



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

# FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE  
FOR CITROËN OWNERS AND ENTHUSIASTS



Summer 2014 Vol 38 No 6

## 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](http://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 depicts Place de Vosges in Epinal, Lorraine. The image below, from Google, shows the same square today ~ albeit from a slightly different angle.



## 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

**PRESIDENT** ~ Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
[president@citroenclassic.org.au](mailto:president@citroenclassic.org.au)

**SECRETARY** ~ Ted Cross  
[03] 9819 2208 [H]  
[secretary@citroenclassic.org.au](mailto:secretary@citroenclassic.org.au)

**TREASURER** ~ Sue Bryant  
04 1251 8849 [M]  
[treasurer@citroenclassic.org.au](mailto:treasurer@citroenclassic.org.au)

**ACTIVITY COORDINATOR** ~ Lee Dennes  
04 3828 6181 [M]  
[activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)

**SPARE PARTS OFFICER** ~ Lance Wearne  
[07] 3351 8327 [H]  
[spareparts@citroenclassic.org.au](mailto:spareparts@citroenclassic.org.au)

**PUBLICATION EDITOR** ~ Leigh Miles  
[03] 9888 7506 [H]  
[editor@citroenclassic.org.au](mailto:editor@citroenclassic.org.au)

**COMMITTEE PERSONS** ~  
Kay Belcourt [03] 9885 4376 [H]  
[clubshop@citroenclassic.org.au](mailto:clubshop@citroenclassic.org.au)  
Peter Sandow [03] 9329 6555 [B]  
Robert Belcourt [03] 9885 4376 [H]

## DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, November 21, 2014..

**FOR SPARE PARTS & TOOLS**  
Contact Lance Wearne.  
Phone: [07] 3351 8327 or  
[spareparts@citroenclassic.org.au](mailto: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](mailto:clubshop@citroenclassic.org.au)

**OTHER CLUBS**  
VIC: [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au)  
NSW: [www.citroencarclub.org.au/](http://www.citroencarclub.org.au/)  
QLD: [www.citroenclub.org](http://www.citroenclub.org)  
SA: <http://clubcitroensa.com>  
WA: [www.citroenwa.com.au](http://www.citroenwa.com.au)  
[www.doublechevrons.aunz.com](http://www.doublechevrons.aunz.com)

## SUPPORT

**WEB WALLAH** ~ Bruce Stringer  
[webwallah@citroenclassic.org.au](mailto:webwallah@citroenclassic.org.au)

**MEMBERSHIP SECRETARY** ~ Sue Bryant  
04 1251 8849 [M]  
[members@citroenclassic.org.au](mailto:members@citroenclassic.org.au)

**TYRES** ~ Robin Smith  
[03] 5984 1280 [H]  
[tyres@citroenclassic.org.au](mailto:tyres@citroenclassic.org.au)

### AOMC LIAISON OFFICERS

Ted Cross [03] 9819 2208 [H]  
Russell Wade [03] 9570 3486 [H]  
Mike Neil 04 1821 1278 [M]

### 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](mailto:librarian@citroenclassic.org.au)

**CLUB SHOP** ~ Kay & Robert Belcourt  
[clubshop@citroenclassic.org.au](mailto: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

I believe that with a combined ccoCA and cccv meeting that was held late November between the two clubs to plan for activities and events for the year 2015 is an historic milestone in the lives of the two clubs to date. I will be corrected on this of course as my memory is only so long and others may defer. Yes there was more combining of efforts in the past but I reckon this is the first time we actually planned together rather than reveal at a later date.

The breaking of the ice so to speak, as there was considerable frosty relations there for a while, means that the two clubs can combine their respective experiences in the activities arena to make 2015 a memorable year. John Parsons is cccv's new President [and ccoCA member] and it was he that approached me at the French Car Festival in October with the notion that with 2015 being the year that Citroën is the host club for the 2015 French Car Festival we could organise this as a team effort. The old adage 'two heads are better than one' rings true here. As you know, I have been keen

to see both clubs join in activities and the like as we have really only one aim... the preservation and enjoyment of our Citroëns whether they be a 1920s 5HP, a Rosalie, Traction, Deux Chevaux, DS/ID, SM, or the more modern machines, it matters not. By the time you read this, dates will have been made for this event and an Interclub Concourse which will be a separate, standalone event. Notwithstanding all this camaraderie, ccoCA will itself plan its own activities with the idea that members of cccv will be invited. Brian Wade is well onto organising the 60th anniversary of the DS/ID model and this will compliment and add to the list of great events to attend this coming 2015 year. This has got to be a memorable year.

I have the pleasure to plan for this coming 2015 OzTraction, as you all now know that the planners of pleasure have sort of retired but will assist this scribe to get it all together. The 2015 OzTraction I believe will be travelling to a country place for the first time [sorry but the venue is a secret until I actually know what I am doing]. And did you know that

from ccoCA's inception OzTraction has been a continuing event and all of them exCitIng if not at times challenging. One needs a challenge don't you know!! One member regaled to me at this year's do that back in the middle '80s when their children were small all were tucked into a Light 15. Much fun and laughter.

Our committee meetings continue to be a major and important part of our clubs life and again I must pour forth my thanks on all of our good people. Special thanks go to Bruce Stringer who travels from Geelong each time to bring us up to speed with his website magic. Bruce puts in an extraordinary amount of time and effort to bring to ccoCA the bountiful pleasures of this digital century. As well another far distant traveller... Lee Dennes, is to be warmly thanked for her efforts to coordinate activities for the club. Lee is a very polished organiser and I have no doubt that 2015 will be an extraordinarily good year for events. I will stop here to say that attendances at some of our functions have been a bit disappointing so I will turn up my hearing aid to those who wish to comment... if you have an idea, no matter what that idea may be, please get into my ear [or that of any of our committee] as to what things you may like to see that has not been done by us in the past.

Lives for all of us outside of the club are busy with other things and here I must thank Ted [as well for his secretarial skills] and Helen for their unswerving loyalty to the club's best interests and yes folks, it is this great team which will be presenting to you our very own version of CitIn 2016. This will be a cracker and once again by the time you read this we will be

way along with the planning.

The Club Shop is always looking for items to titillate our Citroën madness, the treasurer is so good at her job, Sue ought to be running this country's finances, the magazine is without parallel and Leigh continues to publish with aplomb, Lance at the spare parts emporium is an outstanding purveyor of parts, which I can attest as I have been doing a bit of buying for our Eloise... our Big 15, big boot beauty if you didn't already know, Peter Sandow and Rob Belcourt our two committee members without portfolio continue to give the club their best.

Let me remind all of you in ccoCA that we must fill the role of Editor sooner rather than later... Leigh will hang on for a while but he has professed to wanting to let the position go and others like Ted Cross may wish to slip the hawser as well. So we are on a serious campaign to find good and willing replacements. So saying that, please contact me at any stage of the game with your desire to fill one or more of the positions on the committee.

There have been a few new Citroëns changed hands recently and I hope to bring you news of that as well... one is an extraordinarily fantastic machine... I will let Ted Cross tell you about that in good time. A raid 2cv has changed hands and that now brings the Dennes collection to 2 x 2cv. My wife Roz was so taken with the 2cv in 'A year in Provence' [a recent re visit with our DVD] that we too may have a new purchase... but that is for the future.

Good luck in your Citroëns as you drive them all and take care and be safe.

Max Lewis ~ President



## PREZ SEZ

## CONTENTS

PREZ SEZ	PAGE 4	DESOLATION & DECAY	PAGE 28
A-TRACTIONS	PAGE 6	PERIOD PIECE: WHAT CAR? 1977	PAGE 36
TEDDIES TERRIFIC TOUR	PAGE 16	604: AN AUSTRALIAN STORY	PAGE 48
CX: A PERSONAL MEMORY	PAGE 20	TRACTION POWER STEERING	PAGE 56
604: YOUNGTIMER	PAGE 23	FLEET FOLLIES	PAGE 58

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

## A-TRACTIONS

### • JANUARY 2015

#### CHAT CHAT TUESDAY

WHEN: Tuesday, 6 January  
 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.

#### RACV GREAT AUSTRALIAN RALLY



WHEN: Sunday, 18 January  
 TIME: 8:30 for a 9:00am start  
 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

WEBSITE: [www.greataustrali-anrally.com.au/](http://www.greataustrali-anrally.com.au/)

Planning for the 2015 Great Australian Rally is complete. The brochure/entry form is available from the web site. We encourage you to get involved ~ both to raise money for Peter Mac, but also to showcase your vehicle. Last year we achieved an excellent display of eight-hundred-plus vehicles at Mornington Racecourse, on a perfect summer's day. The start at the Westernport Marina at Hastings was certainly more popular this time around. We were able to donate \$60,000 to Peter Mac in 2014.

#### AUSTRALIA DAY HISTORIC CAR DISPLAY



## Australia Day

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

More than 450 veteran, vintage and classic vehicles will be on show at the annual RACV Federation Vehicle display.

Celebrate RACV's involvement in the Victorian community with free RACV giveaways and RACV's community partners Royal District Nursing Service, Greening Australia, Victorian Opera,

National Stroke Foundation, Alzheimer's Australia and The Smith Family for lots of fun, games and give-aways.

The Gardens will feature a host of free activities for all, scrumptious food stalls, and entertainment galore. See working dog displays, try soccer, tai chi, mini-golf and a range of other active and fun activities. Learn to relax through laughter, have a health check, go prospecting and handle baby animals. See our emergency services and a variety of community organisations. Proudly supported by RACV in conjunction with the Federation of Veteran, Vintage and Classic Vehicle Clubs.

#### CCOCA BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday  
 January 22  
 February 26  
 March 26  
 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 Portarlinton 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?

## CCOCA'S AUSTRALIA DAY CELEBRATION

WHEN: Wednesday, 28 January  
 TIME: From 4:00pm  
 WHERE: Frog Hollow Reserve  
 Rooms, Fordham Ave.,

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 SPARE PARTS AUCTION & SAUSAGE SIZZLE

WHEN: Sunday, 8 February  
 TIME: From 11:00am  
 WHERE: Kay and Rob Belcourt's, Ashburton  
 COST: Free ~ unless you bid

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 3828 6181  
 activities@citroenclassic.org.au  
 This event's start time will give

## A-TRACTIONS

**SPECIALISTS IN SUPPLY OF UNIQUE AND HARD TO FIND TYRES**

**STUCKEY TYRE SERVICE**  
 RACING SINCE 1972



828 Sydney Road Brunswick Victoria 3056 Phone (03) 9386 5331 www.stuckey.com.au

# 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'*



BOOKINGS: Essential, by February 1  
 BRING: Refreshments, chair, table, sunscreen & your wallet  
 CONTACT: Kay and Robert Belcourt,  
 ☎[03] 9885 4376

placed in the hands of members who need them than sitting in garages of various members of the committee. So, bring some refreshments and your wallet and bid for some exciting ds and Traction parts. We plan to have auctioneer-extraordinaire, Peter 'Luigi' Boyle holding the gavel. So, you will be guaranteed a fun day. Sausage sizzle provided free to all attendees.  
**REMEMBER: YOU MUST RSVP TO KAY AND ROB OR ADMISSION MAY BE DENIED.**

along to the Classic Showcase and broaden your motoring horizons!

### CLUB MEETING

WHEN: Wednesday, 25 Feb'y  
 TIME: 7:30pm  
 WHERE: Frog Hollow Reserve  
 Rooms, Fordham Ave., Camberwell. Melway 60, B3  
 COST: Free  
 BOOKING: Not required  
 CONTACT: Lee Dennes,  
 ☎ 04 3828 6181  
 ✉activities@citroenclassic.org.au

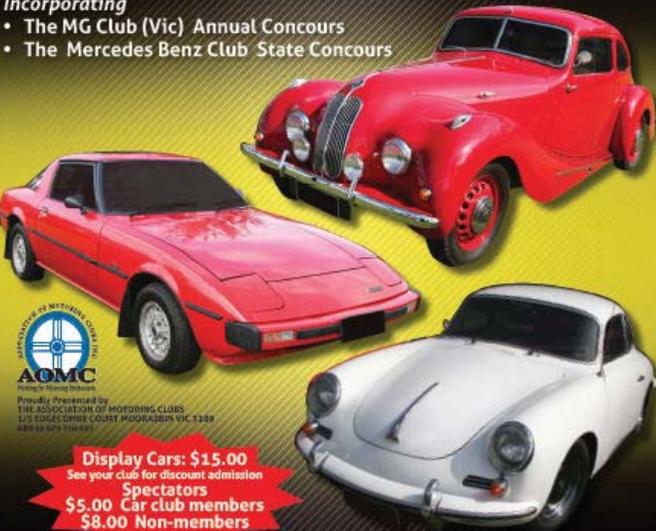
## A-TRACTIONS

✉clubshop@citroenclassic.org.au  
 The Club has an interesting stash of ds and Traction parts that we have decided would be better

# RACV Classic Showcase

Open to all vehicles manufactured in Britain, Europe and Japan

Incorporating  
 • The MG Club (Vic) Annual Concours  
 • The Mercedes Benz Club State Concours



Display Cars: \$15.00  
 See your club for discount admission  
 Spectators \$5.00 Car club members \$8.00 Non-members

**Sunday 22nd February 2015**

Mornington Racecourse, Racecourse Road, Mornington  
 Music, Kids Entertainment, Trophies, Vendor Catering Available  
 Gates Open for Display Cars at 9:00 am & Spectators at 10:00am  
 Club displays encouraged, for more details & site plans contact: 03 9890 0524 or visit www.aomc.asn.au

## RACV CLASSIC SHOWCASE

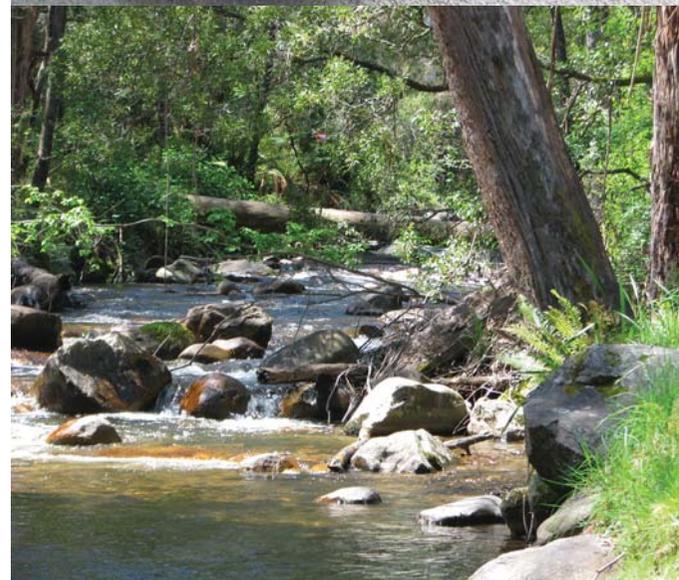
WHEN: Sunday, 22 February  
 TIME: Display cars from 9:00am  
 Spectators from 10:00am  
 WHERE: Mornington Racecourse Carpark, Melway 146, A3  
 COST: Display cars \$15  
 Spectators \$5  
 BOOKINGS: Not required  
 BRING: Picnic lunch, chair  
 CONTACT: [03] 9890 0524  
 WEBSITE: www.aomc.asn.au

As always the event plays host to the mg Concours and the Mercedes Benz Concours. Who needs more reasons to bring your classic to the premier outdoor motoring display in Victoria. Note that this year we have a new venue and for the first time the event will combine with the aomc's Japanese show. If you are tired of just looking under the bonnets of Citroëns [delightful though that is] come

## 4 DAY HIGH COUNTRY SAFARI WITH LEE AND GRAEME DENNES

WHEN: 27 February to 2 March  
 FROM: Pakenham, Vic  
 TO: Mansfield, Vic  
 COST: At own expense  
 BOOKING: Essential ~ see below  
 BRING: Everything for a 4day excursion  
 CONTACT: Lee Dennes,  
 ☎ 04 3828 6181  
 ✉activities@citroenclassic.org.au

Yes everyone, it is Safari time again and with something for everyone to enjoy. This time we are heading for Victoria's high country where we will be staying in Mansfield over three nights. An array of accommodation has been made available for you to choose from. We will enjoy everything from



the Mansfield Farmer's Market, to the crystal clear waters of rivers to climbing mountain summits, both on foot and in our cars. We will go back in time to when the bushrangers ruled the bush and see their hideouts whilst enjoy-

sing-a-long where hidden talents come to light.

Please note: We travel on some roads which are well-maintained gravel.

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

**ACCOMMODATION:**

Our accommodation is at the High Country Holiday Park, Mansfield.

☎ [03] 5775 2705

🌐 [www.highcountryholiday-park.com.au](http://www.highcountryholiday-park.com.au)

Please note that cabins have been held for us until 31 January 2015. Speak with Jason, Nick or Lorraine and advise you are with the Citroën Group to obtain your 10% discount.

Do NOT book online!

• **MARCH**  
**PANCAKE TOSSING &**

**FAMILY FUN DAY**

WHEN: Sunday, March 22

TIME: 11:00am

WHERE: Braeside Park, Red Gum Picnic area

COST: At your expense

BOOKINGS: Essential by Sunday, March 15

BRING: Children, grandchildren, mum, dad...

CONTACT: Lee Dennes,

☎ 04 3828 6181

✉ [activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)

Bring along anyone you know who enjoys a good old fashioned fun day in the park.

You will also need a frying pan suitable to cook pancakes in, your favourite pancake fillings, and a portable gas stove if you have one. complete your boot-filling with tables, chairs, refreshments, and other picnic foodstuffs.

Clare and Bernie have many activities organised for your pleas-

ure on this day.

Some include a pancake tossing competition, pancake races, egg and spoon, sack and three legged races to name just a few.

Lots of fun, laughter and merriment will be the order of the day. So why not pack up the family Citroën and be a part of all this cheerfulness?

The location is accessible from Lower Dandenong Rd [Melway 88 D8] and Govenor Rd [Melway 93 F2]

**CLUB MEETING ~ ANNUAL GENERAL MEETING**

WHEN: Wednesday, 25 March

TIME: 7:30pm

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

COST: Free

BOOKING: Not required

CONTACT: Ted Cross,

☎ 04 0059 2208

✉ [secretary@citroenclassic.org.au](mailto:secretary@citroenclassic.org.au)

Yes, it is that time of the year again ~ the Annual General Meeting is rolling around.

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

**VOLUNTEER!**

Have you thought of standing for Committee? All Committee

**A-TRACTIONS**

ing spectacular views, both from on high and from the valley floor. We will drive our cars on some of Victoria's best scenic roadways and soak up our fabulous outdoors.

We will visit the Bimbi Car & Memorabilia Museum

🌐 [www.bimbi-museum.com](http://www.bimbi-museum.com)

and the Kevington Hotel which was established in 1862

🌐 [www.kevingtonhotel.com.au](http://www.kevingtonhotel.com.au)

Each evening we will gather at the camp kitchen to enjoy a meal, each other's company and a

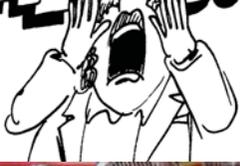


© Armand Denis / Maureen Walker



# Volunteers!

positions are 'up for grabs.'



So, come along and make sure you have your input. Or complete the 'Proxy Form' that has been included with this 'Front Drive'.

## + APRIL TEDDIE'S TERRIFIC TOUR

WHEN: Tuesday 31 March to Friday 3 April  
FROM: Melbourne  
TO: Nuriootpa  
COST: No rally fee, all costs to your account  
BOOKING: Highly recommended  
BRING: Everything for a 4day tour  
CONTACT: Ted and Helen Cross,  
☎ [03] 9819 2208 or  
☎ 04 0059 2208 [Ted],  
☎ 04 1935 6963 [Helen] or  
✉ crossfam@ozemail.com.au

Full details on page 16.

## CIT-IN '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

Full details on page 62.

## A-TRACTIONS

Nomination forms have been included with this magazine. On a personal note from the Editor, being on the Committee is not an onerous job ~ Committee meetings occur once a month and are typically finished within an hour. Then it is out for a bite to eat and a chance to catch up on the social stuff. The Club can only continue to prosper if the members take up the challenge of making the Club what you want it to be.



### VOTE!

Voting for the 2014/2015 Committee is a very important right you have as a member of CCOCA.



citroen.com.au



CITROËN C4 PICASSO

CITROËN C4 AIRCROSS

CITROËN C5 TOURING

CITROËN C4 SEDUCTION

LMCT 10987

CELEBRATING 90 YEARS OF CITROËN IN AUSTRALIA  
WITH THE BRIGHTON CITROËN DEMONSTRATOR CLEARANCE



CRÉATIVE TECHNOLOGIE

motorworld AUSTRALIA

BRIGHTON CITROËN 771-773 Nepean Hwy Brighton (03) 8530 6150 www.mwaus.com.au

Once again in 2015, Ted and Helen Cross will be hosting Teddie's Terrific Tour over the four days leading up to CitIn '15 in Nuriootpa, SA. Now, you might think that next April is a long time off, but as Helen points out

- ☞ kangaroos at Halls Gap,
- ☞ picnic lunch at the historic village of Harrow
- ☞ visit to Naracoorte Caves
- ☞ dinner at Naracoorte Historic Vehicle Club
- ☞ car ferry ride into Mannum

## TEDDIE'S TERRIFIC TOUR

in her run-down on the event, school holidays loom in this time frame and early booking of your accommodation is highly recommended. Over to you Helen...

Each day is planned to be doing some interesting things and seeing new places, as well as cementing friendships over shared morning tea and lunch each day, pre-dinner drinks and dinners each evening. There is no actual cost involved to be part of the group, but some extra excursions along the way will attract a modest amount of money.

Highlights include...

- ☞ visit to the National Motor Museum at Birdwood.

We will arrive in Nuriootpa ready for the start of the first event of CitIn ~ Registration.

Citroënists from all states are most welcome to join us along the way.

For the first two nights, you will need to book your own accommodation ~ we have recommended cabin/caravan parks, and phone numbers are listed.

For the third night we have booked accommodation, please contact us directly.

At the time of writing, accommodation was available at the suggested venues.

I strongly suggest that you

book it ASAP ~ it will be school holidays in Victoria, and a day before school breaks up for holidays in South Australia, so accommodation is likely to be snapped up pretty quickly.

Also keep in mind that John 'Hendo' Henderson is organising a post CitIn touring trip to the Flinders Ranges for approximately one week. [Details in the next 'Front Drive']

DAY ONE: TUESDAY, 31 MARCH

Meet at 10.00am at BP Service Station/McDonalds restaurant at Rockbank, left hand side of the Western Freeway, Melway 355 C11.

Depart by 10.30am, on the Western Freeway towards Ballarat.

We skirt Ballarat, and our lunch stop will be in the main street of Beaufort at the Rotunda ~ BYO picnic or there are a few cafes and a bakery in town.

We then head north-west to Ararat and our overnight destination is Halls Gap in The Gram-

pians.

☞ Accommodation  
Halls Gap Caravan and Tourist Park ~ cabins and campsites.

☎ [03] 5356 4251

Please make sure you mention Citroën car trip when booking to get our good discounted rate.

<http://www.hallsgapcaravanpark.com.au/> or  
Halls Gap Log Cabins

☎ [03] 5356 4256

<http://www.hallsgaplogcabins.com.au/> or  
Boronia Peak Villas

☎ [03] 5356 4500

<http://www.boroniapeakvillas.com.au/>

Pre-dinner drinks at Halls Gap Caravan and Tourist Park followed by dinner at the Halls Gap Hotel. <http://www.hallsgaphotel.com.au/bistro.php>

DAY TWO: WEDNESDAY, 1 APRIL

Depart Halls Gap at 9.30am on Grampians Road, direction Dunkeld, then Cavendish for possible BYO morning tea stop, then Balmoral, and lunch at the

Left to right:  
The Rotunda at Beaufort, decorated to celebrate the coronation of King George

v in 1910. The unveiling of the memorial to Major Thomas Mitchell in Harrow in 1930.

The fossil cave at Naracoorte.



historic village of Harrow.

Visit to the Harrow Motor Museum for those interested, cost \$3 per person. <http://harrow.org.au/>

Harrow is also home to the Johnny Mullagh Cricket Centre,

<https://www.facebook.com/MiniJumbuk>

🔗 Accommodation

Big 4 Caravan Park ~ cabins and campsites.

📞 [08] 8762 2128

Please make sure you mention

Citroën car trip when booking to get our slightly discounted rate.

<http://naracoorte-holiday-park.sa.big4.com.au/>

Pre-dinner drinks at Big 4 Tourist Park and dinner will be at the Naracoorte Historic Vehicle Club ~ about \$15 to \$16 each, BYO drinks.

The President of the Naracoorte Historic Vehicle Club is CCOCA member Andrew Begelhole and we are delighted to be spending the evening in his company.

DAY THREE: THURSDAY, 2 APRIL

Depart Naracoorte at 9.30am, drive to Keith for morning tea stop in park ~ BYO everything.

We then join the Dukes

Highway for quite a while, before turning right, heading towards Murray Bridge and Mannum, travelling on scenic route, arriving in Mannum on the ferry.

🔗 Accommodation

Tonight we are all in for a treat ~ we are sleeping together! The only accommodation available in Mannum for one night on the last day before Easter is a bunkhouse.

Before you all start groaning and panic, it is fine ~ there are 8 separate bunkrooms, we will be cosy and all get to know each other quite well! Need to bring your own bedding ~ pillow and sleeping bag.

Suggesting pyjamas/nightie and/or dressing gown!

<http://www.mannumcaravan-park.com.au/bunkhouse.php>

Pre-dinner drinks at The Bunkhouse followed by dinner at the Mannum Community Club. <http://www.mannumclub.com.au/>

DAY FOUR: FRIDAY, 3 APRIL

Communal cooked breakfast

at The Bunkhouse. We will sort out a roster for washing up the dishes, so beware!

We depart Mannum Caravan Park and drive to Mannum Falls for some most spectacular scenery. <http://www.mannum.org.au/html/mannum-waterfalls.html>

Forward ho for a visit to the National Motor Museum at Birdwood. Admission fee is \$12 by the carload ~ we may need to empty out a few back seats to fit people in. Picnic lunch on the lawn ~ BYO everything.

Then driving on to Nuriootpa. We should arrive early to mid-afternoon in time for CitIn 2015 registration.

LET THE FESTIVITIES BEGIN!

Interested? Want to know more or simply book yourselves in? Contact Ted and Helen Cross.

✉ [crossfam@ozemail.com.au](mailto:crossfam@ozemail.com.au)

📞 [03] 9819 2208

📞 Ted 04 0059 2208

📞 Helen 04 1935 6963

Left to right: Derelict farmhouse near Mannum. A Holden station wagon with period advertising at the National Motor Museum at Birdwood. Touring the vineyards of the Barossa Valley.

# TEDDIE'S TERRIFIC TOUR

home to Australia's largest collection of Sir Don Bradman memorabilia. <http://www.johnnymullaghcricketcentre.com.au/>

We then go on to Edenhope, and we head across the border of South Australia into Naracoorte. Drop bins for fruit and vegetables are at the border: they are not to be taken into South Australia.

Visit to Naracoorte Caves. <http://www.environment.sa.gov.au/naracoorte/Home> and Yulgilbar Wood Gallery [http://www.woodart.com.au/a\\_yulg.htm](http://www.woodart.com.au/a_yulg.htm)

The MiniJumbuk factory outlet shop is in the main street. [for those who like a bargain or two].



I suppose you remember the lines,

'I had a farm in Africa at the foot of the Ngong Hills. The Equator runs across these highlands, a hundred miles to the north, and the farm lay at

sun, but the early mornings and evenings the sensation was limpid and restful, and the nights were cold.'

Yes the highs, mostly highs of driving a cx, and the lows, when you couldn't drive the cx, because it was broken.

On reflection it's strange really that I

have had this enduring penchant for Citroëns. As kid the family had Morrisies, a Minor, an Oxford then... the 'd' arrived. Dad must have been a revolutionary really, I couldn't see that at the time, but we must have been living with Che Guevara or perhaps he might have even been Eva Peron's husband.

Yep, living in the secret cell of East Malvern, Dad bought a brand spanking new ID19 in 1964 and took the neighbourhood cred of the Sandow family to Le Corbusier designer ranking.

The car was special, and like no other, was loved and sowed the gene in me when, after the '47 Plymouth Deluxe and the Cyclops Rover I bought this family D immediately I learnt that Dad was about to sell it! This hydraulic baptism has immersed me in Citroëns ever since.

The 'two light' D Specials had amazing laser-like swivelling eyes that could see around corners ~ roaring up the Hotham Alpine Road in fog and mist to Pink Floyd's Brick in the Wall was as good as a roller coaster ride

would ever get. Peering into the gloom, doom was averted as sparkling ice and sleet shot past ~ we were spearing through the rings of Saturn. Having had these intergalactic experiences, when I saw the cx what could one possibly do? Here was a true spacecraft, sculptured for real interplanetary experiences. You didn't get into the car ~ you slid into a the inclination capsule and took control of the mono spoked joy stick, back lit by the world's first binnacle clustered, drum read-out documentation display, just like a Geiger Counter ~ the fu-

ture had arrived and the car was simply a thrill and a joy to experience. Every trip was something to look forward to, heh, heh yes I can hear you say, didn't you experience a few little ups and downs, heh, heh, a joke get it. But really in those days of emerging Toyota reliability the cx wasn't bad. A blown alternator on the way back from Tinsel Town was about the worst crisis.

The brown velour interior was a marvellous camouflage hideaway for stowaway Huntsman spiders. On the soft Autumn evenings leave the windows

## CX: A PERSONAL MEMORY

an altitude of over six thousand feet. In the day-time you felt that you had got high up; near to the sun, but the early mornings and evenings were limpid and restful, and the nights were cold.'

Yes, the novel, *Out of Africa*. It's a memoir by Isak Dinesen, a pen name used by the Danish author Baroness Karen von Blixen-Finecke. The book, first published in 1937, recounts events of the seventeen years when Blixen made her home in Kenya, then called British East Africa.

I don't know why, but the opening paragraph is etched on my mind and captures my lyrical sentiments for the special car that owned me...

'I had a cx once, a 2200 then a CX25 GTI, in the south eastern burbs of Melbourne. Burke Road runs across these neighbourhoods, a dozen miles to the east of the city, and our house lay at an altitude of over a hundred feet. In the day-time driving these wonderful cars you felt that you had got high up; near to the



down a little and next morning driving out into the low sun glare, drop the sun visor and there was Hewey and Dewey!! Yipes!! perched, surprised and staring, and then together they would shout, 'We're outa here!' Down

was designed to lope at 130 kilometres per hour. Mine was the hamburger with the lot ~ cruise, sun-roof, factory erect tow-pack, leather black, binnacle dash with hot-orange speed and rev counter drum dials, graduated hole-punched, mono-spoked joy stick and a five speed box to rally.

## CX: A PERSONAL MEMORY

the screen, across the brown plastic, faux leather pressed pattern dash, and into the funnel heating vents, never to be seen ever again. When I sold the car I didn't mention the tenants.

But I sold the 22 because I yearned for a GTi.

I had seen one, then I saw another, rare beasts, cultured and coiffured, eye lined, perfectly grounded, proportionally shod with a daring wide stance. The car

Karen Blixen's house near Copenhagen.

Pink Floyd quality surround sound to ease the adrenalin.

The only thing it didn't have was the dash lights to change colour with speed!

In the black Deluxe Plymouth, 0 to 30 the dash was lit green, 30 to 50 the lights went white and after 50, everything turned red. Now that's rid'en down the highway...

Your Citroëns Own You...  
Pete Sandow

Nicknamed the French Mercedes and the preferred transport of the French political elite 40 years ago the conservative Peugeot 604 with its petrol-hungry Peugeot~Renault~Volvo [PRV] v6 unfortunately fell foul of the two oil crises of the 1970s. A shame, for while it lasted it was a good party...

With cars, as with politics, it is every man for himself. In 1975 Renault came to the realisation that someone who was associated with the development of the new PRV v6 had betrayed corporate confidences. A Protocol had been signed between the two French manufacturers prior to the development of the engine. This stipulated that of the two future top of the range models from the tricolour manufacturers, Renault's 30 must be the first to be launched. Renault planned to launch the v6 30 at the Geneva Motor Show in Switzerland. This was to be the first launch of a true top of the range car by La Regie since the Second World War. But, a furor occurred when, against all odds, Peugeot arrived at the opening of the Motor Show in March with the 604. A real coup! Peugeot was not prepared to wait until the Paris Show in October and stole the limelight at the Geneva Show with their imposing sedan.

The 604 is certainly conservative ~ compare its square lines

and rear wheel drive with the hatchback design and front wheel drive on the car from Billancourt. The Peugeot has the clear lines of a Pininfarina design and with its cosy interior soon earned the car the nickname 'French Mercedes'.

## 604: YOUNG TIMER

### DECLINING IN THE POLLS

Peugeot found itself in a comfortable and profitable position, despite the rude oil crisis that raged in the mid-1970s which was not conducive to engines of large displacement and the introduction of speed limits. But then, what better ambassador to unconditionally promote this new vehicle than the French President ~ Giscard d'Estaing. He wrote to his wife Anne-Aymone 'Ma chère Anne-Aymone, nous déchantons che week-end à Chamalières avec la Chix-chent-quatre'. [The joke, if there is one, makes even less sense in English than it seems to in French. Ed.]

While the driving qualities and comfort of the 604 were unanimously recognised, the poor level of finish and the 'Shrek attitude' of the v6 engine hindered the fervour of the target clientele. Those who did abandon their serious BMW 525s or Mercedes 230s for French-made opulence quickly returned to their first love. The truly fervent patriots were being swayed and cosseted by the hydropneumatic



suspension of the avant-garde Citroen cx. The curse of the French haute de gamme made a new victim of the most bourgeois of the 04-Peugeot range. The Renault 30 faced the same curse, but fared better than the

Peugeot and so had its final revenge. The decline of the Lioness was not slowed by the multiplication of trim levels and engines [v6 injection, turbo diesel...] and the model was buried without fanfare after just 153,266 were made.

Criticised by the motor-

ing press four decades ago [how time flies!], the interior finish of the august Sochaux vehicle was certainly nothing dazzling. But, frankly, if we put aside the quality of some of the plastics, the door liners borrowed from the 504 and the immense three-spoke steering wheel our 1977 v6 sl does present a rather good face to

the world. True, the warm faun leather and the manual sunroof are both optional additions, but the chairs are worthy of an English drawing room. The small notes of chrome here and there, the door steps in stainless steel [still covered with their original plastic protection on this car], the generously proportioned central

## 604: YOUNGTIMER



console, the large rear armrest and four electric windows exude an undeniable feeling of opulence. Other equipment has been kept to a strict minimum ~ there is no central locking and music lovers must settle for bird song

pull the left hand stalk towards you. Lower the stalk to turn on the headlights and then push it away from you to operate the high beams. One also wonders why the sunroof switch remains at hand, right on the dashboard,

## 604: YOUNG TIMER

by lowering the windows. There is no car radio! The 604 does benefit from a gold cigarillo and no less than three ashtrays for the use of the rear passengers. [How times change. Ed.]

The controls around the driver are typically French in their operation. The ignition key is on the left, as it is on some Alfa Romeos and Porsche, the turn indicators and horn are operated by the lever of the right [not that unusual] and the wiper is controlled by turning the left lever [which is uncommon]. Operating the lights is a whole different process. To illuminate the parking lights,

while those driving the electric windows deport themselves behind the gear lever. The logic that derives from the Franc-Compte [home of Peugeot] is sometimes totally impenetrable.

### VELVET PAW

The car does suffer from a curious driving position. Your behind is buried in the deep upholstery, but your forearms are in the air, practically resting on the large wheel which is tipped on an odd angle. Unfortunately, the adjustments for the seat does not allow you to gain height without getting too close to the wheel. Clearly, I do not match the shape or the driving stance of the master chauffeur who served as the tem-

plate for Sochaux! Fortunately, after a few kilometres I am able to find a comfortable position and to fully appreciate the comfort of this grand routière: the ride of this is akin, without exaggeration, to that of a flying carpet. There is no feeling of floating, as you can feel at the wheel of the Citroën cx with its cushion of oil or of body movements that are so characteristic of the Renault 30. The Lion had already lost its grip by the end of the 1970s! The 604 proves nimble enough despite both its length [4.72m] and weight [1,455kg]. But getting the car moving in the wet can be tricky ~ the traction of a car of

An ashtray for every rear seat occupant! One in the centre one another on each door. Our oils appreciated, it is true, to shoot at the Havana...

This car may have only steel wheels and hubcaps but they are still not without elegance. Alloys will arrive later.

Upholstered with leather of

this size does have its limits.

Ponderous, but obedient steering, an untried gearbox and brakes that are 'sufficient' added to the supple 136hp v6 engine combine to ensure a cosy and relaxed driving experience. Contrary to the legends this good old v6, with its banks angled at 90° [a v6 commonly has the banks angled at 60°] demonstrated its flexibility at all times. While there is some wobbly operation [mainly at idle] taking off from stationery in 2nd gear? Child's play. Accelerating from 20kph in 3rd? Just ask it! Even the kick-down is smooth. The sound of the car encourages you to push the accelerator when

good quality, these chairs provide a first-class comfort.

Ah, the happy era when chrome extensively decorated our vehicles, allowing them to appear both solid and elegant.

The wiper motion and pattern has become famous. They move in total sync and kids are fascinated by them.



the road calls for it.

#### DIABOLICALLY HOMOGENEOUS

Beyond the 3,500rpm mark the engine becomes noisy. But the engine with its two Solex carburettors fully open will propel this venerable Peugeot beyond

**Power:** Max 136hp @ 5,750rpm  
**Torque:** Max 207Nm @ 3,500rpm  
**Compression ratio:** 8.65:1  
**Carburettor:** two twin throat Solex

**Transmission:** front wheel drive, 4-speed manual gearbox or optional 3-speed automatic

**Steering:** power assisted rack and pinion

**Brakes, front:** ventilated discs  
**rear:** discs

**Body:** Monocoque steel, four-door, five-seater

**Suspension, front:** McPherson coil springs, telescopic shock absorbers, anti-roll bar

**rear:** independent, oblique triangular arms, coil springs, telescopic shock absorbers, anti-roll bar

**Tyres:** 175 HR 14

**Dimensions:** length x width x height: 4.72 x 1.77 x 1.44m

**wheelbase:** 2.80m

**track [fr/rr]:** 1.45/1.43m

**weight:** 1,455kg

## 604: YOUNGTIMER

180kph [do not tell a soul]. However this is not done without gobbling up the fuel. At its worst it returned 15l/100km. Despite it being 1977 the gearbox still does not have four-speeds. Having said that once the 604 stabilises at highway cruising speed [4,000rpm delivers 130kph] the ear drums do not suffer. In reality it is rather quiet, although it is the wind noise that disturbs the tranquillity of the passengers the most. Certainly the 604 was like a good party. Conservative? Yes. Not quite as refined as it should have been? Perhaps. But, diabolically homogenous.

#### TECHNICAL REPORT

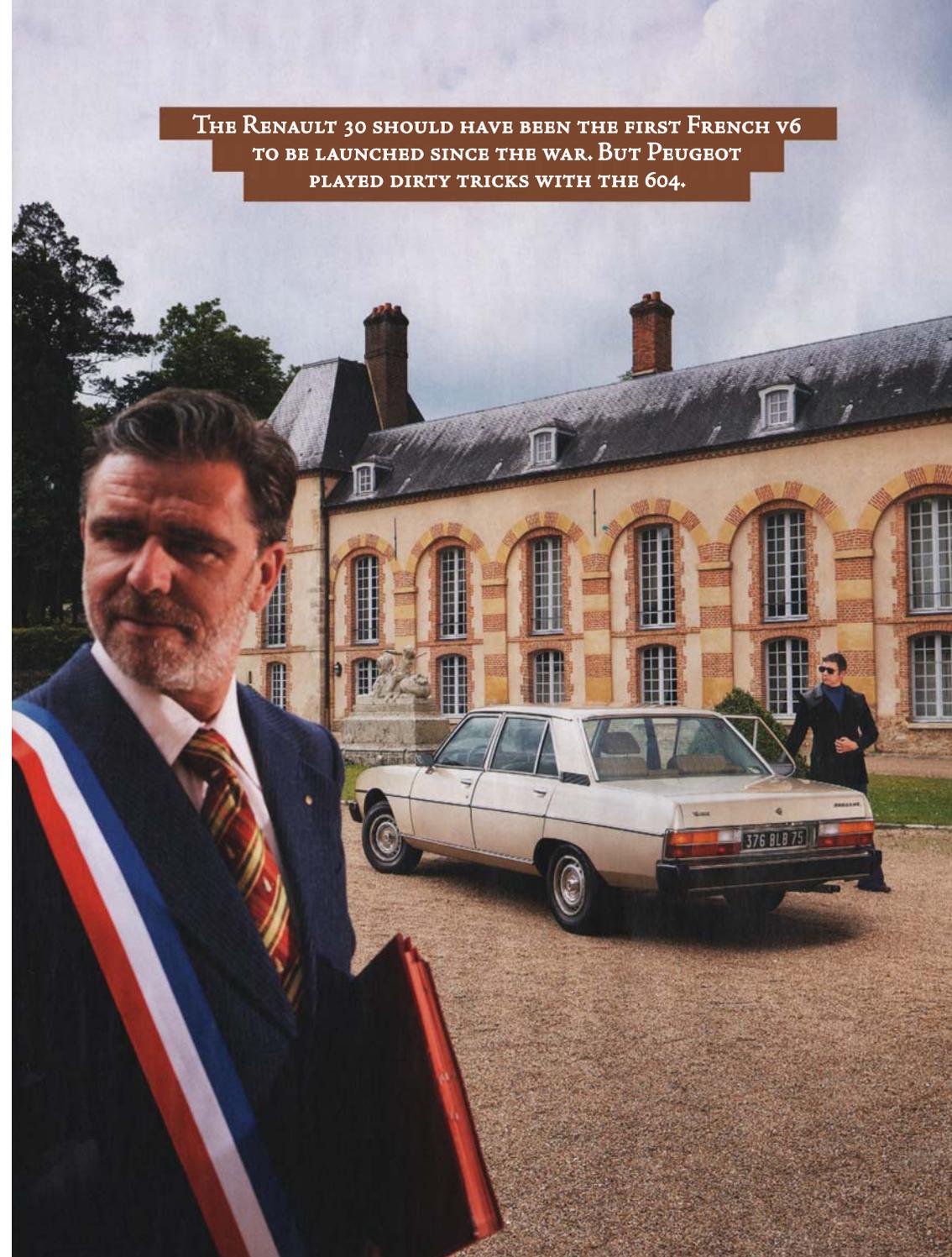
**Engine:** 6cylinders, v formation, front longitudinal

**Fiscal horsepower:** 15CV

**Displacement:** 2,664cm<sup>3</sup>



THE RENAULT 30 SHOULD HAVE BEEN THE FIRST FRENCH V6 TO BE LAUNCHED SINCE THE WAR. BUT PEUGOT PLAYED DIRTY TRICKS WITH THE 604.



boot : 498litre  
 fuel tank: 70litre  
 Performance:  
 max speed: 182kph  
 0 to 100kph: 10.8sec  
 standing km: 31.8sec  
 Fuel consumption:

**MODEL HISTORY**  
 ☞ 1975: Launch of the 604 SL has v6 PRV engine developing 136hp using carburettors.  
 ☞ 1977: February ~ SL became the entry level model by the addition of the 604 TI with Bosch fuel injection [144hp] and a 5-speed gearbox.

☞ 1977: September ~ minor changes with revised taillights

constant 90kph: 12.1l/100km, 98ron

# 604: YOUNG TIMER

including fog lamps, a new four spoke steering wheel, new air ven and electric rear windows as an option.

☞ 1979: February ~ sees the launch of the Turbo Diesel [2,304cc, 80hp].

☞ 1980: There are some very minor changes ~ black plastic rear view mirror surround, deletion of the bonnet ornament, orange turn indicators and the lower part of the dash-

board changed from metal to plastic. Additional comfort is available with a sunroof, four electric windows and tinted glass.

☞ 1981: Introduction of the GRD Turbo, SRD Turbo and TSI, the last two inheriting the Grand Comfort trim level.

☞ 1982: Disappearance of the SL.

☞ 1983: Deletion of TI and GRD

Continued on page 42



## JEAN-MARC DE SILVA

'A must-know person of his time'

Jean-Marc is part of the generation on whom the PRV v6 made an indelible impression. It was the first range-topping French engine.

'The 604 fascinates me because it was the first grand v6 produced in France. Its line is elegant, produced by the hand of Pininfarina. And she displaced the DS from the place she had held in Eleysee car park since the end of the 1950s. A revolution! While I have known of the model for years I have only shared my life with this 604 for three years. I discovered it on the 604 International website in the advertisements section. This 1977 v6 SL was for sale not far from my home in the 15th Arrondissement of Paris at Darl'Mat Peugeot. A single owner car with less than 80,000km, rich with options and lovingly pampered. I pondered the purchase for a long time as this was to be my first older car. I do not regret the purchase at all. She runs like clockwork, fills me with happiness and has allowed me to meet some great people within the Club. It was on show at Retromobile in 2013 and now here it is the subject of this article.'

# ALLAN HORSLEY'S 604



# The Peugeot 604; An Australian Experience

## BACKGROUND

The Peugeot 604, the first luxury car manufactured by Peugeot since the second world war was

which had some cosmetic enhancements including Dunlop alloy wheels.

The market place objectives for Australia were similar to those for France; take market share from Mercedes Benz and

BMW, however with the new v6 engine and the larger body shell,

it was expected that Ford Falcon and Holden Commodore owners may well seek a change to a more technologically advanced vehicle.

The stage was certainly set for

a repositioning of Peugeot in the Australian market place.

History shows that all did not go well and the Peugeot 604 struggled for a variety of reasons. The model range was limited to a single choice, performance of the new v6 engine was only modest, fuel consumption was high and some of the internal trim was of poor quality plastic, in stark contrast to the fantastic seats with leather upholstery.

## MODEL CHOICE

Unlike the engine and transmission choices offered to the

French motorist, the Australia driver was only offered an engine with twin Solex carburetors and a three speed Trimatic automatic transmission. The Fuel injected engine and the Weber carburetor engine were not offered nor was the five speed manual transmission.

These exclusions detracted from the general marketability of what was a really very good larger car, with many characteristics most suitable for Australian roads.

## THE ENGINE

# 604: AN AUSTRALIAN STORY

introduced into the Australian market in 1978 following its release in France in 1975. The initial Series 1 model was replaced with a Series 2 version in 1980



Peugeot aficionados [ie nerds] will recognise this front door on the 604 as being the same as that fitted to a 504.

The v6 engine used by Peugeot was its version of the PRV engine developed in conjunction with Renault and Volvo.

It was an 'Odd Fire' engine with separate timing sequences for the left and right banks of the

unequal dwell was tolerated to obtain timing mark accuracy, a circumstance not understood by many mechanics, notwithstanding the precise explanation set out in the Factory Manual.

The ignition coils on the 604 were fitted with ballast resistors however only the resistor of

one coil was bypassed on starting denying one bank a full strength spark. The fitting of a relay with two separate sets of contacts solved this problem.

The Twin Solex carburettor set up was fitted to cars supplied to the Australian market. The progressive arrangement of a single choke unit providing initial capacity with the vacuum operated twin choke unit pro-

viding the major power capacity proved to be effective even if delivering high fuel consumption. Over time this carburettor set up proved difficult to maintain even when the procedures in the Factory Manual were followed.

Unlike the circumstances with earlier Peugeot models where at least aftermarket handbooks were available as well as pirated copies of Factory Manuals, for the 604 in the early years information for owners was in short supply until photocopies of the factory manual became available through considerate Dealers.

The v6 engine was fitted with a special Solex fuel pump which provided a return path to the fuel tank and slightly pressurised the fuel tank, which for environmental reasons, breathed via a carbon

filter. This may well have been a grand idea but the fuel pump output to the tank comprised a five millimetre tube blanked off and with a 1mm hole to allow only limited fuel flow. The pressure on this pipe was considerable and it was not uncommon for the pipe to come loose and be forced from of the fuel pump body. As a consequence, a full flow of fuel would engulf the left bank of the engine, catch fire and destroy the engine bay if not the whole car. Needless to say this helped destroy the resale value of the 604.

The 604 engine seemed difficult to start, particularly for the first time each day, cranking for an unusually long time. Fitting a Weber carburettor improved starting but the fitting of an electric fuel pump delivered prompt

## 604: AN AUSTRALIAN STORY

v6 engine.

For Australia, Peugeot chose to use a twin point, twin track distributor together with twin coils rather than the Bosch fully electronic ignition system as offered in France and also used by Volvo. This arrangement proved difficult to setup and maintain as two timing marks were used. Absolute precision was required when setting the two timing marks while



starting and lowered the demand on the starter motor and battery.

To meet new pollution requirements placed on exhaust emissions the v6 engine was fitted with an air injection pump which fed pressurised air into

transmission and the final drive ratio resulted in higher than necessary engine speeds particularly when driving on highways. The absence of a five speed manual gearbox which was available in France seriously detracted from the attractiveness of the 604.

As was demonstrated in later years installing a five speed manual gearbox recovered from another model Peugeot and changing the final drive ratio became a popular enhancement.

#### THE SUSPENSION

the exhaust manifold adjacent to each exhaust valve. A steel injection manifold with non-return flap valves was used for this purpose which in relative short order became rusty and leaked.

Its removal along with the air pump was one of the first very sensible modifications to the v6 engine.

#### THE TRANSMISSION

The Australian version of the 604 was only supplied with a three speed Trimatic automatic transmission. While this proved to be a reliable unit and very readily repairable should problems occur, the combination of the

The long travel Macpherson Strut front suspension and the fully independent rear suspension fitted to the 604 was first class as was the ground clearance. The vehicle provided passengers with great comfort on back roads as well as on highways and today remains a standard for comfortable driving not achieved by many modern day cars.

#### THE BRAKES

The braking system fitted to the 604 followed the Peugeot tradition of first class brakes.

The front discs were large and ventilated while the rear of similar size but unventilated.

This arrangement ensured the car could stop quickly without noticeable brake fade.

#### THE BODY

The Pinifarina body styling set the 604 apart from its competitors with its stylish lines and great visibility through tinted glass. Windows and the sun roof were electric and door locks were vacuum operated from the master lock in the driver's door. Observers were mesmerised by the silent locking and unlocking of the doors.

Choice of colours was limited and while the darker iridescent pain was initially popular the Australian sun quickly caused paint fading. White proved to be the colour of longevity.

A huge fuel tank was located in the boot immediately behind

the back seat and directly above the rear suspension, a most strategic and safe location. The fuel gauge comprised a large plastic float contained within a vertical tube made of plated steel. This arrangement performed satisfactorily in the early life of the vehicle but two problems arose. Firstly the connection of the tube to the electrical contact on the top of the gauge was only mechanical and eventually failed. It was easily repaired with a soldered wire connection between the contact and the steel tube. Secondly, over time the tin plating on the steel tube wore badly where the phosphor bronze contacts of the float rubbed on the plating. As a consequence the petrol gauge reading became intermittent. This problem was remedied by a limited rotation of the tube.

#### AN OWNER'S EXPERIENCE

The Peugeot 604 has provided a great motoring experience to the owner who is prepared to ensure the vehicle is well main-

## 604: AN AUSTRALIAN STORY



tained and has any problems promptly corrected.

It is a great driver's car and remains second to none for enjoyable touring.

Many 604s have been subject to careful enhancements to give

and turned the 604 in to a serious performance vehicle while retaining is driveability and comfort.

The resale value of the 604 declined quite rapidly and so poorly maintained examples became available for spare parts which were used on 604s but also to upgrade the front suspension, brakes and rear suspension on the Peugeot 504 model.

Many of the proven elements of the 604, particularly the suspension, were carried over to the 505 which has been recognised as a great family and touring car.

From my personal perspective I have and continue to enjoy driving my 604. It remains in near standard form and is carefully maintained. It is fitted with a set of Peugeot alloy wheels from a 505 Wagon, which certainly improves its appearance.

Allan Horsley

the Australian owner some of the benefits offered in France.

The fitting of a Weber carburettor and Bosch electronic ignition proved to be popular and worthwhile as did the fitting of manual transmission and an improved final drive ratio.

Those looking for more power have fitted, in the first instance the 'Even Fire' version of the v6 engine from a Volvo. To seriously improve performance the 24valve version of the v6 engine retrieved from later model Peugeots, Volvos or Renaults has been fitted

Visit The Most Beautiful Villages of France® at the wheel of the famous Citroën 2cv

The 2015 «Route des Villages» will depart from Paris on 10 May 2015. Don't miss this opportunity to discover France through the back roads at the wheel of the fun and famous Citroën 2cv.

The Route des Villages was born from the combination of the biggest Citroën 2cv operator in Paris ~ '4 roues sous 1 parapluie' and the renown association 'The Most Beautiful Villages of France' featuring the most picturesque villages of France.

The itinerary departs from Paris on 10 May 2015, takes you through approximately 20 villages and finishes in Cannes on 17 May 2015. Along with your fellow travellers, you will drive back in time through amazing historical villages, discovering the French 'Art de Vivre', enjoying local specialities, tasting superb wines and sharing fun evenings with other 2cv drivers.

Vezelay in Burgundy, Salers in Auvergne, Gordes in Provence to name a few. The itinerary is mind blowing offering visitors to drive through France [at a very reasonable speed] through 'The Most Beautiful Villages of France'. A very unique touring experience! Join us!

The itinerary is explained in details on our website: <http://www.franceatyourfingertips.com/citroenrallye.htm>

www.franceatyourfingertips.com/citroenrallye.htm

Contact: France At Your Fingertips ~ Paris Provence, sales@franceatyourfingertips.com

[02] 4363 1617

## 604: AN AUSTRALIAN STORY



## 4 ROUES SOUS 1 PARAPLUIE



Continued from page 31

Turbo. July: ~ launch of 604 GTI with 2,849cc engine developing 155hp.

☞ 1985: November ~ deletion of the full range.

Today a beautiful 604 v6 will

[where fitted] the sunroof. The engine should not give you much to worry about: it can be run for upwards of 300,000km before fatigue shows through the presence of blue smoke.

The ignition on the early SLs can be problematic [two coils, two capacitors, two sets of points]. Also, ensure the proper functioning of the cooling system.

The v6 emits heat and dries out tubes and seals which sometimes causes leaks and overheating [watch out for the cylinder head gasket].

The starter motor is situated close to the exhaust and as a re-

sult has a short life expectancy and the Bosch fuel injection has been described as 'capricious' especially if the car does not see much use or has been standing for lengthy periods of time.

Mechanical parts are quite readily available and maintenance needs are straightforward. Every 7,500km [or annually] drain and replace the fluids, alternating with the replacement of all filters and spark plugs.

#### OUR GOOD ADDRESSES

Clubs and forums

~ Club 604 International: [www.club604.com](http://www.club604.com)

~ Peugeot series 6: <http://peugeotserie6.forumeurs.fr>

~ The Peugeot adventure: [www.musepeugeot.com](http://www.musepeugeot.com)

Maintenance and parts  
~ Melun Retro Passion: [www.melun-retro-passion.com](http://www.melun-retro-passion.com)

~ 04 series: [www.serie04.com](http://www.serie04.com)

#### 5 REASONS TO INDULGE

☞ Great drivability

☞ Comfort and hospitality

☞ Safe handling

☞ Agreeable sound

☞ A very affordable sedan

#### 5 REASONS TO RECONSIDER

☞ Rather austere dashboard

☞ Odd angle of the steering wheel

☞ Dubious plastic quality

☞ A whale of an appetite for fuel

☞ Often ravaged by rust.

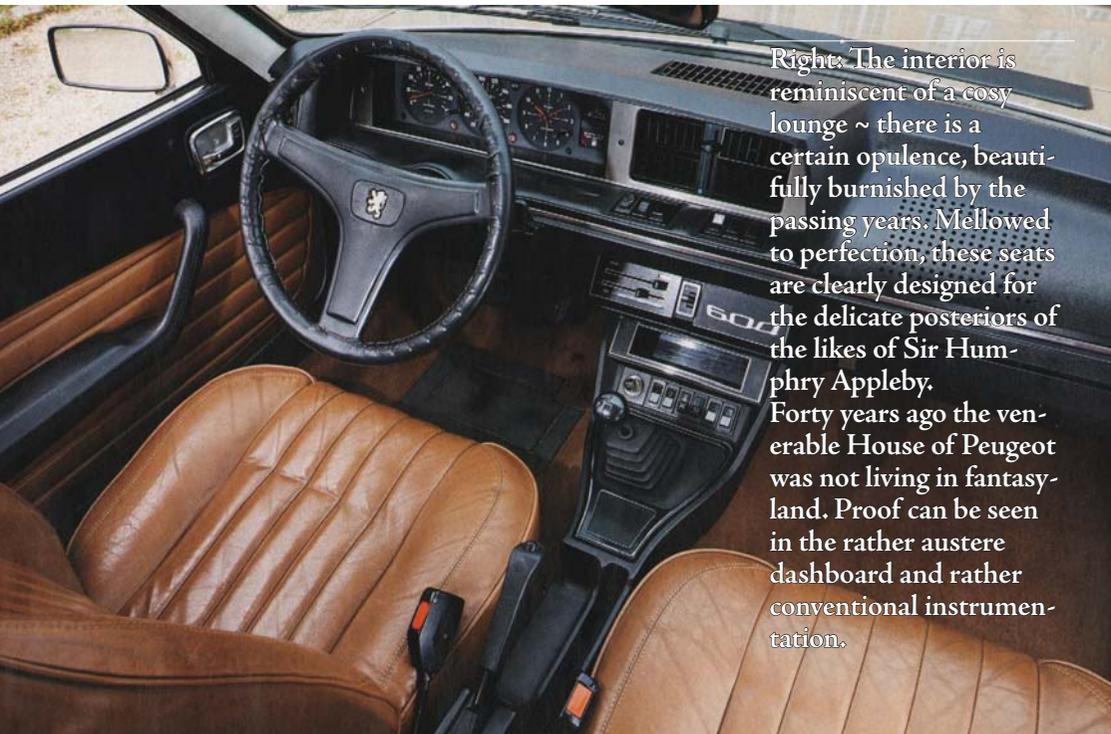
This article originally appeared in 'Youngtimers' magazine in July 2014 and is from the editor's collection.

## 604: YOUNGTIMER

cost you between €2,500 and €4,500 depending on its condition, engine/trim combination and mileage.

#### EXPRESS CHECK

The 604 corrodes at the bottom of the doors, the rear rail at the bottom of the boot, behind the headlights and around the windscreen, windows and



Right: The interior is reminiscent of a cosy lounge ~ there is a certain opulence, beautifully burnished by the passing years. Mellowed to perfection, these seats are clearly designed for the delicate posteriors of the likes of Sir Humphry Appleby. Forty years ago the venerable House of Peugeot was not living in fantasyland. Proof can be seen in the rather austere dashboard and rather conventional instrumentation.



The after-effects of the 1973 Yom Kippur war are certainly over as far as the world's car makers are concerned. Three of the four cars in this group test have made their public debuts since that time, and all ap-

joined this luxury market, Mercedes-Benz have introduced an improved model and only Jaguar rely on the model that has been bringing them sales success for many years. Wealthier car buyers appear to have dismissed ecology and austerity fears as fads.

We started the group with the Citroën cx Prestige which went on sale earlier this year. It is an even more luxurious version of

the Pallas, and has an impressive extra 9½" in the wheelbase. It is beautifully appointed throughout.

Everything about the Prestige is different. In addition to its original styling, inside and out, it has very direct power steering, a clutch pedal-less gear change, non-cancelling indicators, revolving drum instruments, fingertip controls, adjustable ride height, hydropneumatic independent suspension the list is endless. Driving the Citroën is like learn-

ing to drive all over again.

The only item the car inherits [unfortunately] is a 86kw, 2,347cc version of the old four-cylinder engine. It is reasonable as far as it goes, but is in no way a match for the multi-cylinder opposition. The Citroën's retail price, including c-matic gearbox and air conditioning, is £7,400, marginally the most expensive in the group.

Mercedes-Benz's w123 models have been on sale for around six months now. There is nothing extravagant or extroverted about these cars. The 250 tested here is typical of the type. It is conservatively styled, markedly austere in comparison with its rivals. But it is beautifully conceived, developed and constructed.

A three-pointed star on a car's bonnet means it is smooth and easy to drive, and has just about the best primary and secondary safety features of any car in the world. In short, it is idiot-proof.

The 250's power unit is a 96kw six-cylinder overhead camshaft engine, and is mounted in conjunction with a four-speed automatic gearbox. This, and the power steering, are standard, and the 250 retails at £7,350.

A year earlier, in November 1975, Peugeot had joined the Mercedes-Benz / BMW / Jaguar club with their all-new 604SL. The Pininfarina-styled car is a model of under-statement, and is a fairly obvious ape of the luxury cars of Germany.

The only similarities between

## PERIOD PIECE: 604 SL 1977

pear to be selling well in an area of strong competition.

Citroën and Peugeot have



the Peugeot and Citroën are that they are French, and now closely linked in business terms. Otherwise, the 604 is a stark contrast, conventional and angular. It has a 101kw engine which drives the rear wheels; it is the joint Peugeot-

six-cylinder engine produces the most power in the group, 120kw. It is available with an overdrive manual gearbox or [in our case] an automatic; there is no difference in price.

#### PERFORMANCE

All four are smooth, silent and reasonably good performers.

The various types of automatic gearbox mean there is some penalty on outright acceleration, though 'top' gear over-taking times are much improved.

The Peugeot is marginally best to 97kph, taking 12.5secs. The engine spins freely and quietly, the General Motors automatic gearbox allowing all the engine's resources to be used before changing up. The car's progress is deceptively fast, though there are distinct wind and road noises.

Although it produces most power, the Jaguar's engine has a reluctance to spin so freely. Its time to 97kph is a reasonable 13.2secs. What is most impressive, though, is the silence in which it is achieved. It powers forward with an almost inaudible hum, leaving passengers immune from the straining engine, wind and road noises.

When we first tested the Peugeot 604 [February 1976] we wrote that its quietness and smooth ride were the equal of the Jaguar XJs. Having stepped from one car to the other in this test we must revise that opinion. The Jaguar

is still the quietest car for the money on the market.

The Jaguar's gearchange is good, though not as smooth as the Mercedes-Benz's. That is uncannily smooth, and one has to concentrate hard to detect any of the three changes.

The 250's time to 97kph is a little disappointing [14.6secs] and may not have been representative because of the car's newness. There is a little wind roar and a purposeful growl from the engine, which add to an impression of sparkling performance.

By contrast the Citroën is a slow coach. Its time of 97kph is 15.5secs, achieved by almost abusing the engine. In fairness, however, the unit remains quite well muted, though there are distinct wind noises. There are no road noises.

The CX's forte is not brisk town driving. It is at its best bowling along a motorway as quickly as the law will allow, the passenger in the back making notes for an important business meeting. But the other three are also good long distance cars ~ and combine brisker acceleration into the bargain.

The c-matic gearchange a three-speed affair that is used like a normal gearchange but automatically engages the clutch when it is moved requires long and deliberate movements. Citroën are firmly wedded to the system, just as they are to many of their other ideas, but we are unconvinced that it has any advantages over a normal au-

tomatic.

Among other things, it means it cannot be 'kicked down' to overtake, from 48 to 80kph for instance. It has a torque converter, and does the test in 10.0secs. By contrast its opposition here select lower gears when subjected to harsh acceleration. Their times are better: 4.9secs for the Jaguar, 6.4secs for the Peugeot and 6.7secs for the Mercedes-Benz.

All have very powerful dual circuit disc brakes all round. The Citroën's are power operated, and the others have regular type of vacuum servo assistance. All stop well, but they have differing characteristics. The Citroën pedal is touch-sensitive and needs a delicate action, the Peugeot's pedal has a good, solid feel, the Jaguar's is rather too spongy ~ and the Mercedes-Benz's are wonderful! They have good feel, superb stopping power and the tyres grip well. It has one of the most reassuring set-ups we have ever encountered.

#### HANDLING

Easiest of the four to handle is the Mercedes-Benz. The driving position is good, and the power steering has a good feel to it. It is also quite direct at three turns lock to lock. The steering system is a recirculating ball one, and its accuracy disproves the general theory that such systems are inferior to rack and pinion.

The 250 can be cornered quickly in a safe, understeering fashion. There is little body roll, and the all-independent suspen-

## PERIOD PIECE: 604 SL 1977

ot-Renault-Volvo all-alloy v6 that speculators suggest will eventually go into the CX.

The basic 604 is a competitive £6,202. But the model tested was equipped with automatic transmission, an electrically operated sun roof and air conditioning, which takes the price to £7,129. It makes it a very well equipped machine that can still match its rivals on price.

We were originally going to include the Rover 3500 in this group but it is too cheap! Even with extras like automatic, electrically operated window lifts, alloy wheels, etc one would be hard pressed to spend more than £6,000. As an aside to this test, it is a very worthy alternative.

In the end we chose a Jaguar XJ3.4 at £7,225. The Series 2 was introduced in September 1973 [a month before the Yom Kippur war] and the 3.4litre version came 18months later. It has the same long wheelbase chassis as the 4.2 and 5.3, but has cloth seat trim and no air conditioning or tinted glass options.

The twin overhead camshaft

sion copes well with road undulations and pot holes. The driver is immediately at ease with the car, but it requires several hundred miles fully to appreciate the development that has gone into it.

The Peugeot is similar in this

## PERIOD PIECE: 604 SL 1977

respect, though we prefer its handling less. The steering wheel is set in the familiar Peugeot way: the reach to the top is much greater than that to the bottom, which we find more awkward to handle than an upright wheel.

It corners very well but with more body roll. It irons out uneven road surfaces, but there is generally more noise from the suspension as it does so. There is good feel from the power assisted rack and pinion steering, but it is lower geared than the 250's.

The Jaguar's cornering potential is deceptive, yet it must be as good as any in its class. The rack and pinion power steering is extremely light at all speeds, giving a suggestion of slack in it. On the contrary, however, it is precise, and the general momentum of the car when going quickly round corners seems to eliminate the effect of small wheel movements. Driving position is good, thanks partly to the in-out adjustable steering wheel.

Road holding qualities are high indeed ~ it too has all-round in-dependent suspension ~ and it

irons out road irregularities with ease. Body roll is moderate. But what really belies the impression of speed is the car's quietness, no wind, road noises, hardly a murmur from the engine and an occasional hiss from the power steering.

Driving the Citroën is not for newcomers.

The futuristic styling, including all instruments and controls in a pod on the fascia, immediately suggest a new kind of driving experience. So too do the ride height control, fingertip controls, single spoke steering wheel and clutch pedal-less gearchange. But the one item that sets the seal on it is the steering.

The VariPower steering is very highly geared [2½ turns lock to lock] and finger light at low speeds. It also has very strong self-centring action ~ it will straighten itself when stationary ~ and the initial habit is to drive in zig-zags along the road.

As speed increases the power assistance fades, providing the driver with a more solid feel. But the steering maintains its straight ahead preference at all times, which means the Citroën drives like a slot racing car. It is most noticeable on fast, sweeping curves, where its directional stability is uncanny.

It takes many, many miles to become acclimatised to the system. A trip round the block in a dealer's demonstrator will not suf-

fice, But once the driver has grown accustomed to the steering, he will appreciate the thought and development that has gone into it. It will mean either an order for one, or complete rejection.

All have good straight line stability, as befits cars designed as long distance motorway expresses. Our vote for the best must go to the Citroën, though.

### ACCOMMODATION

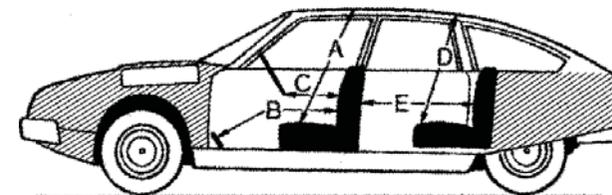
Although it has the shortest passenger cell, the Mercedes-Benz is as much a five seater as the

others. The rear seat is less shaped for two, it has plenty of headroom, but it cannot match the rear seat knee room of the others. Indeed, it is little better in this respect than a Ford Cortina which is less than half the price.

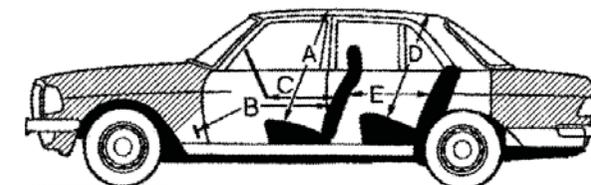
The Peugeot's rear knee and head space are good, while the Jaguar and Citroën, being more low slung, require much greater space for rear seat passengers to stretch their legs. They certainly get it.

The Jaguar, with four extra inches of wheelbase over the

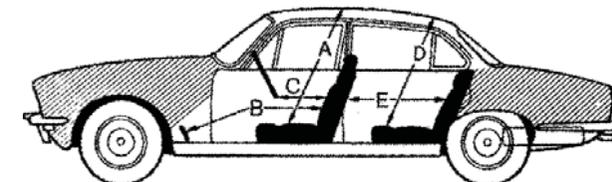
A:	94cm
B:	76-97cm
C:	20-36cm
D:	92cm
E:	104-127cm
L x W x H:	4.91 x 1.73 x 1.49m
W/base:	3.09m



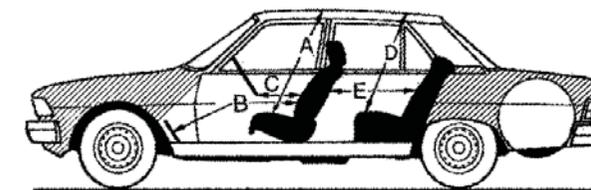
A:	91cm
B:	91-109cm
C:	43-64cm
D:	88cm
E:	66-86cm
L x W x H:	4.91 x 1.73 x 1.36m
W/base:	3.09m



A:	94cm
B:	100-113cm
C:	29-47cm
D:	89cm
E:	81-95cm
L x W x H:	4.94 x 1.77 x 1.37m
W/base:	2.87m



A:	94cm
B:	99cm
C:	29-47cm
D:	85cm
E:	74-94cm
L x W x H:	4.71 x 1.76 x 1.47m
W/base:	2.80m



original models, is superb, but the Citroën is truly limousine style. It even has carpeted foot rests, and has the bonus of no transmission tunnel.

As the side elevation drawings show, the CX is even more gener-

ous than the Jaguar, which can better the Peugeot and put the Mercedes-Benz to shame. Shoulder width in the Peugeot is the best of the group, though none of

them is cramped in this respect. All cater well for oddments stowage. The Citroën's big fascia box is supplemented by a fascia hole on the offside, door pockets all round and front seat back pockets. The Mercedes-Benz has

a fascia box, seat back nets and a single front door pocket.

The Peugeot has a fascia box and door pockets at the front, while the Jaguar has front door pockets, a transmission cubby hole and a small fascia box, compete with clever pop up mirror.

The Citroën boot is carpeted, large, squarish and has a low load height. The Jaguar has a fairly low load height, but is shallower and a good deal longer; it has mat cov-

ering. The 250 and 604 boots are very large and deep, but have high sills that hinder loading. The 604's wheel is stowed upright in a wing, the XJ and 250 spares are below the boot floors and the CX spare is under the bonnet. Using the Citroën's ride height control takes the physical effort out of changing a flat spare tyre.

**COMFORT**

At £7,000, the owner expects, and gets, a high degree of comfort. The most opulent are the Jaguar and Citroën, in rather different ways. The Jaguar's traditional wooden fascia and tasteful interior treatment are a sharp contrast to the space-age style Citroën.

The Prestige seats are trimmed in cloth, and are large, soft and comfortable. The Jaguar's are also

trimmed in cloth; they are firmer, well padded, but generally on the small side ~ insufficient height and length to them. The back seat is rather flat and lacks grab handles.

Seats on the 604 are similarly trimmed, but are larger and softer. The squab tilts as it is pushed back, Those in the German car are stark by contrast. They are hard, well-shaped and trimmed in vinyl with cloth inserts. They are generally comfortable, though one tester has an historically unsympathetic view of Mercedes-Benz seats; they

Left: Classic Jaguar interior. Front seats are broad and rear comfort is excellent.

Right: Angled wheel spoils Peugeot. Front seats lack support but the rear is comfortable.

**PERIOD PIECE: 604 SL 1977**

Left: Citroën's ultimate luxury for the chauffeur and yards of legroom for the VIP.  
Right: Mercedes-Benz has a good driving position, but the seats are too hard for some.



always give him backache,

If anything, the longer Prestige wheelbase has given the CX an even better ride. It is super-smooth ~ as if floating on air, which to a certain extent it is, There are distinct wind noises and often harsh

three cigarette lighters, tinted glass, and superb quality carpets and trim. There is an ammeter but no temperature gauge or intermittent wipe for the large, centrally mounted windscreen wiper. This has two speeds.

## PERIOD PIECE: 604 SL 1977

engine notes.

The Jaguar is really the Citroën's only rival here in ride qualities. It is soft, well damped and also glides along very easily. The absence of almost all outside noises adds to the impression of travelling in a sound booth.

Suspension echoes and wind noise apart, the Peugeot approaches the Jaguar and Citroën standards. It is good by any levels, but this is still a battle of the ride comfort giants.

Mercedes-Benz obviously has a different way of doing things. Their 250 has a reasonable ride, firm and well damped. But they believe their customers should know they are travelling quickly, and the car has distinct wind and road noises. Coupled to the firmness of the seats, they have succeeded.

### EQUIPMENT

The contest for fitting the most equipment is led by the two French cars. Among items the Citroën boasts are ride height control, air conditioning, four facia vents, electrically operated window lifts and door mirror,

In test form the Peugeot is also well off. It has air conditioning and electrically operated window lifts and sun roof. It is comprehensively instrumented, and has a temperature gauge but no ammeter. The two-speed wipers have an intermittent wipe. It has six facia air vents.

The Mercedes-Benz has a more frugal look. There are hard carpets, a lot of moulded black plastic and an absence of unnecessary embellishment. Greater emphasis has gone into designing items like rain channels that keep the windows clear and rear light fluting that keeps them clean when the roads are dirty.

It has a first aid kit on the rear shelf, extra driving lights and central door I petrol cap I boot locking system but there is no rev counter or ammeter. The electric sun roof fitted to the test was extra. It has four facia air vents, and the two- speed wipers have an intermittent facility.

On paper the Jaguar appears a little left out of it. In reality, little is missing, and it has an adjustable steering wheel, oil pressure and temperature gauges and ammeter. Obvious items that are missing

	CITROËN CX PRESTIGE	JAGUAR XJ3.4	MERCEDES BENZ 250	PEUGEOT 604SL
<b>PERFORMANCE</b>				
Engine [cc/type]	2,347/s4	3,442/s6	2,525/s6	2,664/v6
Peak power [kw/rpm]	86/5,750	120/5,000	96/5,500	101/5,750
Peak torque [nm/rpm]	183/2,800	256/3,500	197/3,500	227/3,500
Bore x stroke/valve gear	94 x 86/OHV	83 x 106/DOHC	86 x 72/SOHC	88 x 73/SOHC
0-96kph [sec]	15.5	13.2	14.6	12.5
Max speed [kph]	177	185	177	180
50-80kph/65-100kph in top [sec]	10.0/11.8	4.9/5.8	6.7/8.0	6.4/7.3
Standing 400m [sec]/Terminal speed	20.2/114	19.2/122	19.8/119	18.8/122
Steering	rack/pinion	worm/roller	rec ball	rack/pinion
Turns lock to lock	2.5	3.2	3.0	3.5
Brakes	P/Di/Di	S/Di/Di	S/Di/Di	S/Di/Di
Suspension ~ Front	I/HP	I/Wi/C	I/Wi/C	I/McP
Rear	I/HP	I/Wi/C	I/STr/C	I/STr/C
<b>EQUIPMENT</b>				
Automatic gearbox	C-matic	£390 <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	£294 <input checked="" type="checkbox"/>
Air conditioning	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Electric windows	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Opt	<input checked="" type="checkbox"/>
Central locking	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Laminated windscreen	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Oil pressure gauge	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Power steering	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Tinted glass	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Opt	<input checked="" type="checkbox"/>
Leather upholstery	Opt	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Opt
<b>COSTS/FITTING TIME</b>				
Front wing	£35/8.4	£89/~	£56/~	£39/5.5
Front bumper	£60/1.8	£49/0.4	£71/~	£69/0.75
Headlamp unit	£51/0.65	£3/0.3	£67/0.4	£18/0.75
Front Brake Pads	£16/1.3	£16/0.7	£11/0.6	£19/1.0
Alternator	£47/0.45	£30/0.4	£45/~	£33/1.0
Windscreen	£82/2.5	£44/2.5	£95/~	£89/2.0
Exhaust system	£86/2.4	£199/1.8	£93/3.0	£163/3.25

are head rests, tinted glass and a self- parking system for the two-speed windscreen wipers. There is no intermittent wipe. It has five air vents, including one for those in the back.

All are equipped with various

types of automatic transmission, power steering, hazard flasher, laminated windscreen, clock, heated rear window, reversing light, rear arm rest and [now] seat belts in the price.

Costs

As these cars are presumably going to be bought in the main by companies for their directors, accountants should note that there are fewer than £300 between them, and they each offer much the same sort of value for money

other hand, the Mercedes-Benz servicing intervals are better: a major service at 16,000kms with a lesser 8,000km service, compared with major 10,000km / minor 5,000km attention for the others.

To carry out those services, Jaguar offer by far the widest spread of dealers ~ 300 compared

with just over 200 for Citroën, just under 200 for Peugeot and fewer than 100 for Mercedes-Benz. By this simple geographical spread, and the fact that British companies still prefer British cars for their staff, the Jaguar is bound to sell more.

Mercedes-Benz and Peugeot resale prices are better.

**VERDICT**

This is not a verdict we found easy. All are very fine quality cars with merits of their own. In the end we had to adopt a subjective

system of scoring. Four of our testers imagined they could afford one, and awarded the cars marks out of 10 for general desirability, making a possible total of 40 points.

The Jaguar emerges top with 34 points. Its ride qualities, silence, accommodation, performance and traditional style are enough to outweigh the disadvantages of that light steering.

A close second is the Mercedes-Benz [32points]. Despite its fairly basic interior and its inferior comfort and accommodation, we are very impressed by the dynamic qualities of handling, cornering, braking, and by the obvious effort that has gone into making it a safe, durable product.

The general consensus is that the Citroën [27points] would have scored more but for the poor performance from its antiquated engine, and unique automatic

gearchange which has none of the advantages of a proper automatic or a proper manual. We love the steering, the stability, the comfort and passenger space. Generally, we also like the dramatic, purposeful styling.

That the Peugeot comes bottom with 23points is no disgrace. It offers very good value for money in terms of equipment and space. It has good performance and comfort, and its overall position may be because it is a conservative fence-sitter. It has none of the extravagance of the Prestige, none of the no-frills sense of the Mercedes-Benz, none of the *olde worlde* aura of the Jaguar. It does all things well, but not outstandingly well to win our hearts.

This article originally appeared in 'What Car?' magazine in May 1977 and is taken from the editor's collection.

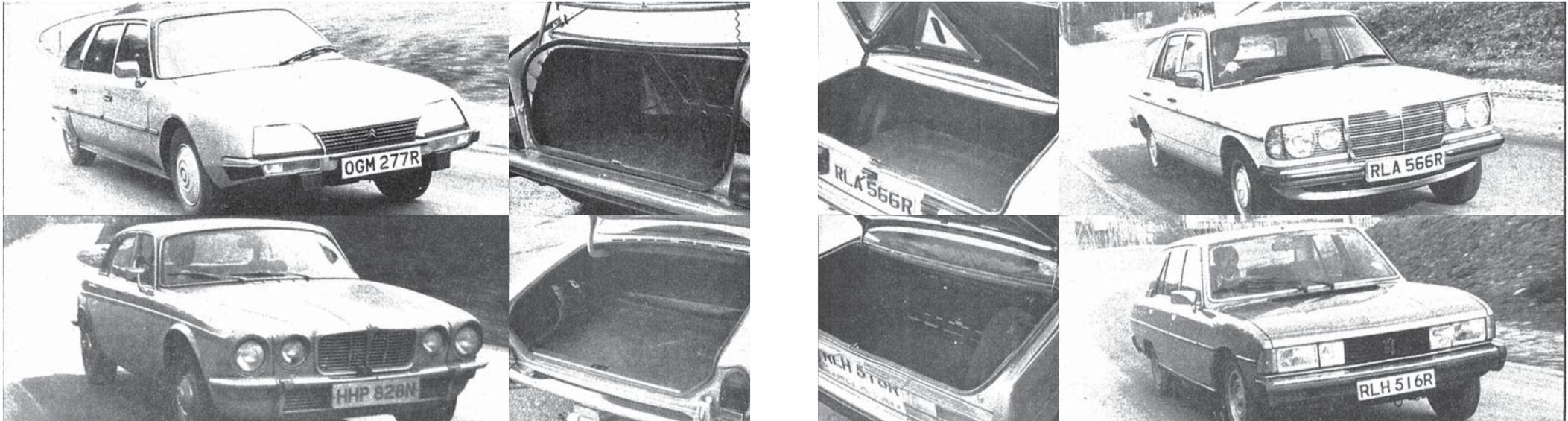


# PERIOD PIECE: 604 SL 1977

in terms of equipment, accommodation and performance.

There is little to choose between them on fuel consumptions. Our returns show them consistently between lows of 12l/100km and highs of 19l/100km, the rates dropping by similar ratios as speeds increase. All require four-star fuel.

All have 12months / unlimited mileage warranties. The Jaguar has an insurance advantage by being in Group 6, while its three opponents are in Group 7. On the



Firstly, I must give credit to fellow member Peter Boyd from Mapleton for bringing this modification to our attention at the 2014 CitIn at Rawson. Peter gave an address at the meeting and told us how this modifica-

I volunteered to undertake the project and contacted a compliance engineer where we presented front axle weights for both 4 and 6 cylinder Tractions and also front axle weights for the 2004 Holden Barina where we were sourcing the power steer unit from.

The engineer agreed that the steering unit would be OK to use after Warren Seidel and I visited him. Warren supplied a section of the monocoque where the steering fits to show the engineer exactly where and how the unit is situated.

Since then considerable work has gone into designing a steering wheel adaptor and a connecting sleeve to fit the existing steering shaft, we are still to have the connecting sleeve approved, so we cannot give a firm price for the total kit at this stage but hope to have this information in the next magazine.

The steering unit is from a 2004 xc Holden Barina. You need to ensure that it has a non-tilting column. These sell from wreckers for \$150 ~ \$200.

The Club will supply a kit that will include the steer wheel adaptor, steering column coupling, wiring kit, necessary grub screws, etc that are required for the job and a comprehensive electronic instruction manual that will not only tell you how to complete the task but also what to photograph

in order to gain compliance, even the manual needs to be approved. We are hoping to keep the costs for this kit at no more than \$500. There needs to be some machining on the shortened steering shaft by your local engineering shop and the existing steering tube will need to be expanded on one end by an exhaust shop.

Compliance for Victorian registered cars will be through the engineer we have been dealing with, hence the need to provide photographs. Interstate members will be provided with a list of compliance engineers recommended by our engineer and I am certain compliance will be readily attained. The compliance cost I believe is \$500 per vehicle, you may think this expensive but the engineer supplies the certification, compliance plate and carries the insurance that your car is legal, less of course the compulsory <sup>1</sup>/<sub>11</sub> of that total comprising GST.

This modification does give the ability for a Big 6 owner to parallel park using one finger, the amount of assistance is controlled by a small rheostat which can be subtly mounted in easy reach of the driver, it is silent in operation and fail safe.

If, in the event of a power failure, it reverts to standard manual steering effort. Peter Boyd has his Family 9 equipped with it and accompanied us on the 80eme Trac-

tion run in October,

I have fitted a Dutch Ezy Steer to my friend's 6H, which is nearing completion and Tim Waters from Tasmania has also fitted Ezy Steer to his Light 15.

The Ezy Steer unit from Holland costs in excess of \$2,000 landed and does not meet compliance standards. We hope for a little more than 50% of this cost our members can enjoy fully complied electric power steering on their Tractions.

At this stage I would like members to register their interest in the project with me or if they have any questions to please contact me, my home phone number is [03] 5823 1397.

I have quite a few members on the list already as I did give a talk on the project during the 80eme Traction rally, as well as other members who are aware of this project.

Another sideline discussed with the compliance engineer was the popular fitting of an 1D engine and 4-speed gearbox, this he assured me was completely legal and required no certification at all as it used the original block, did not increase engine capacity or increase the total weight by more than 10% and used the original mounting points. I do hope to supply further information in the next issue.

Rob Little

## TRACTION POWER STEERING

tion had been widely embraced in Europe, how to fit it and where to obtain the various components.

While listening to Peter it was decided that we, as a Club should prepare a kit, that was fully complied to supply to members instead of individuals modifying their vehicles and not always carrying it out in the correct manner. The other inducement was the pending changes in Victorian club registration rules that will cover modified vehicles. It is proposed that on your registration renewal certificate, the owner will need to sign whether any modifications have been carried out on their vehicles since the last renewal, failure to disclose modifications may lead to loss of insurance, registration and could lead to litigation if the modification can be linked to the cause of an accident that results in personal or property damage. VicRoads will be calling for commercial Road Worthy Certificates for initial club registrations in the future and anyone could tell that Tractions did not have electric power steering when they left the factory in the 50s.

MAX LEWIS ~ PRESIDENT

Again it is my pleasure to let you all know how Sylvie. [Yes I have named her recently or should I be more truthful in saying that it was my c6 owning neighbour nearby

conditions for the frameless window to briefly clear this obstruction prior to the window glass retreating into the door. You could possibly break the window glass itself. Oh boy... what a travail that would be.

Hooking up the leads to a healthy battery from my Triton

who penned the name.] None the less it fits well.

The car has been going quite well but one small matter recently had us scratching our heads. It all started when we drained the battery by leaving the ignition on. Roz heard some clicking noises late on a Saturday night [the week before the French Car Festival] only to discover that the battery was flatter than a pancake. Shouldn't be difficult we said... now where is that battery and I'll quickly and easily slip on my trusty jumper leads and Bob's your uncle.

Silly me to think that starting the car was this simple. Most of you know that the battery in a c6 is hidden in the boot and getting at it is a real pain in the derrière... but good ol' Citroën, always the great automobile thinker has provided just underneath the bonnet a positive and negative terminal with which to attached said jumper leads. While the car has no battery power it pays not to open the doors [unless the windows are down] as there's no power to allow under normal

resulted in nothing happening. It would simply not turn over. This was about 1am Sunday morning. The instructions were followed assiduously but no go. So I said to Roz... let Sylvie think it over during the rest of the morning and we will give it another go. Yes folks, it all came together... the car started, ran for a while, then I took it out for a run of an hour or so.

However not all was 100% as the right rear window would not close properly. It is the 'pinch factor' I was told. The window goes right up then retreats down immediately to a 1/3rd open position. I have yet to fix that but Salman from Alan Mance who looked at the offending window at the FCF gave me some advice which I have yet to take up. It could also mean that the 'chip' needs re booting [or whatever the confounded electronic word may be!!].

On another note, I think the battery is original and that makes it 8+ years old. My theory for the longevity of this most feckless object is that while it is

cushioned away in the boot away from the under bonnet area it is not subject to the dust, oils, heat and cold regimes of a normal position. Another clever Citroën idea don't you think? My theories often don't amount to much these days but I reckon this one could stand up to scrutiny!!

We still have a leaky/weepy hydraulic pipe that at a recent 130,000km check saw that the fluid level was a bit low. It's topped up and I keep a closer eye on it these days. The repair bill would make a bank manager wince [probably with joy as you beg for a healthy extension to your overdraft]. All else is well and a recent trip to Nar Nar Goon, Jindivik, and Bunyip saw the car purr along with ease. Silky smooth but I suspect a rude but non threatening [I hope... what do I know of mechanics] tick, tick, tick would suggest a tappet adjustment. I know that this is not a typical diesel noise unto itself but at least you can hear the engine working. Have you noticed how really modern car engines hardly make a sound?? It's almost as which there's nothing under the bonnet but an electric motor. How bland. The Big 15 sounds like it ought to sound and the F car, whenever it gets back together again, is really loud. But music to my ears none the less.

Another really great advantage of the variable height adjustment of this car as well I guess of other models is that when it

comes time for the weekly wash, I adjust the height to its minimum and gaily swish away without having to resort to steps/ladders and the like. As I am no bean pole, this is a really easy and effortless way of giving Sylvie her bath. The silver colour seems not to show road muck as much as our black c5 so even with a fine patina of road muck it does not look too bad but a clean car is a good thing. What do they say... clean body clean mind!!

I don't like the split glass in the rear vision mirrors as I cannot easily gauge where that rearwards approaching car [especially on 100km motorways] where over and undertaking lane changing is a sport this modern breed of moronic drivers gleefully practice makes me very apprehensive. The same mirrors on the works Triton are large, flat pane and a joy to use. Black mark on the c6 here but I am going to ask Salman the techno genie what can be done.

I enjoy driving the c6 as does Roz and I hope that you too enjoy your Citroën as much. Keep safe on the roads this coming Holiday time. It's always a tricky time.

Max Lewis.

BRUCE STRINGER ~ WEB WALLAH

One of the incentives to write this narrative is that several times it was commented to me on the 80eme Traction Run that I didn't have an additive in the coolant in my Light 15 so I thought I should

## FLEET FOLLIES

explain how that came to be so!

Before the run the car was given the usual thorough check and maintenance within the limits of my knowledge and know-how. Detailed pre-planning and preparation by my wife ensured

my level of cover and options there.

An interested bystander who always wanted one of these cars told me where to find the Repco shop. Fortunately, it was on the way out of town. After

purchasing the compound they informed me the radiator re-

pair shop was just a little further down the road. He kindly took a look and eventually decided the leak seemed to be coming somewhere very low down on the radiator on the passenger side. I showed him what I had bought to plug leaks. He said it was good but not to use it as it could not be used if there was additive in the water. I was using Tectaloy.

So it was back to Repco to get one compatible with additives. In the meantime another bystander struck up a conversation with my wife and informed her that as a young fella he and his mates plugged up their radiators with a raw egg. The Repco lot second time around told me they had heard black pepper worked. I have since had several people tell me black pepper works.

The AlumAseal was put in the radiator and next stop was Wangaratta and lunch.

We were a little more apprehensive on this leg of the trip and were really hoping for the best. We turned into the park by the river bank where there are twelve tennis courts. Bev started making

lunch while I checked the radiator. Low and behold I could see green water. I rang Rob Little to tell him the good news as he was in the vicinity on his way to Gundagai. So we had a relaxed lunch and on the way out I thought it wise to buy some more stop leak compound just to be sure and added it to the mix.

When we got to Albury I did another radiator check. No water! Filled up with 3+ litres again. Back to Repco to buy some more Alumaseal. This time my plan was to keep topping up to get to Gundagai where I knew I could get help from our fellow travellers. I would also put more AlumAseal in the radiator when I was in the Caravan Park and give it a better chance to work.

So we stopped every 15 to 20 miles and topped up with 2 to 3 litres of water. We also had to make sure we stopped where we could refill the water container. It was just as well I didn't have a temperature gauge, I didn't want to know! On one of these top ups I was surprised by the appearance of Bob Shackley who was on his way back from Melbourne. He was going to join the group for dinner at Gundagai but had to be off the next day as he was heading overseas.

It was a great relief to arrive at the caravan park even if it was much later than we had planned, our dreams of an early arrival with plenty of time to relax and socialise had long been dashed.

Chatting with David Gries we agreed to look at it in the morning after breakfast. However, breakfast was with the dog on his tucker box so to save time Peter Stringer [my brother] and I had breaky at the caravan park and then got on with the business of removing the radiator.

To our consternation we could not find a leak. We found a suspicious area but that was it. To cut a long story short we ended up at a garage where we pressure tested it only to find a leak in the radiator cap where it had been worn through by rubbing on the bonnet. [Subsequent inspection of other radiator caps showed some had similar evidence of the bonnet rubbing on the cap.] This would have been irrelevant as it would have been sealed by the rubber seal under the cap and we would have had green fluid all over engine and windscreen like Liz and John Henderson with their leak from a crack in the top of their radiator overflow pipe.

We came to the conclusion that the sealant had worked overnight. The radiator was returned to its rightful place filled and the engine started. The water swirled around, the cap was screwed on and we were on our way again.

Needless to say I kept checking it regularly. On the first check I told my wife to tell me when the speedo read 60. She said it was on 58 and the 8 hadn't moved. I ignored this for a while and then a voice repeated again 'it still hasn't

## FLEET FOLLIES

an early departure avoiding the rush hour traffic from Geelong to Melbourne. The Western Ring Road was starting to get busy but we just mosed along as the traffic rushed by and we were on the Hume heading north as the rest of Melbourne was waking up. Euroa seemed a good stop for morning tea. Pulled over at a little park we have frequented over the years to be greeted by a hissing noise emanating from under the bonnet.

Not Good! Removing the radiator cap confirmed more than not good, it revealed no water. I always carry water and more than 3 litres later I had water in the radiator. Next stop was Benalla so it was cross the fingers and see how we go. I had no temperature gauge.

Benalla gave us no joy, another 2 to 3 litres needed. A phone call to Rob Little for some solace, technical advice and discussion of options followed. We decided on using some stop leak compound. I could not see the source of the leak and the engine oil was clean. I also rang the RACV to confirm

moved'. A more focused look this time on my part saw the speedo needle gasping for life.

I decided in view of its age it was not an appropriate time for resuscitative measures and called the Tom Tom to the rescue. The

my coolant which had Tectoloy in it which is apparently not too good for older engines. I had been unable to replace the Tectaloy before the run but in the end it had all effectively been flushed out of the radiator through the leak by the large amount of water I ended up putting in.

radiator did need topping up a couple of times on the rest of the trip so I'm not sure if the problem is really fully solved.

I had been discussing what additive one should use with my brother Peter in relation to his engine rebuild and I had also previously been discussing this subject with Rob Little.

Peter had decided to use Nulon and I had decided to replace

I thought this would be a good opportunity to draw people's attention to correspondence Rob Little sent to me written by Bruce Acutt in 2010 in his quest for a coolant for his 1950 Traction. It can be found on the cco-ca web site in e-library, technical section, Traction. You'll find it under Engine. Bruce Stringer.

## FLEET FOLLIES

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 60years 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 70wineries, 40restaurants and cafes with an abundance seasonal produce.

Some 20townships 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

☎ [08] 8562 2133

Fax: [08] 8562 3236

✉ functions@vineinn.com.au

Website: [www.vineinn.com.au](http://www.vineinn.com.au)

☞ The Barossa Valley Tourist Park Penrice Road, Nuriootpa

☎ [08] 8562 1404

Fax: [08] 8562 2615

✉ info@barossatouristpark.com.au

Website:

[www.barossatouristpark.com.au](http://www.barossatouristpark.com.au)

### ALTERNATIVE ACCOMMODATION

A range of alternative accommodation is available through The Barossa Visitor Centre. 1300 852 982 [www.barossa.com](http://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

### CONTACTS & FURTHER

#### INFORMATION

Visit the CitIn web site

[www.cit-in.org](http://www.cit-in.org)

✉ info@cit-in.org

Or contact the organizing committee:

Liz Pike ☎ [08] 8293 1800

☎ 04 0829 1800

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



BELCAR