

FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE FOR CITROËN OWNERS AND ENTHUSIASTS

AUGUST/SEPTEMBER 04 Vol 28 No 4

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

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

The views expressed in this publication are not necessarily those of CCOCA or its Committee. Neither CCOCA, nor its Committee can accept any responsibility for any mechanical advice printed in, or adopted from this publication.

CONTRIBUTORS

Contributors to this edition of 'Front Drive' include:

Helen Cross, Ted Cross, Peter Dekker, Mark Ebery, Andrea Fisher, Rob Little, Mark McKibbin, Phil Ward and Wendy Ward.

MEMBERSHIP

Annual Membership is \$35. For overseas membership add \$12.

MEETINGS

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

LIFE MEMBERS

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

Peter Boyle 2003
Jack Weaver 1991
Nance Clark 1984

COVER IMAGE

The cover depicts Phil Ward with his Ami 6 and Hamlet the piglet. Read all about how this menage was formed on page 24.

CITROËNING

CH PLATES

When sending the VicRoads form to a club officer for ratification, please do the right thing and enclose a stamped, addressed envelope.

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

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

COMMITTEE

PRESIDENT — Mark McKibbin
310 Settlement Rd., Drouin, 3818
[03] 5625 4020 [H] [03] 5624 1120 [B]
president@citroenclassic.org.au

SECRETARY — Max Lewis
1 York St., Moonee Ponds, 3039
[03] 9372 0921 [H]
secretary@citroenclassic.org.au

TREASURER — Graham Barton
12 Woodlands Gve., Safety Beach, 3926
[03] 5987 0767 [H] 041 810 0992 [M]
treasurer@citroenclassic.org.au

ACTIVITIES DIRECTOR — Ted Cross
173 Power St., Hawthorn, 3122
[03] 9819 2208 [H]
activities@citroenclassic.org.au

SPARE PARTS OFFICER — Rob Little
8 Buckworth St., Kialla, 3631
[03] 5823 1397 [H]
spareparts@citroenclassic.org.au

PUBLICATION EDITOR — Leigh Miles
16 Harrow St., Blackburn Sth, 3130
[03] 9888 7506 [H]
editor@citroenclassic.org.au

COMMITTEE PERSON[S] —
Ian Sperling & Andrea Fisher
5 Oak Crt., Mitcham, 3132
[03] 9874 1960 [H]

SUPPORT

AOMC LIAISON OFFICERS —
Ted Cross [03] 9819 2208 [H]
Russell Wade [03] 9570 3486 [H]

CLUB PERMIT OFFICERS —
Russell Wade [03] 9570 3486 [H]
Peter Boyle [03] 9470 8080 [H]
Mel Carey [03] 9419 4537 [H&B]

LIBRARIAN — Leigh Miles [details above]

CLUB SHOP —
Ian Sperling & Andrea Fisher
5 Oak Crt., Mitcham, 3132
[03] 9874 1960 [H]
clubshop@citroenclassic.org.au

STATE ACTIVITY CO-ORDINATORS —
ACT Mike Neil
[02] 6254 1040 [H] 041 821 1278 [M]
NSWBert Houtepen, [02] 9746 9920

PUBLIC OFFICER — Jack Couche
31 Broadway, Belgrave, 3160
[03] 9754 3583

FOR SPARE PARTS & TOOLS

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

CLUB SHOP

For Citroën models, memorabilia and other items contact Andrew & Frances McDougall. Phone: [03] 9486 4221 or 041 731 0852

OTHER CLUBS?

www.cybernex.net.au/clubs/cccv
www.doublechevrons.aunz.com
www.citroencarclub.org.au
www.citroen.aceonline.com.au
www.oleopneumatics.com.au/
car%20club/citroenclub.htm

Welcome to the August/September edition of 'Front Drive'.

This month we focus on the Ami 6; described by some as Citroën's ugliest model, by others as merely 'baroque'. Whatever your view on its design it is certainly a rare car in Australia. Thanks to Wendy and

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ED SED

Phil Ward for sharing their story.

Mark Ebery has supplied some background material on the Ami 6, along with the original of the 1960 road test of the car. To my knowledge this has not been published in 'Front Drive' previously.

Clare Hadaway on page 50 has floated the idea of a 'Woman's Page' to be a permanent feature in 'Front Drive'. As I have said to Clare [and others] if you write, I will publish. So, here is a chance for Citroën Widows to claim your space in the sun.

Leigh Miles – Editor

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By the time you read this you will have received the voting pack and hopefully sent in your vote. We have delayed the sending of 'Front Drive' so we can publish the result. I would like to thank all those involved in the Amalgamation

Committee for their efforts but in the end most of us liked our club just the way it is.

Now the amalgamation is behind us, the committee is in top gear and you will see many improvements over the next few months.

We are investigating moving the magazine to the next stage with offset printing, possibly with colour covers.

Keep an eye on the library as we are purchasing new books and DVDs. A full listing of what is in the Library will be featured in a forthcoming edition of 'Front Drive'.

Remember as well, we now have a full time Events Person in Ted Cross so every General Meeting will now have an event of interest. At the September Meeting, not only will

GIPPSLAND GAS

Ted provide us a full personal view on the ICCCR at Interlaken, but David Gries will be talking about the restoration of a Big 6 gearbox and showing its unique engineering.

At the August General Meeting we had a model concourse, Leigh organized some very tasty free give a ways [Thanks Berri] and I bought in my newly resprayed 5CV. We had a grand total of eight members [three from one family] so come along, the long winter is over.

Mark McKibbin



Please note: events with black headings are CCOCA-arranged events. Those with headings in white are selected items of interest that have been taken from the AOMC programme of events.

SEPTEMBER MONTHLY MEETING
SHEPPARTON ICCR INTERLAKEN & TALKING TECHNICALLY
SWAP MEET

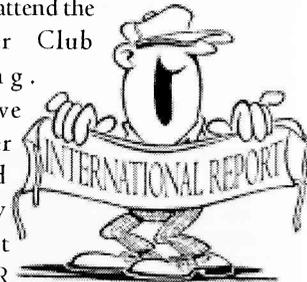
WHEN: Sunday, September 12
 TIME: All day
 WHERE: Shepparton Showgrounds, Shepparton
 COST: TBC
 BOOKING: Not required
 CONTACT: Kris Healey, Goulburn Valley MV Drivers Club, [03] 5829 9432

WHEN: Wednesday, September 22
 TIME: 8.00pm
 WHERE: Canterbury Sports Ground Pavilion, cnr Chatham & Guildford Rds., Canterbury
 COST: Free
 BOOKING: Not required
 CONTACT: Ted Cross, [03] 9819 2208 or activities@citroenclassic.org.au

There is not one, but two great reasons to attend the

September Club Meeting. First, have you ever wondered what really goes on at an ICCR Meeting?

Here is your opportunity to discover it for yourself. Ted Cross will share the delights of international travel – Citroën-style – with us. Second, Club mechanical guru David Gries will be along with a Big 6 gearbox. So what? Well this gearbox will still be in pieces and a number of new components have been re-

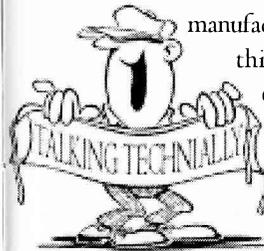
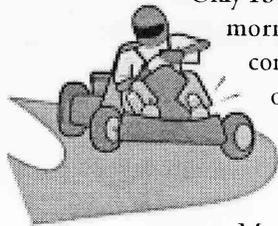


A-TRACTIONS

GO-KART RACING

WHEN: Sunday, September 19
 TIME: 10.30am SHARP
 WHERE: 244 Chesterville Rd., Moorabbin
 COST: \$37.00pp
 BOOKING: Essential by Sept., 15
 CONTACT: Ted Cross, [03] 9819 2208, 040 059 2208 or activities@citroenclassic.org.au

Only 15 places are available for this morning out. Get into the competitive spirit and join other Citroënist and see if you can drive a Go-Kart as well as you can handle your Citroën. Morning tea afterwards, at your cost.



manufactured specially for this long-term and on-going restoration. If you only come to one monthly meeting this year, this should be it!

OCTOBER

GET STUFFED!

WHEN: Thursday, October 21
 TIME: 7.00pm
 WHERE: Leigh Miles', 16 Harrow St., Blackburn South
 COST: Cheap Eats
 BOOKING: Not required
 CONTACT: Leigh Miles, [03] 9888 7506 editor@citroenclassic.org.au

PRE-CONCOURS CHEAP EATS

WHEN: Saturday, October 23
 TIME: From 7.00pm
 WHERE: The Dick Whittington Tavern, 32 Chapel St., East St Kilda
 COST: Main meals ~\$15
 BOOKING: Essential by Oct., 13
 CONTACT: Peter Dekker, [03] 9534 0152 or 04 2570 3899

The best way to get yourself into 'Concours Mode' is to join members of both CCOCA and CCCV at the, now traditional, Pre-Concours Dinner. Prices that will not break the bank,

conversation that will scintillate you and food that will delight your palate. So, ring Peter Dekker and book your seat!

CITROËN CONCOURS D'ELEGANCE – 2004

WHEN: Sunday, October 24
 TIME: From 10.00am
 WHERE: Como North Oval, South Yarra
 COST: TBA
 BOOKING: Preferred
 CONTACT: Ted Cross, [03] 9819 2208 or activities@citroenclassic.org.au

Join the Clubs for what is arguably the best display of Citroëns you will see this year. This year is the 70th Anniversary of the Traction, so if you own a Traction [no matter what state it is in] you should seriously consider bring it along for this display. No Traction in your fleet?

Do not worry – no matter which Citroën you drive you will be welcome on the day.

Judging will start at 11.00am, and if you want to be a full part of the day, you and your car should be on the field by that time.

Cars will be judged in the following classes:

- Rear Wheel Drive
- Traction
- ID/DS
- GS/CX

- 2 Cylinder
- BX/Xantia/Xsara
- C2/C3/C5 Berlingo
- Popular Vote
- Car of the Show

BBQ facilities will be available [BYO everything else]

CCOCA needs to provide two marshals and four judges for this joint event with CCCV. So volunteer your services direct to Peter Dekker either

BOOKING: Not Required
 CONTACT: Your Citroën mates
 The Bendigo Swap Meet has to be one of the largest car and parts swap meets on Victoria – if not the country. So, if you are after an elusive part for your Citroën, the chances are you will find it this weekend in Bendigo.

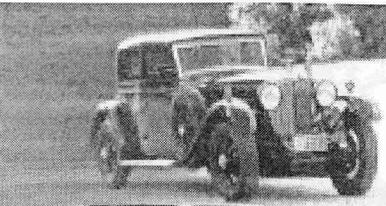
NOVEMBER

WINGS AND WHEELS DAY

WHEN: Sunday, November 21
 TIME: Collectors vehicles and aircraft from 9.00am. Public admission from 11.00am
 WHERE: Lilydale Airport, McIntyre Rd, Lilydale

COST: TBC
 BOOKING: Essential
 CONTACT: Ted Cross,
 [03] 9819 2208 or
 activities@citroenclassic.org.au

A display of antique, classic, modern and military aircraft, veteran, vintage, classic and modern vehicles. Last staged in 2001 this event attracted over 1,500 vintage, classic and historic vehicles of all makes and types, there is also an excellent display of aircraft, on the field and in the hangars, and also displays of flying skills by some of the local pilots. Join CCOCA for a Yarra Valley picnic!



A-TRACTIONS

by email petermelbs@yahoo.com or by ringing him on [03] 9534 0152 or 04 2570 3899.

MONTHLY MEETING

WHEN: Wednesday, October 27
 TIME: 7.00pm
 WHERE: Off-site – Lance Dixon Citroën, Doncaster

COST: Free
 BOOKING: Essential
 CONTACT: Ted Cross,
 [03] 9819 2208 or
 activities@citroenclassic.org.au

Ted has something special planned for our October Meeting. Details cannot yet be divulged... but watch this space next edition!

BENDIGO SWAP MEET

WHEN: Saturday November 13 and Sunday November 14
 TIME: All day
 WHERE: Bendigo Showgrounds
 COST: TBC

The closing time for the referendum of members regarding the proposal to merge CCOCA with the Citroën Car Club of Victoria closed at 4pm on Friday September 3.

Firstly, the Committee must thank our independent returning officer, Doug Wellington, for processing your votes promptly. We have been able to include the results of the referendum in this edition of 'Front Drive', rather than waiting a further six weeks to publish the results.

Second, we must thank all the members of the Club who took the opportunity to express their views and vote on this important matter.

Of the 142 ballot papers that were posted, valid replies were received from 88. That is 62% – well ahead of the quorum requirement of 25%.

Of those 88 ballots, 25 were votes in favour of the merger proposal. This is 28%.

Under the Constitution this proposal has been lost.

POLL RESULTS

However, the Committee is cognisant of the fact that over ¼ of respondents were in favour of the merger. Those members can be assured that CCOCA intends to continue its close relationship with the CCCV. CCOCA has every intention of continuing the closer relationship that has grown with CCCV and we are looking forward to investigating other ways in which the two Clubs can continue to work together to further the interests of all Citroënists.

Mark McKibbin – President 

WHICH WEIGH FOR YOUR TRACTION

In conjunction with the Concours to be held at Como North Oval, South Yarra on Sunday, October 24 and with the assistance of VicRoads we will be conducting a weigh in of all Tractions present to determine wheel loading and height adjustment.

Following the article in the last magazine by Bernie Hadaway and a previous article by Ian McDermott, [Dec02/Jan03] it was thought we should call in some expert help in weighing. VicRoads have kindly agreed to assist in this matter and will be present at the Concours between 11.00am and 1.00pm to place our Tractions on their scales to determine wheel loadings. All Tractions weighed will be supplied with a written record of their wheel weights for future correction or bragging rights. Bernie's balance beam will also be displayed in a working fashion, so do not miss this opportunity to have your traction checked by a government official free of charge. 

The Bastille Day luncheon was attended by 43 people from across the north east of the state.

Most met at Rob & Libby's shed from 10.00am., where they were greeted by the French flag, hot coffee and

few Renaults, Citroëns and Peugeots.

The dinner was preceded with hearty renditions of both the French and Australian anthems. It was between the main course and sweets that things went wrong as the 'entertainment' was endured.

The Gendarmes duet was performed by a trio or was it a quartet, then came The French Song after that Rob performed the

Elvis Senior Citizen's song which brought a smile to everybody's face.

Milton Grant a Peugeotophile also added to the entertainment,

croissants. We arrived at the St. James Hotel around midday with plenty of parking opposite. The array of French cars was magnifique, highlighted by a

North Eastern BASTILLE DAY



LaMarsellaise in full song

unfulfilled promises meant that promised phone call was received not from Gabriel Gate but from Donnegate who turned out to be Donny Gate played by Yves Schieseck.

Yves made a concoction comprising of self raising flowers and water and somehow managed to produce a pot full of Citroën biscuits. Yves gave such a great performance, no-one was disappointed that the real Gabriel Gate never made it.

Sweets were eventually served and after tea, coffee and biscuits members made their way home.

The day was one of fun and frivolity topped off by a wonderful French meal supplied by the St James Hotel.

Rob Little



Top: Bob King dressing French.
Bottom: Yves Schieseck as Donny Gate

Many members of CCOCA will be aware that amongst the many attendees at the Interlaken-based International Citroën Car Club Rally [ICCCR] could be found Helen and Ted Cross. While Ted will be giving his view of this fantastic International event at the

arrived safely in Switzerland, having met up with Robert and Kay Belcourt, Karin and Ferdi Saliba and Karin's sister Marina at Dubai airport.

We were more than surprised to find that for the leg from Dubai to Zurich we had been upgraded to Business Class. Naturally this gave us much wider seats, heaps more leg-room, fantastic meals – very spoilt – we loved it – Ted declared that

it is the only way he wants to travel in future – I feel we will be back to

Cattle Class on our return journey.

We were met at Zurich airport by our host, Hans Georg Koch, who drove us home to their house in the village of Grosswangen, outside Lucerne.

His wife Patricia, daughter Manuella

September Meeting of CCOCA and showing a selection of his pictures, I am really pleased to be able to print Helen's perspective on this part of their trip.

Thursday 12 August – We have

ICCCR Interlaken

and son Andreas were waiting to greet us and despite the weather not being too 'flash' [it was raining quite steadily, although the temperature was in the mid-twenties] we enjoyed a long walk through the village.

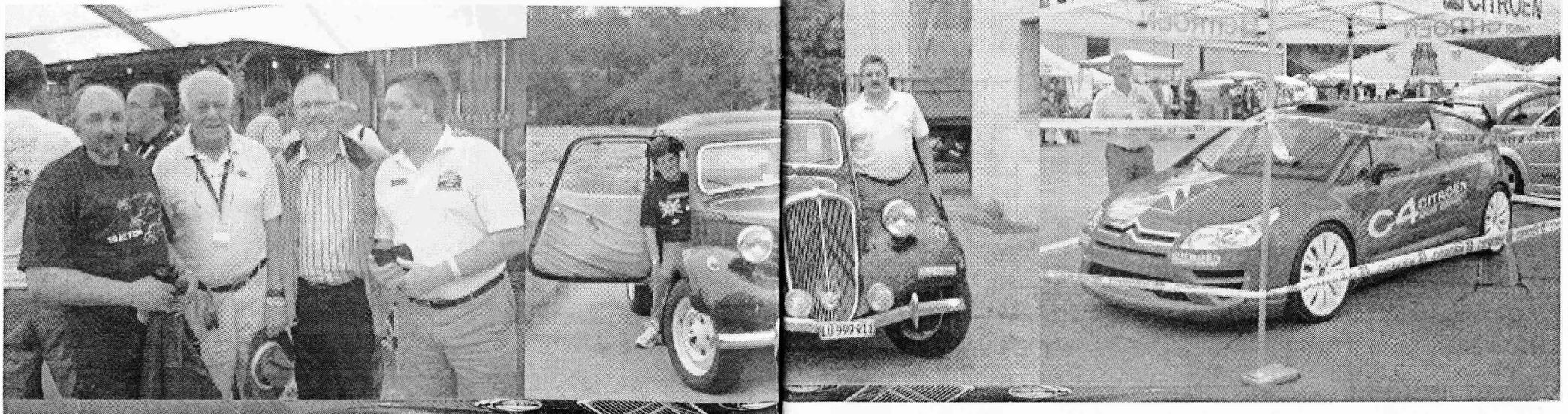
Friday 13 August – Having not adjusted to Swiss time, I was awake by 4.30am. We set off after breakfast for the ICCCR – International Citroën Car Club Rally – at breathtakingly beautiful Interlaken. Hans Georg and Patricia were driving their 1934 convertible Citroën Traction and Ted driving the 1952 Traction. I was a little apprehensive; driving on the wrong side of the road with no seatbelts. For Ted the ICCCR was Citroën Heaven – well over 200 Tractions, almost all black and he was drooling. The three-day event took place on the disused airfield and there were cars lined up as far as the eye

could see up and down the tarmac – models from 1919 to 2004.

Stalls offered several different types of food, souvenirs and several carnival-type rides including a jumping castle in the shape of a Citroën and several stages with very loud rock music, jazz, rhythm and blues. Naturally, there were numerous stalls selling Citroën spare parts, books, tyres, model cars, T-shirts. It was truly overwhelming!

In the evening over food, drinks and lots of talking we met up a number of other Australians who were at the Rally, with 'locals' we had met on Raid in April and many members of the Traction Club of Switzerland; so much talking and laughter and consuming of drinks. Musical entertainment offered included Swiss folk dancing, a male choir, bell ringing [deafeningly loud], a display of flag-

Left to right: Barry Annels, David Conway, Hans Georg Koch and Ted Cross. Helen and Ted Cross with the Traction they drove to the ICCCR. Ted Cross with the new Citroën C4 Sport.



waving, three men playing the Alpenhorns – quite an evening.

Saturday 14 August – We met Karin, Ferdi, Marina, Kay and Robert and I left Ted as he was on a buying spree of spare parts. We drove into the centre of Interlaken with a Ilse, a cousin of Ferdi's, and enjoyed the

sights and sounds

Australia. He then stopped the proceedings, announced that this young [yes young] lady had come from Australia. I smiled and he said 'SPEAK'. There were several hundred people all looking at me. It is not often I am lost for words, but all I could say was 'Thank-you from all Australians', and hurry away from the microphone.

We had afternoon tea at a lovely restaurant, out in the garden under trees, and then collected Ted from the apartment the Aussies had rented and returned to join Hans Georg and Patricia and 30 members of the Traction Club of Switzerland for dinner at a restaurant on the shore of Lake of Thun. Food was delicious, quite rich compared with the food we eat at home.

Sunday 15 August – After checking out of the hotel we returned to the

of this beautiful town. There was a reception for the prizewinning Citroëns in the gardens, we Aussies lined up for a drink as well and speeches were being made – mention was made that people had travelled from Holland Canada – prompted by Marina I mentioned to the speechmaker that we had travelled from

ICCCR Interlaken

The Swiss Traction Club mounted a superb display of Tractions as part of the ICCCR meeting to celebrate 70 Years of the Traction.



ICCCR – Ted needed to see and buy yet more bits and pieces and he was invited to be the Australian Representative at the meeting of Presidents from all over the world. At the conclusion of the meeting Ted was introduced to Leonardo Bertoni, the son of the Traction designer!. We also caught up with David Conway from the UK – many readers will have met David at Citroën events in Australia. Another few hours of trawling the car parts and books etc – Ted found several highly sought-after goodies, then drinks in the Traction Pavilion.

Monday 16 August – Ted and Hans Georg had a 'boys day out' visiting

the workshop of Albert; a fellow we met and visited last year, they needed yet more car talk and to purchase some more sought-after treasures. Patricia and I drove into Sursee – a nearby small town to do a spot of shopping.

Tuesday 17 August – Just for a change today there another couple of hours of talking about Citroëns – as you may have realised I am all Citroëned out! Ted and Hans Georg headed to a Steam Museum and to collect our hire-car in Lucerne, Patricia and I had a catch-up day at home – which included a short trip to town of Willisau for a spot of shopping.

Helen Cross

It does not matter where you are, the boys will gather when a bonnet is lifted.



The Association of Citroën Enthusiasts of Western Australia have the pleasure of hosting the 2005 CIT-IN in Perth, the capital city of Western Australia. Western Australia is renowned for its brilliant blue skies, warm sunny climate, magnificent ocean sunsets and brilliant white beaches.

In addition to participating in loads of optional activities you will also have the opportunity to take time out in the riverside café, squeeze in a round of golf at the adjacent golf course or take a walk in the nature reserve.

Whether you choose to drive to the CIT-IN or fly to Perth to attend, the central location leaves a lot of opportunities open for you to enjoy the sights and sounds of our beautiful state.

We welcome anyone who has a Citroën to attend

the Grand Display, from 9.00am on Sunday 27 March. This is a unique opportunity to participate, without any charge, in what promises to be the largest display of Citroën vehicles seen in Western Australia.

If you wish to attend the Easter Sunday; Breakfast, Lunch and Dinner on the Grand Display Day, purchasing a Day Ticket is essential. The cost of this Day Ticket is \$60 per Adult and \$30 per primary school aged child.

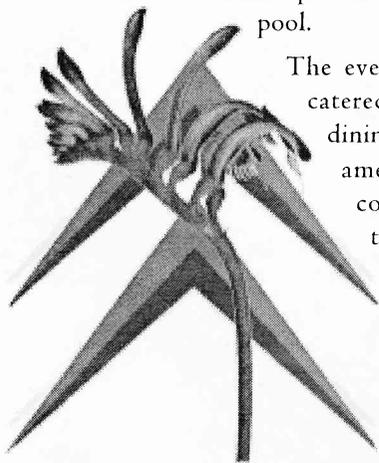
Day tickets for breakfast, lunch & dinner on the Grand Display Day may be made available from 1 March until 4 March, if not booked out. The availability of these tickets depends on seating provisions in the dining room, after those who have booked for the full Cit In event have been taken into consideration.

The Cit-In will be held at Point Walter, on the famous Swan River, located between Perth and the vibrant port of Fremantle.

The riverside venue, a conference centre at Point Walter is located about 10 minutes from Fremantle. Point Walter offers excellent city views, natural parkland and a swimming pool.

The event will be fully catered in the on site dining room and the amenities are comfortable for those who just need an excuse to kick back and relax. Alcohol will be available for purchase on site.

Cit-in 2005 PERTH



Registrations for the Cit In close on 28 February, three weeks prior to the event. This time limitation is set in place by our caterer, and whilst we will attempt to assist late registrations, we are unable to persuade our caterer to provide meals.

Registration forms can be downloaded from the ACE web site by going to http://www.citroen.aceonline.com.au/citin/Cit_In_2005/registration.htm#a or you can contact ACE by post at Snail Mail: ACE PO Box 108 North Perth WA 6906

50 YEARS OF CITROËN D SERIES VEHICLES

Thursday 6 October 1955 saw the debut of the DSI9 at the Paris Motor Show.

The theme of the 2005 Cit-In is a celebration of 50 Years of D Series vehicles.

The Grand Display not only promises to have some top quality vehicles on display, but also a large collection of vehicles, including restoration projects and every day vehicles.

All D Series owners are urged to display their D Series vehicles.

Pre and Post Cit-In tours are being organised by local club members, to help you make the most of your time in WA.

PRE-CIT-IN SOUTHERN SOJOURN

Rather than travel by the Great Eastern Highway, from Norseman, this tag along tour will depart from Norseman on Saturday 19 March 2005 and travel south to Esperance on Saturday, then west to Albany on Sunday. There will be a day in Albany to observe the local attractions on Monday. Tuesday encompasses the sojourn through to Pemberton via a tree top walk. The destination on Wednesday is the renowned Margaret River. The Sojourn concludes on Thursday 24 March at the CIT-IN venue in Perth.

POST-CIT-IN MIDWEST MEANDER

After the CIT-IN you will have the option of joining a 'Mid-West Meander' so you can enjoy more glorious Western Australian scenery. This tag along tour will include the Pinnacles, Stock Yard Gully Caves, Coalseam Park and the Benedictine Monastery. More details will be available at the CIT-IN, however if you are interested in participating please tick the appropriate place on the registration form.



Citroën has revealed first official pictures of the stunning new C4, ahead of its world debut at this year's Paris Motor Show [23 September – 10 October].

The new Citroën C4 will be presented in two striking and distinctively different bodystyles, and will introduce several

controls steering wheel, which offers easy access to the centrally-mounted controls. In addition, its unique design will enhance safety by allowing the housing of a specially designed airbag that offers greater protection to the driver.

The new Citroën C4 will also boast other advanced safety features, such as an involuntary lane-departure warning system, designed to help prevent drivers from losing concentration or falling asleep at

the wheel, as well as moving, dual-function directional Xenon headlamps, which provide improved lighting when cornering.

Other equipment normally reserved for more expensive cars includes a speed limiter and low tyre pressure warning system. On top of this, the new C4 is also set to be the only car in the class to offer laminated glass side windows, which will not only provide maximum protection against break-ins, but also enhance the acoustic comfort inside the cabin.

And occupant comfort is set to be a key attraction of the new C4. Within the spacious and modern cabin, detailed design touches include a scented air freshener built into the high quality, stylish dashboard. Drivers will further benefit from the unique, translucent instrument cluster that is able to adjust to ambient light,

giving a clear read-out no matter what the light conditions.

Powering the new C4 will be a wide range of the Company's very latest petrol and HDi common rail diesel engines, most of which will meet Euro IV emission standards, offering a broad range of performance - from 90hp to 180hp for petrol and 92hp to 138hp for diesel.

So much for what Citroën have to say in their Press Release about the new C4, what is the motoring press having to say? Here John Simister, writing for the Channel 4 web site shares his C4 experiences.

Goodbye Xsara, hello C4. Citroën's new Focus/Golf-class hatchback is now revealed, whetting the buying public's appetite prior to its appearance at September's Paris show and its on-sale date early next year.

We've already seen a C4 concept car, decked out in rally-car style and shown at Geneva. In production form the three-door C4 Coupé stays faithful to the concept's shape complete with chopped-off tail and a rear window wrapping upwards into the roof, while the five-door C4 has a rounder, curvier rump. Both are the first production Citroëns to feature the giant-double-chevron nose treatment seen on several concept cars.

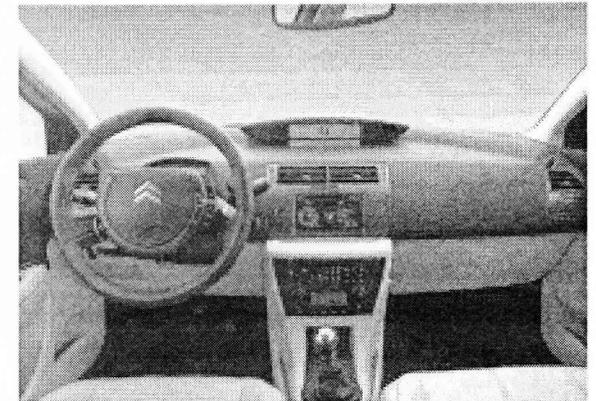
Based on the same PF2 platform that underpins the Peugeot 307, the C4

Goodbye Xsara

major innovations, class-leading aerodynamics as well as numerous significant comfort and convenience features.

The eye-catching C4 Coupé displays sharp, dynamic lines, whilst the C4 Hatchback is more curvy and rounded. In both cases, the sweeping contours make for outstanding aerodynamics, and a drag coefficient of just 0.28 will help keep fuel consumption and CO2 emissions right down.

Among the numerous innovations that the new C4 will bring to the class is a multi-functional fixed centred



has a roomier cabin [thanks to a rear seat set further back] and some very neat technology. Most striking is the broad, fixed centre boss for the steering wheel containing four clusters of switchgear, but the see-through facia-top display and the built-in aroma diffuser are also firsts. The idea is to make the C4 a calm, relaxing place to be, which will – says Citroën – encourage safe, considerate driving.

Goodbye
Xara

Refinement is helped by ample soundproofing and the availability of laminated side glass. There's been a lot of attention paid to trim materials, too – no mainstream Citroën has had textures as upmarket as these before. Engines are the usual PSA range of Euro 4 petrol and HDI diesel units, some available with a Sensodrive sequential-shift semi-auto transmission.

DESIGN: THE OUTSIDE STORY

Citroën had planned to show a concept car called C4 Volcane at the 2001 Frankfurt show, but decided not to show it because it was too radical. In it, though, were the makings of a viable car – it became the C4 Coupé – and, realising this, Citroën didn't want competitors to see it: another reason for the non-appearance at Frankfurt. The five-door version followed, adapted from a design by another

stylist.

The most striking aspect of the nose is the way the double-chevron motif extends into bright metal strips, as it did on concept cars such as the C-Airlounge. Wraparound light units extend well up into the front wings, and the front wheels are set so far back that the leading edges of the front doors have cut-outs, as in the little C2, to clear the front wheelarches. The bonnet is made of aluminium.

There's no attempt to integrate the door mirrors into the body shape; instead they sit on stalks next to the window guides, with indicator repeaters set into the stalks. The waistline is convex, as in the C3 Pluriel, and then at the back everything changes. The Coupé has rear side windows whose shape is redolent of the Alfasud Sprint and Alfetta GTV, their trailing edges pointing up towards an acute-angle tail chop. The rear window sits low and slightly reverse-raked between the tail-lights, and continues up into the roof to which it is hinged a foot or so forward from the rear spoiler.

The near-vertical part of the window has a tiny wiper, although Citroën says it's there because customers expect it, not because it's needed. Airflow around the tail is said to be very clean, as the Cd of 0.28 suggests.

The five-door has a much more curved upper window line and a convex

Continued on page 44

THE CITROËN AMI 1961 - 1978

By the latter half of the 1950s it had become clear to the management of Citroën's parent company, Michelin, that the firm required a car to plug the gap between the 2CV, which in those days was only available with a 425cc engine, and the much larger ID/DS range. Citroën's renowned designer, Flaminio Bertoni, began work on what

was to become known as the 'Ami' as early as 1956, but the car – the last production model before Bertoni's untimely death in 1964 at the early age of sixty-one – did not see the light of day until five years later. This was despite the fact that Citroën had decided, in order to keep development costs low, to base as much as possible of the Ami's engineering on that of the 2CV.

With its reverse-rake rear window, the Ami's design caused a great stir when the first photographs were made public in March 1961. In fact, had Bertoni's original concept for the Ami been proceeded with, a sharply plunging bonnet reminiscent of his earlier design would have balanced the rear window for the DS. However, Bertoni's prototype had to be modified because of government regulations concerning the minimum height for headlights.

'Classic and Sports Car' described the styling as 'neo-gothic, with its steeply raked rear screen, sculptured flanks and fussy grille [it] was quite grotesque'. Robert Opron, whose first recognised design at Citroën was the redesign that became the Ami 8 was more polite, describing the design as 'baroque'.

Belle Ami

The Ami retained the same type of engine that powered the 2CV: an air-cooled, twin-cylinder, horizontally opposed unit. For the Ami, however, the engine was enlarged to 602cc; French-built 2CVs were not to be available with this larger engine until February 1970, although Belgian 2CVs, constructed at the factory at Forest, received the Ami unit in early 1965.

Responding to a call by the French government for the decentralisation of industry away from the north of the country and the Paris region, Citroën had built a large new plant in Brittany, at Rennes-la-Janais. However, because construction of the factory lagged behind schedule, the first Amis were built at the Panhard factory at Ivry.

The car was an instant hit, in its

homeland at least, and by 1962, some 600 cars were rolling off the assembly line each day.

From its debut in April 1961 to its final demise in 1978 the Ami was subject to many modifications, both to design and to mechanical specification. A complete list of these would be too numerous for this article,

but the main

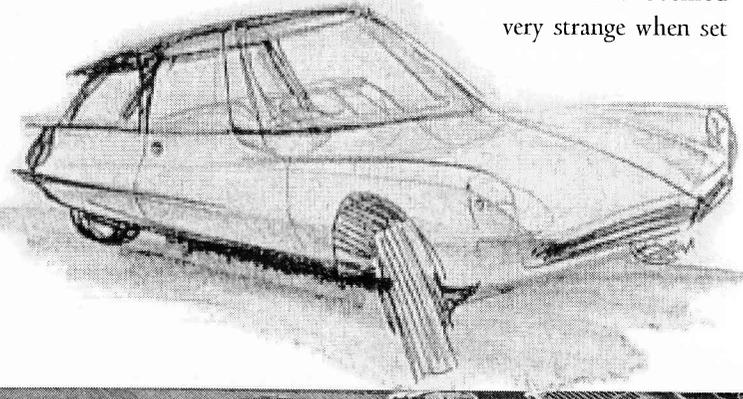
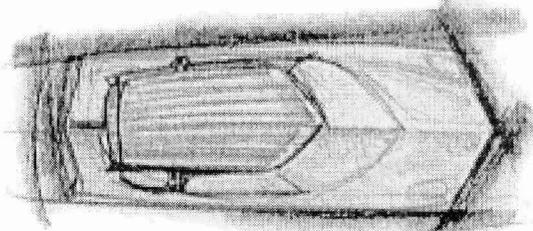
short time [from September 1968 to March of the following year] the Ami 6 Club was available in France. Some [but not all] of the Club model had twin round headlights in place of the Ami's normal rectangular lights, and a level of trim that was more 'up market'. Pictures of the Club can be found on pages 36 and 37.

A major restyle came with the more conventionally styled Ami 8 in 1969. This model had a fastback grafted on to a simplified Ami front end. Despite the new design, mechanically the cars were the same as the earlier Ami 6s. In September 1972, however, the Ami 8 was joined by the Ami Super which received the 1,015cc air-cooled flat-four engine from the Citroën GS: real power had arrived!

The Ami was not a great success outside France, Belgium and the Netherlands. In conservative Britain, for example, the unorthodox styling of the Ami 6 seemed very strange when set

Belle Ami

changes were as follows: a wagon version, or 'break', was added to the range in 1965, and this proved to be a particularly popular addition. For a



An early drawing by Bertoni of what was to become the Ami 6. Note particularly the extreme slope of the bonnet. This was to disappear in the production car.

against such cars as the Austin A40 or Morris Minor. Moreover, import duty and purchase tax pushed up the cost of the Ami 6 way beyond the prices of its British competitors. The Autocar London Show Guide of 13 October 1961 lists the Ami at £823 compared with £657 for the A40 and £607 for the Morris Minor. In its

home country, however, the Ami was well-liked and in 1966 it outsold every other car on the French market. During the 17 years of its production life, the Ami managed to reach a total [Ami 6, 8 and Super combined] of over 1,809,000 units before it was replaced by the Visa range in 1978.

Mark Ebery



An illustration from an early French Ami 6 brochure.

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Bringing home the bacon; a curly tale.

'We are not bringing a pig back in the AMI!'

Sounds final doesn't it? I was, however, born to wheedle.

This is a two-part story – the story of a woman's search for a pig, and the

and I decided to take the AMI 6 to Canberra for the national meeting. Of course, when you have travelled all the way to Canberra from Brisbane, it is tempting to just keep going – to Melbourne perhaps [Blackburn has a great B&B], and then on to visit friends in beautiful Daylesford. Road trips are like that – especially AMI road trips. The AMI purrs along, and

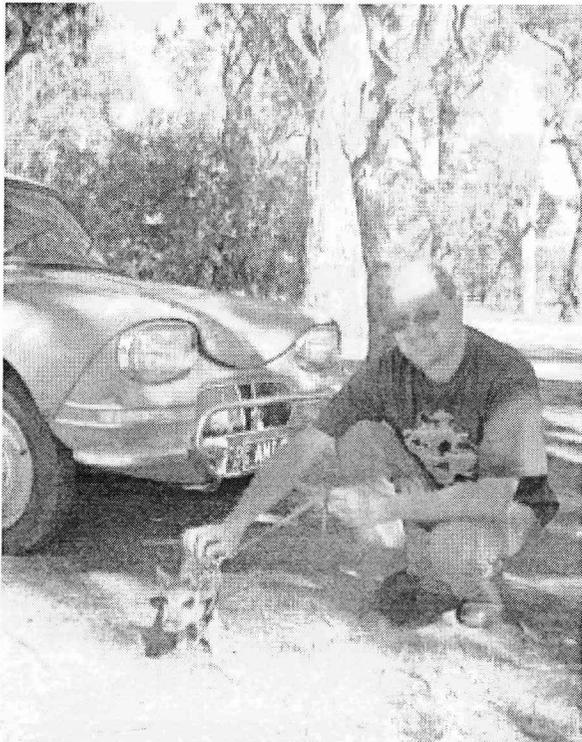
like all 2CVs, just being in the thing is so much fun. The weather

was perfect for driving, clear and sunny, but not too hot. Unfortunately, time and holiday funds ran out, or we'd have nipped over to Adelaide as well.

So where does the pig come in? Well, for the last year or so we have been happily living at Eumundi, turning large areas of pesky grass into a permaculture orchard. Here in the subtropics, grass grows at an alarmingly fast rate, and I decided that a pig would be a decorative and useful addition to 'the farm'. In

MEMBER'S MODEL

story of a man's search for an AMI – something for everyone, really. I will start with the pig. This Easter, Phil



Phil Ward and Hamlet, with the AMI 6 in the 'badlands' of Dubbo.

permaculture circles, miniature pigs are the latest accessory. All those annoying and repetitive tasks – mowing, weeding, ploughing, fertilizing – a pig will do with endless enthusiasm. 300kg, however, can be a tad too much enthusiasm. Miniature breeds, at around 70-80kg, are rather more manageable, and as a bonus, they come in an attractive range of colours and designs. After some internet research and a few phone calls, I found a breeder with piglets available – and only a short drive from Daylesford! To my logic, this was all very convenient. Now I just needed to convince Phil. He was already quite

receptive to the concept of a pig – they are, after all, very intelligent animals, and very French when you consider the truffle thing [not that there's much chance of growing truffles in Queensland]. Phil had no problem with stopping, on the way to Melbourne, to look at pigs. But as for taking one home in the AMI...

These piglets, however, rated very highly on the cute-o-meter – those colours, those spots, those feet like tiny high heels. [A pig in stilettos, yet? Ed.] We bought a reddish brown one with black spots and he came home with us, all I, 200km, in the AMI. His name is Hamlet. Despite Phil's initial,

The reverse slope rear window of the Ami 6 was to be ditched by Robert Opron when he re-skinned the car to become the Ami 8.



err, reservations, he is now happy to admit that the pig road trip went incredibly smoothly. Hamlet travelled [relatively] quietly towards his new home, tucked snugly inside a cat cage purchased from a Castlemaine pet shop. At various comfort stops across the country, he proved his intelligence and trainability by happily trotting around on a leash [see photo; Phil,

So let us move on to the AMI, and a story which starts many years ago. For this we'd best talk to the car's proud owner – well-known Citroën fanatic, Mr Phil Ward.

Wendy: So Phil, where and when did your AMI infatuation start?

Phil: Probably as far back as the 1983 world Citroën meeting in Germany. There were a couple of AMIs at the meeting, but one in particular made quite an

impression. It was white with a red roof. I thought to myself, 'That's pretty nice!' So for the next few years

I had the idea of buying one, and had put a few feelers out. Eventually, a friend in Germany heard of a guy who had one, that he would like to sell to 'someone he liked'. This was 1989. I had been planning a trip to Germany, so I spoke to the owner by phone and we negotiated a price. When I met him in person he was, well, a bit of an odd character – a real collector.

MEMBER'S MODEL

Ami and Hamlet in the badlands of Dubbo]. But enough of pigs. This is, after all, a car club magazine [I guess].



Wendy: ahem, oh really...

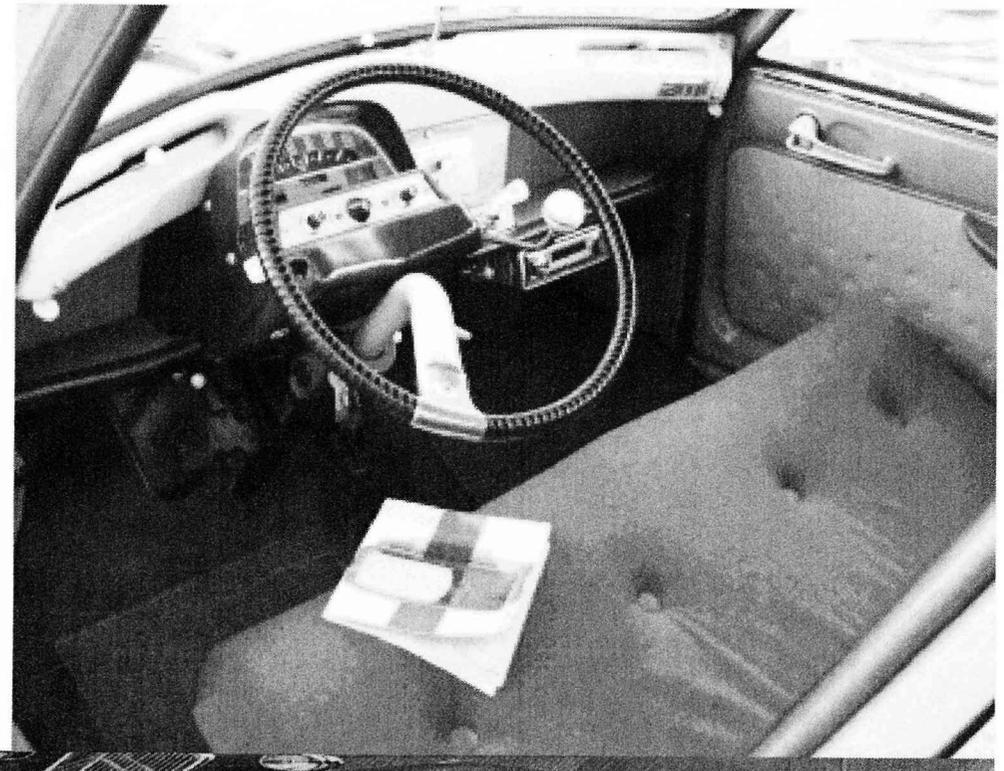
Phil: [ignoring above comment] I remember he had a few rare models – as well as the AMI he had an almost pristine, early DS Pallas. Anyway, we went for a spin, it drove beautifully and I agreed to buy it. However, when it came around to price, he wanted more than we had first negotiated, considerably more – in fact, a few thousand! He was unshakeable, as he was well aware of its rarity, and the fact that it was in near perfect condition.

Wendy: So when you saw the car, it was better than you had expected?

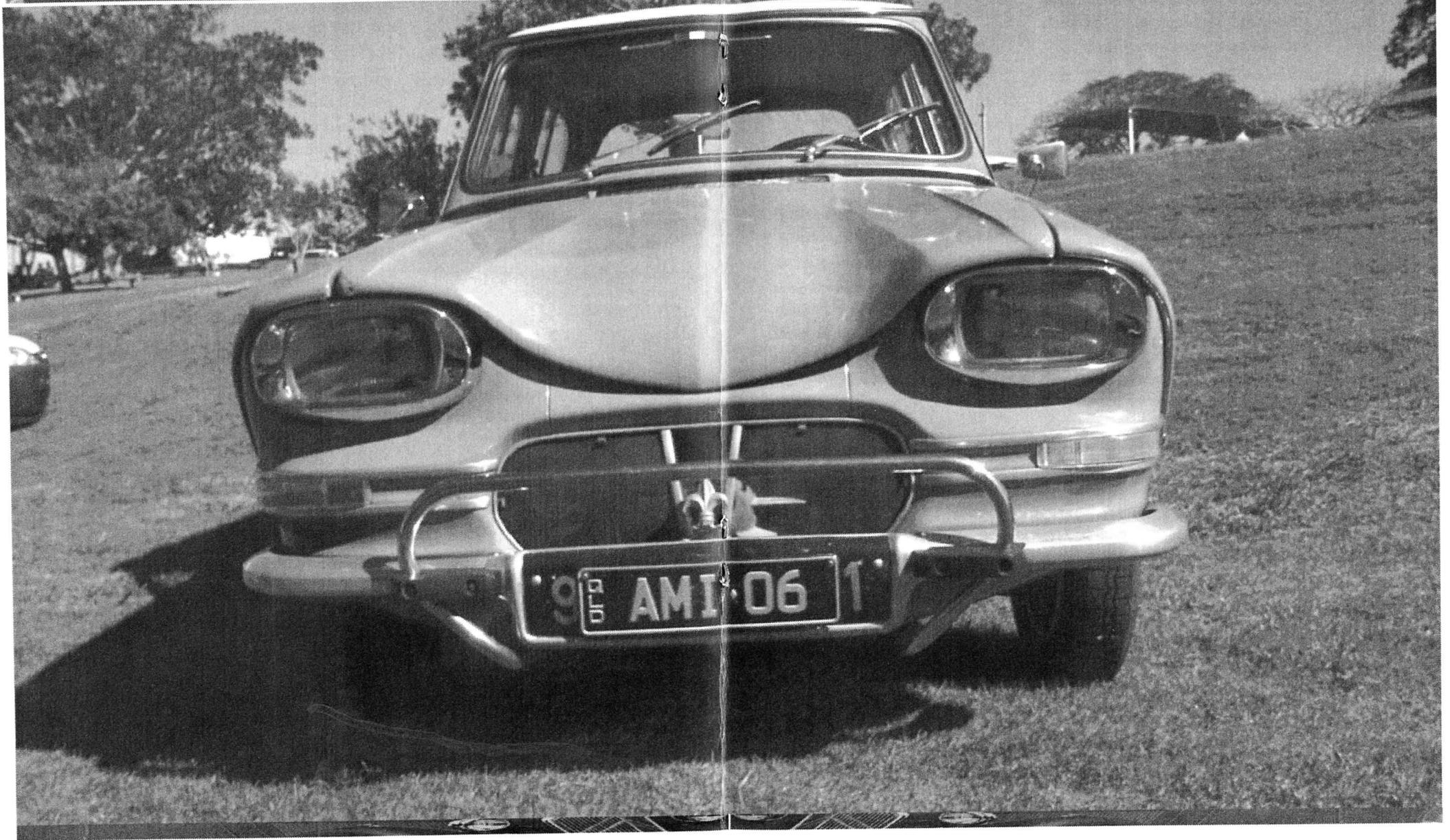
Phil: Oh yes, very much so. It was incredibly good. There was no rust, not even under the floor mats. When I lifted them, there was the original paint underneath. All the upholstery was original. The lower body panels had been repainted, but that was the only sign that the car had been touched since it was new. It was too good to let go, and of course, I bought it. The owner also had various spare parts, for which he wanted a good deal extra. We managed to negotiate over those.

Wendy: And you just drove the car away, with no problems?

The interior combines 2CV features [the dash-mounted gear lever] with those of the DS [the steering wheel] in a supremely comfortable environment.



MEMBER'S MODEL



Phil: Pretty much! The only small problem was with the insurance, which I soon sorted out. But yes, for four months I drove the car all around France, Germany, Denmark and Holland with no problems whatsoever.

Wendy: Any problems with it since then?

Phil: I have done virtually no work on

problem registering it in Adelaide as the car was over 30 years old. It had quite low mileage – only around 65,000kms. Since then it's been on numerous club runs and interstate trips. Its first long run was to Queensland in 1990 for the Easter Cit-in.

Wendy: You and that car were meant to be Queenslanders.

Phil: hmmm...

Wendy: So Phil, give us some

MEMBER'S MODEL

this car. Well, I did change the heads at one stage as it was smoking a little, but apart from that, nothing but oil changes and so on.

Wendy: And it has had many adventures since?

Phil: Yes. After importing it, I had no

tech talk.

Phil: Well, it's a 1965 model AMI 6. It has the 602cc engine that was later used in the 2CV6. The chassis, suspension and steering are all essentially 2CV. The gearbox is virtually identical to a 2CV – the



gearing is slightly different due to the Ami's heavier body.

Wendy: So it is a 2CV but not a 2CV?

Phil: Design wise, it was intended to be a model that fitted in between the 2CV and the D series. Essentially it's a car with 2CV mechanicals, but with styling reminiscent of a D.

Wendy: Reminiscent?

Phil: It's like a miniaturised D in its styling. The door handles, the dashboard, the single-spoke steering wheel – all are appealingly reminiscent of the D model. Aside from the design, the quality of its build and materials used – such as the stainless steel trim, the aluminium bumpers and window surrounds, and the fibreglass roof – set the car apart. However, because I have always

appreciated the design of Citroëns, it was the styling of the Ami that hooked me in. People have called it 'the ugliest Citroën ever made', but of course, that appealed to me as well. I've never liked driving anything too normal.

Wendy: So how does the Ami fit in with the progression of Citroën design?

Phil: There was a progression of models from the Ami 6, to the Ami 8, to the Ami Super [the 4 cylinder version]. The GS was derived from the Ami Super – well, even though Citroën might not directly attribute it to that, it is certainly the way I see it. If you look at the design progression of the Ami models, they were smoothing them off all the time –



you only need to look at the smooth curves, the deep scallops of the bonnet and doors. Then with the GS the design was further refined, and of course, they added the hydraulics and so on.

Wendy: When did they cease production?

Phil: They stopped producing the

sedans in comparison. The radical rear window of the sedan was not to everyone's taste.

Wendy: Obviously to your taste though Phil. But radical design aside, what about the Ami's handling?

Phil: Well, although the engine is identical, the AMI is heavier than the 2CV due to the body – there is simply more metal.

Despite the heavier body, however, it is

faster than the 2CV due to the aerodynamics of the AMI's design. Having said that, it is slower up hills – but faster on the highway. In Germany, I had fun catching up with the 2CVs on the autobahn... which really frustrated them.

MEMBER'S MODEL

AMI 6 in 1969, when it was replaced by the new AMI 8. Initially released in 1961, the AMI 6 was the best selling small car in France. The AMI 6 Break [wagon] was released in 1964 and proved to be much more appealing. Citroën sold very few



The Ami doing its best to make a Queensland restaurant look as though it is in Brittany. Unfortunately, it takes more than an Ami to achieve that goal.

Wendy: So a 2CV driver would feel quite at home driving an AMI?

Phil: Well that is the thing – it is unique. The AMI 6 has the feel and comfort of a DS, even though, in most respects, it's a 2CV. I really enjoy driving it. When I first imported it, I considered converting it to right-hand drive, but I decided it was not worth spoiling the originality.

Wendy: Do you think, in a way that taste has caught up with the AMI – that these days, people see the car as cute and quirky, rather than ugly?

Phil: Yes, perhaps. People's reactions are more interesting now, and usually more appreciative. I remember back in 1991 [?] at the Queen's birthday meeting at Daylesford, I made up some paper bags with the label 'Ami

sick bag' to hand out to the passers-by.

Wendy: In self defence?

Phil: Mmmm...

Wendy: You are the one who is sick Phil. But I mean that in the nicest possible way – quirky, just like your car. In closing may I say, on behalf of all Queenslanders, that we are glad to have you both here.

Phil and Wendy Ward



For some time it has been known that the French Citroën company was planning to bridge the gap between the extremely cheap and simple 2CV and the complex and luxurious ID and DS models. Last week, at rather short notice, the new 3CV model, the AMI 6, was presented to the press near Villacoublay Aerodrome on the

there] would have been outweighed by the splendid publicity this would have guaranteed.

In order to define the economic position of the new model in the French market, the price [F6,550] may be compared with the Citroën 2CV [F4,950], the Renault Dauphine [F5,779] and the Renault Ondine [F6,356]. [Renault Ondine for readers

of 'Front Drive' was a Renault Dauphine fitted with features

such as a four-speed gearbox, replacing the standard fit three-speeder of the Dauphine, reclining seats, flash wheels. . . you get the picture. Ed.] No sterling price can be quoted at present as the Citroën company at Slough have made no plans as yet for its production. However, it is likely to appear over here towards the end of

the year with a specification

PERIOD PIECE

southwest fringe of Paris. Unfortunately, announcement day co-incided with the height of the Algerian trouble and the plan to use the aerodrome as a test circuit had to be abandoned, leaving the advertising men wondering whether the possible sacrifice to rebel paratroops of more than a dozen of their new cars, several Paris models, most of the French motoring Press and 'The Motor' representative [the only British journalist



modified to suit the British market and it is

hoped that this will provide an opportunity for the examination of some of the more subtle technical features on which no information is yet available.

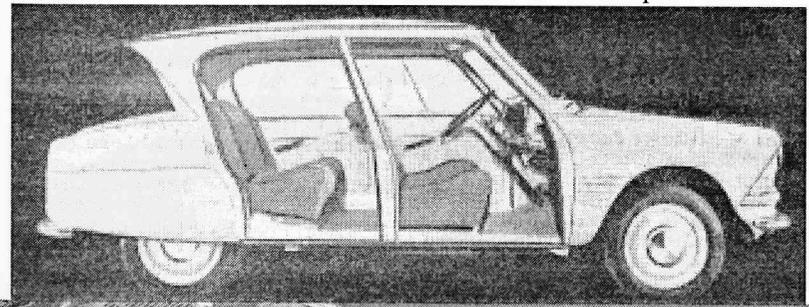
In mechanical design the 3CV follows very closely the unorthodox layout of the 2CV but development in detail has greatly refined and improved its characteristics. A very similar air-cooled flat twin engine is used; the capacity has been enlarged by 41% to 602cc by increasing both bore and stroke, which still leaves it inside the French 3CV tax rating but a higher compression ratio [7.4:1], a larger 30mm Solex downdraught carburettor, and cylinder heads designed to give much better breathing have increased the maximum torque by 73% and the maximum power by 83% to 22bhp [17kW]

Single-piece connecting rods with plain bearings are fitted to the three-piece built-up crankshaft before this unit is shrunk together. The shaft is supported in a light alloy crankcase split on the centre line and drives a contact breaker at the front which

interrupts the LT current to a double-ended ignition coil once per revolution. There is no distributor and both plugs therefore receive two sparks per cycle, the one occurring late in the exhaust stroke being ineffective.

The engine and ordinary single-dry-plate clutch are mounted ahead of the front wheel centres and the gearbox behind. The two are connected by a quill shaft passing above the differential and to one side of the spiral bevel crown wheel and pinion. Large brake drums with transverse fins and mounted inboard at the front and the front wheel drive shafts now have constant velocity universal joints at both ends to give a smooth drive, even on full lock.

The chassis structure is based on a very rigid central floor platform to which are attached the separate pressings of the wings, doors, bonnet, roof, etc, which comprise the rest of the body. From this platform, curved tubular arms, pivoted on transverse axes, extend forwards at the front and rearwards at the back to support the four wheels and the four harmonic inertia dampers. The latter



take the form of a closed cylinder containing a weight: this is free to oscillate between coil springs at a natural frequency which is designed to coincide with the natural hop frequency of the wheel and unsprung masses bouncing on the tyre. With such a mechanism, which works on the same dynamic principle as the damper fitted to the front of many engine crankshafts, wheel hop is

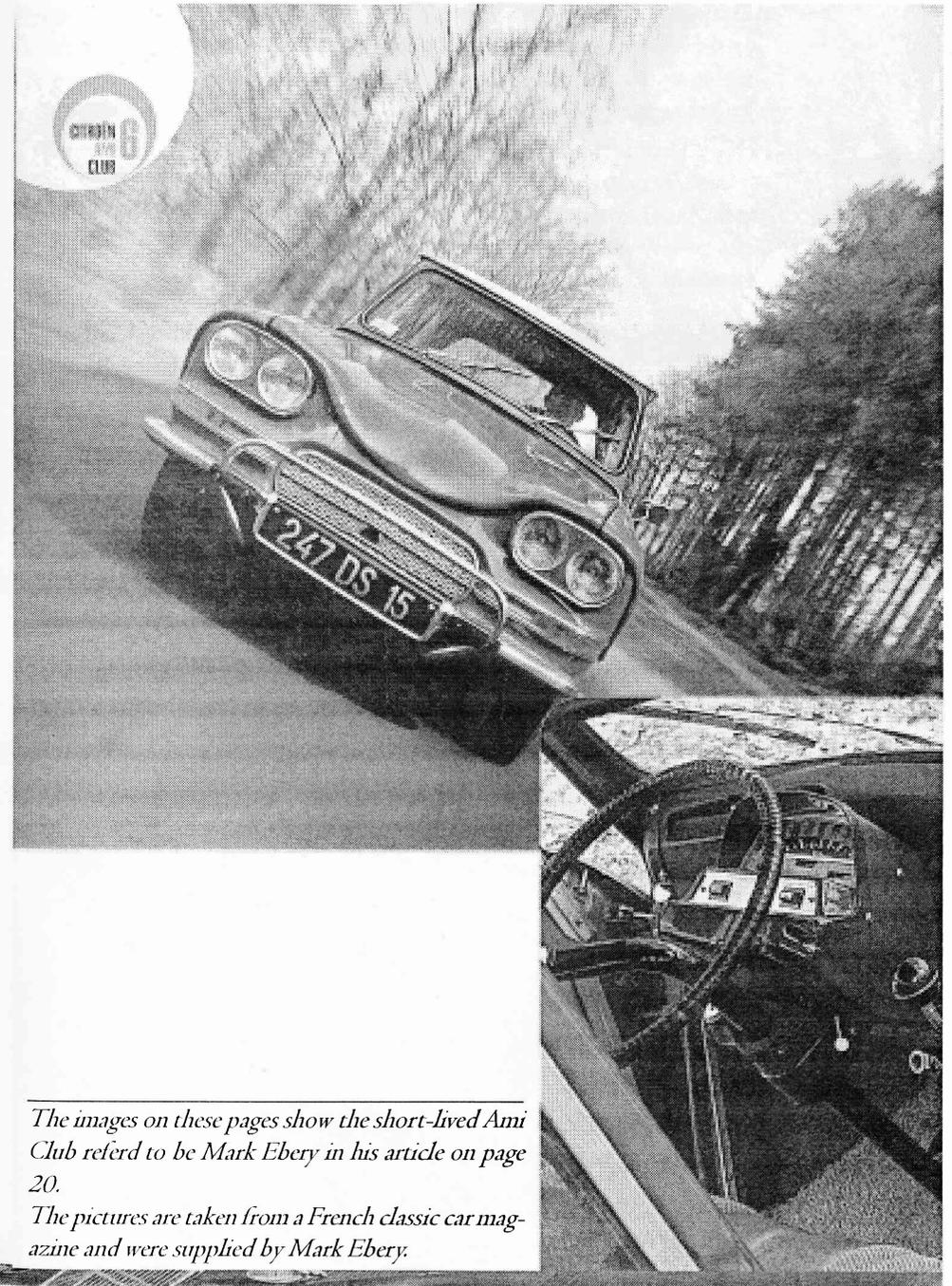
compression, mounted centrally under the sides of the floor and connected by tension rods to levers depending [sic] from the suspension arms. The 'fixed' ends of the coil springs are themselves attached to the chassis structure through volute springs in such a way that their effective stiffness is greatly reduced for pitching movements but not for 'bounce' when the car moves vertically

but parallel to the ground. The resulting low

practically eliminated, but separate arrangements must be made for damping the much slower movements of the body oscillating on the road springs. As with the 2CV, the latter are coil springs in

pitching frequency removes one of the major causes of passenger discomfort but results in considerable change in attitude with different conditions so that a headlamp trimming knob is provided to adjust the beam setting

PERIOD PIECE



The images on these pages show the short-lived Ami Club referred to be Mark Ebery in his article on page 20.

The pictures are taken from a French classic car magazine and were supplied by Mark Ebery.

to the load. Body movements are damped by long telescopic shock absorbers, two on each side, which are mounted horizontally, parallel with the central spring units and link the front and rear suspension arms.

The rectangular shape of the new Cibie headlamps conceals an optical system with a three-part reflector of unusual depth. A very high

seater with easy access through four large doors. The lightweight seats have tubular steel frames with cross webbing tensioned by loops of rubber cord. This structure is upholstered with a thick layer of high-hysteresis foam a material and the inherent high damping of this material is supplemented by the rubbing action of the elastic cords as they move against the back of the

PERIOD PIECE  overlay. Exceptional softness has

proportion of the total light emitted by the bulb is effectively used and the lamp is optically equivalent to a conventional unit of a diameter which could not be accommodated in such a small vehicle.

The Ami 6 is a really generous four-

thus been achieved without the usual tendency to bounciness and the comfort of these carefully shaped seats must be rated very high by any standards. The front bench seat is adjustable fore and aft and both this and the rear seat are easily removable, giving unobstructed access to the



surprisingly large luggage locker. Even with out removing anything, such awkward objects as skis can be inserted through the boot to lie on the flat floor underneath the seats. Very large windows with thin pillars and a sharply falling bonnet line give excellent visibility for all the occupants.

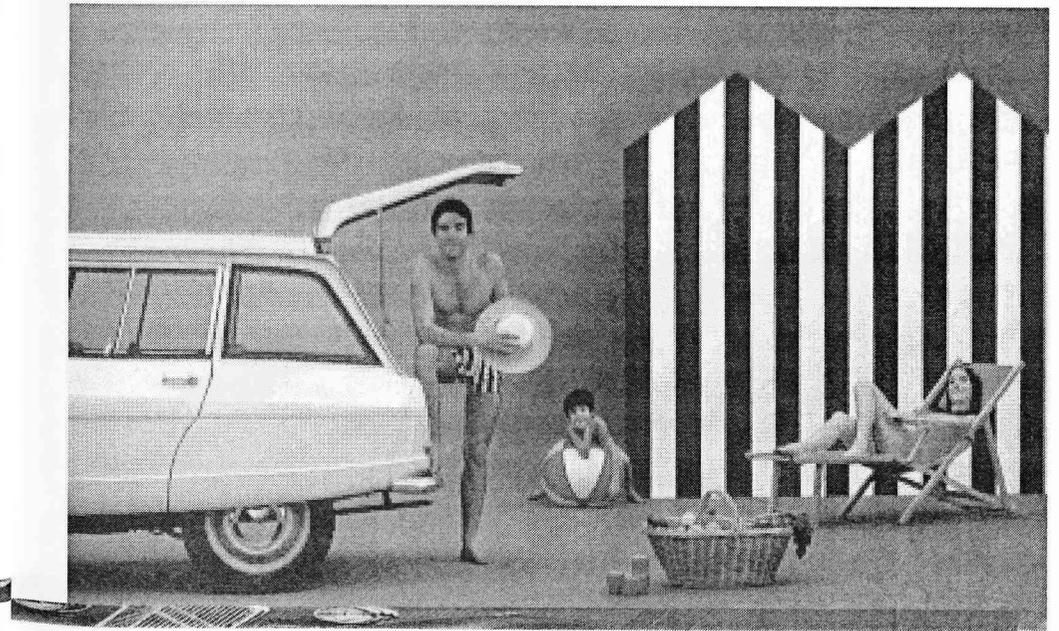
First impressions are that the ride is very similar in character to that of the 2CV. Very soft springing gives a remarkable ability to ride over appalling roads without shocks, rattles or road noise but with a good deal of low-frequency, vertical floating motion. The roadholding is impressive and very bumpy corners taken at a speed produce no signs of wheel hop although there is considerable body roll. The new damping arrangements, however, have

eliminated most of the pitching which could develop on certain road surfaces in the 2CV model.

Careful attention to sound insulation has kept mechanical noise to a low level inside the car. The discreet firing impulses of the two cylinders can be felt at low speeds but the all-synchromesh gearbox with its delightfully quick and easy 'push-pull' dashboard change, is meant for constant use; cruising at maximum speed, in the region of 100-100kph, the engine is quiet and unobtrusive. Although there was no opportunity to take any performance figures, acceleration and hill-climbing were judged to fall within the performance bracket of its competitors.

This article first appeared in 'The Motor', on 3 May 1961.

These two pictures are taken from an English Ami 6 brochure that is devoted to the Estate version of the car. Editor's collection.



From 1961 to 1969 Citroën produced over a million Ami 6 cars, not a bad total even when compared with 3.8 million Deux Chevaux [and remember, the 2CV was in production from 1949 to 1990]. Yet despite its sales success, relatively few toy companies have modelled the Ami 6. Its quirky and highly individualistic styling, however,

Ami. The Dinky Ami has a dumpy appearance, accentuated by the fact that its wheels and tyres appear much too small for the size of the car, and it seems to sit too low at the rear. Additionally, although the model has an opening bonnet and boot, the former does not seem to close neatly: on all the French Dinky Amis I have seen, there is always a considerable

gap around the bonnet. The colours of the

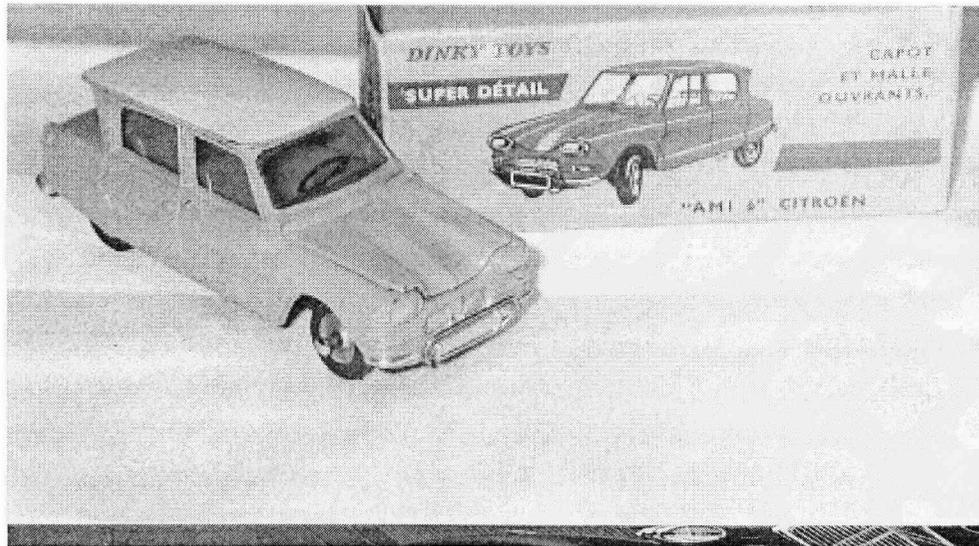
make it a very desirable addition to any collection of Citroën models.

The 1962 French Dinky Toys model of the Ami 6 was one of the first models of the car to appear. French Dinkies are usually excellent models; for once, however, the Dinky patternmakers did a less than satisfactory job in representing the

Dinky model were well chosen, however: light blue or light green body with off-white roof: both evocative of the era, and both used by Citroën itself. Two main varieties of the Dinky model exist, the scarcest being the first, produced for just a few months. This can be identified by the spare tyre modelled under the bonnet, which is absent in the later version.

TOY A-TRACTIONS

The roughness of the pattern-maker's work can be seen in this Dinky model. Author's collection.



Compared with the Dinky, CIJ's Ami 6, which came out in 1964, has a far more accurate appearance. CIJ [Compagnie Industrielle du Jouet] had its origins in the 1920s as a maker of large tin plate models of Citroëns. In the thirties the company turned to making models out of a mixture of plaster and flour – a technique that resulted in

surprisingly durable and detailed toys. For a while, CIJ concentrated almost exclusively on producing various Renault cars and commercial vehicles. But by the late fifties, CIJ had introduced not only metal die-casting, but was also modelling a wider range of cars, from the tiny 2-seater De Rovin [which in real life sported engines of 260 or 425cc] to

CIJ's kit of the Ami 6 and the chaîne do montage. Author's collection.



the smart and sophisticated Facel Vega Facellia. Apart from sometimes being unusual, CIJ's models became increasingly accurate. The Ami 6 [which looks to be around 1/42 scale] looks just right and is highly detailed, although unlike the Dinky it sports no opening parts. The detail of the rear lights is particularly good, as is the representation of the

paint [cream, red, light blue and light green] and brushes. The box itself is especially noteworthy since its lid carries an artist's rendition of an Ami production line ['chaîne de montage'], whilst inside the box the Ami components are fitted into a card insert depicting an assembly line. A particular novelty of this kit was that model towers and girders were included so that a short assembly line could be

constructed from which the Ami components could be hung. In real life, Citroën constructed a huge new factory for the production of the Ami. Located near Rennes in rural Brittany, the factory was part of the government's drive to decentralise

industry away from the Paris region. Apart from Dinky and CIJ, Solido and Norev also produced models of the Ami during the 1960s, both firms offering not only saloons but also station wagon or 'Break' versions. The Solido Ami 6 break is especially attractive, with its appropriately soft suspension movement and finely modelled opening rear tailgate. About ten

years ago, Solido remarketed its Ami models under both its own name and in the Verem model range, whilst the Norev moulds were reused by the Eligor company. And for Tintin fans, the Ami 6 which appears in 'Les Bijoux de la Castafiore' has been marketed by the French Atlas company.

Mark Ebery

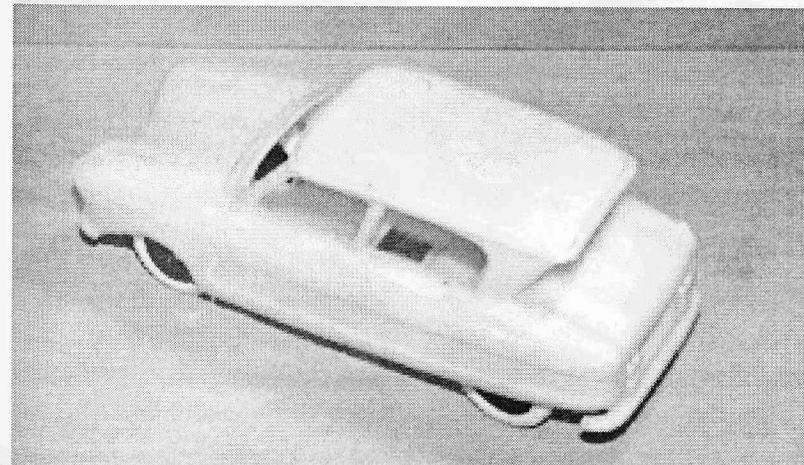
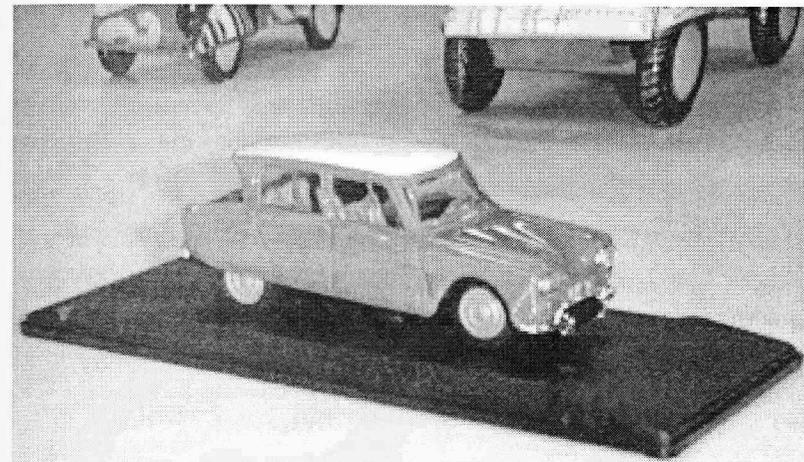
&

TOY A-TRACTIONS

Ami's sliding side windows.

CIJ's model of the Ami 6 could be bought fully built up in colour schemes similar to those of the Dinky. Alternatively, it was available in kit form in a box containing all components even down to tins of

The author's fine Solido Ami 6.



Top: Peter Simmenauer supplied this example of the Eligor Ami 6, which was photographed at the Model Concours in August.

Bottom: A very rough plastic two-piece moulding from the editor's collection.

tailgate recessed slightly between buttresses formed by tall, L-shaped tail-lights. Despite appearances, both cars use the same roof panel and offer the same interior space.

TECHNICAL : THE INSIDE STORY

Central to the C4's being is that steering wheel. The large, stationary boss, which contains an airbag optimally shaped instead of being

Goodbye
Xara

simply round, has around its edge four switchgear zones, all easily reached by a finger span from the wheel's rim. Top right are the stereo controls, lower right are those for the computer and display screen, top left is the cruise control and speed-limiter device, the lower left zone does voice activation if fitted, plus heater air recirculation.

'The central steering wheel control panel is the most daring thing we've done,' says Citroën's product chief. Most daring in the past two decades or so, he must mean, but it does show that the company is now keen to trade on its innovatory heritage after too long in denial.

So, how does the steering wheel connect with the column? By means of a gear transmitting movement from an internally toothed ring attached to the steering wheel. The centre 'axle' is fixed, and carries both

the boss and a fixed gearwheel, so it's the intermediate gear that moves and turns the offset column. That column rotates through a much bigger angle than the steering wheel itself, so the gearing in the electrically assisted steering rack is altered to suit.

The rev-counter sits directly ahead of the driver, in a binnacle which moves up/down and in/out with the steering wheel adjustment. Its scale glows red when the rev limit approaches. Other information, including the digital speedometer, comes from the LCD display atop the facia centre. It's a backless display, so light can shine through it from behind which makes it readable even in bright sunlight. Warning lights flank this display.

Suspension is the Peugeot 307 mix of MacPherson struts at the front and coil-sprung trailing arms linked by a torsion beam at the back, but the C4 uses softer settings for a more cossetting, Citroën-esque ride. Engines hold no surprises: the petrol units, all with 16 valves, are a 90bhp 1.4, a 110bhp 1.6, a 136bhp 2.0 and a 177bhp 2.0 for the Coupé-only VTS. Diesels are two 1.6s, of 90 and 110bhp, and a 136bhp 2.0. Once again, we see diesels matching similar-capacity petrol engines for power while far exceeding them for torque.

FEATURES: WHAT TO EXPECT

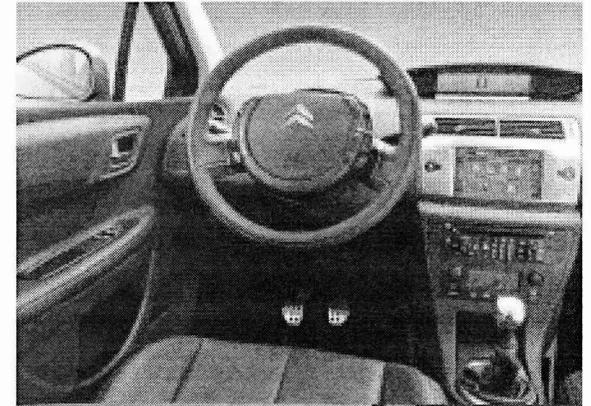
Plug a little cartridge into a slot marked with a flower symbol, incorporated

into a centre facia vent, and you can have one of nine different fragrances from three themes: Wellbeing, Vitality and Sensuality. Examples are Lavande Douce, Jasmine Mimosa and Fleur de Vanille... you get the idea. It's all part of the drive for relaxation and refinement, a mission which has led to inflatable sacs sealing many internal box-sections and that laminated side glass with its sound-absorbing interlayer. The likely quietness makes the top models' JBL sound systems all the easier to appreciate, and the glass also resists break-ins better than the usual toughened glass.

Another option is a system which warns the driver if he/she wanders out of a motorway lane, by vibrating the edges of the driver's seat cushion. This can be turned off if you're not planning to be tired... it will be interesting to see how popular it proves. Activating the indicators disables the warning, by the way. Bi-xenon steerable headlights are also on the options list.

The boot contains movable dividers designed to keep cargo in place, and the spare wheel is under the boot carpet rather than being slung underneath, vulnerable to weather and light fingers. The usual full-screen sat-nav, automatic headlights, tyre-pressure monitors and rain-sensing wipers also make an appearance.

Also a feature is the way the interior is clad in ample padded or soft-touch



materials. This comes across as a classy, upmarket car; will it steal some kudos from Volkswagen's Golf?

WHO WILL DRIVE IT?

Citroën is the king of cashback, and has recently been very price-driven in its marketing. It remains to be seen if the C4 will be marketed the same way; Citroën buyers have come to expect

Goodbye Xsara

it but the C4 deserves more respect than the lacklustre Xsara ever did. The C4 will spawn a World Rally version next year, which should help its image.

Also in the pipeline is a C4-based

Picasso replacement, but for now the Coupé and five-door should do a good job of reviving Citroën's fortunes in this vital hatchback market sector. Trim levels for the UK will be the usual LX, SX and Luxury Exclusive, plus that sport VTS Coupé.

As for who buys the C4, its style should be distinctive enough to attract private buyers who will like its features and likely refinement. Its appeal spans a wide range of tastes, the five-door majoring on comfort, the Coupé on sportiness. It has been a while since different door-counts resulted in such distinct model variants. UK sales start early in 2005.

<http://www.channel4.com/4car/feature/preview/2004/citroen-c4/c4.html> by John Simister

WRAPS OFF – CITROËN'S NEW LOOK C5 UNVEILED

Citroën has released first details of the New Look C5, which features fresh new styling as well as significant technical, comfort and safety enhancements – some completely new to the class. The spacious New Look C5 is set to be revealed to the public this September at the Paris Motor Show.

Incorporating the Company's new front end design, with its distinctive and striking double chevron grille, giving the model its bold new stance, the New Look C5 features a 'boomerang' style for both front and rear lights. The interior of the New Look C5 has also been updated, increasing the feeling of refinement.

Bristling with a wide array of innovative equipment, the New Look C5 features the Company's sophisticated new lane departure warning system, that alerts drivers if they drift across lanes, as well as Xenon dual function directional headlamps which turn as the car comes.

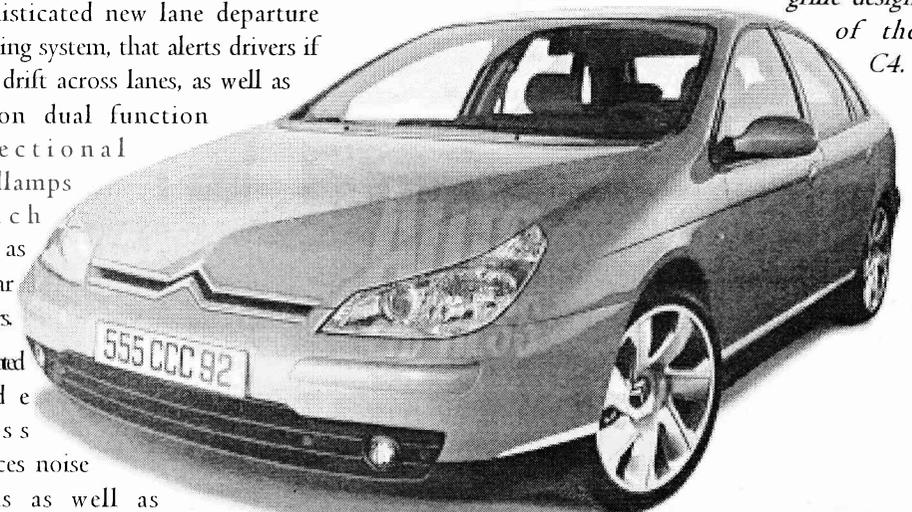
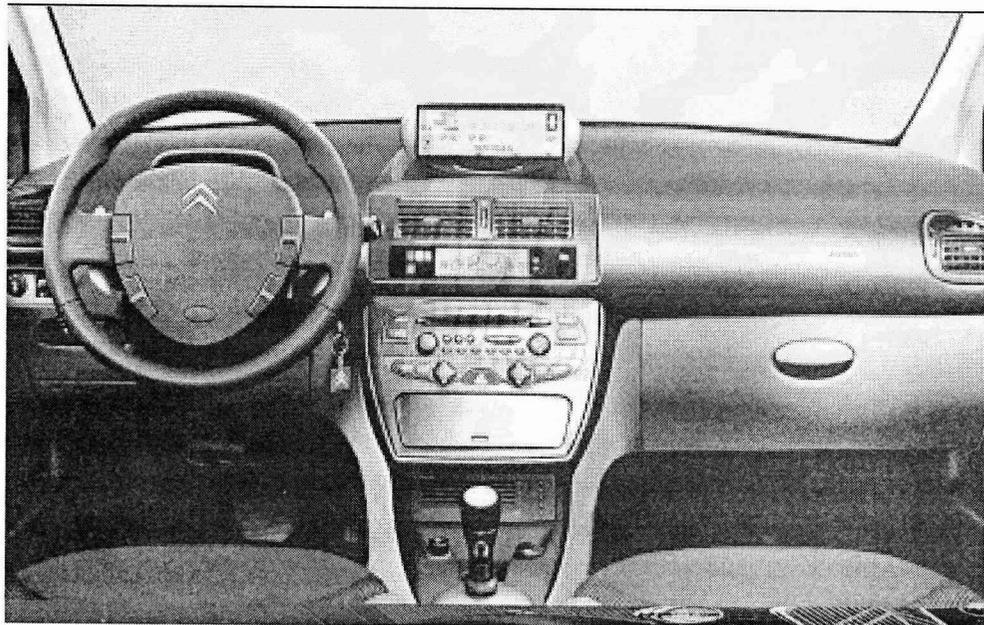
Laminated side glass reduces noise levels as well as

improves security, whilst front and rear parking sensors provide audible as well as visual warnings on a multifunctional screen. Safety is enhanced by the fitment of seven airbags, including one to protect the knee area, as well as a speed limiter and the latest generation ESP.

A choice of six powerplants will be available, with petrol units from 117hp to 210hp and the latest HDi common rail diesels, developing between 110hp and 138hp. New six speed manual and automatic gearboxes as well as the Company's award-winning particulate filter will also be available.

The New Look C5 brings executive driving bang up to date and firmly establishes itself as a major contender that means business for those who value design, technology and spacious comfort on the road.

Opposite: An artist's impression of the new dashboard on the C5 which is expected to share the fixed steering boss with the C4. Below: The new C5 is also tipped to share the bold grille design of the C4.



To the editor,
Front Drive

I recently received the voting form and information on the proposed amalgamation from the CCOCA committee, and while the vote will be over before this letter gets to print, I would like to make some comments.

The section on stating the yes case and no case was a good idea, but I

closely the model rules put out by Consumer Affairs Victoria, and in unmodified form is the constitution of many clubs all over Victoria. After reading the present constitution of both clubs, the amalgamation committee made some changes to incorporate parts from the constitution of both clubs.

While it is desirable to limit the term of the president [and this could have easily been incorporated]

the proposed constitution does not limit the holding of dual portfolios by committee members. The amalgamation committee tried to keep the committee structure as flexible as possible. It is desirable for the editor, spare parts co-ordinator to be on committee, it may also be possible that an editor or other club official may want to fulfil that role without being burdened by monthly committee meetings.

The No case relies heavily on the constitution in finding fault, and criticises the proposed constitution for being too easy to change. This is interesting when it is considered that the existing CCOCA constitution requires a two thirds majority to pass the referendum, yet the CCOCA committee have set the requirement at 75% in favour, what's the point in having a constitution if the committee choose not to follow it?

There are several other inaccuracies in the no case which for reasons of time and space I will not go into, suffice to say that if you use one eye to see things, you only get half the picture.

While the final choice made by CCOCA members through the referendum may in the short term be the right one, the process by which it was arrived at smacks of underhanded

cloak and dagger tactics, is this the kind of process that CCOCA members wish to continue?

Yours sincerely

Peter Dekker

CCOCA member.

Peter is also a member of CCCV and a CCCV representative on the Amalgamation Committee.

YOU SED

was very disappointed to see the yes case being given one third of the space as the no case.

Most of the arguments presented in the No case don't stand up to much scrutiny. The no case considers the proposed constitution to be a major failing. The amalgamation committee forwarded the proposed constitution to CCOCA committee in December 2003, giving CCOCA 8 months to ponder over any inadequacies in the proposed constitution. The amalgamation committee did this so any issues could be resolved before the vote took place. Therefore any criticism of the proposed constitution comes because the CCOCA committee did not read the proposed constitution until the last minute and then uses their procrastination as an excuse to decry the proposed merger.

The proposed constitution follows

WEAVER ON THE WEB

Follow the successful 'commercialisation' of the 'Jack Weaver Plate' [JWP] by our Parts Officer, Rob Little, details and a brief history are being put on the CCOCA web site via our 'Web Wallah', Jeff Pamplin. This is to ensure that proper credit for this commendable – and indeed essential – development remains assigned to the individuals involved, and indirectly to CCOCA as well.

For those who may have missed Rob Little's earlier announcement of this development, the JWP is now being accurately laser-cut and welded and made available for very reasonable cost, for fitting to your Traction gearbox. Such a fitment [the plate comes with full instructions] is a highly desirable precaution to improve the longevity and reliability of your car – especially with respect to the XXX crown wheel and pinion.

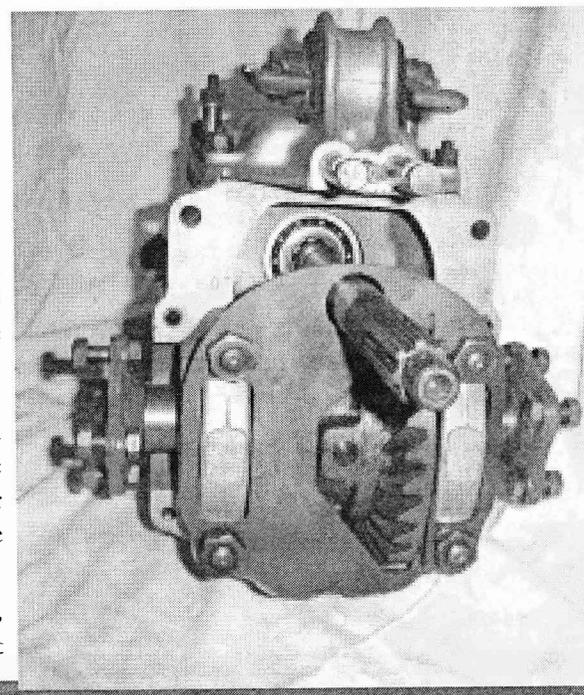
In addition to being fitted to local cars, Rob has already sent a consignment

to JWPs to Europe, to ensure an Aussie contribution to the marque in these distant lands, also.

Details from Rob Little.

Bill Graham.

✂



We are thinking of having a page from the point of view of 'les femmes' in the 'Front Drive magazine. What do you think?

We thought we might encourage some input by the ladies and some thought-starters might be:

How you came to be involved with

LARGELY LADIES



[love?] the person in your life who owns a Citroën

Or how you both came to buy 'the lady' together. Is the car a she?

Where you live in Australia, or elsewhere, and what it is like to live on your patch

Maybe the odd quiz

Maybe a recipe now and again

Advice – not Dorothy Dix – but maybe the best place to buy the best wine or anything else, or best holiday spot, etc.

What is happening in your area, be it an annual something, a concert or show.

Maybe someone in your area has achieved something worth reporting

Maybe you would like us to collect something for you, i.e. corks, stamps, etc.

A gardening/household hint You might like to pass a skill on... and so forth

We would like

your suggestions and some feedback from you, even an article. It does not have to be long, but if you write it, our Editor promises to publish it. Remember, if it is of interest to you, then it will probably of interest to someone else as well.

Send your contribution direct to Leigh [at the usual address] or you can send it to me first, if you wish.

My email address is c_m_h@bigpond.com or you can post to the Club PO Box. You might even start with a name for this new column... 'coz frankly 'Largely Ladies' is pretty dreadful, Leigh!

Clare Hadaway

ROB LITTLE – SPARE PARTS

My fleet in Shepparton consists of three 'D' models and two Tractions plus a couple of other parts cars and yes doesn't everybody have a GS?

My first 'D' is the well known creamy yellow car that has been around for the last ten years, I also have a DS23 EFI auto awaiting restoration, a very good rust free car I acquired in Canberra some years ago.

I purchased my Light I5 from Continental Cars in Sydney in 1994. It was originally sold by Buckle Motors and probably spent all of its life in the harbour city before I bought it. Although it has been off the road for some time it is a very pretty car, painted post box red and while it is in very good condition, it is not together, at the moment.

I bought my Big I5 in 1995 and most members have seen it as it has been back on the road for the last two years. Originally a New Zealand car, it was first registered to Edward George Talbot of Timaru near Dunedin and carried the plate AP5230. From there it never ventured far although it did live in Christchurch for a while. It was imported to this country by Glenn Steward from Diddillibah in Queensland; sadly his wife did not share his passion and he decided to sell it and I was advised of it by his

brother with whom I worked at the time. I purchased the car sight unseen. Libby and I took a coach to the Sunshine Coast, picked up the car and drove it home, since then it has been a rolling restoration with the interior being retrimmed and various parts replaced and rechromed.

The last 'D' I purchased has the distinction of being the cheapest

FLEET FOLLIES



Citroën I have so far bought but has the most interesting history. Once again this is a one owner car with no rust, not bad for a 1962 ID!

Mr EB Perkins of Cowangie in Victoria purchased this car new from Commonwealth Motors on the 7 February 1962, its registration number was HMO 930.

Does not mean a thing does it, until you realize this was Eddie Perkins, rally and race driver extraordinaire and father of the V8 supercar driver Larry Perkins!

Eddie is now well into his 80s and living in Harcourt where I picked the car up from and is still a remarkable man to speak to. Now this man had an illustrious career in driving and won the Redex Trial in 1957 in a Volkswagen and as part of his prize won a free entry into the Monte Carlo Rally. Eddie thought he could show these Continentals a thing or two, as

a boy from Down Under does, so he flew to Stuttgart and picked up a 356 Porsche! Eddie was astounded as he could not get anywhere near these thundering Citroëns. Upon arriving home with the Porsche he soon found how impractical it was with five sons to cart around so eventually traded it on the Citroën, the invoice shows the Citroën's price at £1,590/18/6 and the trade in price of the Porsche at

very good condition. The car came with all of its original equipment including receipts, driver manual, spare parts, tools Eddie had made and even the cardboard phial of touch-up paint in the original Reims Grey and thanks to its location in the Mallee is full of dirt but no rust.

This car is under restoration and I hope to have it ready for the 'D' run organized by Brian Wade next year, it will still be

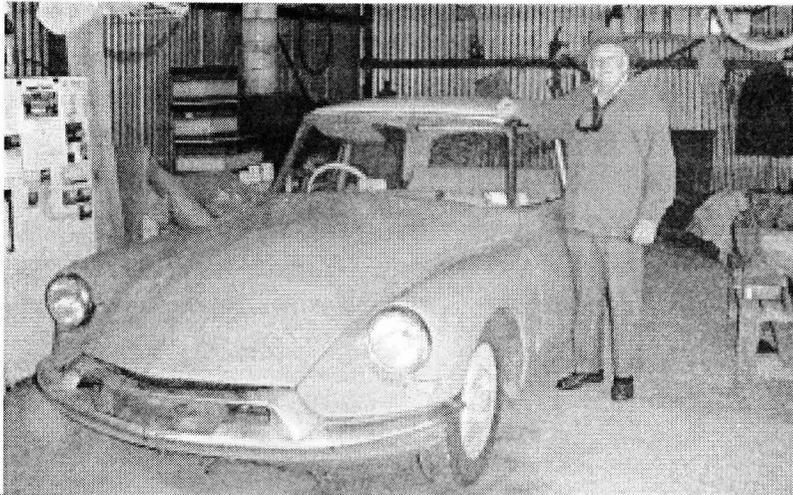
FLEET FOLLIES

restored in its original colour and carrying its original registration number.

£1,500/0/0. So Eddie only needed to make up £90/18/6 and it was delivered with a full tank of fuel according to the invoice! [those were the days]

Eddie did 200,000 miles in 20 years before putting it in his shed for the next 20 until I came along and as he said he always drove it at 80mph and got 30mpg but he did maintain it in

Along with the car were countless brochures on Citroëns, including one on the SM, receipts for spare parts, and letters to and from sponsors during his career. One such letter was from Citroën Cars [Citco] Pty Ltd. dated July 20, 1970, thanking both Eddie and Larry for driving their Citroën in a trial and stating they did not hold them



responsible in any way for what happened to the car and were most pleased that neither of them were seriously injured! So it shows that even the best can have a bad day. I hope that I have defeated the buying bug and can now settle down to restoring and enjoying the cars that I have.

LEIGH MILES - EDITOR

It has been a busy time in and around the Leigh Miles garage since I last wrote a Fleet Follies.

The first thing to have been attacked was the engine I brought back from the UK for my Dyane. The engine in the car at the moment - the original one with about 100,000 miles on the clock is more than tired; the compression in at least one cylinder has gone close to nothing.

So I acquired, for the grand sum of £25, a replacement engine. This has finally been taken into Citro Motors and after a bit of work Mel got it running. There is no intention to fit it

to the Dyane yet - I maintain that despite its dodgy compression, the Dyane is not running 'that' badly.

Next cab of the rank was the rather more expensive [440•] engine I brought back from LeMans that is for my 'Wombat' Visa Club. Members may remember that on the way to Cit-In in 2001 I ran the big end on this car. As a result finding an engine for it was one of my priorities while overseas.

Unfortunately the powerful [35bhp], 652cc twin-pot of the Visa is highly sought-after by petrol-head 2CV owners who fit them to their tin snails. This results in high demand and high prices, given their limited availability. Not only is this engine now running, it has been fitted to the car and seems to be running well.

By the time you are reading this the 'Wombat' will either be on the road or I will be sourcing parts to try and get it through the roadworthy! ☘



Tyres, hubcaps and other small parts, it's all happening! The tyre situation has finally resolved itself as Stuckey Tyre Service from 828 Sydney Rd. Brunswick have classic tyres in stock. The price for a 165 x 400 tyre is quoted at \$318.00, tubes are also available. This is around the price I considered would be our best price if we were to import them

15mm hole rolled into the centre. We would expect to pass these onto members at around \$50.00 each or with a little luck even less! What I need is to know is who would like to purchase any of these caps, I already have orders for a set of B6 and a Light 15 set so if you are in the market for caps please let me know and I will order them all together.

SPARE NEWS

ourselves. For interstate members your local Michelin dealer may be able to obtain these tyres from Stuckey for you if you let them know they have them. I am currently waiting on prices and availability on 185 x 400 tyres but can tell you that 185 x 15 XVS tyres for the later 'D' series are \$231.00 each but will only be ordered in on a firm order and that may mean a substantial deposit will be required. Stuckey's web address is www.stuckey.com.au and you can email them from that site.

Hub caps, I have spoken to Clive at Arden Continental and yes they are happy to supply caps for Slough built tractions including the 6 cylinder models with bolt on caps as they are the same as the Light 15 but with a

The Concours in October is drawing closer so now is the

time to look at the finer details of your cars, I have recently sourced slotted raised head countersunk self tapping screws and countersunk trim washers, what are these you might say? They are the self tapping screws and washers that hold the windscreen and window trims inside your cars (no Phillips headed screws in tractions) and also the larger trim washers are used to secure the rubber door V-blocks, these are items I have been asked for in the past and have not been able to supply but are now available.

External door mount mirrors are also in stock and good quality too, these can be either mounted on the door lip or can be screwed through the door and fixed with a 6mm bolt.

Rob Little



FOR SALE

1967/68 ID 19B

Single headlight, green fluid, power steering in excellent mechanical and body condition. Body coloured blanc carrera with a contrasting black roof. Good tan leather Pallas seats and door trims. New carpets and many other Pallas trimmings fitted. Reg No: UDS 190. \$13,500. Contact Vern Isaacs, [08] 9377 7365 [W]

1974 DS SAFARI

This very original 4-speed DS Safari in duck-egg blue, with spotless dove grey leather has been fitted with new carpets and roof lining. It is immaculate throughout - reflecting its believed original 84,000 miles. It is a fine, original, unrestored car and is for sale 'as is', without a RWC. Reg: LKJ 205. \$19,000. Contact: Anthea Ball, [03] 9510 2183 or bardotball@primus.com.au [W]

1974 GS SPECIAL 1220 ESTATE

Excellent condition, no rust, good Michelins, stainless muffler. Blue with black interior. Loads of spares including engine and gearbox. Reg: IAUS 382. Phone Les [08] 9430 5274 [H] or 040 911 2987 [M]. [JJ]

1954 Big 15 TRACTION

This is a complete rolling body in good condition and worthy of restoration. While it does not have its engine a substitute engine can be supplied at additional cost. #9 535814. \$750. Contact Mel 041 482 0631 [M] [AS]

1948 LIGHT 15

Reluctantly for sale. [Reg: CR 405I. Eng No: AD 000976. Chassis No: I3I2I4] An appreciative new owner wanted, who will improve and give it the TLC it deserves. Fully rebuilt engine and gearbox, good battery, excellent tyres, good original body and upholstery, spare gearbox and other parts, drives well \$10,000 negotiable. Contact: Andrew McDougall, [03] 9486 4221 [H] or 042 722 0249 [M]. [JJ]

1960 ID 19

Reluctantly for sale. [Reg: PZJ 319. Eng No: 19808130. Chassis No: 8627472] Paris delivery car followed by initial life in Kenya - comprehensively restored in the early 1980s. Red with original fibreglass roof. Good condition - won best Citroën all classes - Vic. French car festival 2004. \$11,000 negotiable. Contact: Andrew McDougall, [03] 9486 4221 [H] or 042 722 0249 [M]. [JJ]

WANTED

Big 6 EXHAUST MANIFOLD

A non-Victorian member is seeking a second hand exhaust manifold in good condition, to suit Big 6. Contact Rob Little in the first instance, [03] 5823 1397 [W]

Early ID Gearbox

Do you have a early ID gearbox sitting doing nothing? An overseas member is seeking one to bolt onto his I,911cc Traction. Contact Rob Little, in the first instance, [03] 5823 1397 [AS]