

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR CITROËN OWNERS AND ENTHUSIASTS

**CITROËN CLASSIC OWNERS
CLUB OF AUSTRALIA**

Australia's National Citroën Car Club



POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

www.citroenclassic.org.au

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.

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Contributors to this edition of 'Front Drive' include:

Mark Ebery, Andrea Fisher, Rob Little, Jill Schofield, Brian and Esther Wade and Rod Ward.

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, July 22.

MEMBERSHIP

Annual Membership is \$40. 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 image is taken from the 2005 Traction Avant Nederland calendar and shows Avenue Thiers [N10], in La Bastide area of Bordeaux.

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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.

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 Graham Barton on [03] 5987 0767 or clubshop@citroenclassic.org.au

OTHER CLUBS?

www.citcarclubvic.net.org/
www.doublechevrons.aunz.com
www.citroencarclub.org.au/
www.citroen.aceonline.com.au/
[www.oleopneumatics.com.au/
car%20club/citroenclub.htm](http://www.oleopneumatics.com.au/car%20club/citroenclub.htm)

Welcome to the June/July edition of 'Front Drive', which naturally devotes space to reports on the OzTraction Weekend, held at the start of June, in and

around Rawson and Walhalla, in eastern Victoria. Articles from Jill Schofield and Brian and Esther Wade paint great images of a super weekend. Missed it, did you? Then make a note to be sure of attending in 2006!

While I was at Rawson both Rod Ward and Rob Barton spoke to me about the lack of technical articles in 'Front Drive'. I noted to them my total dearth of technical expertise and suggested they write something for you. Rod has accepted the challenge and produced what I hope is but the first of many 'Technical Talk' features to be read in coming editions. [But do not just leave it to Rod, will you?]

The first Australian review of the Slough-built DS is the next in the series of Australian reviews on this car.

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This month Mark Ebery has compiled a 'comparison' review of the DS and other models that were available concurrently. This goes beautifully with a 1992 comparison test, from 'Thor-oughbred and Classic Cars', of the DS and its contemporaries.

Enjoy,
Leigh F Miles – Editor.



We have just come back from Aus-Traction at Rawson, and what a great weekend it was! Interesting things to see and do, magnificent scenery, crisp sunny weather

most of the time, and lots of wonderful people to catch up with. Great! And this is an appropriate time to thank Ted and Helen Cross for all the work they have done for the club, now that this final task-in-hand is completed, and they step back from the club committee to take a well-deserved break.

Now the baton passes to someone else; regardless of whether you are a new member or were on committee years ago, we need someone to fill the role of Activities Officer. We have had many offers from members willing to run individual events, so now all we need is someone who can take on a co-ordinating role to tie it all together.

Also, we have a commitment to run Cit-In in 2008; if we are to fulfil this obligation we do need at least a small committee [this is

definitely not a one-person job!] to at least get the process started.

The rest of the committee are working well together with their new/continuing roles; we are a happy little team, and we hope you would like to join us!

Cheers,
Andrea Fisher
President.



PREZ SEZ

Please note: events with dark 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.

A-TRACTIONS

● JULY

BASTILLE DAY WITH CCCV

WHEN: Wednesday, July 13

TIME: 8:00pm

WHERE: CCCV Meeting Room,
Glen Iris Citizen's Hall, Eric Raven
Reserve, Estella St., Glen Iris.

COST: Free

BOOKING: Not required

CONTACT: Leigh Miles,
[03] 9888 7506,
editor@citroenclassic.org.au

Below: The site of the Bastille, or more correctly chaste! Saint-Antoine is now graced by this café.

Right: All that remains of the Bastille are these stones from the Tour de la Liberté, although they no longer grace their original location.

Join our friends at CCCV for an evening of celebration: the 216th anniversary of the storming of the Bastille.

Fancy dress, french music... BYO refreshments.

BASTILLE LUNCH AT DOOKIE

WHEN: Sunday, July 17

TIME: 12.00pm

WHERE: Dookie Agricultural College

COST: \$22 per person, plus refreshments to your account

BOOKING: Essential

CONTACT: Rob Little
[03] 5823 1397 [H]
spareparts@citroenclassic.org.au



This is the fifth year of this event and due to relocation to Dookie College we can now accept more people. If you are interested in attending ring Rob Little on [03] 5823 1397 for

further details. This is an opportunity to visit Dookie campus, a division of the University of Melbourne and sample the re-emerging wines of the area.

Assistance with overnight accommodation can be provided if you decide to make a weekend of it. This is a three course luncheon, with entertainment provided by local enthusiasts, with lots of participation from the audience.

If you are interested in an early start, you can join Rob and Libby for a coffee and croissant at their place from 10am.

MONTHLY MEETING

WHEN: Wednesday, July 27

TIME: 8.00pm

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

COST: Free

BOOKING: Not required

CONTACT: Leigh Miles,
[03] 9888 7506,
editor@citroenclassic.org.au

You might believe you know a good deal about your Traction, you may even believe you know a lot about Citroën, in general, but how good is

your knowledge of motoring in general? Find out how you compare with others in the Club as you pit yourself against our 'Quiz Master', Leigh Miles.

Prizes? You bet!

VISIT TO HEKA'S & BBQ LUNCH

WHEN: Sunday, July 31

TIME: 11:00am - 4:00pm

WHERE: Heka & Co.,
Factory 3/10-16 Stephen Rd.,
Dandenong

COST: Free

BOOKING: Essential

CONTACT: Andrea Fisher,
[03] 9874 1960 [H],
activities@citroenclassic.org.au

Henry and Robert Kalkbrenner have been running Heka & Co for longer than I care to remember, and on July 31 they are opening their workshop in Dandenong to the members of CCOCA. With BBQ facilities, be sure to bring some lunch and refreshments along with all those tricky Citroën questions that have left you at a loss for the last decade or so! In particular, this is a great opportunity to see the DSs that are presently being worked over by the guys.

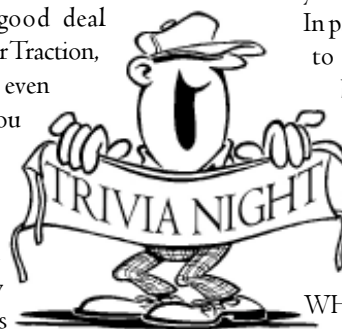
● AUGUST

GET STUFFED!

WHEN: Thursday, August 11

TIME: 7:00pm

WHERE: Leigh Miles', 16 Harrow St.,
Blackburn South



COST: Cheap eats
 BOOKING: Not required
 CONTACT: Leigh Miles,
 [03] 9888 7506 [H],
 editor@citraenclassic.org.au

A-TRACTIONS

Be the first to lay your hands on the next edition of 'Front Drive' by joining in magazine stuffing. The work is not arduous, and you will be sure to enjoy the conversation.

Afterwards, we shall head out and stuff ourselves with dinner – 'Cheap Eats', in Box Hill.

DAY RUN: FARMER'S MARKET AT ST ANDREWS & PUB LUNCH

WHEN: Saturday, August 20
 LEAVE: 9:00am

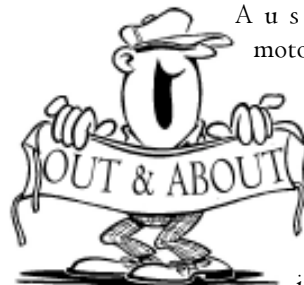


FROM: Melbourne Zoo carpark
 opp Royal Park Station.
 Melway 29 E11
 TO: Kangaroo Ground Rd &
 St Andrews Rd, St Andrews
 COST: Depends on what you buy!
 BOOKING: Preferred for lunch
 numbers by August 14
 CONTACT: Leigh Miles,
 [03] 9888 7506 [H]
 editor@citraenclassic.org.au
 Melbourne, and its surrounding areas
 is blessed with some of the best
 farmer's markets in the world. So,
 think about joining on this great run
 to see, taste and buy some of the
 Victoria has to offer?

MONTHLY MEETING

WHEN: Wednesday, August 24
 TIME: 8.00pm
 WHERE: Garry Rogers Motor Sport
 350 Springvale Rd., Glen Waverley
 COST: Free
 BOOKING: Preferred
 CONTACT: Andrea Fisher,
 [03] 9874 1960 [H],
 activities@citraenclassic.org.au
 Garry Rogers' long-standing
 involvement in Australian
 motorsport started back in the early
 sixties when he started racing
 Appendix J Holdens. He enjoyed
 success in a wide range of cars
 including early model Holdens, EH
 Holdens, Ford Escort Sports Sedan,
 Toranas, Monaros, A9X Torana,
 BMW and Commodores.
 Garry retired from race driving in the

late nineties and established Garry
 Rogers Motorsport which has
 enjoyed considerable success in more
 than ten categories of
 Australian
 motorsport.



He is well
 known for
 his 'giving'
 to motor-
 sport. Garry
 has been
 involved with
 giving many of Australia's top drivers
 a starting foundation with a variety
 of exposures to the GRM way. He
 has been an active
 participant in the
 business of
 motorsport and is
 a current Board
 Member of the
 TEGA [The
 Touring Car
 Entrants Group]
 and Avesco [The
 Australian Vee-
 Eight Supercar
 Company] and
 is also actively
 involved in a
 number of other
 motorsport
 organisations.
 Garry is liked by
 the Australian
 motorsport
 media who see
 him as the most

approachable, enthusiastic and
 outgoing personality in the country.
 Success breeds success and the
 foundation of success at Garry Rogers
 Motorsport comes from Garry
 Rogers.

SEPTEMBER

SHEPPARTON SWAP MEET

WHEN: Sunday, September 11
 TIME: From 7:00am
 WHERE: DECA, off Wanganui Rd.,
 North Shepparton

COST: N/A
 BOOKING: Not required
 CONTACT: Rob Little,
 [03] 5823 1397 [H]

spareparts@citraenclassic.org.au
 While at this stage there are no special
 plans for CCOCA to attend this great
 Swap Meet, some of us cannot think
 of a better way to spend a September
 weekend. ☞



The Citroën Car Club of Queensland is well advanced in planning a 'rally' to commemorate the release of the Citroën DS which occurred on the 6th of October 1955.



This event will commence on Sunday the 2nd of October and conclude on Saturday the 8th of October 2005.

The starting point of the run will be Wagga Wagga NSW and will finish in our nation's capital, Canberra.

On the final evening a 'grande banquet' will be held to celebrate the DS's 50th birthday.

The planned route will take us down through southern NSW, across northern Victoria and over the Australian Alps. It will allow us to see features of natural beauty and also places of significance in Australian history and culture.

The route will be on sealed roads only and will pass through areas that are reasonably well populated. The distance that will be covered each day will be approximately 300km, this will allow plenty of

time to stop for morning tea, lunch and arrive at our destination with the day in plenty of time to prepare for the evening.

All of the planned stops will take place in towns or cities which will allow the local population time to view our cars and discuss them with us.

Accommodation for the event will be camping and camping costs will be included in the entry fee [option one]. However, as we will be stopping overnight in populated areas participants can arrange other accommodation at their own expense [option two].

Registration includes Sunday supper, BBQ Wednesday, Saturday's 'grande banquet' and two commemorative T-shirts.

PLEASE NOTE: THIS EVENT IS FOR DS/ID MODELS ONLY.

You may join our email list here for timely notification of rally information as the event is finalised.

If you have any queries, comments or suggestions do not hesitate to contact me.

PO Box 5089, EAGLEBY
Qld 4207, Australia
Phone [07] 3807 5781
Email:
brianesther66@hotmail.com

BRIAN WADE
Event organizer

ITINERARY ACCOMMODATION

SUNDAY, OCTOBER 2

Meet in Wagga Wagga, supper
Wagga Wagga Beach Caravan Park, 2
Johnston St., Wagga Wagga.
[02] 6931 0603

MONDAY, OCTOBER 3 [DAY 1]

Wagga Wagga to Yarrawonga
Yarrawonga Holiday Park, Piper St.,
Yarrawonga. [03] 5744 3420

TUESDAY, OCTOBER 4 [DAY 2]

Yarrawonga to Kerang
IBIS Caravan Park, junction of
Loddon & Murray Valley Highways,
Kerang. [03] 5452 2232

WEDNESDAY, OCTOBER 5 [DAY 3]

Kerang to Bendigo, BBQ
Central City Caravan Park, 362 High
St., Golden Square, Bendigo.
[03] 5443 6937

THURSDAY, OCTOBER 6 [DAY 4]

Bendigo to Beechworth
Lake Sambell Caravan Park, Jarvis
Rd., Beechworth. [03] 5728 1421

& FRIDAY, OCTOBER 7 [DAY 5]

Beechworth to Jindabyne
Snowline Caravan Park, junction
Kosciuszko~Thredbo Rds.,
Jindabyne. [02] 6456 2099

SATURDAY, OCTOBER 8 [DAY 6]

Jindabyne to Canberra, dinner
White Ibis Holiday Village, 47 Bridges
Rd., Sutton, Canberra.
[02] 6230 3433

OPTIONS & COSTS

OPTION 1

Registration Fee	\$300
Additional passengers	\$150pp

OPTION 2

Registration Fee	\$200
Additional passengers	\$100pp

Deposit [\$50] is required by 1
September and cheques should be
made payable to CCCQ 'D'
Anniversary Rally.

Further details, and a registration form
can be found at
www.fiftyyears Citroënsid.net



Cit-In 2006 DUBBO NSW 14-17 April 2006



Hosted by the
Citroën Car Club
of NSW Inc



Email:
ccc@faua@dubbo.com.au
Website:
www.citroencarclub.org.au

Here is the Citroën Car Club's website address. Our website will have a list of links to all the pertinent and useful websites needed to register, find places of interest & find accommodations for Cit-In 2006.

www.citroencarclub.org.au

Our website will be updated throughout the year as new information becomes available so please keep checking to see what is happening.

If you do not have access to the internet please contact the Citroën Car Club of NSW Inc committee by writing to the postal address listed below.



Cit-In 2006
DUBBO NSW
14-17 April 2006

Postal Address:

Citroën Car Club of NSW Inc
PO Box 348
Parramatta NSW 2124

Email: ccc@faua@dubbo.com.au



Cit-In 2006 Dubbo NSW

The Citroën Car Club of NSW hopes that you will join us for Cit-In 2006 in Dubbo NSW. If you have always promised yourself a visit to the Western Plains Zoo then this is your opportunity. If you have already visited then you will know that the Zoo has fantastic displays of wildlife in natural surroundings that are easy and safe to view.

All this with your favourite Mar-que thrown in. Bring along your favourite Citroën or travel by train, bus or air...just be there.

Cit-In2006 DUBBO NSW

The Citroën Car Club of NSW Inc is excited to offer you Cit-In 2006 in Dubbo NSW on the Easter weekend 14 to 17 April 2006.

Dubbo was chosen for many reasons and among them are:

- Congenial VENUES
- Central LOCATION
- Great WEATHER
- Lots of ACCOMMODATION
- Western Plains Zoo
- Many other places of INTEREST

Venues

The main dinner and meeting venue will be the West Dubbo Bowling Club on the road to the Western Plains Zoo. The other dinner & lunch venue will actually be at the Western Plains Zoo Show & Shine which will be very close to the main Dubbo shopping centre.

West Dubbo Bowling Club will provide a great venue for sitting & chatting where an area will be provided for everyone including families with children. The main area of the club will also be available to adults for socialising.

Location

Dubbo is centrally located in NSW on the main inland highway between Brisbane & Melbourne. What could be more convenient?



Weather

Dubbo is well known for its great weather in March & April. The summer heat is gone & we are left with lovely sunny days & cool evenings. Last years day time temperatures in April ranged from the 18° to 31° and 22mm of rain.

Accommodation

There are a vast number of Motels in Dubbo with at least 6 within walking distance of the West Dubbo Bowling Club. Some of these Motels are offering special deals for Cit-In attendees. They are: Alton Toman Motor Inn 133 Whylandra St Dubbo which is across the road from the main venue & All Seasons Motor Lodge 7th Whylandra St right next door to the main venue. Two great caravan parks are also within walking distance of the West Dubbo Bowling Club.

Dubbo is a very popular place at Easter so it will be very important to book your accommodation early. Some of the deals from the motels have agreed to block book rooms for Cit-In however, they must be booked by January 2006.

More information is available from our website. See back page of this brochure

Zoo

You can view this fantastic open range style Zoo from your car, a bike (can be hired) or by foot. Part of your registration will include 2 consecutive days entrance to the Zoo.

Places of Interest

Old Dubbo Oval
Duneduffinal Homestead
Millitary Museum
Science Expo
Shoppers Statey City Garden
Kangaroo Aboriginal Arts Centre
Jedds Broomings
Madjoe Wineries
Warrumbungles
Wellington Carver



Duneduffinal Homestead is the oldest standing slab homestead in Australia. Built around 1845.

Vote of thanks to CCOCA for a splendiferous weekend at Rawson/Walhalla/Moe.

It was a gathering of the CCOCA

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clan from far and wide – QLD NSW and Vic

Festivities began around the open fire, fine food and wine from the Rawson village complex extending into a prolonged supper courtesy of Helen and Ted's extensive and dedicated catering for the weekend. Tea, cake, fruit, sandwiches, crumpets, pickles, yoghurt, juice, and wicked little crunchy chocolate thingies appeared at all the right times ensuring no one went hungry.

Saturday's briefing of the day's activities took place in soggy conditions but spirits remained high as the thrill of the hunt and chase gripped us on the Observation Run. Cleverly devised by Mark

McKibbin, using his local knowledge, the run took us through rain and fog to misty panoramas of mountains and water as we scanned the monuments and tablets

of the Thompson Dam for clues. The hunt continued as some more enterprising members sought rear vision mirror access to clues leading us through more rain to the warmth and comfort of Walhalla's Star Hotel for lunch.

The old mining town of Walhalla has, in recent times, been subject to a revitalisation through community efforts to develop a tourist precinct. A central focus of these efforts has been reopening the 'Long Tunnel Mine Extension' for visitors and more visibly, reconstruction of the old railway. We all chose to ride the train.

The railway project has been a 10 year effort thus far and seen expenditure in excess of \$2million

and many thousands of hours work by volunteers. The line now runs as far as Thompson on the banks of the Thompson River – just 3.5km and 8 bridges along the creek from Walhalla. Replete with food and wine, we boarded for the journey to Thompson. Sounding all appropriate bells and whistles the train weaved its way through dense bush, skimming just inches from the many layered rock face carved through the hills above the creek. At Thompson there was plenty of time for a chat with the 'Station Mistress' – one half of the two and a half paid persons of the railway. Here we discovered that the original locomotive is now in use as 'Puffing Billy'; they have a steam loco but only use it once a month due to the lack of qualified drivers. The carriages were made from the ground up using parts found from far and wide, Erica is the proposed terminus for the lines extension, some 135,000 souls have travelled the line.

Dinner on Saturday night at the Erica Hotel was a lumberjack's paradise. Surrounded by chainsaws, many of them hanging in a damoclesian fashion from the roof, we were treated to HUGE platters of food, splendid open fire and good company.

Sunday saw the sun shine. [don't you luv alliteration?] No rain on the parade to the local winery. Lattés on their balcony in the sun before a convoy to the Gippsland Heritage Park at Moe. Here we lined up in the main street of the park Concours style – Tractions to the left, Ds to the right and every thing else down the street a bit, opposite the blacksmith and in front of the garage. This was the photo opportunity of the weekend. Lunch [more food!] was a sausage sizzle and followed by the afternoon movie matinee. Very traditional – Movietone News, followed by a Tom and Jerry cartoon and then the main feature with Buster Keaton. Back to the main street for a bit

Left: Larry O'Carroll, Brian Wade and Barry Solomon were found sharing interstate news on the platform at Walhalla Station.

Centre: The station at Thompson.

Right: Rob Barton, Janet Gries, David Gries, Margie Barton and Helen Cross, chatting near Thompson station.



of gazing under other people's bonnets, a chat, tall stories and advice. It was here Rod's air cleaner was discovered to be broken – discussed in great detail elsewhere

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in this edition.

A Formal dinner on Sunday Night: Presentations for Popular Car, Distance Travelled, Observation Run, and Hard Luck award were made, Silly behaviour with ladies scarves was performed, and all adjourned to the conference room for more food, wine and conversation.

We would like to thank every one for welcoming us into the CCOCA community at this annual event and greatly appreciate the camaraderie and spirit of bonhomie that characterised the

weekend.

One final note: on the way home we were stopped by the Melbourne train at a railway crossing just before leaving Moe. The same train

passed over the bridge adjacent to the Caulfield station as we passed under. Thus proving the Traction runs like a train!

Jill Schofield



It was my original intention not to attend this year's Austraction because of other commitments [driving to Perth for the Cit-In and organizing the 'D' anniversary rally]. However after reading in 'Front Drive' what a great weekend was planned and following and a phone conversation with Ted and Helen Cross I decided to scoot down in the C3 stopping at my good friend and fellow club

member John Vanechop's place to collect a part that I required for my 'D' safari.

Two days before we were due to leave I received a call from the man who was painting the safari advising me that he had finished it and could I come and collect it. I decided that if I pulled out all stops and put it back together we could use it to come south

travelling in style and comfort [Esther thought that the style part was OK but she disagreed with the comfort part, no airconditioning or CD player].

After a pleasant three day trip from Queensland, enjoying the hospitality of John and Suzanne on the way. We arrived at Rawson on Friday evening where it was great to catch up with old friends

Left: Sitting enjoying the sun on Sunday morning. Graham Barton, Robin and Sue Smith, Ian Sperling. Who has their back to us? I'm not sure. Below: The non-Traction end of the line-up. Ian Sperling and Andrea Fisher's 2CV shares with Pam and Larry O'Carroll's Renault Scenic.



and also meet some new [to us] club members.

Saturday morning dawned grey, foggy and WET [it was the first rain that the area had had for

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ages]. We started on the observation run however after missing a few clues and with the rain bucketing down I 'threw in the towel' and headed for Walhalla. A delicious lunch was served at the Star Hotel [we had fond memories of our last visit there] and then off to ride the 'Gold Fields Railway'. Unfortunately, they only run their steam engine once a month and we were a week too late, however a train ride behind a diesel is much better than no ride at all.

We then returned to the resort to

get ready to go to the Erica hotel for our evening meal. The hotel is a typical Victorian country pub decorated with memorabilia from the area's timber cutting days. A blazing fire kept us warm while we enjoyed a

sumptuous meal.

Sunday morning and the Gods were smiling, sunshine and a clear sky. A short drive to a local winery for wine tasting and morning coffee and then a drive down the mountain to Moe where we put our cars on display at the Heritage Village. A BBQ lunch was provided by a local service club then it was off to the movies.

The movie show consisted of a 1953 newsreel, a 1943 Tom and Jerry cartoon [obviously made for propaganda purposes] and a Buster

Keaton silent movie that was hilarious and had us in stitches of laughter.

Coming out of the movies I found an old Army mate and his wife waiting for us [he had retired to his home town of Moe after 30 years in the Service]. Taking some of Helen's delicious cake with us we went to our friend's place for coffee before returning to the resort to prepare for the 'Dress up Night'

Pamela O'Carroll asked all the ladies to wear a scarf and I assumed that they were going to have a ladies fashion parade. However it turned out the scarves were for the men to put on a show which was great fun, while the show was in progress Larry O'Carroll kept us entertained with his endless supply of jokes.

During dinner prizes were awarded with John Fleming winning 'Best Car' for his immaculate Light 15 and Esther picking up 'Longest Distance Travelled' award. The Iain Mackerras Trophy for the Observation Run was won by Graham and Lyn Stanton.

And so Monday arrived and another brilliant Austraction was concluding. Following a hearty breakfast and group photographs it was time to say our goodbyes and head for home.

After two day drive up the Newell highway, overnighing at West Wyalong we arrived home at 9.30pm on Tuesday night.

And was it worth it making the effort to attend?

YOU BETCHA

Brian & Esther Wade

Left: Lift a bonnet, and the world will be there. David Gries seems very occupied with Bernie Hadaway's car.

Centre: Breakfast on Monday morning.

Right: Clare and Bernie Hadaway.



If there is a certain depressing orthodoxy creeping into car design in the early Nineties, let us hark back 20 years to a golden age when designers rather than

engine. Rather the Ro80 should be evaluated for its epoch-making statement, in far-off 1967, of what a truly-modern car should be all about. The real miracle is that its essential characteristics remain equally valid 25 years

later.

accountants ruled and when many of today's car manufacturers were out to dazzle us with their originality and flair. Take our forward-looking five from a notional shortlist in 1972. At first glance, they might seem an odd selection but closer inspection reveals greater parity on performance than you might imagine. Original prices cover a broad spectrum but this question is addressed by our reader-testers on a value-for-money basis. The one thing that all the cars in the group share is individuality.

Standing out from the crowd must be the sensational mould-breaking NSU Ro80; Motor magazine did not mince its words when it captioned its road test: 'Car of the Year, or Decade?' Too easily dismissed as just a quirky oddball with a thirsty rotary engine that tended to self-destruct and which led to the demise of the company that made it, instead it should be regarded as a project that was way ahead of its time – and whose time may yet come.

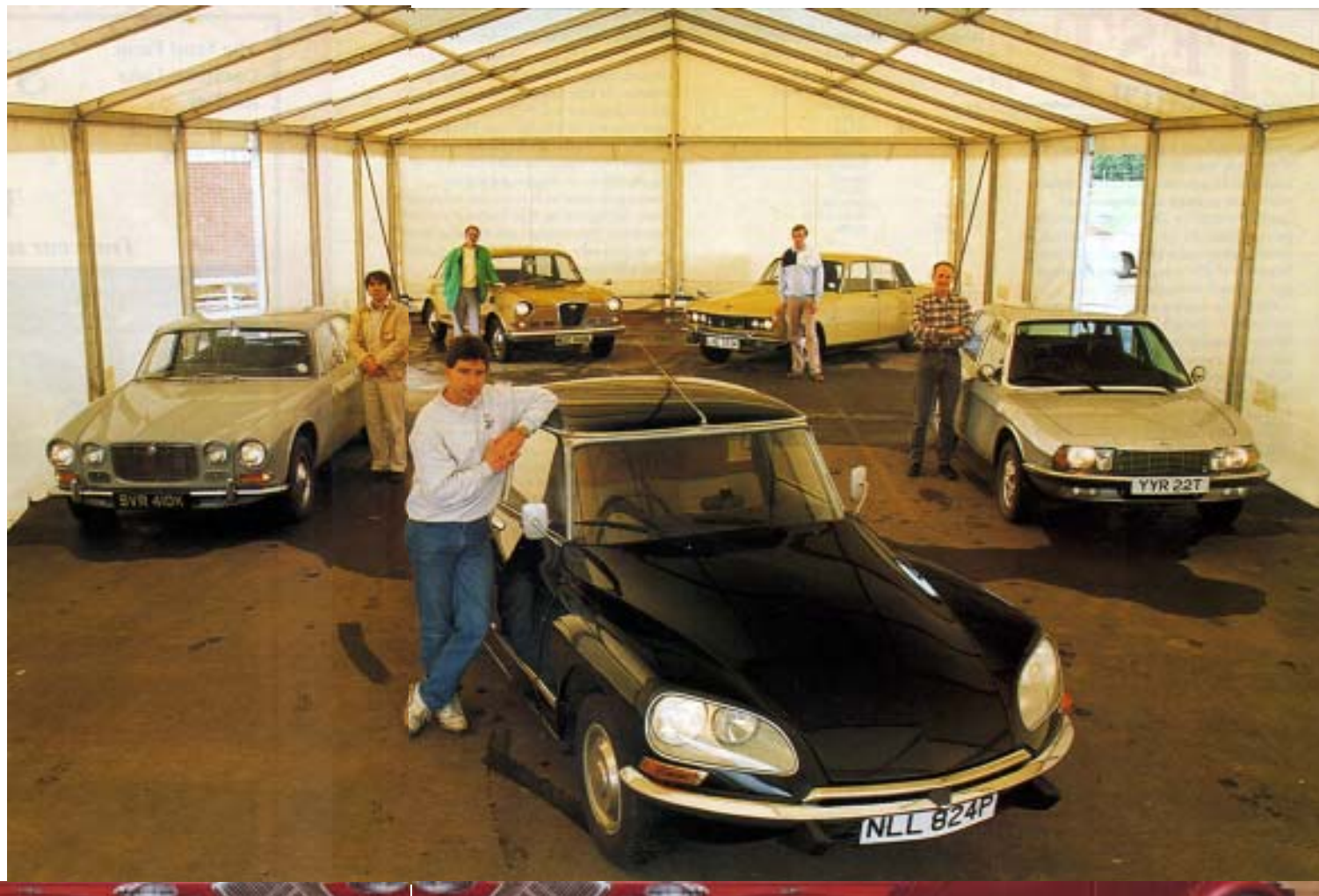
Yet we must not think of the NSU Ro80 as simply a car with a rotary

So what were these? Smooth, near-silent power – reminiscent of steam engines – offering over 100mph from an under 2-litre nominal capacity, clever yet simple semi-automatic transmission, power steering as good if not better than you will find today, a long loping comfortable ride achieved without

sacrifice of sporty handling via all-independent suspension, and an enormous cabin within a stylish and aerodynamically-efficient body.

Of course, our second contender, the legendary Citroën DS in one of its last manifestations, may be said to have been doing this already for nearly two decades. Eccentric

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or merely unashamedly individual; it depends on your point of view. Few could deny, though, Citroën's dominance in post war automotive technology concerning front-wheel

fours were no match on paper for the space-age Ro80, nor anywhere in its class for refinement. Yet the raucous old lump was, for all that, determinedly reliable.

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drive, aerodynamics, and the supple ride achieved by its famed oleo-pneumatic suspension – with its special built-in ride height facility for rough terrain or for simply jacking-up the car to change a wheel. Yet there was a suspicion, by the late Sixties, that much simpler but no less effective suspension media were challenging Citroën's huge advantage.

That still left high-pressure-powered steering and brakes, unique self-levelling turn-with-the-wheels headlamps, and the option of a novel semi-automatic gearbox in the Citroën's impressive armoury of unorthodox design features. Off setting this, or heavily underscoring it, were quirky detailing, avant-garde styling and a flagrant disregard for convention as exemplified by a rubber pad/button to work the brakes, and a single-spoke steering wheel which would writhe between your fingers when stationary until the road wheels were pointing dead ahead.

Perhaps the one area where Citroën consistently lagged behind was in engine design. Its ancient, slogging

forward the Jaguar XJ6, which Motor once challengingly headlined in tabloid-newspaper style: 'Beat this, Europe.'

Unlike the Continental pair, the Jaguar was neither overly complex nor particularly revolutionary. Like all Jaguars before, it was essentially an evolutionary vehicle; a fine conventional design honed to 'purr fection'.

The biggest single aim of the designers of the XJ6 was chassis refinement, both in isolating noise and insulating it from passengers. Also the new car, though suspended conventionally without recourse to fancy air, oil or rubber suspension media, was intended to provide the best handling/ride compromise in its class. A further refinement in the front suspension geometry allowed anti-dive properties.

So far as the engine was concerned, a 2.8 or 4.2litre version of the six-cylinder DOHC XK unit sufficed, and if some commentators thought this somewhat 'old hat', it was only because they had inside information about the forthcoming V12.

In September 1968 there stepped

1976 NSU Ro80

Engine: Two co-axial oil-cooled rotors
Capacity: 1,990cc [nominal]
Power: 113bhp
Max speed: 112.6mph
0-60mph: 14.2sec
Fuel consumption: 20mpg
Price [then/now] £2,949/£8,000

1976 CITROËN DS 23 PALLAS

Engine: 4cyl, OHV
Capacity: 2,347cc
Power: 115bhp
Max speed: 107mph
0-60mph: 12.3sec
Fuel consumption: 26mpg
Price [then/now] £2,546/£5,000

1972 JAGUAR XJ6 2.8 AUTO

Engine: 6cyl, D OHC
Capacity: 2,792cc
Power: 140bhp
Max speed: 113mph
0-60mph: 12.6sec
Fuel consumption: 17mpg
Price [then/now] £2,875/£4,000

1972 ROVER 2000 TC

Engine: 4cyl, OHC
Capacity: 1,978cc
Power: 114bhp
Max speed: 108mph
0-60mph: 11.9sec
Fuel consumption: 22.3mpg
Price [then/now] £1,983/£2,000

1973 WOLSELEY SIX

Engine: 6cyl, OHC
Capacity: 2,227cc
Power: 106bhp
Max speed: 101mph
0-60mph: 11.9sec
Fuel consumption: 17.6mpg
Price [then/now] £1,606/£4,000



The XJ6 certainly fulfilled its promise and, like the NSU Ro80 only 12 months previously, took the prestigious Car of the Year award. And like all Jaguars before, it was

aimed at younger company executives. The Rover 2000 emerged like a beautiful butterfly from its chrysalis with a smart four-seater saloon of unusual distinction for a British car. Some saw Citroën DS

elements in both its styling and use of panels bolted onto a rigid steel skeleton for easy accident repair.

The Rover design team was keen from the outset to promote a number of safety features via good handling, first use of radial-ply tyres by Rover, and all-round disc brakes on the one hand and details like the padded drop down oddments bins which protected front passengers' knees. As a result, the car was awarded the AA's Gold Medal for safety in 1965.

Front suspension was unusual in that the coil springs were

horizontally arranged, transferring stress backwards into the bulkhead, which was done to keep the engine bay unobstructed for Rover's pioneering gas turbine. At the rear, a modified de Dion sliding tube gave many of the benefits of all-independent systems but without the complication.

Only the engine came in for criticism – though it was new and for Rover unusual in having a single overhead camshaft and being only a four. Its performance did not exactly sparkle, so Rover responded in the spring of 1966 with a twin-carburettor [TC] model. This did the trick but at the further expense of refinement.

Our last contender, the Wolseley Six, may seem something of an odd fish but shows that British Leyland, too, was actively trying to provide something technically novel.

Alec Issigonis, its mercurial Turkish-born engineering guru, was at the height of his powers when the I800 was launched in 1964. His master plan was to replace BMC's antediluvian Farina models with technically advanced cars employing transverse engines and front-wheel drive allied to clever Hydrolastic suspension units, which provided good ride and handling for the day, and spacious interiors. However, the I800 was never the success he hoped for.

Part of the problem was peculiar styling and a stark cabin that would have made the ancient Spartans feel pretty miffed. A gruff engine and the familiar BMC transfer-gear whine offset the design's many advantages and the ride, while good on reasonable surfaces, went distinctly off from a passenger's point of view if the driver was pressing on.

The arrival of a 2.2-litre six-cylinder version in 1972 finally gave the model some couth and the Wolseley Six was in many ways the best version, even if its tacked-on trad features sat a little uneasily on the 'plain-Jane' I800 shell. As a sub-limousine, however, it excelled and actually outsold the cheaper Austin/Morris versions.

THE TEST

Our five reader evaluators for the day drove each car around a 20-mile road course designed to provide a wide range of driving conditions. Riding in the back was Classic Cars' own Jonathan Empson. At the end of the day we asked each to vote for the car they would most like to take home, other than their own. So let's meet them, and their cars, and discover how they came to their conclusions. [For this edition of 'Front Drive', I have included the comments by all the owner/drivers on the Citroën, but only the comments of the Citroën owner, and the staff writer on the other vehicles. Ed.]

TEST MATCH

sold at a bargain price that left competitors floundering. Unfortunately, by the time of our nominal date of 1972, new masters British Leyland bumped up the price to offset problems in other areas – which is why we plumped for the cheaper 2.8-litre automatic version.

If there was nothing revolutionary about the Jaguar, the same cannot be said of the Rover 2000, which made ripples of seismic proportions when it was launched in 1964. Post-war Rovers until then had been sober old barges for retired Colonels but the 2000 was



NSU RO80

David Fader: The incredibly smooth delivery from the engine gave an impression of 'nippy' performance [8]. The steering had a good level of

limited; I got a crick in my neck. However vision was good and there was plenty of legroom even with the front seats fully back. Rather bouncy ride but little roll and quite good even by modern standards. Engine sounded like a

large hairdryer!

Motor [3.2.68] – 'It is hard to see how anything else but the NSU Ro80 could have been nominated as Car of the Year... The enterprise and expertise alone behind the Ro80 project would almost have been sufficient to clinch the title; that the car has turned out to be so outstandingly good makes the decision inevitable... At first, you are aware of the engine only because it is a natural focal point for attention: later, it is the car as a whole that you realise is so impressive and that the Wankel is but an unobtrusive part of it. The steering, handling and roadholding are probably better individually and almost certainly collectively than those of any luxury car we have tried.'

assistance yet felt positive [8], the brakes were light yet progressive [9], and I loved the semi-automatic box which was so easy to use. However I thought the lever 'throw' was far too long [7]. The NSU felt very nimble and grippy through the corners [8]. Ride was firm with some road thump – it was not so good at isolating these as the XJ6 [7]. I loved the shape – better than a modern Audi – with its huge windscreen and glassy sides [9]. The interior was somewhat sombre and Spartan, however with too much plastic [6]. A winner, being so delicate and sensual to drive. A true classic; I'd love one. The engine makes for a totally different driving experience and what fun to be seen in such a pretty car!

Jonathan Empson – 'The best looking car here in my opinion. Headroom in the rear was rather

TEST MATCH**CITROËN DS23 PALLAS**

Andrew Kay [NSU] – 'Performance was sluggish but it didn't matter. Helped by its excellent novel gearchange, which needed to be used a lot for swift travel [6]. Positive steering, but the heaviest, so the car was difficult to park, partly due to unseen extremities. The brakes were powerful even when not used to the button control. The gearbox was wonderful offering quick, easy, smooth changes [8]. The Citroën stuck to the tarmac well but one was not tempted to throw the car about because of its wide frontal area and excessive roll [6]. Usual Citroën ride quality but could be wallowy – made worse by the soft armchair-like seats [8]. Controls seemed very plastic with spindly stalks a La 2CV [6]. I love the styling, though, full of character and yet still practical. Different and timeless [9]. Once you acclimatise to this car, you're hooked.'

Clive Asquith [Rover] – 'Performance was really quite lively when revved and you can be

deceived into thinking the car is going slower than it is [7]. The steering was light but would have been better with more feel [7], the brakes were good but I didn't like the on/off response to the pressure pad [8]. I really liked the gearbox, though [8]. The DS had very secure handling at the expense of too much roll [6] but the ride was excellent, albeit that, like riding a boat, rear passengers could be made to feel queasy [9]. The styling is distinctive, as you'd expect from Citroën, but interior styling and ergonomics could be improved and do not fit the quality-car image [8]. I was very impressed; this car is unlike any other car I have driven.'

Trevor Woodford [Wolseley] – 'Only reasonable performance, not at all sporty and a bit underpowered. But with this car, who cares? [7]. Steering wandered and needed to be kept in line [8], the brakes were very sharp [8] and I preferred the gearbox arrangement to the NSU [7]. The Citroën rolled on corners but you never lose confidence in its ability to follow



the right line [8]. The ride is very smooth, soft and 'sexy' [9]. Very OTT styling but I loved it. Only the French could get away with this [10]. The interior was spacious if

seemed about to capsize on corners. Tyres squealed at fairly low cornering speeds. Rather cheap-looking dashboard.'

Motor [10.2.73] – 'Considering that the design of Citroën's luxurious DS

range has survived almost 20 years without major change, there is remarkably little to date it. The car is aerodynamically superior to nearly all of its competitors, and with its new 2,300cc engine and five-speed gearbox it has exceptional performance for its capacity and it offers a degree of comfort that is not always evident in cars costing considerably more. Perhaps it is in terms of refinement that the car's relative lack of development is most evident. The engine for instance, is and always was harsh and fussy when extended and the hydropneumatic suspension, which caused such a stir when it was introduced, is now rivalled and in some aspects surpassed by the springing of more conventional cars.'

a little cheap-looking [9]. I felt at home immediately.'

David Blackburn [Jaguar] – 'A real surprise. Once I had mastered the gears this was a really nice car to drive [8]. First impression was of driving a huge jelly but I soon realised this was a very safe car to be in. The ride was truly excellent [10]. In fact, the seats were almost too comfortable – there was a real danger of nodding off. The styling is very futuristic and overall the Citroën was much better than I expected. Idiosyncratic and different.'

Jonathan Empson – 'Spongy seats, armrests and even carpet. Comfortable but rather like being in a padded cell! Low on noise and modem car ride, even though it

TEST MATCH



JAGUAR XJ6 2.8 AUTO

David Fader – 'Capable cruising ability, with adequate acceleration available [6]. The Jaguar's steering was vague, over-assisted and did not feed any information back to the driver [6], the brakes were powerful and progressive [8] and the gearbox average [5]. [Some slippage was later traced to low fluid levels – Ed]. Handling was poised, confidence-building and really quite sporty for such a big car [8]. The ride was comfortable and quiet; it insulated and cosseted the driver from road noise [8]. I consider the frontal styling heavy [5], the seats were low with small backs and the interior felt claustrophobic with its small glass area [6]. Not a fun car in my book but a great cruiser. Typically English comfort and feel.'

Jonathan Empson – 'The ride is as good as the Citroën's but with usefully sporty cornering powers as well. So well insulated from noise, only the leather squeaking intruded! Low seats do not give much support but headroom adequate. Rear

window extends over passengers heads; could get warm in summer.'

Road Test – Sadly the 2.8-litre Jaguar XJ6 was never tested by Autocar or Motor, so we cannot include period comments.

ROVER 2000 TC

David Fader – 'Felt very lively and the most sporty of the bunch [8]. The steering was heavy at low speeds, brakes firm but good, lovely short travel gearchange [7]. This car inspired real confidence; tidy and competent on bends. Coped with different surfaces well [7], while the ride was smooth and comfortable [8]. A classic shape – advanced for its years [8]. But I found the controls a hotch-potch and hated the Formica grained 'wood' [7]. I was pleasantly surprised by this car; much better than I expected. It competed well with the Jaguar in comfort terms at a much lower price. In fact, I didn't want to give it back to its owner!'

Jonathan Empson – 'My head bashed the roof again in the back and vision was the worst of the lot.



Very black interior only relieved [?] by plastic 'wood'. Good ride and cornering but engine and road noise intrusive – especially when you tried to talk!

a six pot – didn't like being revved [5]. Vague steering, adequate brakes, long throw, notchy box [5]. The suspension didn't cope well with bumps which threw it off

course [4] and Hydrolastic 'chop' is rather unpleasant for

passengers [4]. Driving position was a disaster. Huge steering wheel and London bus angle. Seats comfortable, though, and dash looks good [4]. Outside styling is awful. Looks like a pumped-up I300 [3]. Fun for shopping and driving to the golf club for a sherry.

Jonathan Empson – 'Let's face it, it's not the world's best-looking car; I didn't go much on the olive trim, either. Good headroom and limousine-like rear legroom but not a refined enough package overall.'

Motor [29.4.72] – 'Many cars are bought for the wrong reasons in this age of the manipulated image. So although there's a lot of good sense and value for money built into the metamorphic Austin/Morris!

WOLSELEY SIX

David Fader – 'Disappointing for

TEST MATCH

Motor [1.10.66] – 'When we advertised a job on the editorial staff of Motor recently we might well have put candidates to the test by asking for a dispassionate report on the Rover 2000, a car of such extreme individuality that even the most experienced road tester can have difficulty in preserving his detachment... On very short acquaintance it becomes clear that the TC's predominant characteristic is sporting... The Rover's longest suit is comfort. Our 1963 report on the 2000 observed that for riding comfort it was then in the top three among European cars irrespective of price, and we still have no cause to modify our high opinion.'



Wolseley Six models, we wonder whether the public will fully appreciate their fresh appeal... The Wolseley Six should not be judged by the standards of the enthusiast. The fact that its handling and cornering powers are adequate rather than inspiring is hardly going to sway the potential customer who wants an immensely tough and comfortable car, with plenty of interior space, plush fittings, and 10 to 100mph performance in top gear... On these counts, it is has no genuine rival to undercut its price and is more than a challenge for several cars costing a few hundred pounds more.'

VERDICT

So there we are. Decision time again. What will it be? Will our jury be swayed by the technical

wizardry as exemplified by the twin continental contenders: the esoteric yet charismatic Citroën and the fascinating yet flawed NSU Ro80? Or will Browns Lane's all-round engineering competence lead Jaguar to the tape? Or maybe the agile and award-winning Rover may win them over. While the Wolseley Six, our bargain basement contender, might just spring a surprise.

We had an honourable draw this time but the shared prize of most desirable car in this group will be crossing the Channel on the next ferry. The NSU Ro80 and Citroën are convincing winners. Maybe there's a lesson there, somewhere, for today's car makers.

This article first appeared in 'Thoroughbred & Classic Cars', March 1992.

Elsewhere in this issue there is a comparison between the EDS23 and four of its contemporaries and competitors, so I thought it would be interesting to start this article by looking at the comparison in a miniature scale.

The cars that the DS was compared with in the Thoroughbred & Classic Cars article were the NSU Ro80, Rover 2000TC, Jaguar XJ6 and Wolseley 6 – altogether five very different interpretations of executive-level transport from the early 1970s. How do they compare

in model form? NSU's offering is currently available in 1:43 scale from the German Minichamps company. This beautifully executed model faithfully capturing the

attractive styling of the original. Much less successful was the model that came from the English Dinky factory from 1969 to 1973. The casting was crude and the proportions were decidedly dumpy-looking. Dinky's NSU [model number 176] is a companion to two other German cars from the

Toy A-Tractions



time – the BMW 2000 Tilux, and the Mercedes-Benz 250 SE. None of these are amongst Dinky's better looking models, and one of the reasons for this is that, in trying to

Corgi's Rover 2000 TC [produced from 1968 to 1970, model number 2750] had 'jewelled' headlights and 'Take-Off Wheels'. The latter feature consisted of 'Golden Jacks'

located close to each wheel; folding these down enabled

the wheel to be removed from its axle. The real 2000TC was equipped with a spare wheel located on the boot lid, and Corgi's model included this detail. The TC was a reworking of Corgi's well-proportioned model of the Rover 2000 that had first come out in 1963. The TC version, in production for just a short time, is quite difficult to find today – particularly with a complete set of five wheels!

Neither Corgi nor Dinky produced models of the Jaguar XJ6 or Wolseley 6 [rather surprisingly in the first case, since toy

Jaguars were always favourites with children]. For miniatures of these two cars, it is necessary to turn to a company called Vanguard's. Models from this company started appearing in the mid-1990s, and one aim was to produce collectables, at a reasonable cost, of those cars that had been ignored by the toy manufacturers of the '50s and '60s. Over the years the range of models has expanded [there is even a line of models finished in the liveries of Australian taxi companies] and now includes cars of the 1970s and beyond. One policy that Vanguard's have tried to follow is to release models in the authentic factory colours that appeared on the real cars. Vanguard's Wolseley Six [model number VA08500] in 'Cosmic Blue Metallic' looks particularly good. [Advice to collectors: production runs of Vanguard's models in

specific colour schemes can be very short, so if you see a model in a colour that you want, the advice is to buy without delay!]

In the second part of this article, I'd like to review just some of the other cars that were contemporary with the Goddess, and include details of the models of them. Just how revolutionary the Goddess was when she first appeared in 1955 can be judged by looking at what was on the market back then. Perhaps the most telling comparison is with the large SIMCAs.

SIMCA had bought the French Ford operation in 1954, inheriting the 13CV 2,300cc Vedette. As a Ford, the Vedette was a rounded, bulbous design, very reminiscent of late '40s American styling – which, indeed, is what it was. SIMCA's 1955 Paris Salon stand saw the unveiling of a far more modern-

The DS and some English contemporaries: [clockwise from the right of the Citroën] Jaguar 2.4 [Corgi], Armstrong Siddeley 234 [Spot-On], Riley Pathfinder [Corgi], Rover 75, Humber Hawk and Austin 105 [all Dinky].

TOY A-TRACTIONS

offer greater 'play value' Dinky incorporated working head and tail lights. Unfortunately, this necessitated accommodation for batteries – achieved only by incorporating bulky-looking battery housings with each model. Dinky's gimmicks were part of a continuing rivalry with the models from Corgi Toys. Corgi's had first seen the light of day in 1956 and were marketed as 'the ones with windows' [Dinkys of the time lacked this feature]. Over the years both firms had brought out models featuring suspension, steering, opening doors and other novelties.

Citroën DS23 from Dinky Toys and Vanguard's Wolseley Six.



looking design. Like its predecessor, this model had been styled in Detroit. Whilst definitely remaining influenced by American design notions, the new Vedette

managed to look chic and fresh – but maybe that's just my opinion] kept sales low. The small CIJ toy company produced a very good model of the Frégate in 1951,

freshening the casting in 1956 to keep pace with the

restyling of the front of the real car; both versions of the CIJ model [number 3/51] are very hard to find. The large SIMCAs and the Frégate were the only true French competitors for the DS. Panhard no longer competed in the large car segment of the market, whilst the Peugeot 403, despite its size, had an engine capacity of just 1,290cc.

Outside France, the main competitors for the DS in 1955 came from West Germany and Britain. The major German rival came in the shape of the unitary construction Mercedes 180, 190 and 220 models that were brought out over a number of years, commencing in 1953. Designs were

unfussy and clean-looking, and their success helped turn Mercedes into a volume car builder. Nevertheless, their styling was not destined to last for long, and a completely redesigned range appeared just a few years later, commencing with the 220 of 1959. [An excellent model of the earlier 220 was made by the CIJ company.] There were also large Opel Kapitän and Borgward Hansas, but these were very rarely seen outside Germany and their mid-fifties manifestations were ultra-conservative. The large BMWs were produced in tiny numbers. Their swirly styling – hence the nickname of 'Baroque Angels' – can be seen on models produced by Schuco and, more recently, by Minichamps,

What was there from Britain in 1955? Although cursed by poor industrial relations and a stop-start economy, the British car industry was expanding and continued to produce a wide variety of models

and styles, including in the larger car class. Many of these are available in miniature form, and a line-up of models underlines the diversity. How about the Dinky Toys Austin 105, the Dinky Humber Hawk, the Dinky Rover 75, a Corgi Riley Pathfinder, a Corgi Jaguar 2.4 and a Spot-On Armstrong-Siddeley 234 to demonstrate British diversity? There is little doubt that it was the Jaguar that proved the most successful British rival: classic styling, combined with keen pricing and beautiful engines.

So, there we have in model form a range of contemporaries and rivals of the immortal DS when it first appeared. Jump ten years ahead to roughly mid-way in the DS' career, and a line-up of rivals might include the Peugeot 404, Fiat 2300, revised Mercedes 220 and Triumph 2000. There are models of all these, and several others, but they will have to wait until another time.

Mark Ebery



The DS and its German counterpart, the Mercedes Benz 190.

TOY A-TRACTIONS

[together with companion models such as the Trianon, Versailles and Régence] was far more acceptable for Europeans. But how different from the DS! There are good models of the large Fords from French Dinky and Norev. Both companies also produced models of the SIMCA Vedette and some of its spin-offs, including [by Norev], the large Marly station wagon. Renault's competitor, the Frégate, dated from 1951. By 1955 the rounded design was already looking dated. Early Frégates had proved unreliable; this and their frumpy looks [it's strange that the Frégate never looked particularly good, whereas its smaller sibling, the equally rounded Dauphine,

The DS and some French friends [left to right] Ford Vedette, Simca Versailles and Renault Fregate.



Driving this comfortable and economical saloon is a matter of sitting back and letting the hydraulics do the work.

FIRST LOCAL TEST

We found that getting back to the DS 19 after we parked it the most nerve-racking part of this interesting road test. There was always a jostling crowd of lookers, questions shot at us, and anxious moments trying not to make fools of ourselves before the crowds when starting up.

So much attention did this remarkable car attract in the sleepy towns around Canberra, ACT, that we could understand what the representative of the French

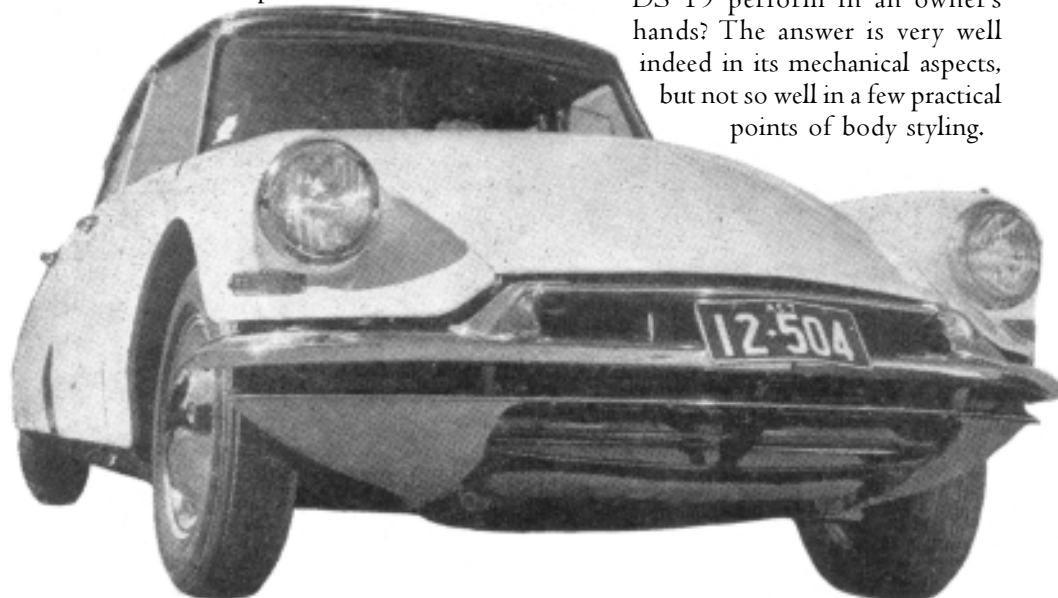
Embassy meant when he said that using the car in Sydney was nearly impossible.

But this show of public interest proves one thing: that motoring-minded Australian are prepared to

welcome the DS 19. And this runs against long-time conservative outlook because the DS 19 is the most revolutionary car in the world in large-scale production.

Most readers are by now familiar with the car's major features: the all independent pneumatic suspension; the hydraulically-operated transmission; the first disc brakes on a production car; the power-operated steering.

The big question is: how does the DS 19 perform in an owner's hands? The answer is very well indeed in its mechanical aspects, but not so well in a few practical points of body styling.



The faults we noted could be expected because the car tested had a low serial number [in the thirties] and was almost in the prototype stage. These were wind noise at speed, rattling windows and a boot that leaked a considerable amount of dust.

The NSW Citroën distributors, Buckle Motors [Trading Co.] Pty. Ltd., report that these have been eliminated on the British assembled, right-hand-drive models that are being imported to Australia.

The British assembled car also incorporates several small styling changes. The clock, mounted on the ashtray of the French model, is mounted on the fascia. The tail lamps have been changed to the Lucas circular types, one each for rear light, flashing trafficator and reflector. And the cloth upholstery has become genuine leather.

From here on all the features are good. We could not fault the suspension, handling and all-round comfort of the car. In these respects, the DS 19 is among the best cars we have ever tested.

The suspension is uncanny. Although not capable of the story that a glass full of champagne will remain unspilled if placed on the floor, the suspension's qualities are far and away ahead of conventional springing.

The car's ride appears little different from most, but it is soon realised that there are none of the usual harsh side-effects nor unkind responses to trying road conditions. The Citroën system of pneumatic springing has at one stroke freed cars from wheel hop, float, bounce and chancy handling.

Hydraulic struts that are pressurised from a master system support the wheels. [This system also supplies pressures to the brakes, steering and the transmission]. The suspension struts have two parts, an inert gas and the hydraulic fluid. These are separated by a flexible diaphragm. The gas is compressed on wheel deflection, and the rate of compression is controlled by the pressure of the hydraulic fluid.

The resistance to wheel deflection increases at a high enough rate to make bottoming nearly impossible, yet there is none of the tremendous energy stored up as when a conventional spring is compressed. Rebound in the DS 19 is low enough to be almost non-existent.

Normal variations of road surface appear to have no effect whatever on the Citroën's handling. The car shows a pleasant amount of understeer regardless of loose gravel, minor corrugations, or even potholes. Too fast as entry to a loosely surfaced

corner will of course cause a slide, but there seems no limit to tenacity on good bitumen. The DS 19 often refused to budge under these conditions no matter how fast we

the reserves of power now available in larger family saloons.

Roads through the mountainous Southern Alps called for considerable use of third gear to sustain speeds above 50mph.

Top was

almost high enough geared to be called an overdrive. Excellent for returning a very low petrol consumption.

Nevertheless, quite high speeds are attainable on all gears and engine rpm stays low enough to prevent alarm when the car is punched along. It is a matter of course regularly to use 45mph in second gear, and 60mph in third gear. Acceleration to these speeds is more than enough for all normal overtaking and climbing.

Excellent brakes back up the safety margin gained from handling and road performance. These are firm and powerful, show absolutely no sign of fade.

The main brakes have no pedal, but a foot button that resembles a dipswitch. This button is a valve that supplies pressure from the car's master hydraulic system to the braking system.

Travel is small and foot pressures light, and this method of braking soon becomes very pleasant. Killing a fast approach before a dead-stop corner is merely a matter of brushing the button

lightly with a casual foot. Panic stops from high speed are almost as sudden as stamping on a normal car's brakes at 10mph.

The emergency brake, usually a handbrake in a conventional car, is a foot brake on the DS 19. It serves two purposes: it can be used by the left foot as a clutch when backing and filling against the assisted transmission; and it is also a parking brake that can be adjusted to stay on when it is pressed down. It is released by a small catch near the driver's left knee.

Ease of driving, something which the factory has deliberately aimed at, is well up to expectations.

The master hydraulic system is used for almost everything except opening and closing doors.

The assisted steering is extremely light, quick with 2½ turns from lock-to-lock, yet remains a positive road feel.

The assisted transmission, which is really a conventional 4-speed system with the clutch operated automatically, is a delight to use. Selection of all gears is effortless.

Facia's modernity would make a Detroit stylist scream with envy, but it is all functional. Most striking item is the spokeless steering wheel.

FIRST LOCAL TEST

were travelling.

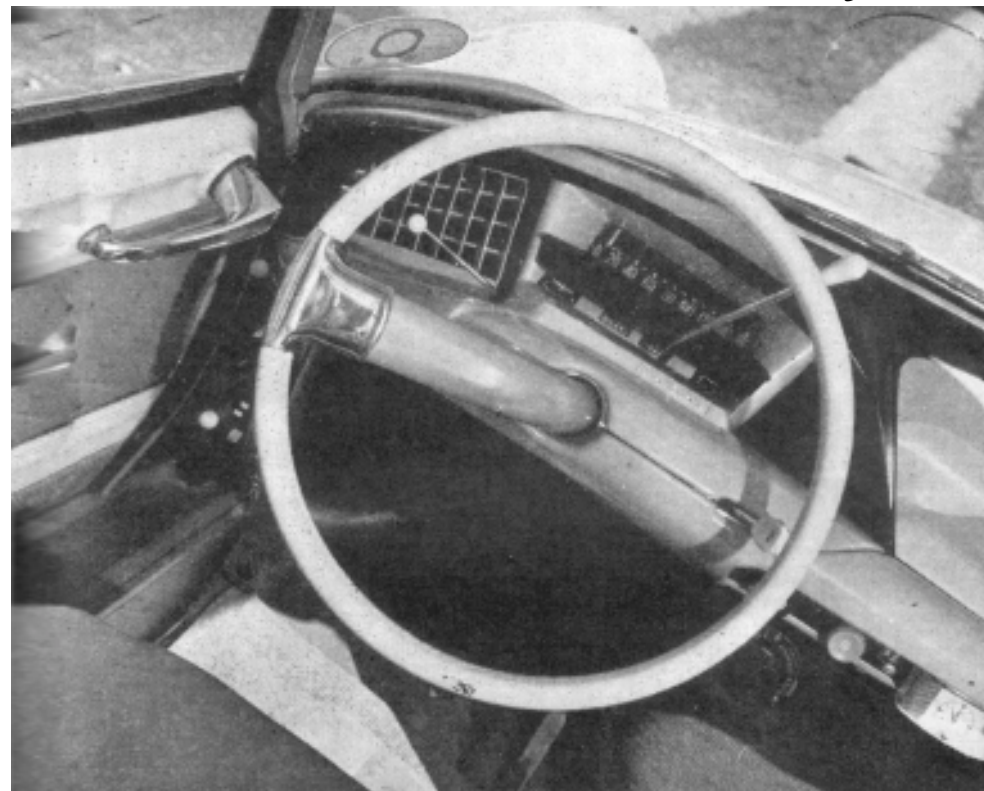
One point, which is well worth emphasising, is the variable ground clearance. At the touch of a button, this increases from 6" to 11", as the car rises on its hydraulic struts. Additionally, on matter how much weight is put on the car, or how it is distributed, the suspension is automatically levelling.

Driving the car with the suspension in the high or low position seemed to make difference to handling.

Yet the suspension is tough enough to stand up to really hard treatment on bad surfaces. This showed on a fast round trip between Canberra and Cooma. The road, which is mainly fair to poor condition, allowed speeds between 70 and 80mph.

It must be remembered that regardless of the DS 19's fast, forward look it is not really meant for these speeds or such treatment. The factory classes it as an 'economical family saloon'.

We found that while the DS 19 was capable of high speeds and continuous fast driving, it lacked



However, gear shifting is not a fast operation. The throttle must be part closed before a change, and there is a slight time lag before clutch and gear take-up is achieved. This

is not noticed when driving] comes a completely flat rear floor with no tail-shaft tunnel.

The front seats accommodate two, with the engine bulkhead jutting some way between the driver and front passenger. The rear will easily take three. All seats have generous proportions, and there is legroom to spare.

Fitments are extremely styled, the eye-catching piece being the fascia. This is a creation of compound

curves, egg-crate ventilators and smart but legible instruments. However, the real interest is the spokeless steering wheel.

Visibility is extremely good, helped by absence of window guides.

Points of design that intrigued us were the totally detachable rear mudguards [for wheel changing]; the huge boot [the spare wheel is carried under the bonnet] and extreme rearwards mounting of the engine.

We felt that the mass of plumbing

under the bonnet would deter most owners from fiddling. However, a second look showed everything was accessibly placed. The reserve for the large hydraulic system is seen instantly and has a prominent contents marker.

This is a car which we believe truly represents a trend of things to come. Its good points and mechanical features are numerous enough to warrant book-length space.

This article first appeared in 'Wheels', in November, 1956.

FIRST LOCAL TEST

is the reason for moderate acceleration times recorded. It will be seen that acceleration in each individual gear is good; but acceleration through the gears is moderate.

From the front wheel drive [which



Car carries no name tag, only Citroën's chevrons. Sloping back hides huge boot. Lights on turret top are trafficators.



Doors are wide and low, with glass framing. The glass makes a seal on the weather strip around the door recess.

Air cleaners or just silencers? When Tractionistes meet there is always a bit of poking about under bonnets. The June long weekend was no

using, of all things, lead solder. This, of course, did not cut the mustard and it had subsequently re-broken.

A crappy repair is of little consequence

however in the grand scheme of things. The quick fix to get home was a stocking securely fixed over the open end with rubber bands. I reckon the stocking was probably more effective as an air cleaner than the original mesh and without the restrictive mesh perhaps the engine ran better on the way home. Thus I came to mulling over the best way to fix the unit and perhaps to improve the airflow as well.

Issue number 1: Anything smaller than around 1mm diameter will pass straight through the mesh and

thus down the throat and into our precious engine. Frankly I would prefer the bugs to the dust as I reckon bugs are less abrasive even though they are bigger.

Issue number 2: Airflow is restricted to only a few inches of mesh as there is a support plate fully surrounding the mesh tube just 3 inches into the outer tube. The rest of the mesh is of no use in allowing air into the engine. I reckon the cross sectional area of the holes in the mesh open to the outside air could well be less than that of the carburettor throat.

The fix 2: Allow air to freely enter the unit for its entire length.

Remove the plate supporting the mesh tube and replace it with struts. The struts can be pop riveted to the mesh and screwed to the outer

tube.

The fix 1: Filter the air with an effective medium

Wrap the entire length of mesh with oiled air cleaner foam. In order to preserve the external appearance of the unit the first inch of the inner mesh tube could be blocked off with foam from inside the tube.

A picture is worth many words thus below are two.

Now this is all just an idea in the mind of Rod at present. However just as soon as I can lay my hands on a sheet of appropriate foam reconstruction will commence.

If any of you tech minded persons see a problem with my solution please let me know. rodward@optusnet.com.au

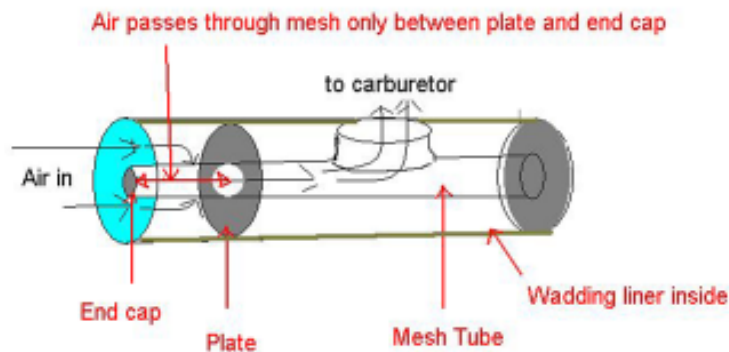
Rod Ward

✂

TECHNICAL TALK

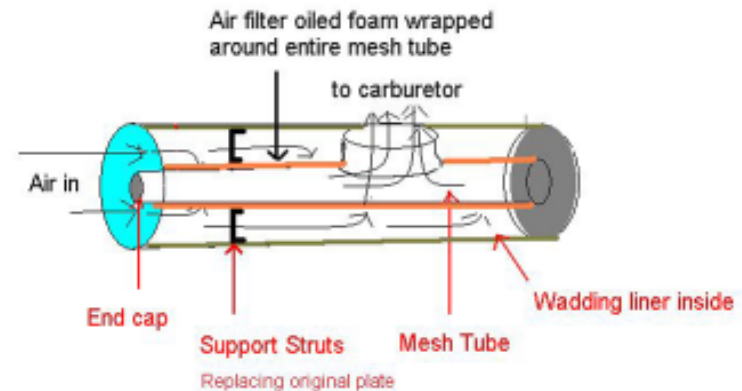
exception.

After the movies at the Gippsland Heritage Park attention was turned to air cleaners. For some reason I grasped the inside of mine and gave it a tug. It moved! Not only that but it wouldn't reseat and thus out came the spanners to investigate further. Off came the unit – one of those long tubular types, typically found on the Slough product. The inner mesh tube had been broken from the bit that connects to the carburettor. At some time in the past it had been 'repaired'



Slough type "Air Cleaner"

or is it really an "Air Intake Silencer" ?



Modified Air Intake -

Provides increased air flow and improved air cleaning

The report on the I23 ignition will be carried over to the next issue, life's tedious duties sometimes get in the way of enjoying ourselves. I have

moment but if anyone else is interested in obtaining a set of these please contact me ASAP.

Drive shafts, some people have contacted Ron Kerr and had

negative responses, I had a meeting with Ron

recently and we are currently looking at Big 6 and Light 15 drive shafts again.

If you are contemplating fitting CV joints now is the time as I am endeavouring to supply a few sets so we can have a change over service. Ron tells me the setting up is the hardest part and doing one set at a time is counter productive. If you are interested please let me know.

Parts are continuing to flow with some interesting components passing through, I recently supplied a set of French hub caps, just the centre chrome section for \$106.00 and a set of hubcap bolts for \$32.00, I thought that was really reasonable, if you were to try restoring and plating caps I am certain it would cost much more than that. Another example of the wonderful co-operation from Rob Koffijberg was a fuel filler grommet for a small boot traction, this one is for where the pipe passes through the boot floor, unfortunately not in the parts book, I contacted Rob, supplied photos, the part was delivered in the next order, so if you have a

small boot traction and you are looking for that grommet they are in stock, but do not look for them in the parts book. Thanks again Rob Koffijberg.

Mufflers and tailpipes are also continuing to move, we have sold 6 of these in the last 12 months.

Time to order more, I send these through the post and I believe to Sydney the cost was \$13.50.

Speaking of quality parts I now have in stock wind deflectors for tractions, Carl Rofe from Hamilton, New Zealand sent me a set, I will be leaving these with Ted Cross or some other Melbourne member to take to the monthly meeting for members to view. These are very good quality

and replicate the original items very accurately, I would suggest they would use the original mounting holes as they are an exact copy of the set I have on my Big 15.

Anyone interested in these can contact me as Carl and I have arranged for him to send them direct to members saving double postage and I will pay him, then the recipient can pay the parts fund as in a normal parts transaction.

Hopefully next magazine I will have the test finished on the I23 ignition, I just need to get my priorities right but looking ahead I see I have booked a weeks holiday for Libby and myself with not just one but four grandchildren, now you know I am crazy!

Rob Little

✂

SPARE NEWS

looked at this distributor and shown it to other friends and members and all have marvelled at the workmanship and finish, it will look really great in the ID as it replaces the Ducellier part nicely, however for the English traction it does not resemble the Lucas part at all but hopefully it's performance will overshadow it's appearance.

Hub caps! Contacted Clive in Birmingham, 'they are away at the platers' he said, when asked about their likely return he added there were I200 other caps with them! I also enquired about early DS caps from the late '50s and early '60s after an enquiry from Roger Brundle.

After a bit of time Clive replied that they still had the patterns and tools to produce these also, when I asked whether they would be in plated steel or stainless, he told me they would reproduce them in stainless. I have since sent photos and dimensions to verify we are speaking about the same thing but it appears these can be made to order, prices are unknown at the

SPARE

PARTS

FUND

MEMBERS

For a one-off \$100 fee Spare Parts Fund members receive a 10% discount on spare parts.

Alain	Antonious	John	Fleming	Max	Lewis	Sean	O'Brien
Graham	Barton	Jason	Glenn	Rob	Little	Richard	Oates
Andrew	Begelhole	Bill	Graham	David	Livingstone	Alec	Protos
Paul	Bishop	John	Greive	Brian	Love	Darien	Pullen
Peter	Boyd	ND	Harwood	Dominic	Lowe	Keith	Radford
Peter	Boyle	John	Hawke	Peter	Lowrie	Phillip	Rogers
Ron	Brookes	David	Hayward	Iain	Mather	Barry	Rogers
Roger	Brundle	Peter	Holland	Ian	McDermott	Gaston	Saint
Mel	Carey	Richard	Homersham	Andrew	McDougall	Warren	Seidel
Gerry	Carson	Geoff	Hooler	Mark	McKibbin	Robert	Shackley
Jack	Couche	Michael	Hort	Leigh	Miles	Peter	Simmenauer
Jeff	Cox	Alan	Hurst	Laurie	Moers	Lois	Smart
Adelino	D'Silva	Keith	James	Michael	Molesworth	Robin	Smith
Doug	Crossman	Jean-Pierre	Jardel	Derek	Moore	Barry	Teesdale
Jon	Faine	Fred	Kidd	Dave	Morrell	Mark	Vickery
Greg	Fienberg	Rob	Koffijberg	Ronald	Murray	Brian	Wade
		David	Law	Mike	Neil	Hughie	Wilson

FOR SALE

11 BL SMALL BOOT

Unfinished Project. Part restoration reluctantly for sale.

Mechanically restored with lots of new parts including 4 new Michelin 165x400. Shell repainted. Doors and guards to finish. Needs the new wiring loom installed and interior to be finished. Runs smoothly. Original 6 volt electrical system retained. Excellent rust free hull. Old rego number UH 239 [no plates]. Painted Rouge Delage.

Expecting \$6,000 [or near offer] for this substantially restored [but unassembled] sought-after model. Phone: David Hayward 04 3291 4747. [29/3]

2002 C5

2.0litre petrol, alloys, auto, cruise control, silver, 58,000km garaged in Goulburn, NSW, 1 female owner. NSW reg AMK 432. \$28,000 ono

1974 GS 1220 CLUB

Blue, 73,000 miles, 4-speed, no rust. NSW reg QYQ 898. \$600 ono.

Contact: Chris Harmon: Phone/Fax: [02] 4829 0292, bbennettI@bigpond.com.au [29/3]

1922 ex-motor museum Citroën, garaged in Tasmania.

**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 84,000miles. It is a fine, original, unrestored car and is for sale 'as is', without a RWC. Reg: LKJ 205. \$17,000. Contact: Anthea Ball, [03] 9510 2183 or bardotball@iprimus.com.au [29/3]

BIG 6 EXTRACTORS

Fabricated extractor style exhaust manifold for Big 6.

Suitable for single or double system. Standard mild steel or stainless construction at slightly higher cost if required. \$600 [std] Phone: Mel [03] 9419 4537 [29/3]

1948 ONZE LEGERE

This car was originally registered in South Africa and exported to the UK. It was brought to Australia last year. While there are some unoriginal parts fitted to the car, and it will require some work to put it on the road it is an excellent vehicle. Recently repainted. Reg YSL 80I. Phone Rob Little [03] 5823 1397. [29/1]

1986 2CV

My wonderful 2CV [isn't it] is for sale. It's got a new[ish] engine, 123 ignition, and performs as good as it looks. I am looking for only \$15,000 for this delightful example of an 1986 model [and what a lovely one it is], with long rego [just done]. Phone Larry O'Carroll, [02] 4579 1051 or email larryocarroll@optusnet.com.au [29/1]

FOR SALE

2003 C3 EXCLUSIVE

5 speed manual, just 28,000km, with the balance of new car warranty. Registered to July '05 [Qld] 457 GWY. Must sell. \$14,900. Phone Jason Rout, [07] 3399 7022 or 04 1998 8307 [M]. [29/1]

2CV ENGINE AND TRANSAXLE

2CV 602cc engine and transaxle #0905032790, complete with starter etc. Will start engine for interested buyer. \$1,200 neg. Phone Mel 04 1482 0631 [M] [29/1]

1954 LIGHT 15

Silver big boot ex Warren Seidel. Garaged for last 15 years. Runs well, brakes redone recently, leather front seat needs re upholstery. Some rust in front driver's floor, none in the boot. \$6000 neg. Old registration AWI 594. Phone André McKinnon [03] 9578 3721 [28/8]

1974 GS 1220 SPECIAL

Reg ORG 073. Price \$600. Good engine, Weber carb, needs synchro in 3rd gear, body and suspension reasonable, white with red interior, excellent tyres, tow bar fitted. Phone Rob Little [03] 5823 1397. [28/6]

1922 CITROËN

This 4cylinder classic is in very good condition, having been restored by its previous owner. Ex-Tasmanian Motor Museum. Reg: SI0011. \$13,800. Phone: Roger Anstie [08] 9319 1888 [29/3]

TRACTION FRONT BUMPER

Front bumper bar for a small boot Big 6. This is a Slough-built car with the rounded English type bumper and overriders. Phone Rob Little, [03] 5823 1397 or Derek Moore on 04 1934 6682. [29/2]

WANTED

H V A N

I'm actually a classic motorbike enthusiast in the Blue Mts, NSW, who wants to carry my 2 bikes to meetings in a Citroën H Van. Who's got one for sale at a price less than that which will require mortgaging my mother-in-law? Cash available. Contact: Jeffrey Moran icedvovo@dodo.com.au [29/3]

Left: 2003 C3 Exclusive, with the balance of the new car warranty, in Queensland.

Right: Big 6 extractors from \$600.

