

# FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR CITROËN OWNERS AND ENTHUSIASTS

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VOL 21 ISSUE 4

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DRIVE A 1922 5CV

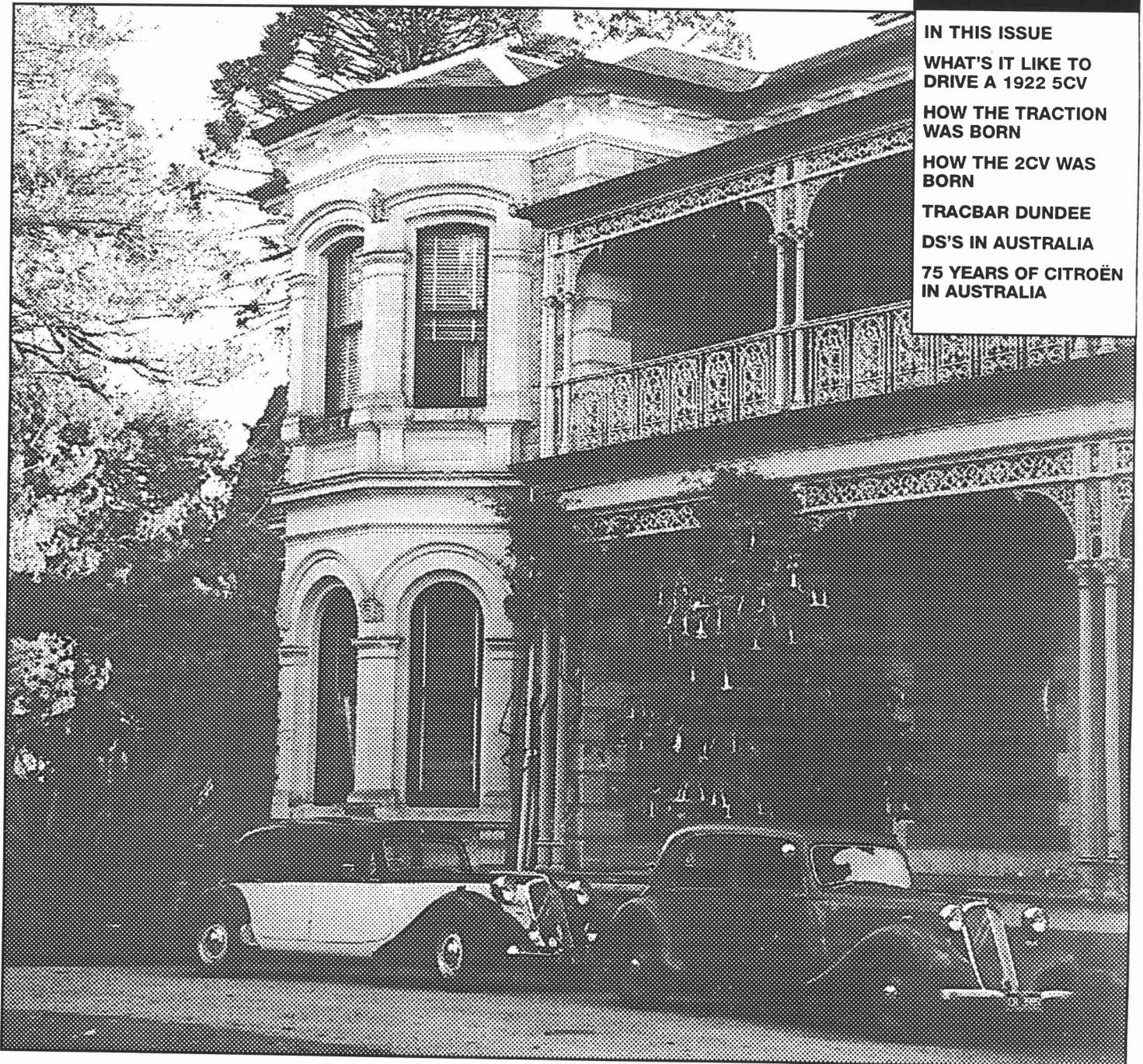
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WAS BORN

HOW THE 2CV WAS  
BORN

TRACBAR DUNDEE

DS'S IN AUSTRALIA

75 YEARS OF CITROËN  
IN AUSTRALIA



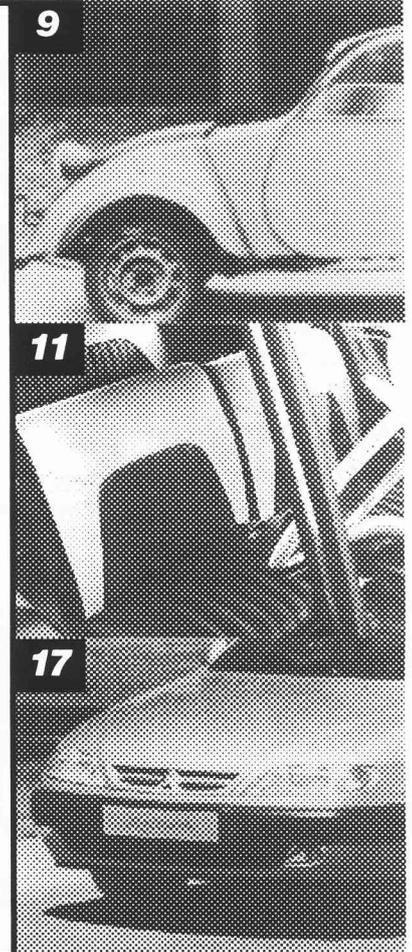
# FRONT DRIVE

Published by  
The Citroën Classic Owners Club of Australia Inc.



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Annual Membership \$30  
Overseas Postage Add \$9

**CCOCA memberships are due on the  
25th of March each year and run until  
the following March.**

#### CCOCA MEETINGS

Every fourth Wednesday of the month, except  
December.

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

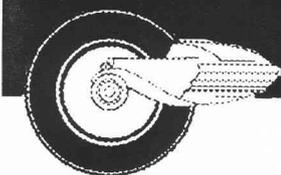
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your subscriptions, rally fees, and not  
to mention the all important spare  
parts in a more convenient way**





# from the desk **AND prez sez**

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President Pete here doing the Editor and President report rolled into one. Leigh promised faithfully to send his report from his regular European voyage. Either he forgot or, what is more likely, it is caught in the merry go round called the European postal system.

With Leigh away I have stepped in as guest editor for this issue being the "75th Anniversary of Citroën in Australia" edition of Front Drive.

I did not realise that Citroën now holds the record for the oldest distributorship in Australia. Congratulations. I know that it has not always been easy for them but they hung in there, and hopefully with the new launch of a complete range of cars we will be them with a new revival.

This issue covers a range of cars that were available over the 75 years. with where ever possible an Australian view point. I hope you enjoy.

Activities are warming up again as is the weather. So polish up the 'ol bus and enjoy the spring/summer of motoring with COCCA.

The first major event on the card is the annual concours. As it is a 75th anniversary concours. Please bring as many of your cars as possible. Don't worry if some of them look a bit shabby, en mass it will be a vision of beauty. Even unrestored cars are making their debut this year like M. Jardel's 1938 big body Traction that has recently arrived from New Zealand. Very much worth a look. And a partially restored (sans front bodywork) Traction will also be on display. If you have any vintage mobile, please consider bringing them as well.

Christmas is rushing up and so is our Christmas party at Rob Roy. This is again a great opportunity for the Club to put on a big display to promote the Club and have a fun family day as well.

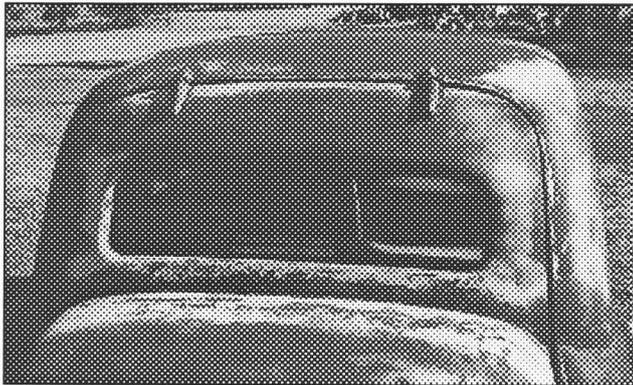
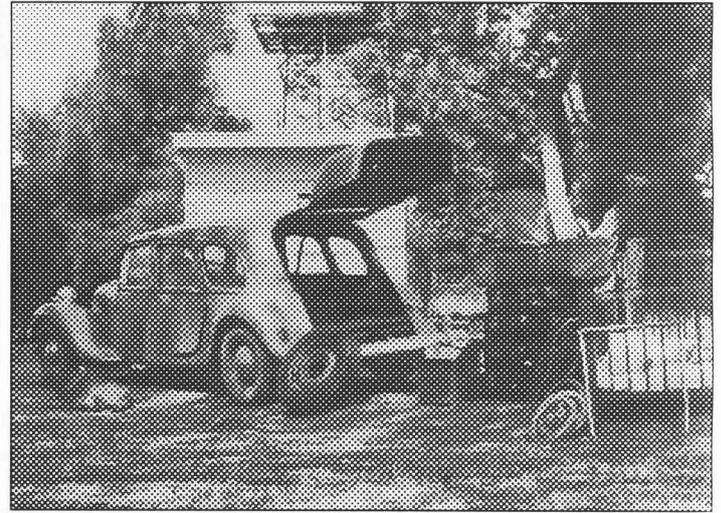
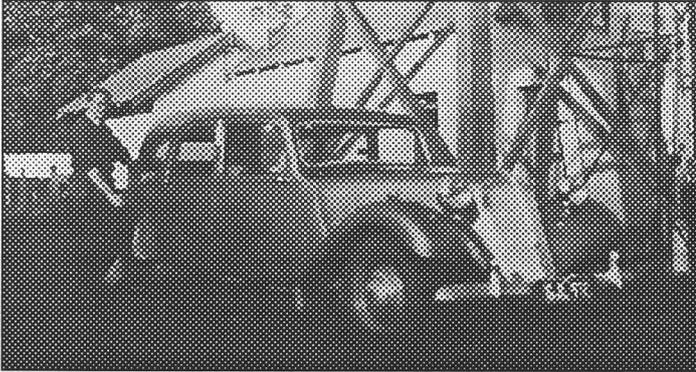
If Ted Cross and I look a little out of it at the moment... we are not on drugs. We are both a bit Citroëned out. Both Leigh and Sue are away at the moment. Jay has been forced to resign due to pressures at work and being moved to Sydney (thank you Jay for your help under difficult circumstances). As a result Ted and I are trying to pull a lot of stuff together at the moment. Mel down in Bairnsdale is flat out with spare parts which is great. So please consider offering a hand when we need it. It might actually give us time for that sleep thing I read about recently

Anyway bye for now and see you soon

Peter Fitzgerald



# CITROËNS *then and now*



Top two photos show one of the two Family 9's to come to Australian shores in its early days. Photo to the right is believed to be the same car today on a property in NSW - a bit on the sad side, but very complete. Lets hope it sees the road again in all it's glory. (The other Family 9, to my knowledge is now very dead. I remember seeing a photo in the early days of CCOCA, taken by an original club member, of the other car with a tree growing through it, and quite unsalvagable. He did salvage the rear lift back though - ED)

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# a-tractions

## OCTOBER

**SATURDAY, OCTOBER 24**  
**COMBINED CLUBS CONCOURS EVE DINNER**  
**THE GOLDEN TERRACE - 803 SYDNEY ROAD**  
**BRUNSWICK - 7.30 PM**

Here is an opportunity to get together with other CCOCA and CCCV members and chat about the delights of the marque, while enjoying Turkish cuisine and (they promise) the visual experience of a belly dancer. And from previous experience, it will not break the bank. Bring your own alcohol. You must RSVP for this event to Helen Cross 03-9819 2208 No Booking, No Chair, No Food...No Exceptions

**SUNDAY OCTOBER 25**  
**JOINT CONCOURS D'ELEGANCE**

Como Park from 10am

Bring the family, bring a picnic and enjoy a day on the banks of the Yarra. There is a kiosk nearby, for the all important icecream. The Main Yarra Bike Path goes right past, so load the bicycles (or hire one on the day) and have a great family outing.

This is a joint event with CCCV and the competition will be tough.

If you have any queries regarding this event, contact the organiser - Ted Cross on 03-9819 2208

**SUNDAY OCTOBER 28**  
**MONTHLY MEETING**  
 Canterbury Sports Ground, 8PM Start

## NOVEMBER

**SAT 7-SUNDAY 8 NOVEMBER**  
**AUSTRALIAN HISTORIC MOTORFEST**  
**WINTON MOTOR RACEWAY, VICTORIA**

Presenting the proud history of Australian Motorsport  
 The event will start with the Shannons Run to Winton, Exhibition laps of Rare and Special Cars & Motorcycles, "Jazz & Shiraz" Dinner to honour the Legends, Parade of Motorsport Legends, Autograph and Photo Sessions. Car Club Displays. Parade Laps Both Days, Wine and Fodd Fest, Trade Stalls. Arts & Crafts, On site camping facilities. for further information Call Benalla Auto Club 03 5766 4235

**WEDNESDAY NOVEMBER 25**  
**MONTHLY MEETING**  
 Canterbury Sports Ground, 8PM Start

**SATURDAY & SUNDAY NOVEMBER 28 & 29**  
**PETANQUE PYRENEES.**

You are invited to join the Pyrenees vigneron at an Open Petanque Tournament. The vigneron from Taltarni, Redbank, Dalwhinnies, Summerfield, Chateau Remy...and many others will be participating in the Spring Tournament of the Pyrenees Petanque Club, at Avoca. Registrations (teams of three) commence 1pm Saturday will play commencing at 2pm and again on Sunday from 11am Boules available for hire.  
 - Note: for those who wish to go to Rob Roy and also wish to do Petanque we will be doing a run to this regular event in the Pyrenees next year also

**SUNDAY NOVEMBER 29**  
**Rob Roy Hill Climb & CCOCA Christmas Party**

Rob Roy Hill Climb, Christmas Hills. Victoria

Last year this was a great day, with wonderful collection of Classic and Vintage cars doing their best on this historic circuit. Once again CCOCA will have a prime position to see all the action and be seen by other car lovers. Come and join us for the final event of 1998.

## JANUARY

**SATURDAY JANUARY 23**  
**THE RACV GREAT AUSTRALIAN RALLY**

We have been invited to take part in this unique event. It takes the form of a one day rally featuring Veteran, Vintage, Classic, Late Classic and Modern Classic cars and motorcycles. The drive is from Melbourne to Portsea. Participants are asked to dress in the era and style of their mode of transport. The Entry Fee is \$25 per vehicle which includes a Rally Bag and all proceeds from this event will be donated to the Peninsula Health Care Network who run 15 agencies in eleven locations on the Peninsula and provide a wide range of health services including emergency treatment, Aged care etc - a very worthy cause.  
 For more information call 03 9801 3109

**WEDNESDAY NOVEMBER 27**  
 Twilight CCOCA Meeting and BBQ - Canterbury Sports Ground - remember this event starts half an hour earlier at 7.30

## MARCH

**SUNDAY MARCH 14**  
**BRITISH AND EUROPEAN MOTORING SHOW**

Flemington Racecourse, Melbourne  
 Gates open 10.00am Entrance Fee \$5.00



# '98 CITROËN CONCOURS D'ELEGANCE

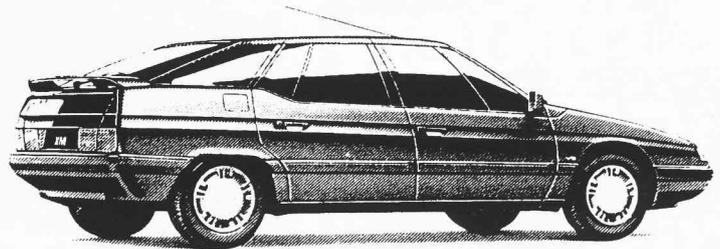
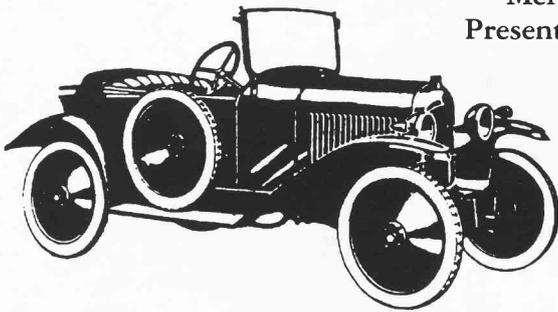
**CELEBRATING 75 YEARS OF CITROËN IN AUSTRALIA**

Sunday 25th October

Cnr Williams Road Nth & Alexandra Ave  
South Yarra. Melbourne, Victoria

10am - 4pm

Melways map ref. 58 G1  
Presented by CCOCA & CCCV



## CCOCA CHRISTMAS AT ROB ROY SUNDAY 29TH NOVEMBER

Come along and enjoy some Christmas cheer at the famous Rob Roy Hillclimb.

This particular event features historic and classic cars. You see some vehicles used in anger that you would only ever expect to see in museums...the likes of Bugattis Alvis's etc.

If you didn't go to Rob Roy last, it is in a stunning setting full of bellbirds perfect for a picnic.

We return again this year at the request of the members -It really was that good.

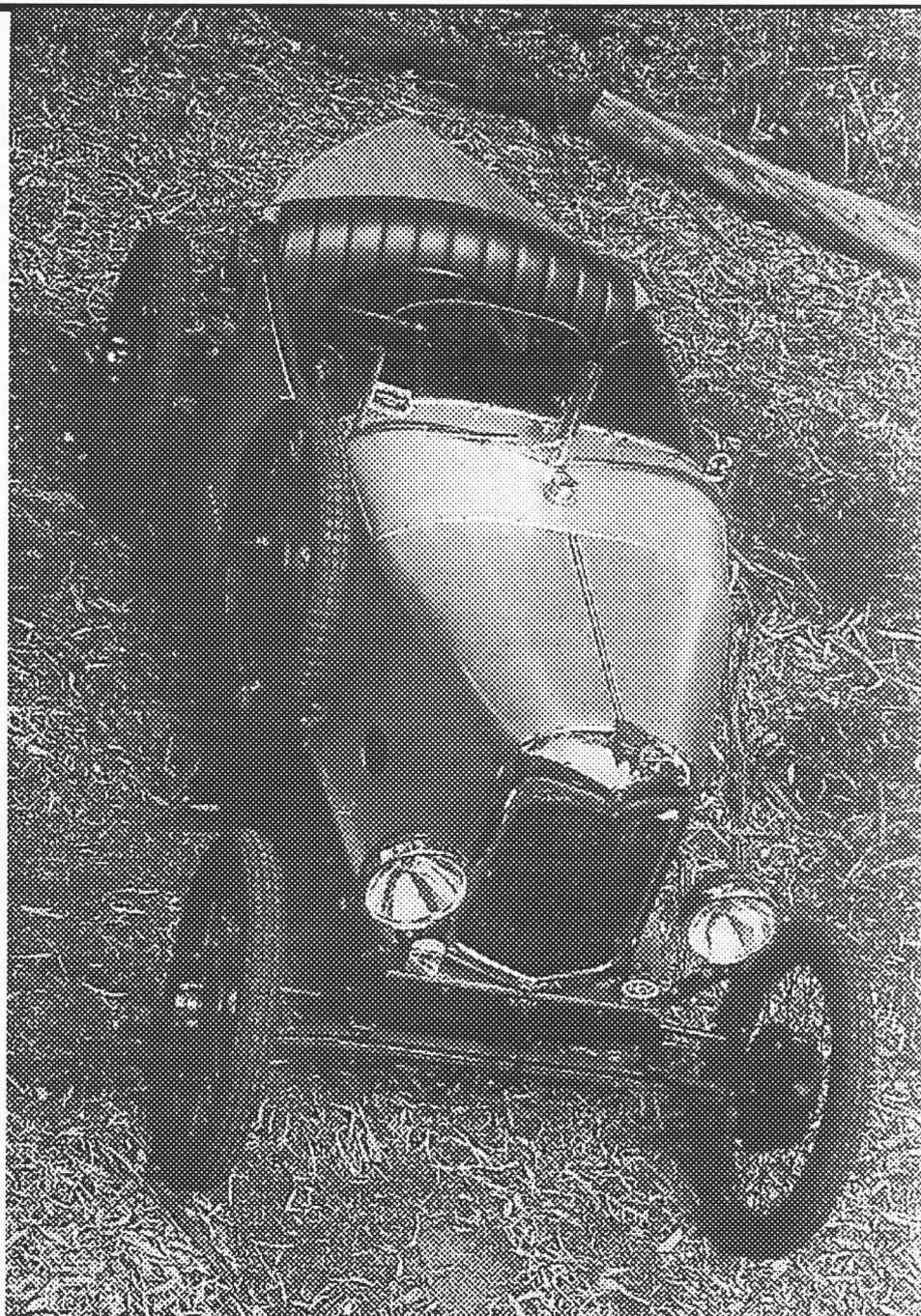
Bring along your Citroën, of course, to help promote the Club and enjoy a fantastic day out with the family. See listing for details.

RSVP Peter Fitzgerald (03) 9696 0866



# What's it like to drive a 1922 Citroën 5CV?

**An impecunious  
Enthusiasts takes  
you on a quiet  
Sunday morning  
drive in his 1922  
Citroën 5cv**



Recently a new Australian Motoring publication crossed the editor's desk - Classic Motorist. It is a nice publication aimed at the true motoring enthusiast in Australia and is full of experiences and stories of pre 1961 motor vehicles written by enthusiasts for enthusiasts. One of the articles (quite timely being the 75th anniversary of Citroën in Australia) was about a 5CV that had in recent times appeared back on Australian roads with a slick little body. This is a section of the article that covers the actual drive but it is well worth getting a copy of Classic Motorist to read the rest of the article (details at the end of this article)

...Depress the clutch pedal and move the gear lever towards first gear position. If you are lucky it will slip easily into gear, however, more often than not it will balk. Continue to put some slight downward pressure on

the lever as you very slightly release the clutch, not forgetting to release the handbrake as you do. As you move off you will be immediately struck by how high geared the Citroën is for such a small car.

There is no need to wind it up through the gears, this is a particularly 'torquey' little engine and you can safely change into second, once the car is rolling, at about 1500rpm, not forgetting to double declutch. Once again second gear is quite high and you can feed it some more revs, this time taking it up to around 2,000rpm. Maximum power is developed at about 2100 revolutions. You double declutch and again the gearlever will tend to balk, as you attempt to engage top gear. Gently ease the clutch pedal up as you continue to apply some slight pressure on the gearlever, once more the gear will

engage with a slight clonk and you are on your way.

Applying some more gentle pressure on the accelerator, the willing engine responds smoothly until the rev counter indicated around 2250rpm. This is the car's cruising speed, approaching 60 kilometres per hour. Life was less frenetic in 1922. You can now sit back and enjoy the scenery. Once more you are impressed with the torque characteristics of the motor, as you climb a rise in the road without any discernible change in the engine's note, the exhaust chorting away to itself.

Normal sweeping bends in the road can be taken without any drama except perhaps the slight swooshing from the knobby 2.75 x 21 motorcycle tyres. Now you are approaching a sharper corner, simply steady the car with some gentle application of the handbrake, remembering of course to keep your thumb on the ratchet button. No need to change down, as yet again you are surprised by the pulling power from such a small engine, a whisker over 850cc. Your next corner is a 90 degree left hand turn into a side road, over a bridge, then up a long hill rising sharply from the river. Use the handbrake to wash off speed, then judiciously apply the footbrake.

You reach the corner, double declutch, giving the throttle a generous blip while you lift the clutch momentarily in neutral, changing from top directly into first gear. Now you can give the motor its head winding it up in first, reaching 2500rpm, crossing the bridge. This time you let the revs die slightly as you double shuffle into second and start the steep climb, foot hard down. The exhaust takes on a more purposeful growl as the revs climb towards the maximum of 3250. No need to wring its neck, change into top gear as the road rounds a bend and the hill starts to level out slightly. The husky little horses under the bonnet seem to thrive on hills as they continue to work away, happy to pull 4.88:1 top gear, over the crest and down towards the next corner.

This one is a T junction with a sharp turn right and a roundabout to negotiate. From your elevated driving position you have a clear view of the road in both directions, so you merely have to slow down on the handbrake and as you won't be coming to a complete stop, second gear will be fine. The exit from the

roundabout is downhill, so you can drop back into top gear quite quickly. Now the road sweeps down into the valley then straight on, up the next hill. Foot down, the rev counter needle sweeps around to just over 3000, you are really flying almost 100kph. Despite the very basic suspension, quarter elliptic springs front and rear, without any suggestion of dampers or shock absorbers, the baby Citroën is rock steady. You even have time to acknowledge the waves, from the group of bemused on-lookers standing on the store verandah, as you speed past.

On over the brow of the hill and along a short level piece of straight road towards another sharp right hand turn. This one has an island rather than a roundabout and the road climbs sharply as you leave the corner. Some oncoming traffic means that you must come to a stop, before making the turn. Once more use the handbrake to slow down before applying the footbrake to come to a complete standstill. First gear takes you around the corner and then it is back into second for the long climb up towards the lookout tower. Much to your surprise you can engage top again well before the crest.

Now there is a lovely downhill run, firstly with a speeding left hander, ever so slightly off camber. Once again you can hear the swoosh of those knobby tyres as they make their protest. The road continues to wind its way down the valley, your confidence increases and you find that you can actually accelerate, as the little car sweeps through the bends. You start to enjoy yourself as you learn to anticipate the little sideways hops as the tyres lose their grip on the patches of

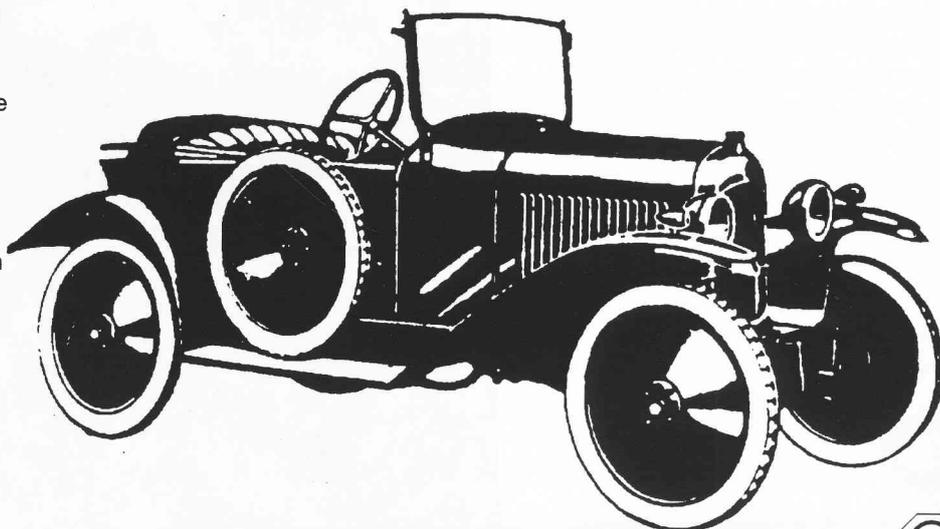
loose gravel, that seem to accumulate on the apex of some of the corners. You are probably not doing more than 70 or 80kph but it feels fast and you are having fun. Another group of people outside the antique and old wares shop, look up in surprise as you rush past, waving gaily.

Next, you are cursing the driver of a camper van for holding you up! No point in pushing past as you can see the next turn off. This one is a nasty sharp, downhill left hander onto a gravel road. Use the handbrake to slow right down, giving the accelerator a generous blip, you double declutch and change back to second. This time you allow the car to roll down the hill and across the rickety bridge, running against the compression. The exhaust emits the cackle that gave the car its name. You hold it in second as you trundle up the road, not wanting to raise too much dust or eat that of the MG in front of you. Not too far to go now, turn in through the gate and along the track past the falling down sheds, then up that final hill, for as long as you can remember. This hill has had loose screenings on its surface. The tail of the car gives an excited wiggle as the wheels spin on the slippery surface.

Finally pull up grinning from ear to ear. Several laughing friends emerge from the scrutineering shed, you have arrived at Rob Roy Historic Hill Climb.

For further information on Classic Motorist: Telephone (03) 5429 5721 or write to:

Carriage Publications  
PO Box 265  
Romsey  
Victoria 3434  
Australia



# vintage

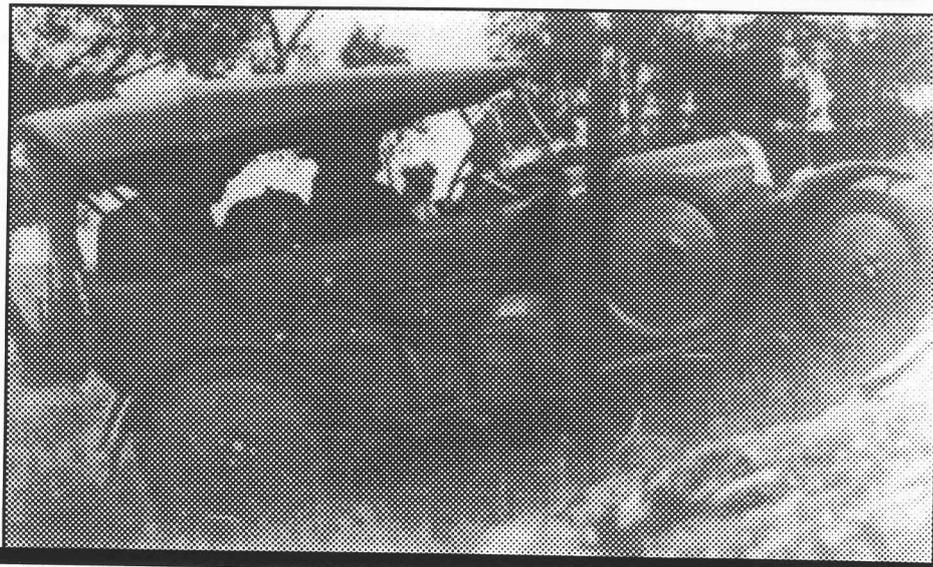
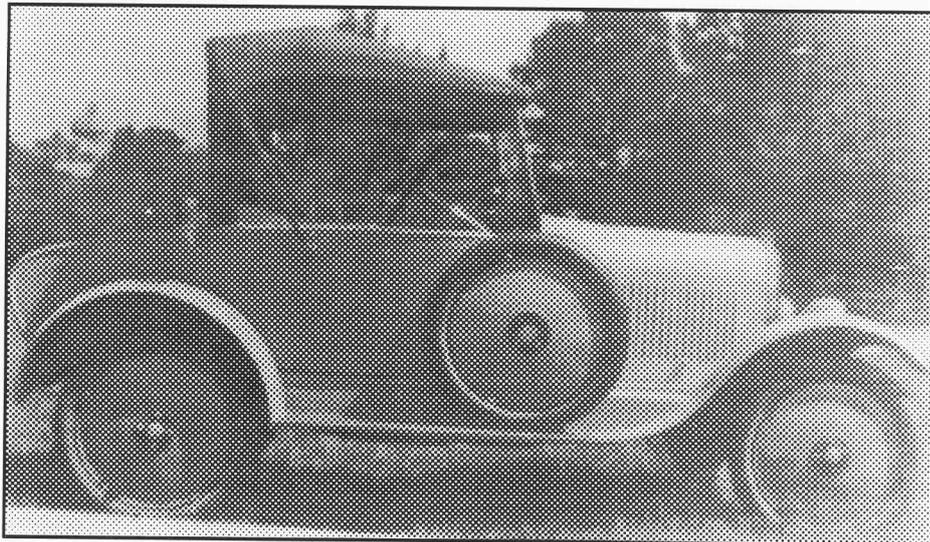
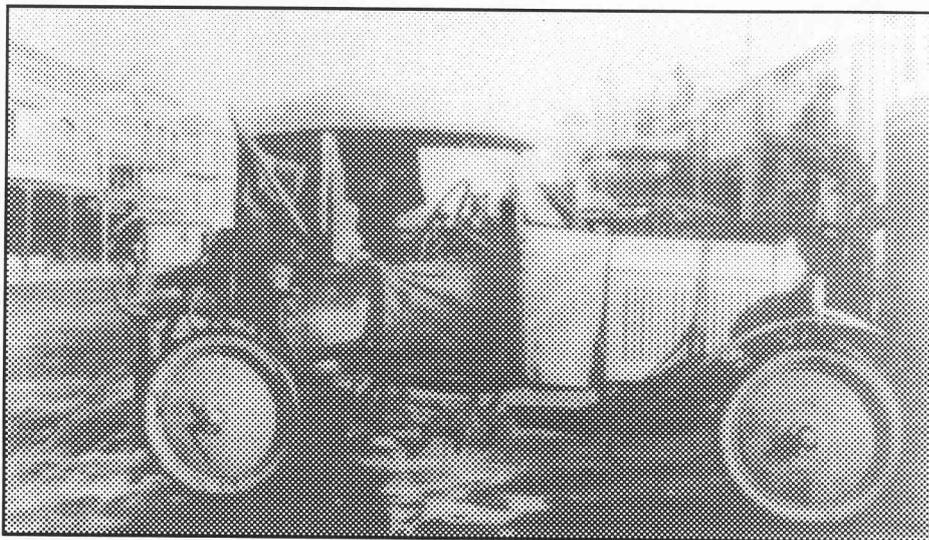
## GALLERY

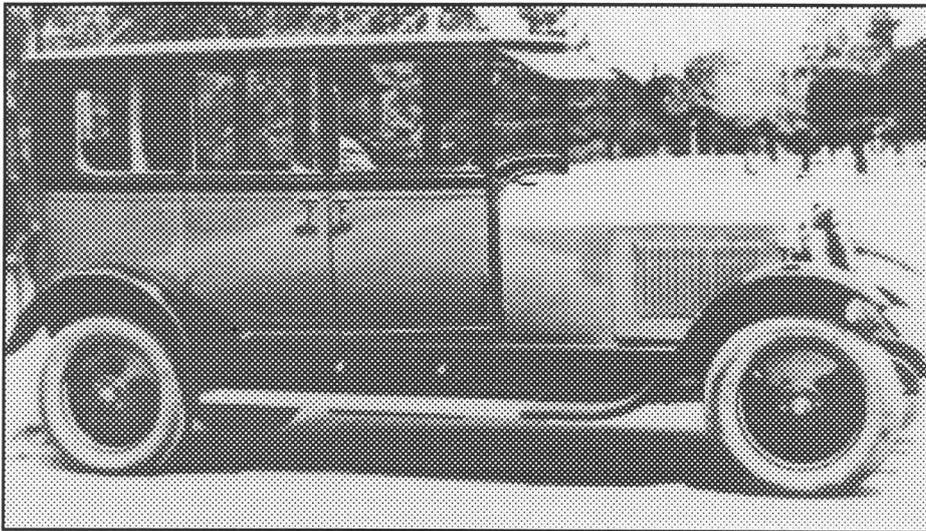
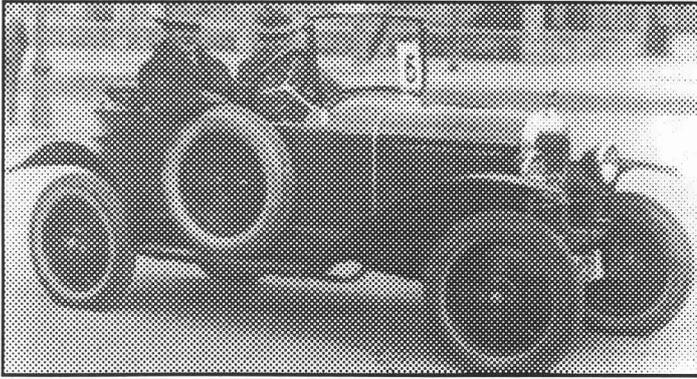
THE EARLY DAYS OF CITROËN IN AUSTRALIA

1 - W.J. Phipps and J. Seery left Fremantle on 1st May, 1923, and arrived in Adelaide on the 11th after losing four days owing to a broken hub. Their travelling time was 157 hours for 1170 miles and they were out to demonstrate the ability of a light car such as their Citroën to make the journey. A car of the same make was the first to be driven around Australia.

2 - A 5CV, 1922 model, with locally built two seater bodywork. The agents at that time were the Moncrieff Engineering Co. (Four cylinders 55 x 90 mm 1922-26)

3 - A 10CV, also probably of 1922 and with locally built bodywork, seen climbing Putlands Hill, South Australia. (Four cylinders, 65 x 100 mm 1919-22)

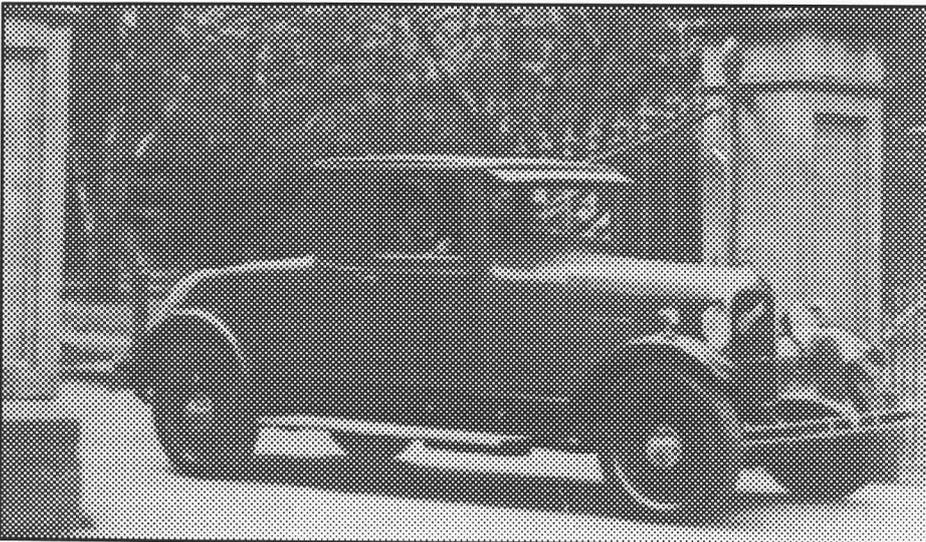




4 - A genuine French "Clover Leaf" 5CV, with Mr. F.M. Maughan at the wheel, winner of the light car class in the Twenty-four Hour Reliability Trial run in July, 1925, by the Motor Cycle Club of South Australia (Four cylinders, 55 x 90mm 1924-26)

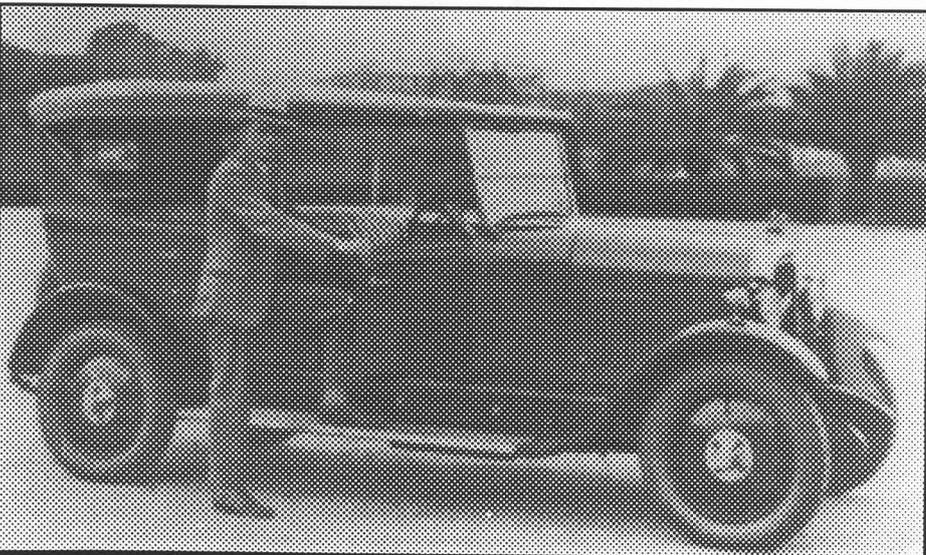
5 - A B14, with two-door saloon body, posed inside the Botanic Park in Adelaide. These cars were amongst the pioneers of all-steel construction

6 - A posed picture of a B12 Saloon, the first of the make with semi-elliptic front springs and front wheel brakes. (Four cylinders, 68 x 100mm 1925-26)



7 - A B14 Coupe blocks the gateway into the Botanic Park, Adelaide. These gates used to be closed at night. The B14 had semi-elliptic springs at the back as well as the front and a slightly larger engine. (Four cylinders, 70 x 100mm 1927-28)

8 - Another B14, a tourer this time. One of these cars, used mostly as a taxi in Budapest, was said to have covered 3,500,000 kilometres up to 1960.

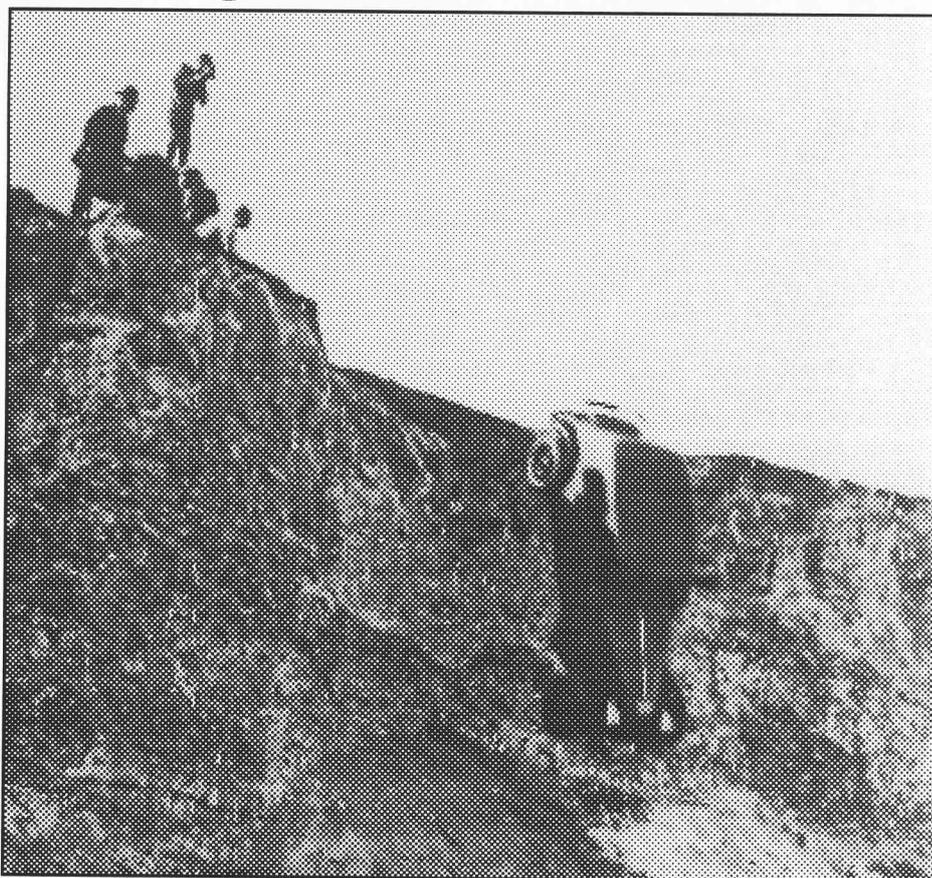


# THROW OUT THE RULE BOOK

*...and start again*

In May 1934, fifteen years and a few days after the introduction of the "Type A" and at a period when, yet again, the most alarming rumours were going round regarding the financial situation of the Javel organisation, a bomb exploded. Citroën launched, at a price of 17,700 Francs, that is to say a little less expensive than the "8", a new car, the "7", that had absolutely nothing in common with anything that had been seen on the roads up until that date. The "7", the first of an unforgettable line of "Front-Wheel Drives".

If the truth is told, front-wheel drive was by no means a novelty. It had already been used in 1900 (on Latil vehicles) and, since 1926/28, a few manufacturers were producing front wheel drive cars: Bucciali, Derby, Tracta (which thanks to the efforts of J.A. Grégoire, was the first viable "Front-wheel Drive" and was capable of proving its qualities under competition conditions), Rosengart (under the German Adler licence and on the basis of Grégoire patents), in France - Alvis in England - Adler, DKW and Rohr in Germany - Cord, Ruxton and Miller (racing cars) in the USA where incidentally, Budd had produced a design prototype, in 1931, designed by his chief engineer Joseph Ledwinka. This prototype, which was only built for experimental purposes, was shown to André Citroën during one of his visits to the United States, and according to some American historians, it was whilst looking at this monocoque bodied prototype that Citroën decided to manufacture his "Front-wheel Drive". It is possible that Budd's technicians (who had supplied the bodywork tooling for Javel since the introduction of the all steel body) participated in the structural design of the "7" but it is highly likely that André Citroën had already in mind the concept of a front-wheel drive car before he knew of the existence of the Budd prototype. However, the originality, even the genius of



the "7", besides the front-wheel drive arrangement, lay in the fact it was the only car in the world (and, even more so, the only car designed to be produced on a mass production basis) that combined, for the first time, in a single unit, so many characteristics that were either absolutely new, or already known but sufficient in each individual case to "classify" a car as unique. They were:

- and overhead valve engine which had, up until then, almost never been used on a mass produced car, for which for many years yet to come (by some manufacturers right up to 1960), retained the side valve arrangement;

- removable liners, which made unnecessary the delicate and expensive operation of reboring;

- hydraulic brakes, this being their first application, after Fiat and Mathis, to a mass produced vehicle. They were not to be fitted to all vehicles until after the last war;

- torsion bar suspension, a technique used by Porsche on the Auto Union racing cars

- independent front wheel suspension, still relatively uncommon, not to mention the "trailing arm" type rear suspension;

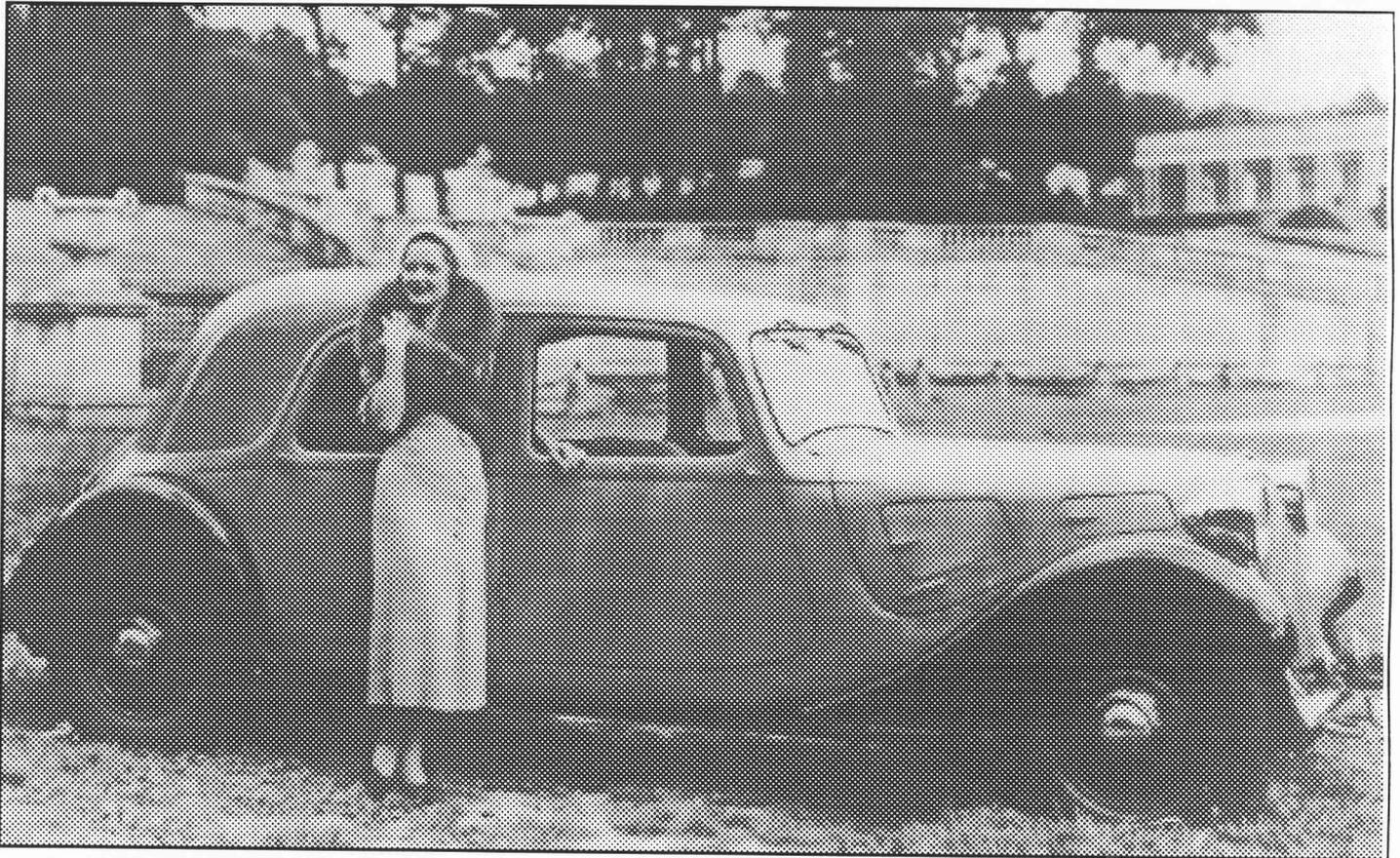
- a monocoque body, without a chassis, used for the first time by Lancia 11 years previously (and then only on convertible vehicles), applied by Budd to his

prototype front-wheel drive car and used again by Lancia in 1933 (this time in a saloon), a design to which Citroën applied his mass production experience.

One detail of the "front-wheel drive" that made a great deal of fuss of today passed almost unnoticed at the same time. Its two-piece steering column, hinging at a universal joint, was predecessor of the "safety steering columns" used to a

absolute wheel alignment and kept them perpendicular to the ground, thus preventing the car "lying over" when cornering. A technique, which is simpler in principle, was used by Rover on its 2000/3500 series. To explain its discontinuation, to be replaced by an assembly which, in its overall lines was the same, but on which the axle was secured to the sleeves instead of being a free fit in

new body to a ten year old chassis. On the "7" everything was new, from A-Z. Its very low line (no running boards, for the first time on a mass produced car) which had astonished the distributors to whom it had been introduced some weeks before, surprised the public but pleased it as well. Crowds assembled in the showrooms to admire the "marvel". For the first time, one did not climb into a car, one sat down in it



greater and greater extent today. This arrangement was, incidentally, discontinued on the introduction of the rack and pinion steering, but is worth pointing out. Furthermore, on the prototype, if not on the first production models, the rear axle was of the sliding type. The suspension arms, the shock absorber arms and the wheels were mounted on a sleeve into which the end of the axle was a free fit. Two retaining tie-bars (one on either side) hinged at one end on one of the sleeves and at the other end on the body rear cross-member. The axle itself was not load carrying, this function being undertaken by the torsion bar and the suspension - sleeve assemblies. This maintained

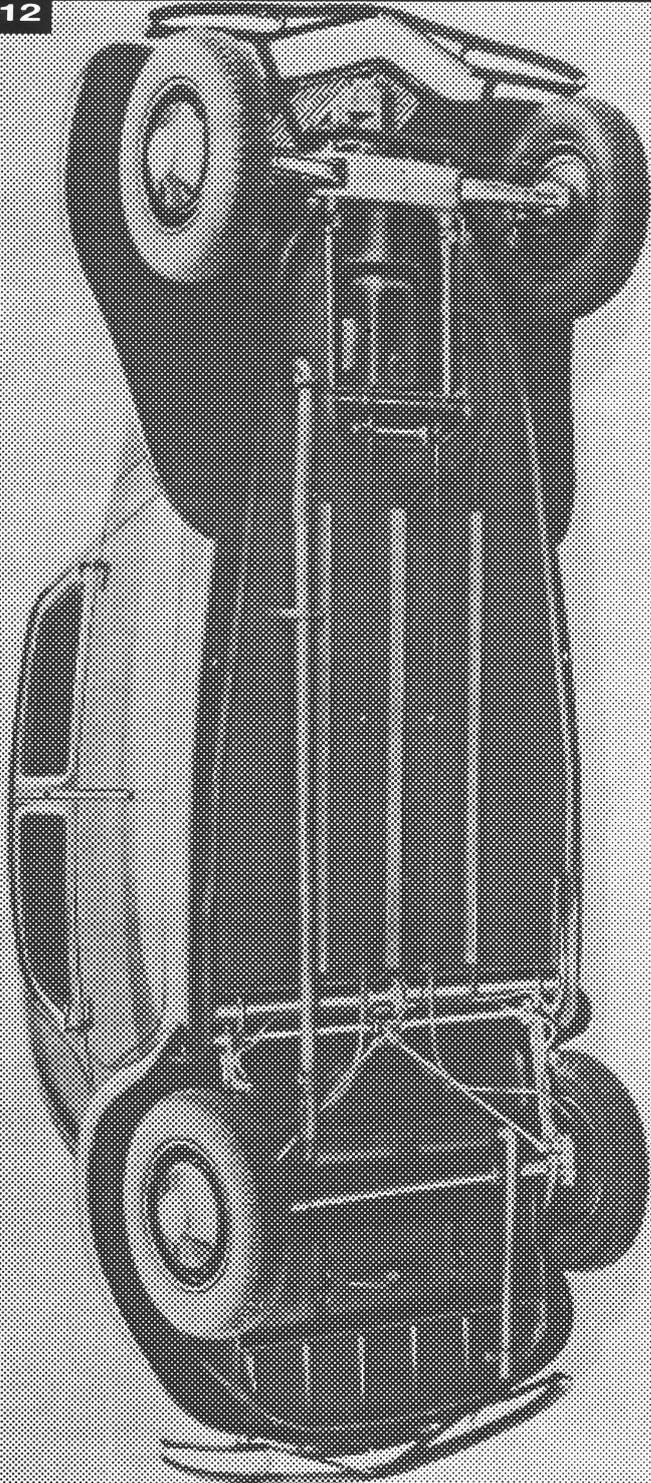
them, it is to be admitted that this arrangement, which attractive in theory, caused an incessant variation in the track whilst the vehicle was being driven and, above all, made the suspension arms operate under normal conditions, when cornering, under the influence of the centrifugal force.

Technically speaking, the "front-wheel drive" was superlative. On a practical plane, it represented an enormous step forward and the "7" made . at a stroke, all traditional cars out of date. This was logical because, this time, it was not a replating job, the sort of thing that all manufacturers had been doing for the previous two or three years, by fitting a

and the passenger compartment was no longer cluttered by a propeller shaft tunnel and by brake and gear shift levers.

During this springtime of 1934, Citroën salesmen emphasised in particular, the astonishing stability of the "7". They carried out spectacular demonstrations. The game was to drive the car as fast as possible and then suddenly, to turn the wheel sharply to the right, so that the car mounted the verge, or to zigzag down the road without the car attempting to skid away. The experiment ended with as violent application of the brakes as possible, whilst the driver kept his hands at least 10 cm away from the steering wheel. Quite naturally, a rainy day was a "red letter day" for





Citroën demonstrators. Even if he was affected by any criticisms that he may have heard, the potential buyer remained nonplussed when faced with such road holding capacity that made it possible to obtain such high average speeds, speeds very near to its maximum, without taking any risks.

The "7" was designed to be equipped with a hydraulic automatic gearbox designed by Sensaud de Lavaud (first of all tried out on the "8s", "10s" and "15"), but tests were not satisfactory. The cubic capacity of the engine was too small to compensate for the

inevitable power loss in the hydraulic system and the quality of the fluid was not everything that it might have been. Under town driving conditions or when climbing inclines, mainly during the Summer, it very soon reached a high temperature which caused a considerable loss in efficiency with all the consequences that one can imagine. The "turbine" as the gearbox was called was abandoned at the last moment and replaced by a conventional gearbox both designed and manufactured "as an emergency". The introduction of the car, even if it did have a conventional transmission, was not without problems. The universal joints broke, the gearbox grated, the rear suspension

twisted and the body structure split at the rear cross member. Several more months would have to be necessary to prepare. Finally, the "7" for the market and the owners of the first of these cars were to encounter a large number of teething troubles. The new Citroën, however, proved its endurance capabilities in the hands of Francois Lecot, a specialist in long distance journeys, who drove from Paris to Moscow and, above all, covered 4000,000 kilometres in 400 days on the Paris - Lyons - Monaco route

From May 1934 to January 1936, the appearance of the "front wheel drive" was to be subjected to a few slight modifications. The directions in which the bonnet flaps opened, which up until then had been the same as on the first models, were reversed (this was in January 1935), and from then on, the front flap opened forwards. The scuttle, which had formerly had two ventilation flaps under the windscreen, was fitted with only one. The horns, which had been chromium plated and mounted on the bumpers, were moved to under the wings, behind circular grills. In January 1936, the boot which, up until then had only been accessible from inside the car, was converted to open from the outside and the number plate moved from its centre position over the bumpers, onto the left hand wing. The radiator grill became painted instead of chromium plated and the chevrons were placed actually on the grill instead of being recessed into it. The flat headlight lenses were replaced by curved lenses and the shape of the wings was slightly altered to make their rear ends wrap round a little further.

In January 1937, without it being attributable to any major modification the "11L" and "11" became the 11BL and the 11B" and, yet again in 1937, a special series of approximately 300 cars were equipped with an engine of slightly increased power, with a downdraught carburettor. Reserved for privileged customers, these 300 cars can be considered as the first of what was to become, two years later, the famous "Perfo" range. According to Serge Pozzoli, the "pre-series Perfos" were faster and quicker off the mark than the "real ones" delivered two years later.

The "front wheel drive, especially in the case of the "Light 11", had become the typical French car and the upsets that marked the beginning of its career had long been forgotten when the Second World War broke out in September 1939. A little more than 240,000 of these cars had been manufactured, a remarkable figure for that period

*Article Source: P. Dumont - Citroën The Great Marque of France*

# TRACBAR DUNDEE

## *la tour grande* PART 1



*The Wade Family at Mt. Tamborine*

Last August Ester, Nathan and myself had the good fortune to be entrants in this fantastic event.

Briefly "Tracbar" was the brain child of Eric Massiet du Biest and involved taking 40 Traction Avants on an outback adventure in Queensland and Northern New South Wales and visiting such out of the way places as Birdsville and Hungerford.

The majority of the participants were French (33 teams) but also included three teams from Holland, two from Switzerland, one from the West Indies and the one Australian team.

Virtually every type of Traction Avant that was ever produced was represented and included such rarities as a 1934 7A (reputedly the oldest surviving Traction in the world) and a 1948 "Worblaufen" Big 6 cabriolet (one of only two still in existence).

### **Day 1 - Prelim**

A pleasant drive down the coast arriving about 1300 hours. Started to meet some of the overseas visitors. At 1700 a meeting of all participants in the hotel ball room.

Rally packs distributed followed by an excellent buffet dinner.

### **Day 2 - Prelim**

After breakfast assemble in the park opposite the Hotel and about 0900 departed for Mt. Tamborine arriving about midday. A huge crowd was there to welcome us. After making camp in the amphitheatre an excellent meal and entertainment was provided by the Mt. Tamborine residents.

### **Day 1 - Official Start**

Lined up in official order and departed at 1000 hours, a large crowd (including media) to farewell us. A short drive over the Gateway bridge arriving at the Petrie Historical Village at 1230 where lunch was served. After lunch continued on to Stephen and Georgie Laguna's property at Kuwongbash where we camped overnight. After dinner a few drinks and a sing-a-long around the camp fire, starting to make lots of new friends.

### **Day 2**

After breakfast headed north and the first problem. Turning a sharp left hand turn

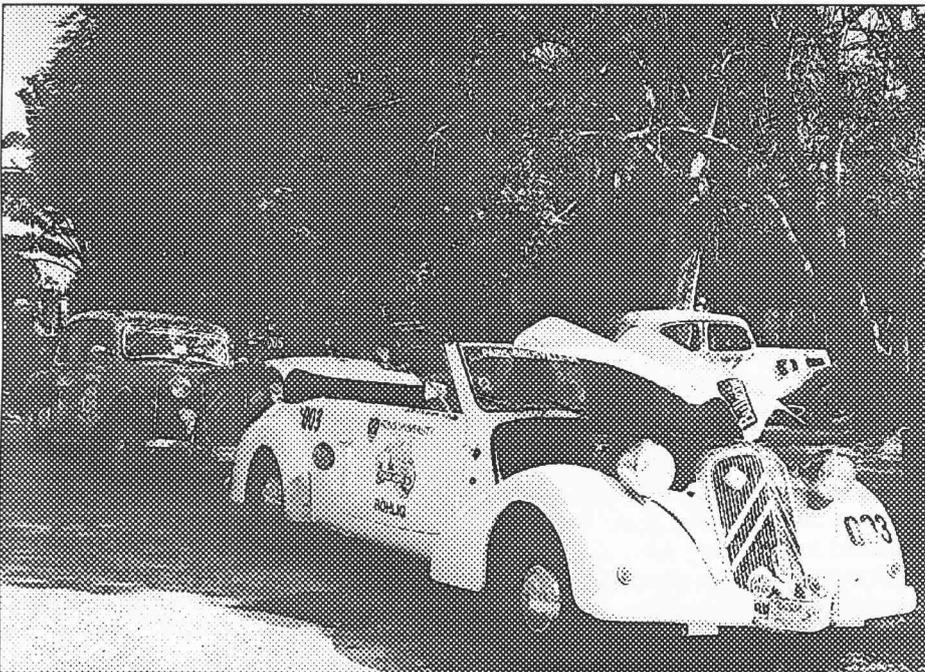
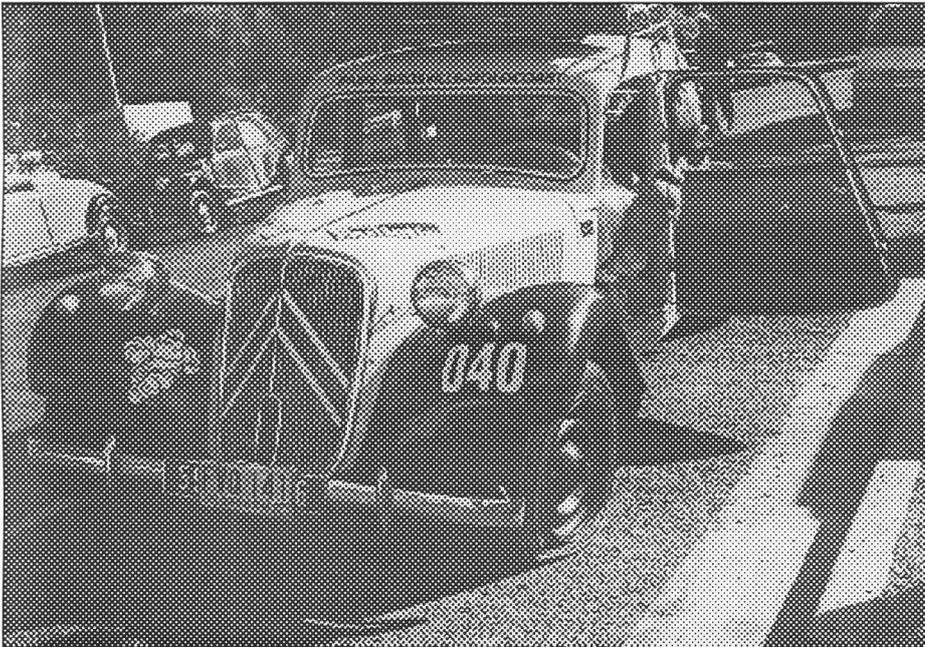
the driver's side door flew open (the spring in the door lock was broken). After tying the door shut continued on reaching the ferry. the gear lever had come out of the gate under the dash. Selected second under the bonnet and drove on to the caravan park where we were staying overnight. Missed the drive up the beach to see the "Cherry Venture"

Other cars also had problems including a gearbox, clutch, radiator and starter but by departure time next morning all cars were going again.

### **Day 3 - Nathan's birthday**

Departed early and headed inland to Kin Kin where we had lunch, continued on to Rainbow Beach on a very rough road. A few cars suffered exhaust problems. Arrived in Maryborough about 1600. Dinner the night was in the Town Hall hosted by the Lord Mayor and what a wonderful evening it was. Most of the overseas people dressed up for the occasion. Returned to the motel about 2200 hours - DISASTER! three of the motel rooms including ours had been burgled. Ester's bag containing cash and





Top: A flat tyre at the Official Start for the 1957 11C

Bottom: A collection of interest examples including the "Worblaufen Big 6 cabriolet at Kin Kin

credit cards was gone. I "spat the dummy" and wanted to go home but Ester being more level headed than me prevailed (fortunately).

**Day 4**

Started the day by lining up in the main street and being signalled to leave at 1000 by the city's cannon. Head west arriving in Gayndah for lunch. The "Gayndah Gang" provided champagne and nibbles at their place ( and a quick look at their collection of Citroëns)

and then off to the town of Cracow now almost a ghost town. Camped at the Cracow Hotel who provided our dinner for the evening, a local band had been hire to entertain us and a great night was had by all.

**Day 5**

Continued west to Theodore and then north to Moura where we boarded buses and were given a tour of the open cut mine. Returning to town for an excellent lunch provided by the local Ambulance Brigade. After lunch westward again

passing through Rolleston and Springsure where the locals served a lovely afternoon tea (the local Mayor is the proud owner of a D Special which has been in the family since new). then continuing on to Emerald where we stayed at the Maraboon Lake Caravan Park, a very pretty spot with lots of bird life. All cars still with us, a few exhaust and tyre problems but nothing serious.

**Day 6**

Head due west for 300 km on a good road passing through alpha and Jericho arriving at "Lochnager" a farm that provided us with a wonderful lunch. After lunch proceeded on a "special" section, 30 km of driving through paddocks and creeks to read "NORTH DELTA STATION". Another great night with food and music and partying to the wee hours.

**Day 7**

An easy day today, left North Delta about 1000 headed for Barcardine. Visited "MAD MICKS" a great collection of Australiana. billy teas and damper was served there and our Dutch friends thought it was marvellous. Continued on towards Longreach stopping at the "Wellshot Hotel" at Ilfracomb. The pub has a large collection of hats covering the walls and ceiling. Arriving at Longreach about 1500. We had intended to visit the Stockman's Hall of Fame but because of our late arrival we didn't have enough time.

**Day 8**

Early departure from Longreach heading south for Windorah. Arrived at Jubdah for lunch, after lunch another "special" section following the Barcoo River. Had to leave to road several times to avoid being bogged, as it was several cars including team 013 got stuck and in the process of towing out 013 the sump was damaged resulting in the loss of oil and causing a blown motor, the car was then towed to Windorah. All other cars arrived safely.

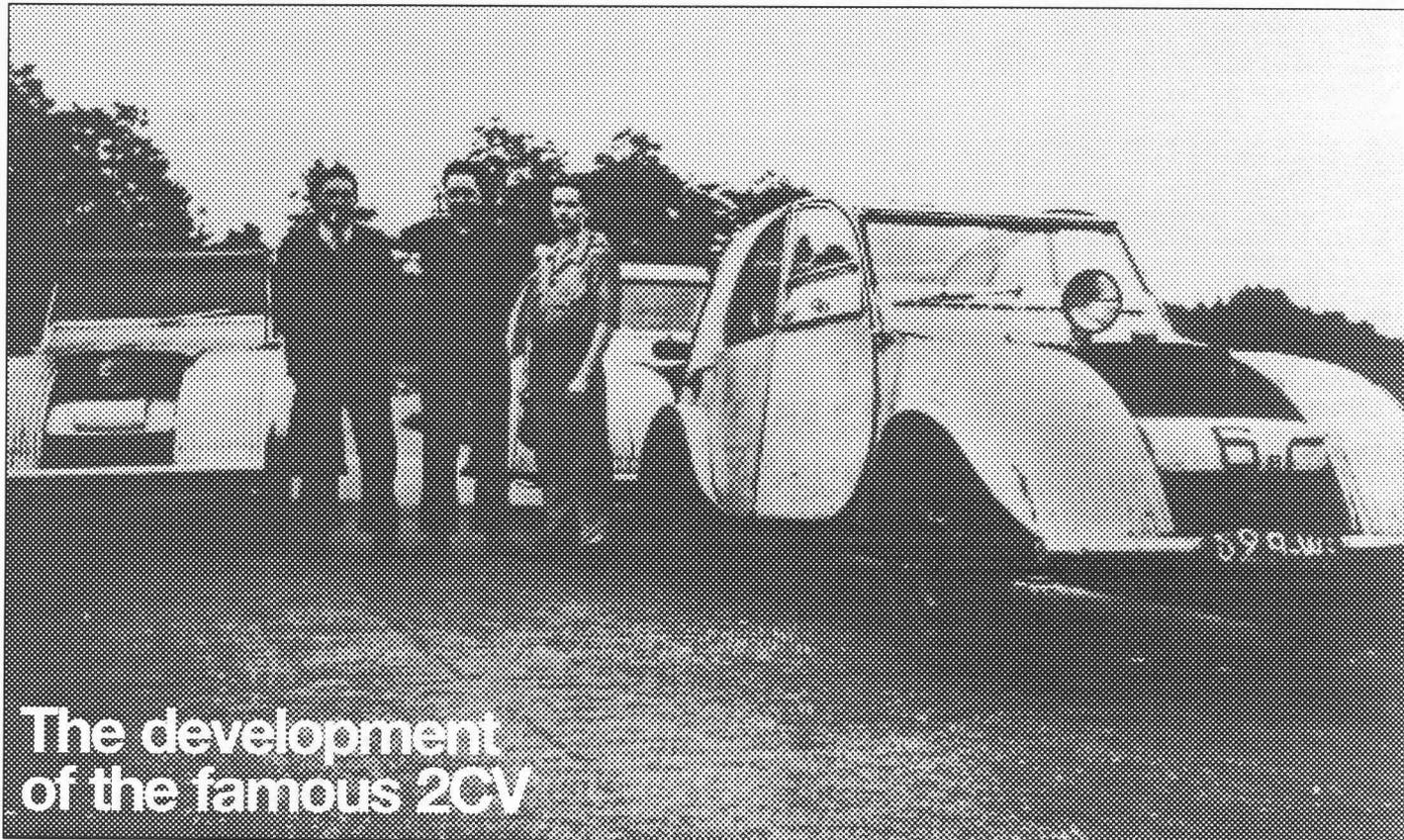
**Day 9 BIRDSVILLE OR BUST**

See the next issue of Front Drive for the next installment. Will 013 rejoin the rally. Will any other teams become victims of the great big Australian bugger all...

Read on in the next Front Drive.

# FROM AN UNBROKEN MULE

## *...an ugly duckling is borne*



### The development of the famous 2CV

*A rare photograph which somehow evaded Boulanger's total ban, of three early prototypes at Ferté-Vidame in 1938. The lack of both radiator and filler cap on the left hand example suggests that it may be air cooled.*

Today, when the sound of a Citroën twin can be heard in any European city, it is difficult to imagine the reaction of the more conservative elements of the company hierarchy to the failure of the first prototype. With its narrow track, lacking bodywork and fitted with a suspension hastily improvised from the Traction, the car which left the rue du Théâtre in 1937 was not so much a disappointment as a disaster. Even Lefebvre could manage only a few hundred metres behind its rudimentary perspex windscreen before resigning himself to another long session at the drawing board.

The place chosen for the first trials was Gometz-le-Chatel. Close enough to Paris to be convenient, it was reasoned, yet far enough distant that the press would be hard put to get wind of events. In the event the most interested body besides the designers and Boulanger was not the press but those at the factory who had kept alive André Citroën's idea for a smaller version of the Traction. Even as

the post-mortems were being conducted the rival car was being readied for presentation to Boulanger.

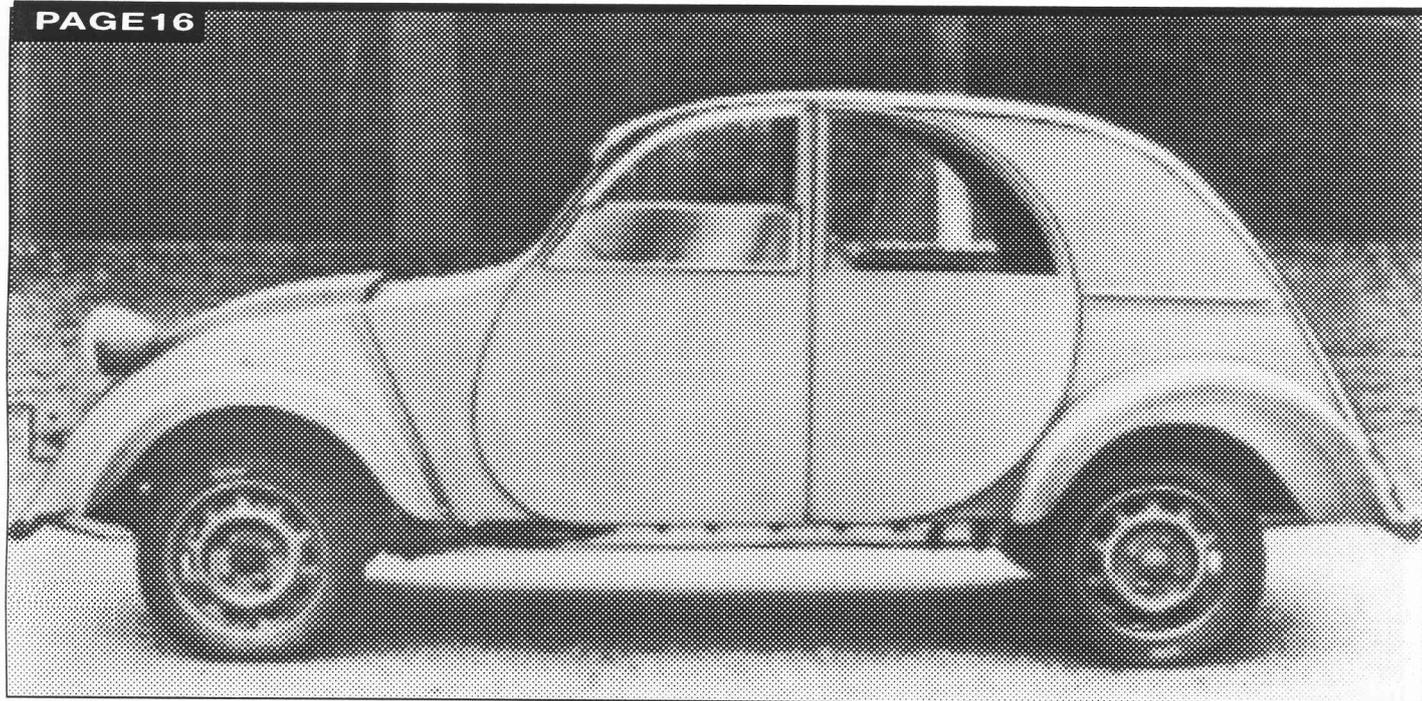
To say that PJB was unimpressed with the usurper would be to understate the case. Taking the rival project as a direct condemnation of his policies, Boulanger quickly dismantled it, in the process giving ample proof that his placidity could be displaced by rare but towering rages. This done, his next act was to bring Sainturant, the designer of the ohv wet liner engine of the 11CV, into the TPV project, with instructions to provide a workable engine of the minimum required size and appropriate wear and torque characteristics. Meanwhile the rest of the team were set to work trying to make the car handle more in the fashion of motor vehicle than an unbroken mule.

Realising that further abortive public testing of the car could be embarrassing, Boulanger gave order that a secret testing track was to be found. The ideal, he directed should be within a one hundred

kilometre radius of Paris and preferably toward the west thus obviating the necessity of traversing the capital every time a new project needed to be delivered or reclaimed. The place chosen was a run down hunting park at Ferté-Vidame, Boulanger himself supervising the construction of the track.

Here, during the winter of 1937, relying heavily on rum and coffee to keep themselves from freezing, a team of engineers began testing the stream of pre-series prototypes emanating from the rue du Théâtre. As well as the cold the test drivers had to contend with the inflammatory combination of aluminium, petrol and magnesium with the result that at least one of the pre-production cars ended its life in a spectacular blaze well before its appointed date for destruction.

During this period the cars really justified PJB's directive to build a vehicle comprising "four wheels, a platform and an umbrella." Often even the umbrella was missing as



*The side view demonstrate how far advanced the concept of the cars for the Salon were. Note the studded wheels, lack of door handles and the lack of visible evidence for the self levelling suspension. Following racing practice of the time the chassis was drill to save weight.*

Bertoni struggled to keep pace with the changes wrought in the engine and suspension geometry. Still the testing went on until in May 1938 Boulanger was satisfied with the overall viability of the project and issued a directive that 250 prototype were to be prepared for the following year's Salon.

Ironically this directive was to be, at least in part, responsible for much of the confusion which surrounds the number and type of the pre-war prototypes. The need to build so many cars in the time allocated meant that the methods of production used for the pre-series cars would no longer suffice. In order to rationalise man hours the latest type of aluminium welding machines were needed. Of the types then available and due to their strategic importance the sale of these machines was strictly controlled by Goering. Knowing the location of these machines was in effect, tantamount to knowing where aircraft fabrication could be taking place. This, in turn, explains the Luftwaffe's preoccupation in the early months of 1940 with flattening the Citroën factories with the consequent loss of most of the records of the car's development. Luckily, however a few important documents survived which help the chart the progress Lefebvre was making. One is the report on prototype number 34 which Jacques Borgé and Nicolas Viasnoff reproduced in full in *La 1CV*. the report lists some fifty good or bad points on this car and from it some interesting facts emerge.

As regards the engine, criticism was levelled at the twin carburettors, the right hand one being particularly difficult to service. The gearbox oil was almost completely inaccessible. The engine oil was easily checked and replenished but the drain point was only easily available to someone with access to ramps or a pit. Draining the radiator and block was described as impractical whilst the jacking points were inadequate and the grease nipples had not yet been standardised.

The bodywork drew criticism for having no map pockets, for the lack of easy access to the driver's seat "pour un usager assez grand". for insufficient ventilation and for the fact that the windscreen was not watertight. Other areas which drew unfavourable comment were the door handles and the roof: the former for their tendency to become detached, the later for its difficulty in doing so. The heating was insufficient, except where it fried the driver's feet, and the bulb for the single headlight was difficult to change.

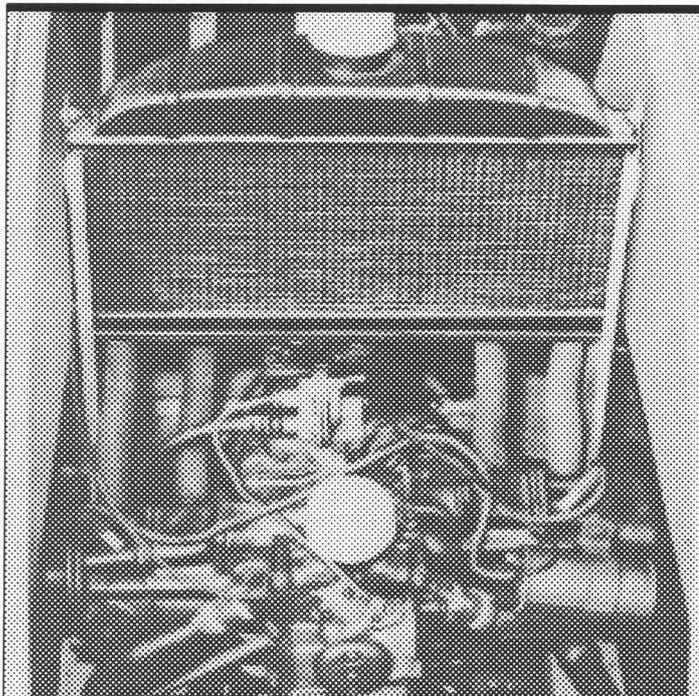
Other faults catalogued were that the windscreen wiper left marks on the perspex windscreen, the gear lever did not fall easily to hand, the fuel tank was not large enough (5 litres) and was difficult to fill, and a short driver would need a cushion to see the road properly.

On the credit side the accessibility of the passenger seats was praised as was the starting handle (previous prototypes were started by a card). The petrol filler was protected from the rain and the depth of petrol and engine oil were easily accessible as were the ten greasing points. The exterior door handles had remained in place and the bonnet did a fine job in

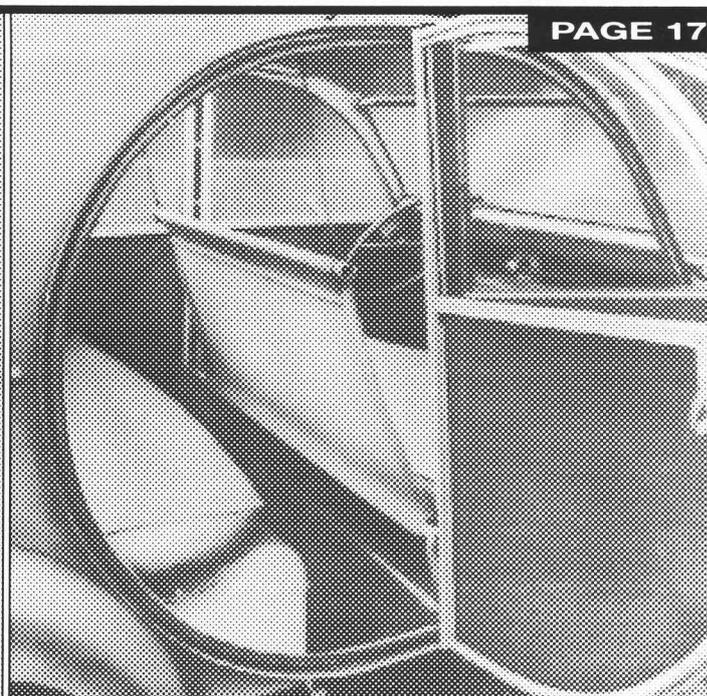
protecting the engine (a cryptic note here adds "unlike No.22").

The report describes the suspension as "excellente" which poses something of a mystery for if No. 34 (christened *La Chouchoute*) was, as has occasionally been suggested the definitive model for the Salon car of 1939, it was still running with the original unsatisfactory torsion bar and swing axle of the earliest prototype even though Marcel Chinon had already evolved the self levelling interactive suspension from Mercier's original patents. The possibility remains that the cars destined for the Salon were for show as a design exercise whilst the further two hundred and fifty would be amended to take the fully revised suspension before being used in a great advance education campaign for the dealers. Unfortunately as no definitive chassis plans of the later prototypes have survived and no coherent marketing schedule has come to light, the only substantial statement on the change in suspension is that it had already taken place by the time Jean Cadiou took over as head of the Bureau D'Etudes in 1943 and was a reality by 1942 when Marcel Chinon was photographed driving a thus equipped prototype at Ferté-Vidame.

By May 1939 the engineers had reached number forty three in the table of prototype evolution. Most of the small details singled out for criticism in the earlier report had been successfully amended and the factory at Levallois was beginning to assemble the first of the 250 cars ordered for the salon. Boulanger was already seeking Michelin support of yet another series batch, this time of five hundred cars to



*A view of the water cooled engine showing the easy accessibility for owner servicing*



*A heavily retouched view of the interior. Note the hammock seats, straight gear stick and primitive interior door handles*

be fabricated completely at Levallois instead of various operations being spread through the factories of the whole group. The press had been primed with enticing hints that a sensational new car was on its way, all seemed set fair. But events beyond Boulanger's control were about to upset the coming of the new infant.

As the completed salon cars began to be assembled in small groups at Levallois, France mobilised and brought the curtain down on the project.

Three pre-series prototypes were quickly converted to small trucks and dispatched to sit out the war as factory hacks at the Michelin works in Clermont Ferrand. A few of the more complete examples of six Salon cars were secreted at Ferté-Vidame whilst the uncompleted bulk, plus the earlier prototypes, were ordered to be scrapped.

As an early and staunch supporter of de Gaulle, Boulanger found the German occupation totally unacceptable. Unlike some other French industrialists he set himself firmly to the task of making life as difficult as possible to the invaders with the inevitable result that his name quickly featured in the infamous Gestapo blacklist of influential Frenchman who should be deported.

One of the manifestations of his hatred was a neurotic obsession, amply

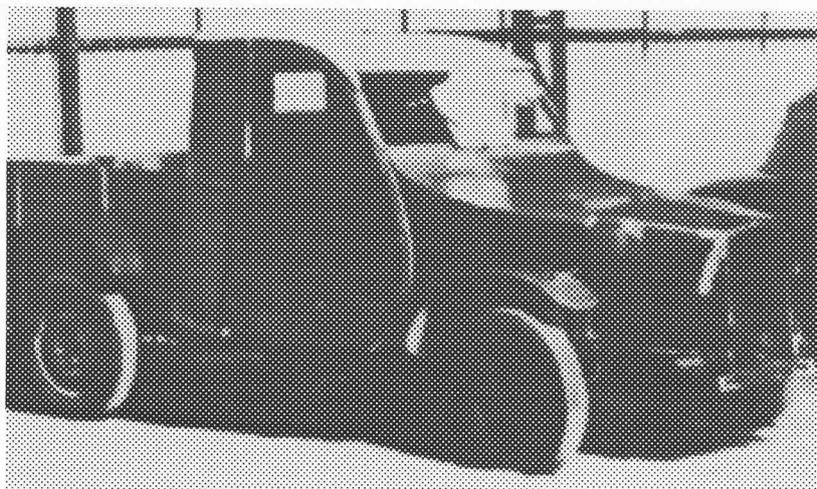
documented in his little black notebooks, with keeping the TPV out of German hands. As a result of this over-reaction he was at constant loggerheads with Goering's adjutant Von Schell who demanded three of the little cars to exhibit in Germany. Eventually, in seeking to persuade Boulanger that Germany's interest was more curious than malign, a Volkswagen was delivered to the factory at Javel; however even this token of good faith

whilst Walter Becchia was recruited from Talbot to further develop the engine.

Working in secret, Becchia evolved an air cooled flat twin engine based largely upon the cylinder dimensions and valve gear of the water cooled unit of the Salon cars. Legend has it that he took only six days to effect this major transformation working mainly at night with his old friend and colleague from Talbot, Lucien Girard. Not only did the new engine overcome

the problems of susceptibility to extreme cold which had beset the water cooled engine but with Girard's rationalisation to a single carburettor layout both the power output and the fuel consumption were improved.

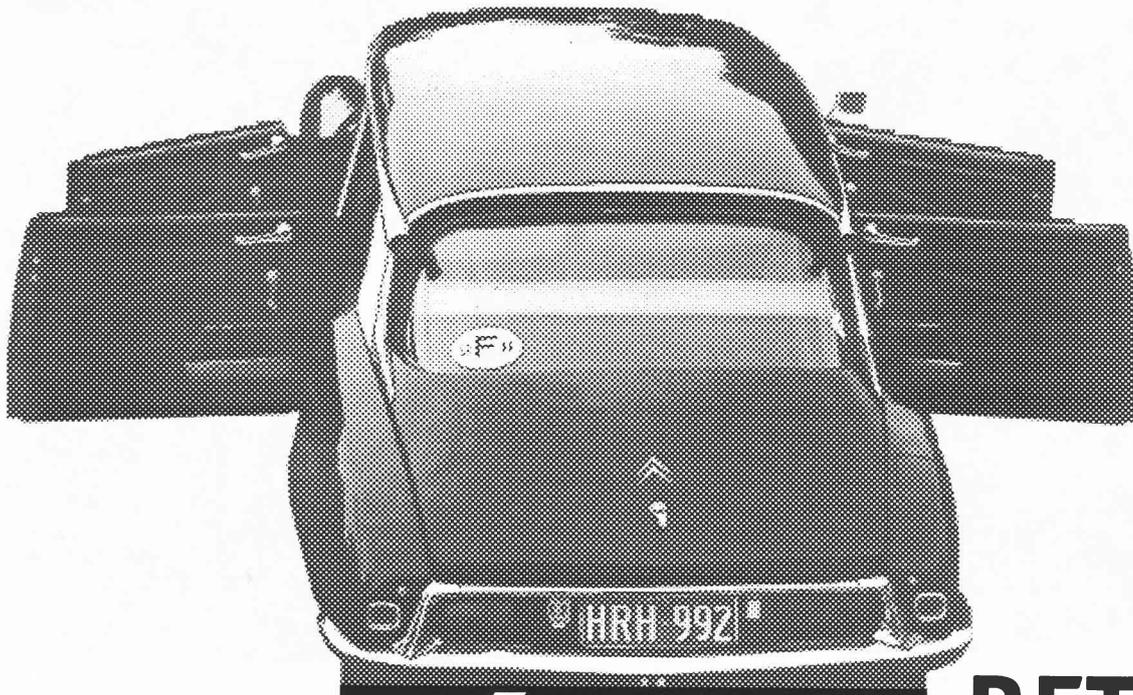
For his part Jean Cadiou, working closely with the original team, managed to evolve in steel, the final and definitive floor plan which was to see the car into full production after the war was the TPV was now truly becoming the 2CV.



failed to move Boulanger who steadfastly refused to release his precious charge to the Axis.

By 1942 the German interest had waned, the factory at Javel was pressed into building rucks, and Boulanger deemed it prudent to resume development of the car ready for the cessation of hostilities. Towards this end Cadiou was instructed to redesign the car for production in steel,

*Source: The life and times of the 2CV - Bob MacQueen & Julian McNamara*



# DÉESSE

## AUSTRALIEN

## BETWEEN

1946-60 more than 4,000 Traction, 2CV and DS models made in England were imported into the country through principle distributors located in the states and territories, such as Commonwealth Motors Pty Ltd in Victoria and Maxim Motors of Queensland. However, in 1960 these Australian companies began importing the right hand drive ID19 model built in Paris. Because the specification of these French-made cars - marketed as the Parisienne - was far less elaborate than the Slough built ID19, which was equipped with such refinements as leather upholstery, the Parisienne was \$300 (Australian) cheaper than the UK model, a saving of 15% even after import taxes had been paid, due to the low value of the French Franc.

Although Citroën registrations never exceeded 550 cars a year until 1983 at the earliest, the marque built up a loyal following of enthusiasts in those early post-war years, despite all the difficulties involved in obtaining vehicles and parts from the other side of the world. Consequently, when - in 1961 - the Australian Government followed South Africa's lead in ending preferential tariffs for imports from the UK, an Australian assembly plant was quickly established to build the Déesse, using CKD kits shipped direct from Paris, not Slough, and supplemented by Australian made components.

Located at West Heidelberg near Melbourne, Victoria, and owned by the Continental and General Co. Pty (which also held a license to assemble Peugeots), this factory operated for five years, until

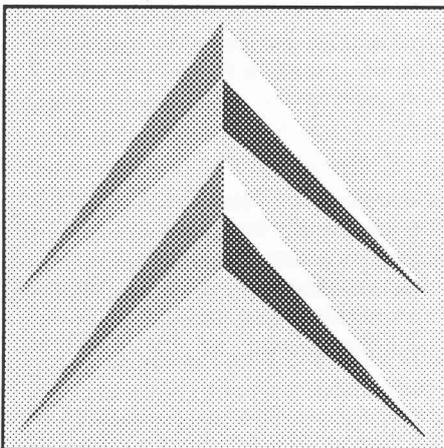


1966. No production records have survived, but it is known that during this period 1779 Citroëns were sold in Australia. As most of these cars are likely to have been home-built, it follows that the output of the Australian-built Déesse probably averaged 200-250 a year with a total production of about 1400.

Only the ID19 saloon was assembled at West Heidelberg. Also known as the Parisienne, its specification was based on that of the 75bhp version then being manufactured in France, so that the right hand drive dashboard was a mirror image of the French market design. Although the interior door handles were plastic, the direction indicator trumpets were stainless steel, and the roof and rear quarter panels were aluminium. Made locally, the seats were trimmed in an extremely durable two-tone vinyl, following the design of the contemporary French ID19 Luxe. there was no foam underlay for the rear carpet and the front foot well was fitted with a rubber mat. Unlike earlier Slough-built imports, the Australian model had front bumpers identical to its French counterpart, together with the small wheel embeishers always fitted to French IDs. The Dulux paint was made in Australia and seven unique colours were available: Angora White, Boulogne Green, Reims Green, Carmen Red, Curacao Yellow, Lido blue and Olive Green.

Under the bonnet there were other changes, including the fitting of a large capacity oil-bath air cleaner to cope with dusty. since

Australian IDs were sold without the option of power steering all were fitted with a single-cylinder hydraulic pump. And although, as in South Africa, the original pendant brake pedal was replaced by a mushroom pedalo in 12965, the brake hydraulic system fitted throughout was always of the ID type.



Between 1961-66, Australian production was supplemented by the import of other European built right hand drive Déesse models, including the ID19 Break and DW saloon, all at significantly higher prices than the Parisienne. Generally, Slough supplied these cars up to 1963 and Paris thereafter.

Priced at \$1698 (Australian in 1963, the parisienne was viewed as an expensive as well as an exotic car, far too unconventional in every way for most conservatively minded Australian buyers. But when

Lucien Bianchi stormed across the country in the 1968 London to Sydney Marathon, hours ahead of the field until a collision with a non-competing vehicle just 100 miles from the end robbed him of certain victory, many Australians learned what they had been missing in neglecting the Déesse. However, by then it was two years since Continental and General Co. had gone bankrupt and production of the Parisienne had ceased. Even so, imports continued through to the end of 1975.

In 1971, however, the authorities introduced regulations requiring all vehicles with automatic transmission to be equipped with an immobilising parking gear, a move that spelled the end for the hydraulic transmission of the DS21 and DS20 in Australia. From then on the line-up included the 1985cc engined D Spécial, D Super and Break 20, all with manual transmissions, with the five speed box as an option on the DSuper, as in Europe. The 2175cc Dsuper 5 was never officially imported. With the introduction of the DS23 in 1973, this too was sold in Australia, but only with the Borg Warner automatic or 5 speed manual box. It is estimated that about 4500 Déesses, both locally and European built, found customers in Australia

Source: *Original Citroën DS* - John Reynolds



# CITROËN

## AUSTRALIA *and the future*

For the first time in 75 years of history in Australia, Citroën, Australia's longest continuous imported marque, is preparing to do serious business in this country.

Citroën's fresh approach to the Australian marketplace will be defined by a three point strategy, aimed at raising the brand profile and achieving aggressive sales targets by the year 2000.

This strategy has been underpinned initially by a Guarantees Product Plan, designed to ensure that a continuous and significant flow of new models reaches the Australian market.

Spearheading this plan is the new Xantia range. Models released this year already include the Xantia Activa Turbo CT, the 75th anniversary 2.0L 16V Xantia with auto adaptive transmission and the powerful 3.0L 24valve V6 Xantia. These models were closely followed by the new 1.8L and 2.0L

Xsara in August, with the stylish Coupé appearing in early 1999.

Under evaluation for potential introduction in the future are additional Xsara and Xantia variants, a Citroën van range, including the Berlingo commercial van and a stylish new competitor for the light van segment.

Australian motorists will not only have the choice of a significant new Citroën range, they will also benefit from Citroën's determination to pursue an aggressively competitive pricing policy.

Priced at \$39,990, the Xantia is competitive with entry level prestige marques and represents excellent value for money in comparison to its European competitors. The Xsara is also priced very competitively at \$26,990 including Auto Climate Control

An additional feature of Citroën's growth plan for Australia, is the creation of aggressive sales targets. Citroën aims to raise sales volumes over the range

by 30% to 2000 vehicles in the next two years.

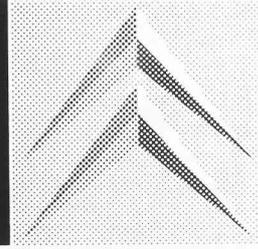
These targets will be actively pursued by a quality dealer network. Citroën has established nine major metropolitan dealers in twelve locations across six states, including a new location in Church Street Melbourne. These dealers will be supported by a number of provincial dealers.

Another important element in the Citroën facelift has been a substantial expansion of marketing investment by both Citroën International and the Australian distributor, Ateco Automotive. This investment is aimed at significantly raising the brand profile of Citroën and establishing a ready market for new models.

European supermodel, Claudia Schiffer, has been contracted as the face of Citroën Australia, positioning the brand as chic, stylish and distinctly European. Brand identity will be further enhanced by the adoption of a campaign slogan "Nothing Moves You Like a Citroën."



# XANTIA V6



## THE POWER AND ECONOMY

Motorists seeking impressive performance, optimal fuel efficiency and minimal emission levels will welcome Citroën's latest addition to their successful Xantia range - the new Xantia 3.0L - 24 valve V6.

Coupled to a self adaptive fuzzy logic automatic transmission, this state of the art V6 engine is the newest addition to the Xantia range and is designed to deliver exceptional performance under all driving conditions.

With a maximum power of 140Kw is achieved at 5,500 rpm and a maximum torque of 267 Nm at 4,000 rpm, the smooth muscular unit is the result of the latest in engine technology, exhaustively researched and stringently tested.

Capable of an impressive 230 kph, the Xantia V6 also delivers a range of power

satisfying the needs of even the most demanding drivers, providing 88% of maximum torque (234Nm), at engine speeds as low as 2000rpm.

engine performance is enhanced by a number of advanced engineering features. These include six cylinders in a 60 degree V configuration, 24 self adjusting valves, four overhead camshafts, a new generation Bosch MP 7.0 fuel injection/ ignition computer, an aluminium cylinder block and upper crank case assembly with cast iron inserts, for improved acoustic performance.

The Xantia V6 is responsive and powerful, while affording the best possible fuel economy. This is achieved through an optimised combustion chamber and advanced engine control systems. On an

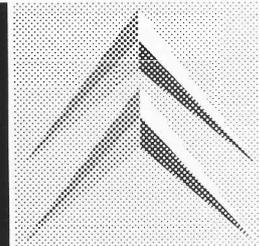
urban cycle, the Xantia V6 returns a rewarding 10.1 km per litre, an attractive feature in an efficiency conscious market.

Low emission levels are also a feature of the Xantia V6, a car designed to conform to European strictest regulations, some of the toughest environmental standards in the world.

Citroën's expertise in the field of hydraulic suspension technology ensure that the Xantia V6 handles the most demanding driving conditions with total composure, bringing driver and passengers a superior level of ride comfort and security.

Priced from \$52,000 the Xantia, V6 has been available with self adaptive automatic transmission from August 1, 1998

# CITROËN



## CAUGHT IN THE WEB

Citroën enthusiasts can now access detailed up to the minute information on the charismatic European marque via the new website : [www.citroen.com.au](http://www.citroen.com.au)

The site features comprehensive specifications across the entire Citroën range, including the "xciting" new Xsara. Browsers interested in recent Citroën innovations can access detailed information on Citroën's world renowned fluid suspension and new auto rear steering system.

The Citroën site also features an inquiry mechanism whereby users of the site may E-mail their questions and have them swiftly responded to.

The new Citroën web site will enable our motoring writers, current and potential customers to obtain the detailed information they require simply and efficiently. Because the site is being constantly updated, people can access the latest "Hot of the Press" information previously unavailable.

The highly visual and interactive nature of the internet is exploited fully, with the text complemented beautifully by high quality photography, detailed graphics and slick, uncluttered layout.

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



# talking technical

SPARE PARTS OFFICER - MEL CAREY

I received this fax from our friend in South Fremantle, Les Farrar, and have reproduced it here with his permission and my comments for general reading and trust the information will prove to be useful for our members.

Dear Mel,

A few weeks ago we had a chat on the phone about vibration on the L15, well I'm happy to say my car has much improved!

Firstly the rear rubber mount was too high and was rubbing in its housing, which by the way had a mirror finish inside! After a careful adjustment I smeared the housing plate with grease (more slip than grip) which has resulted in much less vibration and now is a joy to drive at higher speeds.

I think the answer to vibration would be to isolate the engine from the body completely; i.e. rubber mounts instead of volute springs which are again metal to metal and to have the exhaust system suspended by rubber straps so the whole engine/exhaust etc. is floating with no contact from the body, any thoughts on this Mel?

Regards Les.

Dear Les & Wendy,

Well, that's great Les!. Isn't it satisfying to work through a problem with the car yourself and get a positive result.

Citroën was keen on insulating the engine

vibrations from the body and as early as 1933 was using the "Floating Power" system of engine/gearbox mounting in the rear wheel drive cars which was used under Licence from the Chrysler Corporation so it stands to reason that this technology would have been considered when designing the Traction.

Other areas where vibration can creep into your Traction are through worn out or missing engine side mount pads (available through Club Spare Parts) which fit between the volute springs and the engine mounts and also badly designed exhaust systems and mounting can be a problem.

The replacement exhaust should follow the original pattern as far as mounting, pipe size & wall thickness, muffler position and design, any variation will generally be noisier either inside or outside or both so an original exhaust is the best all round for the car. (Don't forget to refit the "stay bar" from the engine pipe to the bell-housing or a cracked manifold may result.)

Having written all that, now I can hear you say "Where can I get an original exhaust for my Traction?", well, they are available through Club Spare Parts but they are also expensive, in stainless or mild steel as original. It is far less expensive and more practical to make up your own or have your local exhaust man make and fit one for you, but the point is you have to be careful in making modifications in this area as it can make your car very uncomfortable to travel in.

The other thing we discussed was engine imbalance, as most engines have been rebuilt now and some have had parts interchanged, such as, crankshaft, conrods, pistons etc. the possibility of these "Foreign" parts being out of balance with the original mass is highly likely and as often the case the history is a bit obscure and we have no idea what our little car has been through in the past. Now, as a general rule, most of our rebuilt engines are fully balanced including the flywheel and clutch pressure plate and the result is a very smooth running engine.

So as you can see Les there are several areas where an improvement in general comfort can be gained and although these comments have been directed towards our Traction's they apply to all cars.

Kind regards,



**SPARE PARTS  
FUND**

**NEW MEMBERS**

**K.Radford**

**P. Hibberd,**

## REGISTER YOUR LEFT-HAND DRIVE CAR

The following press release has been received by the Club from the AOMC.

This major alteration to regulations has been sought and lobbied for by the AOMC for over 12 years. Heather Greaves, Secretary of AOMC, was naturally very pleased with the outcome, although she has told me that there remain a number of other issues facing the hobby motorist that still need addressing.

State government Lifts Restrictions on Older Left-Hand Drives. Victoria's Standards for Registration have been amended to allow any left-hand drive car more than 30 years old and less than 4.5 tonne GMV, to be registered and used on Victorian roads without restriction, the Minister for Roads and Ports, Mr Geoff Craige, has announced.

Until now, many of these vehicles had to be converted to right-hand drive,

Mr Craige said. 'The only left-hand drives permitted in Victoria were vehicles registered before 1949; special purpose vehicles such as street sweepers, which had to be left-hand drive or dual control to effectively perform their function; and vehicles that were only available in left-hand drive and were difficult to convert, for example large mobile cranes.'

Mr Craige said the amended registration requirements brought Victoria into line with the new Australian vehicles standards being proposed by the National Road Transport Commission. 'Once the Vehicles Standard Rules [VSRs] are endorsed by the Ministerial Council for Road Transport, they will be adopted by all Australian

States and Territories and incorporated into legislation.'

For consistency, restrictions have also been lifted on left-hand drive Club Permit vehicles & collector or enthusiast-type vehicles that are more than 25 years old and used occasionally on the road in club-sponsored events.

'Many of these vehicles are genuine originals and conversion to right-hand drive can destroy their value,' Mr Craige said.

'This move recognises the care and responsibility club members exercise in using these special vehicles on our roads.'

I am certain that the next AOMC newsletter will provide further information on this matter and we will be sure to keep members fully informed as to the requirements for registration.

