



**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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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

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

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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, is from the Traction Avant Nederland 2010 calender and depicts the Air France terminal at Yaounde, Cameroon in 1959..

Committee

PRESIDENT ~ Peter Sandow
[03] 9329 6555 [B]
president@citroenclassic.org.au

SECRETARY ~ Sue Bryant
04 1251 8849 [M]
secretary@citroenclassic.org.au

TREASURER ~ Rob Barton
[03] 5152 1230 [H]
treasurer@citroenclassic.org.au

ACTIVITY COORDINATOR ~ Mike Neil
04 1821 1278 [M]
activities@citroenclassic.org.au

SPARE PARTS OFFICER ~ Lance Wearne
[07] 3351 8327 [H]
spareparts@citroenclassic.org.au

PUBLICATION EDITOR ~ Leigh Miles
[03] 9888 7506 [H]
editor@citroenclassic.org.au

COMMITTEE PERSON ~ Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
librarian@citroenclassic.org.au

Deadline

The deadline for the next edition of 'Front Drive' is Friday, March 7, 2013.

Support

WEB WALLAH ~ Mark McKibbin
webwallah@citroenclassic.org.au

MEMBERSHIP SECRETARY ~ Sue Bryant
04 1251 8849 [M]
secretary@citroenclassic.org.au

TYRES ~ Robin Smith
[03] 5984 1280 [H]
tyres@citroenclassic.org.au

AOMC LIAISON OFFICERS ~

Ted Cross [03] 9819 2208 [H]
Russell Wade [03] 9570 3486 [H]

CLUB PERMIT & SAFETY OFFICERS ~

Russell Wade [03] 9570 3486 [H]
Peter Boyle [03] 9470 8080 [H]
Philip Rogers [03] 5944 3091 [H]

LIBRARIAN ~ Max Lewis
[03] 9372 0921 [H]
librarian@citroenclassic.org.au

CLUB SHOP ~ Kay & Robert Belcourt
clubshop@citroenclassic.org.au

ICCCR REPRESENTATIVE ~

Ted Cross [03] 9819 2208 [H]

PUBLIC OFFICER ~ Sue Bryant
04 1251 8849 [M]
secretary@citroenclassic.org.au

Contributors

Contributors to this edition of 'Front Drive' include Sue Bryant, Rod Greschke, Pierre Jammes and Peter Sandow.

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

The end of another Club year looms so your renewal forms are with this edition of 'Front Drive'. This year we are only sending you one copy of your renewal. This will

help prevent multiple payments [yes, it

does happen] and reduce paper wastage. Previously I have been able to print these at work, at no cost. But, as I have now officially retired I no longer have access to 'free' printing.

If you lose your renewal form, we would request that you download a copy from the Club's website [www.citroenclassic.org.au].

Also with this edition are nomination and proxy forms for the AGM, in March. As we say every year, new blood on the committee is always encouraged and if you cannot attend on the night be sure to get your proxy form to the Secretary at least seven days before the meeting.

Now, what delights await you in this edition? Recently Secre-

tary Sue Bryant spent time in Cambodia and Vietnam and after New Year Philip and I headed to Laos and Vietnam. So we have a bit of a south-east Asian focus for you.

Sue looks at traffic and motor-ing in Vietnam, there is a small update on Eoin Barnett's Citroën stained-glass window in Hanoi and a feature on our favourite marque in Cambodia.

President Peter Sandow has written, with his usual interesting perspective, on travelling by Traction.

Lots of great events on the A-Tractions pages, including full details of this year's Teddies Tour to CitIn at Griffith.

In the last edition we had not been able to confirm the exact details of the February Club Meeting. But, we can confirm that Robert Nash will join us to talk about Australia's early aircraft industry, centred on Fisherman's Bend. Be sure to join us on Wednesday, February 27 at 8pm. Enjoy,

Leigh F Miles



It seems the year just gone became progressively compressed ~ 2012 has expired, the ageing process' eventual bottom line, is it possible as a year becomes a smaller fraction of one's life the perception of time progressively compresses? Something like the reverse of the Fibonacci growth sequence ~ the numbers are growing but the marginal increase diminishes which eventually you don't notice because it just doesn't matter any more.

It's all too hard for my mind to deal with right now ~ I managed to meet all the deadlines before the arrival of that cultural finishing tape ~ Christmas!

And now onward, we wish you the best of health and happiness to deal with 2013.

A slow national economy has had no influence on the energy of the committee. It has been the Club Activities and the social encounters that the club offers that has made the last 12 months immensely enjoyable. Mike Neil has got some great plans for 2013 and his exciting ideas will be hard to ignore ~ he has got a great sense of balance between the social, the technical and the cultural. The organization of the last splendiferous weekend away with Maggie and Rob Barton's at

the Bairnsdale Bulldozing Rodeo was a complete hoot. I'm still pulling levers to turn corners! Thanks so much Maggie and Rob for your generous hospitality. I think if I may now dare to suggest, with the second time around, we may have

an annual event here.

For me it is the energy in the Club that has given me the drive to bring my own project to Practical Completion. The renovation of the Traction has now transformed the time machine to be a great Road Runner: the job is done and ready for fun.

You can read about Peter's festive season drive in 'Fleet Follies', on page 40.

And before I go, a reminder from Sue Bryant, our Secretary. This year, in an effort to reduce printing and generate less headaches for the Secretary we will only post you one membership renewal form. If you lose it, it is easy to download a copy from the Club's website.

Remember, by law we must hold a signed membership form for the current Club year. Even if you are a recent joiner, or a life member. you still to sign and return the form to the Club.

Best Wishes to Everyone for the New Year, lets enjoy it.

Peter Sandow ~ President

PREZ SEZ

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

A-TRACTIONS

• FEBRUARY COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 20 February
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 ~ GUEST SPEAKER

WHEN: Wednesday, 27 February
TIME: 8:00pm
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

Robert Nash has a fascinating insight to our early aircraft industry formerly situated at Fisher-man's Bend. An engaging speaker,

Robert enhances his presentation with historical audio visual material, not to be missed.

• MARCH GRAEME & LEE DENNES GIPPSLAND TOUR

WHEN: Friday, 15 to
Monday 18 March
FROM: Bunyip, Vic
TO: Stratford, Vic
COST: See below
BRING: Everything for a
four-day excursion
BOOKING: Essential
~ see below
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

Once again March sees Graeme and Lee Dennes hosting a great Autumn Road Trip.

A three-night country driving getaway has been planned for the weekend of 15-18 March 2013. Accommodation will be in Stratford [near Sale] each night, and various types of accommodation have been reserved for you to choose from. [Details below]. The weather should be perfect at that

time of year.

We start from Bunyip on Friday morning and travel to Stratford via the ever changing scenery along sections of the Grand Ridge Road. A drive past the Hazelwood and Loy Yang Power Stations will make you feel rather tiny before we head south to enjoy the wonderful views across the Strzelecki Ranges. We visit the last remnants of the great forests at Turra Bulga National Park before we end the day at Stratford, where we will gather [each evening] at the camp kitchen for drinks and an evening meal. Saturday and Sunday will be spent exploring and driving along scenic roads, enjoying picnic lunches along the way. We will

visit the Gippsland Vehicle Collection Motor Museum at Maffra, and watch the restored historic [1883] Swing Bridge at Longford open and close. The Lakeside Machinery Museum at Glenmaggie will fire up its steam collection for us. Some of this collection dates back to the late 1800s.

Home on Monday will be via Tyers and Erica where the Erica Hotel is home to the Bushman's Museum.

Please note: Some roads are well maintained gravel.

The above itinerary will be expanded and advised as further details are determined.

ACCOMMODATION:

We have secured accommodation [camping, powered sites, cabins]

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at the Stratford On The River Tourist Park in Stratford. Overflow for accommodation will be available at the Stratford Motel which is a two-minute walk from the Tourist Park. Please note: Accommodation at

Stratford. [03] 5145 6588
Speak with Louise and tell her you are with CCOCA.
✂ Stratford Motel, 26 Tyers St., Stratford. [03] 5145 6500
Speak with Chris and tell her you are with CCOCA.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 20 March
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 - ANNUAL GENERAL MEETING

WHEN: Wednesday, 27 March
TIME: 8:00pm
WHERE: Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3
COST: Free
BOOKING: Not required
CONTACT: Sue Bryant, 04 1251 8849
secretary@citroenclassic.org.au

Yes, it is that time of the year

again ~ the Annual General Meeting is rolling around again. Every year the Committee exhorts you to come along to this important event, and every year we manage to have sufficient members attend to assure us of a quorum. Remember, if we do not get a quorum, we simply have to go through the whole thing again. So, please make the effort to come along.
VOLUNTEER!



Have you thought of standing for Committee? All Committee positions are 'up for grabs'. Nomination forms have been included with this magazine and must be returned to the Secretary seven [7] days prior to the AGM. On a personal note from the Editor, being on the Committee is not an onerous job ~ Committee meetings occur once a month and are typically finished within an hour. Then it is out for a bite to eat and a chance to catch up on the social stuff. The Club can only continue to prosper if the members take up the challenge of making the Club what you want it to be.
VOTE!
Voting for the 2013/2014 Committee is a very important right you have as a member of CCOCA.



So, come along and make sure you have your input. Or complete the 'Proxy Form' that has been included with this 'Front Drive'. Proxy Forms must be in the hands of the Secretary at least seven [7] days prior to the AGM.

TEDDIE'S TERRIFIC TOUR

WHEN: Tuesday, 26 to Friday, 29 March
FROM: Melbourne
TO: Griffith
COST: Free.
Expenses to your account
BOOKING: Essential by 26 February
CONTACT: Helen and Ted Cross, [03] 9819 2208 or crossfam@ozemail.com.au

For people who are travelling to Griffith in New South Wales for CITIN '13, we are planning a leisurely adventure ~ driving for 4 days / 3 nights.

All people are very welcome to join us for part or all of the trip. There is no actual cost for the tour; accommodation, meals etc will be at participants own expense ~ we have tried to keep suggested costs to a minimum.

A-TRACTIONS

these two venues will be held until 1 January 2013.
NEXT STEPS?

✂ Contact Stratford On The River Tourist Park. Speak with Louise and tell her you are with CCOCA. If the Tourist Park is booked out: contact Stratford Motel. Speak with Chris and tell her you are with CCOCA.

✂ Contact our Activities Coordinator Mike Neil on 04 1821 1278 to advise the names of those attending, and phone numbers and email addresses for future contact.

COSTS ~ PLEASE NOTE:

All expenses will be paid by participating individuals. Food will be BYO.

ACCOMMODATION DETAILS:

✂ Stratford On The River Tourist Park, 16 McMillan Street,



✂ Day 1

Depart Melbourne 9.00am after traffic peak. Meet at Fountain Gate Shopping Centre, Magid Drive, Narre Warren. Highway 1 through Gippsland,

A-TRACTIONS

stopping briefly for morning tea en route. Re group in Bairnsdale for picnic lunch ~ location to be advised.

Depart Bairnsdale on The Great Alpine Road for Ensay and Omeo.

Arriving late afternoon at Peninsula Ski lodge at Mount Hotham.

Peninsula Ski Lodge is an established, award winning property which encompasses a unique and innovative design. Panoramic and breathtaking views of the Australian Alps captivate the imagination.

Depending on the number of people who wish to join the group, please note there may be the need for shared

bedrooms.

Cost is \$35 per person for the night. BYO sheets and towels. Please take dinner and breakfast supplies with you as there will not be anywhere to buy a meal or provisions. Dinner to share ~ BBQ on site or double kitchen.

Prepare your picnic lunch for tomorrow.

✂ Day 2

Own breakfast arrangements.

Depart Mount Hotham heading through Bright, for fuel if you need it and morning tea ~ possibly at micro brewery in main street.

Go to Ovens, Dederang and Gundowring, with a picnic lunch on this section.

To Tambambalanga, Tallangatta and reach the destination for the night: Corryong. Suggested accommodation: ~ Mountain View Motel, 74-76 Towong Road, Corryong [02] 6076 1766, or Corryong Inn Motel, 7-11 Towong Rd, Corryong [02] 6076 1333.

Evening meal: venue to be advised, it will be somewhere moderately priced, probably walking distance from our accommodation.

✂ Day 3

Own breakfast arrangements.

Depart Corryong and take the back roads to Towong, Tooma and Tumbarumba [for morning tea] and Batlow.

We will stop at Adelong [the site of the original CitIn] for lunch and a look around.

On the highway to Tarcutta and on to Wagga Wagga for our overnight accommodation.

Suggested accommodation: ~

Cabins at Wagga Wagga Beach Caravan Park, 2 Johnston Street, Wagga Wagga, [02] 6931 0603.

Evening meal: venue to be advised, it will be somewhere moderately priced, probably walking distance from our accommodation.

✂ Day 4

Farewell breakfast together

at caravan park BBQ area ~ as this is Good Friday we assume there will be limited services or things open along the way. Depart Wagga Wagga and take the riverside roads to Narrandera which is Highway 20 to Collingullie where we turn right and cross the Murrumbidgee River.

We continue through Currawarrie and you will see the Matong State Forrest and Mount Arthur.

We stay on the minor roads in to Narrandera for a picnic lunch.

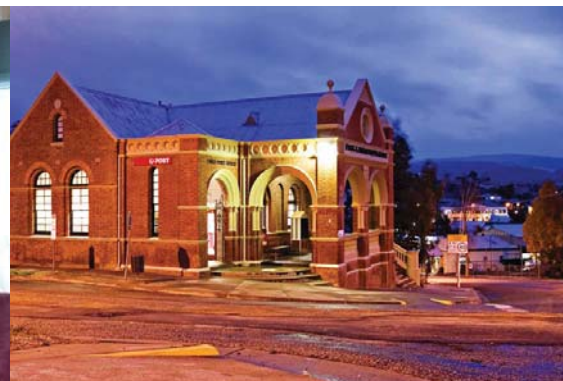
Re-form convoy heading to Leeton, Whitton and back roads to Griffith.

We will disband on the outskirts of town so that we can find our accommodation, tart ourselves up, and go to CITIn '13 for Registration.

Let the festivities begin!

Teddie's Terrific Tour is over for another year.

Please contact the organising crew and let us know that you plan to join us ~ it is essential



that we have numbers of participants, especially for our night at Hotham. I have already been asked for a deposit to confirm the booking, and they have requested a list of who will be staying by 26 February.

A-TRACTIONS

CITIN '13 ~ GRIFFITH, NSW

WHEN: Friday, 29 March
to Monday, 1 April
WHERE: The Bagtown Inn
Motel, Griffith, NSW
COST: \$210 per adult
BOOKING: Essential
CONTACT: www.cit-in.org

The 2013 CitIn will be proudly hosted by the Citroën Car Club of NSW, Inc. and will be held in the town of Griffith, in south

western NSW. Griffith was designed by Walter Burley Griffin ~ the American architect who was

also responsible for designing Canberra.

Griffith was named after Sir Arthur Griffith, the first New South Wales minister for Public Works.

A registration form is now available as a pdf from the website [www.cit-in.org]. Prices are \$210 for adults and \$90 for children.

See you in Griffith in 2013.

WHAT'S PLANNED FOR CITIN?

✂ Friday, 29 March:

- Registration, meet & greet participants [from 2pm]
- A light supper will be served.

✂ Saturday, 30 March:

- Show & Shine at La Festa ~ Griffith's International Music, Food and Wine Festival

- Jet boat races on Lake Wyangan

- Informal dinner

✂ Sunday, 31 March:

- Easter egg hunt at the conference centre
- Sight seeing & tours of Griffith
- Lunch at Lake Wyangan picnic area
- Formal dinner and presenta-

tions

✂ Monday, 1 April:

- Farewell breakfast from 7:30am

✂ Driving distances to Griffith:

• APRIL

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 17 April

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, 24 April

WHERE: To be confirmed

COST: Cheap eats

BOOKING: Not required

CONTACT: Mike Neil,
04 1821 1278

activities@citroenclassic.org.au

RACU CLASSIC SHOWCASE

WHEN: Sunday, 21 April

TIME: Display cars ~
8:30 to 11:00am.

Spectators ~ from 10:00am

WHERE: Flemington Racecourse,
Members' Carpark

COST: See below

BRING: Refreshments,
lunch, chair, sunscreen

BOOKING: Preferred

CONTACT: Mike Neil,

CCOCA BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday
February 28
March 28

ANZAC Day, April 25

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?

CIT-IN 2013



04 1821 1278
activities@citroenclassic.org.au

This year the RACV Classic Showcase will celebrate the 100th anniversary of Morris and the 50th anniversary of Lamborghini, the

As always the event plays host to the MG Concoors, the Austin Healey Concoors and the Mercedes Benz Concoors. Who needs more reasons to bring your classic to the premier outdoor motoring display in Victoria. Admission: Display cars [driver and one passenger] \$13 pre-booked or \$15 on the day. Spectators \$13 [under 16, free].

A-TRACTIONS

Hillman Imp and the Rover P6.

How to
get your wife
to fasten her
Rover 2000
safety harness:



Tell her it drives men mad.

How to
get your husband
to fasten his
Rover 2000
safety harness:



Tell him it's a Sam Browne belt
and he looks like a World War I aviator



O z T r a c t i o n ' 1 3

You may have expected to see details of OzTraction '13 in this edition of 'Front Drive'. With both Sue and I having a busy time recently we went on our initial planning excursion last weekend ~ February 16 and 17.

At the time of writing we know the destination and we have some great destinations ~ unique properties, some excellent restaurants. We just need the final details... look for a special letter in the post in a couple of weeks

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email: ted@123ignition.com.au



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Given the French influence in Indochina until their exit in 1954, following their defeat at Dien Bin Phu, it is surprising how little information there is on the internet on the subject of Citroën's presence in the

region. Readers may remember the feature earlier in the year that focused on what was Vietnam [under the French] and South Vietnam until 1975. Other parts of this outpost of the French empire [Laos and Tonkin, aka North Vietnam] do not rate a mention from the perspec-

CITROËN IN CAMBODIA

Anti-clockwise from bottom left: Eoin Barnett's Hanoi image of the now destroyed Citroën stained glass window at 10B Trang Thi that started the whole interest in Citroën in Indochina for me. The two Cambodian images of ex-patriot salesman Jacques

Paris at a trade show in Bokor and perched gently on the front mudguard of a 2cv. Jacques Paris with a 'wide-boy' DS near Bangkok. Of course, unlike Indochina, Thailand is a right-hand drive country.



tive of the history of Citroën.

Indeed, Pierre Jammes who runs the website that is the primary source for this type of material had not seen the Citroën stained glass window in Hanoi that was shown in that earlier edition of

CITROËN IN CAMBODIA

'Front Drive'.

However, there is material on the internet that provides some background and history of Citroën in Cambodia. This article is derived from those websites and from Julian Marsh's UK-based Citronet site. Even here, with a single exception, the earliest reference points link to the DS and 2CV rather than any Traction images or history.

In the early 1950s Citroën was represented in Cambodia and Thailand by George Desrues. But the earliest reference to Citroën activity in Cambodia is in 1955. In

that year, Jacques Paris, a 25-year old salesman in the Export Sales Department of Citroën at the Qui de Javel heard that M Desrues was looking for candidates willing to go and help with sales in his region. Yearning for an adventurous

life, Jacques applied and arrived the same year in Phnom Penh. Here he looked after the 2CV business until his transfer to Bangkok in 1957. He was sent with a mission: introduce and sell the DS in Thailand. Siam Motor Supplies, already Citroën's local importer and distributor, did its best. But it had not been easy, to say the least.

There are two pictures of Jacques Paris at work in Cambodia. The first shows him in either 1956 or '57 at what appears to an exhibition, or trade fair of some kind. On the stand at his side the road sign indicates Bokor, a hill station not far from Sihanoukville.

On the table in front of him is a catalogue or poster for the newly unveiled DS19. The second shows Jacques posing on the front mudguard of a 2CV ~ my guess is he was sitting very carefully or he was very light!

One of young Jacques' first customers was no less than Marshall Phibun Songkhram, the long-time leader of pre- and post-war Thailand ~ he was Prime Minister and virtual military dictator of Thailand from 1938 to 1944 and 1948 to 1957. 'I was asked to go and show the newly arrived DS19 at the Government Palace', explained M Paris, 79-year old when Pierre Jammes [owner of the web site www.dsinasia.com, from when much of this

information is sourced] met him in October, 2009. 'Phibun was there; he spoke French, and as I was demonstrating how wide the trunk was, enough for an adult to fit in, he jokingly asked me to try and go inside I obeyed, of course, but then he closed the trunk!'

During the early 1950s, Phibun Songkhram's government had become increasingly corrupt, and the parliamentary election of 1957 was blatantly rigged to keep Phibun in power. Public outrage and student protests, accompanied by the known displeasure of Thailand's king, led Sarit Thanarat to stage a coup in September 1957, but a serious deterioration of his health led Sarit to fly to the United States

Thai strong-man Marshall Phibun Songkhram was a DS owner. When he and his family fled to Cambodia, after the 1957 coup their DS went with them. Left: Phibun and his wife

in the DS.

Phibun with his wife and son in Cambodia.

Right: Cambodian king, Norodom Sihanouk alighting from his DS in Cambodia.



of America for treatment, leaving Deputy Prime Minister Thanom Kittikachorn in charge. However, economic troubles continued, and in October 1958 Sarit staged a second coup, intended to thwart the undisciplined politicians by

supposedly benevolent despots of his country's past.

But the best was yet to come... M Paris told us, 'Phibun had several cars of course, but he chose the DS when he had to flee to Cambodia after the September

1957 coup.' Chirawat Panyarachun, Phibun's daughter wrote a

biography of her mother, Thanpuying La-iad Bandhukravi. In it she writes that Phibun personally drove the DS to the port of Trat, where he boarded a ship for Cambodia. The car, along with

his diplomatic passport and other personal effects was later driven to Cambodia by his son, Anan.

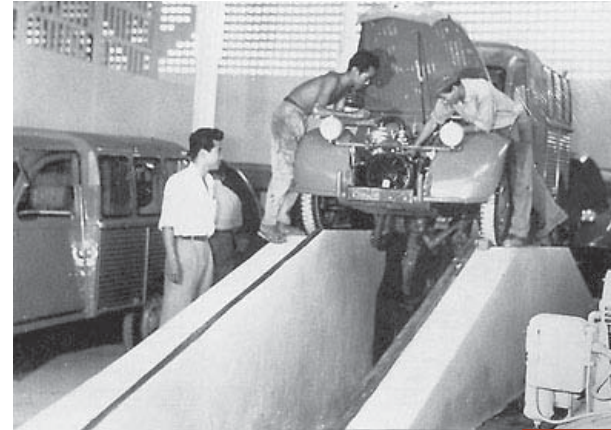
M Paris' version of the story is slightly different. He maintains that 'Border police fired at him... I suppose he had to continue by foot, because we recovered the

car a little while later, there were bullet impacts on the rear.' Now how about that? And you thought General de Gaulle was being innovative with his 'Petit-Clamart' incident, five years later!

Either way, photos exist taken by Chirawat Panyarachun of

CITROËN IN CAMBODIA

imposing Martial law. Sarit felt that democracy had failed in Thailand and intended to rule according to 'Thai ideologies', not imported Western political theories, choosing as his model the



CITROËN

VOITURES



CAMIONS

T. A. 11 et 15 CV.

T. 23 et T. 45

AGENTS EXCLUSIFS EN INDOCHINE :

**SOCIÉTÉ AUTOMOBILE
D'EXTRÊME-ORIENT**

SAIGON
37, rue d'Espagne

GARAGE AVIAT

HANOI
angle Boulevards
Rialan et Gambetta

HAIPHONG
angle rues
Harmand & Dominé

TOURANE
66, rue Guillemin

ETS G. DESRUES

PNOM PENH
2 à 6, rue Philas



Phibun, with his DS in Cambodia. The first shows him with his wife in the back seat and the second depicts him with his son Anan and on the extreme right his butler, Khun. Phibun stayed for three months in Cambodia

think that it was hidden away... just waiting to be found today.

While in Bangkok, M Paris was asked to demonstrate the DS to King Norodom Sihanouk of Cambodia, who eventually used one too. There is a picture of King Sihanouk stepping from his DS in Cambodia.

Meanwhile,

back in Cambodia Georges Desrues had realised that the 2CV was a far more suitable vehicle for the country than the DS. As a result in 1958 he established Société

Below: The winning team in the 3rd Rally of Cambodia outside the SKMA garage on Street 82.

Opposite: The same building in 2007, courtesy of local resident

and car enthusiast Tom Windelinckx. A more recent picture [the lower image] shows that the Citroën signage has been painted over.



Continued on page 26



PETER SANDOW'S ONZE LÈGÈRE



Continued from page 22

Khmer de Montage Automobile to assemble locally a boxy version of the 2cv. Sihanoukville, the port city in the south of the country was the site of its operations but it does not seem to have met with

in Phnom Penh.

Phnom Penh was also the home base for M Renart. He was a mechanic who, with his family, had been sent by Citroën to Phnom Penh. As well as working in Cambodia, he regularly visited Bangkok and trained the staff there in how to keep the DS on

the road. Tricks included replacing the regular hydraulic fluid with locally produced castor oil and fitting an extra cooling device for the hydraulic system.

Unfortunately we know very little of this SKMA garage, however. Indeed, very little information remains about any of Citroën's activities in Cambodia in those days. Tom Windelinckx, a local resident and car enthusiast explains that during the Khmer Rouges regime most, if not all, cars were destroyed, and very

few classic cars can be seen in the country today. As far as former Citroën employees in the region could tell us, the country was certainly fit for sales of 2cv-type 'off-road' vehicles, but definitely not for the DS.

Tom kindly sent the interesting pictures of former shophouses on Preah Vihear Street [Street 82] in Phnom Penh, taken back in 2007, still showing traces of retro 'Citroën' signs. Compare with the other picture; this is without doubt the same place. Tom checked out again more recently, but two out of the three signs are now covered with paint.

While few examples of the DS were sold in Bangkok by Jacques Paris, there is a photo of him with a wide-boy DS there. In it he takes a pose in front of a rather unusually decorated DS, at a seaside area near Bangkok, maybe Samut Prakan, or Ban Saeng, probably in

the mid '60s. This is a fine example of a heavily 'tuned' DS in Asia, with air intake on the bonnet, two-tone paint on the front wing, 'sabot d'aile', and what looks like a British number plate.

As always with information sourced from the internet one must be careful as the veracity of what one finds can be dubious. I did find a picture, on <http://phnompenhplaces.blogspot.com>, of what is purported to be a Citroën at Ankor Wat, in 1910. The same site also claimed to depict the main Citroën dealership in Phnom Penh during the French period. It is an exact duplicate of the Saigon dealership. Hmm... And suggests there was a second assembly plant on Street 80.

But this site is also the source of the image of a Traction in front of Wat Phnom in 1946.

Compiled by Leigh F Miles from the web sites listed. ✂

CITROËN IN CAMBODIA

huge success and it was closed in 1962.

These pictures show different versions of the 2cv assembled in Cambodia, including a pick-up covered by a canvas roof.

Having said that M Desrues believed the 2cv was more suited to Cambodia than the highly complex DS, it was a DS that proved victorious in the 1960 3rd Rally of Cambodia. In the picture the Laquemant-Laquemant team is shown in front of the SKMA garage owned by the Citroën agent

Left: One of the 2007 images of the Citroën relief on the old SKMA garage. A 1946 photograph of a Traction in front of Wat Phnom in Phnom Penh.



HELP!

Do you know anyone who worked for Citroën in South East Asia?

Pierre Jammes, owner of the web site www.dsinasia.com, would love to hear stories and history of this time. He is especially keen to hear from anyone with knowledge of Citroën in old North Vietnam and Laos.

Contact Leigh Miles editor@citroenclassic.org [03] 9888 7506 [H]

Imagine the days when the equivalent of 'Wheels' magazine included articles on the care and maintenance of popular cars. Imagine the days when the Traction Avant fell into the category of popular! Well, thank to

nor its Committee can accept any responsibility for any mechanical advice printed in, or adopted from this publication.

The Citroën Light 15 was introduced here in 1939 and has remained basically unchanged ever since. First noticeable modification came in

1953, when a luggage locker was added to the rear.

The Citroën incorporates some of the unorthodox ideas which have made the name famous ~ no chassis, front-wheel drive, wet-sleeve engine, and independent front suspension by torsion bars. The car gives about 25-27mpg [111/100km] at normal driving speeds, and maximum gear speeds are quoted at: first, 26mph [42kph]; 2nd, 52mph [84kph]; top,

79mph [127kph]. Acceleration is stated as 0-30 [48kph] in 6sec.; 0-40 [64kph], 9.5sec.; 0-50 [80kph], 15sec.

The engine is a four-cylinder ohv unit with bore of 78mm, stroke 100mm, and capacity of 1,911cc. Rated horsepower is 15.08, and the car develops 56bhp at 4,250rpm on a compression of 6.2:1. The three-speed gearbox, controlled by a lever on the dash, is integral with the engine, and the differential is carried between gearbox and clutch.

The front-wheel drive is transmitted by shafts using sliding Cardan needle rollers in the universal joint bearings.

ENGINE, GEARBOX REMOVAL

The engine and gearbox must, of course, come out together, but this is a comparatively easy job. Drain the radiator and remove the bonnet, radiator shell, core, radiator cross-member. Remove the supporting brackets, then the battery, and disconnect all electrical wiring. Undo the gearshift linkage at the gearbox lower end only, then the clutch cable and speedo cables. Disconnect the flexible pipe at the fuel pump inlet take off the starter motor, ignition and carburettor controls.

Uncouple the vertical pipe from the exhaust manifold and remove the tie-rod between the vertical pipe and engine. Next take off the universal drive flanges at the gearbox end. The engine and gearbox unit can now be disengaged from the shell ~ a

sling placed round the water pump body will prove helpful at this stage.

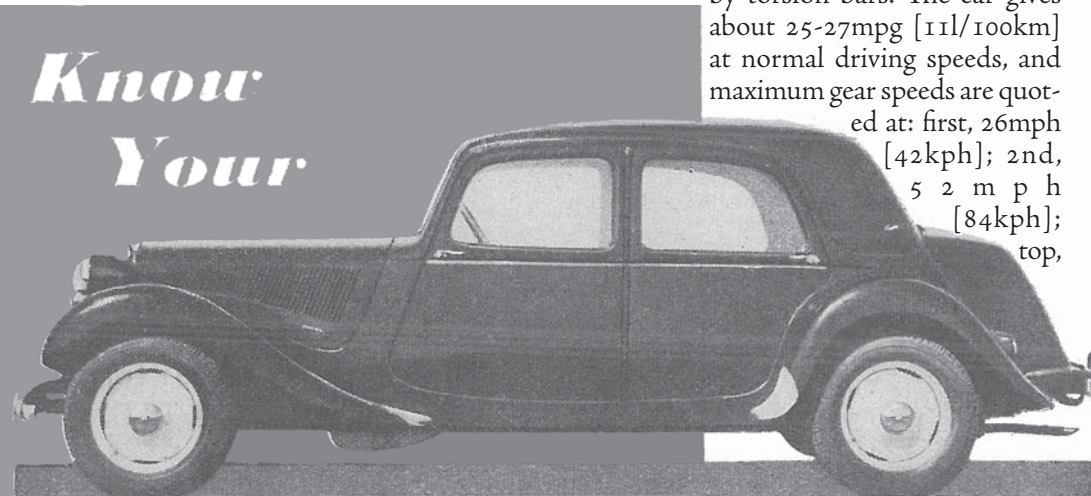
The unit must be raised slightly to disengage the couplings from the gearbox one at a time. The assembly can then be lifted out.

When reassembling, there are a few points to watch. Place the unit in the body, engage the rear bearer in its housing, and fit the volute springs on their brackets, ensuring that the plain washers are in position. Then lower the unit, being careful to engage the drive-shaft couplings with the flange bolts. Mount the radiator cross-member and bolt the front suspension brackets to it. Fit the locking plates and nuts on the coupling bolts and tighten securely.

The engine suspension system must be properly adjusted. Remove the four bolts [inside the vehicle] which hold the suspension housing. At the front end, the unit is held in place with a twin-cone rubber bush on a pin. This allows the motor to move up and down slightly and permits correct setting of the rear rubber cushion in its mounting. To centre the rear rubber, loosen the locknuts of the volute spring adjusting screws, and turn them until a clearance of 5 to 7/64" above the horizontal centre-line along the opening is obtained. Endwise checking of the unit is by measuring the distance, using the existing hole in the housing. After fitting, measure the distance between

Know Your Car

new member Tony Browne I am re-publishing the thirty-second article from a series on care and maintenance of popular cars. It was originally published in 'Modern Motor', in June 1957. As always with articles purporting to provide mechanical advice, neither CCOCA



Know Your CITROËN LIGHT 15

*Thirty-second article
of a series on
care and maintenance
of popular cars*

back of the housing and face of cushion ~ if this is not between $\frac{23}{64}$ " and $\frac{7}{16}$ ", the housing should be replaced.

Always use a new copper-asbestos gasket on the exhaust flange. To mount the clutch cable

A mandrel, centring tool or old mainshaft must be used to centralise the clutch plate with the mainshaft ball-race. While tightening, move the mandrel to make it slide freely and thus ensure true centralisation. Tighten the clutch-housing securing bolts to a tension of 14-15 ft/lb [19.7-21.1 Nm].

When fitting the gearbox, fit the dowel pins with circlips into the sockets in the cylinder block, and lightly grease the splines of the clutch centre-plate. Check that the gear, camshaft and relay shaft coupling dog is a sliding fit, with clearance not exceeding 0.006". If in excess of this, fit a new coupling dog.

If a new dog can't be fitted, it might be possible to close up the flanks of the coupling by slight pressure in a vice; but be sure not to crack the fitting. Fit the loose coupling to the gearbox relay shaft. Before pushing the box fully home, make sure the relay shaft coupling is in alignment with the camshaft end. The simplest way to do this is to position both the tongue and groove vertically. Position the flywheel closing plate between the flange of the bell-housing and cylinder blocks, then push the gearbox fully home. When tightening the securing bolts, give 14 ft/lb [19.7 Nm] tension.

The clutch withdrawal fork should have free play of 0.056-0.065" between the faces of the

thrust washers and toggles. A setscrew and locknut enable this setting to be obtained. Set the rear lock withdrawal fork on its guide bracket to give a clearance of between 0.040 and 0.078", then fit the dust cover to the bell-housing.

DISTRIBUTOR SETTING

To set the distributor, crank the engine slowly until No 1 cylinder is approaching the end of its compression stroke, then insert a pin 6mm [approximately $\frac{15}{64}$ "] in diameter into a special hole in the housing. This pin will fall into a recess in the flywheel, and at this point piston position will be 8° btdc. Take off the distributor cap and push the distributor shaft into the bush. Rotate the spindle slowly to engage the driving dogs. Fit a timing light in series with the distributor terminal and a lead from the coil, then turn the ignition on. If the points are closed, the light will come on. The rotor should be facing about No 1 segment. Now turn the distributor anti-clockwise until the points just separate [or the lights go out]. Turn the distributor a little further in the same direction until there is a gap between the points of 0.003-0.004". This should be about correct setting for ignition timing, but road-testing will be the only way to get the exact setting. Do not forget to withdraw the timing pin before starting the engine.

HEAD REMOVAL

The head can be removed

with the engine still in the vehicle. Drain the water and take off the bonnet, uncouple the hoses from the water pump and disconnect the battery positive lead. Take off the air cleaner, carburettor and fuel line. Disconnect the exhaust pipe and tie-rod from the manifold. Take off the fan-belt, remove the valve cover and uncouple the oil pipe from rocker-arm shaft. Take out the spark plugs, and the head nuts can then be loosened a little at a time, in reverse order to tightening sequence [see diagram].

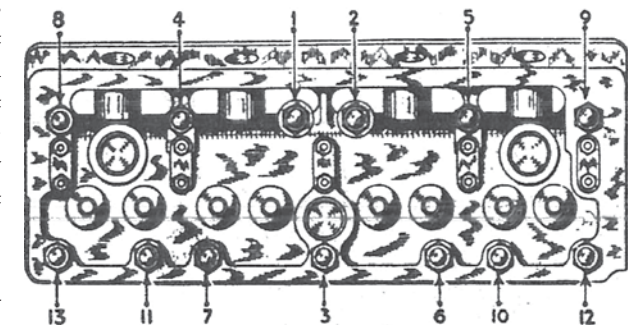
When refitting the head, clean the mating faces and give the gasket a light coating of chassis grease. Use a tension wrench and pull down first to 22 ft/lb [30.5 Nm], then go over again, in the correct sequence, and pull down to 36 ft/lb [49.3 Nm].

When adjusting the tappets to 0.006 inlet and 0.008 exhaust, the engine must not be running.

PISTONS, CONRODS

If you want to remove the pistons and conrods, the engine should be placed on a stand, preferably one which can be turned to different positions. After taking

Tighten the head nuts in this order.

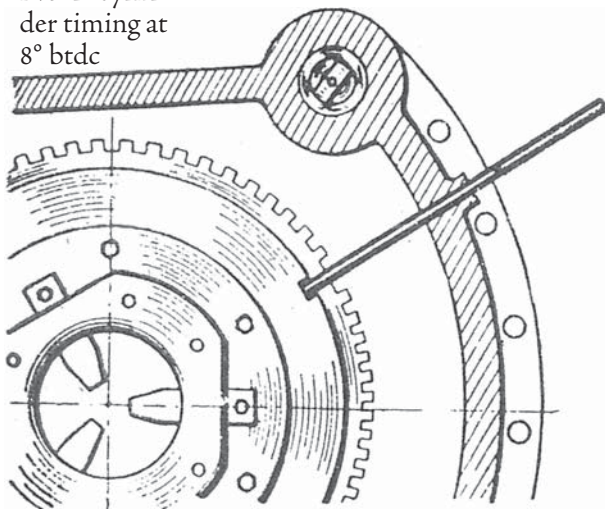


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and bracket, adjust the height of the pedal so that distance from the lowest point of the pad to the floor is $7\frac{3}{32}$ " [allow $\frac{3}{16}$ " if a carpet is fitted]. Connect the clutch cable to the withdrawal fork lever so that it is parallel to the withdrawal shaft. If necessary, set the lever to get this position.

If the gearbox and bell-housing assembly have been taken off, you must check certain points during reassembly. To refit the clutch, make sure the faces are perfectly clean and dry, then couple the assembly to the flywheel.

Use of locating pin to set No 1 cylinder timing at 8° btdc



off the manifold, turn the engine with the plug side down and remove the sump, timing cover and cylinder head: Remove the pushrods, tappets and oil pump. The conrods, main bearings and timing wheel nuts are locked by

KNOW YOUR CAR

tab plates. Place a block of wood between the crankcase and the web of the crankshaft to stop the latter turning. The timing wheel nuts can be undone and both wheels and chain can be lifted off in one operation.

After marking each rod and cap with paint [to keep them

in correct order], remove the flywheel, conrod caps and main bearing caps, then lift the crankshaft out of the block. The piston and rod assemblies can then be withdrawn from the sleeves, which in turn can be removed by prising out with bar or screwdriver. The camshaft can be taken out by removing the thrust plate.

If the pistons are to be parted from the rods, the circlips should be removed and the piston heated in hot water to about 140°F before trying to extract the gudgeon pin.

WET SLEEVE TIPS

An important part of engine overhaul is the assembly of the cylinder barrels. Correct height and sealing must be obtained; if too high they will distort, if too low they will leak.

Always make sure that the leading faces of the sleeves and crankcase are perfectly clean, and fit the sleeves into position without any gasket or jointing. They should rest squarely on the crankcase and have slight movement in the bore of the crankcase at the lower end. The tops of the sleeves should be parallel with the block face to within 0.002". A good straight edge and a set of feeler gauges are needed for this

Left: Setting timing gears. If crankshaft gear is marked on tooth, set mark a half-tooth right of centre-line; if mark is between teeth, set it dead on centre-line.

job. The tops of the sleeves should also be below the upper surface by 0.017 to 0.020".

To fit the sleeves, choose joints of a thickness which will make the barrel faces stand above the upper face by 0.002 to 0.004". Place the barrels together in pairs and give each joint a thin coating of linseed oil before placing it on the sleeve. The sleeve should drop into place without any hindrance from the packing joint. Pistons and barrels are supplied in mated pairs, so don't mix them up.

OIL AND WATER PUMPS

To dismantle the oil pump, remove the gauze strainer, followed by the base of the pump and the idler pinion. Drive out both pins which hold the driveshaft gear to the pump. The pump shaft with fixed oil pinion can then be drawn out, and the pinion moved along the shaft to remove the two halves of split collar and Woodruff key. If the oil-pump relief assembly has been disturbed, the factory method of setting should be followed, as the pump cannot be adjusted after installation.

To set the pump, heat up a tin of oil to 140°F, and drive the pump with an electric drill at 1,000rpm, using a bleed or pressure jet of 2.8mm. [about 0.09"]. The adjusting screw or plug should be turned to give a pressure of 35-35½psi [2.4bar].

Dismantling the water pump is a simple operation. Start with the fan and pulley, which should come off easily by tapping the end

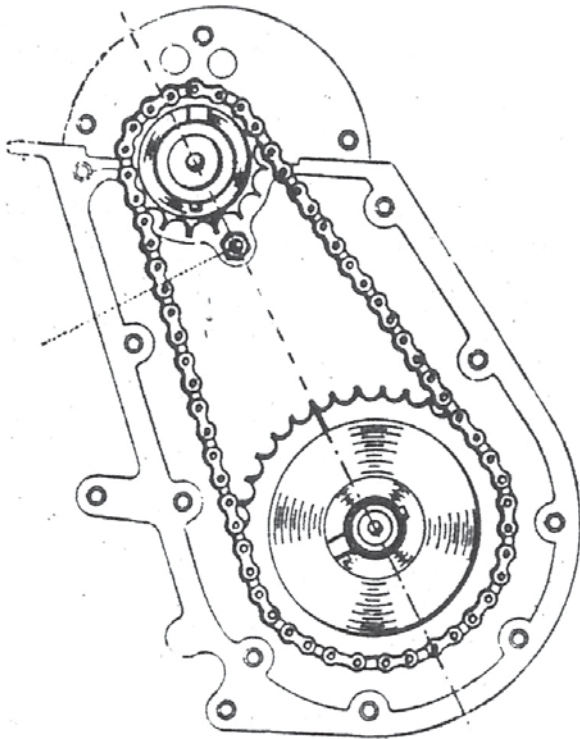
of the shaft. Don't overlook the locking key. Remove, the slotted ring nut which retains the ball-race, push the shaft out half-way [using a press or mallet] and remove the two half lock rings of the ball-race. Then remove the shaft. Take off the gland nut, gland and packing. A stepped drift can be used for removing the bush. A cross-pin is used to hold the impeller on the shaft on early models, but on later ones the impeller is shrunk on and is serviced as an assembly.

SHRUNK FITTINGS

Usually it is necessary to replace valve seats only if they are burnt or cracked. Many engine reconditioners have their own way of going about this, but the factory method is to heat the insert in one spot with a pinhole jet until the metal just starts to melt. Allow it to cool for about three minutes, and it can then be removed easily with a screwdriver. Liquid air is best for shrinking the new insert before fitting.

If the starter ring gear needs renewing, you can either knock it off the flywheel or drill a couple of holes at the root of one of the teeth and split the ring with a chisel.

There are two types of new ring gear. One is the cyanide-hardened type, which can be fitted in any position as long as the chamfered edge of the teeth is towards the engine. The other is the 'double duro' type, identified by a punch spot. With this type



the punch mark must be in alignment with the offset fly wheel bolt-hole. To fit the new ring gear, heat the inner circumference to 200-250°C, which will produce a straw-yellow colour.

Then, using a pair of hooked

gether but do not use any gasket cement flex the diaphragm before nipping up the holding screws. Do not forget to fit a fibre washer under the head of the dome cover screw.

Before fitting the assembled pump test it as follows: close the outlet orifice by screwing in

a 12mm diameter plug of 100 pitch, and on the inlet side fit a suitable union nut and fuel pipe. Submerge the pump in a can of petrol with the inlet pipe exposed. Force air into the pipe at low pressure [about 1 to 4lb will do] and watch for air bubbles. If any bubbles come from near the control lever, the diaphragm is leaking. Any air bubbles at the joining faces show that they are defective or are not properly tightened. A few bubbles may appear when the pressure is first applied and the diaphragm flexes, but these can be disregarded if they do not continue to show.

CLUTCH OVERHAUL

If you are removing the clutch, the makers recommend that you take out the engine. It's certainly possible to remove the assembly by uncoupling the engine from the hull and raising it with a garage jack to enable the gearbox and clutch housing to be taken off. However, this procedure is lengthy and difficult owing to poor accessibility.

If the clutch is the six-spring type, the pressure plate surface

should be concave. If it is the nine-spring type, the pressure plate face is very slightly concave or flat. Any metal removed from the clutch by machining should be compensated by fitting steel washers under the valve springs.

On the light type of flywheel, the makers recommend a washer of 0.040" thickness under each spring to avoid clutch slip; this is additional to the washer used as compensation for machining. Make sure that any metal cut from the flywheel face is also allowed for near the stepped centre portion, otherwise the clutch, plate centre torsional springs may foul against the flywheel nuts.

For efficient clutch operation,

the pressure springs must be matched. On the six-spring type, the springs should be of the same colour throughout ~ green, yellow or orange. On the nine spring type blue, white or red springs are used. These can be of the same colour except all-red, which would be too harsh. The colours can be mixed on the nine-spring type, provided the same colour spring is used each side of the three clutch toggles.

FRONT END WORK

Removing and dismantling front end components is extremely difficult, in some cases impossible, without the use of special tools and fixtures designed by the factory. For this reason, we

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wires, place the gear squarely on the flywheel, where it will shrink and grip tightly as it cools.

FUEL PUMP CHECK

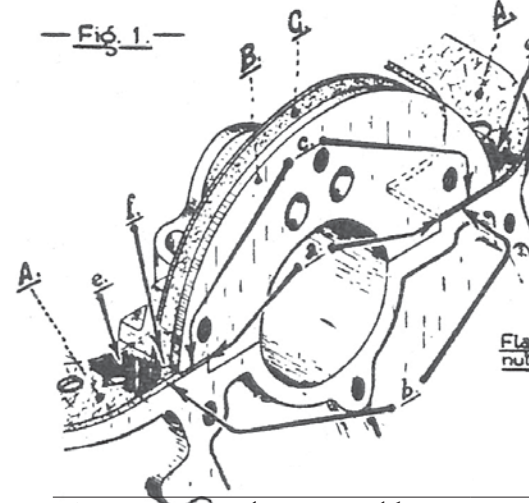
The inlet and outlet valves are set in the pump body, and in the event of the valves being faulty, the pump body must be replaced. To reassemble, fit all four diaphragm discs to the operating rod, without tightening the nut, and place the diaphragm control spring in the pump body. Mount the diaphragm assembly and connect the square piece with the priming lever. Fit and engage the operating lever with diaphragm rod,. Place a fibre washer each side of the lever, then fit the pin and rivet over at each end.

Make sure the priming lever properly engaged with the diaphragm operating rod, then fit the operating lever return spring. Line up the hole in the diaphragm with those in the casting, and tighten the nut at end of the diaphragm operating rod [?] to clamp the discs together. To prevent petrol from seeping down the threads, flow solder in the nut thread.

Join the pump castings to-

FITTING OF PUMP GASKETS.

— Fig. 1 —

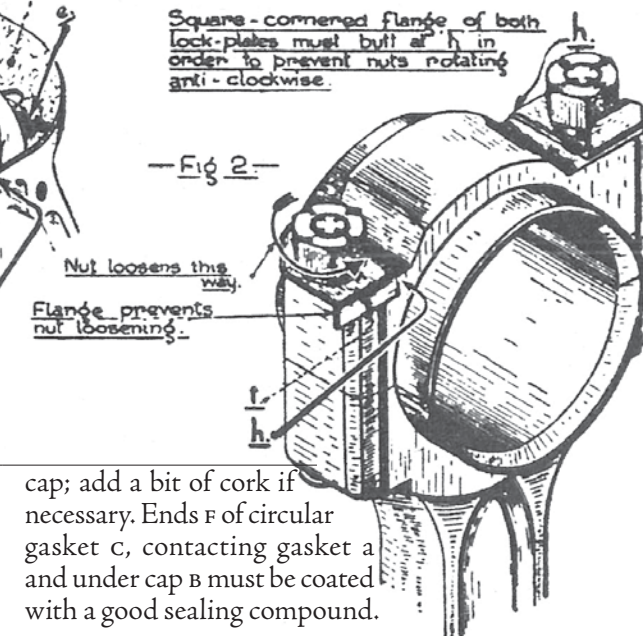


Precautions when assembling. Gasket A must butt against bearing cap B and be flush against face to which timing-case is fitted. It must be pinched under

POSITION OF LOCK-PLATES FOR BIG END NUT FITTING

Square-cornered flange of both lock-plates must butt at H in order to prevent nuts rotating anti-clockwise.

— Fig. 2 —



cap; add a bit of cork if necessary. Ends F of circular gasket C, contacting gasket A and under cap B must be coated with a good sealing compound.

are obliged to quote the tool identification number where a special tool [outside the universal types] is necessary

To take off the front axle, drain the radiator, jack the car up and place the stand under body,

studs, using a lever to part them if necessary. Should the torsion bars come out together with the front axle, disconnect them, using split block No MR1578. One paintmark is placed on the right-hand bar, two on the left. When refitting the bars make sure the ball-head screws of the adjusting

levers are completely unscrewed, then bring each bar into relation to the silent bloc on the cradle. With the adjusting lever resting on the ball-head, lower the bottom link arm of the front axle by about two serrations. Now fit the torsion bars. Complete the fitting of the bars in the silent bloc by using tool No MR3349. Don't forget to place a spring washer under the fixing bolt. Connect the drive shafts and make sure that the shaft and yokes are at 90° to each other. After coupling up the parts, the brakes must be bled and the steering angle adjusted.

To adjust steering and suspension angles, the car height must be checked first, and if necessary the torsion bars trimmed to give correct measurements. These are made with the car at kerb weight, but without passengers, from the torsion bar centre to ground at front, and from under side of hull rear floor to ground at rear. Front measurement should be 10⁵/₈", rear 10⁷/₈".

To adjust caster, check hull height and [if caster is not correct] slacken the clamp bolt of the

upper link spindle and screw the nut and lock-nut on the threaded portion, or use a flat spanner to turn the spindle.

Camber is not adjustable. The front wheels have toe-out, not toe-in. To adjust, turn the track rods an equal amount, making sure the difference in their lengths does not exceed 1/32".

TUNING DATA

Firing order: 1, 3, 4, 2
Comp, pressure: 108lb. [approx.]
Oil pressure: 28-35lb
Bore: 78mm
Stroke: 100mm
Plug gap: 0.025"
Points gap: 0.014-0.018

VALVES

Tappets [hot]: inlet, 0.066; exhaust, 0.008"
Inlet opens 3° btdc
Exh closes 11° otdc
Face angle [all]: 30°
Seat widths: inlet, 1/32", exhaust, 1/16"
Spring test: Inner, 1¹⁹/₆₄", at 2³/₈lb, outer, 1²⁹/₆₄", at 32lb

CARBURETTOR

Solex 35FA TIP
Choke: 26
Main jet: 135
Air correction: 210
Pilot jet: 45
Pilot air bleed: 180
Starter air jet: 4
Starter fuel jet: 115-125

CLUTCH

Spring test: 6-spring type, free: 1¹¹/₆₄-1⁴⁷/₆₄"
Compressed to 1³/₈": 103-110lb
9-spring type, free: 1⁴⁹/₆₄-1⁷/₈"

Compressed to 1¹¹/₃₂": 77¹/₂-78⁵/₈"
Finger height with three 1.24" gauges under pressure plate and cover raised 2⁵/₃₂" above surface: 2²³/₆₄"

FRONT END

Caster: 7¹/₂ plus or minus 1/4deg
Camber [fixed]: 1 plus or minus 1/2°
Toe-out: 5/64"

TENSIONS


Head: initial: 21¹/₂ft/lb, final: 36ft/lb
Big ends: 22-29ft/lb
Mains: 50ft/lb

Know Your Car

behind steering. Remove bonnet and battery positive terminal. Disconnect wiring to head, side-lights junction box and horns. Remove front wheels and bumper. Take off the mudguard and radiator shell assembly [without disconnecting the shell from the guards]. Start by removing bolts fixing guards to guard stays.


This will hold the guards in place until removed. Raise the engine and gearbox and place a block under the clutch housing. Remove the radiator and cross-member. Undo the hydraulic hoses at the brackets and disconnect the track rods from each steering arm. [A ball-pin extractor may be needed for this operation.] Uncouple the drive shafts from the gearbox flanges and slide the couplings on the splines away from the gearbox. Remove the screws which hold the torsion bars. These are inside the recess of the front 'silent bloc' fittings. Undo the four nuts which hold the front axle assembly to the hull, and take off both mudguards and bumper brackets. Disengage the front axle from the four hull

ARE YOU A VICTIM OF
The DIRT DEMON ?




DIRTY OIL
HALVES ENGINE LIFE
DOUBLES REPAIR BILLS

Keep Your Oil Clean
WITH A
GENUINE RYCO FILTER



AND CHANGE IT
REGULARLY



FAULT-FINDING CHART

✂ If engine will not start and starter will not crank engine, check for:

- [a] Run-down battery
- [b] Cable corroded or disconnected
- [c] Faulty starter switch

- [b] Blocked vent in petrol-tank cap
- [e] Choked filters in carburettor or fuel pump
- [d] Blockage in the fuel, pipe
- [e] A faulty fuel pump

✂ If petrol is present but the trouble still seems to be due to a fuel fault, check for:

- [a] Choked jets
- [b] Defective starting control [choke]
- [c] Air leak in induction manifold

✂ If the engine misfires or runs imperfectly, it may be due to ignition defects as follows:

- [a] High-tension leads shorting
- [b] Distributor points not properly adjusted
- [c] Defective or damp distributor cap
- [d] Ignition timing incorrect
- [e] Faulty condenser
- [f] Cracked spark-plug porcelain, dirty or improperly sapped spark plugs
- [g] Loose battery connection

✂ If ignition is not the cause of misfiring, check the fuel system for:

- [a] Partly blocked fuel line or pump filter
- [b] Float needle valve dirty or faulty
- [c] Water in the carburettor
- [d] Low pump pressure
- [e] Carburettor flooding
- [f] Weak mixture

- [d] Dirty starter-drive assembly
- [e] Broken drive spring
- [f] Defective starter motor

✂ If the starter cranks the engine slowly but the engine will not start, check for:

- [a] Loose terminals
- [b] Dirty connections
- [c] Battery charge low
- [d] Faulty starter motor

✂ If the engine will not start and there is no spark at the plug gaps, check for oiled-up plugs or cracked porcelain.

✂ If there is no spark at the distributor plug leads, check for:

- [a] Cracked rotor
- [b] Loose low-tension wires
- [c] Faulty cap
- [d] Worn or dirty breaker points

[e] Faulty carbon-brush contact

[f] Defective condenser or connections

✂ If the ignition system is in order, check the fuel system; if there is no fuel in the carburettor, check for:

- [a] Air leaks in the petrol line

[g] Blocked vent in petrol-tank cap

✂ Some mechanical factors which can cause misfiring or faulty running, are:

- [a] Excessive carbon deposit
- [b] Sticking, burnt or broken valves
- [e] Broken or weak valve springs
- [d] Improper valve clearances

✂ If the engine starts and stops, check for:

- [a] Loose connections in the low-tension circuit
- [b] Faulty contact in the ignition switch
- [c] Dirty contact points
- [d] Defective condenser

✂ If this trouble is not due to faulty ignition, check for:

- [a] Blocked fuel line
- [b] Water or dirt in the fuel
- [c] Lack of petrol

[d] Faulty fuel pump
[e] Air leaks in manifold system

✂ If the engine will not give full power, check for:

- [a] Valves burnt or not seating properly
- [b] Ignition retarded
- [c] Automatic advance defective

[d] Defective high-tension leads or spark plugs

[e] Faulty distributor cap

[f] Insufficient fuel supply

[g] Air leaks in manifold system

[h] Jets partly blocked

This Fault-Finding Chart and the preceding article were originally published in 'Modern Motor', in June 1957 and was kindly provided by new member Tony Browne. ✂

Membership Renewal Forms

Your membership renewal for the club year, which runs from 3rd March 2013 to 2nd March 2014 is included with this edition of Front Drive This year in a bid to reduce both paper usage and secretarial stress, we will only be sending you one form, so you need to complete this one and send it to us at
PO Box 52, Balwyn Vic 3103.

If you misplace your form a blank form is available at www.citroenclassic.org.au.

Before you ask, yes we need a paper copy and yes we need it signed, even if you are a life member or have only recently joined the club.

Thanks, Sue.

SUE BRYANT ~ SECRETARY

Leigh has requested an update you on the follies of my 'fleet'. I am happy to report that Miss Bossy my 2009 C4 sedan has been driven 107,000km and hasn't caused me any problems

in Australia.

My first days in Vietnam were spent in the capital Hanoi. As a tourist one of the first instructions you receive is how to cross the road, a skill I thought I had mastered at the age of five, but the rules there are different. In both Hanoi and Saigon the traf-

fic is just a continual flow and it rarely stops, so in order to cross the road, you just walk at a steady pace and don't stop or look! The locals tell you the traffic will just move around you and it does, frightening as that first step into the oncoming sea is, they do go around you and you don't get hit.

The first lane of traffic you meet as you cross the street are the bicycles. The next few lanes are occupied by the scooters, which are small motor bikes

are by far the preferred mode of transport for the local population. The far left lanes are the domain of cars, trucks and buses. There are relatively few cars and those that do exist are either government vehicles, which have right of way over everyone and everything, or expensive private cars. If you can afford a car here it will be a good one.

I also soon learnt that nearly everything can be transported on a scooter [or bicycle] and that there were relatively few trucks because if you have a scooter you don't need a truck or car. A small scooter can accommodate up to 4 people on the back, without a side-car. For a young family dad drives and holds the elder child in front, mum sits at the back of the bike and the smallest child is sandwiched in between mum and dad.

Likewise furniture, sheets of glass, all manner of food and boxes are transported by scooter or bicycle. For chickens and pigs you need cages but one on the front and another on the back provides you with a balanced load!

Usually when I go on holidays I hire a car and then drive, mostly without booking accommodation, however in Vietnam the tourist industry is still developing and all the information I read said that car hire was not an option. This meant that for once my holiday was organised and I went on a small group tour with my friend Alison and six other tourists, a tour leader, a tour guide and a bus driver. From Hanoi we flew south to Hue the ancient capital of Vietnam and from then on we were driven in our bus down Highway 1 to Saigon, a distance

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at all. After 95,000km she needed new shoes and four Michelin tyres were purchased from and fitted by Stuckey Tyres. In short my car is running very well and neither she nor I have any complaints.

I have however been engaged in a folly of my own, without the fleet having visited Vietnam on a 20day tour, mainly by road, from Hanoi to Saigon has given me a new appreciation for how easy daily driving is for us here



of some 1,100kilometres over 6days of driving with some two and three night stops. The road, as the name suggests, is the major highway of Vietnam connecting the north and south. On paper this seemed fine, the longest single

where I work, and pot holes had become part of my daily drive on some of the local back roads. However our roads are repaired as needed and the pot holes only last for a few weeks at the most. Now it is summer and rain in

Victoria [unlike other parts of the country] is a distant memory

drive was only some 320kilometres from Dalat to Saigon and the drive meant that we saw a great deal of the countryside, which we did enjoy. What we didn't understand until we experienced them was the state of the Vietnamese roads and the quantity of travel sickness prevention tablets that would be needed.

I am used to roads that are not perfect. In the past winter we had a lot of rain in the Yarra Valley,

the roads are all fine. Not so in Vietnam. With few exceptions the roads were just a series of holes. Not just occasional small holes but large and ever present holes. Our average speed across the journey was 35km per hour! The 320km from Dalat to Saigon took over 7hours driving time, so with stops for food and sanity the journey took 9hours, not the 3hours it would take in Australia.

Vietnam is a developing coun-

try where, unfortunately, corruption is ingrained as a part of life and the road network is a victim of this. While I don't have exact figures it is estimated that for every \$100 that is allocated to build and repair roads, less than \$10 is actually spent on the road. Money is siphoned off at every level of responsibility resulting in substandard roads being built and consequently they are in disrepair within months of being built.

Having travelled and driven in many different places the roads in Vietnam are the worst I have encountered, by a long way, but having said that I don't regret choosing to travel in our small bus, I saw so much more than I would have by train or aeroplane that it was worth the discomfort. The experience has also made me much more appreciative of

the roads in this country and the efficiency of those who keep them in good order for us.

Sue Bryant



While 'Fleet Follies' is notionally an opportunity for members of the Club's committee to share their garage doings, there is no reason why general members cannot use the pages of 'Front Drive'; to share their motoring tales. Here is some advice from ACT-based Rod Greschke who is, like the editor, the owner of a 2litre diesel c5. His tale of dealer support is rather more positive than mine has been.

ROD GRESCHKE

This note is about your c5's park brake warning problem and information that may be of help to you.

I didn't email you about it when you first mentioned it in

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your 'Fleet Follies' column because I assumed, incorrectly it now appears, that your man at Zagame would have found the cause of the fault and rectified it before I could get my lap-top open.

fault warnings have displayed. These warnings have referred to low oil pressure, a faulty parking brake, a fault in the depollution system [whatever that is] and lack of oil in the particulate filter. The car went into 'Limp Mode' on two of those occasions and could only be driven in reverse and 3rd

gear on the other two'.

Actually Leigh, I believe there were more than two incidents of the car going into this 'I'm-only-going-to-drive-in-3rd-gear' sulking attitude. That fault was always pre-empted by the park brake warning that you've described in your own car, and the star logo or is it a snow flake was flashing in the gear indicator. Normally, when 'Snow Mode' is engaged, the star logo stays constantly illuminated in the gear indicator but when the fault was present it

flashed and the car remained in third gear even though I hadn't selected 'Snow Mode'.

Now, back to the note in my log book.

'On each occasion the fault cleared when the engine was turned off and then restarted'.

Checked by Ray Gulson's Citroën dealership in Fyshwick, ACT. The fault was a burnt-out component in the main fuse box located in the engine bay. The whole fuse box was replaced with a new one. I was told that this was a known fault with 2009 and 2010 model c5s. Gulsons were unable to advise if the replacement part has been up-graded.

Another, unrelated, check was carried out which resulted in a new check valve being fitted to the brake booster vacuum line.

Labour and parts were provided free of charge under warranty. Parts:

1 - CT00006500HK Fuse Box

1 - CT0000459953 Pump Valve"

The fuse box was replaced at 30,531km on February 3, 2011. The car is now indicating 68,430km and I haven't experienced any further problems with it in the intervening period so I hope that means that the replacement part was up-graded to rectify the original weakness.

By the way, when I described the symptoms to Gulson's service manager, he said he knew what the fault was even without seeing the car. They booked it in for the following morning and I picked it up after lunch on that day. I hope I continue to be this lucky with the car and trust that things will start to go better with yours as well.

You'll know if the symptoms in your car sound similar to those in mine, but even if they don't, it may still be of interest to your

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Two years ago, when my own c5 had 30,000km on the speedo, I experienced a similar problem but there were other symptoms and problems as well, none of which were associated with the parking brake but all of which were caused by the same fault and were cured with the same replacement part. I've now forgotten the exact details of all the faults, but this is what I wrote in my log book at the time.

'On at least four occasions since buying the car a series of



mechanic and give him something else to check, if he hasn't already, 'just in case'.

Rod Greschke

PETER SANDOW ~ PRESIDENT

Over the Christmas break we drove effortlessly to Cap-

tain's Flat, a place where time is not the fourth dimension. Time has been blowing in the wind across those rolling Monaro plains forever. Giant granite boulders are scattered to the horizon, sitting timelessly like farm cottages in defiance of their isolation. After our Christmas celebrations we drove on to Sydney, taking Mum back home. Sydney on the other hand is a place where clocks have no hands: time is dimensionless.

Somewhere, some how, in my

mind I loved the notion of the Traction sitting so comfortably outside the Captain's Flat Hotel, a marvellous tiled retro composition, also finished in 1938. And then onto Syd crisscrossing as many times as I could, under that fantastic grey, riveted steel monolithic arch, spanning so ef-

fortlessly that sparkling harbour. I felt the two streams of inter-war technologies merging, harmonising ~ the Traction sang. The return trip was the Pacific Highway. The panorama of unfolding vistas along the Sapphire Coast seemed endless ~ and special through the flat screen. Park the car for a bit of shopping and return to find kids photographing themselves in front of the grille ~ it's like owning a kelpie everyone wants to talk to you.

Peter Sandow

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For Sale

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! 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 15inch 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 ID 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 journo's, 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]

1987 BX TRI

1987 BX TRI, silver with grey cloth interior, automatic. 5door hatchback with incredibly low recorded mileage for its age ~ just 120,000km. Mechanically sound with fantastic body and interior. Air conditioning, electric windows, sunroof. Serviced at Citro Motors. History available. Unregistered, so just \$2,000, or near offer. Location; Melb. Contact Mirella 04 0057 1225 or mirellacarey@gmail.com [35/06]

Wanted

For 1923 5CV

Wanted for a 1923 [?] Citroën 5CV [long chassis model] the following items:-

- 1) A centre cross member [bolts into chassis] and holds the brake fulcrum, complete with the fulcrum if possible.
 - 2) Complete engine bonnet in reasonable condition as the one I have is in very poor shape.
 - 3) Pair of rear brake shoes.
 - 4) Headlight bar.
 - 5) Any other parts available.
- Contact Geoff 04 1731 2377 or lynandgeoff4@bigpond.com [36/06]



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Australia's National Citroën Car Club

