19 October
TIME: 7:00pm
WHERE: Sapa Hills II,
623 Glenferrie Rd, Hawthorn
COST: Depends what you eat
BRING: BYO, wine only
BOOKING: Essential by
11 October
CONTACT: Mike Neil
04 1821 1278
activities@citroenclassic.org.au

Great food, atmosphere and service at affordable prices. Sapa Hills offers a truly unique Vietnamese dining experience. You'll enjoy

CCOCA BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday
August 22
September 26
October 24
TIME: 11:00am
FROM: Ocean Grove
Industrial Estate,
1/29 Everist Road
TO: Victoria Hotel,
Hesse Street, Queenscliff
COST: Cheap eats
pub lunch [drink in moderation, if you drink, don't drive]
BRING: An interesting car
BOOKING: Not required
CONTACT: Mike Killingsworth
04 1755 2446

The 'ccoca Boys Day Out' also known as 'Technical Lunch Day' is a well known get together by boys with their toys, meeting first at Mike's Shed where for a short time: lies, more lies and outrageous anecdotes are swapped, then off for a short tour of the Bellarine Peninsula, stopping off at Portarlington for a chat. Thence onto the Victoria Hotel where, exhausted by all the tales tall and true, lunch may occupy the mind! 2pm is thought to be a time to pull the plug and make your way. It's a great day... we say blokes only and bring an interesting car, but we are not too strict re the car... we just do not want a procession of Nissan entrails... or should that read x-trails?

the atmosphere and comfort this restaurant offers, with plenty of space, and an ambience inspired by the geography and people of the Sapa region of Vietnam. The food is fresh, colourful and carefully made. There is an extensive

A-TRACTIONS

menu including all your favourite Vietnamese dishes as well as some truly authentic cuisine from Northern and Southern Vietnam. And if you're vegetarian or gluten free you'll also be impressed by the choice.

ALL FRENCH DAY & ALL CITROËN CONCOURS

WHEN: Sunday, 20 October
TIME: 8:30 for 9:00am
WHERE: Seaworks Maritime Museum Precinct

COST: \$10 per car
BRING: Your polished Citroën
BOOKING: Essential
CONTACT: Mike Neil
04 1821 1278
activities@citroenclassic.org.au

The most important diary entry for our French Car community. See festival item elsewhere in Front Drive for details each issue.

CLUB MEETING

WHEN: Wednesday, 23 October
TIME: 7:30pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3
COST: Free
BOOKING: Not required
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au



Warning: The brake system of 4 cylinder Tractions should only be worked on by persons with in-depth knowledge of the marque! This also applies to a certain extent to the 6 cylinder version Daniel Eberli, www.oldtimer-taxi.ch

For the same topic, see the chapter 'Brakes' in the manual 'Citroën Traction Avant 11 & 15CV for Beginners'. www.tractionavant.ch/Shop/RepbrochureE/RepbookE.php

Here is a synopsis of the most important points:

- ✂ Change the brake fluid regularly and check the brake cylinders.
- ✂ Only work on the brakes yourself if you have the necessary knowledge and tools. Otherwise find yourself a Traction specialist.
- ✂ Understand the sense of rotation of the 38mm nut on the drive shaft. There should be a right hand thread on the left side and a left hand thread on the right side.
- ✂ Always use the correct brake drum puller or have it shown to you by the mechanic who does the job. By no means accept the statement from your mechanic that 'it will work with a different tool too'!
- ✂ Have new brake linings adapted to the curve of the brake drums, but allow the brake drums to be lathed out only

as a last resort! Chamfer the leading and trailing edges of the linings.

- ✂ Neatly centre the brake pads using the lower eccentric bolts.
- ✂ Apply brake cylinder paste [e.g. from ATE] to the pistons

TRACTION BRAKES

and the inside of the brake cylinders.

- ✂ Before assembling the front brake drums check the cones carefully and de-grease cleanly.
- ✂ In case of replacing a woodruff key, ensure that it is not too thick.
- ✂ Front: Ensure that the brake drum is not blocked by the wheel bearing and there is enough free thread on the drive shaft for the 38mm nut.
- ✂ Tighten the 38mm nut sufficiently: see workshop manual ~ 250ftlb [339Nm].
- ✂ When bleeding the brake system, do not push the brake pedal fully to the floor.

If you think this is not for you, at least make sure your horn is working and that you have a sympathetic insurance company!!

THE DETAILS

In the past six months I have been confronted all too often with examples of dangerous tinkering with the brakes of Tractions. Common to all cases was the fact that it was not the owner of the car who had repaired the brakes, but that he had taken his car to

a garage dealing with modern cars, assuming that they would be equally competent to deal with his [or her] classic. Unfortunately most garages do not think it necessary to acquaint themselves by either reading the workshop

It is important that a Traction's brakes are maintained regularly. Just because the brakes work, this doesn't mean everything is okay since by the time the brakes work unevenly or poorly expensive damage has already been done. This

TRACTION BRAKES

manual or checking the internet. They do not want to lose face and are convinced that they are able to solve the problem.

is especially the case when only a few miles are driven each year.

Of course the brake linings are only worn a little, but the brake fluid absorbs water when the car is unused. Water in the brake fluid lowers the boiling point so when much is demanded of them, for example during a journey across steep hills or passes, they may be partially or even totally ineffective.

Now those who drive their Traction's infrequently may say, quite correctly, that they do not drive in hilly areas and across mountainous passes. Correct, but water is heavier than brake fluid. It collects at the lowest part of the brake system, which means in the brake cylinders. There the pistons will rust solid, especially if left standing for a long time. Heavy braking may free the pistons, but the surface quality of the cylinders will have suffered. The rubber parts will no longer seal properly and the brake fluid will gradually get into the dust boots. Then it's just a matter of time until the liquid drips into the brake drum and is distributed from there to the brake pads. These will become glassy and the effectiveness decreases. Since this does not

generally happen symmetrically, the brakes will pull to one side, and only then will the driver notice that something is not right. By then the pads ~ and often all the wheel cylinders ~ will need to be replaced and that is expensive.

For this reason I recommend changing the brake fluid every two years, and take the opportunity to check the condition of the brake pads and the wheel cylinders. If

you cannot do this by yourself, go to somebody who is familiar with the Traction and has the correct tools. The VW, Vauxhall, Volvo, or whatever workshop unfortunately often does more harm than good. Unfortunately, this also applies to Citroën workshops, unless they have an employee who still knows the old cars ~ and has the associated tools.

The first difficulties arise when

Illustration 1:
The nut on the left has a left-hand thread and is marked correspondingly; the nut on the right side has no markings and thus an 'ordinary' thread.

Illustration 2:
To remove the front brake drums of the 4cylinder models you must use the Citroën tool 1750-T. The heavy tool comprises two half shells which hold the neck of the brake drums tightly and are prevented from slipping off by a ring.



unlocking the 38mm nut which holds the brake drum on the drive shaft. Assuming that the drive shafts have been mounted correctly, the nut on the left side has a [normal] right-hand thread; the right drive shaft has a left-hand

threads on both sides, a right-hand thread on the right and a left-hand thread on the left side, probably because in earlier days it was common to have a left-hand thread on the wheel bolts of the left side. It appears unlikely that

the average mechanic will know that nuts with left-hand thread

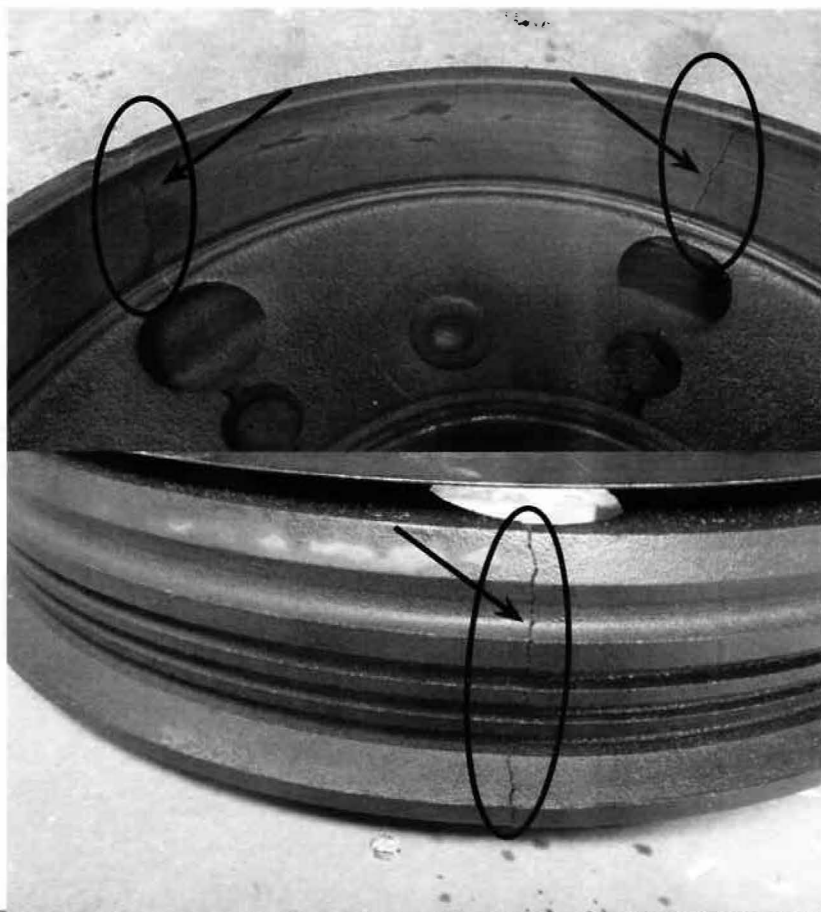
are provided with a marking on the edges. However it might pay to look closely at the nut and the shaft stub. I've seen cars that had right-hand threads or left-hand

threads on both sides, a right-hand thread on the right and a left-hand thread on the left side, probably because in earlier days it was common to have a left-hand thread on the wheel bolts of the left side. It appears unlikely that

the average mechanic will know that nuts with left-hand thread are provided with a marking on the edges. The nut on the left in the picture [illustration 1] has a left-hand

TRACTION BRAKES

Illustrations 3 & 4: A drum which has been torn off by a 'professional' mechanic who used the wrong puller. Initially, he was not successful until he heated the drum in the centre with a torch. Finally the drum let go ~ and is now cracked in two places! The mechanic even welded one crack ~ maybe he did not even see the second one



thread and is marked correspondingly; the nut on the right side has no markings and thus an 'ordinary' thread.

To remove the front brake drums of the 4cylinder models you must use the Citroën tool 1750-T. The heavy tool at the top of the picture [illustration 2] comprises two half shells which hold the neck of the brake drums tightly and are prevented from slipping off by a ring. If the drums are not sitting too tightly it is possible to work with a 'light version' as shown at the bottom of the picture. I carry the light version in my toolbox on journeys, to be able to help if anyone should have problems with the brakes.

You must use a tool which seizes the brake drum at the groove in the hub area. Any 'ordinary', commercially available puller which pulls at the wheel bolts or at the outer edge of the drum will destroy the brake drum. I recently received a sample drum [illustrations 3 and 4] from one of the participants in my courses, which had been torn off [any other term would be incorrect!] by a 'professional' mechanic who used the wrong puller. Initially, he was not successful until he heated the drum in the centre with a torch. Finally the drum let go ~ and is now cracked in two places! The mechanic even welded one crack ~ maybe he did not even see the second one...

Clearly this drum cannot be used anymore on a vehicle and

now only serves as a demonstration model. Therefore I have cut out one quarter with a cutting disc.

Looking at the illustrations 5 and 6, it is recognizable that the brake drum rests on the cone only on the outermost and innermost

Illustration 5



Illustration 6

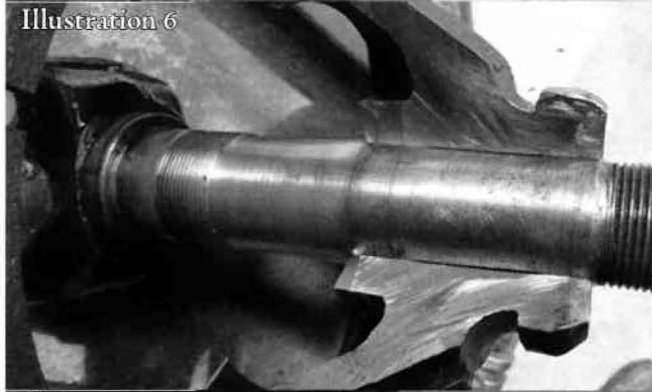


Illustration 7



½ inches. This is deliberately so designed. In the next image [illustration 7] I screwed on the 38mm nut. As you can see, this is a nut with left-hand thread, and therefore it must be a drive shaft from the right side of the car.

shaft slides through. This leads to damage to both parts, to the drive shaft as well as to the brake drum, and both parts have to be replaced. Expensive!

Additionally new Woodruff keys are often too thick. This does not allow the brake drum to rest on the cone all around but on the Woodruff key instead. The drum is then mounted slightly off-centre, power transmission is no longer guaranteed and the Woodruff key shears off when a load is applied. If the key is too thick it needs reducing to the correct thickness before assembly in order to leave some space above.

Other difficulties arise when the cone is a bit worn [e.g. when it has been tampered with after it was able to slip] or the tapered hole in the brake drum is slightly too big for the same reasons. Then a safe seat of the brake drum can be prevented in two different ways:

- ✂ The brake drum slips so far on the cone that the inner end touches the [outer] wheel bearing and the cone does not come to fruition. Skimming 1 or 2mm off the brake drum with a lathe in the area of the wheel bearing [illustration 9] would help. However, now there is a danger that the drum touches the brake plate. You would have to skim off 1 or 2mm of the outer edge of the drum also [illustration 10]. However, I do not like such measures and

TRACTION BRAKES

Illustration 8: The Woodruff key serves to ensure that the brake drum is mounted in the same position every time.

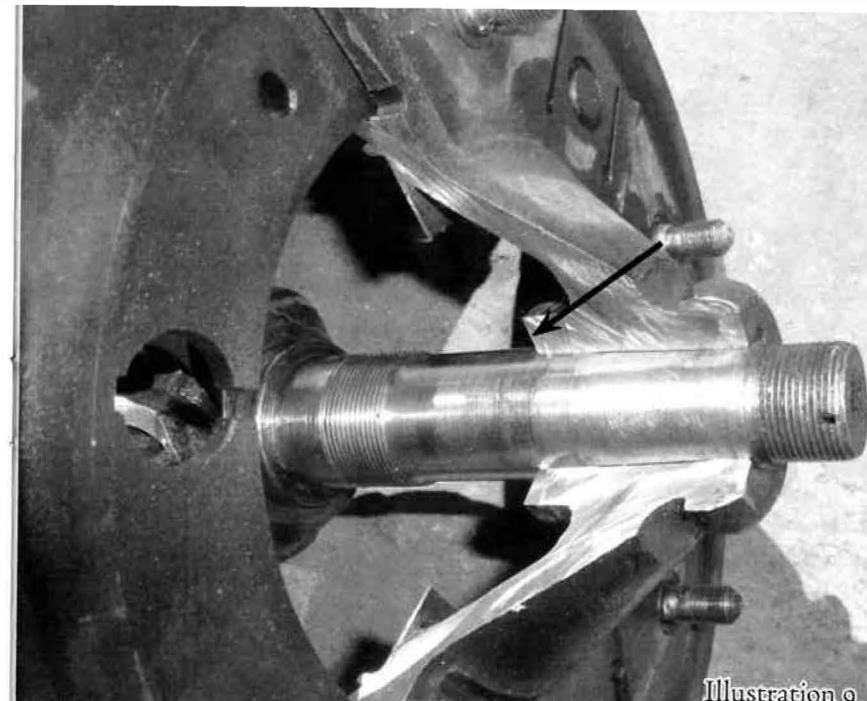


Illustration 9

Illustration 10



Illustrations 9 & 10: The brake drum slips so far on the cone that the inner end touches the [outer] wheel bearing and the cone does not come to fruition. Skimming 1 or 2mm off the brake drum with a lathe in the area of the wheel bearing [illustration 9] would help. However, now there is a danger that the drum touches the brake plate. You would have to skim off 1 or 2mm of the outer edge of the drum also [illustration 10].

would recommend replacing the drum and/or the drive shaft.

✂ The 38mm nut is blocked by the end of the thread on the drive shaft and cannot exert enough force on the brake drum, even

I soon realized that he had only managed to remove the front brake with great difficulty. Becoming clever, he wanted to make sure that 'next time' it would be easier. Therefore he greased the cones generously [illustration 11]. It

would only have been a matter of time until one of the woodruff

keys tightened by the proper torque. [In the pictures of the cut-off brake drum, the wheel bearing is missing, so the problem cannot be seen.] A several millimetre thick washer between the nut and brake drum might help.

Another vehicle came to me because the mechanic failed to minimise the difference between the left and right rear brakes to a level which was accepted to pass the MOT.

keys sheared off and the drive shaft would have slipped in the brake drum. Moreover, since both drive shafts were mounted with left-hand threads, in the worst case this might have led to unscrewing one of the 38mm nuts, and then one of front wheels would have gone 'a different way'...

The cause of the difference in the brake forces, however, was found elsewhere: Obviously, the mechanic did not notice that the

brake shoes at the pivot points are fitted with eccentrics, which allow for [but also make necessary...] adjusting the brake shoes before the brake drums are mounted. Since the brake linings were not in contact with the brake drums over the whole surface, the braking effect was different on the right and left sides.

To adjust the brake shoes a special round Citroën tool exists. If you do not have access to this tool you may draw chalk lines across your brake pads, remount

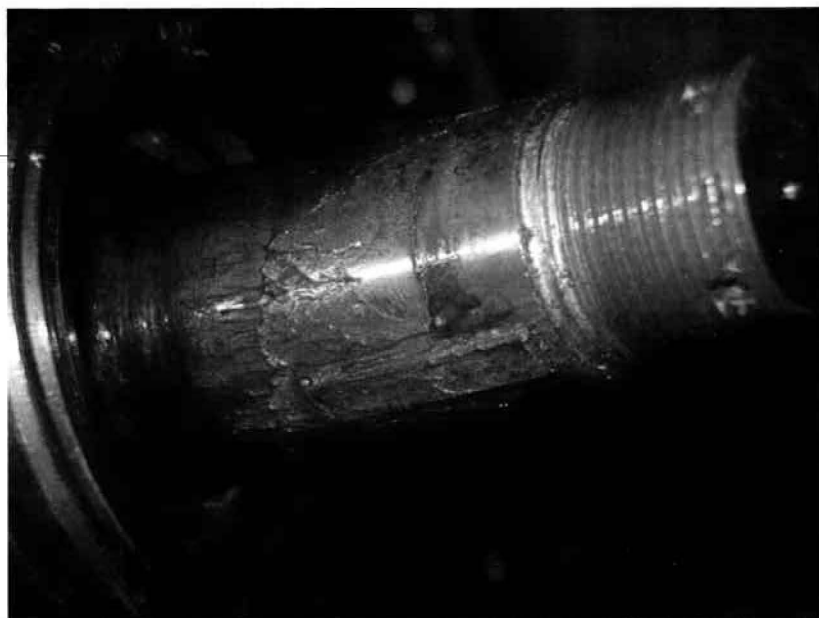
the brake drum, bring the brake shoes in contact with the drum by the help of the top eccentrics, rotate the drum and then remove the drum again. You will then see where the brake pad is touching the drum and can correct the position accordingly by the lower eccentrics ~ a time consuming, but quite practical method.

Illustration 12 shows a right rear brake, which serves as a demonstration model for my courses. The nuts covering the lower eccentrics are highlighted in yellow

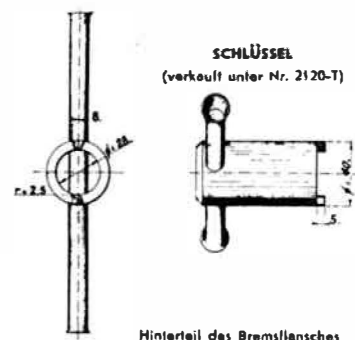
Illustration 13: Only at the very end do you put the brake pads as close as possible to the drums on the outside by the [upper] eccentrics, [No. 22 and 71], to keep pedal travel to a minimum

TRACTION BRAKES

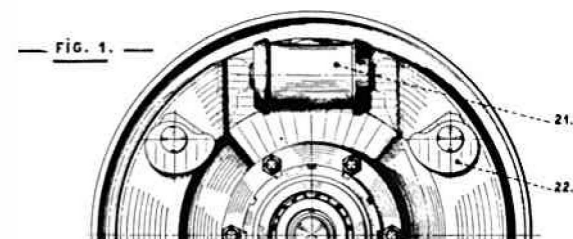
Illustration 11: Greasing the cones as shown may make removing the front brake easier, but it is only a matter of time before one of the woodruff keys will shear off.



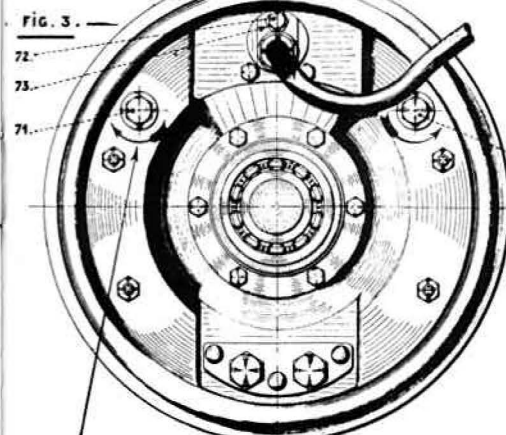
BREMSFLANSCH



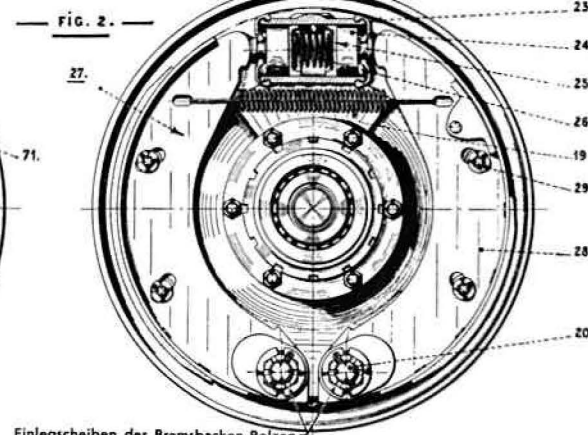
Trommelseite des Bremsflansches (ohne Bremsbacken)



Kompletter Bremsflansch (mit Backen)



Drehrichtung der Bolzen: 71. zum Öffnen der Bremsbacken 27 und 28.



Einlegenscheiben der Bremsbacken-Bolzen (mittels Schlüssel 2120-T verstellen)

green. [Colour being an important component of this image you will find it on page 23. Ed.]

Well known parts dealers have rivet-on brake pads in their catalogues. However, I find it better to have the pads glued to the shoes by

the brake pads at the leading and trailing edges. I do this after purchase with a file or grinder, because I am convinced that by doing this the tendency of the brakes to shudder may be reduced.

By the way: if you replace the rear brake pads do not forget to lengthen the handbrake cables.

Otherwise, these act as if the hand brake is tightened ~ and then it is not possible to mount the brake drums...

Only at the very end do you put the brake pads as close as possible to the drums on the outside by the [upper] eccentrics, [No. 22 and 71 on the sketch illustration 13], to keep pedal travel to a minimum.

When bleeding the brakes, make sure that the brake pedal is moved only in the 'normal range'. If you press it to the floor plate, the rubber parts inside the cyl-

inder may be moved to an area that could have traces of rust on the surface. This would lead to damage to the fine rubber lips and they would no longer seal properly. This might lead to a reduction in pedal effect as well as to the loss of liquid.

On page 20 [illustration 14] there is a cut-away brake master cylinder

Brake pipes age. The old metal brake lines of our Tractions had a high iron content and are prone to rust. Regular visual inspection is therefore recommended.

Rubber hoses become brittle and crack. It takes a very long time until such cracks cause a loss of brake fluid. However be aware that the rubber may swell, as seen in the picture. The opening for the liquid is almost blocked. [Illustration 15] While it is still possible brake

fluid can be injected through it by the pedal force and thus achieve a braking effect, the force of the springs to pull the brake shoes back is too low, so the brakes will not release properly. The brakes then heat up, which may cause damage to the brakes. It is even possible to have a tyre blown by the heat.

Unfortunately I know that some of the traders have a replacement hose in their catalogues for connection to the rear axle which is too long. This means it will be bent, which has the same effect as described above...

In the forum <http://autos.groups.yahoo.com/group/TA-L/> recently there was a long discussion on the topic 'Wheel fell off'. It is known there are cases of breaking drive shafts on 4cylinder Tractions. Based on the observa-

TRACTION BRAKES

a firm specialising in brakes and clutches. If you do this, take the brake drums in too and have the pads ground to the radius of the brake drums.

However it is very important to insist that the drums are not to be skimmed out. In general, it is sufficient to rub it with emery paper. With each skimming the wall thickness decreases and thus the likelihood of the drum warping increases.

Unfortunately in recent years most companies gave up ~ probably for cost reasons ~ bevelling

Illustration 14:
A cut-away
brake master
cylinder

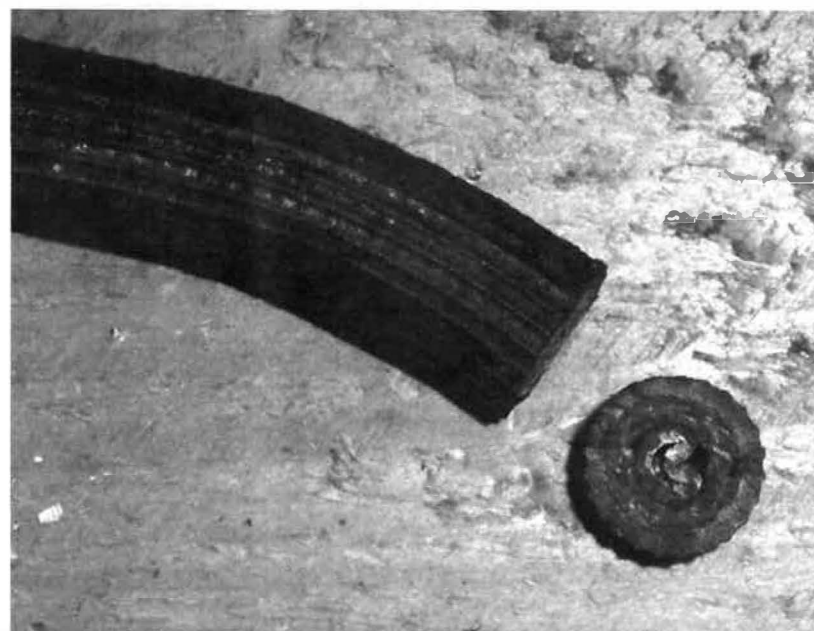
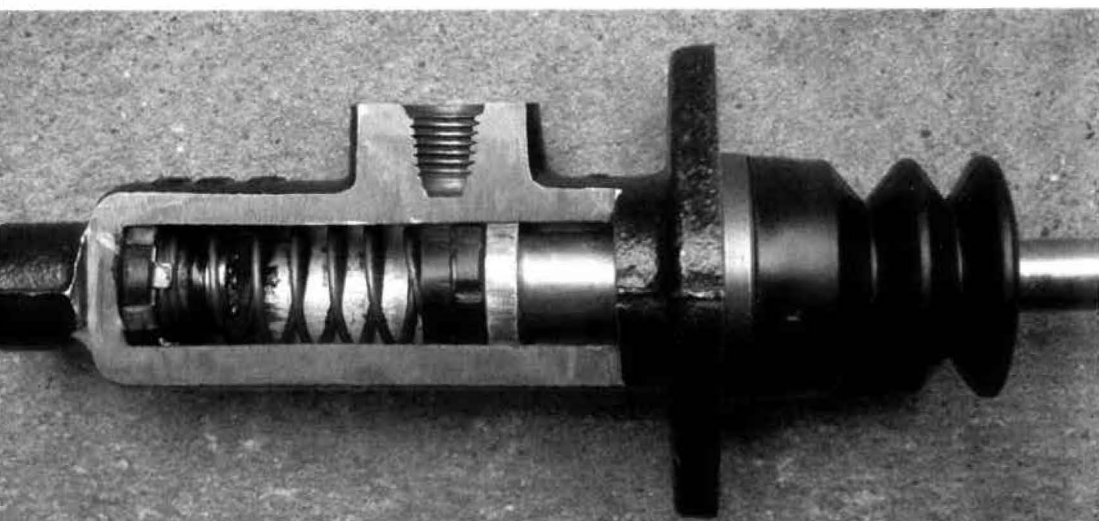


Illustration 15:
Rubber hoses
become brittle
and crack.
It takes a very
long time
until such
cracks cause a
loss of brake
fluid. However
be aware that
the rubber may
swell, as seen
in the picture.
The opening
for the liquid
is almost
blocked.

TRACTION BRAKES

in the section of the outer bearing ring of the brake drum.

The Swiss Hans Georg Koch [HansGeorg.Koch@centralnet.ch], editor of the CTAC magazine, is collecting cases and reports of drive shaft fractures. He would

tions which I have mentioned in this article, I have come to the conclusion that in most cases the cause is not to be found in the drive shafts. I suspect the cause is in the brake drums ~ and using the wrong pullers. I assume that by working with a wrong puller, the inner ring of the brake drum, which rests on the tapered shaft, is widened. This results in a reduced contact force, which causes a bending moment acting on the drive shaft which leads to metal fatigue and finally breaking of the shaft

like to get to the bottom of the problem. Kurt Gasser [kuga.kuga@bluewin.ch] has already dealt with the same issue. Daniel Eberli



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THREE WEDDINGS AND A FUNERAL DIRECTOR

When you own a Traction you have your ups and downs, your good fortune and your misfortune.

When you own two then your

in May.

His name is Damon Oddy. I call him The Odd Man. Not because his name is Oddy, rather the fact that he is really odd.

He is what is called a rough diamond. Really rough, the roughest in fact. Perhaps a cubic zirconium is closer to the truth.

He is to marry his Lizzy.

No problems I told him, how many would you like? Three he said.

Well I have two Damon I replied but I can get another if you want.

The other was to be Nerelle Branson and her white Big 15.

Nerelle is a lovely girl and she was only too happy to oblige. So I was set I had my black Big 6, my black 11BN and Nerelle's white Big 15.

Beauty, one wedding in May.

Then Greg Churm, prominent member of our club, told me that his daughter Lesley was getting married in May and asked if I could supply two cars for that wedding and luckily for me this wedding was the following week in May.

That's what I call good fortune.

Then I had a call from Paul Smyth, funeral director in Cessnock, because his daughter Nicole was to be married in May as well and he wanted two black Trac-

tions to go with his white one for that wedding, which was two weeks after the Churm wedding.

That is what I call unbelievable good fortune.

I did have some work to do to help all this good fortune to continue though.

I had to go register my Big 6 and I had to find a driver to drive one of my cars.

I've never let my wife drive my Tractions. Well, to be brutally sexist they're a man's car really. You know, you have to have arms like Arnold Schwarzenegger just to turn the steering wheel but then there is always an exception to the rule. Our Nerelle for example is a

Continued on page 31

THREE WEDDINGS AND...

ups and downs are doubly so.

One of the good things is that if someone wants Tractions for, let's say, a wedding you can supply two cars; which is a bonus.

At the beginning of this year a work colleague of mine asked me if I could supply my cars for his wedding which was to be held



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tiny little thing and she drives a Big 15, although she has to sit on a cushion to see over the steering wheel and she does struggle to reach the pedals, but she manages.

So I had to put my sexist views behind me and teach my wife [Liz] how to drive a Traction.

The first car I put her in was the Normale and I did so with a great deal of trepidation.

I expected her to bunny hop, crash the gears and struggle seeing out of what is a letterbox on wheels.

To my great disappointment she had no trouble at all. She took to it like a duck to water. I was sooo frustrated. All these years I have chauffeured her around in these things making it out to be a big deal, for her to finally find out that it is nothing all, is really embarrassing.

Perhaps her driving prowess comes from her father Ron. He drove General Lloyd around during World War II.

I might teach my daughter Stephanie, she is a p plater. Perhaps she'll find it difficult thus restoring my manhood and confidence and my sense of being.

At this point, having secured the cars and the drivers I was reflecting on my good fortune when tragedy struck!!!!!!

I received a call from Nerelle telling me the her Big 15 had dropped a big end. That's unfortunate I thought. Oh well, I have to

tell Damon, whose wedding was to be first on the calendar, that the car count is down to two.

He took it with all the grace that a rough cubic zirconium could.

F!@#\$ mate Lizzie is going to



f&*!@#n kill me!!!!!!!

I've never really met Damon's Lizzie but she sounds like she is really formidable woman. I'm a big boofy bloke but after he told me what she would do to him even I was scared of her.

Then, as fate would have it further misfortune struck!!!!!!

I was sitting at a set of lights just after being breath tested by an American policeman who actually knew what car I was driving, waiting to turn right. You know I was just sitting there being my normal cool, good looking self when the lights changed. I turned right and I heard a bang. I thought that on of the universals had collapsed but after inspecting them I had to look elsewhere. Fortunately I was only a block away from home so we went into limp mode and drove home. I emptied the oil out of the gearbox and two pinion teeth fell out. That's unfortunate I thought, looks like a trip to the dentist is in order.

Damon didn't take the news well at all. In fact the look of sheer terror in his face almost made me feel sorry for him.

'Damon, mate, I said, 'it's all good I have a spare box, don't worry.' That's fortunate,' he said

The spare I had was in bits and I shoved it together and installed it into the car just in time. How fortunate was that? Well, unfor-

THREE WEDDINGS AND...

tunately the box was no good and I was out of time.

Fortunately for me I happen to know a few people who own Tractions and being a well regarded member of the Citroën Car Club of NSW which is really stupid I put some feelers out and as fortune would have it a call to Bob Campbell, Traction owner, met with success. He owns a black and maroon Light 15 with an 1D motor and box in it.

Even so, the look on Damon's face was priceless when I told him that we were down to one car. I've never seen the colour go from someone's face as fast as that ever. I thought that he was going to faint.

It only took a little bit of fanning and the news that I had procured another car and the colour returned and he was sighing with relief.

The big day arrived. The first of three weddings.

I picked up Bob's car which I would drive and I had my black 11BN which had a slightly dodgy battery but I was confident because it always came good after only a short drive.

We were about to leave dressed in our Sunday best.

Isn't it funny how right when you need your old banger to start it absolutely refuses to. Wouldn't start on the key, wouldn't crank. I was working up a sweat.

Eventually I put Liz behind the wheel and we clutch started it.

Something I really hate doing. Their gearboxes are so fragile.

I was almost confident that it would start off the key from now on. We had a nice long drive ahead of us and the battery should charge.

How wrong I was.

We made it to the bride's place and she lived on a slight hill. Perfect I thought.

Liz, [the bride, not to be confused with Liz, Bill's wife. Ed.] looked beautiful. [Oh God. Now I'm in trouble. No, Liz... I was not suggesting you are anything other than beautiful. And long-suffering. Ed.] She reminded me of Gwyneth Paltrow. The groom, well let's just say that even though he looked good you could tell that he was batting way way way up the order.

Anyway, the bride was late, not just fashionably late, I mean late, really late, like I know it's important for the bride to turn up last but not by over half an hour!

Let's just say she was in a state of high anxiety.

So, to set the scene we had Liz the bride in the back seat. We

had Liz the chauffeur in the driver seat. Turn the key, pull the button and NO GO.

Let's just say the anxiety level in the back seat went up another notch.

I assured Liz the bride there was no problem and I got the trusty crank handle out. I told Liz to put it in neutral, retard the spark and turn the ignition on. I stuck the crank handle in gave it a turn and nothing not even a compression.

Let's just say the anxiety level at the front of the vehicle was sky high.

Liz the chauffeur must have had her foot on the clutch which disengages the gearbox from the motor because I clutch started it no problems.

Meanwhile my mate Damo was on the phone wondering where the bride was.

Of course I reassured him. I told him that she was having second thoughts but I was sure I could talk her into seeing it through to the end no matter how distasteful it was going to be. I could sense his relief over the phone.

Perhaps I should join the diplomatic corps.

We're off and running and Liz and Bill *chauffeurs extraordinaire*, majestically Tractioned the bride and bridesmaids down a tree lined drive to the front of a majestic, historic house.

The guests are waiting. Some patiently, some not so patiently.

We pull up, I open the door and let the bridesmaids out. Liz opens her door and lets the bride out.

She then walk up to me and says 'um ah, I just turned the motor off'.

I of course took this news in my stride and without even blinking I said 'YOU'RE FLAMING KIDDING!!!!!!'

Like, I mean she saw me struggling all day trying to get the bloody thing started. Are you with me? You know where I'm coming from?

You have no idea how embarrassing it was pushing my beautiful black Traction to get it going in front of the whole congregation.

Pretty unfortunate that but that's the way it goes in Traction-world.

The very next day I bought the biggest, most plated mother of a battery I could fit in the battery box.

Our next engagement was Greg Churm's daughter Lesley's wedding.

The pressure was on I didn't want anything to go wrong.

Fortunately nothing did.

Lesley the bride looked beautiful. She reminded me of Audrey Hepburn. The groom, while he looked really handsome well you could tell he was punching way way way above his division.

The bride was reasonably on time and the car started.

We drove to Centennial Park where Liz stopped in the cycle lane. She was immediately set

upon by an irate motorist who blocked her only means of egress and yelled at her about being in the cycle lane. Had he known what sort of woman my wife was he may have decided on not saying anything at all which would have

Greg's ability to fit.

He did get in of course and he looked really comfortable, even though his knees were neatly tucked up just under his chin.

We pulled up and the parents of the bride alighted with

agility and grace and waited for the bride to arrive and arrive

she did. Tractioned in elegance, sophistication and just downright suaveness. If I do say so myself.

Liz and I sat in a pagoda type of thing next to a lake, all very nice until the ceremony was over and the nuptials were said.

As we sat in our little pagoda we observed a fellow motorist who was washing his car. I actually never even thought about washing my car in Centennial Park myself before but what a fabulous idea. An impractical idea sure, but still fantastic.

Then it was off to do the photography thing. This was really interesting. We went to this little field thingy which had really tall grass. First the bridal party played Ring a Ring a Rosie and then walked into the long grass and then they lay down in it, which I thought was very artistic, you know getting a bride in her gown to lie down in long grass. Then it was off to other locations for further artistic endeavours.

If you are arranging a wedding I have a little tip for you. Let's say that the ceremony is in a location like Centennial Park and let's say

that the reception is being held at some place like The QVB [Queen Victoria Building] in the city for instance. Timing is terribly important. Don't make the reception for 6pm on Friday. It's peak hour and the traffic is absolutely chaotic.

Greg had given me very extensive directions, part of which said that you can do a sort of legal left hand turn from Market Street into York Street. Translated this means we were going to do an illegal left turn. Elizabeth and I were in Elizabeth Street trying to make a left into Market Street. The traffic was bedlam. The car I was driving has a thermo fan and as I heard it whirring away I couldn't help but think of my thermo fanless Normale behind me overheating away. Eventually we made our sort of legal left turn into York Street and parked sort of legally in the bus rank.

It was a huge amount of fun getting the bridal party out of the cars while a plethora of buses bore down upon us.

My Normale was indeed making gurgling sounds and pouring steam out. Liz and I made as hasty a retreat as possible and parked our cars on the footpath just around the corner from the QVB.

I confess it was a tight fit what with all those pedestrians. Didn't they know that we can park wherever we want for the simple reason that we are Tractionists driving or parking Tractionists.

Two down one to go.

The funeral director's daugh-

ter's wedding will be etched in my memory forever.

Paul the funeral director's wedding was to be held on a Friday. No problem with that. It is their day after all.

My darling Lizzie, who is the Director of holidays in our household made the executive decision to book a B&B for the Thursday night.

I thought ~ sweetheart. For the simple reason that Lizzie was paying.

We set off together in our Tractionists for the drive from Sydney to Cessnock.

It was raining quite heavily and the drive out of Sydney in the early peak hour combined with the precipitation made it difficult. But we made it to the Freeway and we were off and racing.

Now, for those of you who aren't familiar with the brilliant wiper system on a Slough Traction I'll describe the operation.

There is a knob on the dash, you push it forward and turn until you feel it engage. The wiper starts to wipe the windshield. On Slough Traction you can have just one wiper operating or both. Sometimes the wiper arm doesn't tighten tight enough on the shaft and it moves when in operation. It can be bloody annoying, particularly when you don't find out until your in a storm.

Well that's what happened to me in Bob's car. Now the operation was to forget about engaging the wipers and just turning the

THREE WEDDINGS AND...

been prudent.

My wife calmly pointed out to the stupid motorist that she couldn't get out because he was blocking her in.

Meanwhile the cyclists were riding around them not saying anything at all!

Which was prudent. Amazing, actually.

You really shouldn't mess with my wife.

All was in readiness for us. Which was fortunate. The parking was reserved, the congregation were all there and we were fashionably late.

I, with the parents of the bride in the back, was in the lead car.

For those of you who don't know Greg Churm and his wife Maria, I can tell you that they are a lovely looking couple and they are tall. Particularly Greg.

Greg is so tall I think he has to bow his head when he walks through a doorway and for those of you who don't know about the leglessness room [leglessness I made that word up. Good isn't it?] in the back of a Light 15, I can say that I was a bit worried about

knob by hand.

We stopped at the twin servos on the Freeway for a well earned rest and coffee.

After we were refreshed we carried on up the Freeway.

The rain went from pouring

our way to the B&B. Which was very nice. We were exhausted and slept like logs.

If there is one thing I can say about the undertaker's daughter's weddings is that they seem to be held on rainy days.

At his daughter Phoebe's wedding it rained and now on Nicole's

wedding day it rained but as luck would have it the rain held off for the ceremony and photo ops.

Nicole the bride was beautiful. She reminded me of Marilyn Monroe. The groom, while not reminding me of Robert Redford was handsome.

The bridal party was Tracted in elegance and sophistication in one white Traction adorned with white ribbons to match the bride's dress and two black Tractions adorned with red ribbons to match the bridesmaids dresses, to Saint Patrick's church.

Saint Patrick's is a really beautiful little stone church with lovely grounds and is right next to a really big cemetery. Which I thought was appropriate when you consider the bride's father is the local undertaker.

As with Phoebe's the rain stayed away for the photos. After the wedding was done and dusted we Tracted the bridal party to parts wide and varied for photos.

Artistic license was taken by the photographer. With this wedding we didn't get the bridal party to lie down in the long grass and

do the Ring a Ring a Rosie but we did have the bride and groom photographed walking up the middle of the street.

Sorry, I don't get it. You know what I mean, like you have not one drop dead gorgeous Traction, not two drop dead gorgeous Tractions but three drop dead gorgeous Tractions and you want to photograph a street scene without them in it. Un-be-lievable!!!!

Liz and I were now nearing the end of wedding number three. We delivered the bridal party to the reception safe and sound and we

drove off into the sunset just like John Wayne

Our job was now done and we had a warm fuzzy feeling inside.

That was until the Normale decided to play up on a steep incline in the P!@#\$\$%g down rain. I got it to fired up and I put Liz into the Light 15 for the drive home. I think it must have been operator error because she ran like a dream for me!

This story embellished and enhanced by Bill Schenk [who doesn't let the facts get in the way of the truth.]

THREE WEDDINGS AND...

to absolutely bucketing down. It was literally sheeting onto the windscreen.

There we were, Lizzie behind me with her headlights blinding me through my mirror. Honestly I was certain she had her high beams on and me in front sitting forward as far as I could searching for the reflection of the cats eyes on the road and wiping the windscreen manually. There's no doubt they're a joy to drive.

The concentration level was ridiculous. Then, as I took my eyes off the road to make sure Lizzie was still behind me to my surprise there was no blinding headlights.

I pulled over and started to text her. Where are you? No reply. My concentration level changed to anxiety level which were rising by the minute.

I decided to go on when the phone rang. Lizzie had passed my parked car but she couldn't see enough to pull over. Which just shows how heavy the rain was. She also said that she thought she would most probably die, the weather was so bad. We met up at the Cessnock turnoff and made

Web News

The Club is in the process of placing our archive of technical material on our website. This material will only be available by logging in to the secure component of the site. To log in you will need a password. The password will be updated from time to time and published in 'Front Drive'.

Please do not share this password with people who are not Club members.

The current password is
citroenisgoodyes

Sunday 20th October 2013 FRENCH CAR FESTIVAL

- | | |
|------------------------------|--------------------------------|
| Classic & Modern Cars | • On-Site Tavern |
| Gabriel Gille cooking demo | • TV Filming by Classic Restos |
| Dealer displays | • Raffles |
| Car detailing workshop | • Music |
| Merchandise stalls | • Food stalls |
| Specialist French Car advice | • Williamstown Market |



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Major awards will be presented by the
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Contact Ken Marriot 0418 178 788 www.frenchcarfestival2013.net

Daniel Eberli's Maintenance and Repair Course 2013 for Traction owner/drivers

Many of you will have seen the advertisement for this course emailed to you via the club. Dan-

needless to say his English is very good.

Since we were already planning a European trip around that time it was an obvious opportunity for me to attend. The Swiss Alps are only a few hours away and the region is very close to the Black Forest and the Alsace-

Lorraine provinces of France. We flew into Zurich and collected a C5 leased from Citroen, but there is also easy rail connection to a village close to Benken where Daniel will collect you.

I attended the course on 19 and 20 April and stayed on to join the North Swiss Traction Rally on Sunday as a passenger

in Daniel's superb Familiare Six which zoomed powerfully along with 5 adults on board.

The course is one day of theory and a day in Daniel's workshop. Attendees can be accommodated in their remarkable 400 year-old house which has 3 guest bedrooms and in a local hotel. Four to six is the usual number of course participants so it is very interactive. Designed for beginners there is nevertheless always something new to learn or another point of view and even if you are one of the blessed who know it all it is a great pleasure to join with other 'Citroën Nuts'. I made three new English friends, one of whom I later visited in London.

Daniel and his wife Aggie are

wonderful hosts and very sociable evenings were held in local restaurants and a wine cellar. There is plenty for the rest of the family to see in the area whilst you are Traction dreaming. The theory day covers the basic mechanics and electrics of a motor car with a strong traction flavour. Daniel has a large collection of suitably dissected Traction parts including a sectioned engine block to view the workings of ignition and combustion. One can also practice adjusting the tappets.

The second day is spent in Daniel's nicely fitted out and adequately warm workshop. Whilst there would be room for four vehicles, there is a table and bench seats for discussions

FINISHING SCHOOL

iel is a Traction enthusiast who lives in the picturesque village of Benken near the Rhine Falls on the Swiss-German border. He has a background in aviation but switched to almost full time Traction activities some years ago. Regular courses in German have been run since 1987 and he started one in English last year,



and an ingenious inspection pit fitted with a uniquely designed hydraulic jacking system to lift up the front end of a Traction. Also in the garage is Daniel's beautiful 1929 AC4 commerciale, a special interest for me since I

servicing and a long list of European parts and service providers. In addition for a small sum one can purchase a copy of Daniel's Traction Servicing Manual which has some very helpful illustrations and diagrams.

Mulhouse is less than two hours drive away, this is the French

'Cite de l'automobile' and houses the Schlumpf collection of classic cars [I was unable to attend although I am told one can get tired of seeing Bugattis!] and in addition the French National Railway Museum.

Sounds fun ? Check out Daniel's website www.oldtimer-taxi.ch or email eberlid@swissonline.ch

I would also be very happy to answer questions on 07 4939 7436 or arthur.ewart@bigpond.com Arthur Ewart



FINISHING SCHOOL

am struggling to restore an AC6. Missing was his Rosalie taxi: away being reupholstered. Later I was impressed by Daniels skill in changing non-synchromesh gears on a trip to the Rhine Falls in the AC4.

Practical instruction is given in removing hubs and adjusting brakes and all aspects of service and maintenance are covered as well as many repairs which the average owner would reasonably attempt. There are handouts on

The Citroën Car Club of Victoria invites you, your family and friends to the 46th CitIn of combined Australian Citroën clubs, Easter 2014 at Rawson Village, Victoria. 18 to 21 April. WHERE IS IT?

Rawson is a small village located in the green Southern

slopes of the Great Dividing Range about 2 hours east of Melbourne. The Gippsland region includes water catchment for Melbourne, snowfields, sheep, beef and dairy farms, power generation, many National Parks and other holiday destinations and a lot of history, particularly in gold mining.

You can access Rawson from the west via the freeways of Melbourne or from the east via the NSW South Coast. More picturesque, but slower routes are across the mountains through Omeo or

keeping to the east of Melbourne via Eildon. There are many alternatives.

WHAT IS THERE TO SEE AND DO?

Walhalla and the goldfields railway ~ Nestled in the Thomson river valley, Walhalla is a beautifully

preserved 19th Century gold town that is still producing gold. Go down an old gold mine where over 13 tons of gold were mined by hand from over 8km of tunnel. Visit the old post & telegraph building and the Chinese garden for an 1860s experience. Travel on the restored goldfields steam railway. See www.walhalla.org.au and walhallarail.com.au

• Bushwalking & mountain biking ~ Rawson is surrounded by State Forest with endless walking trails, many starting in Rawson.

CitIn '14 WALHALLA

CitIn '14 WALHALLA

Maps and details provided.

- Fishing ~ Trout & Redfin abound in many local rivers and lakes. See www.visitlatrobe.city.com
- Gourmet touring ~ Visit small local wineries and food producers. The world's best cheesecake

CitIn '14 WALHALLA

is made in nearby Erica but don't tell anyone!

- Motor touring ~ Drive for the sheer beauty of the mountains, or visit places such as Mt Baw Baw, lakes Thomson and Glenmaggie or towns like Warragul and Traralgon. Further afield are the Gippsland lakes and the iconic Wilson's Promontory.
- Fine arts ~ Nearby Warragul Arts Centre maintains a full programme of music, theatre and dance. See www.wgac.org.au

THE CIT-IN PROGRAMME

- Friday, 18th April
Registration and light evening meal ~ Rawson Village
- Saturday, 19th April
Breakfast ~ Dining Room
Show & Shine ~ Rawson Oval
Observation run
Lunch ~ Dining Room
Mine tour

- Open Garden tour
Walhalla Goldfields Railway
Dinner & Quiz ~ Dining Room
- Sunday 20th April
Breakfast ~ Dining Room
Easter Egg hunt ~ Rawson Village
Church services ~ on site
Lunch ~ Collect packed lunches
Motorkhana ~ off site
Open Garden Tour
Self-guided Thomson Dam Tour
Self-guided craft crawl
Mine tour ~ Walhalla
Goldfields Railway trip

Dinner with guest speaker & prize giving

- Monday 21st April
Breakfast ~ Rawson Village
Farewell.

COMBINED ACCOMMODATION AND REGISTRATION

In a move new for CitIn 2014, you can now register, book and pay for accommodation in one simple operation at www.cit-in.org

A wide range of rooms to suit all budgets is available, from two-bed rooms at \$54 per night, through ensuite motel units to 6-bunk rooms at \$160 per night. Full details and bookings are on the website: www.cit-in.org

Caravan & campsite facilities [pet friendly] are available nearby at Erica Caravan Park. Book separately [03] 5165 3315.

An alternative motel is Mountain Rivers Lodge [03] 5165 3231 or www.mountainriverslodge.com

REGISTRATION

Cost includes all meals, including packed lunches for tours, Entry to other venues such as mine tours and rail trips are extra. Registration opens 1 June, 2013.


- Book pre-31 Dec., 2013: \$18opp
- Book before 31 Jan., 2014: \$20opp
- Book before 1 Mar., 2014: \$22opp

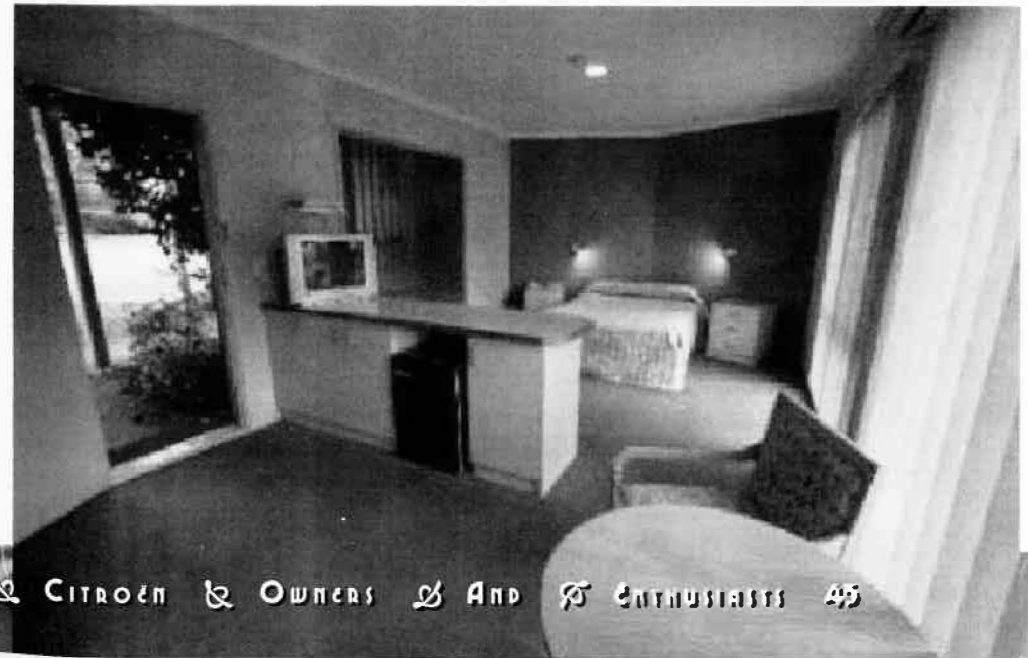
Both registration and accommodation are half price for children 12 years and under and free for children 3 years and under,

Claudia Schiffer & Sebastien Loeb admitted free.

Meals provided are a light dinner Friday night, breakfast, lunch and dinner Saturday and Sunday, breakfast Monday. Packed lunches where required. Special diets catered for.

Hate computers?

Ring John Wyers on [03] 9787 6280. He will send you a registration and accommodation booking form. 



Unfortunately the next instalment of Alan Brown's 'Ma Déese, Madeleine' remains in the process of being written. So, I have included another of Alan's vignettes of life in France.

FISH & LAUNDRY POWDER

Three decades of insider, infra-ordinary glimpses into the everyday lunch-time behaviour of French *fonctionnaires, camionneurs, artisans...*



This article is for anyone who has ever contemplated fleeing the frenzy, the tawdry *plastique* and the generic hoardings of France's *faux-Américain Centres Commerciaux*. Read on for an orgy of ordinariness, unbelievably good food, and a smile.

SECRETS, POLICE AND LE MOLIÈRE

Trawl the Internet if you like, and you will not find a photo of Restaurant Le Molière, 43 Boulevard Aristide Briand, La Roche sur Yon.

OK, that's got rid of the nerds. Here's a nice pic they might find instead.

Now read on about one of La Roche's best kept secrets, which is just up one of Napoléon's avenues from the Palais de Justice and the Commissariat de Police.

It's in fact one of those '*secrets de famille*' type secrets. The sort which may have been lurking in the musty cellars of *la mémoire familiale collective* for a long time. Either as a consequence of its banality, or by virtue of underlying and unspoken concerns about what others, others from outside *le cercle de la famille*, might learn from it. [Get on with it. Ed]

Banal or informative? You will find out for yourself if you join the brisk queue at Le Self [sixties short-hand for Le Self-Service] at *midi et demi* on any working day. Well, *midi trente-quatre* to be precise. We are a four minute walk here from the Palais de Justice.

Skinny fiftysomething clerical ladies in dark winter coats will join the line for *entrées: carottes rapées, betteraves et céleri-remoulade à la mayonnaise*.

There's always a rolling choice of hot main courses; elements of the menu change every day: *onglet aux oignons... cassoulet maison... Cooking scents of ail et sauce au poivre* fill the room.

Today's *suggestion du chef* was *cabillaud et pommes de terre sautées*. The *chef de cuisine/serveur* asked with a smile if your reporter would like some *beurre fondu* and a sprinkle of *persil*. Desserts included several kinds of *entremets et crèmes*. This is French school dinners, forty years on, for people who'd never left the French *Univers de l'Administration*.

You then pay €9 or €10 Euros to the lively young lady on the till, and carry your tray to the wide staircase, because the ground floor is *complet*.

Décor is 1980s pseudo-rustic revival, revamped a year or two ago with a nod to emerging *Ikéa*. There are Formica faux-oak tables, and a real oak parquet floor. The latter matches the stairs. There is a silver-haired elegant chap reading *Ouest-France*.

Two burly fellows in leather overcoats are discussing in not-very-hushed tones the details of the police interview they have just administered to *un prévenu*. You surmise that they belong, in oxymoronic irony, to the *Renseignements Généraux* [Secret Police].

Looking around the room, the mono-ethnicity is striking. In this part of the rural 'Far-Ouest', the population is primarily white-European. Add to this that the French administration, despite its proclamations of *égalité des chances*, tends, allegedly, to favour BBRs [a dubious nomenclature, appropriated by the *extrême-droite* Front National: 'Bleu Blanc Rouge'], and you begin to understand why Le Molière is not likely to be a paragon of *La Mixcité Sociale*.

And then again, you'd be surprised...

The sound levels peak at 1.15 precisely, as diners and their synchronous gastric programmes become aware that it's coffee time, then back to work.

The black-jacketed tide ebbs back to the law-courts or the cop-shop, leaving a smaller contingent of *retraités* still on the Camembert course. Two retired *soixante-huitard* couples, all dressed in olive green leisurewear from Décathlon, are discussing the merits of their new *camping-cars*. One of their number confides that the new Hymer model, with *wc et douche incorporés* is a snip at €52,000. It's a long way to here from Les Baricades of *mai '68*.

In the quiet of 1.35pm, the trays of Duralex glasses tinkle in the wash-up room.

Stepping out into the Boulevard Briand, with the train station just opposite, I am asked by a young fellow with dreadlocks, a roll-up and a dog if I've got 2

Euros to spare. The four retirees walk towards their camping cars after giving him a *Ticket Repas* luncheon voucher.

I contemplate the end of the French midday hiatus for another day, and the return to work, thinking that *générosité* and *savoir vivre* were also on the *menu du jour*.

The tray lady brings a bowl of water for the dog, who shows gratitude by crapping at the base

of one of the boulevard's plane trees.

This could only be France at 1.45pm on a mild, bright December day.

Lexique; Well, if you can't guess most of the stuff from the context, you'd have given up reading by now.

And you'd be sprinkling laundry powder on your fish tonight.
Alan Brown

MAX LEWIS ~ GENERAL COMMITTEE & LIBRARIAN

Since writing to you the last time on the ownership of my black c5, I have taken a step up the ladder so to speak and purchased a c6.

expensive and too far away] only to find there was now five cars on offer. A silver one with cream interior took our eye....it was affordable and here in Melbourne. Roz said that's it' just like she said when we first glimpsed the c5!

I contacted the owner through the website and arranged a view-

I had owned the c5 for nearly five years and as a business vehicle it was either due for replacement or be kept on.

Much earlier on in the piece/peace our near neighbours and fellow CCOCA members, Andrew and Rosie bought their c6 [a black model with cream interior] which looked magnificent. Roz and I had several rides in it over time and we were mightily impressed. Roz more so with the mainly leather cream interior. On that basis we had to have one but back then it was but a wish.

Back in February this year we were re-visiting the website which had just one c6 for sale [too

ing. Seeing the car on the net is one thing but seeing it in the flesh was something else again. It was love at second site... the website was first. Simply exquisite. Metallic pearlescent silver with cream interior is a great combination of colours. Although this car was a 2006 model with 110K on the clock, it looked almost brand new inside and out. A test drive was duly completed and a deal promulgated. I said to Ted, the owner, that I couldn't purchase his car until I had sold the c5. To my surprise he said he would purchase it as it was. The deal was made.

The c5 then developed an engine oil leak which then failed its

roadworthy... not unexpectedly, so an expensive repair was undertaken As Zagame's had done an initial repair of this problem two years ago [not a good repair as it was noted later] and are now out of the Citroën world, I took the car to Lance Dixon's at Doncaster. The repair was effective and a roadworthy gained.

As with the c5 I arranged finance with a long standing friend Ray Delaney who by the way knew of the car as Ted had a business premises almost next door. Ray always thought the c6 was a great car... he is a c4 owner so he appreciates the Citroën marque. After all the paperwork was done and dusted... not a simple venture as you would all have experienced we ended up with a magnificent car with the original registration... MPE.

We have lots of fun figuring out what it may mean so discard-

ing the rude epithets, we reckon it could be either the 'Moonee Ponds Express' or 'My Presidential Experience'. At this juncture the smug factor had taken off like a Saturn 5 booster. We drive it daily and love it. The car [which still does not have a name] is not without its faults however, so don't think that since you have paid a poultice for a problem-free perambulator you will get a perfect people provider. How's that for alliteration. Took a while to get it there!

A leaking water hose [no stock in Australia and 3-4 weeks ex Europe] and a split hydraulic pipe was found at a recent 120K service. The pipe was quoted at a four-figure purchase [enough to keep me in Grand Hermitage for yonks!] so at the time of writing I am trying to locate a cheaper source. It was at this time that I contacted the UK Citroen Club... 'The Citroenian', who have an ac-



tive c6 chapter, looking for said pipe and the reply was not positive but out of the conversation I was asked if the car has the Comfort Option. Well yes it has said I. The respondent replied saying that our c6 is a rare one with these three

stature is quoted to have said there's enough room back here for a game of boules and other sport. Well if you believe any of that you may need your cranial bumps looked at! I believe there may be some truth in it and it fits my sense of humour.

I hope to keep you abreast of the life of this won-

derful car in future Fleet Follies.

Max Lewis

LEIGH MILES ~ EDITOR

Max is not the only member of the Committee to have acquired a 'new' car. I do have to admit that Max and Roz purchase did influence Philip and I to re-look at a vehicle I have loved since its first appearance as the Lignage Show Car back in 1999.

Those of who joined us OzTraction in Ballarat will have seen our purchase ~ a dark blue c6.

We had been looking at c6 on the UK-based autotrader.co.uk website. And I can tell you a c6 in the UK is far less expensive than buying one here. I have just gone to check and there are 16 available. Prices start at £6,395 for a 2007 2.7litre Lignage [aka poverty pack] with 54,000miles [87,000km] on the clock, metallic black and just two owners. They top out at £12,500 for a 2010 2.2litre [4cylinder] Exclusive with 49,000miles [79,000km]. We have seen top-spec cars for as much as £13,000, but seems to be the most

you can pay.

While neither of these cars appeals to us, there is a Wicked Red, with cream leathered 2007 2.7litre available for just £8,750. It all sounds a bargain until you start to factor in the costs of keeping, maintaining, garaging and running the car for a year in the UK, especially if you are not living there. We did the maths, and realised while there is a saving to be made it is not actually that significant.

We had determined on a couple of parameters ~ unlike Max we did not want silver, black or dark grey. We wanted a 'real' colour. But, in common with Max we did want the cream leather, rather than black. I do not get the feeling there were many examples sold here with the cream leather and even less in colours we like.

So we were very pleased when we located this dark blue 2007 example in Brighton. One owner, 85,000km, serviced from new by Zagame until their closure and by Swedish Prestige since then.

My Citroën friend in the UK, Shaun advised us to drive a 3litre example before we committed to the 2.7litre. As it happened there was a larger engined version for sale ~ black with black trim, 2010 and lower kilometres travelled than our blue example. Also some \$40,000 dearer. Yes, the 3litre is a nicer drive than the 2.7: you are more likely to win the traffic-light grand prix in the 3litre. But, winning that is not what a c6 is

all about.

I should point out, in passing, that Shaun also has a c6: Wicked Red, cream leather... and the 2.7litre motor.

There were really only two things that concerned us. The belts had not been changed and the rubberised coating on the cruise control buttons had pretty much disappeared with use.

We advised the seller that we were not interested [and neither we suggested would anyone else] if the belts were not changed. The car was booked into Swedish Prestige the following Monday for the belts to be done. While it was there we asked for a price to get new cruise control buttons. Some \$760, plus \$165 to fit them. A little shocked I followed up on the price of the buttons in the UK. £78. Needless to say new buttons are on the water as we speak.

Neither Max's, ours or the 3litre we drove is fitted with Bluetooth. It seems none of the examples that came here got Bluetooth ~ no later what year. By 2010 c6's in Europe and the UK came fitted with Bluetooth. So for about \$750 [plus freight] we will also get a Bluetooth enabled audio set-up shipped over.

Do we like it? We love it!

My father is less enamoured of it however. He believes the c5 front seats are more comfortable than those in the c6. Certainly the older seats have less adjustment options.

Leigh F Miles

✂

FLEET FOLLIES

factory options. [Comfort Pack, sunroof and metallic pearlescent paint.] Well the smug factor then shifted into interstellar hyper drive. The car will feature in their next clubs magazine which now has the smug factor somewhere orbiting the cosmos.

The Comfort Package is an option where the two rear seats [making the car a true limousine with super comfort for two people but not so for three] can be electrically adjusted up, down, forward and back and heated don't forget. The clincher is the ability for the front passenger's seat to be moved forward and back from the seat behind.

You see this is a very special car... a limousine designed for the use of the President of France. At the time, Jack the lad Chirac of beanpole proportions last measured as 6' 12", desired a new presidential mover. He was tired of the modified SMS [which you must admit look totally emasculated], so Citroën said 'We will design one for you to accommodate your special needs'. The next French President of considerably smaller

FOR SALE

SCRIPT BOOT BADGE

For sale boot badge Citroën script laser cut copies in mirror grade stainless steel better than chrome I have three \$49 each contact Chris Murray 04 0291 2397 Perth WA [37/04]

TRACTION PARTS

I have a set of wings from a Traction to cover the crank hole in the grill, \$40. Single carburettor intake manifold that has been ceramic plated \$75 [but only for sale if I can get a twin inlet manifold]. Contact Eric Bishop 04 0945 2170, ericbishop@bigpond.com [37/03]

RES TO REB2 TO REPO DELUXE

Fully restored B2 Citroën Torpedo Deluxe. [Bigger brakes and RUBY RICARDO head]. Complete engine, suspension and chassis restoration with new body frame. Running on Club Plates. Requires completion of upholstery and restoration and fitting of hood. Complete engine rebuild. New pistons, valves, valve springs, crank and cam grind new bearings etc... New bearings and bushes throughout entire car. New kingpins, ball joints and brakes

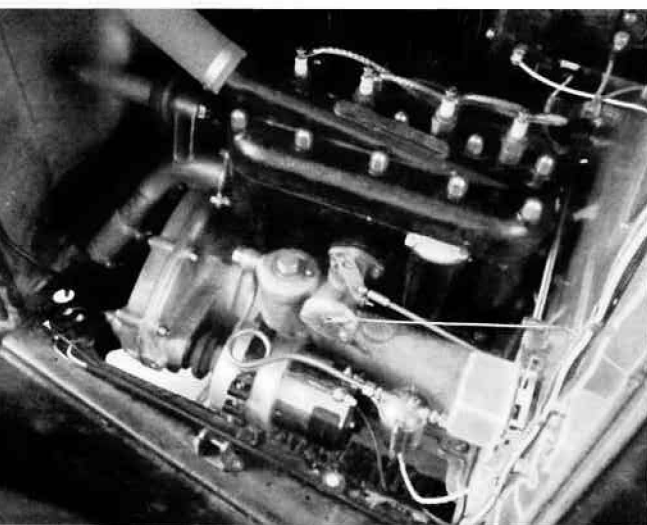
and road springs. Reluctant sale more photos available and to follow. Further information please enquire. Craig Little, [03] 9598 9766 [H], 04 3381 6934 [M] or cnlittle@bigpond.net.au [37/03]

1907 2CV6 ~ 'Bollie'

2CV 1987 ~ Bollie ~ see Tom's Creek section of the DVD #2 of Raid 2013. Excellent overall condition ~ mech. paint, body. Red and white. No rust. Absolutely nothing to spend. Recond. motor, elec. ign., near new discs, king pins, clutch, battery. Authentic front and rear bull bars, headlight grilles. Large amount of spares, near new 135s, sump guard, radio, UHF radio, luggage rack with picnic basket. XKZ 236. Aug. 2013 reg. Ideal for Raid, or as every day car. A very cute car, and as good as there is for the price, \$16,750. Contact Tom Campbell [02] 9692 9975 or thglebe@bigpond.net.au [37/03]

MAGAZINE COLLECTION ~ Fred

2CVGB ~ Various copies from May 81 to April 88 then through to April 08. \$250 Citroën Car Club GB ~ Various copies from January 65 to December 82 then through to the current edition. Was \$350. NOW FREE TO A GOOD HOME!



FOR SALE

Contact : Carl Perrin, kaycarl@westnet.com.au or 04 1247 2527 [36/04]

1951 11BL

Completely resprayed in Rouge Delage, interior completely retrimmed in original cloth. Gearbox has had the strengthening plate fitted, courtesy of the previous owner and Mel Carey, the engine has been completely rebuilt, new pistons and liners, big end and main bearings. Carburettor has been rebuilt and a 123 electronic ignition fitted. New master cylinder and slave cylinders. One lower ball joint replaced. New interior and exterior chrome fittings. New tyres fitted within the last 3 months, rims converted to 15 inch to permit fitting 15/165 tyres [original 400mm rims available, in lieu of current rims, but those tyres aren't good]. Slight engine oil leak. Currently on full ACT registration till April [can be renewed till October]. She drives beautifully, and is immaculate inside and out... not quite perfect, but very close. Y1B 32S \$17,500. Contact Chris 04 0766 4843 [36/01]

DS DOWN UNDER

This remarkable archive is a compilation of articles on the DS and 10 series Citroëns published in the Australian motoring press from 1955 to current. It now consists of over sixty articles from many sources. For D enthusiasts this material gives a fascinating insight to how the cars were viewed by contemporary motoring journals, and how they compared to rival makes at the time. The earlier articles also provide a useful history of the sourcing of DS in Australia in the 'fifties through local assembly in the 'sixties.

Available on CD for the cost of the media plus postage ie \$5 in Australia. Contact rogerbrundle@bigpond.com for your copy. [35/07]

Wanted

SUN VISORS

I need a pair of sun visors for my Traction. Contact: Eric Bishop, 04 0945 2170 or www.ericbishop.com.au [37/04]

REAR MUDGUARD

Left hand rear mudguard for 1953 115. Good condition or repairable. Contact Rod Smith [03] 9801 1842 or 04 1339 5854. [37/03]

TRACTION PARTS

Wanted for a 1954 Traction and twin Carburettor intake manifold and twin Carby linkages. Also a '15 ~ 4 Cyl' badge that sits in the front of the radiator grille above the wings. Contact Eric Bishop, 04 0945 2170 or ericbishop@bigpond.com [37/03]

NEWS OF MICHELLE

Just wondering where my first Light 15 is now. 1954 big-boot black English model Rego GEH 989 which I enjoyed for 10 years from 1967. Sold reluctantly partly-restored in about 1977. Seen by chance in June 1981 in Hoddle St, Richmond rego 1XR 615. Any news? Contact: Warwick Spinaze, [03] 5985 8973, 04 0701 6719 or petandwozspin@bigpond.com [37/01]

ROOF RACK

Old-style roof rack with clamps to fit onto a sedan with gutters. Size probably about 1m x 1m. Warwick Spinaze [03] 5985 8973, 04 0701 6719 or petandwozspin@bigpond.com [37/01]