



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

# FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE  
FOR CITROËN OWNERS AND ENTHUSIASTS



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## 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.

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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.

## MEETINGS

Club meetings are held on the fourth Wednesday of every month [except December] at 8pm. The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3

## LIFE MEMBERS

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

Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

## COVER IMAGE

The cover image of a DS in Naples was taken 1966 and is from Citroën Public Relations.

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## DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, June 10, 2011..

# 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. The onus is on owners to demonstrate that their cars are safe. Feel free to consult our Permit Officers for advice regarding getting your car on the road, and keeping it going.

**FOR SPARE PARTS & TOOLS**  
Contact Rob Little.  
Phone: [03] 5823 1397 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 Peter James at  
[clubshop@citroenclassic.org.au](mailto:clubshop@citroenclassic.org.au)

**OTHER CLUBS**  
VIC: [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au)  
NSW: [www.citroenclub.org.au/](http://www.citroenclub.org.au/)  
WA: [www.citroenwa.com.au](http://www.citroenwa.com.au)  
QLD: [www.citroenclub.org](http://www.citroenclub.org)  
[www.doublechevrans.aunz.com](http://www.doublechevrans.aunz.com)

Is this edition thicker, I hear you ask? Yes, an extra page has gone into 'Front Drive' this edition. Such are the advantages of their being no Treasurer, to control my extravagance.

Actually that is not the reason. I just found that to fit in everything I wanted this time around, I needed an extra four pages.

So, what's in this edition?

Apart from the usual A-Tractions, Spare News and Fleet Follies from the depleted Committee we have another great Member's Model. Tom Campbell [NSW] has written not just of his Traction; but also why he prefers his model to that of Peter Sandow ~ which appeared in the last issue. Some great pictures accompany the article.

A point I should make clear ~ while in the heading on page 26 I refer to Tom's Normale, as so often in the case in CCOCA the car is enjoyed as much by Helen as it is by Tom. It is merely that Tom and Helen's Campbell's Normale

will simply not fit.

I recently saw an article that suggested that at current prices a 1985 Toyota Corolla would set you back \$50,000. I wondered what the situation would be in the Citroën world. Interesting reading on page 14.

A few years ago I saw in one of the UK classic car magazines a review of Citroën's GS and Alfa Romeo's Alfasud. They paired them as a brace of cars from the era that defied the norm of front engine, rear wheel drive. I was therefore interested to discover a period comparison test from 1973. Of course in 1973 the journalist would not have realised that the 'Sud was 100% bound to turn to oxide in three years.

The chance for the GS was less ~ albeit, not much less.

Finally, bookings for OzTraction have officially closed, but talk to Sue Bryant as she still have a spare spot for you.

Enjoy,  
Leigh F Miles



The Autumn Front Drive arrived, a beautiful Promenade des Lices in Arles ~ an avenue created for a civilized, relaxed life-style, dappled light filtering through the continuous canopy of stately plain trees ~ relaxed. I opened and read in shock the Committee List; it had my name as President.

It wasn't my original idea to be there, but from experience, I am familiar with the emerging difficulty for social clubs, of all kinds, to fill their operating committee positions. It's a tricky problem ~ we're all busier than mad hatters, but there is always a little bit more room to jamb a little bit more into an overfull life. André said, 'Thicker the oil, the higher the meniscus.' So I am pleased and honoured to be elected Prez of CCOCA, and looking forward to ensuring the club continues to have good times and to enjoy our classics.

Recent committees have done a great job, membership is growing, so the interest is real and enthusiasm is keen. I personally enjoy the Citroën psych, a concept for me that blends design, motors and living style. I trust that the expansionary trend created will continue. We have much to explore, the direction and character of our club and how we relevantly engage with the changing landscape of our community, pursuing a balance of consump-

tion, waste and prosperity ~ and yeah what is sustainable living? Does the Club give to others? There are many questions we can chase for an engaging future.

However returning to my initial point. For Clubs to work they

obviously need energy and input from a vital membership.

Since the AGM, the club is still seeking for a couple of members to join the committee and contribute their skills as Treasurer and Spare Parts Officer. Clearly the positions are crucial. The positions are not onerous, we need you.

Can you recall the 1917 American voluntary draft poster designed by James Montgomery Flagg, with Uncle Sam pointing at you saying, 'I want you for US Army'? The message is direct, arresting and compelling. That poster was based on the British poster of Lord Kitchener pointing with 'Your Country Needs You'. It was a powerful graphic design that had the strength to coerce millions of people to fight a war.

If it helps, imagine André there with a tri-colour beret, pointing at you and saying, 'Your CCOCA Needs You'... Yep the message is compelling and a direct phone call would be marvellous ~ 04 1951 5302. I look forward to keeping the fly-wheel spinning. Peter Sandow President.



## ED SED

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**Please note: if no bookings have been received for an Event, by the booking deadline, the Event will be automatically cancelled.**

## A-TRACTIONS

### ● MAY COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 18 May  
TIME: 7:00pm  
WHERE: Check with the Secretary for this month's venue  
COST: Cheap eats  
BRING: Refreshments  
BOOKING: Preferred  
CONTACT: Sue Bryant,  
[03] 9885 3179  
secretary@citroenclassic.org.au

Check with the Secretary for this month's venue..

### CLUB MEETING ~ GUEST SPEAKER

**Lumley**   
**Special Vehicles**

keep it special

WHEN: Wednesday, 25 May  
TIME: 8:00pm  
WHERE: Frog Hollow Reserve

Rooms, Fordham Ave.,  
Camberwell. Melway 60, B3  
COST: Free  
BOOKING: Not required  
CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
activities@citroenclassic.org.au

Lumley Insurance has recently decided to look at the burgeoning area of old fogey vehicular insurance. Their cover includes such benefits as Choice of Repairer [this is a very interesting concept], Discount for Club Members, Flexible Premium options based on vehicle usage [as my 1976 thingy spends most time on the hoist, I reckon Lumley should be paying me... to keep off the roads!] and salvage rights for vehicles over 25years, plus more. Their advertisement appears on p23 of the latest 'Front Drive'.

● JUNE  
**OzTraction '11 ~ BRIGHT**  
WHEN: Friday June 10  
to Monday June 13  
WHERE: Bright, Vic  
COST: OzTraction fee \$180pp  
plus accommodation  
and expenses

BOOKING: Accommodation  
by 30 April  
OzTraction by 21 May  
CONTACT: Leigh Miles  
[03] 9888 7506  
editor@citroenclassic.org.au  
or Sue Bryant,  
[03] 9885 3179  
secretary@citroenclassic.org.au

Yes, it is already that time of the year ~ Green Frog Tours is pleased to announce that



OzTraction '11 is being hosted in the delightful town of Bright. GFT want, once again this year, to remind all members that OzTraction is not just for Tractionists. All Citroën enthusiasts are welcome on this event and it should be pointed out that the only Citroën owned by one of the organisers who can drive is a C4, the other organiser has all the other models covered. So now you know that anyone can attend, even friends without any Citroën can come, you need to continue reading because this event is the highlight of the club year [in our totally unbiased opinion]. Full details of the event are on page 14.

**COMMITTEE MEETING  
& CHEAP EATS**  
WHEN: Wednesday, 15 June  
TIME: 7:00pm  
WHERE: Check with the Secretary for this month's venue  
COST: Cheap eats

BRING: Refreshments  
BOOKING: Preferred  
CONTACT: Sue Bryant,  
[03] 9885 3179  
secretary@citroenclassic.org.au

Are you giving consideration to joining the ccoca Committee? Then why not come along to the June Committee meeting and find out what goes on. No pressure... well, not too much pressure. Check with Sue Bryant to confirm this month's location.

### CLUB MEETING ~ GUEST SPEAKER

WHEN: Wednesday, 22 June  
TIME: 8:00pm  
WHERE: Frog Hollow Reserve  
Rooms, Fordham Ave.,  
Camberwell. Melway 60, B3  
COST: Free  
BOOKING: Not required  
CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
activities@citroenclassic.org.au

Did you know that unleaded petrol starts to deteriorate in as little as 60 days? Well in my fleet of diesel vehicles, daily driven, I guess this doesn't count but all your Vintage, Classic, Post Classic etc vehicles that run on petrol [infrequently as is I presume would be the case] then Mr Repco will take a lend of your ears to explain that additives such as he is espousing will assist in keeping what fuel there may be left in the tank after a Raid or a Green Frog Tour or CitIn not go

stale. I am personally attracted to this as the only petrol vehicle that I own hasn't turned a revolution in anger for nearly 18 months! As always, with a guest speaker we particularly encourage your attendance.

04 5899 3771 [M]  
activities@citroenclassic.org.au

In Brittany on the west coast of France, crêperies are as common as pizza parlours in Australia. The savoury crêpes are made with buckwheat and the sweet crêpes are simple and delicious.

Breizoz Crêperie brings these crêpes to you with an authentic menu and atmosphere.

This year will see us at another location but with the same generous and gracious hosts in Jean Marie and Katherine. The fare will be the same as we have enjoyed over the years. Parking in the area is good. The Café can hold up to 40 people and we will be occupying the entire café. Due to luncheons starting at 12 noon we need to be away at about 11am. This is definitely a first in best dressed morning so be quick with your reservation to me. There will be a set price menu, decided in advance and you will pay for yourself prior to leaving.

### COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 20 July  
TIME: 7:00pm

## ● JULY BASTILLE BREAKFAST



WHEN: Sunday, 17 July  
TIME: 9:00am  
WHERE: Breizoz French Crêperie,  
2/49 Brunswick Street,  
Fitzroy  
COST: \$22.00pp  
BRING: Wallet and good cheer  
BOOKING: Essential by 5 July  
CONTACT: Max Lewis  
[03] 9372 0921 [H]

## A-TRACTIONS

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

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



WHERE: Check with the Secretary for this month's venue  
COST: Cheap eats  
BRING: Refreshments  
BOOKING: Preferred  
CONTACT: Sue Bryant,  
[03] 9885 3179  
secretary@citroenclassic.org.au

## CLUB MEETING

WHEN: Wednesday, 27 July  
TIME: 8:00pm  
WHERE: Frog Hollow Reserve  
Rooms, Fordham Ave.,  
Camberwell. Melway 60, B3  
COST: Free  
BOOKING: Not required  
CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
activities@citroenclassic.org.au

## CHRISTMAS IN JULY

WHEN: Sunday, 31 July  
TIME: 9:30am  
FROM: Mt Alexander Rd.,  
Moonee Ponds  
[opp Queen's Park]  
TO: Secret!  
BRING: Yourself, your  
dearly beloveds, children,  
mother-in-law...  
steady on there Max  
COST: \$29pp  
BOOKING: Essential, by July 10  
CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
activities@citroenclassic.org.au

While the destination is a secret, we can tell you that along with a bit of navigational work in the

Blackwood region you will arrive at a great pub location. The pub has been in the hands of new owners for just on a year and they have given the place a well-deserved 'spruce-up'. [No pun intended.]

They are happy to serve up a traditional Christmas lunch to a pack of Citroënists. Soup, traditional Christmas roast, cake, chocolate, tea, coffee and of course ~ bon bons!

Max promises us some great driving, with no 'rock and roll' roads, provided the Shire has not decided to dig up every road they can find.

NOTE: WE MUST HAVE 30  
PARTICIPANTS FOR THIS  
EVENT TO PROCEED!

## ● AUGUST COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 17 August  
TIME: 7:00pm  
WHERE: Check with the Secretary for this month's venue  
COST: Cheap eats  
BRING: Refreshments  
BOOKING: Preferred  
CONTACT: Sue Bryant,  
[03] 9885 3179  
secretary@citroenclassic.org.au

## MAZE AND MEANDER

WHEN: Sunday, 28 August  
TIME: 10:00am  
FROM: Frankston  
Memorial Park, Cranbourne Rd.,



Frankston. Melway 102, F3

TO: Ashcombe Maze  
COST: Adults \$16,  
seniors \$14, children \$9  
BOOKING: Not required  
CONTACT: Max Lewis

## A-TRACTIONS

[03] 9372 0921 [H]  
04 5899 3771 [M]

activities@citroenclassic.org.au

Arthur at The Maze says there are enough flowers and bush and woodlands to keep a botanist enthralled for hours. Their

website is [www.ashcombemaze.com.au](http://www.ashcombemaze.com.au) They have a fully licensed café where a warm coffee or tea will keep your cockles warm.

### CLUB MEETING

WHEN: Wednesday, 24 August  
TIME: 8:00pm

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

COST: Free  
BOOKING: Not required  
CONTACT: Max Lewis

[03] 9372 0921 [H]  
04 5899 3771 [M]

activities@citroenclassic.org.au

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32/06

BOOKINGS  
CLOSE FRIDAY  
MAY 20!

OzTRACTION '11 ~ BRIGHT  
After enjoying the delights of Southern New South Wales for OzTraction '10, Green Frog Tours has determined that 2011's OzTraction will be back in the heartland of

Beechworth. There will be time to wander through Beechworth's Historic Precinct as well.

♦ After lunch Sue, Leigh and GFT Team will be flagging you off for the 'traditional' Observation Run. For those who may prefer a less competi-

tive afternoon, the route is clearly marked as a scenic drive through evocative places such as Yachandandah and Allen's Flat [*home of Schmidt's world famous Strawberry wines and Liqueur*].

♦ Dinner tonight is an oriental banquet at Bright's justly famous Bright Chinese restaurant. [*Refreshments to your account.*]

☞ Sunday, June 12

♦ Sunday provides the opportunity to relive some of the history of the area. We start with a visit to the Bright Museum. It is in the heritage listed old Bright Railway Station.

The museum covers railway, gold mining and the social history of the area.

A large number of Chinese miners worked in the gold fields and the museum has a reconstructed Chinese Joss House and a collection of artefacts from Chinese Miners.

♦ We will then visit the Bright Tobacco Sheds. Our main purpose to visit is the Tobacco Museum ~ an Aussie first. It

highlights 100 years of history of the tobacco industry in Australia

♦ Lunch will be served overlooking the stunning Ovens Valley, at the Red Stag Deer and Emu Farm and restaurant. There is the opportunity to buy from a range of game meats while you are here.

♦ No trip to the region would be complete without a visit to Mt Beauty. In the afternoon we have a wonderful run through the region. A chance for you to see the scenery for which the area is famous.

♦ We re-group at the Wandiligong Maze. This maze [with its attached café... maybe a chance for a warming coffee or hot chocolate?] is the largest living hedge maze in Australia. There is over 2km of pathways.

♦ Our final destination for the day is Great Alpine Liqueurs. They have made a name for themselves as distillers of fine liqueurs, fruit brandies and schnapps, mead and wine products such as green ginger wine and vermouth. We doubt you will leave empty-handed.

♦ Dinner tonight is at The Poplars restaurant. Poplars is one of Bright's finest restaurants. This delightful restaurant has been carefully decorated to remind you of a classic French bistro. Be sure to 'dress to impress' for the final gala night of the Event. [*Refreshments to your account.*] As always, remember to drink responsibly.

☞ Monday, June 13

♦ Breakfast this morning will be served in the restaurant of The Ovens Valley Motor Inn, before once again it is time to farewell friends, both new and old. A full cooked breakfast, cereal, yoghurt, toast and toppings... everything you need to set you up for the drive home.

THE PRICE?

All this does come at a price. Green Frog Tours continue to believe OzTraction represents great value ~ just \$180 per person [plus accommodation] secures your place at OzTraction '11 ~ Bright Ideas!

Sue Bryant, Leigh Miles, Yellowy, Bluey, Toby and of course, The Green Frog himself! ☞

## BRIGHT IDEAS!

Victoria.

WHAT'S DOING?

NOTE: Items shown in italics are additional to the Rally Fee, but are options recommended by Green Frog Tours.

☞ Friday, June 10

♦ Dinner is on-site at the Motel ~

so there is no chance of getting lost, whether on the way to, or from, dinner! [*As always, refreshments are to your account.*]

☞ Saturday, June 11

♦ This morning is given over to the gourmet delights of the area. We will visit Milawa Mustards, The Olive Shop and Milawa Cheese and Bakery.

[*Naturally, purchases you make at these establishments are to your own account. Remember, that as lunch is not included in your Event fee this year, you may care to 'stock-up', whether for lunch, or pre-dinner nibbling tonight.*]

♦ For those who prefer to lunch in a cafe we will be stopping in





Would You Pay \$50,000 for a new Corolla?

A famous political saying of 50 years ago 'You've never had it so good'\* could well apply to today's new car buyer.

We've been doing some home-

Air-conditioning, power steering and front power windows were extra cost options which would have brought the price up to just under \$17,000, excluding delivery costs.

Twenty-five years ago, the Holden Commodore was relatively new and was the most

popular car of the year. A 1985 Commodore SL VK 3 speed automatic cost \$14,815 at the dealership. Add to that the extra costs you had to pay for air-conditioning, 4 wheel disc brakes, power steering and power windows. This brought the price up to just over \$18,200 before delivery and registration costs.

Now let's adjust these 1985 prices, allowing for inflation and calculate them into today's dollars.

work on 'value for money' new cars comparing those manufactured today against those produced a generation ago.

We looked at two popular cars ~ the Holden Commodore and the Toyota Corolla.

Let's look at the Corolla first.

In 1985, a Toyota Corolla CSX Hatchback 5-door with 5 speed manual transmission and a 1.6litre engine cost a base price of \$14,140, excluding delivery costs.

## \$50,000 COROLLA?



The consumer price index has nearly trebled ~ a factor of 2.615. So this means that in today's dollars, the Commodore would have cost \$47,632 and the then locally produced Corolla Hatchback translates into a staggering \$44,324 at today's prices.

Now let's look at what hidden extras you get with the modern version that would have cost a motza in 1985 ~ assuming you could get them.

ANCAP Safety Ratings ~ the modern car has built-in crash protection; 'crushability zones' and front and side airbags. They have anti-skid braking as standard ~ that hardly existed in 1985, and only on the most expensive cars like Mercedes, and traction control ~ which did not exist.

Whilst the enormous advances made with vehicle safety are probably the most important, let's not forget reliability.

The JD Power company in the USA just released its latest annual reliability survey. It shows a reliability factor of 151, which is the best that the survey has ever reported, and that's an outstanding 140% improvement on reliability standards on those of 25 years ago.

But let's put all of that aside and compare just the raw dealer floor prices.

We worked out that our venerable 1985 Toyota Corolla would cost \$44,324 in today's dollars. [Of course, if you add in all the safety features, you'd be looking at well over \$50,000 but forget that

for a moment.]

So, would you pay \$44K for a new Corolla? Of course you wouldn't ~ not when you can get a staggering 52% discount!! A new Corolla is just \$21,000 ~ less than half the price of its 25 year old equivalent in today's dollars..

That's a great deal for a Corolla. Now how does the Holden Commodore fare?

We have an inflated 1985 cost of \$47,632 and a brand new Commodore, equipped with airbags, anti-lock braking, traction control, CD player will set you back just \$36,990, which is around 30% less than twenty-five years ago.

Just occasionally we have to remind ourselves that it is indeed true ~ 'we have never had it so good!'

\* British Prime Minister, Harold McMillan, 1957

This article, which first appeared on the 'Private Fleet' website sparked my interest in seeing how Citroën has fared price-wise over the same timeframe. Unfortunately, I do not have the 'base data' for the Australian market, but I do for the United Kingdom.

Naturally there are some anomalies: the range of models and their designation in the UK is not the same as in Australia. For the 1985 base I selected the base model of the then new BX range ~ the BX 14. At the top of the BX range was the 19 GT. These I have compared with the least and most expensive of the outgo-

The Citroën BX 19GT had been launched in the second half of 1984. As the most expensive BX, at the time, it did come equipped with front and rear electric windows and central locking. Air conditioning became available in 1985 ~ in time for exports to Australia to begin. Despite this being an official publicity photo, catch the increasing gap between the front bumper and the driver's side wing.



ing C4 series. The base model is a 1.4litre 72kW petrol engined car in VTR trim. At the top of the price table is the 2litre diesel engined car, producing 114kW in Exclusive trim. Well, the old and cars certainly had similar

Fuel consumption does seem to be an area where there have been improvements. The BX had 'official' fuel consumption of 7.7 and 9.2l/100km. The newer cars returned 6.1 and 5.0 when on test with 'What Car?' magazine. The better improvement figure also reflects the

change from petrol to diesel in the faster cars.

And the prices? Well at current prices [using admittedly Australian rather than UK inflation rates] the BXs are each cheaper by about £2,000. That's about 10,000miles worth of fuel in the base models.

Now, by June 1985 the venerable CX's life was drawing to a close. The facelifted cars with plastic bumpers and the 'new' Douverin engines were due in the UK by September. Despite this it has to be admitted that the CX was getting damn close to its 'use by' date.

Again, I have selected the least

sized engines but the output these days has increased by 50 and 41% respectively. Maximum speeds have lifted, as you would expect with higher output motors but by a more conservative 17% and 14% respectively. The acceleration is similarly effected ~ the BX GT attained 97kph [60mph] in 9.7seconds, while the 2litre diesel C4 gets there 1second faster. The performance might have been hindered by the 44% and 36% increase in weight of course. All that safety kit referred to in the original article has to be reflected somewhere. And the improved quality of the plastics, trim and metal.

## \$50,000 COROLLA?

1985	JUNE 1985	JUNE 1985 [CURRENT £]	APRIL 2011	2011
BX 14	£5,158	£13,488	£15,595	C4 1.4 VTi 95 VTR
BX 19 GT	£7,499	£19,610	£21,495	C4 2.0 HDi 150 EXCLUSIVE
CX 20	£8,691	£22,727	£23,295	C5 2.0 HDi VTR+
CX 25 GTi TURBO	£13,362	£34,942	£28,495	C5 3.0 HDi V6 EXCLUSIVE
TOYOTA COROLLA 1.3 GL	£5,720	£14,958	£15,401	TOYOTA AURIS 1.33 VVTi T2

	POWER [KW]	MAX SPEED [KPH]	ACCELERATION [0 ~ 97KPH]	WEIGHT [KG]	FUEL ECONO- MY [L/100KM]
BX 14	48	155	15.6	884	7.7
C4 VTi 1.4 VTR	72 [+50%]	182 [+17%]	9.4 [+40%]	1275 [+44%]	6.1 [+21%]
BX 19 GT	81	183	9.7	1102	9.2
C4 2.0 HDi 150 EXCLUSIVE	114 [+41%]	208 [+14%]	8.6 [+11%]	1501 [+36%]	5.0 [+46%]
CX 20	82	169	11.9	1295	12.1
C5 2.0 HDi VTR+	124 [+51%]	209 [+24%]	9.1 [+24%]	1563 [+21%]	5.3 [+56%]
CX 25 GTi TURBO	129	217	8.0	1382	14.0
C5 3.0 HDi V6 EXCLUSIVE	182 [+41%]	243 [+12%]	7.9 [+1%]	1766 [+28%]	7.4 [+47%]
COROLLA 1.3 GL	53	153	12.6	904	8.1
AURIS 1.33 VVTi T2	76 [+43%]	172 [+12%]	12.5 [+1%]	1250 [+38%]	5.8 [+28%]

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expensive CX ~ simply badged 2.0 ~ and the top of the range [non-Prestige] model, the GTi Turbo. While the cheapest car in the UK C5 range is powered by PSA's excellent 1.6litre diesel engine, pumping out 82kW and

that is material. Haute-de-gamme was easier as there is only one 3litre diesel sold in the UK ~ the Exclusive.

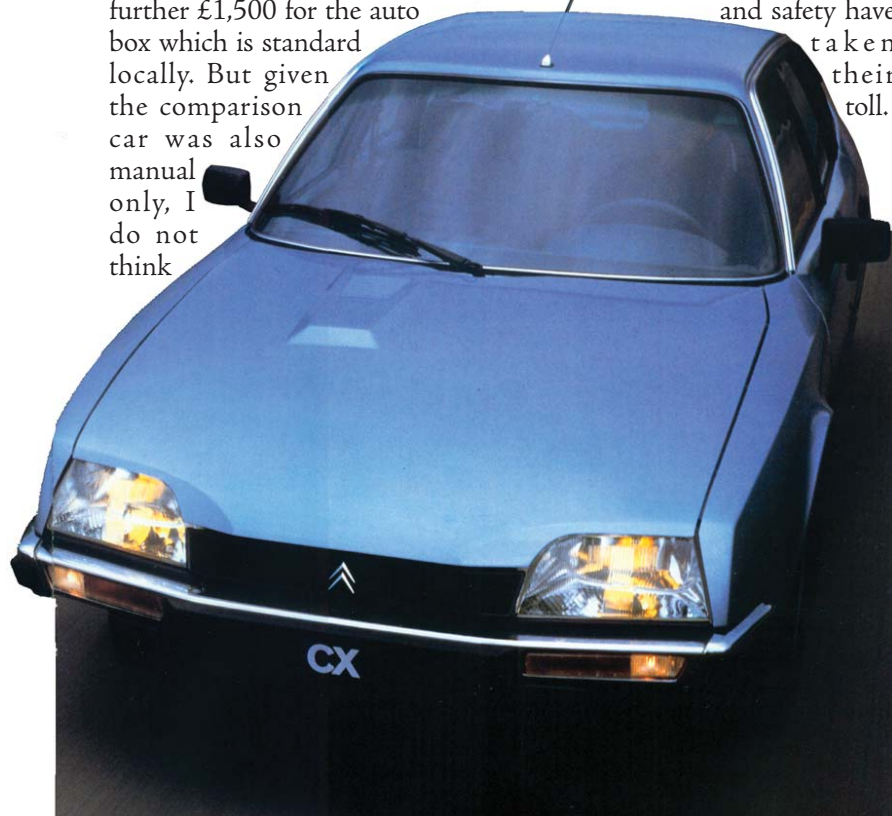
So, how do the old and new compare? Power is up by 51 and 41%. The same as we saw for the BX/C4! Top speeds are up by 24 and 12% ~

quite similar to the increases in the medium cars. 0 to 97kph times have been shaved by 2.8seconds for the base models but by only 0.1second in the range toppers. The 3litre diesel is about

28% heavier than the CX Turbo. Again trim quality and safety have taken their toll.

costing £19,195 I have elected the 2litre diesel in VTR+ trim ~ the closest I could find to the 2litre Comfort that comes to Australia. Priced at £22,195 and producing 124kW. The UK version is manual and they will slug you a further £1,500 for the auto box which is standard locally. But given the comparison car was also manual only, I do not think

## \$50,000 COROLLA?



With the exception of the 2litre C5, all the weight comparisons show increases of between 350 and 400kg over the 26years. The weight increase on the C5 2.0 is 'just' 279kg.]

'What Car?' managed 5.3 and 7.4 l/100km when they had the C5s on test. The CX official urban figures were 12.1 and 14.0. Another significant improvement ~ again helped by the shift from petrol to diesel. As a point of comparison the 1985 CX 25 DTR Turbo [diesel] returned 8.6 l/100km. The C5 2.0 is still 38% more economical to run.

The CX 20 is cheaper [in current money] than the C5 by about £600. The 1.6litre C5, [82kW, top speed of 190kph and 0 to 97 in 11.7seconds; all figures remarkably close to the CX 20

[82kW, 169kph and 11.9seconds] is however, cheaper by £3,532.

At the premium end today's car is cheaper by almost £6,500 ~ 22.5%. Nowhere close to savings reported in the 'Private Fleet' article.

In the Australian article, the big saving was with the Toyota Corolla. So, what does that picture look like in the UK?

In 1985 the choice of Toyota Corolla in the UK was rather narrow: there being just one 5door hatch. This 1.3litre GL was priced at £5,720. In current values that is just under £15,000. Today, the cheapest 5door Auris [the replacement for the Corolla in the European market] still with a 1.3litre motor is £15,400. Hmm, makes you wonder doesn't it?

Leigh F Miles



## WANTED! Committee Members

**'Never criticise the volunteers in any organisation unless you are prepared to contribute yourself'**

Mike Killingsworth

Have you considered what you can offer CCOCA?

We need new blood [or even old blood recycled] to ensure that CCOCA continues to offer our members the very best Citroën Club possible.

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Contact Peter Sandow to discuss the idea. [03] 9329 6555 [B]

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**A**lfasud v Citroën GS  
Buyers often find a particular section of the market dominated by two models. By definition very similar in size and character, these models are often close in price as well. Sometimes

sometimes they embody very different solutions to the same problems. Consider the Mini and the Imp, for example, the MG Midget and the Triumph Spitfire, the Renault 16 and the Austin Maxi, the Triumph 2000 versus the Rover 2200. In this new occasional series we shall be investigating and comparing such close rivals.

## TWIN TEST ~ 1973

they are almost identical in appearance and mechanical layout,

investigating and comparing such close rivals.



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31/05



Nature, it seems, does not feel that there are many alternative solutions to the same problem; hence the biological convergence tendency by which animals sharing the same habitat become similar in construction

## TWIN TEST ~ 1973

and appearance no matter how dissimilar their evolutionary history: a mammalian air-breathing dolphin looks much the same as a gilled, cold-blooded shark.

Judging by our first pair of contestants, the Alfasud and the 1220 Citroën GS Club, this rule must also apply to human creations, since the two cars resemble one another in so many ways, even though one is the design of a feudally secretive company in northern France while the other is the product of a completely new factory belonging to a state-owned concern and deliberately sited near Naples to relieve unemployment problems. From this southern location the Alfasud gets its less than euphonious name, chosen to emphasise the autonomy of the little car and its factory with respect to the parent Alfa Romeo company up north.

The GS appeared in September, 1970, the Alfasud in November, 1971, far too soon afterwards for its design to owe anything to the Citroën. But despite the independence of conception and disparity of background, the

similarities are remarkable. Both cars have front-wheel drive and a longitudinally orientated flat-four engine with a belt-driven overhead camshaft to each bank of cylinders; both cars have their gearboxes mounted behind their engines and supporting inboard front disc brakes; both cars have

advanced suspension systems and both cars sell in this country for just over £1,400.

Most remarkable of all is the similarity in appearance and packaging, both cars having two-box bodies with sloping yet cut-off tails. In each case high aerodynamic efficiency is said to be an advantage of this stylistic approach, and the claims are supported by our maximum speed measurements. Similar in weight too, the cars are also much the same in performance [excellent] and fuel economy [indifferent].

Citroën enthusiasts were not surprised to find the GS equipped with a new and refined version of the French company's well-known hydropneumatic springing system. This incorporates an automatic self-levelling arrangement which prevents the suspension travel from being used up when carrying heavy loads, thus allowing the gas springs to be very soft and an exceptionally comfortable ride to be achieved. For the GS the system was given stiffer damping and more pro-

*Continued on page 32*

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Since its inception in 1934, possibly millions of words have been written about the Traction Avant.

We all more or less know the story ~ it was not the first front-wheel drive, nor the first

at the same time in a successful mass produced car,. And the first to bring such a high level of mechanical sophistication within reach of the ordinary motorist world wide. La Traction Avant has rightly been labelled as the

world's first truly modern car, and one which set the standard for at

least the decade to come. And then, in 1955, it was the turn of the DS...

Not only was the Traction a

mechanical gem, they also looked stunningly avant garde. By any account, they are a beautiful piece of rolling Art Deco sculpture, especially in their inimitably authentic French versions.

As we know, Brian Wade is a passionate IIBL devotee, and previously wrote an interesting article for the magazine exploring the reason for our having a small number of Paris cars among the many Slough cars still proudly adorning our roads.

So here's my contribution to

the mountain of words for what it's worth, but I won't be trying to outdo Peter Sandow's delightful article on his splendid IIBL Légère in the March edition of the club magazine.

Bravo, Peter. I fully endorse your perceptions, but I do think the Normale has some qualities which set it apart in its own way from the Légère.

Having the wider and longer wheel base of the 15 cv/Big 6, it is differently proportioned, but no less attractive. While the Légère

## NORMALE v LÉGÈRE

monocoque, nor the first with an overhead valve wet liner engine, nor the first with torsion bars. But it was the first to have all of these



Tom and Helen Campbell, in the company of Lois Smart. Normales of the world unite... We do hope that Lois will write about her car for the next edition.



## TOM CAMPBELL'S NORMALE







## NORMALE V LÉGÈRE

looks coquettish and sporty, the Normale is more staid, sober. Being a bit heavier, the performance is down a little, but dare I suggest that the roadholding is a little more secure? The view over the bonnet is also different, with the pert pointy little nose of the Légère replaced by a flatter, clearer view.

There are also less of us around. While the classic black small boot Normale and Légère are probably the versions most commonly still on the road in Europe, the Paris built right hand drive Normale is very rare, and possibly built only as a small run. The ones I have seen in Australia all have chassis numbers close to mine. Peter Huth in Gayndah suggests that there may be no more than fifteen or so left in the world. He has one, along with Bill Schenk in Sydney. Lois Smart's blue car is part of the select family, as well as a black WA car seen at CitIn 2009 at McLaren Vale. There is also a dark chocolate[!] one in the Brisbane area. That's all I know of, but there may well be others.

I was seduced forever by a photograph of mine for sale on page five of the Sydney Sun in 1978. I bought 'The Duchess' purely on a whim, without knowing anything at all about Tractions. It was registered and going, but rust was taking its toll. Just by chance, I met Gabriel de Figuieredo on the road in 1983, and within a fortnight, he was at



my place, pulling her to bits. He came to Maroubra and then to Glebe every Saturday for four years as we restored her as best we possibly could. We became the very best of friends.

Gabriel had an immaculate

gunmetal grey IIBL which he had restored from being a rusted chicken coop in a paddock. He was very methodical and very finicky about authenticity. He had all the expertise, and did most of the work. My next door neighbour

dealt with the rust. My contribution was to wire brush every nut and bolt, and strip back the ten or so layers of paint. I also collected the parts. I got a reconditioned gearbox and driveshafts from Depanoto, and lots of other bits and pieces, such as horns, starter and choke cables, upholstery, carburettor, distributor, an instrument cluster in French and kilometres, and a clockwork driven indicator switch. In 1987 she was re-registered and has done almost 50,000 reliable kilometres since, apart from once breaking the near side front stub axle going at speed down a series of S-bends. Very scary. If you hear mysterious creaking noises in your front end which dismantling and re-

assembly doesn't fix, beware!

Gabriel died on Australia Day 2003. I am forever in his debt. He had previously sold his car to Victoria, where fortunately Ted Cross saved it from neglect. It is now in the proud hands of David Lowe in Sydney.

I have also relied very much over the years on John Vanechop to keep The Duchess in first class condition, and also more recently on Denton Christie. Without their support, I would not have been able to indulge my passion for this wonderful motor car.

If I were a pharaoh, I would be having it with me in my pyramid when the time comes.

Tom Campbell



## WANTED! Committee Members

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# NORMALE V LÉGÈRE





*Continued from page 22*

gressive bump stops to eliminate the crash-through on hump-back bridges and the like from which the bigger DS cars suffer, while anti-roll bars at each end help to

## TWIN TEST ~ 1973

improve the handling. With the hydropneumatic suspension goes Citroën's equally famous fully powered braking system with its 'automatic compensation' for weight distribution, but operated by a 'conventional' pendant pedal rather than a 'little button on the floor.

If Citroën can provide all this complexity and sophistication at a relatively low price, it is a pity, we feel, that Alfa Romeo did not similarly endow the Alfasud with one of the most important

features of their own bigger cars ~ a five-speed gearbox. But the four-speed gearbox they do provide is an outstandingly good one, and the Italian car does possess in full measure another valued characteristic of the bigger Alfas: exceptionally good handling and roadholding.

It also gains considerable distinction from its styling by Giorgetto Giugiaro, chief designer and boss of Ital Design. Most observers consider its lines cleaner and better proportioned than those of the GS, and find its detailing better, especially at the rear. It is, moreover, a particularly compact and efficient bodyshell, since the front-seat legroom is quite outstanding for a small car only 3.91m long, yet there is adequate legroom behind, even with the front seats in their rearmost positions. But

loading of the fair-sized boot is impeded by a lip at its rear. Here Alfa should have followed Citroën's approach, for the rear bumper of the GS lifts up with the bootlid to reveal a luggage compartment with a completely flat floor. This boot is larger than that of the Alfasud, but then the GS is more than 20cm longer. Rear-seat legroom is not quite as good, though, and there is less front-seat legroom.

Of course the 'two cars also differ in a number of more major ways. The Citroën, for example, has an aircooled engine made wholly of light alloy, double wish-bone front suspension and trailing arms at the rear, whereas the Alfasud has a watercooled unit with an iron block, MacPherson strut front suspension and a dead axle at the rear.

What do all these differences amount to? The principal result of our comparative driving was to confirm our original assessments:

both models are remarkably fine cars, and while each one excels at certain things neither has a significant overall lead over the other. Both for example, have good acceleration through the gears and are able to cruise in an extremely relaxed way at high speeds, but both have indifferent fuel economy and acceleration in top. The gearbox of the Alfasud is quite outstanding in the ease and precision of its action, whereas the Citroën's box is rather notchy and obstructive [and very noisy]. Although the one on our test car was better than most of its kind.

But because conventional springing and damping systems have improved so much during the past few years, and because the Alfasud's is a good example of such evolution and provides a very good ride, we were little surprised to find the Citroën system maintaining its supremacy by giving even greater comfort. All that plumbing and pumpery

A brace of boots: the Citroën's [left] is the bigger and has a flat floor with no lip to impede loading





really does pay off in the form of the Citroën glide which smooths out bumps and materially reduces fatigue on long journeys. Similarly, although the GS has very responsive handling and will out-corner most cars on the

the 1,186 cc Alfa, and 46kW at 5,750 rpm for the 1,222 cc GS. The Alfa's engine gets it to 97kph from a standstill in only 14.1 sec ~ a time that would not have disgraced a sports car a few years ago although the Citroën is not far behind with a time of 15.0 sec. By one of those coinci-

dences which run through this comparison the maximum speed of both cars is 148kph which compares well with the 135kph of the 46kW British Leyland 1300 and the 150kph of the 55kW Ford Escort 1300E, thus confirming both companies' claims for aerodynamic efficiency. Nor is this maximum just an academic figure, since both cars are distinguished by their ability to cruise at very high speeds with astonishing ease and lack of fuss, even though at 145kph the Alfasud engine is running at just over 5,500 rpm and the Citroën's at nearly 5,900 rpm. Both units sound as if they could

keep up this pace all day, and are outstandingly smooth, the Citroën's a tiny bit more so than the Alfa's, but whereas there is a tinge of mechanical harshness from the valvegear in the note of the Alfasud engine, the GS unit is more noisy at high revs in a boomy way.

Despite the relatively high outputs, low-speed torque is not bad for engines of this capacity, though top-gear acceleration is poor when other cars of similar price are considered. Theoretically, the Alfa is the slower car, with a 48-80kph acceleration time of 13.5 sec, but subjectively it doesn't feel much slower than the GS which covers the same speed increment in only 11.4sec. But neither car is very happy at much below 45kph, the GS suffering from transmission vibrations while our test Alfasud was plagued with carburation hesitations.

Carpets characterise the more luxurious trim of the Citroën; in the Alfasud you have to make

do with rubber mats. Both cars have comfortable front seats but the Alfasud has more legroom than the GS

Both the GS and the Alfasud have well designed rear seats with adequate legroom

The Club GS has plenty of instruments. The Alfasud has a group of warning lights, speedometer, fuel gauge and more warning lights. Both cars have stalk-operated minor controls

#### ECONOMY

Perhaps partly because the willing nature of the two engines encouraged us to drive the cars so hard, we obtained unimpressive overall fuel consumption values from our original tests ~ by another of those coincidences the figure was 10.5 l/100km of 4-star fuel for both cars. But the Citroën has a touring consumption of 7.9 l/100km ~ a tribute to its low drag factor again ~ while the equivalent value for the Alfasud is 8.7, so the potential for considerable improvement is there. And although most cars of this

## TWIN TEST ~ 1973

road, the Alfasud is still more responsive, understeers noticeably less and has such tremendous adhesion as to set completely new standards for relatively inexpensive road cars. In these two factors the basic choice lies: it's cornering versus comfort. But whichever one you chose will involve little sacrifice of the other.

#### PERFORMANCE

The power units of the Citroën GS and Alfasud represent the latest generation of modern engines and also set new standards in various ways. They have, for instance, healthy and very similar maximum power outputs: 48.5kW at 6,000rpm for





size have fuel tanks of around 38litres capacity, the Alfasud has an enormous 53litre tank and at 46litres the Citroën's is significantly bigger than par as well.

#### TRANSMISSION

Front-wheel drive cars rarely

and strength of the power unit.

Although the gearchange of the GS has gradually improved since the car was first introduced, and although the change of our test car was a particularly good one, it is not in the same class as that of the Alfasud, being vague and notchy. Unlike the Alfasud,

the GS Club is fitted with a rev counter, but one which lacks a red line to guide the driver. But at the quoted 6,250 maximum, the top speeds in the gears are almost exactly the same as those recommended for the Italian car: 45kph, 74kph and 113kph. There is little temptation to exceed these speeds, however, as the Citroën's engine becomes too noisy at high revs, though paradoxically the gearing of the car subjectively feels higher than that of the Alfasud ~ but it isn't: in top gear the speed/revs relationship is 25kph/1000rpm compared to the 26kph/1000rpm of the Alfasud.

A big weakness of the Citroën's transmission is the noise it makes. Or rather the assortment of noises: the raucous whinings in top, the synchromesh whistlings at every gearchange and the grating vibrations on the overrun reminiscent of a 'box with straight-cut gears or faulty bearings. In all this the GS seems more like a car of the Fifties than a car of the Seventies, and by comparison the Alfasud seems quite quiet though its gearbox

whines loudly, too.

#### HANDLING

At 3.7 turns from lock to lock for a mean turning circle off just under 9.4m, the steering of the Alfasud is not very direct for a small car, as confirmed by the 1.2 turns needed to circumscribe a 15.25m circle: less than one turn would be more appropriate to a sporting compact of this sort. So much for the theory: the fact that in practice the Alfasud's steering contradicts these bald statements by feeling pretty direct shows how much more such matters

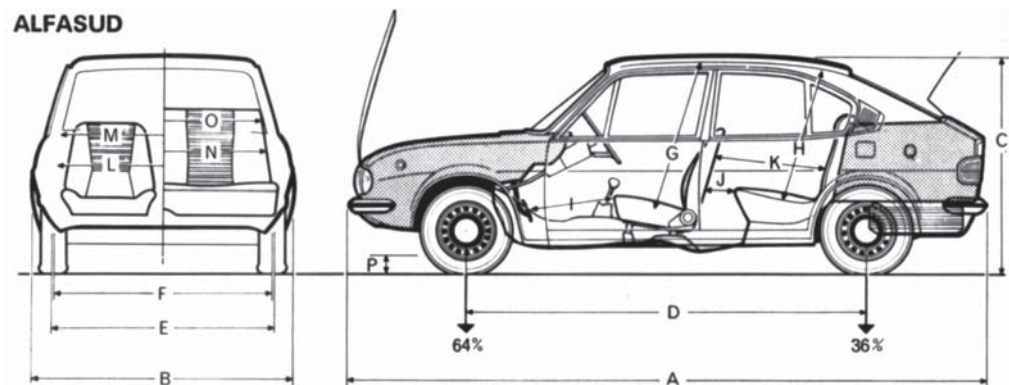
involve. To begin with, the steering makes friends by being precise or without lost motion and by requiring little effort, thanks, probably to its near-centre-point geometry. In addition it provides good feel of the road, becoming light, for example, to give advance warning of imminent front-end breakaway in the wet. The lack of roll-due to the anti-roll bar action of the dead rear axle and to a conventional anti-roll bar at the front contributes to the immediacy of the whole car's response which helps to diminish any sense of

## TWIN TEST ~ 1973

have good gear changes, even when, as on the Alfasud their transmission units are located behind their engines and thus close to the gearlever. But the gearchange in the Alfasud is almost as free and precise as those of the big Alfa ~ which means that it is very good indeed. Clean downward changes into second sometimes accomplished with difficulty in other cars, are a particular delight, and the gearbox only baulks slightly at the selection of bottom on the move.

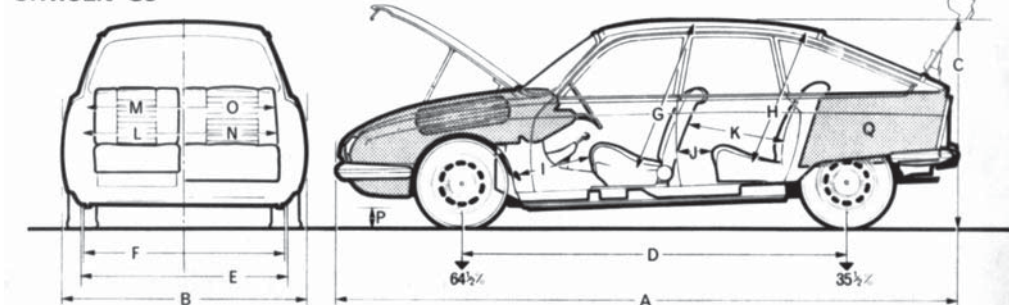
Marks on the speedometer at 42kph, 77kph and 116kph indicate the maximum recommended speeds in the gears [no rev-counter is fitted] and show how well spaced the ratios are. But these markings, which correspond to just under 6,000 rpm, rate the engine very conservatively, as it seems completely happy to run up to just under 96kph on the dial in second and just over 129kph in third. Allowing for the rather inconsistent speedo error, these speeds correspond to nearer 7,000rpm than 6,000rpm ~ a further tribute to the sweetness

#### ALFASUD



	ALFASUD	CITROEN GS		ALFASUD	CITROEN GS		ALFASUD	CITROEN GS
A	391.0	423	H	90.2	92.7	L	137.0	134.6
B	160.0	160.5	I max	59.7	52.7	M	132.0	134.6
C	134.6	136.5	I min	38.7	38.9	N	134.6	133.2
D	246.2	255	J max	40.1	39.4	O	129.5	133.2
E	137.0	137.8	J min	18.4	22.2	P	14.0	14.0
F	134.6	132.5	K max	86.4	84.0	Q	9.4 cu ft	10.4 cu ft
G	92.7	98.5	K min	61.6	67.0			

#### CITROEN GS





indirectness in the steering. But more important, the Alfasud is one of the few front-wheel drive cars with almost no understeer: its behaviour in the dry, at least, is virtually neutral even on tight bends, and towards the very high

belief that the handling of many other front-wheel drive cars would be much improved by running the front tyres at higher pressures than the rear ones ~ as we found with our staff Renault 12. To the tyres, or more precisely

their 165/70 section ~ generous in proportion to the 848kg over-

all weight-the Alfasud mostly owes, we feel, its outstanding adhesion. The limits are so high that to explore them one needs a private test track and they are almost never exceeded on ordinary public roads in the dry. The Ceats fitted also provided good adhesion in the wet, though as might be expected, there is then more understeer and the front tyres will lose their grip if excessive power is carelessly applied.

The steering of the Citroën is a little more direct than that of the Alfasud, but it has this rather remote feel, as if it were a very good power system-though of course a straightforward rack and pinion without power assistance is fitted, just as in the Italian car. Even so, the GS steering does give reasonable warning of impending front-end breakaway in wet and slippery conditions. With such very soft springs it is not surprising that the GS rolls quite a bit, despite its two anti-roll bars. Nevertheless it reacts to the steering in almost as responsive a way as does the Alfasud, and so is a most pleas-

ant car to drive along a twisty country road. And even though it has relatively skinny 155 section tyres [Michelins on our test car] and the roll angles are quite high, it still holds the road extremely well ~ not quite as well as does the Alfasud, but still very well indeed. It is, however, a definite understeerer, and although the understeer is seldom obtrusive, it does become noticeable on tight bends when the inside front wheel sometimes lifts and spins. This is when running at the recommended tyre pressures ~ 26psi front; 28psi rear-but we did not have time to establish whether reversing this pressure differential to go some way towards emulating the Alfasud would improve the handling.

#### BRAKES

Like its springing, the all-disc braking system of the GS is a feature unique to Citroën. The power that actuates these brakes is taken wholly from the hydraulic system with its pump and accumulators and is simply metered by a spring-loaded valve controlled by the brake pedal, the resistance felt being merely that exerted by the spring. A further shuttle valve takes care of front/rear apportioning: the full pressure of the system is available to the front brakes, but the source for the rear brakes is the rear suspension system which is at a generally lower pressure proportional to load. This reduces the chance of premature rear-wheel

lock-up.

The GS system differs from the similar systems of the DS range and SM in being actuated by a conventional pendant pedal rather than by a small button on the floor. For some reason this makes the brakes apparently much more progressive in their action. Even so the pedal has very little travel, so we still find these brakes too sensitive despite requiring about the same effort as the Alfasud's. Their excessive sensitivity makes it difficult for enthusiasts to heel and toe and easy for less experienced drivers to lock the wheels unnecessarily. But the brakes did not fade during our original test and there is an effective handbrake which works on the front wheels.

By comparison the Alfasud's braking system seems very simple, but in fact it is advanced for a small and relatively inexpensive car, featuring discs all round, servo assistance, a load-sensitive rear pressure relief valve and twin circuits. Special calipers allow the main circuit to operate all four brakes and the emergency circuit to operate the front brakes only.

This system is light but progressive in action and gave an excellent 1.0g reading on our Tapley meter and did not fade. The handbrake works on the front wheels and achieved an outstanding 0.6g maximum deceleration.

The spare wheel is squeezed into the Citroën's engine compartment. The little spheres

## TWIN TEST ~ 1973

limit there is actually a touch of gentle oversteer.

Some of these virtues may be attributable to the various subtleties in the suspension which is not as straightforward as it looks. The dampers of the coil-sprung front MacPherson struts, for example, are inverted, so that the steering swivel pin is no longer formed by the damper piston but by the much larger and better distributed load-bearing area of its outer tube. And inversion of the damper brings its gas compartment uppermost, so any fluid leaking past the free piston which seals it will tend to be returned by the action of gravity. The dead axle at the rear is located transversely by a Panhard rod and longitudinally by Watt linkages at each end, arranged to provide some anti-dive action and to twist the axle when the car rolls to give the anti-roll effect already mentioned.

But the Alfasud probably gets most of its neutrality simply from its recommended tyre pressures: 26psi front; 20psi rear. The very successful results confirm our



either side of it are the two front springs. In the Alfasud's engine compartment can be seen the electric fan and radiator of the water-cooled power unit

#### ACCOMMODATION

Only a driver of exceptional

## TWIN TEST ~ 1973

height would fail to find enough legroom in the Alfasud, and even with the front seat at its rearmost position, six-footers can sit behind it in complete comfort. The boot, too, accommodated a remarkable 266litres of our suitcases, so with an overall length of less than 3.96m the car is an exceptionally efficient piece of packaging. And for oddments there is a rear parcel shelf and a full-width front parcel shelf under the fascia. But we don't like the location of the boot lock release [on the floor next to the front passenger's seat], or the lack of a stay for the bootlid which has to rest on the rear window when open.

Perhaps to obtain a better drag coefficient, the GS is over 20cm longer and uses up a little more road space. There is less front-seat legroom than in the Alfasud, and a little less rear-seat legroom once your legs have been wriggled past the padding at the sides of the front seat. But with a capacity of 295litres of our suitcases the boot is larger than the boots of many cars which are

much bigger externally, and its flat floor makes it easy to load. For oddments there is a lidded but ununlockable glove compartment, a parcel shelf at the rear and a front parcel shelf which is rather smaller than the Alfasud's.

#### RIDE COMFORT

Little metal spheres, smaller than footballs, and filled with nitrogen gas, form the Citroën's exceptionally soft springs. The spaces between the rubber diaphragms which contain the gas and pistons actuated by the suspension links are filled with hydraulic fluid supplied by an engine-driven pump. The volume of fluid present is controlled by two suspension-operated sensing valves which separately maintain at a constant level the ride height at the front and at the rear. Thus the Citroën arrangement has no front/rear interconnection as do the Hydrolastic and the Hydragas systems, and gets its similar insensitivity to pitch oscillation simply from its very low spring rates. For the GS, the anti-dive geometry of the front suspension [anti-dive is inherent in the trailing arm rear suspension] largely minimises the exaggerated dive and squat with braking and acceleration that would otherwise be a defect of such a system. Subsidiary benefits are built-in power jacking for wheel changing and the ability, for short distances at low speeds, to increase the ride height

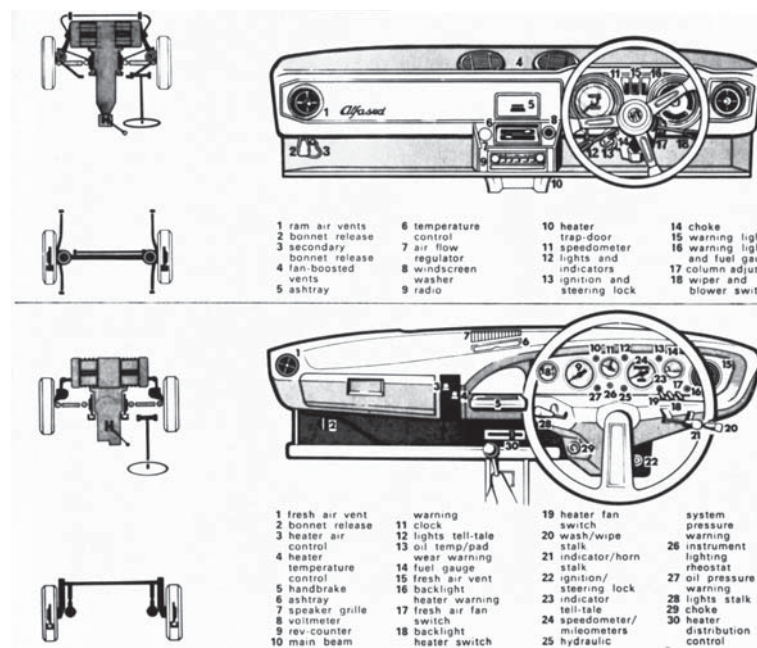
to clear obstacles when the going is rough.

At low speeds, and on rough, cobbly surfaces, the ride of the GS is not particularly impressive, especially as there is a very great deal of road noise. But once the car is out of town and at higher speeds on the open road, there is an almost magic smoothing-out of road surface bumps and irregularities which significantly reduces fatigue on long journeys and makes the car easier to drive fast on twisty roads. There is no one aspect of this Citroën's ride which is particularly good: it's just better in overall quality than that of any other car on the road today. And the GS is not caught out by hump-backed bridges and similar obstacles as are the bigger

DS cars which tend to react with a crash and a violent jerk.

Though the Alfasud depends on nothing more than conventional coil springs and dampers, it rides pretty comfortably—we gave it a four-star rating in our original test—showing how well ordinary systems can be made to work these days with adequate development and properly chosen rates even when these are biased towards good roadholding rather than ride comfort. In town the Alfasud is rather more jittery than the GS, but at higher speeds the ride smooths out, becoming very well controlled and comfortable, though it does not give the gliding sensation which makes the Citroën's ride so superior.

#### AT THE WHEEL



#### STANDARD EQUIPMENT

Alfasud	Citroën GS
● Adjustable steering	●
● Armrests	●
● Ashtrays	●
● Breakaway mirror	●
● Childproof locks	●
● Cigar lighter	●
● Clock	●
● Coat hooks	●
● Collapsible steering	●
● Dual circuit brakes	●
● Electric windows	●
● Fresh air vents	●
● Grab handles	●
● Hazard warning	●
● Head restraints	●
● Heated backlight	●
● Laminated screen	●
● Outside mirror	●
● Parking lights	●
● Petrol filler lock	●
● Radio	●
● Reversing lights	●
● Rev counter	●
● Seatbelts: front	●
● Seat recline	●
● Seat height adjustment	●
● Sliding roof	●
● Tinted glass	●
● Vanity mirror	●
● Wash/wipe combination	●
● Wiper delay	●



The comfort for drivers of all shapes and sizes conferred by the Alfasud's exceptional range of fore-and-aft seat adjustment is further enhanced by a steering wheel tilt adjustment. Reclining backrests are also a standard fit-

ting, and with the help of an Allen key the seat cushions can be adjusted for height. These front seats are pretty comfortable, too, providing unusually good lateral support, but on further acquaintance since our original test some of our drivers complained of a slight lack of lumbar support and found the backrests rather too short.

All the major controls are well located, the pedal layout being particularly suited to healing and toeing. We also liked the fingertip minor controls, but the right-hand stalk controls the heater blower-which is not normally wanted in a hurry-in addition to the wipers, and this seems to us a waste, especially as the washers are operated by a facia-mounted button.

Less legroom and less lateral support, but more lumbar support and almost too much thigh support are the main characteristics of the GS front seats compared with the Alfasud's. Also cloth upholstered and with reclining backrests, they are softer than the seats of the Italian

car, imparting a feeling of great luxury and comfort which tends to last throughout a long journey. As in the Alfasud the major controls are generally well laid out, though not all our drivers were keen on the spade-handled facia-mounted hand-brake which is badly placed for a good tug in an

#### VISIBILITY

emergency. Three stalks control the lights, horn, wipers, washers and indicators ~ the stalk for which is not self-cancelling. Although the Alfasud has front quarterlights, the dividing strips that delineate them are very slim, as are the front pillars themselves, and the wipers clear the screen fully to its right-hand edge. So forward visibility is very good, and the slab-sided bonnet is easy to aim in confined spaces. The thickish rear quarters are placed too far back to present much obstruction at angled T-junctions, and although the tip of the boot cannot be seen from the driver's seat, the cut-off tail of the two-box shape makes it easy to judge the length of the car. A dipping interior mirror is a standard fitting and the rectangular headlamps gave a good blaze of light both when dipped and when on main beam.

With no quarterlights and fairly slim pillars, forward visibility from the GS is also good, but the wipers retain their left-hand drive pattern, while a falling bon-

net line and slightly bulging sides make the car a little less easy to manoeuvre in cramped spaces. The tail, too, is further away. But the headlamps are extremely powerful, an external mirror is fitted and the interior mirror is a dipping one.

#### INSTRUMENTS

The ordinary Alfa Romeo models are renowned for the size, attractive styling and completeness of their instruments, but the Alfasud's dials, though big enough and pleasant in appearance, are not very numerous for a car of its price and character. There is merely a speedometer containing trip and total mileometers and matching cluster containing warning lights and a fuel gauge. But the two circular displays are well located directly in front of the driver on either side of a further block of warning lights, and to minimise unwanted reflections are deeply recessed and protected by angled glasses. The water temperature warning light, incidentally, is not only energised in the normal way if the engine overheats, but also remains illuminated after a cold start until the proper working temperature has been reached, to discourage the use of maximum performance during the warm-up phase and also effectively to serve as a choke warning light.

British purchasers of the GS are fortunate in escaping the extraordinarily ugly cyclops-eye speedometer and square-

clock rev-counter inflicted on French owners. Instead they get a good selection of clearly and pleasantly marked round-dialled instruments which are easy to see through the single-spoke steering wheel: a speedometer with trip and total odometers, a matching rev-counter, a clock, a fuel gauge and a voltmeter. The rev-counter lacks a red line or sector, however, and because the glasses are parallel to the dials of the instruments they create some unwanted reflections, as does the polished metal facia panel which surrounds them.

#### HEATING

Good heating is rarely possible with an aircooled engine, since the warm air required is drawn through heat exchangers by the cooling fan and so tends to vary greatly in volume with speed. But the GS has a more constant flow than in most other aircooled cars, and is unusual in having an electric fan to boost the throughput when the engine is idling or running at low speed. But at no time was the heat output impressive.

As the Alfasud is water-cooled, the delivery of its heating system doesn't vary with engine speed, but its temperature is difficult to control. Its distribution system is crude, too, effectively consisting of a flap which can be closed to cut off the flow of warm air to the footwells. It is therefore difficult to maintain warm feet and a cool face, since the flow to

## TWIN TEST ~ 1973



the screen cannot be separately controlled.

#### VENTILATION

Both cars have eyeball vents at the ends of their facias which admit adequate volumes of fresh air. But the right-hand vent of the

mirrors and the usual complement of armrests and ashtrays. The Alfasud has grab handles, coathooks, childproof locks, and front seat height adjustment but the brake servo is an optional extra [costing £15.49] and there is no cigar lighter. The GS scores in having a rev-counter, a clock,

a boot light and electric screen washers with a combination wash/wipe facility. Club models like the one we tested additionally have a cigar lighter, courtesy lights, carpets, cloth upholstery, halogen main beams, reversing lights and a heater back light. A heater backlight is also an optional extra for the Alfasud.

#### FINISH

Rubber floor mats instead of carpets, protruding boot hinges and a number of other poorly executed details like the plastic loops that serve as door pulls give the interior of the Alfasud a somewhat cheap and Spartan appearance. With carpets and better door trims the GS looks much more luxurious, but in our opinion the colours and textures of the materials used have been poorly chosen and the standard of aesthetic design is low.

This article first appeared in the

UK motoring journal 'Motor', in December 1973



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Alfasud could be better located as it tends to direct too much air on to the driver's right hand.

#### NOISE

Both road-roar and bump-thump are badly suppressed in the GS and the assortment of noises which penetrate to the interior contrast oddly with the luxury of the ride. And as already mentioned, the gearbox is also very noisy. But wind noise is low, and although the engine is noisy towards maximum revs in the gears, it is quiet when cruising at high speeds. Road noise insulation is not the Alfasud's best feature either, and the car suffers from a fair bit of wind noise, but it has a quieter gearbox with an engine which is less noisy when revved and which is also quiet at high cruising speeds.

#### EQUIPMENT

Both cars have reclining front seats, reversing lights, vanity

ALFASUD		CITROËN GS
⌘⌘⌘	Performance	⌘⌘⌘
⌘⌘⌘	Economy	⌘⌘⌘
⌘⌘⌘⌘	Transmission	⌘⌘⌘
⌘⌘⌘⌘⌘	Handling	⌘⌘⌘⌘
⌘⌘⌘⌘⌘	Brakes	⌘⌘⌘⌘
⌘⌘⌘⌘	Accommodation [Boot]	⌘⌘⌘⌘⌘
⌘⌘⌘⌘⌘	Accommodation [Cabin]	⌘⌘⌘⌘
⌘⌘⌘⌘	Ride Comfort	⌘⌘⌘⌘⌘
⌘⌘⌘⌘	At the Wheel	⌘⌘⌘⌘
⌘⌘⌘⌘	Visibility	⌘⌘⌘
⌘⌘⌘	Instruments	⌘⌘⌘⌘
⌘⌘⌘	Heating	⌘⌘⌘
⌘⌘⌘	Ventilation	⌘⌘⌘⌘
⌘⌘⌘⌘⌘	Noise	⌘⌘⌘⌘
⌘⌘⌘	Equipment	⌘⌘⌘⌘
⌘⌘	Finish	⌘⌘⌘

## WANTED! Committee Members

**'Never criticise the volunteers in any organisation unless you are prepared to contribute yourself'** Mike Killingsworth

Have you considered what you can offer CCOCA?

We need new blood [or even old blood recycled] to ensure that CCOCA continues to offer our members the very best Citroën Club possible.

You will have the complete support of the Committee.

And we would love to have you join us.

We are still seeking a Treasurer and a Spare Parts Officer.

Contact Peter Sandow to discuss the idea. [03] 9329 6555 [B]

Or talk to Rob Little about Spare Parts. [03] 5823 1397 [H]





LEIGH F MILES ~ EDITOR

It has been a bust time in the last couple of months within the Miles Fleet. First the arrival of the revised, and more generous Club Permit Scheme has got me motivated to move a

heard similar stories from other members of the Club who have attempted to put cars onto Club Plates.

When I did finally get contacted... yes, VicRoads rang me to say they had four sets of plates available but to ensure I got them I needed to be at the Burwood

office within 45 minutes... there was no suggestion that I needed to return the plates that already adorned the cars. Once again, I have heard from other members that they have been asked to surrender their regular plates. I am not sure what the legal standing is, but I do not believe you do need to surrender your original plates when you move to Club Permit.

The other issues concern my C5. You may remember from my last Fleet Follies I had experienced a couple of hiccups with the car, but overall I could not fault Zagame, or indeed Citroën Australia. However, when the car was having some of this work done last December, I pointed out that the metalised surface on the driver's side arm rest was in a dreadful state. [Since then the passenger side has gone the same way.] Zagame's agreed that the repair [of the driver's side rest, at least] was a warranty matter. I write this on May 2. I am still awaiting the parts. I only hope they ordered armrests for both doors ~ I do not fancy wait-

ing until Bastille Day to get the other door repaired. I did bring this matter to the attention of Adrian Zagame... whether it did anything I'm not sure.

I did not attend the All French Day last weekend, but I know many members did. Afterwards some friends of mine came around to say 'hello' and take a look at my Series I BX 16 TRS Auto. One of them had already gone to tip, putting \$100 into my pocket as it went.

The second one was due to be taken this week. However, Matt seems to be collecting down at heel BXs and seems keen to add this one to his 'fleet'.

That however is not the reason for these notes. Matt have a new C5 Comfort Diesel. Only his seats are full leather [instead of part leather, part cloth], with manual adjustment [instead of electric] and without the split backrest that allows it to be moved as two parts.

Apparently Australia ended up with eight of these slightly off-spec cars. He anyone else seen one of them?

Hopefully we will see you at OzTraction in Bright ~ I still have no idea what we will be driving.

Leigh F Miles  
MAX LEWIS ~ EVENTS

Hi Citronauts far and wide... it is my turn once more to relate the pleasures and pains of owning a modern Citroën. To remind you,

it is a metallic black C5 of 2007 vintage. Since writing to you back in late 2010, nothing has transpired that I would call interesting. Yes, believe it or not, the last 10,000 kilometres or so has been relatively trouble free with hardly a niggle to be of concern. I just fill it up with diesel [now's here a genuine niggle... the price of the drop just keeps going up and up. The aussie is strong at 110 cents yankee doodle yet there's no advantage at the pump], change the oil every 10k and continue to enjoy driving.

There is one continuing problem as I see it and it really isn't an issue with the car as such but it is a visual one and that I do find the rear and rear three-quarter vision of the C5 a bit restricted. It could be that my peripherals are a bit worn out but I do get the feeling every time I need to reverse or especially lane change on a multi lane freeway/highway/tollway that I am going to collect something or somebody someday. I used to own a little Lancia Fulvia Coupe back in the '70s and '80s whose vision was like that of living in a glass bowl. It had incredible vision but you see that's a car of the '70s. More modern passenger vehicles tend to have a high boot... a dictum of fashion I think! [And aerodynamics, as I recall Max. Ed.]

The brakes are beginning to squeal again... I can always tell when Roz is nearing home [by the way this is not a slight on her

## FLEET FOLLIES

number of cars onto Club Plates.

I now have the Mark I Visa Club, the Visa GT Cabriolet, the Visa GTi and the GSA Pallas on Permits. It was an interesting experience as after getting my forms approved by the Club I headed to VicRoads to discover they had no plates available. Indeed, they told me there were no plates at any VicRoads offices. I have since





driving ability... Roz is in fact a better driver, so there!], the brake squeal is often very loud. The last time this happened I took it to Zagame's who fixed it by removing the pads and bevelling the edges. I may have to repeat

materials [and design]. Another Gallic victory over the rest of the world. Am I biased? Naaaahh.

I did drive a Ford Fusion for two weeks in France back in 2008 and that was a diesel and it was quiet so where's the rationale...

the rationale folks is that the engine was purported to have

been made by Citroën!! Another flag waving occasion.

Roz and I lived in Hammer-smith, London for 18 months back in the mid '70s... 10 Iffley Road to be exact and at the end of the road there was a London Cab depot. Well... the racket that came from that place at 5 or 6am was truly incredible. These London cabs were started and kept running for a long time: time enough for all the internal mechanicals to get close and amorous. Now, I reckon you have all at some time or another in the '60s '70s and '80s ridden in one of these things and probably recall having to shout at the cabbie any time you wished to say something. We never had to worry about an alarm clock in those days, the cabs were enough to wake the dead let alone we sleepy heads. I believe the cabs were an Austin with an agricultural Perkins diesel engine... I think that sums it up perfectly.

Until the next time... happy and safe motoring.

Max Lewis.



Well, I am still here, hopefully still looking for a replacement.

The committee is actively looking for someone to take over my rôle and it is one I can recommend. The job gives you the opportunity to reach other members and play a really useful part in the

Citroën movement: if you have any desire to have a look at what this job entails contact me and I can give you all of the information required.

In the last magazine I spoke about Big 6 starter motors and other things relating to that particular model. What I omitted was that I had been contacted by Roger Williams from the UK. If you recall, a couple of years ago, we were asking for members who may be interested in acquiring a high speed crown wheel and pinion set for their Big 6. At the time we could not raise sufficient numbers around the world to have these manufactured. This apparently has not deterred Roger! He has made them anyway. Anyone interested in these should contact me and I will obtain prices and availability from Roger. Remember, our dollar is buying quite a lot at the moment and could be a great investment for any Big 6 owner.

Stanthorpe will be a memory by the time you read this and time to move onto that project for next Easter. I was pleased that David

Law took his lovely Big 15 along.

I can lay bets he had the only working clock there in a round instrument Traction. I suspect there were many vehicles displayed in Stanthorpe for the first time and it is good to see these

cars taking to the road again. One vehicle that missed out was Ray Huth's Family 9 ~ after a huge effort by Ray to get this car finished it was stalled by a few details and could not be finished in time. Look out for next year.

There has been a steady flow of parts coming and going recently with cars being made ready for Stanthorpe. I believe we have filled all requests made of us at this stage.

One item I would like mention is the use of quartz halogen headlamp globes and LED tail lamp globes, these are a great aid to safety and are available from many stockists now. The head lamp globes will not bring your old lamp up to modern lamp performance but it will certainly brighten what you have. If you remove your old globe you will probably notice that it is turning black, this has a considerable detrimental effect on the light output. A headlamp relay is also a good idea as it reduces the load on the car's switchgear and eliminates voltage drop so common in older cars.

## FLEET FOLLIES

## SPARE NEWS



LED globes fitted to your tail and stop lamps or indicators are another method of improving your visibility to other people on the road. All of these small improvements can add to your safety while enjoying your car.

## SPARE NEWS

I have already had a fair response to new speedo dials. So it appears it was worthwhile having a new batch made. I will get these out to you as soon as possible ~ if you do not already have them by the time you are reading this.

I will miss speaking to you all

through this medium but I do hope a new person is appointed soon and please give him a lot of support, it can be daunting taking on positions like this. But I will be staying on as a technical adviser and, as I have said to a lot of people, I am still available to discuss your problem. So

while things are settling down do not hesitate to call me, just remember I still do not return calls on mobile numbers.

Keep up the good work and keep those wheels turning.  
Rob Little



## FOR SALE

### 1951 CITROËN LIGHT 15.

I am just the second owner. Have had the car since May 1993. All receipts since 1963. Fitted with new high speed CWP in 2008. 218,000 miles. Fully registered. Does not miss a beat. Arctic white with original brown seats. Excellent condition, used every day, fitted with temperature gauge. Retractable seat belts. \$18,000.



Contact Ian Kimpton Bendigo [03] 5447 9218 or 04 2847 7427. [35/02]

### 1977 AMI 8 HOFFMAN

2 door 2CV cabriolet. I bought it in the UK in 1997. Professionally built by a main dealer. Restored from chassis up by Steph Laguna with photo documentation when the floor began to rust. Red and black with red leather and black soft top. Fantastic condition, no rust or mechanical faults. Currently on non-transferable NSW Club plates 33290H. \$40,000. Feel free to email me on jsimons@srllaw.com.au or 04 1444 7239. [35/02]

### CITROËN COLLECTION

1956 Slough built DS19 sedan, hydraulic shift delivered new to NZ chassis 9/560280 complete and mainly original, running and rises but will need restoration.

1972 DS21 Pallas 5 speed EFI Champagne with caramel interior complete & requiring restoration.

## FOR SALE

Chassis 01 FB 3274 \$5000

1966 ID19 Heidelberg car and very last known to exist. In good order. Chassis 193018733 \$7000

1950s 2CV engine complete with all ancillaries, also many early 2CV parts including new engine bits fuel tank and bits and pieces \$1000 the lot Many DS and Traction panels/parts/workshop manuals to sell as I am reducing fleet to just the 2CV and the Traction.

Contact Andy on 5931 0218 or email andrewmurray7@bigpond.com [35/01]

## TRACTION COLLECTION

✂ 1949 Light 15 small boot. Vehicle largely dismantled to monocoque on wheels ~ rust in horns and floor. Complete vehicle. Many minor parts sand blasted and painted. Chassis 132267. \$2,900 ONO.

✂ 1951 Light 15 small boot. Vehicle dismantled to monocoque on wheels. Monocoque and panel rust removed and painted in primer. Motor and CVs reconditioned. New clutch, brake shoes, exhaust and wooden dash in maple. Radiator cleaned and pressure tested. Carby rebuilt. Front and rear bumpers rechromed. Chassis 138840. \$8,750.

Wyn Boon Maleny QLD, [07] 5494 2667 [H] or wyn50@iprimus.com.au [35/01]

## 1954 LIGHT 15

A highly original Light 15. ~ so original it still has the Commonwealth Motors decal on the dashboard. Original number plate, period paint and leather, full of the irreplaceable patina of the years. Motor carefully upgraded by Mel Carey at Citro Motors: lightened fly-wheel, shaved head... a car that will keep up with modern traffic. A real Traction that can be driven every day! Metallic blue, with cream leather trim, this long-

term Club car is being parted with only because age has taken its toll on my knee and driving this car is no longer the pleasure it once was. Stunning brakes [there's a rarity], lovely gearbox and a truly brilliant drive. Amazingly low recorded mileage [believed accurate]. GLJ 619. \$17,750. Contact Leigh Miles, editor@citroenclassic.

## WANTED

### TRACTION PARTS ~ CORRECTION

I am looking for another right hand fitch panel for a 1939 11 BL. In the photo the middle panels are a pair, the two on the right are left hand panels and the one on the far left is from a Big 15.

I am also looking for a fuel tank for a big boot Big 15, in good condition if possible. Contact Rob Little, [03] 5823 1397 or robliit@iinet.net.au [35/01]







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

