

# FRONT DRIVE

THE MAGAZINE OF THE CITROEN CLASSIC OWNERS CLUB OF AUSTRALIA INC.

**VOL. 20 ISSUE 6**

**CCOCA JUNE '97  
AUSTRALIAN  
RALLY**

**HOTSHOTS  
5 WAY TEST**

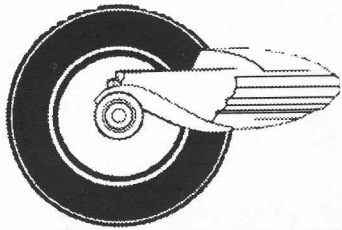
**FAST FREAKS**

**FRENCH Q CARS**

**BIROTOR  
REVIEW**



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# behind the DESK

Well here we are at 1997 and another busy year for the club. As this is the last Front Drive for the club year, I wish to thank all those who contributed their time, letters, articles and everything else that put a magazine like this together. Don't forget to renew your membership so your flow of Front Drives does not dry up. Why not renew now when it is fresh in your mind rather than forgetting about it and wondering why you haven't received Front Drive.

This issue highlights some of the highs and lows of fast small Citroëns.

The 5 way test including the Visa GT is an interesting article from Car magazine June 1983. As is the Q car article from Wheels magazine 1973 featuring the Ami Super. Then the article, Fast Freaks, poses the Question WHY?

We have finally got information to publish regarding the National Rally at Renmark just 2 months before the event. If you intend to go I would suggest pulling your

finger out and organise accommodation. Renmark is only a small town and if it is anything like the roll up at Gayndah in 96 accommodation might get tight.

We also have information about CCOCA's National Rally Austraction, held on the June long weekend this year in Canberra. Mike Neil in Canberra has put a lot of work into this year's rally to ensure it goes smoothly, with lots of interesting things to do. A must do!

The prez is back on deck after a long vacation in Europe. He has promised to write a Leigh's Travels article about the trials and tribulations of touring Europe in a Visa Cabriolet (Which has since arrived in Australia ) in the next Front Drive.

The classified pages (yes it has flowed onto two) is alive and rapidly expanding. Good to see a number of Citroën enthusiasts putting it to good use.

Well enjoy you read - Editor

**NOTE NEW POSTAL ADDRESS****CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA INC.**

The Club's and Front Drive's postal address is **P.O. Box 52, Deepdene, Victoria, 3103.**

Our e-mail address is ttp@tmx.com.au

CCOCA Inc. is a member of the Association of Motoring Clubs. G.P.O. Box 2374V Melbourne, Victoria, 3000.

The views expressed in this publication are not necessarily those of CCOCA or its committee.

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Annual Membership \$30  
Overseas Postage Add \$9

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Every fourth Wednesday of the month, except December.

Venue:- Canterbury Sports Ground Pavilion, cnr. Chatham and Guilford Roads, Canterbury, Victoria. Melways Ref 46 F10,

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# prez sez

I suppose there is only one way to start this Prez Sez - Happy New Year! I am sure that many members will have, or indeed still are, taking the opportunity associated with Summer Holidays to work on their cars. Certainly by the interest that has been shown in Spare Parts in recent times, there must be a good deal of work being undertaken. Just on that note, Mel Carey is on holidays until the end of January. This means that no Spare Parts Orders will be processed over the coming weeks, but with the wonders of modern technology, you can fax him with your order, which will be processed on his return. The fax is attached to his regular phone, so just ring as usual and send away.

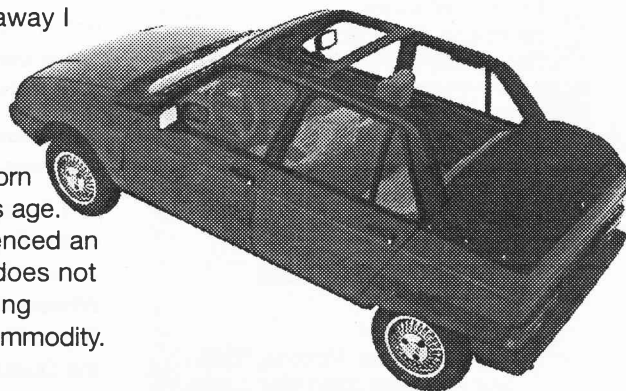
With this issue of 'Front Drive' you will have received notification of the forthcoming Annual General Meeting, to be held on ?? April, at the usual venue. We know this is early notification, but

given the need to provide 28 days clear warning of the AGM, this way we can be certain that all members are aware of the date. We have also included proxy voting forms, which should you wish to exercise your right to vote must be completed and returned to the Secretary, nominating who you wish to vote on your behalf, prior to the AGM. Membership renewal forms will be with the next magazine, so start saving that \$30 now!

As many of you are aware I spent most of my long service leave in Europe, last year. In the time I was away I bought and drove a Visa Cabriolet. Whilst the colour, unfortunately is silver and with typical Citroën quality parts the driver's seat has worn through, it is lovely car for its age. A 1983 car that has experienced an English winter, or ten, that does not have large rust areas breaking through the paint is a rare commodity.

Whilst not as fast as the GTi, it is certainly quite quick off the mark and as one of only 196 right-hand drive Cabriolets, is definitely a rarity. In the next issue of 'Front Drive' I promise to provide some notes on the motoring highlights [and low lights] of the trip.

I must also, in closing, thank the balance of the Committee [especially Edward Cross] for filling the gap created by my absence. From all I hear, he and the team did a great job. Thankyou.



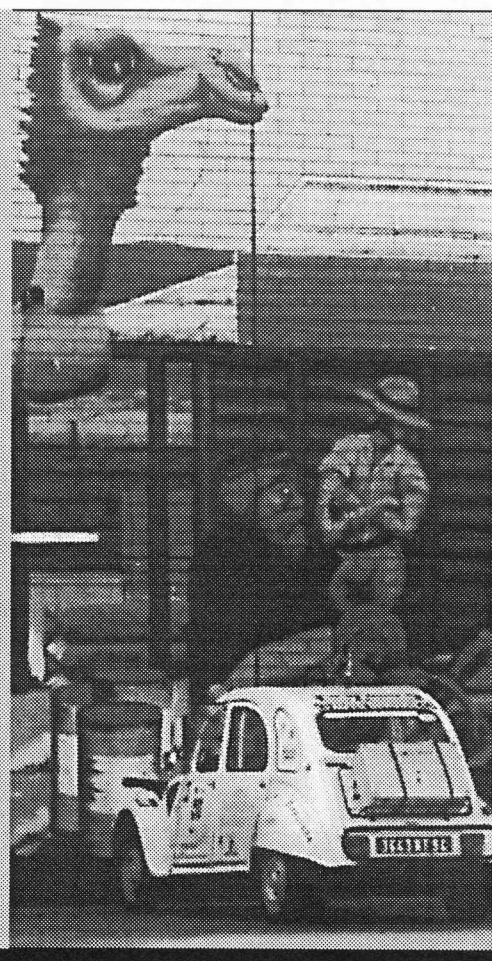
## inside...

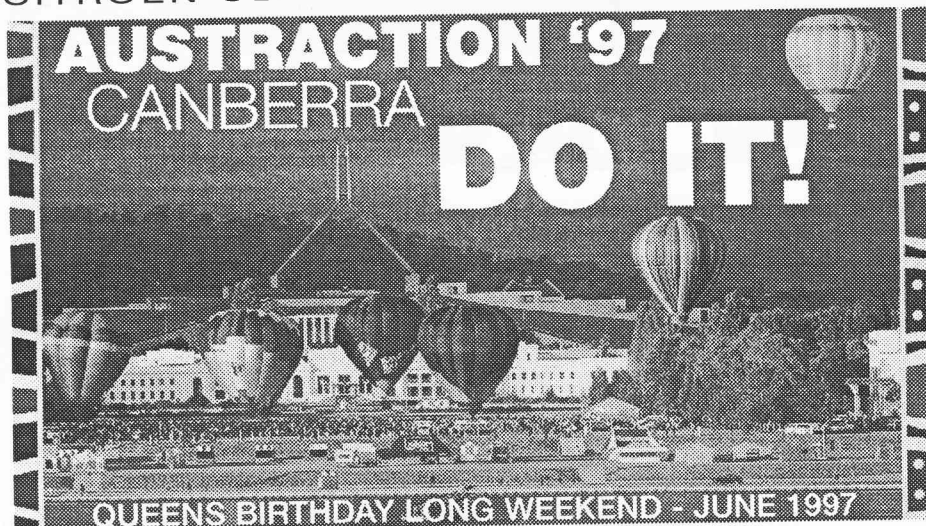
- PAGE 3 AUSTRACKION '97 RALLY INFORMATION
- PAGE 4 A-TRACTION - The calendar of events for C.C.O.C.A
- PAGE 5 EVENTS PAST AND FUTURE
- PAGE 6 1997 NATIONAL CONCOURS INFORMATION
- PAGE 7 HOT SHOT SPECIAL TEST
- PAGE 13 FAST FREAKS OR COULD IT JUST BE CHEAP THRILLS
- PAGE 17 Q CARS - THREE SNEAKY FRENCH Q CARS
- PAGE 20 MEMBERS RIGHT
- PAGE 21 EASTER NATIONAL RALLY INFORMATION
- PAGE 21 BIROTOR ARTICLE REVIEW
- PAGE 22 CLASSIFIEDS
- PAGE 24 TALKING TECHNICAL - CCOCA Spare Parts

### PLEASE NOTE

**The September October 1996 Front Drive was incorrectly numbered as Vol. 20 Issue 3. It should have been Issue 4.**

**As a result this issue is number issue 5. Don't be concerned if you think you might have missed getting Issue 4 - you actually got 2 Issue 3s.**





## CCOCA ANNUAL NATIONAL RALLY AUSTRACTION '97 - CANBERRA

The people up on the ground in Canberra have been hard at work. Namely Mike Neil. They have all put together a great weekend of events, not to mention a fantastic accommodation place that has everything from cheap, cheap, cheap, to a tad luxurious for all us decedent people.

Again great pains have been taken to ensure that this is the best value Citroën Rally in Australia. The rally has been situated to give the best access possible to the whole of the east coast as well as catering for the all important South Australian members. We know that our loyal

WA people would travel to the ends of the earth ... well travelling West to East in Australia is pretty darn close.

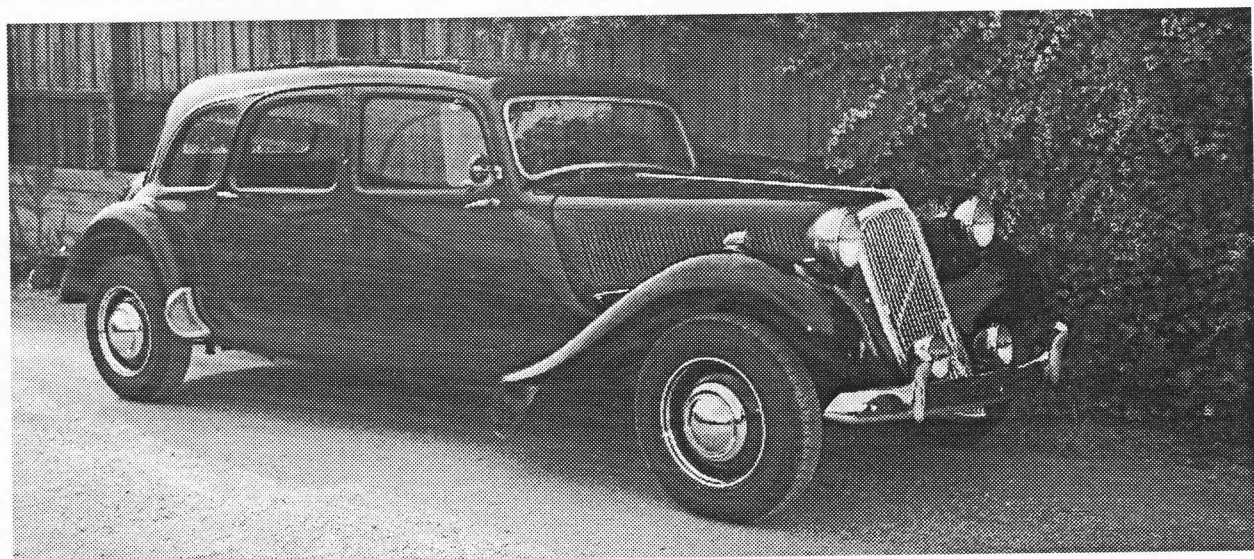
Please get your booking in early - a form is included with this magazine. All the information you will need is also included on the booking form.

Book in early to ensure you get the best option in accommodation to suit your needs.

Accommodation is booked directly with the Federal Highway Resort

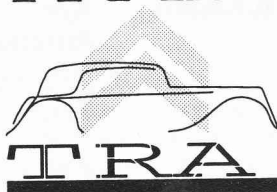
Speaking of accommodation Mike has done very well. The Federal Highway Resort has great facilities in a country atmosphere - and will be a great place to rest and put your feet up - that is if you can drag yourself away from the great activities and of course the mandatory socialising. Well on second thoughts just enjoy.

So start polishing and tweaking the old bird - there are plenty of events to test her out on before you set sail for Canberra.



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# a-tractions

NEWS  
FROM THE  
NOT SO  
SLENDER

## february

If you wish to attend any event please advise the Activities Officer on (03-9696 0866) at least one week before the event so you will be catered for. Unless otherwise stated.

Sunday 9th

British Hillclimb Day at Rob Roy Hill Climb Kangaroo Ground Victoria. Come along and see Fine British and European thoroughbred classics hurtle up the hill at a frightening pace. Fun Family day in rural setting.

Sunday 16th

Tour of Point Cook Air Museum just a short convoy trip down the Geelong Freeway from Melbourne assemble at a nice civilised time of 10.30am at Peter Fitzgerald's house 297 Moray Street South Melbourne RSVP 9696 0866 one week before BYO picnic lunch.

Wednesday 26th

General Meeting - Technical night 297 Moray Street South Melbourne - NOT the Canterbury sports oval this month. Bring the family and throw a snag on the BBQ. While the technical person in the family is getting inspired, the rest of the family can put their feet up in the roof gardens.

## march

Saturday 8th

Australian Formula Grand Prix Eve Party at Peter Fitzgerald's 297 Moray Street South Melbourne. Bring your Cit if you like - the area around the house is open at night. BYO drinks RSVP one week before Ph 9696 0866

Sunday 9th

Open house at Peter's again. Hear the noise and smell the action a few hundred metres away and watch the event on the big screen. The only way to go! RSVP one week before 96960866

Monday 10th

Shannons 2nd Official Grand Prix Auction at the Melbourne International Motor Show

14th, 15th, 16th

Bairnsdale Auto Festival Gippsland Victoria - Registrations close February 14 - contact Tricia Wood on 03 51526962

Sunday 23rd

National Concours at Domain Chandon in the Yarra Valley. Citroën will be well represented at this event and Ateco will have a display area of new vehicle along side the Lamborghinis and Aston Martins etc - GOOD COMPANY

Wednesday 26th

Annual General Meeting - Canterbury Sports Ground - the most important meeting of the year

Friday 28th

31st National Citroën Rally held at Renmark, South Australia hosted by the Citroën Car Club of South Australia

## april

Wednesday 23rd

General Meeting - Canterbury Sports Ground

## june

June 6, 7, 8, 9th

Austraction Rally - Canberra Incorporating Annual 1996/97 CCOCA Awards



# events past and future

## PAST EVENTS Annual CCOCA Christmas BBQ Lunch.

Many thanks to John and Susan for hosting a very pleasant lunch. Although I must admit it turned out to be not a good day to be driving Citroëns. Leigh's very tidy yellow Dyane decided to loose compression on the way to Belgrave which meant that he and Sue Bryant were a tad late as they had to find other transport. Sandos' car decided to not play ball on the way up, but Ted and Helen came to the rescue. Even my Big 6 Rosie suffered from contaminated petrol and had to odd cough and loss of power. But Rosie battled through and got there in the end, and thankfully cleared herself on the way back. All this added to a bit of a slow kick off and ended up being a very pleasant day. It was good to see some new faces Derek brought his wife and kids for the festivities...and some old faces...Well not in age anyway. It was good to see you again Gerry and Pat Propsting.

## Gourmet Deli Run

It was an almost picture perfect day - blue skies and just the right temperature that saw a band of Citroën enthusiasts head off the Gippsland in search of fabulous food. New member Bernie and Clare Hadaway arrived in their Golf. They assure us that the Citroën Light 15 they have owned since 1952 will see the light of day at one of our runs soon. We meet John Knaggs in his new to the road (well the day before - brave man) He was waving something that fell off... don't know where it came from but the car worked fine without it. The day culminated with us all gorging ourselves on the purchases - venison, smoked emu, fabulous cheese and fresh of the tree fruit etc.) by the Tooronga Falls. A very very pleasant day was had by all.

## Yarra Valley Wine Tour

After a small amount of confusion (caused by the organiser being 10 minutes late and some people heading off thinking they had missed the group) we all regrouped at Domain Chandon for a very pleasant start to the day - with a bottle of Champagne and some goats cheese and strawberries. We sat on the terrace looking out at the breathtaking scenery thinking life is not that bad. A monumental decision was then made to move onto De Bortelli's Winery, to set up the picnic lunch. Another great location with breath

taking views. We sat under a group of Alders and chatted, lunched and drank away the afternoon. The feeling of the group was it was so pleasant there, why do we need to go to anymore wineries. Fair enough. It was a very pleasant day in perfect weather. Derek Moore brought his Big 15 out for the day after an engine rebuild by TRA. This ensured the group travelled at a very leisurely pace, as he was running in his motor.

## COMING EVENTS

### Sunday 16th February

Tour of Point Cook Air Museum.

Day trip down to one of the finest Air Museums in the country. A Farman built by the Grandfather of our Spare Parts Guru Mel Carey is one of the centre-pieces to this important collection. There are only two other Farman planes in existence, one in a museum in Canada and another in the UK.

Out of interest the Blerriot aircraft in the Powerhouse Museum in Sydney which delivered the first mail by air in Australia was flown by Mel's Grandfather as well. Should be a great family day with some very interesting pieces of history to view. Please advise if you wish to come a week before as usual.

### Wednesday 26th February

General Meeting - Technical night at Peter Fitzgerald's - 297 Moray Street South Melbourne and **NOT** at the usual Canterbury Sports Oval. Club spares will be on display, sales and orders will be available on the night. This is also a great opportunity for Melbourne/Victorian based members to pop in to collect parts and save the freight. Experts will be on hand to solve any queries or strange noises. Great opportunity to make sure your car is in tip top shape for the Renmark National Rally at Easter. There will be a demonstration of the correct use of special tools so that your job is easier and ensure they are used correctly and don't end up with possible damage to your new parts or the tools.

### Saturday 8th March

Grand Prix Eve Party at Peter Fitzgerald's house (3 blocks from the track) starts from 8 pm. RSVP one week before

### Sunday 9th March

Open day at Peter Fitzgerald's. Hear the noise from the track and watch the action on wide screen TV in comfort.

BYO Refreshments and something for the BBQ - RSVP one week before. Ph.(03) 9696 0866

### Sunday March 23

Domain Chandon National Concours. CCOCA are planning to enter vehicles and we urge the Club members to turn up and wave the Citroën flag amongst the other clubs represented. If you do not wish to enter the Concours display there is a historic display parking area as well. We will have a promotional Marquee on the day in the Club area too. Volunteers are required for short bursts to help out.

Ateco - the Australian Citroën importer is one of the sponsors along with Aston Martin Rolls Royce, Audi, Lamborghini, MG etc., and will have a range of new vehicles on display. Entry is \$10 per adult and children under 15 Free To enter a car in the Concours it is only \$10 and that covers entry for 2 Adults into the event and entry in the draw for a trip to the Pebble Beach Concours in the USA. It is a great day with performances from some of Australia's finest Jazz performers, fantastic food all washed down with a glass of Domain Chandon of course, FREE hot air balloon rides, Free Vintage fire engine rides, clowns etc. I went last year and quite frankly there are some remarkable vehicles that where almost overshadowed by the magnificent views of the countryside.

### Wednesday 26th March

Annual General Meeting. One of, if not the most important meeting on the car club calendar. Come along and have your say on who you would like to steer your club for the next 12 months.

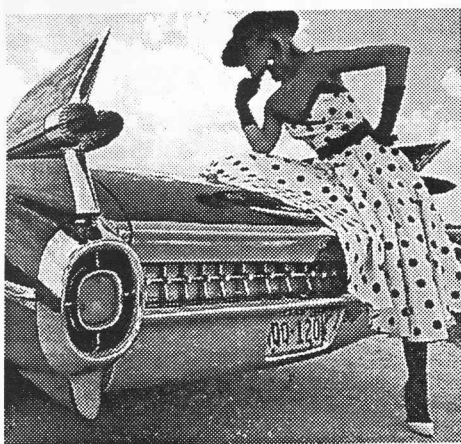
### Friday 28th March - Monday 31st of March (Easter)

Citroëndezvous - National Citroën Car Clubs rally this year will be held in Renmark, South Australia. Included in this magazine is the booking form. As we have only just received this information I would strongly suggest that if you intend on going to this great annual event put in your booking and organise your accommodation quickly as there is not much time left. I drove my Big 6 all the way from Melbourne to Gayndah in Queensland last year for this event and it was certainly worth the trip.. but I am pleased this year to have it closer to home.





## 3RD ANNUAL NATIONAL CONCOURS D'ELEGANCE



In just two years this National Concours has become the premier event for pleasantly pursuing some of Australia's finest vehicles, this year including a replica of the world's first car a 1878 Benz, a fully restored 1928 REO Speed Wagon bus, a Cooper Climax and a selection of vehicles from Lindsay Fox's collection including his magnificent Mercedes Gullwing. Add this to the stunning location of Domain Chandon Winery in the Yarra Valley, some fine food, fine wines and some of Australia's best Jazz performers.

The day includes Geoff Duttons exotic vehicle display, Glenn Coad Racing

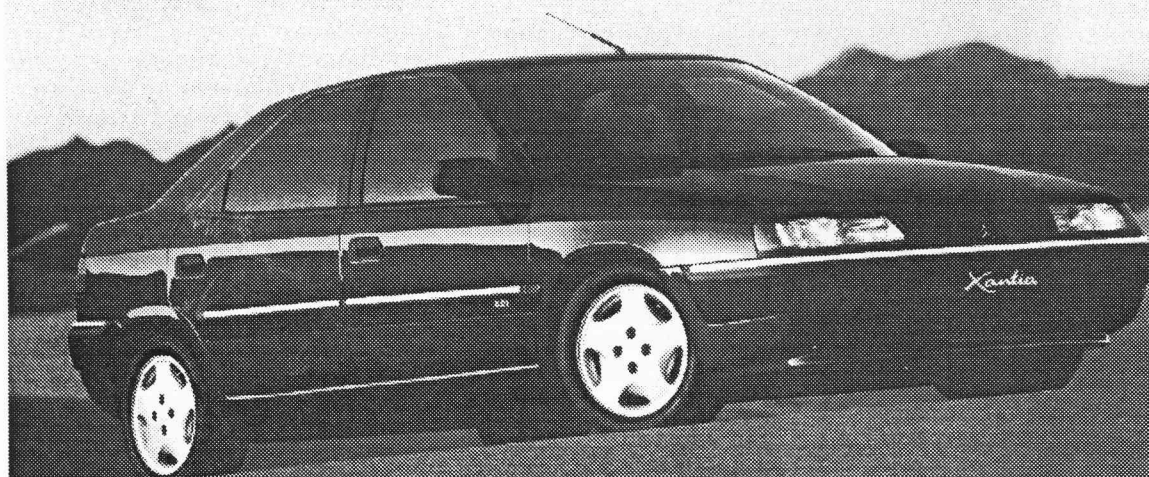
display, feature marques:- Cadillac, Corvette and Harley Davidson, Club displays, FREE hot air balloon rides, FREE Harley Davidson rides, FREE vintage fire engine rides, Jazz bands, clown and entertainers, art show, automotive book display, Domaine Chandon tastings, Corporate displays of Rover, MG, Aston Martin, TVR, Lamborghini, Porsche, Elfin, Lotus, Rolls Royce and of course Citroën.

CCOCA is trying to get together a large display with as broad as possible range of Citroën cars. The exercise will be about wavy the Cit flag among the so called big boys.

Its just a pleasant 45 minute drive from the centre of Melbourne. display vehicles are to be position by 9.00 am as the gates open to the public. There is also a classic parking area for people who bring their classic and don't enter the display. But it only costs \$10 to enter the Concours - included in that is entry for 2 people (general public admission is \$10 per person) and a chance to win a trip to America to the famous pebble Beach Concours. A bargain! Come along and wave the flag and have a great day. Entry forms for Concours contact Peter Fitzgerald 03-9696 0866



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# HOTSHOT

Reprint of article in CAR magazine June 1983

## special test

RENAULT 5 TX V MG METRO V FORD FIESTA XR2 V CITROEN VISA GT V FIAT 127 GT



*Into the bubbling market for small hatchbacks with a touch of zest steps a new contestant - the Visa GT. We set Citroën's hotshot against four established Europeans and thoroughly test its mettle.*

For once Citroën appear to be following motor fashion rather than leading or originating it. Spotting the impressive growth in the small hatchback performance car market Citroën are joining the

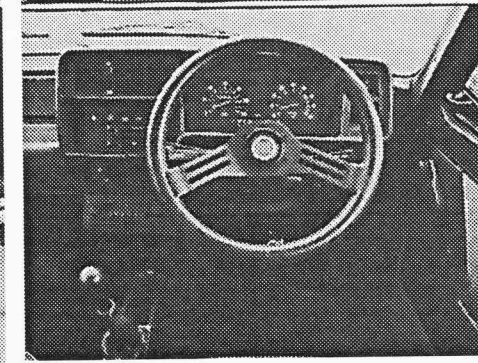
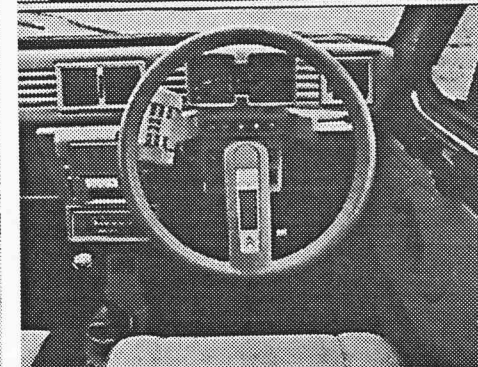
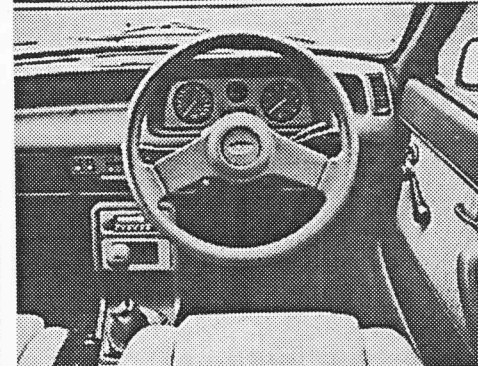
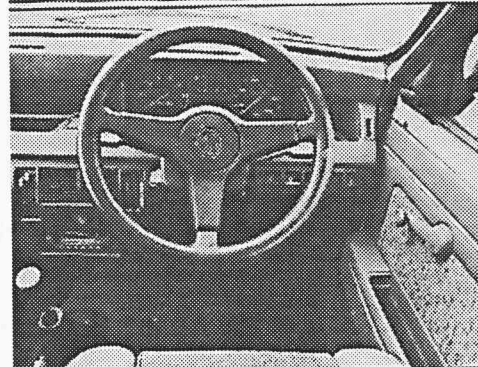
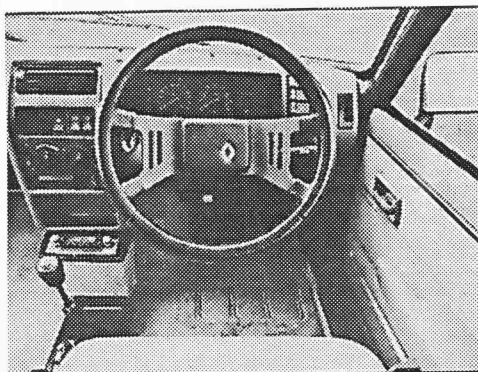
fray with the GT version of their likeable Visa. One has only to observe the increasing presence of MG Metros, Golf GTis and Fiesta XR2s on the roads to see that the combination of hatchback practicality and a little extra performance is winning the hearts of many buyers. The Visa GT, at £4,596, is aimed at the lower echelons of this market - at the acclaimed MG Metro and the brawny Fiesta XR2 rather than the bigger Escort XR3 and Golf GTi. It undercuts the Metro (£4991) by a handsome £395 and the XR2 (£5356) by a whopping £760. It is also aimed squarely at the go-faster variants of two favourite old timers - the

Fiat 127GT, now with 1,301 cc, 75 bhp performance (and all for just £4250) and the plush 1.4 litre five-speed version of the Renault 5, the TX (£4986) which, now that the normally aspirated Gordini is no longer ger with us, shares the mantle of fastest non-turbo R5 with the plainer TS (£4511).

There are many questions to be asked here. Is the Citroën a worthy performance variant of a small car that this magazine has long judged to be one of the very best? Can it beat the established mini hatchback performance kings, the XR2 and the MG? Has the GT version of the Fiat 127 given the Torinese







old timer a new lease of life? And can the less garishly adorned Renault 5TX carry on the tradition of the old Gordini and compete hard against its more overtly sporty rivals?

### STYLING, ENGINEERING.

Citroëns have always been unconventional cars, so it should come as no surprise that the Visa GT is the odd man out in styling. It has four doors, in what is otherwise strictly coupe territory. All five competitors share a hatchback configuration, front-drive and four cylinder motors. The Citroën, Fiat and Renault get five-speed gearboxes compared with the four speeders offered by both British based makers. Transverse mounted engines are common to all, except the R5 that has an in line unit.

The Visa uses the all-alloy 1,360cc overhead cam Douvrin motor (a stroked version of the big bore 1,219 cc Super X unit) spruced up by the fitment of twin Solex carburettors to give a hefty 80 bhp at 5,800 rpm, and 79 lb ft of torque at a low 2,800 rpm. Other changes from the Super X, that the Visa GT replaces, include the shortening of the front coils in the MacPherson struts by 6 mm, while the rear coils are trimmed by 24mm. There are anti-rollbars front and rear plus stiffer springs and dampers. The suspension is full independent, while the steering, like all the cars represented in this contest, is by rack and pinion. Styling-wise the Visa GT looks distinctive, even if it is unlikely to win any beauty awards from either the Sloane Ranger or Silverstone set. A deep chin dam and rear bootlid spoiler help lower the drag coefficient to an impressive 0.37 Cd. There are twin coachline stripes and rather chintzy GT badges adorn the bonnet, rear C pillars and steering wheel. Alloy wheels aid the looks while the rubber they wear, (Michelin TRX 160/65), helps the dynamics.

Like the Visa, the MG and XR2 are significantly changed from standard, although in the case of the MG the mods are mainly confined to the engine.

Compared with the normal 1,275cc Metro unit, the MG gets bigger inlet valves with polished throats, a higher compression ratio (from 9.4 to one to 10.5), new camshaft profiles with more valve overlap and an oil cooler. Power is up from 60 to 72 bhp. Maximum torque is up from 69 lb ft to 73 lb ft (developed at a high 3,000 rpm). The suspension is standard Hydragas Metro and, although the Swiss cheese style alloy wheels are an MG only addition, the tyres are common Metro stock 155 SR12. The only body extra is a



plastic rear window surround which, say BL, reduces the drag coefficient from 0.41 to 0.39 Cd.

The Fiesta gets even more changes with the soon to be scrapped 1.6 litre pushrod Kent motor shoehorned under the bonnet in place of the usual, uninspiring 1.3. The result is 84 bhp at 5,500 rpm, which reaches the road via generously sized Pirelli P6 185/60HR 13 tyres. Dampers and springs have also been stiffened appreciably, while bigger ventilated front discs improve the stopping potential.

The 127 likewise gets a bigger than normal engine in its GT guise. The 1.3 litre overhead cam four replaces the 1,050 unit previously fitted to the 127 performance variant, the Sport, and gives the Italian veteran a useful power boost from 70 frenzied bhp to 75 more relaxed ones. Torque jumps from 61 lb ft to 76. Suspension is independent all-round with stiffened springing and damping over standard. Turin's baby racer gets a host of exterior add ons in its sporty transformation - and suffers from it. There's a plastic front dam, a little roof lip, a boot spoiler and side striping. Whereas the XR2 carries its many exterior addenda well, on the Fiat they look tacked on. The ridiculously narrow 135SR 12 tyres look feeble and are fitted on steel wheels with dress caps; thus making the Fiat the only car in this group without alloy wheels.

By comparison the conservatively dressed R5 looks positively sober. There are no loud colours, garish trimming or strident decals. The only sign that the R5 is a brisk performer is its deep chin spoiler and alloy wheels (Sharp eyes may also notice the seats with pronounced lateral support). The TX, like the cheaper TS, gets Renault's torquey at-low-revs 1.4 pushrod alloy headed motor with a twin barrel Weber carburettor giving 63 bhp at 5,250 rpm and 76 lb ft of torque at 3,000 rpm. In line with its luxury aspirations, the TX is the only machine in this group with power assisted steering and push-button electric windows (neither of which are available on the TS).

### PERFORMANCE

The Fiesta scores most of the points here, as you would expect with its 1.6 litre engine. Whether it is on the race track, the open road or the city, the XR2 always has the most punch. One day of our test was at the Castle Combe racing circuit and here the XR2 soundly beat the opposition. Thanks both to its power, and to the handling and road holding advantage it enjoys, its fastest lap time

was 3.5 sec better for the 1.84 mile circuit than its nearest rival, the Visa GT. The Fiesta is also the fastest in standing start acceleration to any given speed (except to 30) and is the equal fastest in top speed (104 mph). Around town its powertrain is smooth and sweet with excellent throttle response.

The Citroën has the same top speed as the XR2 and proved the fastest overall in fourth gear acceleration times (fourth speed is lower in the Citroën than in any other car). Surprisingly though its 0-60 mph time was the second slowest after the Renault - although by 90 mph the Citroën recovered to second place. Like the Fiesta, the Citroën is a throttle responsive car (helped by its low gearing).

The Metro stopped the watches in the third fastest time around Castle Combe (1.5 sec slower than the Visa) although in standing acceleration it is beaten by the Fiat. The Metro races to 60 mph from rest in 11.1 sec and goes onto a top speed of 101 mph. Like both the Ford and Citroën it provides clean, brisk acceleration right through the rev range. Around town though the drivetrain is a mite more cantankerous, and is inclined to be jerky at low revs.

The Fiat is surprisingly fast in acceleration times, helped by its class winning light weight, but slowed on the Castle Combe circuit test because its skinny 135 tyres simply could not translate the greater straight line oomph into cornering prowess. Top speed of 101 mph (identical to the final velocity of the Metro) is in fourth, although the overdrive fifth still manages 99 (at a much more relaxed engine speed of just under 5,000).

Which leaves the Renault. Acceleration (0-60 in 13.1 sec) is leisurely. The 5 is also the only car incapable of breaking through the 100 mph barrier (top speed: 98 mph in fifth). Predictably, at Castle Combe, it strolled well behind the pack. In town though it is fine, helped by swift warming on its manual choke and by the excellent low speed lugging power of the motor (the tachometer 'green' line goes from 1,300 rpm to 2,800 rpm). It lacks the throttle response of the other four cars though and the pleasant sporty exhaust note when extended. Significantly the low down pull of the R5 makes it the fastest car at slower speeds in fourth gear acceleration. It races from 30-50 mph 0.9 sec faster than the XR2.

At the pumps with the Fiesta, you pay for the performance. It averaged 28.7 mpg to tail the field. The Fiat also

slipped below the 30 mark, with 29.8 mpg. The Citroën scored 30.7, the Renault 33.7 and the MG achieved the best performance/economy balance with 36.6 mpg.

### HANDLING AND ROADHOLDING

Ford gives you more here - or more specifically, the Pirelli P6 tyres do. The XR2, thanks to its expansive rubber, corners in a class of its own. Around Castle Combe you could storm into the corners at very high speed, yet still turn with animal-like sharpness and carry on through without fuss. It's just like a racer. Tyre squeal is minimal, steering wheel correction non-existent. All you have to do is point and squirt. Henry's smallest hotrod is affected by bumps in mid-corner. Though the tail or nose may do an ever-so-slight hop sideways the P6s always seem to guide the car faithfully out of trouble. In short the XR2 is wonderful entertainment value for fast drivers.

The Visa ranks second best. Although there is more body roll than with the flat handling XR2, it was a paragon of stability and predictability around Castle Combe. But try to push the Citroën to XR2-like cornering speeds and the Gallic GT will start to understeer off the circuit. Quite simply its skinnier TRXs just don't have the same ultimate grip as those wide P6s.

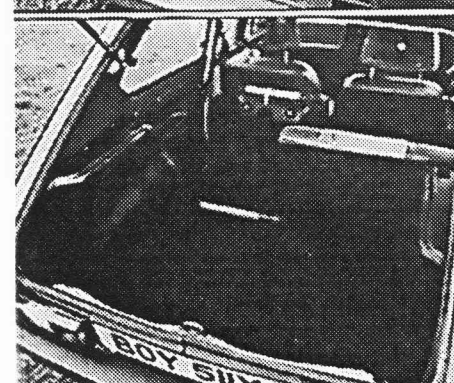
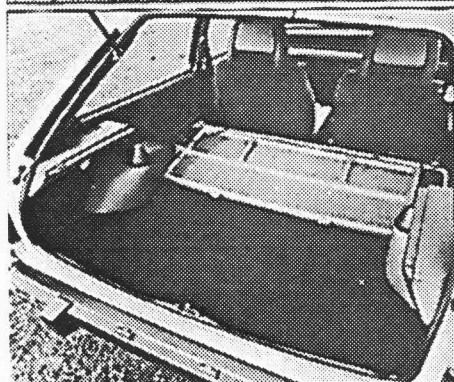
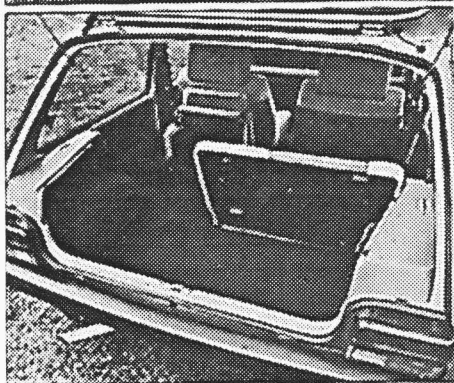
The Fiat's ultimate road holding suffers from its narrow rubber but its handling is progressive, viceless and fun. It is an eminently 'chuckable' little car, highly responsive to its steering, accelerator and brakes. It is also forgiving and safe, turning into bends briskly and obediently and progressing through them without noticeable body roll or lurching. It is a joy to push hard, even if it isn't the quickest.

The Renault, predictably, suffers from far too much body roll to be competitive dipping from side to side like a small boat in a storm. That said the TX is safe, predictable and still pretty brisk around bends. And the power steering does give fine road feel at speed.

And what of the MG? It proved a puzzler. On open winding roads its handling was fine with the only noticeable fault being a tendency for body lurch when the car is first thrown into a corner. Bumps also unsettle the MG's temperament when cornering. But on Castle Combe, extending the MG a stage further, it proved an embarrassment. When pushed hard it displayed a consistent habit of lifting its inside front wheel.







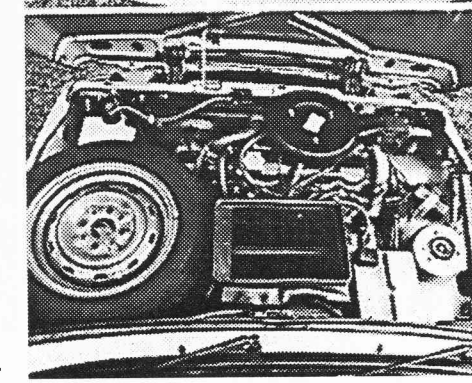
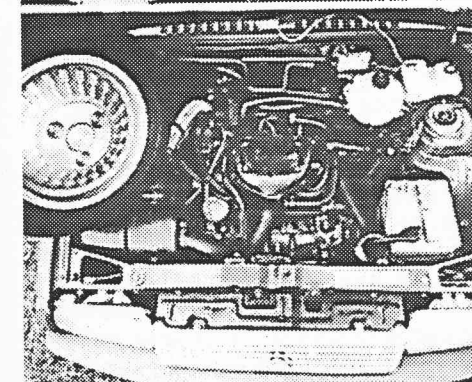
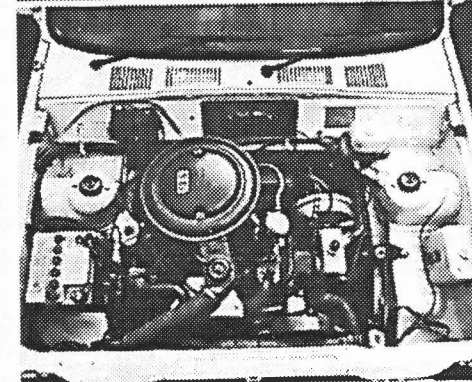
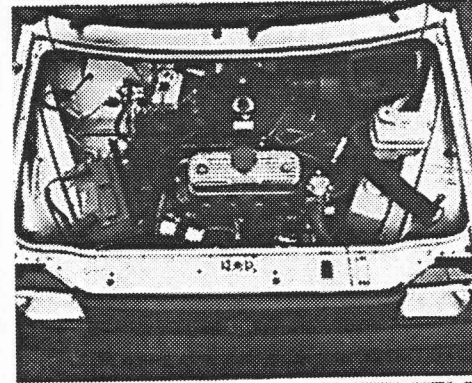
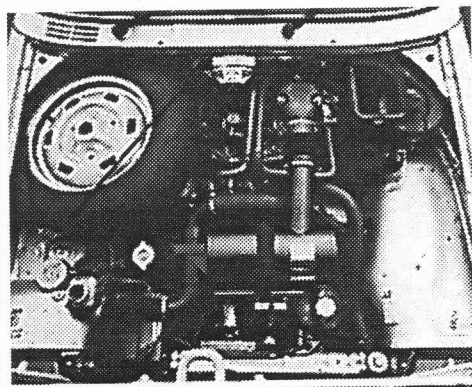
The result was that the engine revs rose and fell repeatedly and the decal-clad brick cornered in a series of little lurches. The faster MG Metro Turbo, you'll note, has significant front end modifications over its normally aspirated brother; bigger tyres, uprated front dampers and uprated Hydragas units (there are numerous changes at the back of the Metro Turbo too, including the fitment of a rear anti-roll bar). For really fast motoring, the normal MG could do with some mods too. Nonetheless the Metro could still be hustled around Castle Combe's corners very quickly and safely.

The MG does however score in overall steering feel. On the open road it provides the sort of responsiveness and tautness previously reserved for motorcyclists. And next to the power assisted system of the R5, it has the lightest steering for parking (although you will still need some shoulder power for tight spots).

#### COMFORT

This is where the Fiesta the king so far comes a cropper. Bluntly, ride comfort has been sacrificed in making the XR2 a fast cornerer. Even smooth motorways produce a thump-thump-thump as the car pounds over the joining strips and little irregularities. On B-roads the din can enter the appalling class. Despite the big capacity engine and generous performance, the Fiesta's ageing Kent motor suffers from mechanical thrash when pushed over 80 mph - which again makes it a bad proposition on a long motorway run. With 18.5 mph per 1,000 rpm the car is not low geared in top, so a fifth gear is not the magic panacea to the problem (it is in fact higher geared in top than all except the long legged Renault). Wind noise is disconcertingly high, while the row from the fan (constantly on to boost the feeble ventilation) is also a major source of annoyance. On the plus side the XR2's seats are comfortable with good support for fast driving.

The Visa wins on comfort. Its ride is on par with that of the R5 (therefore offering the best handling/ride compromise) and is way above that of the other three machines. Its seats are excellent - soft yet supportive. The Visa's only black mark - and it's a big one - is its engine and gearbox thrash. The twin Solexs are noisier breathers than the single carburettor offered on lesser Visas, while the aluminium alloy engine block, which is slanted back with the valve gear just in front of the passenger compartment, generates a fulsome racket.



The Visa is a low geared car too. Yet conversely, despite the drivetrain noise, we would choose the Citroën for a long trip. Although the noise starts to impede at about 3,500 rpm and above, it is no noisier at very high revs than its rivals. It also scores all the points in slashing smoothly through the air (there is no discernible wind noise at all) and is the most stable at speed.

Mechanically the MG is fairly restrained at high speed. Inside the seating is firm but comfortable, while also offering the best support for fast motoring. It is let down only by a bouncy and nervous ride, although motorways and A-roads never caused a major problem.

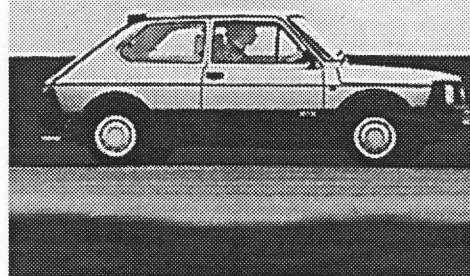
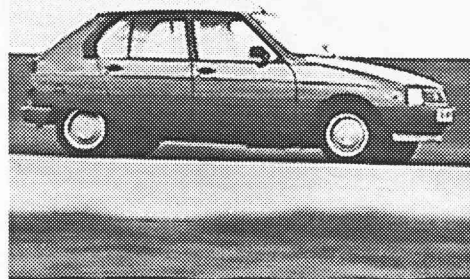
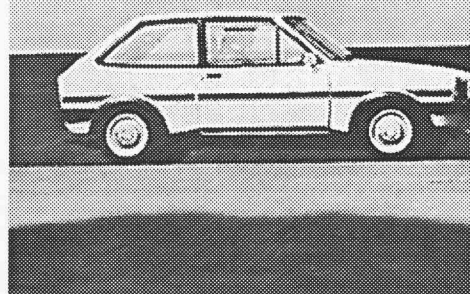
The Fiat rides over the bumps better than the MG but is let down by its noisy motor, roaring wind noise and second rate seating comfort - the latter not helped by pedals that are offset significantly to the left, thus requiring a tangled ache-inducing driving position. There is also poor seat support for the middle and upper back.

Putting the Renault bottom of the list for comfort may come as a surprise, especially with its supple ride and soft nicely upholstered seats. The main problem is that the seats lack side support for the mid to upper back area despite the pronounced lateral padding. Corner quickly in the R5 and your torso moves from side to side like a windscreen wiper. Shoulder support is also poor, while ventilation is pathetic. The R5's engine is the lowest revving in top but any low rotational speed noise advantage is ruined by a nasty boom at speed.

All five cars are well equipped. The MG, Ford and Fiat have radios as standard while the Renault and Citroën offer the aerial, wiring and speakers but will sting you for the important bit. Inside the R5 looks the most luxurious, while the MG looks the most distinctive with its smart grey herringbone trim and red carpeting and seat belts. The Citroën cabin is the least changed from its lesser brothers, with only a tachometer and extra lateral seat padding to distinguish it.

### ACCOMMODATION

The Renault and Fiat feel more claustrophobic inside than their more modern competitors, thanks partly to their higher beltlines and smaller glass areas. Although their actual interior dimensions look competitive, the Renault and Fiat have cramped driver footwells, while six footers seated in the rear, behind similarly sized adults, will have to sit splay legged or crossways. By comparison the



Citroën and MG feel like much bigger cars inside especially when you are in the back. The Visa wins in rear legroom, the MG in shoulder room. The Ford is number three for practical interior space.

The Fiat has the biggest boot (12.8 cu ft) with the back seat raised followed by the Citroën, while the MG's becomes the most capacious with the seat down (45.7 cu ft) and is also unique in having sensible asymmetrically splitting of the rear seat so you can bias the people/luggage compromise one way or the other rather than having to split it 50/50 (as with the Citroën, Fiat or R5) or not at all (as is the case with the one piece Ford seat).

The MG and Ford win on practical oddment space (these are the only machines with gloveboxes) although the Citroën does have a large and useful tray area underneath the dashboard on both passenger and driver side.

### DRIVER APPEAL

Again it's advantage Ford. The XR2 has the best driving position, generous footwell space (including somewhere to put your left foot in hard cornering even if there is no brace) good pedal positioning (heel'n'toeing is easy) and a state of the art gearchange. The only complaint is with the clutch that has a very sharp uptake.

The MG has that long time Mini trait of a horizontally inclined steering wheel that requires too much arm length and allows too little leg space in the driving position. The steering wheel looks the nicest in this group and has the best feel. The pedals are beautifully placed but, annoyingly, there is nowhere to rest your left foot apart from under the centre console [and there is not much room there]. The MG's gearchange is positive but it is not as notchy as that of the Fiesta and, like most Metros, there was clutch judder on our test car.

The Citroën has a pleasant gearchange which requires little effort but it lacks the positive action of either the Ford or MG and has long lever travel. Pedal placement is inferior to that on offer from Ford or BL. The standard single spoke Visa steering wheel is less appealing to use than the nice little three-spoker found on the MG, while the instrumentation on the Citroën is also the most austere of the bunch, with only a speedo, tachometer and fuel level gauge. Against this though the excellent ergonomics of the Visa carries a lot of weight. Although the odd switchgear takes some getting used to, it is effective - apart from ventilation





direction no control needs a hand to be taken off the wheel.

The Fiat has the most comprehensive instrumentation (it's the only one with an oil pressure gauge, even if it is obscured by your right hand on the steering wheel] but the messiest facia]. The pedal layout positioning is poorly considered and the metal accelerator pedal that is supposed to look motor-sport like actually reduces the ease of heel'n'toeing (because of its poor angle and sharp metal edge). The gearchange is also poor, with first cog difficult to engage and the much used change from fourth to fifth stiff.

The R5 cabin is the least in spiring to the enthusiast. The gearchange is easy (apart from selecting reverse) but rather rubbery. You also sit very high in the R5, which further diminishes the sporty feel. The facia looks messy, while the optional radio - mounted vertically at the bottom of the Centre console is positioned too far away from the driver.

### CONCLUSIONS

The Renault is the first car to discard. Although the 1.4 litre motor has commendable torque and tractability, it lacks the immediate punch of its rivals, while the roly poly suspension also weighs heavily against it. And curiously, despite the posh looking interior and overtly luxurious nature, the R5 TX is not a comfortable car on long runs.

The Fiat is ruled out with somewhat more regret. It is easily the cheapest car in this bunch £346 less than its nearest price rival, the Visa GT and a whopping £1106 less than the Fiesta). It is also an entertaining car to drive on open windy roads. Like many Italian small cars, it gives the impression that no matter how hard you throw it into a corner, somehow it will manage. But it is spoilt by its poor comfort, noisiness, general lack of refinement and an anachronistic interior. Besides it will not be around much longer as the Uno prepares to take over.

And so to the Fiesta. Normally when a car is inherently superior in performance, driving appeal and roadholding/handling in a Sports orientated class, we would award it Victory. But not the XR2. For a start it is S overpriced. But what is more important its ride quality is so lacking and its high speed mechanical roar so obtrusive that the Ford is actually the least appealing car in this group to take on a long run. The fact that it will be

replaced within four months is a further demerit. The good news though is that its replacement will have the far more advanced Escort CVH 1.6 litre engine, better aerodynamics (thus hopefully accounting for the wind roar) and a five speed gear box. And hopefully some suppleness in the suspension.

We reckon the MG is also on the pricey side, especially when you bear in mind its performance compared to the cheaper Citroën or Fiat. It also has a jerky ride and its handling at high speed, while safe and stable, does have flaws; as Castle Combe proved. But the MG still impresses. Its tautness and responsiveness make it a favourite for the open road, aided by wonderfully, ultra-sharp steering.

But it is the newcomer, the Citroën, that scores a narrow victory. The Visa GT is far from faultless and is in some ways a disappointment. Its engine noise is significantly more obtrusive than that of the smaller engined and higher geared Visa Super E model, and its gearbox clatter sounds like a bag of false teeth. Inside it is also disappointing standard for a GT car. Rather, the Citroën wins because of its superb combination of ride suppleness and handling excellence, its overall comfort, its brisk performance (second fastest to the XR2 around Castle Combe, remember] and its comparatively restful motorway ability.



# FAST freaks

by Peter Fitzgerald

**OR COULD IT BE JUST CHEAP THRILLS**

*Graissée avec*




**La 2CV. CITROËN** (350cmc) *de l'Ingénieur Barbot*  
*enlève le 27 Septembre 1953 à MONTLHERY*

*9 records Internationaux*

**12 heures à 90,960 de moyenne**  
**24 heures à 85,02 de moyenne**

Why are people fascinated by speed. And in particular high speed cars. Could it be the roar of a finely tuned V12, the rush of wind as it flips over the aeroscreen of a Bugatti Type 35, the smell of burning rubber as a very large motor attached to two fat tyres and two bicycle wheels hurtles itself down a standing quarter mile. Maybe it is all of those things. Gosh I grew up in a country town I know what a really cool Sandman Panel Van V8 sounds like, or a Valiant Pacer with that haemmorrhoid engine... or something like that.

I am a long term twin pot owner who loves long s---l---o---w drives in the country (well I have a van) What makes someone want to attack the beloved 2CV and turn it, with great effort, from a vehicle of adequate speed to a vehicle of something more than adequate speed. It is beyond me.

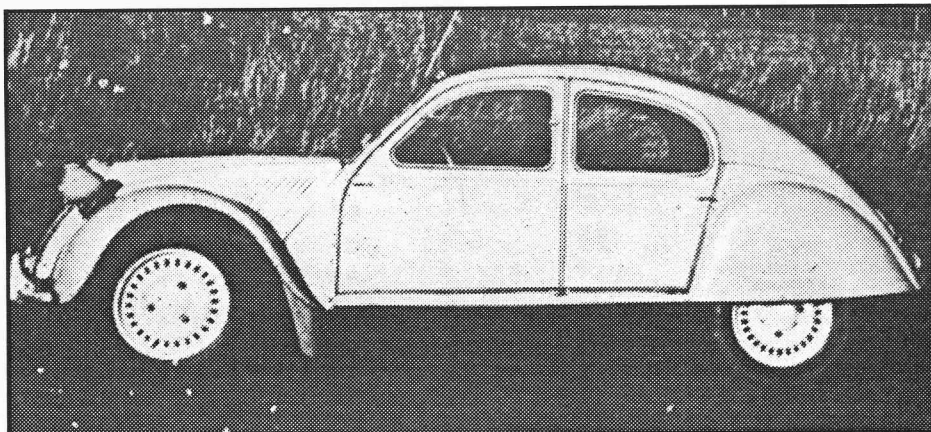
But these silly buggers have been doing it for nearly as the 2CV has been around.

For instance as early as 1949 an incredibly ugly fibre glass coupé based on the running gear of the 2CV was exhibited at the 36th Paris Salon by a coachbuilder named Clauzet.. But He didn't stop there He even produced a Mark 2

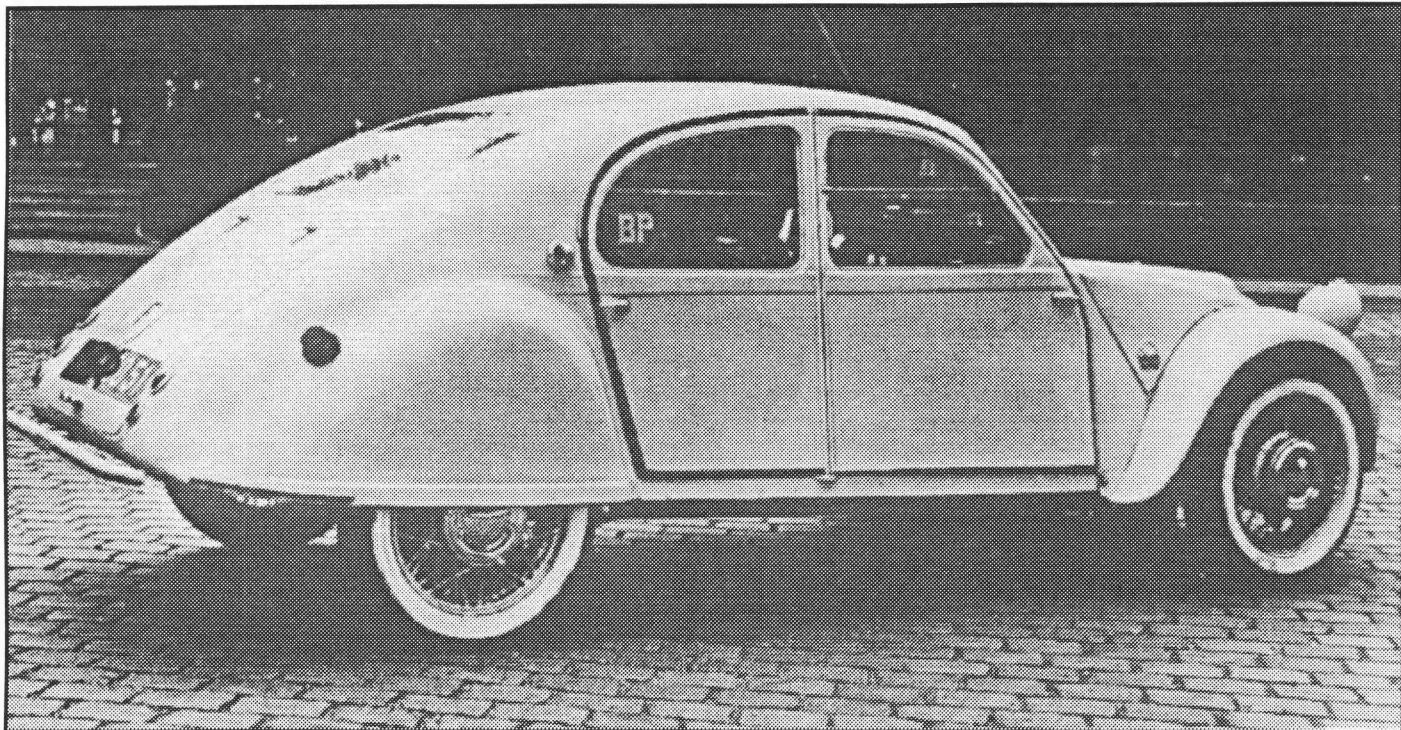
Jean Dagonet built his first confection in 1952. It used aluminium cylinders

stroked to give 425cc in cast iron jackets, twin carburettors and twin exhausts in a lowered and lightened 2cv frame, he managed to produce a car which was both striking and efficient. He even sent

*Below: A Mk 1 version of the vehicle built by Jean Dagonet*







a Mk 1 of his designs off to do battle amongst the Jaguars, Mercedes and Ferraris in the 1955 Mille Miglia.

The second model of Jean Dagonet's car dispensed with the canvas room and replace the slotted wheels of the Mk1 with wires. It even had a wooden steering wheel. But it did have quite neat directional indicators and subtly reshaped rear wheel arches.

His third attempt showed faired in headlamps, scalloped rear wings and a, heaven forbid, Ferrari like grill.

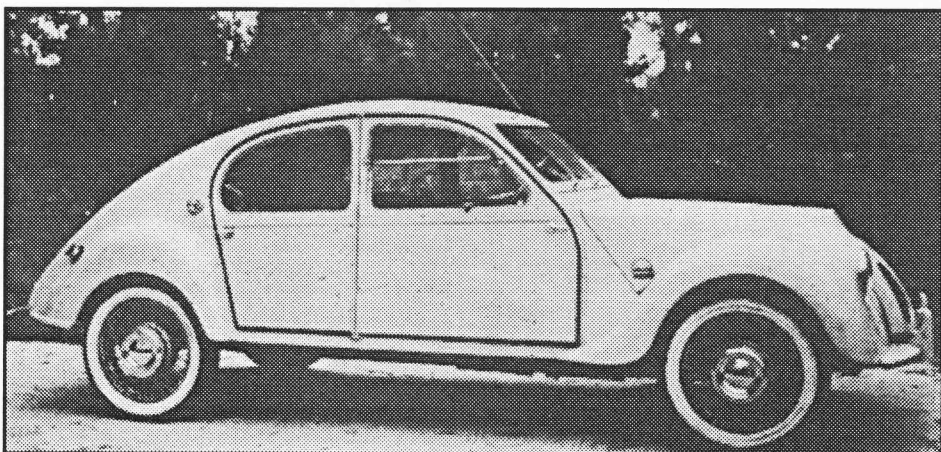
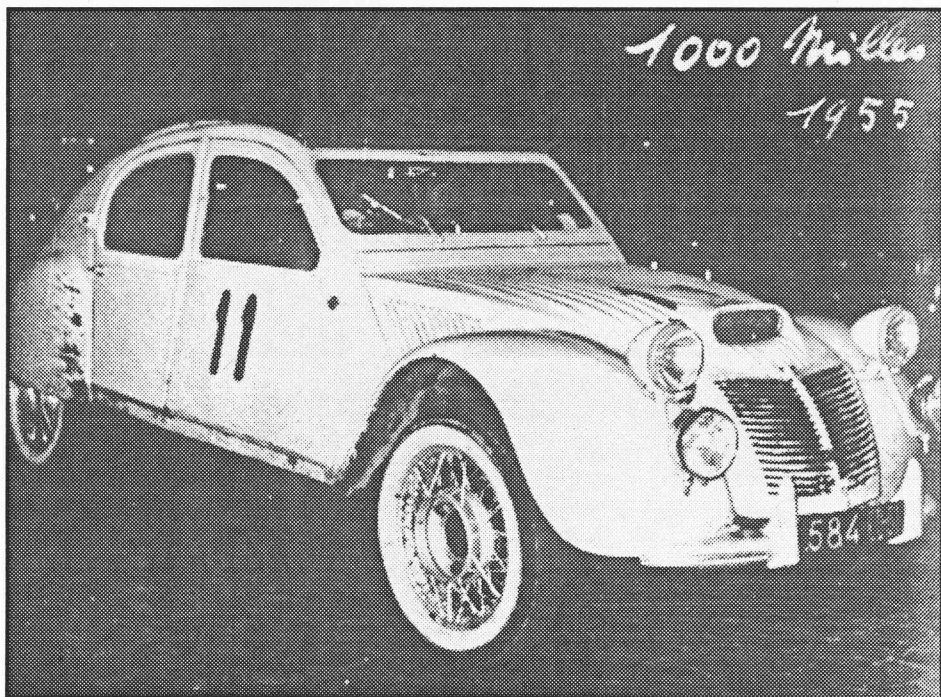
The 1957 version of the Dagonet was altogether less charming. By this time the engine had been bored out to a massive 500cc.

Probably the most interesting body job (if you could work out which direction it was facing) was produce by the Marquis de Pontac when he decided to leave his vines long enough to produce a striking machine with a three part modular coachwork and restricted travel suspension. It was sold in kit form from 1958 after several small capacity sports car racing successes. The road going car was credited with a top speed of 130 kph and the road holding was described by the motoring press as

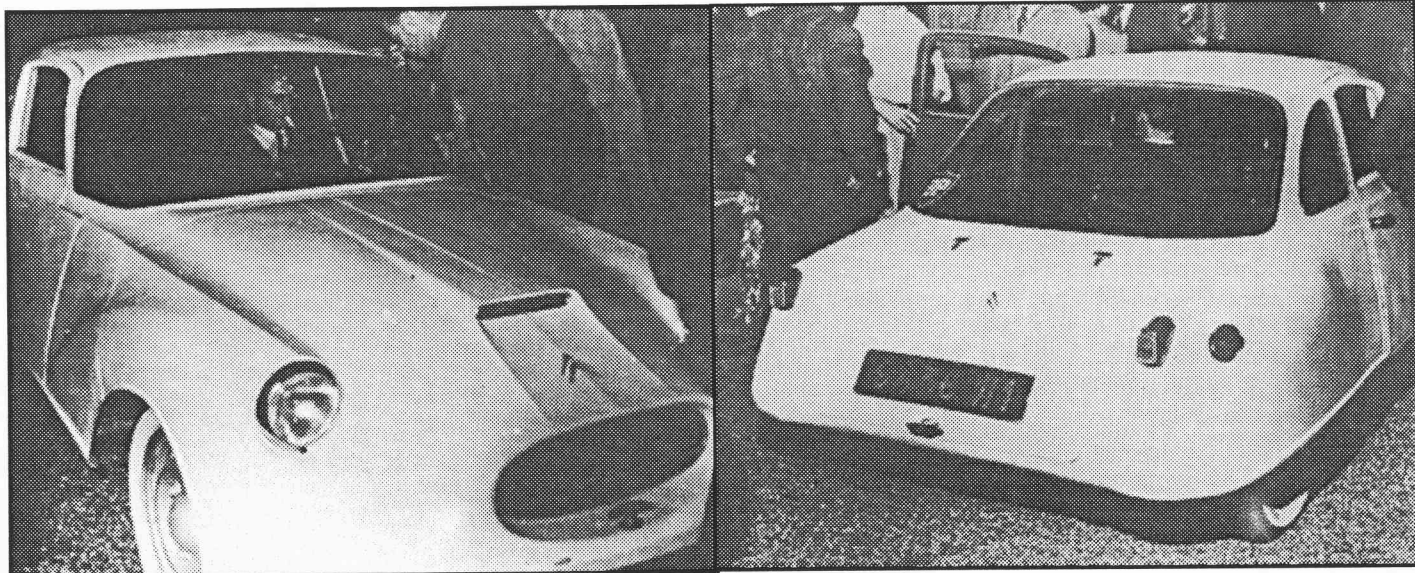
*Top: The second model of the Dragonet from the Riems factory dispensed with the canvas roof and replaced the slotted wheels with wire wheels*

*Middle : The vehicle that entered the 1955 Mille Miglia*

*Bottom: the third model show faired headlights scalloped rear wings and Ferrari like grill*







"sensational". The headlights were mounted on swivels and the doors opened downward to complete the futuristic package. A later model was shown at the Salon with floral paint finish complete with model wearing matching beach wear...Scarey!

Taking about scary...how about this for something that looked like a deflated guppy. It was produce in 1955 and was called the Radar Coupe. No. it was not called radar because it foretold of something very unpleasant. An Iceberg would have been good. The true story was that it was named after the

*Top two: Two views of the altogether less charming 1957 Dagonet. By this time the engine has been bored out to 500cc*

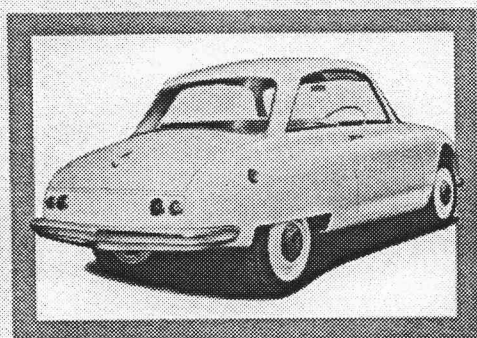
*Next down: This vehicle built by the Marquis de Pontac was credited with 130 kph and was sold in kit form from 1958*

*Second from bottom: 1955 Radar Coupe named after the constructor M. Robert Radar of Liège*

*Bottom: Even Citroën got into the act with the last ditch effort to sell 2CVs in England with the Bijou*



**The CITROËN BIJOU is unique in every way...**



for **comfort**  
for **safety**  
for **economy**  
for **simplicity**  
for **accessories**

and, of course, the **BIJOU** has  
**front-wheel drive**  
—a feature of all Citroën cars for over a quarter of a century!





constructor M. Robert Radar of Liège. Can you believe the man was fool enough to put his name to it.

Even Citroën itself got into the repackaging bit in the form of the Bijou in England. Phew... now wasn't that an outrageous success.

Of course there were some some creations that definitely would not break any speed records. Take the delightful little interpretation in 3 wheel form and elegant tubing. set off perfectly by the fringed umbrella...please.

Or perhaps this potential airborne...I don't think...version that really demonstrates there are better ways to build an airforce.

Even Steve Cropley, Aus/UK motoring journalist with more than a passing passion for the duck, slipped a turbo charger on a twin wonder. At least that 2CV had the dignity to self emmolate.

Make mine plain! If god had meant us to drive very fast, he would not have given us the wonderful Deux Chevaux

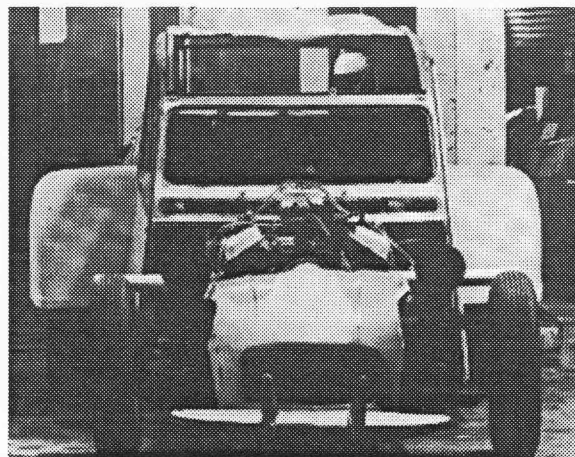
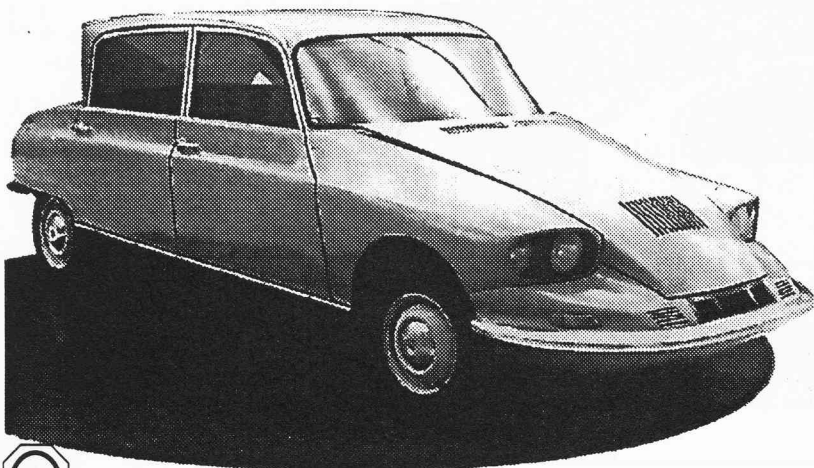
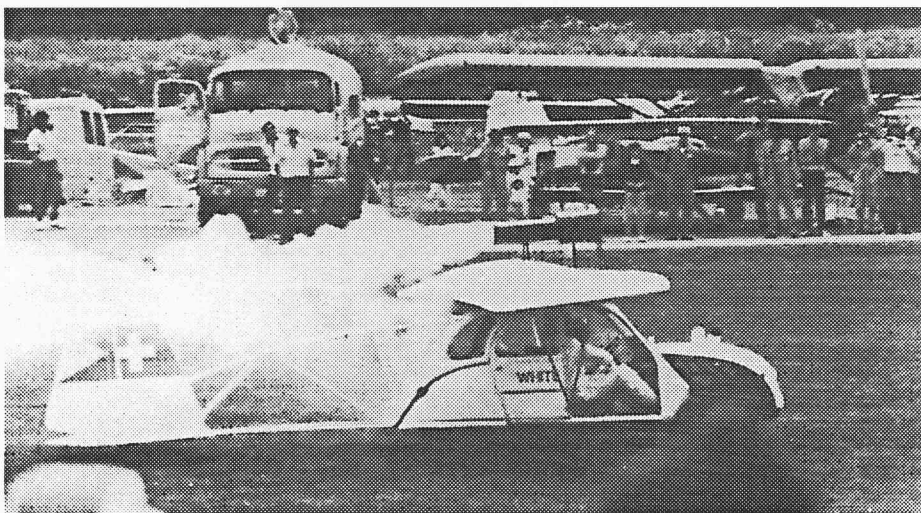
Information mostly gained from "The life and times of the 2CV" by Bob MacQueen and Julian McNamara  
Published by Great Ouse Press

Top: Certainly no speed demon, but this vine sprayer has a certain style about it.

Right: Some could say this swissbuilt mock aeroplane could be the fastest 2CV ever - Particularly if you dropped it from a great height.

Bottom right: Phew why not they've done everything else...why not a dragster

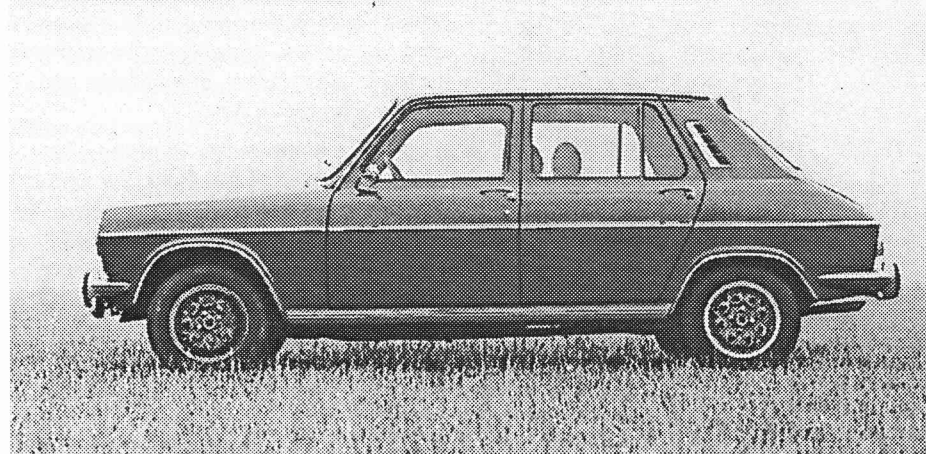
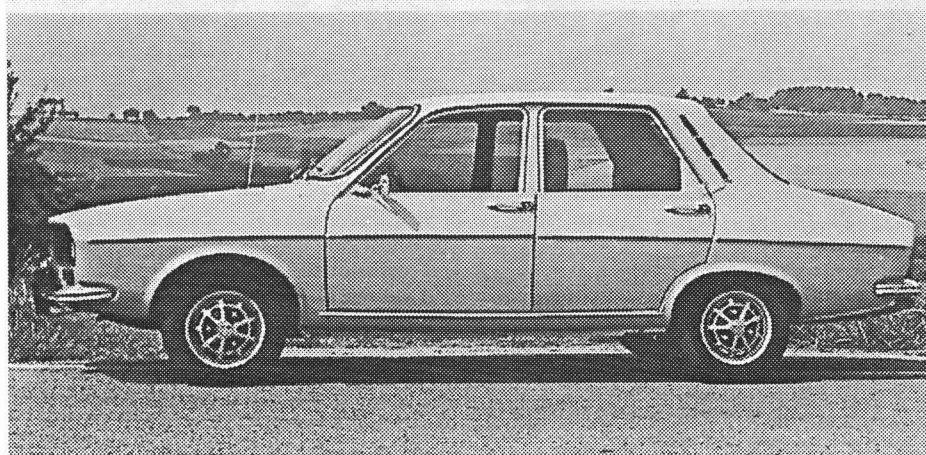
Bottom left: Citroën itself always seemed to be able to produce their own oddballs, but this prototype, the C60 built in 1960 with a DS nose and an Ami 6 rear, takes the biscuit for sheer ugliness. It was the prototype of the Ami 6 which meant it was derived from the 2CV



# Q CARS THREE SNEAKY FRENCH Q-CARS

Reprint of article in WHEELS magazine November 1973

*Jerry Sloniger discovers a strange breed of hotter small sedans from France. There, as in Australia, it seems the formula is the same - more power, more gauges, racier wheels and, a higher price*



Side views of the Ami Super, Renault 12TS and the Simca 110TI

Does anybody in Australia know the correct French for Q-Car? Now that the major French builders are offering sneaky sedans with factory built engine hot-ups we may have to invent a phrase to suit.

Consider Citroën, Renault and Simca - in alphabetical order for diplomacy. Citroën doubled the number of cylinders in the Ami and called it Super; Renault pushed a modest 12 to 95mph in TS guise without even touching engine capacity and Simca hung two dual-throat Webers on an innocent 1.3 litre four to extract over 80 DIN bhp from a TI.

All of them have different badges, snappier interiors, perhaps wider wheel rims or extra instruments and without exception they are typically French in going quickly without giving the oil companies any pleasure. Incidentally, the trio also comes exclusively with front wheel drive, apparently that's the only way to race on the Champs.

Citroën started with the cheapest base, builds the smallest car of the trio and thus the Super costs the least. The 12TS and 1100TI come in a similar size and capacity so they cost about the same.

Which is reason enough in this bland age for some comparisons assembled over better than 3300 miles of gallic games.

First some musings on their methods. Simca has the most power by a fair margin but then it started with the hotter 1100 Special anyway. Renault was the most conservative in tweaking, Citroën got the best percentage boost by going the full hot-rodding route and dropping in a whole new engine of twice the cylinder count and nearly double the capacity.







	Citroën	Renault	Simca
bhp	54	60	82
rpm	6500	5500	6000

Percent gain 68 11 10.7

This looks better if you toss the kerb-weights into the same pot.

Wht [lb] 1775 2006 2094

Lb/hp 32.9 33.3 35.5

Small wonder the Simca 1100TI goes like stink when you get it heated-up. Well it might, with that kind of power/weight ratio. Compare the top speeds,

Mph 86 95 100

and you might think we've already decided on the Simca 1100TI for all future fun trips. But it's not quite that simple.

Apart from the cost factor, which varies from country to country in any case, there is the sheer subjective feeling - and this is just one example - the R12TS has a more quality feel to it the first time you climb aboard.

Part of this is a simple matter of storage. The TS comes with a lid for its glove box, it has a shelf under the entire width of the dash and it has a console bin with various divisions around the shift lever. Renault did put the tachometer right smack in mid-dash but failed to surround it with as many extra instruments as sporty drivers might like.

The Simca TI seems more matt black-racy, but it does have a locking glove box, a shelf atop the dash and a bin in the console. Instruments are small but plentiful: six faces and six warning lights no less.

Citroën did put instruments in the Ami Super which can't reflect but only because it buried them so deep a very tall man is needed to see at all. And when he does they amount to a speedometer and fuel gauge. Warning lights are fitted to a mid-dash panel. The car has two shelves, no glove box.

Ventilation is more than average with slots either end of the dash of a Super but heating depends on engine revs, as with most air-cooled engines. The TI has two eyeball vents and up/down vents, all of which work well in a mild climate. Renault's TS should be best on air flow with slits across the dash, but our particular car must have had a flap which had flipped because we never did get any air inside.

Noise? The Ami is quiet at idle, loud by 75 mph, with a hesitant engine note



after long runs. Wind noise is considerable. The TI winds out to the red line [6500] and beyond with little fuss and wind noise is not offensive while the 12TS doesn't even sound used at its 6000 red line, but you do hear the breezes go by.

There is a fair amount of float to the R12TS up close to its top speed and more sensitivity to side gales than you'd expect of the shape and FWD. The Ami bobs and weaves less than its two-cylinder brethren and you are very conscious of side winds whereas the Simca just tracks on along with only marginal wind sensitivity.

All three of these FWD machines tell you the front tyres are doing the pulling. Any of them will change line if you lift off suddenly in a bend and all give the steering wheel a jerk if power is applied with the wheels locked over.

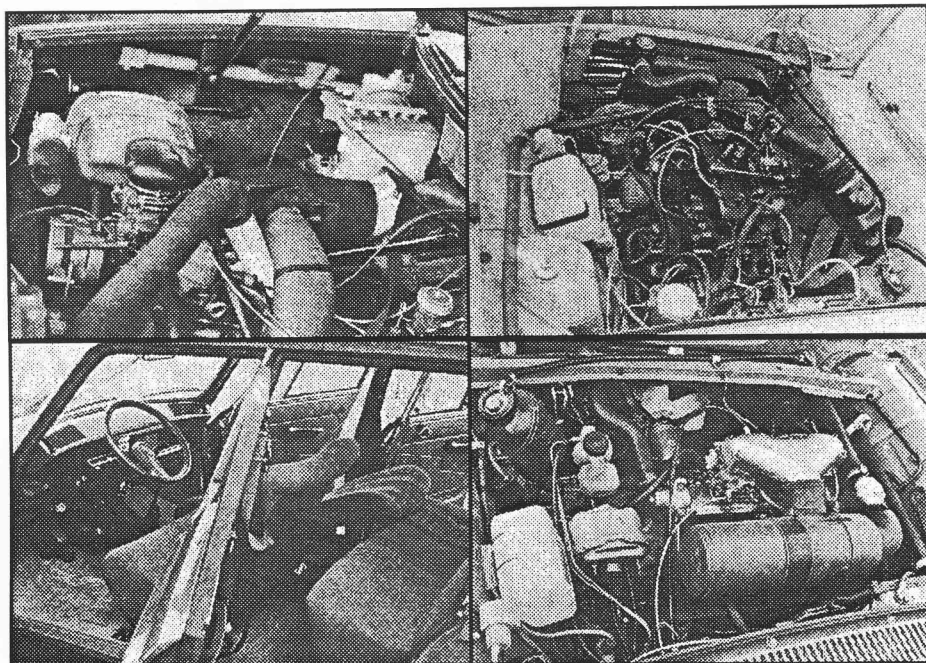
The TS Renault compounds this kind of problem by using narrow four and a half inch rims from the R17 and that just isn't enough rubber for hard driving. Big 15 inch wheels on the Ami swallow most potholes and the car isn't going quickly enough to get into trouble. Simca engineers wisely fitted their quick one with wider alloy rims.

All of the trio liked to be driven making ample use of the gearbox. While the Citroën has its gear lever on the floor now, it really isn't any more accurate than when it was on the dashboard - probably less. It doesn't want to go into any gear in a hurry and you can skin the knuckles on the bent-arm handbrake sticking out of the dash during fast downshifts into first.

Renault's floor shift is pleasant enough by comparison if not one of the great ones - it must have something to do with the front-drive linkage since Simca's shift is wobbly and, imprecise too. Or maybe it's just the box design. The same shift system, but back to front in a Simca Bagheera doesn't come off as the car's best feature either.

Once you come to grips with these controls and settle back there is no doubt that the Renault wins hands down with firm seats which you can occupy for six or eight hours without fatigue. The Citroën offers overstuffed armchairs giving good soft comfort around town and the Simca's all semi-dished and sporty with great lateral support. Drivers over about 5 ft 10 in will want more seat range than the Simca offers.

Controls are gallic scattered - it took us two days to find a headlamp up/down



*From top left and clockwise: The Ami Super engine bay almost looks neat compared to the Renault 12 mess of wires and tubes. The Simca fits into a very small space and the interior of the Ami is soft and tres Citroën.*

control in the Ami. Speaking of lights, Simca has the edge with four extras, all quartz-iodine, to go with the main beams. Just as we finished our test Renault switched to dipping iodines in the main lamps so you wouldn't need the extra long range units and could mount foglights there instead. Citroën's are adequate for the car's speed.

Little things like electric washers, steering column stalks for wash and wipe and two-speed wipers are standard for most; though the Ami has only one wiper speed. You can confuse wash and horn in the Citroën if rushed, still the car does have that electric washer pump, a rarity in the price class.

Luggage accommodation is not vast in any of these but in the best French manner, you can run the Citroën or Simca as semi-wagons with an edge to the 1100TI on that score since it has a fifth [or third] door.

Consumption is better than average for all three cars. The French have been paying a dollar a gallon for years now, anticipating the world-wide fuel shortage and price rises. Fuel tanks suffice for a reasonable touring range:

	Citroën	Renault	Simca
Tank	8.8 gal	11 gal	9.2 gal
Consumpt	31 mpg	29 mpg	25 mpg
Range[miles]	270	320	230

If these figures seem less than camel-like, remember that all three cars were driven to their red lines almost all the

time. Our figures represent the worst you are likely to get.

So we have three French cars built for a single goal - to extend ranges which either badly needed image [Ami Super], were already the best-selling line in France but lacked zip [1100TI] or had a steady goer to be updated for modern conditions [TS].

In any case we are the beneficiaries of family space and sporty pace; of Webers, even of "spoilers" and air horn if you buy Simca. Stronger brakes and/or servo, plus stiffer stabilisers prove that the factories know their buyers.

Which leaves only the question of which? When you get into the self-willed French machinery choice is even more a whim than normal.

For youth it's the Simca 1100TI hands down and disappearing into the distance with revs that just won't quit.

For a bedevilled budget which still wants to stay at least a pace ahead of average traffic: the Citroën Ami Super.

For balance, more than usual speed for the class and with touring ease and style, a Renault 12 takes the eye best.

As for me, I'm still trying to decide if we could call them *voiture de chasse* and put our point across.

Reprinted from "Wheels", November, 1973.





# members *right*

The Editor

Dear Sir

Our Club Secretary, Micheal Jefferies, has passed on to me some copies of "Front Drive". Included among these is Volume 18, Issue number 5, of January 1995.

This issue contains several articles about the Kegresse half tracks, including an account of an expedition to Cradle Mountain, Tasmania, with Mr. Lade.

For some years, I had heard rumours of one or more half tracks taking people up Cradle Mountain in the 1920's. These remained just rumours until I obtained a copy of the "Golden Years of Tasmania" a hard cover "glossy" of early Tasmanian photographs.

There, on page 233, was a period photograph of what appears to be the same half track as depicted in your article, but fitted with windscreen and hood. The caption reads: "In the early 1920's it was popular to weekend and holiday at Waldheim, Cradle Mountain, but the road conditions in rain, hail or snow, proved a hazard and Theo d'Oliveyra of "Wyndarra" Latrobe, owned this Citroën half track for the boggy conditions..."

"The Golden Years of Tasmania" by David L. Hopkins, was published in Hobart by St. David's Park Publishing in 1991 and copies still appear to be available in bookshops, in Tasmania, anyway.

As a boy in the 1950's I spent quite a bit of time in the Latrobe area, as my parents had a seaside place nearby Hawley Beach. I remember "Wyndarra" - a fine old home whose occupants then drove a large fabric bodied Fiat saloon, circa 1930; but I never saw or heard of the half track despite a boyhood interest in things motoring.

In Launceston in the very early fifties there was a motor firm called "Lades" which sold Jaguars, Renaults...

Citroëns. Was the Mr. Lade in your article part of this firm?

Kind regards

Andrew Charlton  
President  
Citroën Car Club of Tasmania.

Dear Editor

## THE BALLAD OF MORGAN GRIES

There's an old seaside town called Kalbarri,  
That's noted for fresh air and fun,  
And a famous Raid leader named Griesy,  
Went there with Morgan, his son.

Now Morgan and Griesy went camping,  
The campsite was put to the test,  
For Morgan had terrible manners,  
In fact was a bit of a pest.

And Morgan at once caused some trouble,  
The campers were all led a jig.  
He called his poor father a dickhead,  
And his friend, young Ben Tyson, a pig.

He called Michael Mohr a mad driver,  
Said Steve was a pratt, and much worse,  
He called poor Jan Bandid some very rude names,  
And she, a wife, mother and nurse!

Then along came a teacher called Nokey,  
Who'd met louts like young Morgan before.  
He grabbed the ratbag by the scruff of his neck,  
And he gave him a proper "What For".

Well the lad fair deserved a good pasting,  
And believe me that's just what he got.  
To start with a serious tongue lashing,  
To finish a spank on the bot.

Poor Morgan got sent back to Melbourne,  
He couldn't sit down in his seat.  
He had to fly home with an icepack,  
To combat the blistering heat.

So the lesson to all you young Raiders,  
In the way that your fortune is set,  
Is that if you behave like a pain in the Arse,  
That's frequently just what you'll get.

*Sent in by a certain Queensland CCOCA member and Raid 96 participant*

To The Editor

Dear Sir,

In the last edition of 'Front Drive' a photograph was published of a 2CV that was present at the CCOCA Concours d'Elegance. This car was referred to as being "Ted Cross's 2CV".

As the very proud owner of this car, I feel bound to point out that the vehicle is the sole property of Helen Mary Beaumont Cross, not Ted as the article indicated. I trust that in future correct ownership will be credited.

Yours faithfully,

Helen Mary Beaumont Cross.



# ***citroendezvous***

## *National Citroën Rally - Easter - Renmark, South Australia*

This year's annual meeting of Citroën clubs will be held at Easter on March 28-31 at the South Australian Township of Renmark. Placed neatly on the banks of the mighty Murray River in the middle of orchard country.

Booking forms are included with this magazine and I strongly suggest that you book as quickly as you can as the information was late getting to CCOCA from the South Australian Club. Accommodation has been provisionally made at the following places for Citroën owners and you have to book directly.

Renmark Motel Hotel, Citrus Valley Motel, Ventura Motel, Ventura Motel, Paringa Motel, Paringa Caravan Park, and Renmark Riverfront Caravan Park. Phone numbers are on the booking form.

The format for the weekend is arrive on **Friday**

Registration starting at 11.00 am with a light supper starting at 7pm.

### **Saturday**

morning registrations, Cavalcade through Renmark with a Concours d'Elegance  
7.00pm dinner at the Renmark Club

### **Sunday**

Motorkhana, Lunch, Motorkhana  
7.00pm Dinner at the Renmark Hotel

### **Monday**

Breakfast from 8.30 am. There are many other optional events if you don't wish to do the car thing. Cost for the weekend is \$70.00 per adult, \$35 per child (under 12) (under 5 free)

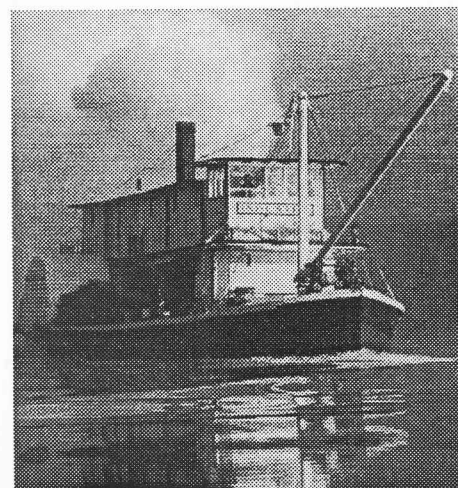
If you are wishing to take an older car or don't wish to travel by yourself please contact any of the CCOCA committee as there will be several groups heading off at various times from Melbourne and other members coming from other parts of Australia. It is rather fun travelling in a flock of Citroëns.

The national meetings are a lot of fun and well worth considering

going. Always lots of things to do and lots of people to meet.

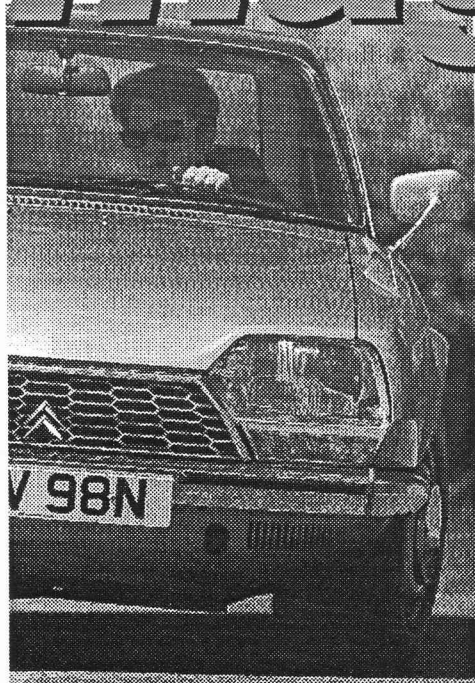
If you have any queries please phone Bob Koster in Adelaide (08) 8358 6069

I have been to a number of S.A. meetings and they have a nice feel about them very... SA..



# ***magazine***

## ***sweep*** by Peter Fitzgerald



Citroën still seems to be a bit of the flavour of the month with many of the classic magazines.

The November offering from Classic and Sports Car magazine has two excellent articles on Citroën.

The first on page 74 is an excellent article on the development of Citroën rotary engine cars and in particular the GS birotor (pictured left) I didn't realize there were so many differences between the standard GS of the day and the birotor - basically about the roof skin is the only common bit, even the body shell was different. This was no engine transplant and body kit job.

The second article is about a man and his passion and eventual

purchase of a DS Citroën. Both are great articles.

January's Australian Wheels magazine has a 4 way test between an Audi A4 Turbo, Xantia Turbo, Golf VR6 and BMX 316 TI. Xantia was just pipped at the post by the Audi mainly because Audi had fixed some of their problems. The Golf and the BMW struggled a little. I may be biased as I own a Xantia and have driven the Turbo but my business partner owns an Audi A4; and to me the Audi is very claustrophobic inside and the rear leg room is more like a 2+2 coupe than a 4 door sedan.

It was also interesting to note that the Xantia was the cheapest of the four.



# CCOCAclassifieds

## CARS FOR SALE

**AKS 400 VAN** 80,000kms.  
Professionally converted to RHD  
and disc brakes \$10,775  
Alan Brown Phone/fax  
(09) 497 8495

**1956 ENGLISH 2CV**  
(Australian Delivery)  
Extensively refurbished 425cc  
engine (reconditioned) 5 new tyres,  
brakes overhauled later Model  
driveshafts (proper CV joints).  
On Victoria Club Permit Scheme.  
Includes some spares  
\$8,500 Robin Smith  
Ph (03) 9527 5429

**2CV2CV2CV2CV2CV2CV2CV2CV**  
List of 2CVs that will become available  
for sale during the course of 1997  
from David Parkinson and Company.

**2CV6 Club 1977**  
Bleu Myositis. 89,000 mls.  
Authentique. \$10,000

**2CV6 Spécial 1986**  
Rouge Vallengunga 44,000 mls  
Classique \$12,750

**2CV6 Spécial 1986**  
Rouge Vallengunga 39,000 Mls  
Superbe \$13,5000

**2CV6 Spécial 1986**  
Rouge Vallengunga 27,000 Mls  
En Bon état \$13,750

**2CV6 Spécial Bamboo 1986** Vert  
Bamboo 39,000 Mls Édition limité

**2CV6 Spécial Rouge 1987**  
Vallengunga 22 Mls Bravo \$14,750

**2CV6 Charleston 1984**  
Dove Grey/Charcoal 34,000  
Très chic \$15,750

**2CV6 Charleston 1986**  
Rouge Delage/Noir 80,000 Mls  
Désirable. \$16,250

**2CV6 Charleston 1987**  
Rouge Delage/Noir 21,000 Mls Bon  
Genre \$16,750

All the 2CV are fully approved to  
the Australia Saftey Design

Regulations Act of 1989 and fitted  
with compliance plate. They are all  
original right hand drive

David Parkinson and Company  
P.O. Box 472 Noosa Heads  
Queensland Ph (07) 5449 1495

**1970 2CV6 AKS 400 Van,**  
602cc, rebuilt engine 43K ago,  
rebuilt gearbox 16K ago. Body,  
floorpans, firewall, chassis totally  
rebuilt (coated sheetmetal) at HEKA.  
Need paintjob and some minor  
bodywork. Volume of spares  
include. rebuilt engine, 2 gearboxes,  
see parts list below  
WA rego - May 1997. The lot \$8,000  
- the car only:\$6,500 spares: \$2,000  
contact David Gries. Ph and fax (03)  
9890 3266 (or Uli, phone (03) 9844  
3810)

### PARTS LIST

- 602 engine, recond, approx 900km  
(Hamelin Pool Telegraphist - Perth),  
new rings, small end bushing,  
valveguides, cam followers recon,  
barrels honed
- 2 gearboxes, to rebuild or for spare  
spares
- diaphragm clutch set
- 2 diff clutch discs
- clutchfork
- Paris Rhone alternator
- tandem master cylinder
- 2 accelerator cables (new and used)
- 2 front wheel cylinders
- windsheild wiper motor
- gearbox mount (new)
- 1 tie rod
- 1 suspension arm bearing and 4  
lockrings
- 2 fuel pumps
- 1 oilcooler
- 1 pulley
- 1 fan
- 2 shock absorber bolt (12mm diam)
- bag shock absorber washers
- 2 axle cross tube bolts
- 3 rocker arms ( include. 1 pair)
- 4 small end bushes (new)
- 1 rear brake drum, dust cover
- 1 set new ignition leads + 4 used  
leads
- 1 indicator switch
- cont. with indicator relay (new)

- 1 1.7 Solex needle seal
  - Ducellier brushes
  - 1 used ignition cam
  - 1 bag of engine gaskets (not a  
complete set)
  - 2 front doors with early type door  
locks
  - 1 rockercover
  - 1 gearlever
  - 1 window catch, inside1 set new  
wiper blades
  - 1 indicator glass, round
- SMALL RUBBER PARTS**
- length flex conduit
  - diff. non Citroën heater hoses
  - door seals (front and rear for van)
  - 1 neck rubber (airfilter - carb)
  - 1 rubber grommet (firewall/gearlever)
  - 3 exhaust suspension rubber
  - 2 suspension rod dustgater
  - suspension arm buffer, upper rear  
body
  - 3 diff suspension arm stopper  
front/chassis
  - 3 fan belts (new and used)
  - 3 drive shaft boots, 2 lowwer, 1 upper
  - 1 air filter element
  - 6 rover cover gaskets
  - 3 front guard support rubber
  - length of fuel line
  - rubberbands for seats

## CARS WANTED

**CITROËN DS 21** or similar in good  
condition Call John Hamilton 0362 503  
230 (Tasmania).

**ID/DS19** Green fluid  
Must be good clean reliable car as no  
garage space for total restoration.  
Registered preferred. Up to \$3,000 for  
the right car. Contact Dean Hobson  
54 Ballarat Street Yarraville Victoria  
Ph.(03) 9689 4173

## PARTS FOR SALE

**ID19 GEARBOX**, suit ID19 or for  
conversion for traction. \$200  
Andrew Begelhole (03) 5562 8169



**PARTS FOR TRACTION/ ID**

ID gearbox \$100, L15 Rods (set of 4) (remetaled) \$100, L15 liners and pistons (Set of 4) in good usable condition \$50, L15 Complete top and bottom gasket set \$70, 11BL front rubber mat with chevron logo \$50, Citroën C4/C6 owners instruction book (Printed Slough 1934) \$40  
 Russel Wade (03) 9570 3486

**TRACTION OWNERS READ ON**

Engine Modification for Speed, economy, LPG, Unleaded, leaded.

Hi-tech ignition modifications for a hotter spark, easier starting, low maintenance.

Instrument modifications. We can make your original clock work, permanently! Also metric speedo's available on a changover basis - regearing with a completely new face reading in kilometres, but original style, regearing trip and total kilometres.

High power halogen dual filament headlight globes to suit your old style headlights, gives brighter light with less current drawn.

Exhaust modifications including extractor systems made, and fitted if required, simplified exhaust systems made using off the shelf mufflers to ensure easy maintenance in the future, Stainless if required.

Rewiring, part or whole, using original style loom of modern, incorporating essential relays and extras eg Radio?Cassette stereos, CD players, indicators; additional stop/tail lights etc.

Interior trim to original style and colours including headlinings, carpets, doortrims, seats etc.

Woodwork refurbished/repared

Mechanical parts supplied, second hand/reconditioned  
 front end parts supplied, second hand/reconditioned  
 Brake parts supplied, New, second-hand/reconditioned  
 All body work undertaken  
 In short we cater for all Citroën repairs and maintenance.

Contact Traction  
 Restorations Australasia  
 10 Omeo Highway, Bairnsdale Victoria  
 Telephone 03-5152 1040  
 Facsimilie 03-5152 1040

**MANY PARTS** 2CV master cylinder and four wheel cylinders (drum brakes, new in box \$185. Parts for CX: five alloy wheels \$250, 5 speed gearbox and starter motor of OHC (Douvain) engine, \$500, clutch kit for 4 speed CX, new in box, \$150 Les Farrar (09) 430 5274 AH, Fax (09) 319 1140

**PARTS WANTED**

**VINTAGE CITROËN** parts and literature. Also headlight for 11BL (French Light 15). Will swap Light 15 bits or buy.  
 Neil Rankine (056 721185

**LIGHT 15 GEARBOX** Les Farrar Tel. 09430 5274 AH Fax (09) 319 1140

**RADIATOR GRILLE** for Tracton Big 15 and gearbox rebuild issues of Front Drive Richard Bevan Tel (03) 9578 9814

**IMPORTANT NOTICE ABOUT THE VICTORIAN CLASSIC REGISTRATION SCHEME**

New books with current regulations are available through CCOCA Club shop. It is a condition of your registration that the most current book be held by the registered owner and this

**MUST**

at all times be carried in the classic vehicle.

Contact Leigh Miles  
 (03) 9888 7506

**ALSO**

Your rego papers **MUST** be signed by the CCOCA Secretary to be validated  
 Check yours

**SPARE PARTS FUND**

The spare parts fund is now re-established. Members will receive a 10% discount on parts purchased through CCOCA spare parts with a new member fee of \$100.

This has been established to provide a short term cash injection that will give this club the ability to purchase larger quantities of parts and therefore reducing the overall cost. Thus benefiting all members plus an additional bonus for parts fund members.

Just sit down and calculate how much you spend on parts for your Citroëns per year, subtract 10% and see the savings. And this membership is a one off fee... you are a member for the life of your membership.

Members who have previously paid to be part of a CCOCA parts scheme will get the benefits automatically.

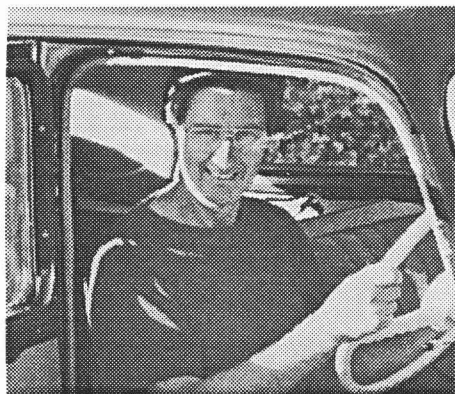
**Current members are:**

J. Couche	M. Carey
M. Neil	R. Little
R. Brundle	A. Begelhole
B. Grant	D. Moore
G. Propsting	L. Miles
A. Protos	B Rogers
W. Burkhardt	A Scales
F. Kidd	J. Grieve
D. Crossman	J. Smart
C. Bennet	D. Hayward
P. Simmenauer	W. Seidel
G. Carson	J. Cox



# talkingtechnical

SPARE PARTS OFFICER - MEL CAREY



Lots of parts were rushed off to members to fill back orders just before Christmas after receiving a late consignment from the UK. Since then I have been in touch with the "Traction Avant Netherlands" (Who have supplied parts to us in the past) in order to fulfill our members' back orders of some hard to get parts such as-

Pedal Rubbers  
Windscreen drain Tube  
Rubbers for under Headlight and door handles  
Small boot rubber seals  
Small boot rear bumper iron rubbers  
Big boot top seals  
SO DON'T DESPAIR!!

Spare parts membership is growing, (see membership list in this section)

The spare parts fund membership fee is now \$100 which entitles members to a 10% discount on all parts ordered through the Club and also specials which from time to time will be advertised through this column.

Special Tools for 4 cyl front end work are available for hire or for sale and do make working on your front end a breeze if used correctly.

Rear engine mounts are now in stock for L15 and are a changover basis, on receipt of the old mount, I will have the new item in the post within 24 hours

My fax is now available for taking your orders **(03) 5152 1040** - 24 hours a day. Use your order form which comes in the magazine or mail it to my address listed in the front of the magazine.

Rough castings have been received of 11BL bumper bar overriders and the aftermarket crankhandle hole covers for 4cyl grills. They are being tidied up before being dispatched. If you fancy either of these items be quick as there are limited numbers available

Peter has been on the mobile prompting me for a spare parts report, by the time we get to read this in the magazine, things will be back to "normal", at this time Colleen and I are at Noosa as part of our annual escapade north

I take this opportunity to wish all our members and friends a happy, healthy and prosperous 1997

Enjoy your Citroën

Mel

## PARTS IN STOCK OR ON ORDER

Radiator top hose

Radiator bottom hose

Carburettor gaskets

Track rod end dust caps

Gearbox mounting boss

Triangular door rubbers

Scuttle vent seals

Radiator mount bushes

Big boot bottom seals

Petrol filler pipe grommet - small boot

Petrol filler pipe grommet - big boot

Clips for big boot bottom seal

Rear view mirror door mounted

Door kick strip (shaped)

Door kick strip (straight)

Windscreen wiper grommets (small boot)

Windscreen wiper grommets (big boot)

Door handle base rubbers

Front hub swivel gaiters

Bottom ball joint adjusters

Track rod end kits

Re-rubber rear engine mounts

Stainless steel nuts

Water pump seals

Gearbox output flange oil seals

Big 6 cylinder head gasket

Big 6 engine gasket set

Front cradle plugs

Engine side mounting pads

Steering rack pin rubbers

panhard rod cones/bush

Steering rack gaiter

Citroen boot badge

Floating power grille wings

10 x 31 crown wheel and pinion sets

Reconditioned driveshafts for Light 15

Reconditioned driveshafts for Big 15

Lower arm bump stops

Bonnet Grommets

Mudflaps

Inner hub nut spanner

Light 15 engine gaskets

head gasket sets

sump gasket

water pump

timing cover

oil pump set

hot spot

fuel pump

breather

**You can now use your credit card to purchase your parts**

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





*Citroën*

**CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA INC.**