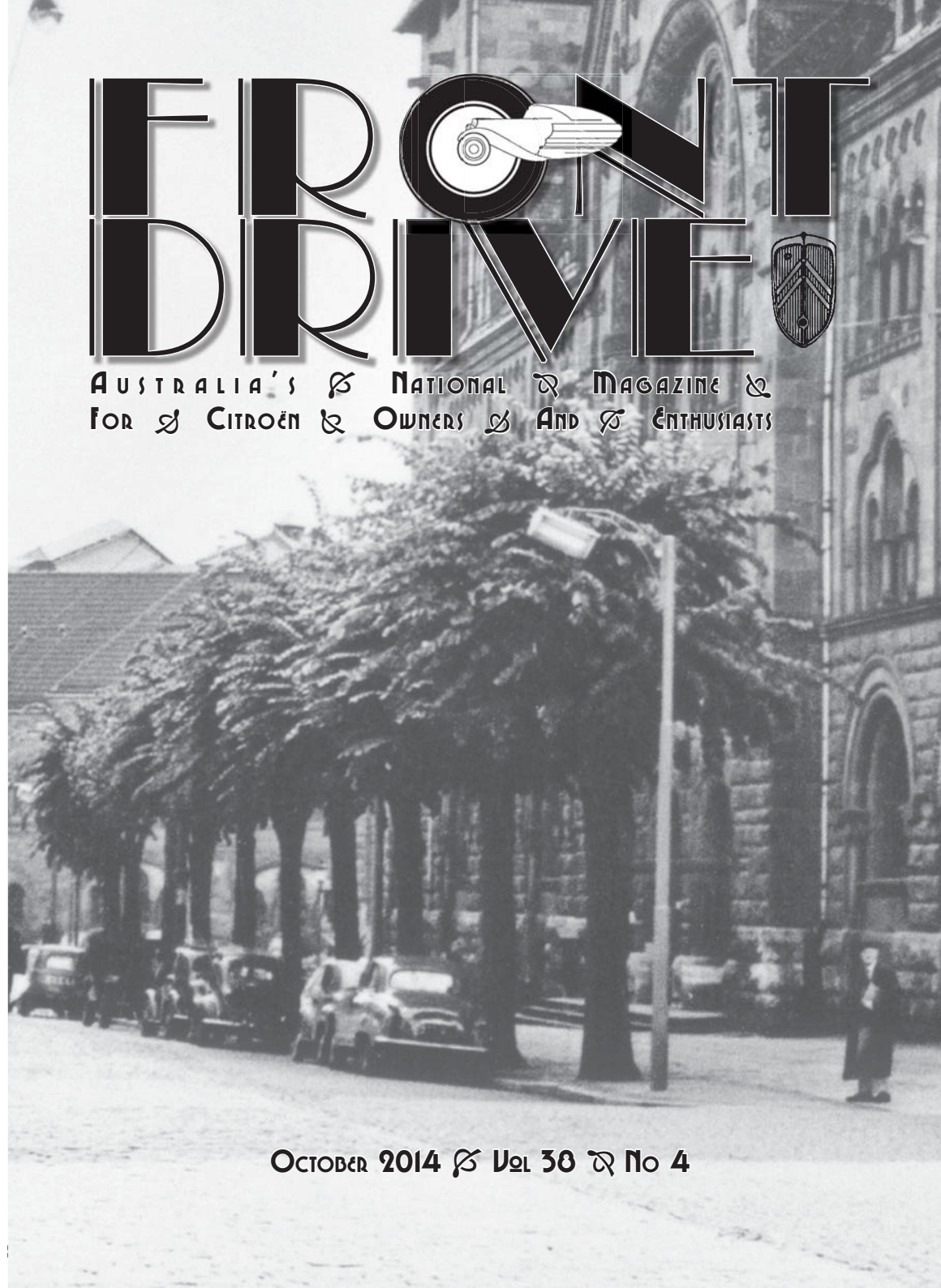


FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



OCTOBER 2014 Vol 30 No 4

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.

The Club cannot accept any responsibility for, or involvement in, any business relationship that may occur between an advertiser and a member of the Club.

Membership

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

Life Members

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

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

Cover Image

The cover image taken from the magazine of Traction Avant Club of the Netherlands 2004 calender and depicts Hotel des Pôstes et la Gare, Metz, Moselle. Below is a picture of the same view today.



CITROËNING

CH PLATES

Send your annual CH renewal form to PO Box 52, Balwyn, 3103. Please do the right thing and enclose a stamped, addressed envelope. If you do not have a Club Permit Handbook include \$5 and we will return one to you.

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

CH permit applications must be accompanied by a RWC or to have been inspected and approved by one of the Club's Safety Officers. 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 there.

Committee

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[03] 9372 0921 [H]
04 5899 3771 [M]
president@citroenclassic.org.au

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Robert Belcourt
[03] 9885 4376 [H]

Deadline

The deadline for the next edition of 'Front Drive' is Friday, October 17, 2014..

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

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

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

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webwallah@citroenclassic.org.au

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04 1251 8849 [M]
members@citroenclassic.org.au

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[03] 5984 1280 [H]
tyres@citroenclassic.org.au

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CLUB PERMIT & SAFETY OFFICERS ~

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

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

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

ICCCR REPRESENTATIVE ~

Ted Cross [03] 9819 2208 [H]

Meetings

Club meetings are held on the fourth Wednesday of every month [except December] at 7:30pm. The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3

Welcome to a GS focussed edition of 'Front Drive'. It is one of the great things about being editor for CCOCA ~ the breadth of interest amongst our members is such that I can include features on models other than Tractions.

I do feel sorry for the editor at the Traction Owners Club in the UK. 'Floating Power' is almost exclusively devoted to Tractions.

I love the fact that I can include such a breadth of articles.

Back to this edition: what started me on the path towards a GS-focused 'Front Drive' was a magazine I bought while I was in Paris earlier this year ~ 'Youngtimers'. It features articles on a wide range of cars from the 1970s. This will provide material for multiple editions of 'Front Drive'.

First cab off the rank is the GS, but it will be followed by the CX.

Then we head off in a totally new direction for our magazine. As part of 'Youngtimers' there are articles on pair of cars that in the 1970s were in fierce competition with the CX. Peugeot's 604 [which

was imported in small numbers to Australia] and Renault's 30. The 30 was never officially imported [only the smaller-engined 20 came here], but there are some private imports.

Both the 604 and the 20/30 will be features in coming editions of 'Front Drive' ~ you have been warned!

Back to this edition and its GS focus... in addition to the new French article we have an early UK road test [1973] of the 1220cc GS and a wonderfully eclectic story from club-member Mark Browne. Mark is perhaps better known to members via the Aussiefrogs website, where he goes by the non-de-cyber of Leconte.

Bookings are open for CITIN '15 ~ see page 12 and be sure to check out the range of A-Tractions on page 6. Now that we have Lee Dennes on committee to provide the lead for events I am sure we can look forward to reinvigoration of that part of the Club's activities.

Enjoy,
Leigh F Miles



'The spring is sprung, the grass is riz, I wonder where my new love is... a bit of doggerel I learnt way, way back before I reckon I knew what it meant. Well folks, my or should I say our new love is Eloise... a 1954 big boot Big 15 Traction Avant. Colour a delightful metallic green. You've guessed it, it is the ex Kay Attali/Jeff Pampin's car. I asked Rob Little three weeks ago if he knew the status of this car when Rob was down here visiting me about his new assisted steering jigger for the Tractions. Rob said he thought it was still for sale. I was very interested as I have hankered after a Big 15/ Normale [as it suits my frame/girth and having had a Roadster of the same proportions] this model was the one. If you recall the purchase of the roadster... my three day car [heard about it Sunday, looked at it Monday and purchased it Tuesday... much to the shock/horror from Roz], the Big 15 was a more relaxed purchase. My friend from Launceston [Greg Parkinson is an old school pal going back to 1951 or thereabouts] volunteered to come over and assist with bringing Eloise from Mitta Mitta where she was domiciled. There's more to regale but I will leave that for another time... a fleet follies saga will be the best forum. Needless to say, I that is we are very happy with Eloise and I should have her go-

ing shortly.

Winter is showing signs of warming if I am to believe the long range forecasts and we will be seeing a lot of activities both in house and out that Spring always brings. I see a lot of mail from

interstate and Victorian motor clubs and associated groups all advertising old and new themes to spend your free time engaged with your prides and joy. Every year there's a new twist/slant to make your ownership of your car as interesting as possible. I don't believe that there is a single week-end between now and next winter that doesn't have something for us to do

A recent visit to Alan Mance to fettle Buster and a quick peek into their Citroën Workshop shows that they are up and running. Lots of new Citroëns on the block for sale and reasonably healthy sales.

Citroën Australia will link us in on all movements of the ascending Citroën star as the Company worldwide seems to be digging themselves out of a nasty financial hole.

I would like to say thank you once again to all of our hard working committee members and as well welcome Lee Dennes into the role of Activity Coordinator. Thank you Lee.

Max Lewis ~ President



Ed Sed

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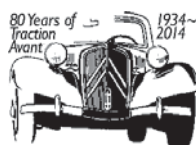
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PLEASE NOTE: IF NO BOOKINGS HAVE BEEN RECEIVED FOR AN EVENT BY THE BOOKING DEADLINE, THE EVENT WILL BE AUTOMATICALLY CANCELLED.

A-TRACTIONS

• OCTOBER CHIT CHAT TUESDAY

WHEN: Tuesday, 7 October
TIME: 10:30am
WHERE: Jetty Café,
cnr Jetty and Point Nepean
Rds, Rosebud. Melway 158 F12
COST: Cheap Eats
BOOKING: Not required
CONTACT: Warwick Spinaze
04 0701 6719.



TRACTION 80th ANNIVERSAIRE

WHEN: Friday 10 to
Sunday 19 October
FROM: Gundagai
TO: Mulwala
COST: \$180pp
BRING: Everything for
a great 10 days
BOOKING: Closed
CONTACT: Robin &
Suzanne Smith
[03] 5984 1280
info@alaplage.com.au

PENRITE OIL BAYSWATER SHOWROOMS

WHEN: Tuesday, 21 October
TIME: 6:30pm



WHERE: Factory 17
11 Havelock Rd Bayswater
COST: Free ~ purchases
available on the night
BRING: A friend
BOOKING: Preferred
CONTACT: Ted Cross,
04 0059 2208

or Lee Dennes, 04 3828 6181
activities@citroenclassic.org.au

This is a joint event with the
Renault Car Club of Victoria.

CLUB MEETING

WHEN: Wednesday, 22 October
TIME: From 8:00pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3
COST: Cheap eats
BOOKING: Not required
CONTACT: Lee Dennes,
04 3828 6181
activities@citroenclassic.org.au



FRENCH CAR FESTIVAL ~ DISPLAY

WHEN: Sunday, 26 October
TIME: From 9:00am
WHERE: McLaey Park Balwyn
COST: TBA
BRING: Hat and sunglasses
~ catering on site

BOOKING: Not required
CONTACT: Ted Cross,
04 0059 2208

or Lee Dennes, 04 3828 6181
activities@citroenclassic.org.au

• NOVEMBER CHIT CHAT TUESDAY

WHEN: Tuesday, 4 November
TIME: 10:30am
WHERE: Jetty Café,
cnr Jetty and Point Nepean
Rds,
Rosebud. Melway 158 F12
COST: Cheap Eats
BOOKING: Not required
CONTACT: Warwick Spinaze
04 0701 6719.

HISTORIC COMMERCIAL VEHICLE SHOW

WHEN: Sunday, 9 November
TIME: From 9:00am
WHERE: Yarra Glen
Racecourse
COST: \$10.00 adults,

CCOCA BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday
August 28
September 25
October 23
TIME: 11:00am
FROM: Ocean Grove
Industrial Estate,
1/29 Everist Road
TO: Victoria Hotel,
Hesse Street, Queenscliff
COST: Cheap eats
pub lunch [drink in moderation,
if you drink, don't drive]
BRING: An interesting car
BOOKING: Not required
CONTACT: Mike
Killingsworth
04 1755 2446

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



A-TRACTIONS

under 14 free
BRING: Picnic lunch or
use the free BBQ facilities
BOOKING: Not required
CONTACT: Russ 04 0907 3523
or Ken [03] 9727 1060
WEBSITE: www.hcvc.com.au

CLUB MEETING

WHEN: Wednesday, 24 November
TIME: From 8:00pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell, Melway 60, B3
COST: Cheap eats
BOOKING: Not required
CONTACT: Lee Dennes,
04 3828 6181
activities@citroenclassic.org.au

• DECEMBER

CCOCA CHRISTMAS LUNCHEON

WHEN: Sunday 14 December
TIME: From 12.00pm
WHERE: Robert & Kay
Belcourt's, 69 Karnak Rd,
Ashburton
COST: Free
BOOKING: Essential
by 1 December
BRING: Chairs, tables,



refreshments, hats if
the weather is kind to us.
CONTACT: Lee Dennes,
04 3828 6181
activities@citroenclassic.org.au

This year our Christmas function will be a luncheon which is being held on a Sunday. ccoca will be providing a delicious catered spit roast for our enjoyment. The change to a Sunday and daytime hours will hopefully accommodate those of you who have distances to travel and prefer not to drive during the evening. Come along and celebrate with your Committee and club members the end of another very productive and enjoyable ccoca year.

• JANUARY 2015

RACV GREAT AUSTRALIAN RALLY ~DRAFT INFO ONLY

WHEN: Sunday, January 18

123ignition.com.au



No maintenance EVER again.

Contact Ted Cross

Phone: 03 9819 2208

Fax: 03 9819 2208

Mobile: 0400 59 2208

email ted@123ignition.com.au



'123ignition' - electronic ignition systems are carefully designed to replace your existing mechanical system, keeping the looks of your classic car original. The systems are currently available for ID, DS, 2cv (and derivatives), Traction and SM models.

123ignition Australia *'Ignition systems for classic cars'*





TIME: 8:30 for a 9:00am start



WHEN: Monday, 26 January
TIME: Participants: 10:00am,
Spectators: 12:00pm

WHERE: Participants
Northland Shopping Centre
Spectators
Kings Domain Gardens,
Linlithgow Ave., Melbourne.
Melway 2F J9

COST: Free
BOOKING: Spectators:
Not required

CONTACT: Lee Dennes,
04 3828 6181
activities@citroenclassic.org.au

Note: At the time of preparing
this edition the Australia Day
website had not been updated for

A-TRACTIONS

TO: Mornington Racecourse
COST: \$35per vehicle
BRING: Picnic gear
BOOKING: Preferred
CONTACT: Colin Brown
[03] 9739 4829
at the rally office, or
colin.brown@hotmail.net.au

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2015. Please check details on line
at www.australiaday.vic.gov.au

CCOCA'S AUSTRALIA DAY CELEBRATION

WHEN: Wednesday, 28 January
TIME: From 4:00pm

WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3

COST: Free
BOOKINGS: Not required
BRING: Rugs, chairs, tables,
food drinks etc for
a picnic or barbeque.

CONTACT: Lee Dennes,
04 3988 6181
activities@citroenclassic.org.au

This event's start time will give
members time to beat the traffic
and be home by dark if they so
wish. We will have access to the
Club Rooms at 4:00pm which
will afford us the use of the rest
rooms and shelter if needed. Let's
do what Aussie's do best. Gather
as friends and have lots of fun
while we barbeque our favourite
snag and celebrate living in this
great country.

• FEBRUARY ON SAFARI WITH LEE AND GRAEME DENNES ~ EARLY WARNING

WHEN: 27 February
to 2 March

WHERE: To be advised

COST: At own expense

BOOKING: Essential when
details advised

BRING: Everything for a
4day excursion

CONTACT: Lee Dennes,
04 3988 6181
activities@citroenclassic.org.au

Planning is well under way for
Lee and Graeme Dennes' 2015
Safari. Any member who has
joined a Safari in previous years
will know what great cross-coun-
try trips these have been. And
2015 promises to be no excep-
tion. So, get the dates in your dia-
ry and get read all about the 2015
Safari in the next 'Front Drive'.

• APRIL CITIN '15: BAROSSA VALLEY

WHEN: Friday 3
to Monday 6 April

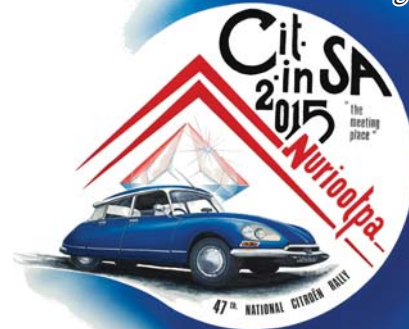
WHERE: Nuriootpa,
Barossa Valley

COST: Adults from \$189pp,
Under 12: \$60

BOOKINGS: Essential
by 1 March

CONTACT: Liz Pike,
[08] 8293 1800

04 0829 1800 or info@cit-in.org
WEBSITE: www.cit-in.org



Club Citroën South Australia inc.
Easter 3-6 April 2015

Club Citroën South Australia Offers a warm invitation to CITIN 2015, the 47th gathering of combined Australian Citroën Car Clubs. In particular we will be celebrating 60 years of the déesse making it a real Diamond Anniversary event.

It will be held at Nuriootpa, Barossa Valley just one hour's drive north east of Adelaide.

The name Nuriootpa

is derived from an Aboriginal word meaning 'the meeting place' as large numbers of Aboriginal people once gathered here to trade.

With the wonderful Autumn Mediterranean climate Nuriootpa offers a great 'meeting place' for the CITIN long weekend.

The Barossa is often regarded as Australia's most famous wine region, possessing a refined food and wine culture reflected in some 70 wineries, 40 restaurants and cafes with an abundance seasonal produce.

Some 20 townships and villages make up the region's rich history and architecture with heritage and winery trails and natural bush walks.

Within an easy drive there is the National Motor Museum at Birdwood, the Aviation Museum at Greenock, then there's always Maggie Beer's.

Or you can do something completely different, like early morning hot air ballooning, an absolute must over the serenely breathtaking landscape.

A post CITIN run is planned to the Flinders Ranges, contact Liz Pike to register your interest. CITIN HUB

Our CitIn Hub will be based at the Vine Inn, 14-22 Murray Street.

ACCOMMODATION

We have reserved all the accommodation at both the Vine Inn and Vine Court but this will only be held until 6 February 2015

When making an accommodation reservation please advise the management you are a registrant to the Easter CITIN.

✧ The Vine Inn and Vine Court
14-22 Murray St., Nuriootpa
Phone: [08] 8562 2133
Fax: [08] 8562 3236
Email: functions@vineinn.com.au
Website: www.vineinn.com.au

✧ The Barossa Valley Tourist Park
Penrice Road, Nuriootpa
Phone: [08] 8562 1404
Fax: [08] 8562 2615
Email: info@barossatouristpark.com.au
Website: www.barossatouristpark.com.au

ALTERNATIVE ACCOMMODATION

A range of alternative accommodation is available through The Barossa Visitor Centre. 1300 852 982

www.barossa.com. Download the free Connect Barossa smart phone app.

REGISTRATION

1 Sept to 31 Dec '14	\$189pp
1 to 31 January '15	\$209pp
1 Feb to 1 Mar '15	\$229pp
Children under 12:	\$60.00.
Children under 5	Free.

PROGRAM

✧ Friday 3 April
3:00-6:30pm: Registration
7:00pm Welcome Meal at Vine Inn

✧ Saturday 4 April
Show and Shine
Lunch & Observation Run
Dinner and Entertainment

✧ Sunday 5 April
Morning Church Service
Easter Egg Hunt
Lunch
Motorkhana
Formal Dinner with guest speaker, presentations & prizes
CITIN 2016 Launch

✧ Monday 6 April
Breakfast and Farewell

HOW FAR IS NURIOOTPA?

Distance to Nuriootpa [km]
Adelaide 69 Brisbane 1,927
Melbourne 743 Sydney 1,272
Canberra 1,069 Perth 3,108
Darwin 2,725

CONTACTS & FURTHER INFORMATION

Visit the CitIn web site
www.cit-in.org
Email info@cit-in.org
Or contact the organizing committee:
Liz Pike [08] 8293 1800
04 0829 1800



CITROËN



SHARE THE PASSION

BELCAR

The Citroën GS has had a curious fate: in its day it was a huge commercial success but since then, from a collector's perspective, it has languished in the desert. Recently this has started to change ~ and

well beyond their true worth. Others evoke merely a polite indifference among the majority of collectors. The result is that even the most fervent Citroënists have not been fighting to save the GS. Was the GS a commercial failure?

No! It was the European Car of the Year in 1971, after

the 2CV it was the longest running model ever in the Citroën

that is only fair. And the GS can still be found at reasonable prices.

The world of classic cars has its favourites. Some models are highly sought after and are priced

catalogue. What incentive is there to look at the GS in a new light? For a start its lineage: the forerunners of the GS gave the car a heritage that means the GS deserves to be a winner.

During the 1960s Citroën's range sits at the two extremes of the market. Between the minimalist 2CV and the opulent DS19 there is little or nothing. The Quai de Javel attempts to deceive the car-buying public by developing first its amazing Ami 6 and second a series of more humble 1D based on the DS. But

to no avail, the catalogue still had a gaping hole ~ somewhere between 3 and 11CV. This was a deliberate choice of the patron, Pierre Bercot, who believed that the unique technology of the brand could only be fully expressed as specific models like the 2CV and the DS ~ each representing a quest. The first for the absolute economic car the second the grand tourer. According to his vision, the average middle-class vehicle was not for Citroën. As a result several projects were discreetly shelved and

GS: YOUNGTIMER



the Ami 6 became a kind of atrophied outcrop of an ambitious and vast plan.

100% CITROËN

One thing lead to another and Project 'F' is developed. The aim of the Project is to develop a

sions, suspensions and engines, rather in the mode of the Traction Avant. Bercot reluctantly accepted the scheme ~ the machine is best described and frumpy and at the last minute it is cast into oblivion. Meanwhile the stamping tools arrived at the factory at Rennes! It was a costly renun-

ciation, according to the protago-

nists, and was quite missed.

Meanwhile, other manufacturers were not inactive. Austin/Morris had the 1100, Peugeot the 204 and Simca the 1100. Into this mix Citroën threw the G, under the force of the young sales manager, Claude-Alain Sarre. Time is of the utmost importance: it is 1968 and everyone is gearing up to meet the launch date, which has been set as autumn 1970. On

its launch the GS received an enthusiastic welcome, especially as Citroën had managed to study, develop and launch a new car in the space of just 30 months.

All is not, however, quite roses. The lack of development time, which had impacted the launch of the Traction in 1934 or the DS in 1955, meant that as with those cars the first customers suffered numerous teething prob-

GS: YOUNGTIMER

range of cars with several dimen-

WITH THE GS CITROËN FINALLY DISCOVERED THE 'MIDRANGE', BUT BROUGHT SUCH ADVANCED TECHNOLOGY THAT THE COMPETITION WAS LEFT OUT IN THE COLD



lems. Changes poured in during the launch year: engine, transmission, equipment, electrics, finish...nothing was safe from change! After those difficult first months the GS reached maturity quickly and its reputation for fra-

The reasons do not fail to rediscover this family. First we should note the design of the car ~ it is always the first thing that is mentioned about the car ~ among the box-shaped cars of the time the GS stuns, even if the profile is not that far removed from that of the amazing

Alfasud from Alfa Romeo. The design is from the same school as the CX, even if that car offers a more attractive physique, with its length giving it a sleeker look. Pure and nicely sculpted in detail, yet the GS has charm including its amazing front; marrying those huge headlights with the trapezoidal grille with its 'honeycomb' pattern. The sharply cut vertical boot line may shock, but it results in the best possible aer-

odynamics. The GS long held the world record for finesse.

The interior was seductive, including the ethereal beauty of the dashboard. The finish is certainly not exemplary, but many rivals at the time were no more careful. The GS appeals with its many stylistic-ergonomic features: the 'honeycomb' patter from the grille repeated in the embossing

of the door panels, the speedo 'scales' and tachometer arc, the parking brake handle mounted horizontally in the centre of the dashboard, the amazingly inconvenient ashtray lid. And of course the fine Citroën seating position based on a wide seat that is well-designed and delightfully soft. The driving controls are not self-explanatory, except the mainte-

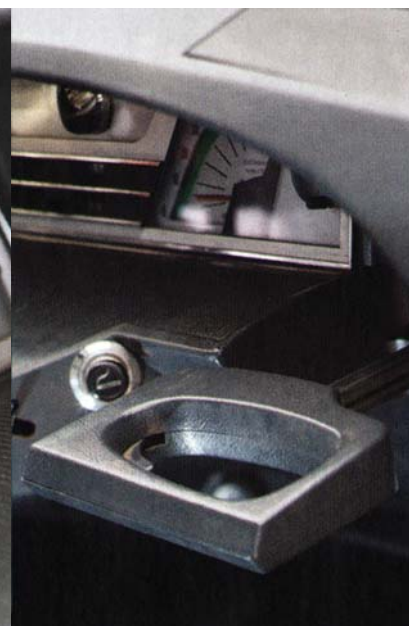
Left to right: Despite being of a modest size, by today's standards the GS offers truly inviting rear seats. The suspension's flexibility can upset young stomachs. In common with all the GS engines the 1,015cc motor is almost invisible hidden under the hoses and pipes. It is slow to heat up, but revels in high revs. In addition the hilarious rotating drums, the highly stylized

tachometer are only on the Club trim level. None of the Australian delivered cars were blessed with this dash. We received the more conventional dash developed for the conservative UK market.

Originally the GS was to receive a gear lever on the dashboard, like the 2cv. Finally this position was taken by the hand-operated parking brake.

GS: YOUNGTIMER

gility and thirst was set in stone. And it sticks. The image is of a sluggish car, because the engines are often too 'short' ~ as in engine horsepower. But the press holds it in very high regard: they never fail to point out how the GS has it over the competition in many ways ~ starting with its technical qualities. The customers make no mistake, and sales continue to grow. The peak sales year came in 1978; eight years after its launch!



nance of a pedal as the throttle control which is stark naked and an ugly piece of unwrapped junk.

Turning to the back seat it is easy to see the space is quite decent, except perhaps in head room, with a rather low roof.

space. A vertical door into a large bunker without a lip and perfectly rectangular... even if that means bending over to load it!

THE MOST TALENTED OF THE FAMILY?

But the best is yet to come behind the wheel. The high-pressure hydraulic pump takes a

little time to get the car up on its wheels, so you notice the amazing discretion of the small four-cylinder, air-cooled boxer engine. The gearbox was not as favourably received. It is noticeably rough and sour when changing gears. While the steering is heavy when stationary or moving slowly, on the other side it is a marvel of precision, enabling millimetre-perfect placement of the car, while eliminating unwanted reactions to bumps and holes in the road surface.

Not unsurprisingly the hydropneumatic suspension places a thick, fluffy carpet under the wheels. It is like riding on glassy sea, barely disturbed by isolated obstacles. The road behaviour of the GS is a delight. It is less likely to roll than its older siblings the 1D, DS and CX... it is even more

The boot has a generous volume being almost perfectly cuboid. However you do to be careful of your back when loading it. Abandoned in 1977, this large 'honeycomb' pattern grille grid supplies the air to cool the flat four.

graceful on the road than the SM. And that amazing little engine... devoid of any vibration, cheerful at the top of the rev range and docile at low revs, even though its tone is reflected in the indications of the tachometer. In comparison the engines of the larger Citroëns are agricultural and grumpy. Finally, add formidable braking efficiency which, understood [no pedal travel and little effort]...well the die is cast. Here is the gold standard of small family cars from the 1970s! A kind of better small 1D.

With the GS, Citroën finally discovered the 'midrange'. But brings such advanced technology that the competition is left out in the cold.

Do you know of a single other vehicle with such an original dashboard? It is an aerial ensemble that is remarkably functional.

The driving qualities and character has hardly aged. The comfort and handling balance, the precise steering and stunning brakes all deserve praise.

August 1970: GS launched in Comfort or Club trim, 1,015cc motor, 55hp, 41kw

February 1971: C-matic launched

September 1971: Estate launched

September 1972: 1,222cc added [59/60hp, 44/45kw]

March 1974: GZ Birotor launched [107hp, 80kw]

September 1974: Luxurious Pallas and X [55hp, 41kw] and X2 [64hp, 48kw] launched with a 'younger' style

July 1976: Revised taillights and rotating drum speedometer abandoned

JEAN-PIERRE HURTEVENT

Sometimes, with searching, you can still find great cars. Her is one with just 10,000km on the clock.

'I have been a long-term fan of Citroën, although my parents were Peugeot. The day I got my first BX was a revelation: safety, comfort and reliability. This lead, over time, to me putting aside a few cars ~ several BX, DS a C6 and so on. The GS belonged to the grandfather of my nephew by marriage. He was a Citroën agent and had stored the car away in 1982! Like so many of the original owners he had problems with the 1,015cc engine of November 1970. I was not specifically looking for this model but I bought with the idea of working on it little by little. I have changed the camshafts and rocker arms and since then the GS runs perfectly. She is so sparkling that she still turns heads.'



GS: YOUNGTIMER

Aerodynamics above all! The boot combines good and bad. It starts well with its large oven-like



1978: Launch of 1,129cc [56hp, 42kw] motor with improved economy

1979: x3 replaces x2 and engine capacity increased to 1,299cc [65hp, 48kw]

September 1979: GSA launched

July 1981: New more economical engine

1986: Production ceases after 2.5million units were manufactured.

EXPRESS CHECK-UP

The GS is generally a reliable car, but it does require regular maintenance. And that's the

rub: the mechanics are very complex and accessibility is poor so it is necessary to remove a number of parts to perform many opera-

tions.

During the purchase phase check for oil leaks as they are typical of the model. If it leaks from the crankshaft it is not a significant problem [o rings]. But if the oil leak is from the oil return joints from the heads expect a big bill to cover engine removal. Ensure the state of the front brake callipers and discs and the pistons can seize due to a lack of lubrication. Another weak point is the gearbox: be sure to check the synchromesh on the third

gear in the four-speed boxes. Note also the high price of tyres due to their unusual [145 x 15] dimensions which are only offered by Michelin or Nankang. Finally a serious hunt for rust! The shell of the GS provides numerous nooks and hollows for rust to form. Carefully check the floor, the lower door sills, wings, wheel arches, side panels of the boot, the battery tray, axle fittings and the bumpers.

CLUBS AND FORUMS

✂ GSAventure : www.gsaventure.com

✂ Club GSA de France: <http://clubgsafrance.fr>

SERVICE AND PARTS

✂ Rob Moss, The Chevronic Centre: www.chevronics.co.uk

✂ GS/Ami Service: www.gsamiservice.fr

✂ AP Collection: <http://ap-collection.votreboutiquepro.fr>

✂ Daniel Engelhardt: www.fronzoesischeklassiker.de

5 REASONS TO BUY

✂ The ideal Citroën

✂ The velvety, discrete engine

✂ Dynamics

✂ Unmatched suspension

✂ Becoming rare and collectable

5 REASON TO THINK TWICE

✂ Build quality

✂ All-inclusive rust

✂ Tedious maintenance

✂ Thirst for fuel

✂ Does not like short journeys

This article first appeared in 'Youngtimers', July 2014 and is from the editor's collection.

GS: YOUNGTIMER

~ effectively a major facelift with hatchback, plastic bumpers, five-speed gearbox, folding rear seat and a range of interior changes



Il etait un fois... my Citroën journey. Have you ever stopped to reflect on what put you on the path to your passion [small or large] for your chosen Citroën? Being asked to reflect on my ownership of the vehi-

cle featured here [1974 GS 1220 break with convertisseur gear-box known as VonBock or VB] has done just that, spiralling me back to my youth picking up a memory here and a loose thread there to figure out what led me to this marque and this car. This end point can certainly be considered somewhat odd, since I come from a very anglophile family with nary a hint of froggishness.

The earliest connection I can put a finger on is a youth spent tinkering with everything and anything that presented itself. Crystal sets, valve radios, carpentry, electronic kits, cameras; you name it and I pulled it apart, built it, fixed it or broke it. This gave me a few skills and the courage to tackle most jobs that came my way in life, not always wisely but at least with enthusiasm. I still have remnants of a lot of these activities, a Triang train set [I unsuccessfully 'repaired' the transformer after burning it out]; a box of old cameras in various states, a pair of 3-way stereo speakers with home-made cabinets and crossovers [over the years have I

have had to replace five of the six drivers, a couple more than once and yes my hearing is not so great these days]. Not much Gallic influence there you would note, but these activities fostered a love of understanding and dealing with relatively complex manufactured objects.

The source of the strong francophile streak in me is easy to pinpoint, with heartfelt thanks to my Form Three and Four French teacher at Melbourne High, Hugh Stevens. His teaching method seemed odd at the time and possibly still so, but it instilled in me a love of French culture that has never left me. Each term, he would give us each a cassette tape of his party mix of French songs, and each week give us a transcript of one song in French and it was our job to listen at home, translate into sensible English lyrics, then discuss them in class. This weekly diet of Mirielle Matthieu, Serge Gainsbourg, Edith Piaf and especially the prolific Jacques Brel sank deep into me and stays there still. I now regret that I dropped French for Form Five [going for straight science], and also that I taped over the cassettes with another of my obsessions, taping episodes of the Goon Show every Saturday at noon on 3AR. Somewhere in a box I do still have a few of the song sheets though.

The French influence was strengthened through my sport

of choice, which turned out to be cycling. At the time I was training and racing, the great champion of the day was the Belgian Eddy Merckx [a Walloon and hence a native French speaker] and the glory days of French cycling [for example Jacques Anquetil and Raymond Poulidor 'the eternal second'] were still in evidence in the cycling press, with all other champions being solely continental, a mixed lot of Belgians, Italians, Germans, Dutch and the odd Spaniard [the brilliant but mercurial Luis Ocana]. For several years, I had a copy of the weekly

British 'Cycling' newspaper held for me in my name at the Technical Book shop in Swanston Street. This came by sea in those days, or some other slow and somewhat unreliable method, because it was always at least six weeks out of date and often my weekly side trip home from school [by train South Yarra to Flinders Street, dash across Swanston Street to catch the 3:32 home to Eaglemont from Platform 13 under the Gas and Fuel brown brick monoliths] would result in no issue to buy, but the prospect of a double pick up to come the next week or

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a triple one the week after. So I would be reading the 'news' of the Tour de France not in July, but in August and September. Because we got no regular news that was much more timely, I lived happily in a time warp and made a meal

seem odd, but my heart still beats faster to recall reading the Cycling report of the 1974 World Championship road race in Montreal ~ another French-tinged connection. Eddy Merckx was still magnificent in the second half of his

career, dominated the closing stages and won. He attacked

and broke away on the last brutal lap of the near seven-hour race, but not before deciding to take the much older but hugely respected Raymond Poulidor with him, showing him respect and aiding Poulidor to yet another second

place in the twilight of his career. At the time and even now, this seemed to me to be a generous and very much a 'continental' gesture from the champion known as the 'cannibal' from his extreme competitiveness.

I can recall from the photos in those cycling magazines of the '70s seeing the cars and motorbikes carrying the mechanics and officials in the background, and while I didn't think about it at the time I am sure the flavour of the racing merged

with some of those vehicles, perhaps underlined by the distinctive alpine horns we have been hearing on SBS every year for the Tour for the last 20 odd years.

Another cycling link for me to France around this time was to see Phil Anderson, who I raced against as an amateur in 1974, move to France to live, train and race [at the

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of each issue providing a week of 'daily' reports [that even in England would have been a few days out of date when printed] and then drought and suspense until the next issue carried Le Tour forward. It may





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ACBB, the cycling club of Boulogne-Billancourt] in Paris. He was aided in that transition by the Melbourne based French restaurant owner, who was a gent named Gerald Georges. When Phil turned professional in 1980

de France, but more importantly he was the first cyclist born outside Europe to wear the yellow jersey.

But what of cars? Well as an inveterate tinkerer, of course I dabbled in cars. My brother, being some five years older, led the way with an interest in vintage cars expressed by his first car ~ I think before he had a driving licence ~ being a 1937 Plymouth sedan that ran at times and didn't at others. This led to him becoming a member at the CHACA, and I recall tagging along with him to many a meeting of that club in a club hall in deepest darkest Deepdene. My main impression of the club was that it was a

hotbed of politics and somewhat divided between the upper crust owners of acknowledged classic vehicles like Pierce Arrow, Cadillac, Bentley, Hispano Suiza and the like and the low rent owners of lesser marques such as Ford, Chevrolet, all GM makes, Morris, Austin etc. Naturally, we fell into the low-rent category even though I had aspirations to classic vehicles such as the Vauxhall 30-90, Speed Six Bentley and later cars like the Singer LeMans. While at university I took the plunge and bought an early '50s Singer roadster ['Singer 1500'] that turned out to be not even the shadow of the pre-war Singer LeMans [noting that LeMans being the racing circuit near the beautiful Loire valley]. I made the

classical beginners mistake of immediately disassembling the car down to its chassis, whilst dragging various rusted out wrecks of vaguely similar models from paddocks across Victoria home to pollute the garden of my initially patient parents. The body and chassis did of course displace a family car or two from the shelter of the carport, which at that time [but not together] included a lumpish Peugeot 504 [unpleasant memories of a heavy slug it seemed] and a sprightly but tragically rust-prone Alfasud. If we think our early 'D' Citroëns are rust prone, spare a thought for the Alfasud [which was admittedly a cut-price model and I think not from the 'home' factory but from the 'sud' of Italy, a direct

Far left: Mark's first ever brand new car ~ the 1984 Citroën gsa Special [read povo-pak] on Place Charles de Gaulle. They bravely crossed the Alps via the Simplon Pass. The editor can assure the reader that it is not always this clear and sunny!

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he rode for the Peugeot professional team; Peugeot of course having started producing cycles in 1882 some 10 years before they built their first car. Phil made an immediate impact, holding the yellow jersey for one day in his first Tour de France and again for several days in a second outing. Notably, Phil was the first Australian to win a stage in the Tour



contemporary to the GS] which seemed to have rust built in at the factory. The rear boot hinges seized up within a year or two of new, and the body and chassis followed to the point where after six or seven years my brother took it

with the GS, for example a boxer motor, preference for high revving and an extremely difficult gearbox change [referring here to our aged convertisseur].

After spending considerable time and some expense [admittedly not a lot as a student] and realising the immensity

of the full restoration effort ~ and after having realised the difference between the somewhat pedestrian post-war '1500 roadster' as compared with the exciting and edgy semi-thoroughbred

over from my mother and tried to give it a second life, only to be told by a mechanic that the rust was endemic through the chassis and terminal for the car. So ended a car that shared some features

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Singer LeMans, I cut ties with it emotionally, stuck it in the IC-POTA section of the Saturday Age [where else!] and was fortunate to have a bloke turn up on the door with an extremely attractive and enthusiastic girlfriend [tall and willowy and clad in designer overalls to match his workman ones, no less] who all but swooned at the semi-reassembled roadster, the somewhat restored chassis and the couple of wrecked sedans out the back. My family heaved a huge sigh of relief as they took the collection off my hands. [For non-Victorian readers 'ICPOTA' was the long-running adverting line for classified adverting in the The Age newspaper... In The Classified Pages of The Age. Ed.]

Sanity then prevailed for many years, but not without further significant Gallic impetus. After marriage and first home purchase [\$74,000 with a massive \$52,000 mortgage], the next item on the pre-children agenda was an overseas adventure. For us, that was a 10week journey, four weeks tootling around England-Scotland-Wales on a 'Getaway-UK' special deal ~ a rented GM Astra and a book of hotel vouchers ~ followed by a 'Wheels Abroad' six-week spin through France, Italy, Switzerland, Belgium starting and finishing at the Paris export branch of Citroën Motors. The UK part of this trip was a whirlwind flat out tour with a different hotel every night, with of course us finding the downside of

voucher based deals ~ the good cheaper hotels being booked out when you try to call them in, and the expensive ones using the vouchers as 'stocking filler' and sticking you in the worst rooms in the place ~ in one or two cases virtually in cupboards in the attic of an otherwise swish establishment. I note that tendency has NOT changed; I recently took up a 'surprise 5-star' internet offer for a couple of nights [on a work trip] to Adelaide, ending up at the Adelaide Hilton in a room straight from the 1970s complete with an time-warp crappy bathroom and an awful TV locked into some bizarre form of Foxtel that meant even the free to air signal was virtually unwatchable, with the room facing an alleyway on the lowest floor in the building. Do we ever learn?

Anyway, we took the train-hovercraft-train to Paris after the UK tour, vowing to slow down a little and smell the roses, stayed in a gloriously well-presented business hotel near the Arc de Triomphe de l'Etoile in the Rue Kepler [the Hotel Kepler], and spent a few days strolling the city. During this time, our most valuable companion was the beautiful yet supremely functional 'Plan de Paris par Arrondissement et Communes de Banlieue' published for many years by Editions A Leconte. I am holding this small volume as I write this; it is one of my most treasured possessions and a marvel of packing a

massive amount of information and atmosphere into a pocket guide. From this guide I have taken my preferred Aussiefrogs and Citroën personage, of 'Leconte'.

At the end of these few days in Paris, we presented ourselves

of your journey. However the prerequisite Bank Reference provided in Australia plus the signed 'Letters of Exchange' left you in no doubt that if all went to merde, you would be paying the purchase price out, which was going to be

something like a year's salary for a junior programmer at the

time. The car we drove away with was a brand new, French Blue 1984 Citroën GSA Special. Again, as I write this I have the colour sales brochure in French from Citroën Champ de Mars in my hands 'En avant le GSA' and I also have the Decharge de Responsabilite from our return visit [to my mighty relief that there was no sleight of hand requiring a call on that bank reference!] that lists the car as a GSA Special, which the

brochure makes clear is the entry level model.

This was the first new car we had ever 'owned', even if only for six weeks, and hence it lives large for us. The car made an immediate positive impression, and fortunately I found the left hand driving position and related navigation came naturally, with only one or two minor excursions to the wrong side of the road early in the trip. We set off in mid-autumn [mid to late September] with no more forward planning than a pencilled itinerary and a rough set of stops [no bookings] and a copy [also at hand with me now, you will not be surprised to learn] of the 'Logis et Auberges de France', a wonderful collection of one, two and three star family run hotels throughout France. With this to guide us, we spent a glorious time navigating the Loire valley, Burgundy [marking the first 1,000km service for the GSA, a day spent walking the Cote d'Or wine road until our feet were sore and blistered in lieu of having a vehicle to drive it], Rhone valley, Cote d'Azur, Monaco, Nice and Menton. The logis et auberge we had stayed in through France were invariably small and friendly, with excellent local cuisine at great prices and very cheap accommodation. I recall at many that the meal costs would invariably exceed the room tariff [and have the receipts intact as proof]. We then ventured across the border into Italy, and at the time

were taken aback by the sudden transition to seemingly dirty polluted towns, poor food [really poor food at times] and pretty ordinary lodgings. In retrospect we can say that our budget went a long way in rural and provincial France [and even Paris] but not in Italy. None the less, the long-legged Citroën took us happily through Pisa, Florence, Rome [side trip to Pompeii by bus as we were too concerned about the reputation of Naples to drive there or stay overnight with the car to worry about, plus there and back in a day seemed too tiring a venture to undertake ourselves], Ravenna and Padua [day trips to Venice by train with the GSA parked in Padua], on to Verona [Romeo and Juliette ~ I smile even now thinking of the 'Giulietta' model from Alfa Romeo],

Mementoes of Mark's European sojourn of 1984 seem to abound and to have impacted his life in ways even he did not anticipate.

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at the 'export office' of Citroën in Paris, which seemed to be a very small and somewhat secretive building in a back street and was known as 'Citroën Champ de Mars'. I expect some of you will have trodden the same steps, but I can say that there was some nervousness as signing the paperwork there that effectively meant you were buying the vehicle for export sale, albeit with an agreement for Citroën to buy it back at the end



then Vincenza and a visit to the somewhat bemused folk at the Campagnolo factory ~ Campagnolo being then [and now] the pinnacle of cycling engineering ~ who were extremely unused to having an odd Australian cyclist

lunch. The car was duly driven in to a tight multi-storey building up a ramp or two and given to an extremely nonchalant mechanic/driver, who to test the car's condition launched it backwards at full speed towards a concrete wall, slammed on the brakes, screeched to a halt, shoved it in

first and repeated the operation forwards. There was really no room for error but he had satisfied himself that the car was delivered in sound condition, got out and signed the release papers. For me, a very mysterious conclusion to a very special GSA Special journey of 6,460km [as recorded on the Decharge de Responsabilite] that lives on in our hearts and has provided immense pleasure in retrospect over the years since.

and his patient and indulgent wife turning up expecting to see something special. On through the Italian lakes, which sadly at the time like the rest of the north of Italy seemed to be suffering terminal smog and acid rain, and finally leaving Italy for Switzerland via the mountain passes, and finding a sudden transformation in standards of air, food and accommodation immediately upon crossing the border. Stops in Interlaken and Bern followed before re-entering France for a memorable few days in Champagne [the auberge 'Le Touraine-Champenoise' at Tours sur Marne] followed by a rapid run north-west to Belgium to stay at Brussels and Bruges, beautiful towns, before finally returning with one last wonderful night where we lucked it in at the most exclusive of the auberge we would visit in the forests to the north east of Paris, the 'Hotel de l'Abbaye de Longpont'.

The run back in to Paris was reluctant but to a deadline, a fixed date but with I think a customary two and a half hour gap in the middle of the day blacked out for

So cemented, the Citroën spirit lay dormant for many years, during which the annual Tour de France journee was followed firstly in the press, later on brief tentative coverage on SBS, a few times with poorly taped VHS video replays from European television that were mailed back and presented to cycling groups in the back of tacky hotels, then bigger coverage year on year from SBS. We also are indebted to, and must thanks SBS for its magnificent contribution with programs like French Provincial Cooking [several episodes remain on VHS tape] and the wonderful series about fading artisan skills in

France, which sadly now is also fading from my memory ~ the 'Charmes de Paris' with titles like 'the Linotypist of Montmartre' and 'the Launderesses of the Ile de Saint-Louis', whom I vividly remember were captured using cast-iron irons heated on a coal fire to press linen. I still have a tape of seven episodes of that on a Beta cassette stashed here for our trusty Sanyo Betacord player that weighs in at around 30kg, although the last time I tried to play a beta cassette [perhaps 20years ago] there was more static than program appearing.

More recently, as part of our children doing French [and what choice did they have?] we hosted three French students from Montpellier over three consecutive years and then took ourselves

and children to France and Spain for another great trip with life-long memories, this time in a much more powerful and capable but somehow more forgettable Renault Grand Scenic lease-plan arrangement. I am afraid I have to further confess, that my eldest daughter on entering high school was randomly placed in the 'Indonesian' language stream, with options being Indonesian, French and Chinese. This was meant to be non-challengeable, but sacre bleu could this be tolerated? After musing a while on options, I took out a letterhead of stationary remaining from our stay at the Hotel de l'Abbaye de Longpont at the time some 16years earlier, and wrote an impassioned letter in defence of our family's francophilic tendencies [when I say family, I

Is this the sign of an anally retentive mind? Just check the detail on the record of taping on the left of the shot.

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have to confess to being the main perpetrator] to the languages head, to be rewarded by a surreptitious change in allocation and a nod from the teacher, who fortunately was in the French stream...

To bring us up to the present

[which I had seen and appreciated when first released] in reference to a 1967 DS being auctioned at Shannons. This awoke bought back memories of our trip and sparked renewed interest in older Citroëns, however it came as a

great surprise some months later to find that my brother had

long been harbouring a similar interest in the Citroën marque, although his preference being the later vehicles particularly the XM and BX. It was he who bought this particular GS to my attention,

and the somewhat neglected subject of this article, what is it that prompted its purchase? Well it resurfaced a few years ago by chance to an internet article linking the Goddess of 1967 film

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having followed its history on carsales.com.au for some months. Somehow the idea formed to share a car between us, and it has proven to be a very satisfactory arrangement for us, being able to share the cost and responsibility but having the option to run it together or separately as we wish. My brother has followed his own journey to this point, at times our paths have run together and other times far apart, but oddly enough ending up in the same place. Who can really say why or how?

So what can we say about this 1974 GS Club? Well it is not as polished a car as the 1984 one we leased in France, although that had the advantage of course of being new. The motor is astounding, loves revving and only takes off from 3,000rpm but seems happiest between 4,000 and 5,000rpm. The suspension is gentle but the car handles very well on the open road, very sure-footed. Weak spots seem to be an ageing electro-switch in the convertisseur box ~ sometimes taking minutes to allow gear selection at all when cold, and a propensity for the engine to spurt oil around from various worn seals. Stalling when cold is also endemic, leading one to presume that the natural way of starting the day for a typical owner was with a slow Gauloises or Gitanes, perhaps with a Gallic shrug or two whilst waiting for the beast to raise its enthusiasm. The instrument panel is a Jaeger delight but housed in deep-1970s

brown vinyl, the seats comfortable enough but ours in desperate need of re-rubbing [the base support being a system of interwoven rubber bands, yet another Citroën quirk it would seem]. Being a break, perhaps the most marvellous thing is its carrying capacity, perfectly flat floor and low centre of gravity, with the option of rising as and when required. It really is an exceptional load carrier and has recently done sterling service as such for my brother's recent house move. This particular car has been well looked after and had some minor restoration, but still suffers from some non-original equipment such as the wheels [from much later GSA] and grill [from the just later 75/76/77 GS model]. We do have a set of steel wheels 'to be restored' for this car, but if anyone out there has a '72 ~ '75 'honeycomb' pattern plastic grill going spare, could they please [please] get in touch...

All in all it is a very interesting car with a distinctive modern look to it [compare it to a Prius for example]; excellent although somewhat oily engine; dodgy electro-switch spoiling somewhat the otherwise very flexible and seemingly un-burstable convertisseur; great ride and all-round capability [especially in the break format] and possibly best of all, distinctly quirky to explain to people [where did you say the radiator is?]. All in all, a bit of a match for its two owners, peut-être?

Leconte



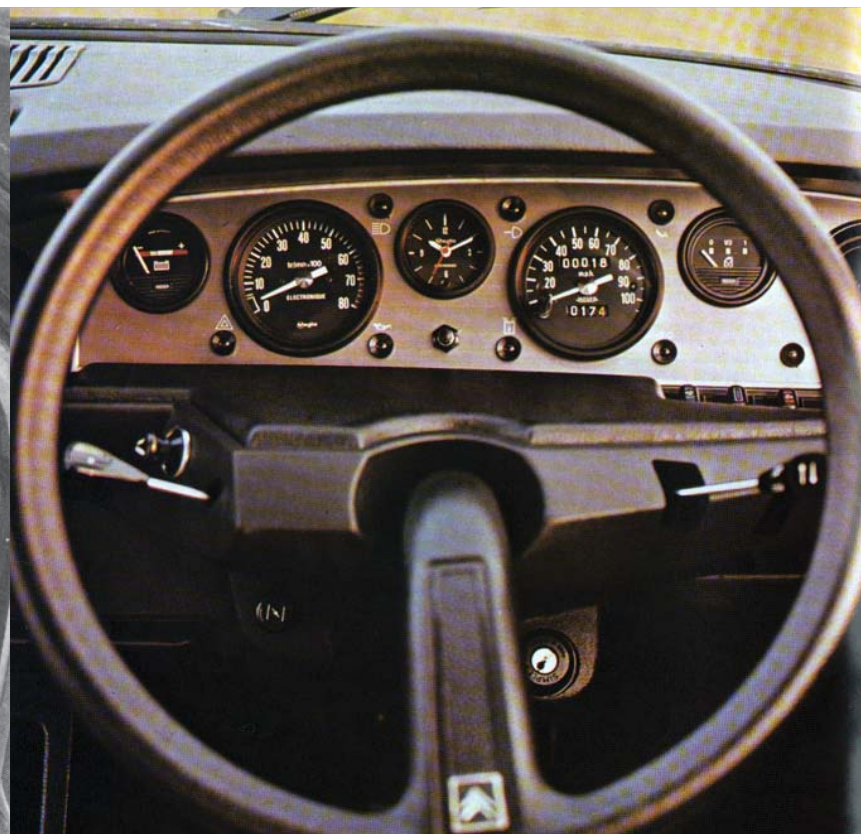
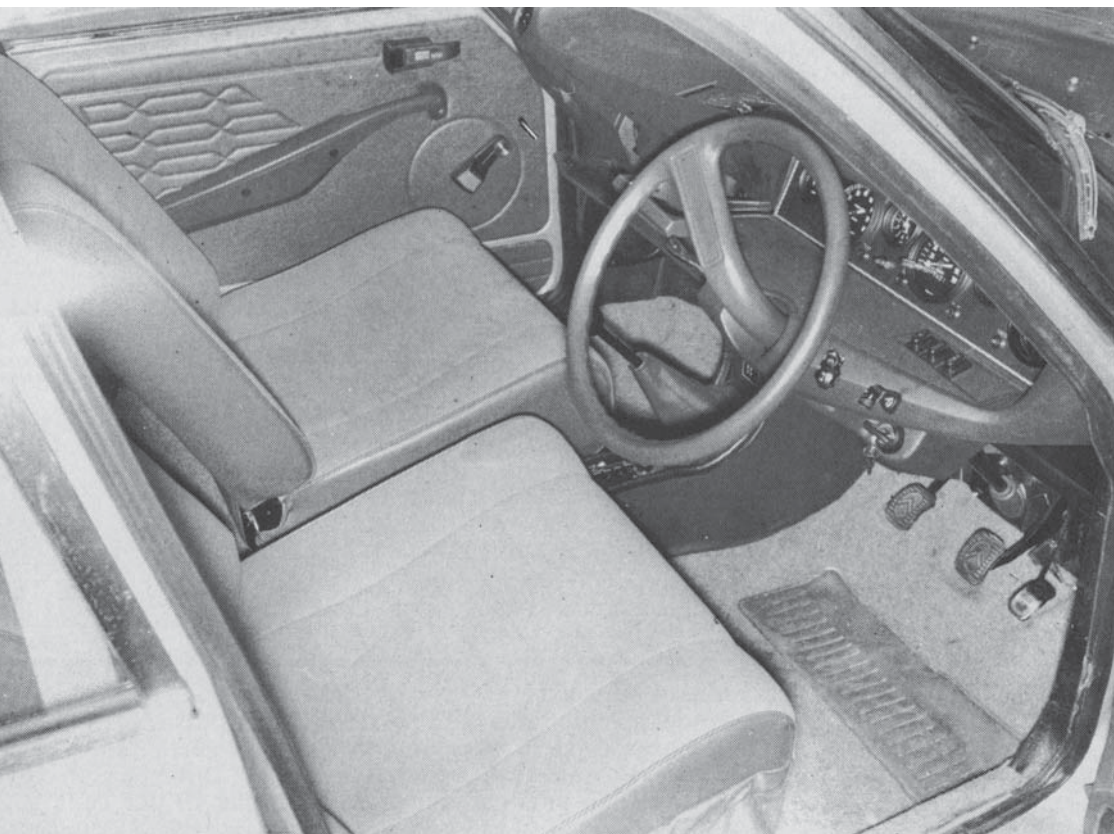
Citroën have long been renowned for their individuality and prowess as successful innovators. Their hydropneumatic suspension, giving unrivalled ride comfort, and their full-power brakes, are still unique

because few people had anticipated that such technical sophistication could be brought to the cheap mass market.

But outstanding though it was, the car was far from perfect. The excellent chassis cried out for a more powerful engine ~ especially to improve low-speed top gear performance ~ and high speed motorway cruising was marred by the low gearing which the small fussy engine demanded. These faults have now been partially cured by offering a larger

to Citroën even though 17 years have elapsed since they were first introduced on the D range. The GS is no exception to this tradition. When first announced in August 1970, it was a sensation

PERIOD PIECE: MOTOR 1973



Far left: An interior photo from the original 1973 Motor road test. Left: Despite a shallow depth of field that results in everything closer to the viewer than the dials being out of focus, this image is taken from a period GS brochure.

1,222cc engine and providing a 4.12:1 crown wheel and pinion instead of the 1015's 4.38:1.

The new 1220 supplements, not replaces, the earlier car so the GS range now consists of six basic models: the GS Confort saloon [1,015cc, £1,159.15], the GS 1220 Super Confort saloon [1,222cc engine with improved trim, £1,241.31], and the GS 1220 Club saloon [1,222 cc with luxury trim, £1,315.02]. Estates are offered for all three versions, but automatic transmission is available only on the 1220s.

To recap, the GS is powered

by a horizontally opposed four-cylinder air-cooled engine driving the front wheels. In the 1220 version, the extra swept volume has been achieved by increasing both the bore and stroke to slightly less oversquare dimensions of 77 and 65.5mm. The cylinder head breathing has been improved, the compression ratio reduced from 9.0:1 to 8.2:1 and a new carburettor fitted. In addition, the crankcase and cylinder barrels have been strengthened, and the cooling system improved. Torque has been substantially increased from 70.5Nm at 3,500rpm to

87.3Nm at 3,250rpm. In fact, Citroën claim that the torque produced at 1,500rpm by the 1220 is greater than the maximum torque of the 1,015cc version. The improvements in maximum power is somewhat less, 44.7kw

slightly improved, however, 96kph being reached from rest in 15.0s [15.9s], and 129kph in 32.3s [34.7s]. The 50-80kph top gear acceleration time is 11.4s [12.6s.], the improvements being more marked at higher speeds; 100-130kph now takes 18.9s, 2.4s quicker than the 1015.

While these improvements don't look much on paper the car certainly feels more flexible in the low speed ranges and you don't have to change down for overtaking so frequently. High speed cruising is also more relaxed, and the increased torque will allow the 1220 to climb gradients that slow the 1015 car down.

Further improvements are needed to the carburation. Although the engine always fired first time when cold it was infuriatingly reluctant to pull without stalling, no matter how much you

played with the choke. In the end we settled for a lengthy warm-up period before attempting to drive away.

One of the original reasons given for the GS's small engine was to endow it with good fuel consumption: but it didn't work out that way, as the 1220's overall fuel consumption of 10.5l/100km, compared with 11.0l/100km for the 1015, indicates. At steady speeds the fuel consumption of the bigger engine is always better, and at a steady 110kph the 1220 does 8.5l/100km, almost 3l/100km more than the 1015's 11.2l/100km.

The gearbox of the GS is mounted behind the engine so it should not be difficult to design a good selector linkage. Even so, the gearchange of our relatively early 1015 test car felt rather notchy, especially at low speeds. Citroën have since improved the synchromesh and the gearchange on the 1220 is considerably better. A trace of notchiness is still evident but it is possible to make quick changes which were difficult with the earlier box. Citroën haven't eliminated the transmission snatch at low speeds on the overrun, though, nor the jerky pick-up when the throttle is opened again. In addition there was a nasty graunching rattle from the transmission of our test car when idling, and on overrun in second and third gear below 3,000rpm.

Highly praised for their ride,

handling and road holding, the chassis and suspension remain unchanged and the GS is still supreme here in its class. The car feels beautifully taut and the light, responsive steering is superb. Potholes or bumps don't throw the car off line and the handling is good enough to embarrass many sports cars, despite the strong body roll when cornering hard. The ride is similarly impressive, soaking up bumps and undulations without a flinch, though a harsh thumping and droning from the tyres, particularly noticeable at low speeds, undermines the overall excellence of the suspension.

Driver and passenger comfort is excellent, making the GS a superb long-distance car, although some of our drivers thought that there could be more lumbar support in the seats. The major controls are thoughtfully laid out though the accelerator pedal is too high, making heel and toe changes difficult [a technique further discouraged by the highly sensitive brakes] ~ and dictating a rather uncomfortable ankle angle on part throttle. Citroën use the same pull-out handbrake for LHD cars as RHD cars, so the release button is on the left and difficult to operate with the index finger.

This is the first time that we've been able to assess the heater of the GS as the controls fell off our 1015 test car soon after we received it [actually, they also fell

PERIOD PIECE: MOTOR 1973

[DIN] instead of 41.4kw [DIN], but at a lower engine speed of 5,750rpm as opposed to the 1015's 6,500rpm.

The effect on performance of these engine changes is to some extent offset by the higher final drive and second gear ratios. The net result is a very similar top speed [our test 1220 did 148kph compared with the 1015's 150kph], but with the engine turning over at a less frenzied 6,050rpm [150kph in the 1015 corresponds to 6,550rpm]. Acceleration and flexibility are



off our 1220]. The problem of heating with an air-cooled engine is to maintain a stable temperature at varying speeds and engine loads. Citroën, it seems, have yet fully to master the problem. The output is modest even when the

able price. For instance, the heater outlets to the windscreen are cheap plastic mouldings, and the awful ashtray can easily skin your knuckles when it's opened.

Although the instrument layout for the UK market is superior to that of the French domestic version ~ we have clearly annotated circular dials ~ there are some annoying reflections at night from the corrugated trim immediately beneath them, and from behind the steering wheel.

The overall noise level isn't too high but there are some irritating sounds nonetheless, like those we've mentioned from the transmission and tyres. Coarse surfaces also excited buzzings in

the facia on our car, and there is some fan noise from the engine at high revs. In contrast, wind noise is virtually absent even at maximum speed.

For road holding, handling, ride, visibility, ventilation and accommodation the 1220 Club is superb. Other manufacturers may argue that British roads are too smooth to justify the complexity but we disagree: we think they are quite rough enough to make the outstanding ride comfort of the GS a real advantage, especially on long journeys.

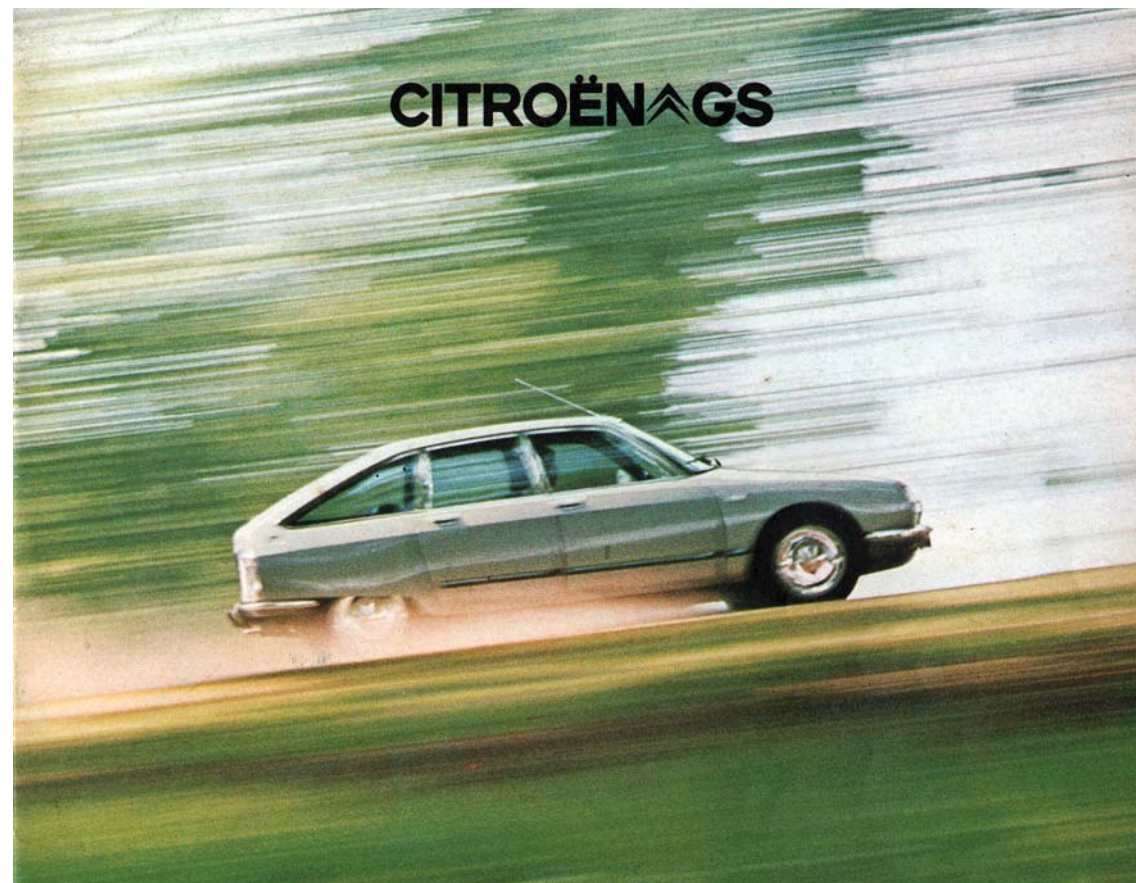
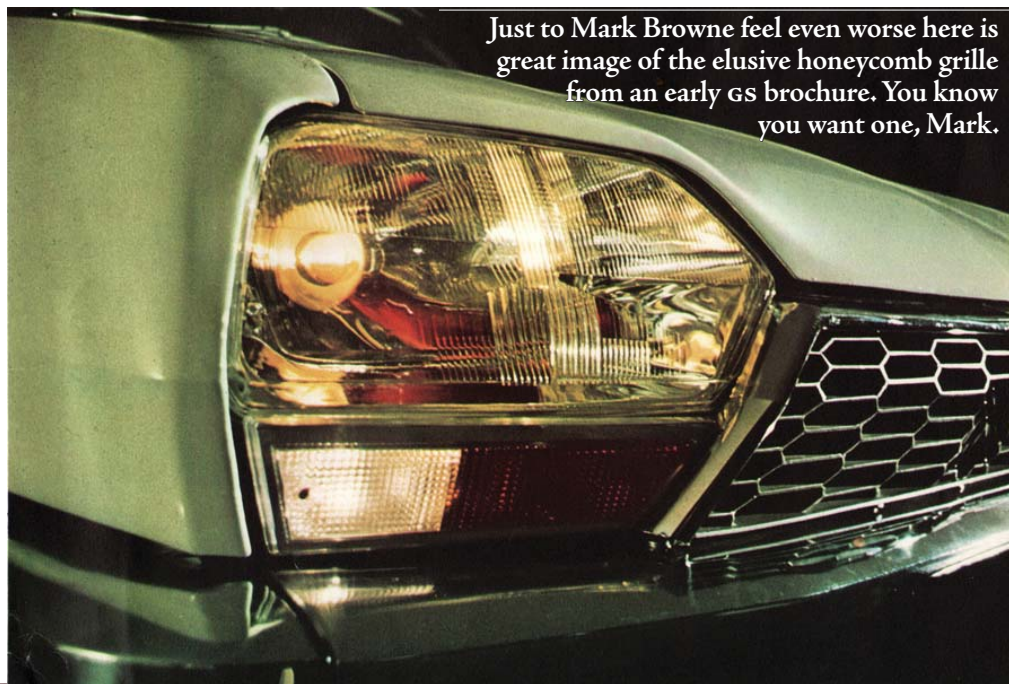
Unfortunately, there remain a number of irritating faults, like the poor cold starting, transmission snatch, gearbox rattle and whine, weak heater with controls that fall off, facia reflections at night, and bad insulation from road noise. A pity. Greater attention to detail refinement would make a good car into a great one. This article first appeared in the UK magazine 'Motor' in late 1972 and is taken from the editor's collection, as are the images from the Citroën brochures..✂

PERIOD PIECE: MOTOR 1973

engine is thoroughly warm and revving hard; when idling, the output is virtually nonexistent. In contrast the ventilation through two eyeball vent is excellent.

The finish of the interior is, as we discovered on the 1015, a little disappointing, though presumably savings must be made somewhere to get such a sophisticated car on the road at such a reason-

Just to Mark Browne feel even worse here is great image of the elusive honeycomb grille from an early GS brochure. You know you want one, Mark.



FLEET FOLLIES

TED CROSS ~ SECRETARY

My fleet exploits have been varied and many recently. Normally I would hope to be away somewhere warm at this time of the year, but family matters have kept

us at home.

The 2cv Grey Nurse van is having its new front floors installed by our new CCOCA mem-



ber Harley Durst. Harley has a DS and a great Raid 2cv and kindly offered to help me with the AK350. The floors had been repaired poorly in the past, and Harley has done a great job making the van better than new.

We think we should have it all finished soon. Thanks Harley.

Also we did the brakes on the Big 6 for the 2014 CitIn at Rawson, where the Traction performed very well for us. We even managed to do the first Big 6 Raid that I have heard of in Australia. Rob Barton's Big 6 and ours undertook the off-road tour set up by CCCV ~ it was very challenging for our heavy Tractions. Fortunately they both came through with flying colours and I was very relieved in the end.

We arrived home with the Traction running well, but the next week when I started it to move there was a death rattle in the engine that sounded like damaged big end bearings. Coincidentally, John Beswick had a similar problem with his Big 6 after he returned to Adelaide. This prompted me to look further for the source of the noise and I soon discovered that the fly wheel was loose. The exact same problem that John had reported. This was not really a surprise as this is a known weakness with Big 6 engines and I had needed to replace the centre about 25 years ago when it had developed a fatigue



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crack where the woodruff key fits. This is a square edge and I consider it to be the logical weak point of the casting. I had to order this part from Belgium as it is not currently stocked in CCOCA spares. At the moment the en-

gine is still in bits and the clock is ticking for the 80th Anniversary Traction run. So the pressure is on to get it all repaired and ready

for the special run which we have been looking forward to joining. Today we arrived in Adelaide and are staying with John Henderson and Liz Pike ~ tomorrow we expect to get John's new clutch for his Traction. We will fit this before leaving to return for Melbourne on Saturday morning. We have a new detour planned to drop off John's Traction gearbox bell-housing to another member [Rini], in Bendigo. He is restoring the Traction gearbox for John, and of course this car is also booked for the 80th event. The help and assistance from other members is a great feature of our Club.

The Raid 2CV is next in line for some TLC and we plan to take that to the 2015 CitIn next Easter. New tyres and re-painted wheels and a look at the brake master cylinder are on the list. We bought this car from the UK in about 2005 and it has provided magnificent service since; mainly as a Raid vehicle and it has travelled to all the states of Australia. We have clocked up more than 30thousand miles in that time and it has served us faithfully. We are expecting another 30thousand before any major repairs are warranted. Who said 2CV's are too fragile. More news next time. Ted Cross



LEE DENNES ~ ACTIVITIES COORDINATOR

The fleet that had an early influence on me were the cars that were in my family when I was growing up. They were a T Model Ford, a 1937 Morris Eight two-seater tourer, owned by Dad's sister, a 1939 Chevrolet and a 1964 Vauxhall Velox.

My father was a great storyteller and would regale us with tales of escapades he and his brother would get up to in the Model T.

My Auntie was a modern day girl who Dad taught to drive when she was fifteen and subsequently serviced her cars until he passed away. I loved being driven around in the Morris, especially with the roof down.

The Chevrolet was a great car. It had endless room and we would cram into it and head down to the south coast of NSW every summer. It was fortunate that it had good brakes as at the age of three, I rolled out of the door and onto the Princess Highway.

I learned to drive in the Vauxhall. I could barely see over the windscreen and would sit on a pillow. I would secure my young nephew by putting my arm across him when we stopped suddenly.

Dad was a mechanic whose workshop was next to our house so I grew up being around cars. My Mum made me a pair of overalls when I was seven so I

could help [?] Dad wash down parts and watch him work his magic. As a foundation member of the car club in Young in NSW, Sundays were spent at car gymkhanas, hill climbs and observation runs. I would get to go with him when it was his turn to set a run and we would look for the sneakiest back roads we could find. We went to Bathurst where he was the mechanic for a lad who used to drive his Holden around Mt Panorama and put the wind up Peter Brock. When I got bored the back seat of the

Lee Dennes ~ the newest person on Committee and latest Fleet Follies contributor.



FLEET FOLLIES



Chevrolet was a very comfy place to sleep.

It was little wonder when I turned 16 years and 10 months I was knocking on the Police Station door to get my Learner's Permit. Dad would not let me get

modern cars.

Lee Dennes

SUE BRYANT ~ TREASURER

I know you are all just waiting anxiously for an update on Miss Bossy. Since I last wrote she has continued to perform

very well. Her last service was at 150,000 kilometres, a mile-

stone achieved in a little over five years. The only major item that was needed was a new tyre, which was courtesy of the Yarra Valley pot holes. Hitting one, conveniently located in the middle of a corner, hidden by the median strip, does not help tyre longevity, it seems. This reliability is great for me but does not make for good copy.

Those of you who read my



FLEET FOLLIES

my licence until I could change a tyre, reverse a trailer down a very narrow driveway and do a steep hill start. This I did on my 17th birthday in the Vauxhall.

These cars had character and when we bought our 2CV in 2009 it was like driving a proper car again. I know where the spark plugs are, how to open the bonnet and use the choke and clutch. Something I can't say about our



Pretend Ed Sez will know that I did travel in May and June this year, enjoying a wonderful month in Italy and a few very pleasant days in Gloucestershire, England, spent with Leigh and Philip and the much featured c4 Picasso.

I travelled with my friend Alison and her friend [now mine too] Nicky. Alison, like me, is a woman who likes to drive. She owns a Porsche Boxter and likes to drive it around mountain roads fast... Very Fast [if it is safe so to do]. At present she lives in London and her car is in Melbourne so she is a little driving deprived. Nicky has been living in Hong Kong for the last ten years and only drives when visiting family in New Zealand.

We meet up in Rome, a city I haven't been to since 1988, and

spent three and a half days there. Not nearly enough time to see the city in full, but we saw most of the significant ancient monuments but no galleries. We did however go on a bus trip to the Tivoli Gardens which are about 35km from central Rome and they were one of the highlights of my trip.

After our visit to Rome was over we took a taxi to the airport to collect our car. I worked out some time ago, that collecting a hire car from the airport, where you can connect directly to the freeway, is much easier than picking up a car in an unknown city centre and then trying to drive out of town. Our hire car was an Audi A3, diesel automatic in refrigerator white. It passed the first main test and fitted the lug-

Opposite: Lee's Aunty Jo with her Morris Tourer.

Below: Lee's father with his Model T Ford.



gage, three women, three teddy bears and Flippy the frog ~ yes it was a Green Frog Tour! That being said there was not much spare space but we had the car for two weeks and as we were staying in one place all that time, we only

had to then go up the road and try and do a U-turn in the midst of all the traffic. There are no nice side roads to turn into so I simply had to make a turn and in the widest place I could find and hope most of the motor cyclists missed us. That done the only other obstacle was parking.

had two days when the car was really full.

We set off without mishap, Alison driving the first leg from Rome to Caserta, just north of Naples, where we stopped to visit the palace and garden. I then took over and drove to our destination in Positano. The first part of the journey was easy freeway driving around Naples. We then followed the directions to our apartment. Unfortunately the exact location was not clear and we did several laps of the town before we found it. That doesn't sound too bad except that it is a small town on the side of a cliff, with narrow winding roads filled with cars, tourist coaches and motor cycles, which dart between the cars and coaches, seemingly without a care. We turned down into the town and preceded winding down until we reached sea level and then had to wind up the other side of the town. We couldn't turn around, even once we realised we were on the wrong road, as it was one way, for about 5kilometres. Once back to the main road we then drove straight past our destination and

We had a parking place with our accommodation however it involved backing into a very small space I couldn't fully see. It was then I found out about the fuel saving feature of our hire car.

When pausing for more than a few seconds it turns off the engine and you simply put you foot on the accelerator and it restarts in a few seconds. This is great in traffic but not when you are trying to back across a road, into a small space in the two second gap between motor cycles. Let's just say I succeeded but it was stressful and I really needed a drink when we had finished.

Now Nicky had intended to drive but after this suddenly had no desire to at all and didn't for the entire holiday ~ that's how scared she was as a passenger!

Our intent was to have some days resting and others sightseeing in the local area. We set out one day to do a bit of a drive, down the road to Amalfi, onto Ravello and then over the hills and do a loop back to Positano. Google maps will tell you it is some 89kilometres, just a short

run. Well the 16kilometres to Amalfi took over 45minutes. We went onto Ravello and stopped there for a couple of very pleasant hours [18kms; 35minutes]. After lunch we just retraced our steps, my friend who loves mountain driving had had her fill and I wasn't wanting to drive on the smaller [on the map anyway] back roads.

After two weeks, driving at least every second day we did get used to the conditions and learnt that you take note of the cars, trucks and coaches and just ignore the motor cycles ~ completely. You start to plan approaches to corners where there may be buses well in advance and find easy spots to just pull over and wait, rather than have you and a bus vying for the same tiny piece of road.

We did however great couple of weeks and really enjoyed that part of our holiday. We returned our car to Naples airport and flew to Sardinia.

Again we had a hire car, this time we ended up with a Fiat Punto, not quite what we ordered and a little smaller than the Audi and manual. It did at least have air conditioning, the automatic we were offered didn't and it was about 30° in Sardinia in June. So the car was not as good as in Positano but the roads and traffic were much easier. For an island with a population of under about 1.7million people the roads are remarkably good, the

freeways connect you from one end of the island to the other. The back roads were also good. Unlike Positano having a car here is probably a necessity unless you do a coach tour. The scenery is the main feature, with beautiful craggy mountains and spectacular coastline it was truly wonderful. We had a week and explore about 60% of the island. If you are ever tempted to go and only have a few days Green Frog Tours recommends visiting the north east corner of the island,

Not a common sight: Sue Bryant found this 2cv in Ravello on the Amalfi Coast of Southern Italy.



known as the Emerald Coast. We feared that it would be over developed and full of high rises but were pleasantly surprised to find that while it is developed it has been done well and is actually very appealing.

I can't say much more about our cars. They were transport, not much more. Neither the

Audi nor the Fiat had much personality and I missed my c4.

Sue Bryant

Last edition the bonus picture was of our Renault Clio. This edition I have the space left vacant by undelivered articles with an image of the us Olympic rowing team. At least the committee's rower will appreciate the picture.

For Sale

1952 LIGHT 15

Excellent condition 'could be brought to concours condition with not much work. Contact Denton Christie [02] 4731 6522 for all the technical detail and advice as to value. This car was once the property of Dick Thornett [dec 2011] who was one of five Australians to represent their country in three sports ~ rugby union, rugby league and water polo. The car was well-known outside the famous Dolphin Hotel in Surry Hills ~the pub being owned by Thornett. Reg: BAHRIE. \$25,000. Contact Ken Barnes 04 1247 5060 or kenneth.robert.barnes@gmail.com [38/04]

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