



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

FRONT DRIVE

AUSTRALIA'S  NATIONAL  MAGAZINE 
FOR  CITROËN  OWNERS  AND  ENTHUSIASTS

Summer 2013  Vol 36  No 7

Postal Address

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

www.citroenclassic.org.au

Citroën Classic Owners Club of Australia Inc. is a member of the Association of Motoring Clubs.

The views expressed in this publication are not necessarily those of CCOCA or its Committee. Neither CCOCA nor its Committee can accept any responsibility for any mechanical advice printed in, or adopted from this publication.

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

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

Membership

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

Life Members

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

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

Cover Image

The cover image, is from the Traction Avant Netherland 2001 calender and depicts the camping ground at Malo, Male-les-Bain.

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The deadline for the next edition of 'Front Drive' is Friday, January 25, 2013.

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Contributors

Contributors to this edition of 'Front Drive' include Reg Harris, Max Lewis and Lance Wearne.

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

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

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

Welcome to 2013! If all has gone according to plan, the 'stuffing fairies' will have put this edition of 'Front Drive' into the post on Saturday December 29 and you should be reading this very early in the New Year.

The New Year brings with it great promise and way too many New Year Resolutions. Drink less, stop smoking, get a better work life balance... How many of them will be in the bin before the next edition arrives? I'm guessing most of them.

But there are some resolutions that should be made and should be acted upon.

How about turning up to more Citroën events this year? For those of you local to Melbourne that may mean more ccoca events. For those of you in interstate capitals it may involve doing more with your state Citroën Club and regional members often have the unique opportunity to participate in a local club. Whichever is right for you ~ make 2013 a bumper year

of participation.

Another resolution may be to make use of the post cards we sent recently to encourage the recruitment of new members. While they make great bookmarks, that is not the reason we created them.

Having reconsidered your resolutions, and made them more achievable, it is time to sit back with 'Front Drive', light a cigarette and crack open a 'tinny'.

It will be no surprise to read here that in 1960 'Wheels' magazine saw the ID19 as one of their favourite cars. That the Triumph Herald and Humber Super Snipe were on the list as well, may come as a shock. Read about their full list on page 31.

Reg Harris [p24] was a member of ccoca back in the early '80s. He recently contacted me: he is now over 80 and his Rosalie does not get the use it once did. But he remains an avid Citroënist and it gives me great pleasure to reprint and updated version of an article he wrote for 'Front Drive' back in 1980.

Enjoy,
Leigh F Miles



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

• JANUARY COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 16 January

TIME: 7:00pm

WHERE: Check with the Secretary for this month's venue

COST: Cheap eats

BRING: Refreshments

BOOKING: Preferred

CONTACT: Sue Bryant,
04 1251 8849
secretary@citroenclassic.org.au

THE RACV GREAT AUSTRALIAN RALLY

Peter Mac RALLYING FOR A CURE

WHEN: Sunday, 20 January

TIME: 9:00am

FROM: Start points listed below

TO: Mornington Racecourse

COST: \$35 per vehicle

BRING: Sunscreen, chair, lunch

BOOKING: Essential by 7 Jan

A-TRACTIONS

CONTACT: Jeff Alcock
[03] 9898 4111

This event has grown to become Victoria's largest veteran, vintage and classic car rally with travel from Melbourne to the Mornington Peninsula. The rally is designed to promote the pleasures of classical motoring providing much needed funds to the Peter McCallum Cancer Centre.

The 2012 RACV Great Australian Rally is organised and conducted by the All British Classics Car Club Inc. All vehicles entered must be 25 years and older.

There are three start locations this year:

- Melbourne
- Stud Park, Rowville



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• Western Port Marina, Hastings
All entrants will enjoy a sausage sizzle at their nominated starting point.
Download your entry form at www.greataustralianrally.com.au

A-TRACTIONS

CRIB POINT CLASSIC CAR SHOW

WHEN: Sunday, 6 January
TIME: 9:30am
FROM: Brandon Park shopping centre
BRING: The doings for a BBQ
BOOKING: Not required
CONTACT: Peter Robinson
petroboy@hotmail.com

The group will gather at the car park at the southern end of Brandon Park shops ~near the Monash Freeway. It is about 70km to the display area at Crib Point.

There will be a sausage sizzle in aid of local school. Alternatively, there is an excellent café opposite the show area, BBQ facilities are available next to the display area as are toilets.

In the afternoon a tour of the HMAS Cerberus Naval Museum will be organised.

CLUB MEETING ~ YARRA BANK BBQ

WHEN: Wednesday, 23 January
TIME: 6:30pm
WHERE: Yarra Bank Reserve.

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Melways 44 K9.

COST: Free

BRING: The doings for a BBQ

BOOKING: Not required

CONTACT: Mike Neil

04 1821 1278

activities@citroenclassic.org.au

Yes folks at the end of the week it is Australia Day, but it is that Wednesday at the end of January when we historically have this get together so let's start with a song and salute! Don't forget the mozzie & louie repellent and a copy of Advance Australia Fair. Depending upon the direction from which you are coming the entrance to the reserve is off Creswick Street. Citroën signs will be displayed so you shouldn't get lost [w.t.e. of certain nomads!!]

AUSTRALIA DAY HISTORIC CAR DISPLAY

NOTE: AT THE TIME OF PREPARING THIS EDITION THE AUSTRALIA DAY WEBSITE HAD NOT BEEN UPDATED FOR 2013. PLEASE CHECK DETAILS ON LINE AT WWW.AUSTRALIADAY.VIC.GOV.AU

WHEN: Saturday, 26 January

TIME: Participants: 10:00am,

Spectators: 12:00pm

WHERE: Participants

Northland Shopping Centre

Spectators

Kings Domain Gardens,

Linlithgow Ave., Melbourne.

Melway 2F J9

COST: Free

BOOKING: Spectators:

Not required

CONTACT: Mike Neil,

04 1821 1278

activities@citroenclassic.org.au

This event is a real favourite with many CCOCA members. The Kings Domain Gardens will once again feature the famous Historic Vehicle display, with over 500 veteran, vintage and classic vehicles exhibited, free entertainment and activities, and scrumptious food stalls. Bring a picnic hamper, blanket and enjoy a leisurely day with other motoring enthusiasts.

• FEBRUARY

26TH PICNIC AT HANGING ROCK

WHEN: Sunday, 10 February

TIME: Display cars 7:30

via north and south gates

Spectators 8:00am via east gate

WHERE: Hanging Rock

COST: \$20 per car,

\$5 per pedestrian,

BOOKING: Not required

CONTACT: Mike Neil,

04 1821 1278

activities@citroenclassic.org.au

As of last year age limitations were placed on cars for display at this event ~ cars must be 25 years old, or more. Despite this, the usual huge turn-up occurred.

BBQ facilities are available on site [or feel free to bring your own] or bring your picnic hamper.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 20 February

TIME: 7:00pm

WHERE: Check with the
Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Sue Bryant,
04 1251 8849

A-TRACTIONS

secretary@citroenclassic.org.au

CLUB MEETING ~ ACTIVITY TO BE CONFIRMED

WHEN: Wednesday, 27 February
TIME: 8:00pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3
COST: Free
BOOKING: Not required
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

Mike is currently talking to Brighton Citroën about a private viewing of the DS5 for the Club. He is also talking to a prospective speaker who can relate the history of the GM-H site. Be sure that whatever he arranges, the February meeting is bound to a not to be missed event.

• MARCH

GRAEME & LEE DENNES GIPPSLAND TOUR

WHEN: Friday, 15 to
Monday 18 March
FROM: Bunyip, Vic
TO: Stratford, Vic
COST: See below
BRING: Everything for a
four-day excursion
BOOKING: Essential
~ see below
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

Once again March sees Graeme and Lee Dennes hosting a great Autumn Road Trip.

A three-night country driving getaway has been planned for the weekend of 15-18 March 2013. Accommodation will be in Stratford [near Sale] each night, and various types of accommodation have been reserved for you to choose from. [Details below]. The weather should be perfect at that time of year.

We start from Bunyip on Friday morning and travel to Stratford via the ever changing scenery along sections of the Grand Ridge Road. A drive past the Hazelwood and Loy Yang Power Stations will make you feel rather tiny before we head south to enjoy the wonderful views across the Strzelecki Ranges. We visit the last remnants of the great forests at Turra Bulga National Park

before we end the day at Stratford, where we will gather [each evening] at the camp kitchen for drinks and an evening meal.

Saturday and Sunday will be spent exploring and driving along scenic roads, enjoying picnic lunches along the way. We will visit the Gippsland Vehicle Collection Motor Museum at Maffra, and watch the restored historic [1883] Swing Bridge at Longford open and close. The Lakeside Machinery Museum at Glenmaggie will fire up its steam collection for us. Some of this collection dates back to the late 1800s.

Home on Monday will be via Tyers and Erica where the Erica Hotel is home to the Bushman's Museum.

Please note: Some roads are well maintained gravel.

The above itinerary will be expanded and advised as further



details are determined.

ACCOMMODATION:

We have secured accommodation [camping, powered sites, cabins] at the Stratford On The River Tourist Park in Stratford.

Overflow for accommodation will

A-TRACTIONS

be available at the Stratford Motel which is a two-minute walk from the Tourist Park.

Please note: Accommodation at these two venues will be held until 1 January 2013.

NEXT STEPS?

✂ Contact Stratford On The River Tourist Park. Speak with Louise and tell her you are with cCOCA. If the Tourist Park is booked out: contact Stratford Motel. Speak with Chris and tell her you are with cCOCA.

✂ Contact our Activities Coordinator Mike Neil on 04 1821 1278 to advise the names of those attending, and phone numbers and email addresses for future contact.

COSTS ~ PLEASE NOTE:

All expenses will be paid by participating individuals. Food will be BYO.

ACCOMMODATION DETAILS:

✂ Stratford On The River Tourist Park, 16 McMillan Street, Stratford. [03] 5145 6588
Speak with Louise and tell her you are with cCOCA.

✂ Stratford Motel, 26 Tyers St., Stratford. [03] 5145 6500

Speak with Chris and tell her you are with cCOCA.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 20 March

TIME: 7:00pm

WHERE: Check with the

Secretary for this month's venue

COST: Cheap eats

BRING: Refreshments

BOOKING: Preferred

CONTACT: Sue Bryant,

04 1251 8849

secretary@citroenclassic.org.au

CLUB MEETING - ANNUAL GENERAL MEETING

WHEN: Wednesday, 27 March

TIME: 8:00pm

WHERE: Frog Hollow Reserve

Rooms, Fordham Ave.,

Camberwell. Melway 60, B3

COST: Free

BOOKING: Not required

CONTACT: Sue Bryant,

04 1251 8849

secretary@citroenclassic.org.au

YOUR MEMBERSHIP RENEWAL FORMS, ALONG WITH PROXY AND NOMINATION FORMS WILL BE POSTED IN FEBRUARY.

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

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

again. So, please make the effort to come along.

VOLUNTEER!

Volunteers!

Have you thought of standing for Committee?

All Committee positions are 'up for grabs'. Nomination forms have been included with this magazine and must be returned to the Secretary seven [7] days prior to the AGM.

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

VOTE!



Voting for the 2012/2013 Committee is a very important right

CCOCA BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday

January 24

February 28

March 28

TIME: 11:00am

FROM: Ocean Grove

Industrial Estate,

1/29 Everist Road

TO: Victoria Hotel,

Hesse Street, Queenscliff

COST: Cheap eats

pub lunch [drink in moderation, if you drink, don't drive]

BRING: An interesting car

BOOKING: Not required

CONTACT:

Mike Killingsworth

04 1755 2446

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

you have as a member of CCOCA. So, come along and make sure you have your input. Or complete the 'Proxy Form' that has been included with this 'Front Drive'. Proxy Forms must be in the hands of the Secretary at least

A-TRACTIONS

seven [7] days prior to the AGM.

CIT-IN 2013



CIT-IN '13 ~ GRIFFITH, NSW

WHEN:

Friday, 29 March
to Monday, 1 April

WHERE: The Bagtown Inn
Motel, Griffith, NSW

COST: From \$190 per adult

BOOKING: Essential

CONTACT: www.cit-in.org

The 2013 CitIn will be proudly hosted by the Citroën Car Club of NSW, Inc. and will be held in the town of Griffith, in south western NSW.

Griffith was designed by Walter Burley Griffin ~ the American architect who was also responsible for designing Canberra.

Griffith was named after Sir Arthur Griffith, the first New South Wales minister for Public Works.

A registration form is now available as a pdf from the website [www.cit-in.org]. If you book prior to 31 December the fee is \$190pp or just \$70 for a school age child, although whether this applies to both primary and secondary school is not clear. Prices rise to \$210 and \$90, respectively. See you in Griffith in 2013.

WHAT'S PLANNED FOR CITIN?

✂ Friday, 29 March:

- ✦ Registration, meet & greet participants [from 2pm]
- ✦ A light supper will be served.

✂ Saturday, 30 March:

- ✦ Show & Shine at La Festa ~ Griffith's International Music, Food and Wine Festival
- ✦ Jet boat races on Lake Wyangan
- ✦ Informal dinner

✂ Sunday, 31 March:

- ✦ Easter egg hunt at the conference centre
- ✦ Sight seeing & tours of Griffith
- ✦ Lunch at Lake Wyangan picnic area
- ✦ Formal dinner and presentations

✂ Monday, 1 April:

- ✦ Farewell breakfast from 7:30am

✂ Driving distances to Griffith:

Adelaide:	830km
Brisbane:	1,260km
Canberra:	360km
Darwin:	3,700km
Hobart:	1,190km
Melbourne:	460km
Perth:	3,360km
Sydney:	560km

In an age when the average family and business car has become stereotyped in design, and the ingenious or unusual seems to be the prerogative of the miniature or very expensive GT machine, Citroën stands alone as a manufacturer pursuing a course of development of the ordinary family car which owns nothing to practice elsewhere.

The unusual is usual to Citroën; or, to put it another way, one might say that the usual, orthodox solution is merely an unusual and unsatisfactory compromise as far as Citroën is concerned.

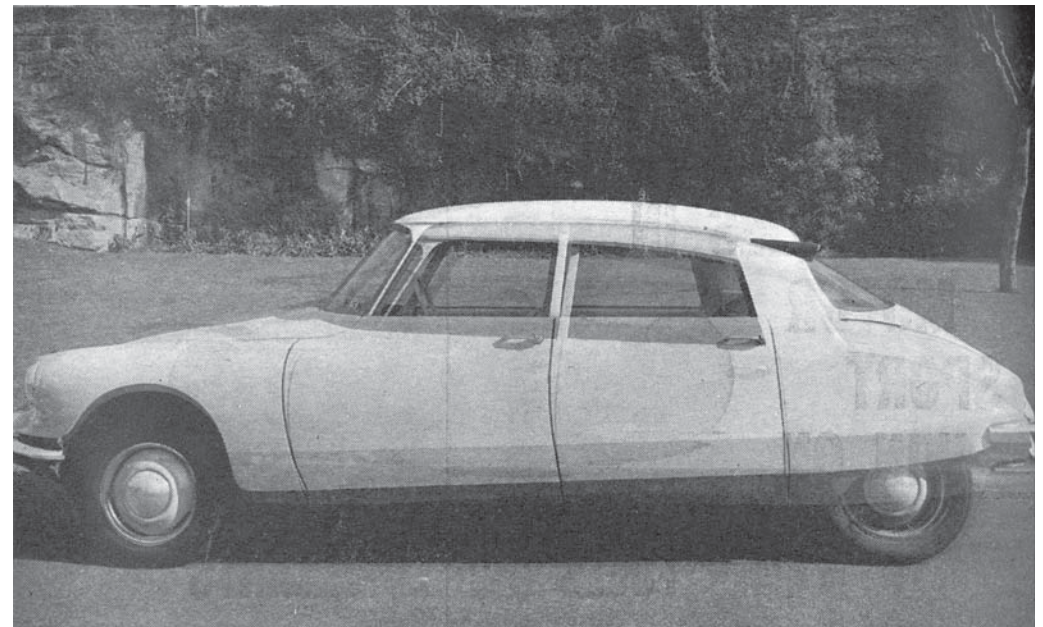
Typically French in their radical and creative approach to the problems of automobilism, the engineers at Citroën seem to have inherited the Gallic spirit

of Citroën himself, the extraordinary promoter who is chiefly remembered for his principal extravagance ~ hiring the Eiffel tower to string up his name in a gigantic electric sign.

Car wise, Citroën produced its

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first bombshell in 1933, when it introduced the wheelbarrow Cit. The first car with a single body-and-chassis-combined, with fwd, it was slated for an early death by its critics. Obviously, it could not succeed. It had no running boards! However, Citroën did not believe the critics, which was just as well. For the Light 15 in one form and another lasted 25 years, a nice round age for a single model. It firmly established front-wheel



drive as a Citroën tradition, and pointed the way for other manufacturers in the matter of chassisless construction.

The Citroën story started with the birth of Andre Citroën, in 1878. In 1913 he started the

In 1926 Citroën opened factories at Slough, England, Brussels, Cologne and in Milan. In the same year, Citroën adopted the modern type of cellulose spraying lacquers.

By 1928 the factories employed more than 32,000 people, introduced a six-cylinder popular model, and raised the compression

ratio for it to 6 to 1. Output reached 400 vehicles per day, 36% of all the cars produced in France. [At that time, France was the second largest producer of motor vehicles in the world, next to the United States]. Citroën's output was even then nearly equal to that of the Holden today [1964 Ed]. In 1930 the firm introduced the first flexible engine mountings, and in 1932 a Citroën averaged 65mph [105kph] for 85,000 miles [137,000km]. The following year an 8cv model ran on Montlhéry for 133 days without stopping, covering 187,500 miles [301,000km] at an average speed of 58mph [93kph].

However, all this achievement was not without its troubles. Citroën was a gambler and a creative personality, in contrast to his arch rival, Renault, who was to become the biggest industrialist in France, and who was a solid, plugging engineer concerned with reliability and profit. The creative sense in Citroën swamped his practical side and the company was often teetering on the edge of financial disaster.

Citroën Gear Company, and specialised in double helical tooth patterns which made them particularly smooth and quiet. This double chevron pattern survives today ~ in the distinctive Citroën trademark. In 1919 the first Citroën factory was erected on the banks of the Seine, and on June 4 of that year Citroën introduced what could fairly be called the first French popular car. It sold for 7,500 francs; a quarter of the price of a typical car at the start of the First War, five years before. It was mass-produced, and production climbed to 10,000 cars a year by 1921.

Several years of improvements followed, with some interesting explorations of the African continent, all firsts, interposed.

In 1925 Citroën presented the first car with chassisless construction. Cold pressed at the Citroën factory at Saint-Ouen, on new banks of presses with capacities of up to 1,400 tons, it had such advanced features as four-wheel brakes, a sedan body and extraordinary visibility for the day. It, too, was a 10hp car.

THE PULL OF PROGRESS



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Mobile: 0400 59 2208

email ted@123ignition.com.au

123ignition.com.au



In 1934, the first front-wheel drive car was introduced, the famous wheelbarrow car which persisted until 1957 ~ despite the doom foreseen by its critics. Although not the first car with combined chassis and body [the earlier

afford a better car.

Its critics jeered when it made its first appearance at the 1948 Motor Show in Paris. They jeered because of the slab, corrugated appearance of the car, but this was because of the lack of presses and facilities to design a more reasonable looking body. Underneath its

rather hang-dog looks, however, lay a tour de force of mechanical design. It had twin-cylinder, four-stroke engine, air cooled, designed to run for as long as possible without maintenance.

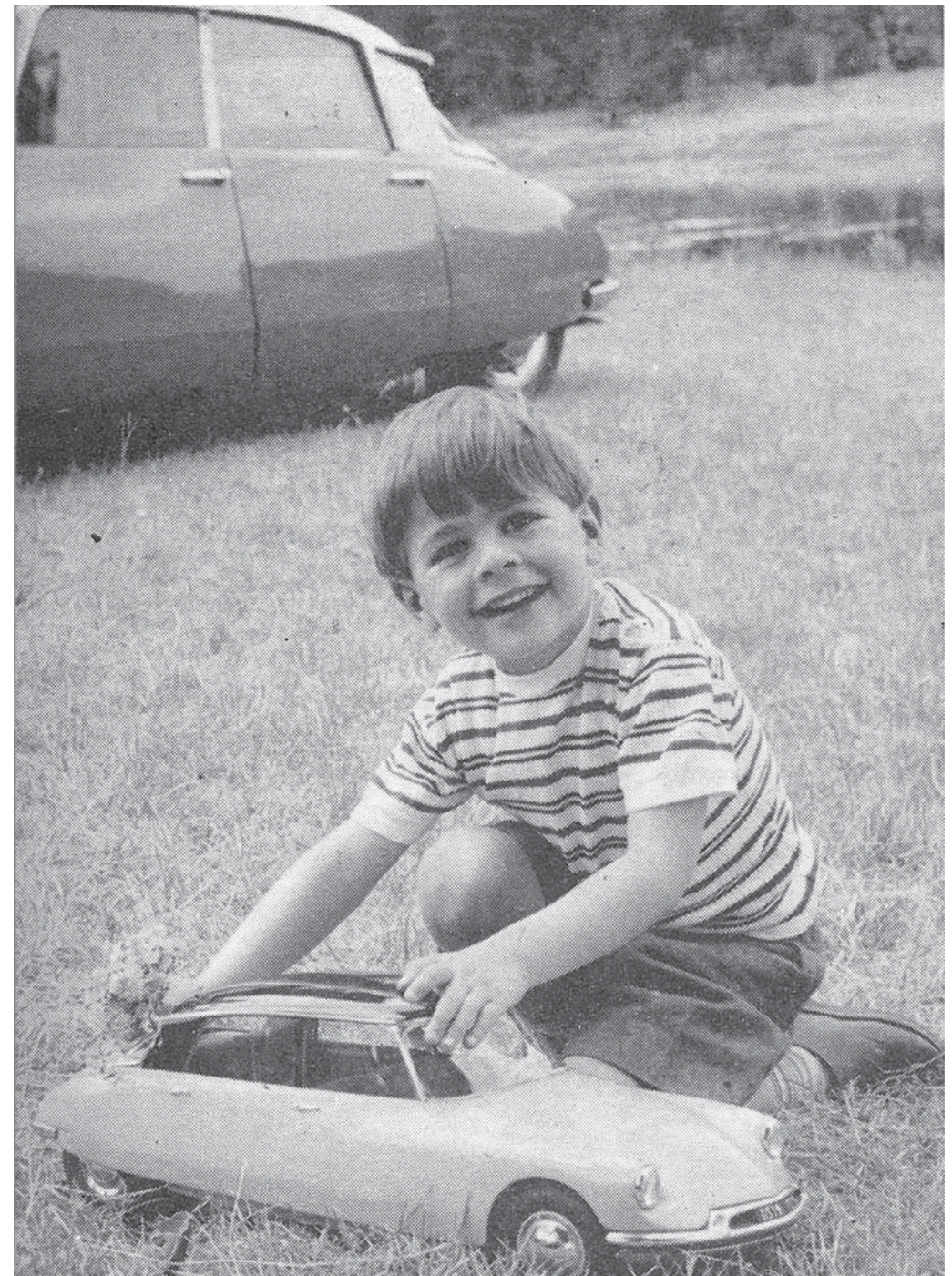
In fact, Citroën people take the bit between their teeth and say that the oil levels should be checked 'occasionally'. The suspension was an unusual layout, which linked the back wheels to the front, so that, in effect, a bump under a back wheel would press a front wheel more firmly down. The body was quite loosely suspended, and it was easy to rock the car from side to side or back to front like a rocking chair. The ride was probably more comfortable than any other car built, for the performance, limited as it was to around 40mph [64kph], enabled the designers to exploit fully this feature. The 375cc engine was maddening on hills, but in France, most of the way is flat. Seventy miles per gallon could be obtained. The following year the engine size was increased and an automatic, centrifugal clutch was installed. The car has from

10cv had that honour] It was the first with front-wheel drive. It also had Lockheed hydraulic brakes, no running boards, and an advanced body styling, which was truly ahead of its time. This meant that as the years passed it looked more and more normal, unlike other celebrated cars, such as the Chrysler Airflow, which were not, as claimed, 'years ahead of their time.'

The first fwd car had a seven horse engine, which was then increased to 11CV [the Light 15 model] until 1933 [sic; 1938 actually. Ed]] saw the introduction of the Big 6.

The war years completely disrupted the Citroën production effort, so, as far as possible, activities were turned to design, and where possible, testing. Two revolutionary projects had already been launched before the war ~ one for the 2cv and the other for the Goddess.

The 2cv was intended primarily for low-cost, basic transportation on French farms and for personal transportation by the many people who could not then



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that day to this remained one of the most important vehicles in France. The prohibitive tax on petrol, which makes the stuff around 9/- a gallon [20¢ per litre], and the stiffer price for oil, makes economy imperative. That Citroën

also contained a Dauphine, and there were all sorts of cars available without a wait.

All these accomplishments were a prelude to the most famous Citroën of all, the Goddess. The project was first started in 1938, and was intended to replace the then-current Light 15 and other models. It was to have similar dimensions, similar performance and economy, but was to approach the problem of transport from a completely fresh angle. During the war years, it was impossible to build complete test vehicles, but many components were tested and modified. The first elements of the hydraulic gear; cardan joints

which allowed the front wheel drive car to turn in a lesser circle and which eliminated almost entirely reactions to the front wheel were developed. From 1946 on, tests of the hydropneumatic suspension were commenced ~ and it was when the blanket of secrecy was thrown over Citroën's efforts, so that only when the car was announced did anybody really know what the new car would be like. In one way this is a pity, because it was hard to realise in 1955 that the revolutionary things that confronted one have already been tested rigorously. The suspension, which is simply spheres half-filled with gas, and half-filled with oil, separated by a diaphragm, was tested on the Light 15 in both hot and cold climates. Several layouts were tried. In fact, at one time it looked like torsion bars could be a satisfactory medium but they were abandoned because of their weight.

The bodywork was designed in 1946, and owes nothing to previous practice. In 1947 Pierre Boulanger, general manager of Citroën, approved it. He gave it the same test he gives every new model... entering and sitting in it with his hat on. [If he cannot do it, the model is discarded.] In the years up to 1951 test cars numbered from D1 to D4 were completed, all of which were tested extensively in remote parts of France while the information gained was assimilated in further test models. The cloak and dagger methods

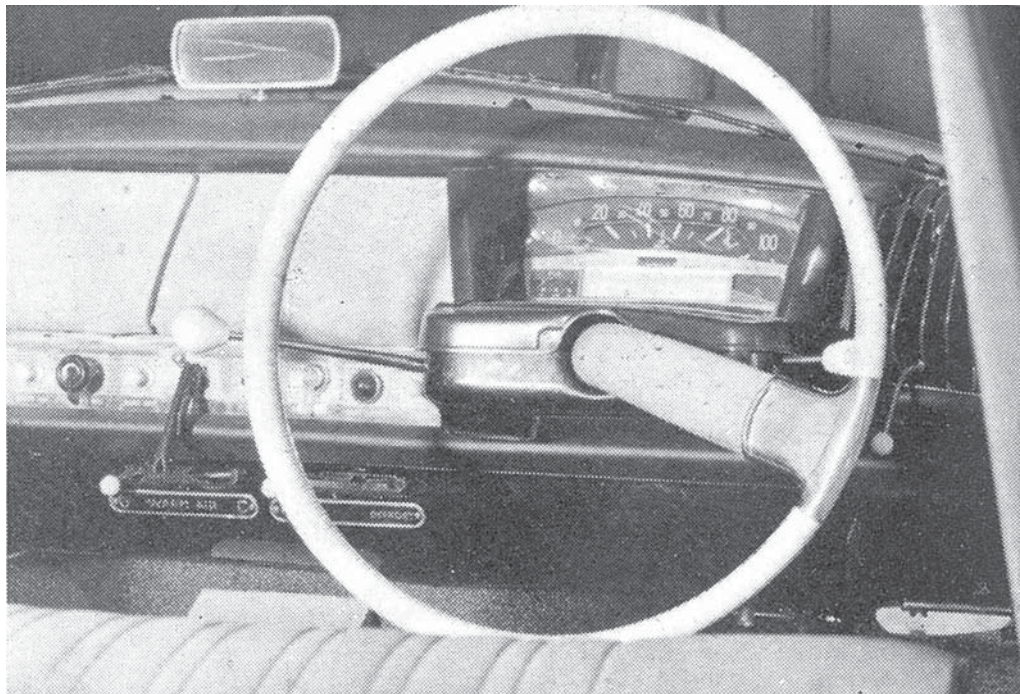
resulted in at least one scene of Gallic farce. The prototype of the car, at that time the most closely guarded secret in France, was driven, in a closed van, to a remote area for driving tests. A couple of other Citroëns accompanied it with men and materials. Before the tests could commence several hundred mounted policemen and officials of the French Police Judiciaire rose from the surrounding countryside and announced that they were arresting the Citroën group as 'spies'.

It appeared that local spies, dressed as French workers, had tipped the police off to the fishy business. The Citroën band refused, under the direst threats, to open their van with the prototype. After three hours of argument the police telephoned the Citroën works in Paris ~ and presumably disappeared into the ground again to wait for other spies.

The next batch of cars, D6 to D8, were made in batches of two, three, and four. Most were intended for intensive shop endurance tests. They resulted in the final adoption of disc-type brakes in front, power operation of the auxiliaries, and the hydropneumatic suspension, which had been finally proved to be better than anything else available. Happily, it enabled Citroën to power the clutch, steering and brakes because hydraulic power was thus available on the car. Aerodynamic tests followed and in 1955 the car was unveiled at the Paris Motor

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roën knew what they were doing is demonstrated by the fact that today there is still a long waiting list for the car, among all walks of French life. The author recalls the jubilation of a prosperous middle-class French family, where he was a guest, the morning that the delivery notice arrived for a long-awaited 2cv. Yet the garage



Show.

All observers are agreed on one thing ~ that the DS19, made the rest of the Paris Show fall flat on its face. Pictures taken at the time show the Citroën stand stacked ten deep with onlookers,

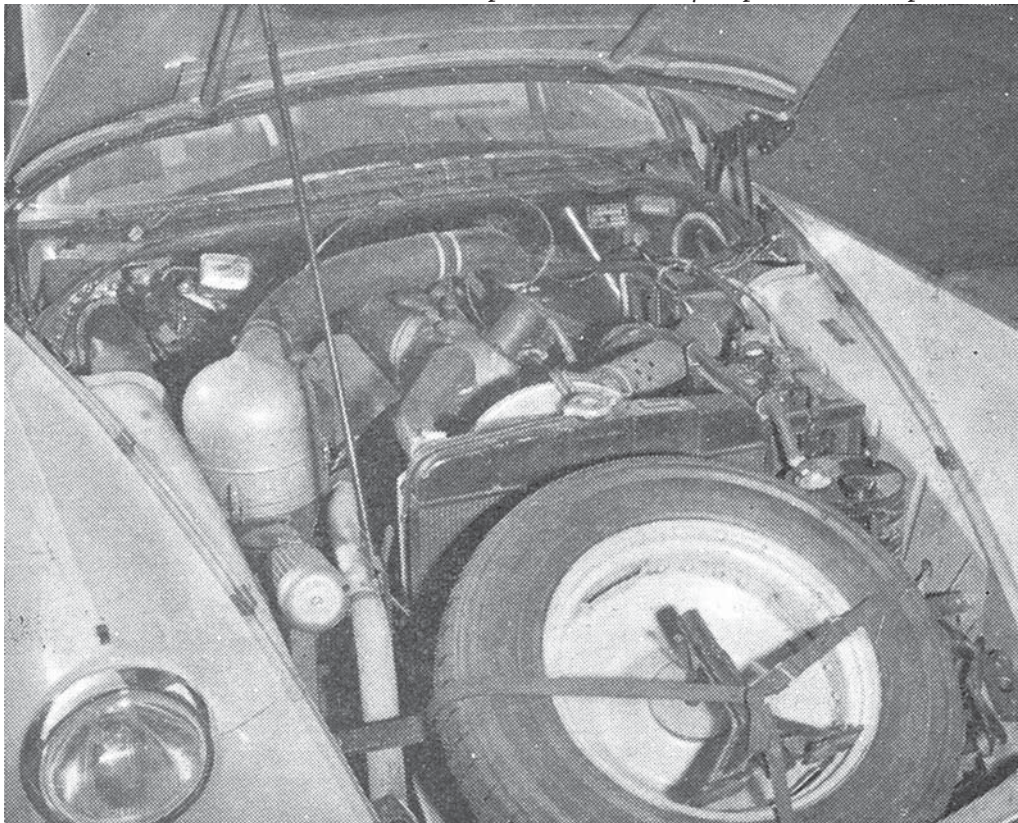
Citroën took the orders which poured in and started making the cars. What did the buyers get?

For a start, ownership of the most extraordinary and freshly-conceived vehicle they had ever seen in their lives, and a vehicle which most enthusiasts would dearly love to have.

The body is a very roomy five-seater, in which the comfort in the back compartment is especially marked, due to the flat floor and big seats, and to the very standard of ride given by the hydropneumatic suspension.

and the hall surrounding it almost deserted. The knockers hailed it as a novelty which would not stand the test of use. Others said that it would never go into production. Others said Citroën would never be able to make it at the price.

THE PULL OF PROGRESS



In fact, one could say that this is the most comfortable car in the world in which to travel, the difference being especially marked, in comparison with other cars, in the back seat.

The controls of the car must be learned, and in a sense the driver of the DS has to learn to drive over again. For a start, there is no brake pedal, simply a round button on the floor which opens the power pressure lines to the brakes. The slightest pressure on the button stops the car very quickly indeed. There is no clutch. Instead, there is a foot-operated park and emergency brake.

There is a gearshift, mounted on the dashboard, with four forward speeds and a reverse.

The reason why drivers ~ this one included ~ find the DS must be learned from new, and the reason why passengers have sometimes some awful moments ~ is the combination of new types of control that unfortunately use the position and shapes of controls from the past. We are all used to the clutch, brake, accelerator and gearshift layout of an orthodox car. In an emergency, or even in normal driving, the habit patterns of our brain drive the car ~ we do not consciously recall the correct procedure each time a gearshift or sudden stop comes up.

On changing to an automatic transmission of the more usual sort, habit is either completely forgotten or, a new set of habits established. In any case, the most

important thing, the big brake pedal, is universal. In strife, wham. One stops, even if roughly and in the wrong gear and across a tramline.

But in a Citroën, the habit patterns are confused. In the case of the need to stop, not a dire emergency but just a normal sudden stop, the left foot jerks instinctively for the clutch. It encounters a pedal which slows the car down instead. The right foot waves in the air for a brake pedal. It either encounters nothing, or else the same pedal which the left foot is occupying. At this stage, the habit pattern of the brain gives up and the passenger starts sweating, as the accident approaches, at a sedate speed under the feverish pressure of two feet on the wrong pedal. Slowing ~ but nevertheless still approaching.

In a few more miles, or hours, the right foot remembers to drop right to the floor. Then the passenger is precipitated against the windscreen as the...[here unfortunately the editors of 'Wheels' seem to have left out a line or two from the original article. Ed].

Consequently, the DS19 was introduced at the Paris Motor Show in 1956, and went into production in May 1957. [Its immediate success raised Citroën production by 16,000 vehicles that year.]

To Australian drivers, and for those in remote areas, the DS is an even more suitable vehicle than the DS. It is simple and reliable, uses the same 1,911cc,

four-cylinder engine, but with a different head and lower power output ~ 66bhp instead of 75 ~ and has the same combination of air/oil suspension, front wheel drive and disc braking.

The price asked for the car is

speed slightly less than 2,400ft/min [731m/min]. A change to third will give almost the same top speed with more acceleration, a very happy combination.

The list of things which are worth comment are unending, and it is obvious that there is no room for a complete analysis. For

that reason, it is best to confine one's comment to things which have not been mentioned elsewhere. For instance, the fact that the 1D19 is one of the few cars left today which uses the principle of a 'wheel in each corner.' The wheelbase of 123" [3.1m] is actually longer than the largest American car, although its overall length of 15' 8" [4.8m] is moderate by any standard. [Compare with a Holden's wheelbase of 108" (2.7m) exactly, and length of 14' 8" (4.5m)] This helps stability, but can make manoeuvring difficult. In the 1D's case this is overcome by the cardan joints developed during the war for the Citroën DS, which overcame the principal drawback to fwd for town use ~ limited lock ~ and the wheels turn from side to side at extraordinary angles. This is one of the contributory reasons why there are 4¹/₈ turns from lock to lock!

The roof is another unusual part of the car. It is made from translucent fibreglass, which means that the interior of the car seems lighter than others. And an-

Continued on page 30

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moderate indeed and performance about four miles an hour down from the DS, with, by practical test, about a half-second better acceleration over the standing quarter mile.

The steering is pretty heavy at low speeds [because two-thirds of the car's 24¼cwt is carried on the front wheels, and to prevent it being heavier still the Citroën engineers have allowed 4¹/₈ turns of the wheel from lock to lock, instead of the 2.9 turns on the DS.

It is the same accurate rack and pinion steering, and all the other features which aid the excellent ride and stability are retained ~ the disc brakes inboard at the front [to reduce the unsprung weight] the two torsional stabilisers front and rear, the height control and the wire-reinforced, squeal-free Michelin tyres.

The same unburstable performance is obtained, too. Although Citroën retain a long-stroke motor [and the advantages of smoother burning and running] the gearing of the car is such that at maximum speed in top gear the engine is running at only 3,700rpm and piston



This story first appeared in 'Front Drive' in March, 1982. Reg recently re-contacted the Club. Now in his '80s he tells me he still enjoys driving his Rosalie, albeit over far shorter distances than he did some 30 years ago.

time had come to take an interest in the old car movement as I had always had a love for cars. This was prompted by the formation in Brisbane of a branch of the Classic and Historical Automobile Club of Australia [CHACA], and as funds were limited I considered a 1930-40 vehicle would be more

within my means than a Vintage era one.

In retrospect I can now see the fallacy of this, as the price difference between unrestored

vehicles was small and the restoration costs identical. However, although I did not know what car I wanted when I joined CHACA, I knew what I did not want. I had no desire whatever to have a post 1934 Yank Tank. My experience as a youth with a 1935 De Soto left no love for them.

In November 1971 I was negotiating the purchase of a 1934 Austin Ten sedan and on our way home my daughter spotted 'it' in the front yard of a house. I could not identify it from the street so went in for a closer look. A 1933

Citroën tourer ~ any wonder I didn't recognise it.

The owner was in a dilemma as to what to do with it. He had had it stored under his mother's home, which had been sold, for thirteen years and now he had nowhere to keep it.

As I had been saying for months 'when I see my car I will know it'. The Austin was not 'it' but it was the most desirable to date. Now I saw 'it' and two hours later it was mine for the sum of \$100.00. The car was almost complete with the body in reasonable

REG HARRIS' 84 ROSALIE

The restoration story of a 1933 Citroën Rosalie Tourer.

This story goes back a long way. In mid 1971 I decided the



condition.

How do you start to restore a car which is virtually a one-off, and no information available from the usual sources? A letter to Citroën, Paris, brought a photocopy of the handbook [in French] and

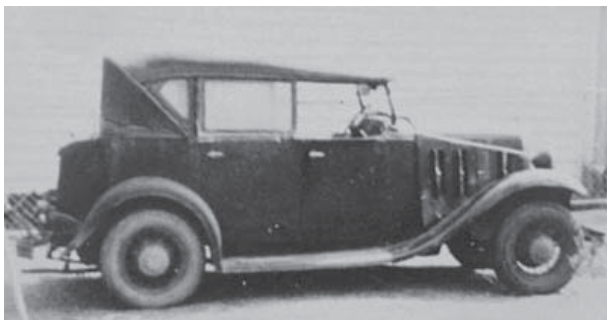
REG HARRIS' 8A ROSALIE

sundry information. Here again I was fortunate as subsequent letters to Paris were not even acknowledged.

Just a few facts about the car. Identification plates revealed

that the mechanicals were made in France, assembled as a rolling chassis ~ probably with cowl ~ at Slough, England, and body added by BTJ Richards in Adelaide, SA. As the engine block was cast on 28 December, 1932, I would presume that it was sold during 1933. No early history is available.

Citroën produced a number of different models for 1933. The baby ~ my car ~ came as a four cylinder 68 x 100mm, 1,453cc on a 106" wheelbase and designated 8A. The 10AL was of four cylinders, 75 x 100mm, 1,768cc on the same chassis while the 10A had the larger engine on a 118" wheelbase chassis with a 4" wider track. You could imagine the size of this car as a 1932 Ford V8 had a 106" wheelbase. The 15A and 15AL were six cylinder models 75 x 100mm, 2,552cc on 123½" and 114" wheelbases respectively.



All were available in Australia as tourers, sedans, roadsters and coupes. What a line up for a low-volume seller.

All these models are termed 'Rosalie'. 'Petite Rosalie', the legendary Citroën which set endurance records in 1932 by running 187,500 miles in 134 days [average 58mph], had the same running gear as my car.

The Australian cars had many modifications, including the fitting of Rudge Whitworth wire wheels instead of the French discs. They looked much better for the change.

The restoration was a straightforward affair and apart from having to chase a few bits, presented no trouble. Really, the only parts missing from my original car were the front shock absorbers and the speedo drive in the gearbox.

Several Luvax double acting shock absorbers were purchased and a good pair built up. I managed to alter a post war 'Big Six' speedo drive to suit mine but later obtained a complete gearbox from Les Francis in Sydney.

The engine was completely reconditioned and I expected to have some trouble in obtaining suitable pistons. As a rebore was required, this could be done to suit available pistons and MG V pistons of 69.5mm were fitted.

André sure had some crazy ideas. What other car would have the gear lever mounted on the chassis with the end in the selectors which are exposed on the

top of the box? There is no fixed connection between the gearbox and its lever. The clutch linkage includes two small spring-loaded shock absorbers. These innovations, together with the Chrysler patented Floating Power engine mountings, served to eliminate engine vibrations from the body.

During restoration I did as much of the work as possible including engine assembly after machining. New valves had to



be turned up from Dufor blanks.

I painted the car in its original colours, determined after rubbing back through the black, blue, grey and numerous undercoats. Spartan Paints mixed the beige [body] and brown [mudguards] nitrocel-

lulose lacquers. I did all the beige vinyl interior upholstery after taking an eight week course in

motor vehicle trimming at a technical college. All seats have 70mm wide foam filled flutes. This was the most rewarding segment of the whole project. The black vinyl top was professionally fitted after I renewed the hood bows. Matching side curtains were then made by myself. The car was completed [?] and registered in February 1980 and had its first outing as a Club car at Easter. Since then, it has completed over 700miles with a longest run to date of 75miles. There have been numerous teething problems, but this is to be expected with a rare and unusual vehicle.

Her performance is not breathtaking. I have not had the car weighed, but I would estimate about 1,300-1,400kg, which is rather much for only 32hp. Carburation has been improved by the fitting of a downdraught carburettor in lieu of the original updraught. This modification was introduced late in 1933 and the carburettor and manifolds were also obtained from Les Francis. The best cruising speed is around 40-45mph.

The project was undertaken over a prolonged period and interrupted for a number of reasons. During the restoration, I located the bones of two other Rosalies. The first was the remains of an 8A roadster about 250miles west of Brisbane. This yielded rear

bumperettes [needed] and spare steering-box, tail shaft and axles. Unfortunately the differential was unserviceable.

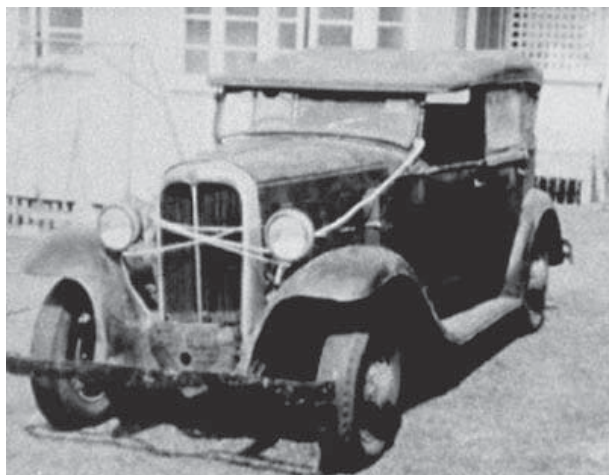
The second, at Charleville, was the chassis and running gear of a 10A, possibly of commercial origin as the gearbox was quite different, and also ruined. The engine, although the larger four cylinder model, is in good condition and will need very little work to make serviceable if needed. A good set of wire wheels also came with this find.

During the project I have been helped to a large degree by

Mark Navin. We have been corresponding for approximately six years and he has sent me every bit of information on Rosalies he has been able to get his hands on. To him I extend my thanks.

I would be interested to hear of any other Rosalies in Australia. I know of Mark's 15AL, Les Francis' 10AL [plus the bones of several others] and Brian Martini's 10AL in Brisbane. These are all sedans. Are there any more 8As or tourers around? My car draws interest wherever it goes and I get quite a thrill out of driving such a rare and interesting vehicle.
Reg Harris, Brisbane. ⚡

REG HARRIS' 8A ROSALIE



Continued from page 22


other point about the superstructure is that the windscreen pillars are thinner than the distance between the average driver's eyes, so, due to stereopsis, they offer no impediment to vision.

unfair to say they will be following anyone. Citroën may not be slavishly imitated by less original makers, but certainly they would never imitate others!

On the local front, Citroën have now introduced the station wagon version of the 19 series which is actually a cross between

the 10 and DS.

Making full use of the long wheelbase, the wagon seats up to eight full sized people. According to our Melbourne correspondent, the wagons [known as the Safari] have caused such a stir that in spite of the £2,158 price tag there are just not nearly enough vehicles available to fill the orders from people who want something different.

This article was written by Athol Yeomans and first appeared in 'Wheels' magazine in November 1960. 

Mercedes-Benz 220SE, Porsche Super 90, Humber Super Snipe, Citroën 1019, and the Triumph Herald are five cars that have a great deal in common ~ they are superbly designed and, with the exception of the Herald, are fairly expensive.

Of this group three are locally assembled, two fully imported. All are among the most wanted cars in the country and, apart from the volume selling Herald, can only be bought after a considerable delay. Mercedes quote delivery well into next year.

We consider that the five are the best-designed cars available in this country, regardless of price. Other cars sell better, go faster, perhaps look better ~ but as mobile monuments to automobilism, none can surpass these.

I know many people are going to say, 'You should have included the Volkswagen.' Good and all as the VW is, it does not find a place here because it is an old design. Instead, I have used the Porsche as an example of that particular concept of car. Both were designed by one man. One became static, the other was developed to an incredible degree.

Other people will criticise the Humber. It is a conventional car in practically every way and that is exactly why it has been included. It is conventional design carried to its logical conclusion.

Apart from the Humber, all

the cars have independent suspension but only the Porsche has a rear engine.

All these cars are in great demand from the public, which somehow confirms the theory some manufacturers put forth

that unconventional cars would not sell. This is a statement of convenience more than anything else ~ and every day it becomes less convincing.

Although none of the favoured five is a sports car, they hold the road well, permitting a moderate driver to maintain high average speeds without risk of actually going very fast. Of course, the Porsche in its Super 90 guise is a GT style vehicle with a maximum speed in excess of 110mph.

Before taking a closer look at the cars themselves, it is worth noting that two of the cars are German, two British and one French. Mercedes has always given the public the best possible cars for more than half a century. Citroën startled the world by marketing the then revolutionary front wheel drive Light 15. Porsche is only a post war name, but the maker has specialised in extracting high performance from small engines. The Herald is something quite new for the Standard-Triumph group. In fact, this car actually marks their transformation. Humber used

THE PULL OF PROGRESS

However, Citroën are unlikely to sit on their present bag of sensations for very long. If one can believe some of the wilder stories circulating in the very active French press, they are at present engaged on a project to give 10 looks to the 2CV, which will then continue its existence as the ultra-economical transport, but with an engine of 580cc capacity and a top speed of about 60mph [97kph]. They will be following Alec Issigonis's idea of putting four people on a steel platform and building a motor car around them. On reflection, it is

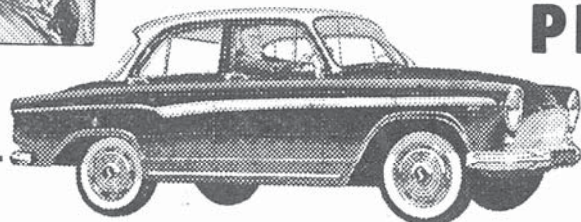


Jack Murray agrees . . .

"The OXENFORD — Simca

Conversion certainly gives

PERFORMANCE PLUS!



to be regarded as almost strictly a limousine-style vehicle, but it is now a compact ~ beating the Americans at their own game by a couple of years.

Naturally, there are good cars made in other countries and had

they been available in Australia they would have been included.

So much for the prologue. Now let us look at our selection.

♦ STYLING AND BODY SHAPE

Although the five all look attractive, I doubt if any one of them is a concession to style. All have been designed to

carry a pre-determined number of people. The Porsche carries but two people, with a couple of children in the back. The Humber is a full six seater, whilst the Mercedes and the Citroën are four/five seaters. The Herald is a typically small car, which carries four people and no more.

The Porsche is actually the

most pleasing to the eye, but it got that way purely because of its aerodynamic efficiency. The frontal area is not particularly small, but the penetration into the air is excellent ~ a dividend of rear engine design. A point to remember is that a Porsche coupe is three to five mph faster in maximum speed than the open version of exactly the same mechanical specification. Of chassisless construction [all the components are hung on a steel platform], the Porsche has a double stressed skin, similar in some ways to aircraft construction. The advantages are that the car has a particularly strong construction, but opposed to that there is the high cost of building ~ most of it is done by hand ~ and the difficulties of smash repairs, although a really good panel man would probably thoroughly enjoy the exercise.

Luggage space under the bonnet [front] is restricted by the spare wheel, tools and 11½ gallon [52 litre] fuel tank. Of course, when only two people are carried, the occasional seats in the rear fold down to form a large luggage platform. The Porsche is a low car, standing a mere 51" [130cm] high and access to the human compartment is inclined to be awkward at first until you get used to the idea that you must flop into the seat, then bring your legs inside.

At the other end of the scale, we have the Triumph Herald. It is unique in that it has a completely

WHEELS' FAVOURITE FIVE

This is 'Wheels' selection of the five best designed cars available on the Australian market in 1960.

separate chassis frame with the body panels bolted to it. Although there are structural advantages, it was purely for economic reasons that the Triumph was built this way.

However, Triumph engineers

The body panels of the ID can be very quickly detached for access to the mechanical components and for panel repairs and in this way it has a strong resemblance to the Herald which, of course, came out many, many months after the Citroën.

It is, for instance, possible to strip both doors

and the front and rear mudguards off in a matter of minutes. This makes for simple construction as well as the aforementioned servicing and repair advantages.

The doors do not have window frames, but the body is not the popular US hardtop style because there is a central pillar. The advantages of frameless windows seem to outweigh the disadvantages. They permit a considerable weight saving, to say nothing of the fact that visibility is also improved because screen pillars can be kept very thin indeed.

The ID has no chassis frame. Instead, the components are mounted on to a deep box-section platform. The roof of the car is fibreglass supported on a steel frame, which helps the rigidity of the whole unit.

Front wheel drive permits greater passenger space without the intrusion of the tail shaft tunnel, so pronounced in modern low cars with conventional engine transmission arrangements.

The design of the Citroën allows for five people. Like the Porsche, the seats are comfortable

and thickly padded. One gets the feeling that the manufacturer has actually remembered that the primary aim of a car is to carry people comfortably.

Citroën was really the initiator of crash/safe interiors. The single spoke steering wheel, recessed knobs and a crushable plastic dash panel are things that have been so well done that few people notice their existence.

Although you would half expect the Citroën to have a power plant as unusual as the slope of its bonnet, it has in fact an ordinary in-line four set well back. The shovelnose of the car gives excellent streamlining, but this is rather defied by the headlamps. Overall, the shape of the Citroën is as clean as a whistle. And if you do not believe it, consider how fast it goes on a small capacity engine and how economical it is when cruising fast.

Whether you like the appearance or not is a matter of taste.

Many people declare that it looks distinctly odd ~ but they buy it nevertheless.

The people who designed the Hunter Super Snipe did a remarkably good job. Their task was to make a six-seater of moderate size but neither unconventional nor unattractive. It also had to be new.

This was the order originally laid down for the Hawk, which shares the same body shell as the Snipe.

There is no chassis frame, the construction being purely monocoque. To make sure that the drawbacks associated with cars built along these lines were eliminated, the Rootes people have made extensive use of rubber insulation to minimise body drumming and running gear vibration. This has been done so effectively that even low mph cruising permits conversation in normal tones and that feeling the car is about to rumble itself to

Triumph's much discussed Herald is loaded with fine features. Chassis permits ease of construction.

WHEELS' FAVOURITE FIVE

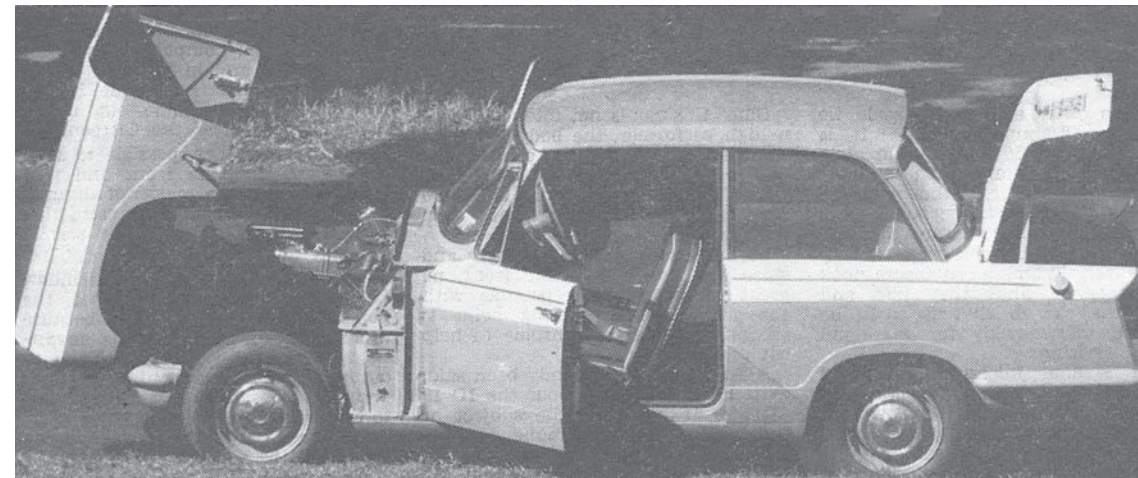
took advantage of what they had and made the car so that it could be stripped very quickly for servicing that is easy and cheap.

The Italian, Michelotti, designed the body that is the two door, four-seater type. Considering the low cost, the car has some really wonderful features, including a crash-safe interior and front seats, which can be adjusted into dozens of different positions.

Since this car is not intended to be a high performer, the body has been designed with the aim of carrying four people comfortably, rather than with streamlining in mind. We could say that it is efficient, rather than spectacular.

Styling itself is clean and airy and since the motor is in the front, no great scope has been possible with the shape. An interesting point is the minimum use of chrome to help cut repair bills.

A great deal has already been said, written and thought about the ID19 Citroën. It has been the subject of so many arguments among car enthusiasts that I could confidently say that it is the most controversial car of this decade.



pieces is completely absent.

Four wide doors give generous access to the passenger compartment. Both back and front seats are of the bench type with central armrests. There is nothing unusual about them other than the fact

not a spectacular one. Parked in the street it very rarely gets a second glance from the public, even though Mercedes are uncommon. Perhaps that is the true value of a well-styled car ~ too subtle to attract attention, yet pleasing to those who are prepared to glance twice at its lines.

Clean, simple lines with ample glass at the sides and curved wind-screen and rear window make for an airy feeling about 220s. Of modest dimensions, the car is surprisingly large inside. For instance, there is 22.6ft³ [640litres] of luggage space in the boot and seating for five people ~ two in the front seat and three in the rear.

Extreme care has been taken over the interior. For one thing, it is crash-safe ~ the first car to get the full treatment from the new scientific safety section of the massive German plant. In other words, Mercedes has been bold enough to admit that since cars are only as safe as the people who drive them, then the best thing anyone can do after giving the car good roadholding, brakes, etc, is to supply safety in the event of an accident.

All the dashboard controls, arm-rests, door handles, instruments, sun visors and the steering wheel hub are either padded or synthetic rubber ~ firm but flexible. To give you some idea of the thoroughness with which they have gone about it, even the vanity

mirror in the passengers' visor is safety glass!

The speedo and all engine instruments are in the one housing and thoughtful use of coloured lights acts as a supplementary reminder for the driver of such things as engine malfunction or low fuel level. Above 31mph [50kph], the vertical thermometer-type speedo changes from yellow to red.

A first class heating and demisting system channels air throughout the car and a regulator covers up hot air exit volume rate, such as when a window is open.

Because the Mercedes is likely to be cruised at high speeds, the ventilation panes wind out and can thus be positively positioned to obtain steady ventilation.

Both front seats will recline to the full-back position by twisting a large knob on the side of each cushion.

Apparently Mercedes engineers decided that the car was not quite wide enough to be full

six seater, so they eliminated that possibility by putting a small parcels recess between the front seats, thus making it virtually impossible to fit in a third person.

The Mercedes is a luxury car noted for its comfort and silence but, in typical German fashion, the designers have been carried away with their reputation, because they have very practically used rubber instead of carpet floor matting.

Styling, as I said before, is very much a matter of taste. What appeals to one person is almost certain to be regarded coolly by the next.

However, whatever we think about the appearance of the five cars we must admit that they do what they are designed to in a more or less pleasant way. You will notice that the trend seems to be more towards cars of modest dimensions, seating a group of people in comfort, rather than a crowd in sardine-like conditions.

Chassis are well and truly on

Although very conventional in design, the Humber Super Snipe represents that school of thought.

WHEELS' FAVOURITE FIVE

that they do their job moderately well. There is really no point in having individual seats because the car is designed to carry six people in comfort ~ and it does.

Bringing in a little of the things that are traditional and at the same time good, the Humber had a polished wood dashboard and door cappings. The top of the fascia is crash-padded, but the steering wheel has a menacing hub.

The Mercedes goes under the spot-lamp now. In most ways, it looks very normal ~ un-German because obviously the Daimler-Benz stylists have followed the logical trend and based the 220s on the current Italian shapes, adding a few touches of their own. The radiator grille, capped with three-pointed star trademark, looks just about the same as Mercedes radiators have looked since the '20s. All the lamps are housed under a single lens on each mudguard. Why is a hard question to answer, but it does at least keep the front end looking clean.

The immediate impression is that this is a handsome car, but



the way out since there is no longer a reason for them to be in vogue except in the case of the Herald. All steel unitary construction is stronger, cheaper and lighter.

♦ MECHANICAL LAYOUT

Ferdinand Porsche was a

WHEELS' FAVOURITE FIVE

great believer in rear engines. His Volkswagen has proved him right. Before the war, he designed the Auto Union racing cars, also rear engined. Today we have the car that bears his own name.

The advantages of this layout are huge. To start with, all the mechanical components are in the back of the car, grouped together as one unit, reducing complication because no tail shaft is necessary and the gearbox and differential are one.

However, the problem is not as easy as it looks. First, if the engine is behind the axle it makes for bad weight distribution and too much oversteer.

If the engine goes within the wheelbase then it immediately cuts down the passenger space.

Except in the out and out sports racing cars, Porsche has persisted with this engine arrangement until today the Super 90 actually under-steers in some conditions.

All along, Porsche has taken advantage of rear engine bonus by streamlining the cars as much as possible.

Citroën has done the direct opposite to achieve its end. The 1019's engine is in the front and it drives the front wheels, thus solving the complication problem besides leaving the aft section of the car free for people and their luggage. Because there is no tail shaft the floor of the car is low, in

turn allowing a low roofline, but sufficient headroom even for very tall people.

Although this system does not permit the same design freedom as the rear engine layout, Citroën has certainly made the best of what they have and by setting the engine well back in the car the snout has been streamlined.

The other three cars ~ Herald, Mercedes and Humber ~ all follow conventional patterns. That is, engine in the front driving the rear wheels through a gearbox attached to the rear of the engine.

Plenty can be said in favour of the conventional patterns, which do not require specialised service. Most country mechanics would not know where to start on a Citroën or a Porsche, whereas they might have a clue on the others.

♦ SUSPENSION

Porsche probably knows more about torsion bar suspension than any other firm in the world. Since the car was first introduced, Porsche has steadily improved upon the original system until today it would be very hard to find fault with it.

Independent on all four wheels, the Super 90 differs from the cheaper, less powerful models by having a supplementary leaf spring running above and parallel to the rear axle line to assure understeer on corners.

In practice, it works extremely well. All Porsche devotees rave over the marque's soft, good-riding suspension.

Since torsion bars are just steel strips that twist, the suspension is necessarily very simple.

I think the Citroën's oleo/pneumatic suspension has been so well talked about that there is really no need to go into it again, other than to say that this is the newest form of springing in the automobile industry and unquestionably the best. It is also reliable and from what I have been able to find out from owners, gives very little trouble of any kind. It can be adjusted for huge ground clearance and is self-equalising under load on corners.

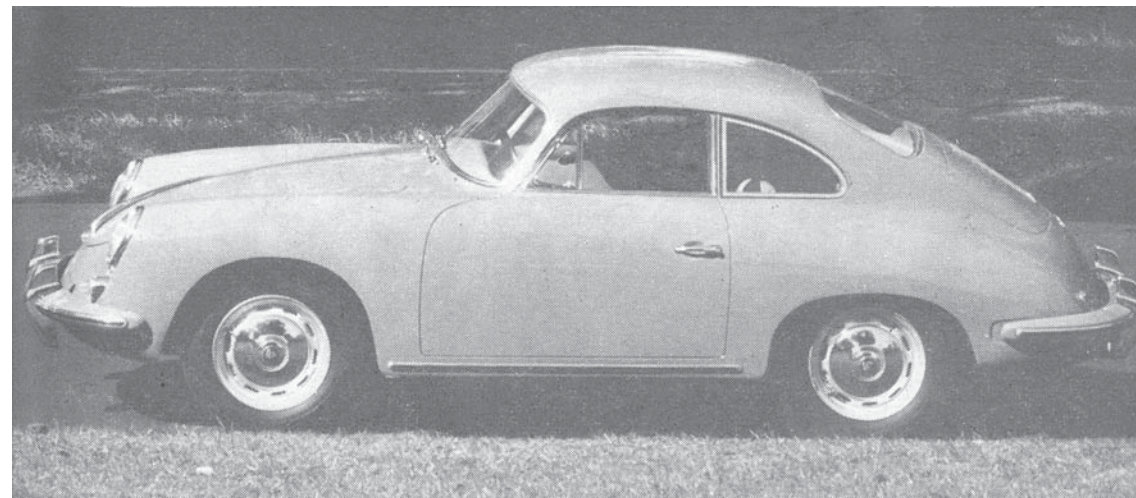
Daimler-Benz is another firm that has stuck to a design and developed it until it is the best example of its type in the world.

Basically, the front suspension is by coils and wishbones. Instead of running the shockers down the centre of the coils, Mercedes has chosen to mount them further outboard to cushion more of the wheel oscillation. There is also a torsion bar stabiliser included in the subframe which itself is rubber mounted and supported on two leaf spring struts.

The practical effect of all this is to make the passenger compartment immune from shocks and jolts and road feel of any kind.

At the rear, the 220S has independent suspension, too. The relatively new single joint, low pivot swing axle system has been used, but there is now an additional compensating spring [like the 300SL] mounted above the pivot point. The rear suspension medium itself is coil.

Highly streamlined and mechanically developed, the Porsche Super 90 coupe gets huge performance from its 1,600cc, air-cooled flat four engine.



Swing axle arrangements have one drawback in most cars ~ they permit too much oversteer, but in the Mercedes, like the Porsche, this element has been removed.

Fine and all as the Mercedes system is, it does have a drawback.

fore and aft movement and the drive shaft provides the transverse location for the wheels. Advantage: simplicity, low cost for volume production.

If the Humber had IRS, it would have to be a fairly complex arrangement to make the car handle at the high speeds of which it

is capable. Rather wisely, perhaps, Rootes has chosen the conventional path and fitted a live rear axle suspended on semi-elliptic springs. At the front, coils are used. On the road, it is genuinely hard to find serious fault with suspension until dirt roads are tackled fast. Then rear axle tramp is evident. Road holding is very satisfactory, but not to the standards of say, the Citroën or Mercedes.

♦ BRAKES

A car that goes fast is useless unless it has brakes to match its go.

Of our five, the Citroën and the Humber use disc brakes on the front wheels, internal expanding drums on the rear. There is no need to tell anyone who has driven either of these cars just how effective the brakes feel. The discs on the Citroën are mounted inboard to reduce the unsprung weight and thus improve handling. The Humber is conventional.

Both Porsche and Mercedes have internal expanding brakes, which are so good that there would be little to gain by fitting discs, even if they could get them. No firm in Germany is in disc brake production.

The Herald has drum brakes and of the five cars, this one alone comes in for comment because its brakes fade rather too easily.

♦ ENGINES

At the moment, the automotive world is restricted to plain ordinary internal combustion engines. They come in various shapes and do various jobs.

Of our five, three have four cylinder engines and two have sixes. With the exception of the Mercedes, all have pushrod overhead valves. The Mercedes uses a single overhead camshaft.

The latter car is moderately conventional. The engine is water-cooled and the six cylinders have a total cubic capacity of 2,195cc. The cylinders are oversquare ~ 80 by 72.8mm and run on a compression ratio of 8.7 to 1. Maximum gross power is 124hp [92kW] at 5,200rpm with a safe rev limit of 6,000.

Fuel goes in via two double choke carburettors ~ Solex down-draught type.

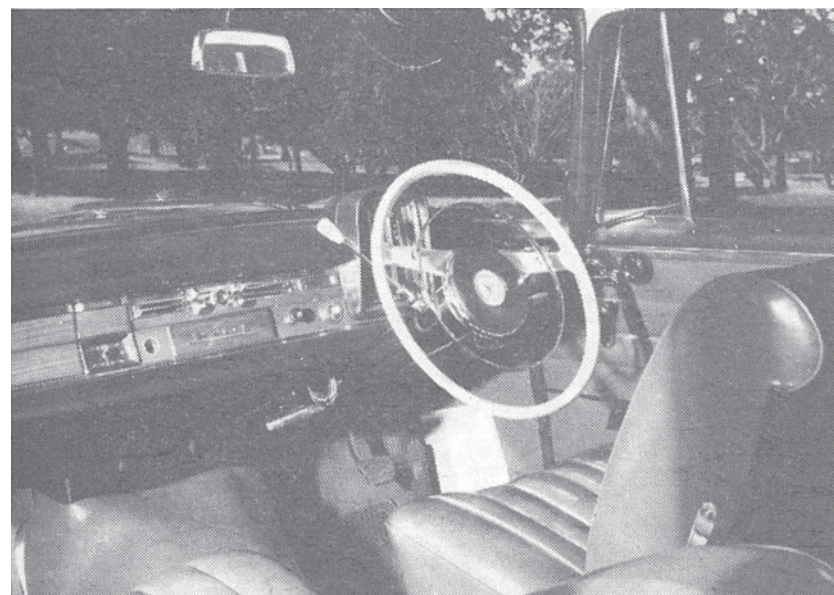
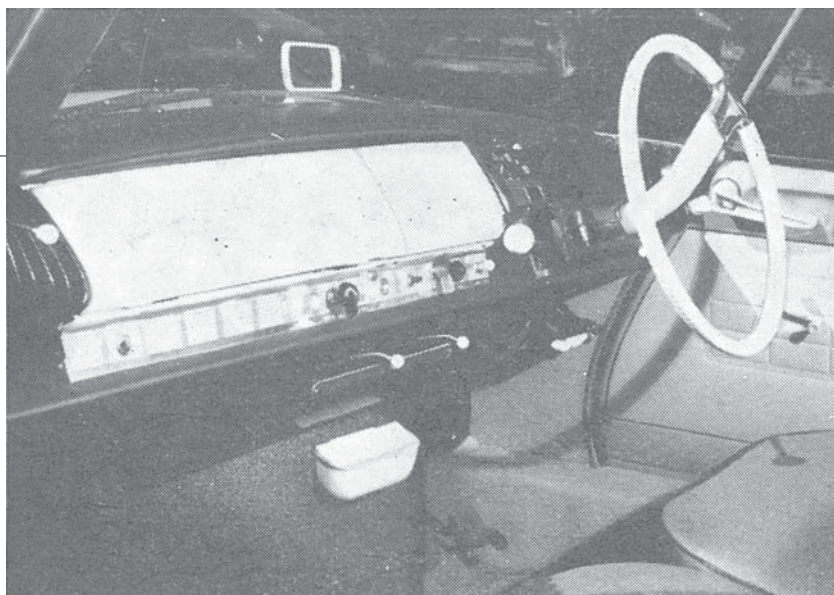
WHEELS' FAVOURITE FIVE

It is expensive and can only find its way into cars that are in the luxury bracket.

Because it does not have the high performance of either the Porsche or the Mercedes, the Triumph Herald can employ a relatively simple four wheel independent suspension.

At the front, it has coil/shock-unit inclined steeply inwards at the top. Rear suspension is by transverse leaves. The axle is located by radius arms to prevent

The Citroën has many unusual features both inside and outside. Oddities include oleo/pneumatic suspension, disc brakes and crash-safe interior.



Although not many people realise it, the Mercedes Benz 220S has been designed to offer passengers maximum safety in the event of a crash.

High volumetric efficiency is achieved by the use of the wedge or squish type combustion chamber, well established throughout the Mercedes range, including the very high performance 300SL roadster.

WHEELS' FAVOURITE FIVE

The Porsche has the only really unconventional engine and even that is readily accepted these days because of similarity between it and the VW.

Four cylinders, horizontally opposed and air cooled form the basis of the design. It runs on high compression ratio of 9 to 1 and with the aid of two double choke Solex carburettors, delivers 102 gross horsepower at 5,500rpm. Porsche has really extracted the power from this car, which is a modest 1,582cc and has a bore and stroke of 82.5 by 74mm.

Whereas the Mercedes is a refined car with very smooth and flexible mechanicals, the Porsche is inclined to be rough running at low engine speeds and is really not suitable for average around-town driving. It is at its best on the open road winding out to high revs in the gears.

Citroën, if anything, has approached the engine side of its car in an old-fashioned way. Quite the opposite to modern practice, the 1D has a very long stroke engine ~ 100mm and a bore of only 78mm. To save you working it

out, this gives a cubic capacity of 1,911cc. Running on a moderate compression ratio of 7.5 to 1; the engine produces 66bhp [49kW] at 4,500rpm. The carburetion is via a single Solex downdraught, which feeds into hemispherical combustion chambers. The valves are operated by crossover pushrods. The spark plugs go down the centre of the head.

To overcome any of the difficulties associated with long stroke engines, Citroën has given the 1D very high gearing for such modest power, so in top cog you would need a very steep downgrade and a tail wind to build up to maximum revs. Thus, the customer gets longish engine life and economy, too.

Humber's Super Snipe uses the same kind of valve arrangement as the Citroën, but there the similarity ends. The Snipe has a big [2,965cc] six-cylinder engine with a bore and stroke 87.3 by 82.55mm. Fitted with a single Zenith carburetor, the long and rugged motor pumps out a cheerful 129 [gross] bhp [96kW] at 4,800rpm. It obviously has fantastic potential if developed further with say, the use of multi-carburetor layouts. The Snipe has ample torque and most people buy it with the automatic Borg Warner transmission, thus making it very desirable for city use.

The Herald is, frankly, ordi-

nary in the engine department. The motor is of the long stroke variety [63 by 76mm], but runs remarkably smoothly to speeds in excess of 6,000rpm. Maximum power ~ 38.5 gross [28kW] ~ comes in at 4,600rpm.

♦ SUMMING UP

To date we may more or less disregarded price. The cheapest of the five is the Triumph Herald, which sells for £970, next is the Citroën at £1,752, then the Humber at £1,994. There is a large jump to the Mercedes at £2,870, and finally the Porsche at £3,100.

In the field of small cars, the Herald is advanced, offers a great deal of motoring, 1960 style, for less than £1,000. Some of the cars in the same class are technically very good, particularly the VW, but the fact remains that the little German car is basically old fashioned, style-wise, even though its mechanical refinement is undeniable.


Mechanical innovation and lot of common sense at a reasonable price is, I consider, one of the very best points about the 1D19. It lacks the mechanical complexity of the DS19 and sense for a much lower price. As far as value for a reasonable outlay is concerned, the Citroën stacks up very nicely.

The Humber is a different kind of car. It is conventional, but very good. For the money, it would 'be hard to find anything which is as fast and capable of carrying six people in comfort. It is a bigish car, packed with the

things that make a car, without space being wasted. Sure, in the light of the other cars we have talked about it is frankly old fashioned, but not outdated.

People who have lots of money could not help but buy a Mercedes-Benz 220S. Based on its resale value after even five years' use, it is a cheap car because the depreciation rate is so low. In the Mercedes, you get workmanship and mechanical design of the highest quality. Regardless of price [which, of course, no one is], the Mercedes is the best car on the Australian market for those people who do seriously understand what they should be getting in the '60s.

The Porsche is a different thing altogether. It is a car for a person who, first, has a lot of money and, secondly, wants and can use a vehicle with the performance of the Super 90. Only 100 Porsches come into Australia each year and these are snatched up pretty well in advance, which must mean that there are a few people who can take the Super 90 section of the import.

I now sit back and await the people who will be coming to beat me on the nose for not including their favourite car. There is a good case for every vehicle on the road, but I consider the five in my group are the best-designed automobiles available in Australia today. This article, by Ian Fraser, first appeared in 'Wheels' magazine, in November 1960. 

The 2013 CitIn will be proudly hosted by the Citroën Car Club of NSW, Inc. and will be held in the town of Griffith, in south western NSW. Griffith was designed by Walter Burley Griffin ~ the American

sure to check back there for updates. See you in Griffith in 2013. **WHAT'S PLANNED FOR CITIN?**

✂ Friday, 29 March:

- Registration, meet & greet participants [from 2pm]
- A light supper will be served.

✂ Saturday, 30 March:

- Show & Shine at La Festa ~

Griffith's International Music, Food and Wine Festival

- Lake Wyangan jet boat races
- Informal dinner

✂ Sunday, 31 March:

- Easter egg hunt
- Griffith sight seeing & tour
- Lunch at Lake Wyangan
- Formal dinner and presentations

✂ Monday, 1 April:

- Farewell breakfast

✂ Driving distances to Griffith:

Adelaide:	830km
Brisbane:	1,260km
Canberra:	360km
Darwin:	3,700km
Hobart:	1,190km
Melbourne:	460km
Perth:	3,360km
Sydney:	560km

architect who was also responsible for designing the nation's capital, Canberra.

Griffith was named after Sir Arthur Griffith, the first New South Wales minister for Public Works.

CitIn 2013 will be held over the Easter long weekend, from 29 March to 1 April.

A registration form is now available as a pdf from the website [www.cit-in.org]. If you book prior to 31 December the fee is \$190pp or just \$70 for a school age child, although whether this applies to both primary and secondary school is not clear. Prices rise to \$210 and \$90, respectively.

More information will be available from this site soon, so be



CitIn '13 GRIFFITH

CitIn '13 GRIFFITH

LEIGH MILES ~ EDITOR

avid readers will be aware of the on-going issues I have been experiencing with the interior door trims on my C5. I can report that we are no closer a resolution of this matter.

Actually, in some ways things have gone from bad to worse.

Melbourne-based members will know that Zagame are no longer dealers for Citroën with the result that all the work that was put in on my behalf by Nathan at the Brighton branch has been for nothing. This is not helped by the

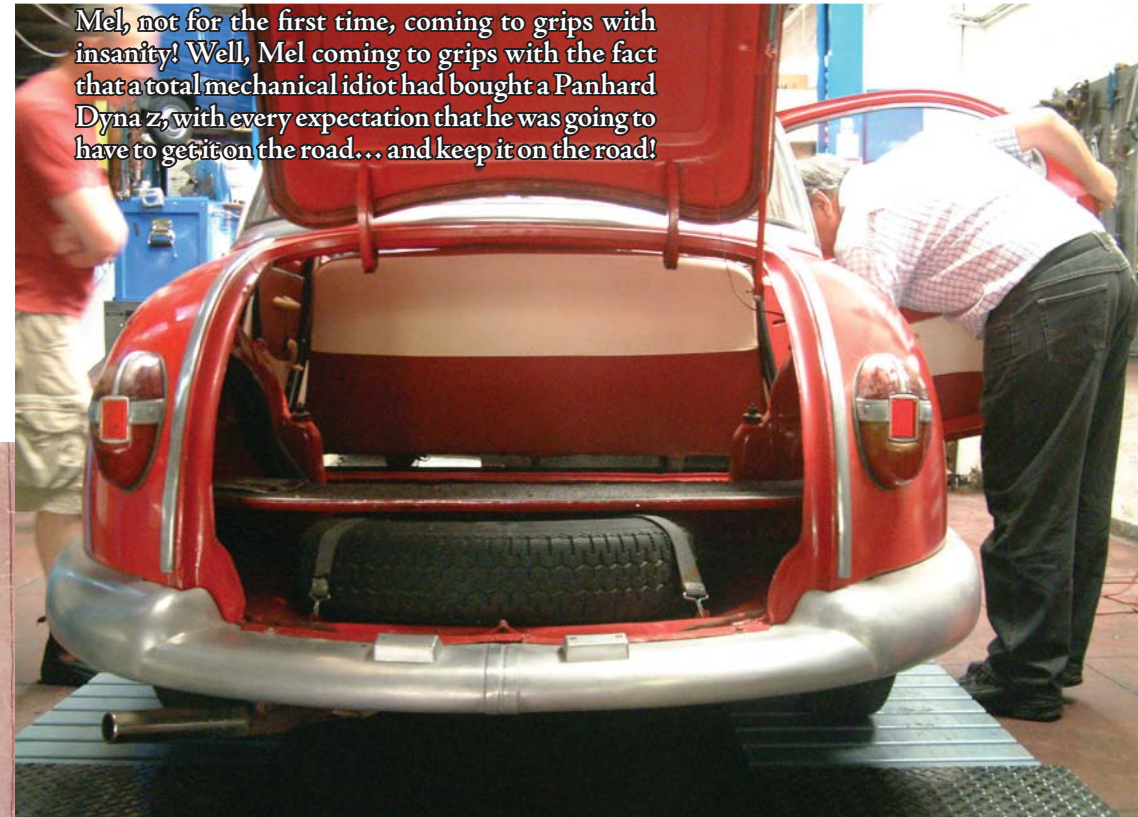
fact that Nathan is no longer with the Zagame group at all.

However, Brighton Citroën do seem to be on-board with the problem ~ we are no closer to resolution. They continue to show me door trims that do not match

the rest of the car.

But the bigger issue is that one might suggest that they, and Ateco, seem to attempting to worm their way out of fixing the problem with the park assist on the car.

Mel, not for the first time, coming to grips with insanity! Well, Mel coming to grips with the fact that a total mechanical idiot had bought a Panhard Dyna z, with every expectation that he was going to have to get it on the road... and keep it on the road!



As the work that was undertaken by Zagame on all but one visit was not covered by invoiced [albeit a no-cost invoice] there is little 'proof' that the problem existed prior to the expiry of the warranty in May of this year.

Kite at Brighton Citroën.

On a brighter ~ well somewhat brighter ~ note Philip and I have been making use of the GS Birotor over the last few weeks.

The car has always been difficult to start and if you let it stall then getting it going again seems involve putting it on an

Nathan, having left Zagame, cannot confirm the work that has been undertaken in attempting to remedy the issue.

One can only hope that Miles Williams, who receives this magazine, can confirm to his team that the problem has been on-going since December, 2011 ~when it was first reported in these pages.

It certainly does not seem to cut the mustard with Brenton

RACV truck and carting it way to Citro Motors. The car can still be temperamental, but at least I no approach starting the car with my heart in my mouth.

With the looming closure of Citro Mel and his team have devoted a good deal of their time [and my money ~ that part is not true, actually] to solving the root-cause of the problem.

The result has been a vast

improvement in the starting reliability of the car. It is too nice a car to be sitting in the garage; and that will no longer be the case.

As I write Citro has just four business days prior to closing and in that time-frame we plan to put five cars through Mel and Colleen Carey's doors.

I know that not everyone shares my high regard for Mel, but for me he has provided an immense level of support and encouragement. I do not believe that I would have the collection of Citroëns we do without the knowledge that Mel was there.

Yes, I would have the Dyane and probably a Visa, or two. But the CX GTi, GSA, GS Birotor, Light 15 and the Panhard would never have entered the garage without the knowledge that Mel [and indeed Colleen] was there to provide the back-up I clearly so

desperately need.

Without Mel Carey, the Visa Cabriolet would have gone to the crusher after it caught fire and everything forward of the A-pillar went up in smoke.

Without Mel Carey the sole remaining Visa GT Challenger would have been melted down in 2003.

Without Mel Carey there would not be two GS Birotors south of the equator.

Indeed, without Mel Carey, I would not be editing this magazine ~ he has a lot to answer for!

Frankly, I cannot imagine any other workshop being prepared to devote the time and effort that Mel has to the cars we own. But, I guess I will have that opportunity to test that in 2013 when we go in search of a new mechanic.

Leigh F Miles



The day Sue Bryant and I collected the car after the work was completed.

FLEET FOLLIES

One of the tasks Mel Carey undertook was refurbishing the Visa Cabriolet after everything forward of the A-pillar was destroyed fire. Under the bonnet as the car was delivered to Mel.



Recently the club was introduced to a young Frenchman called Theo de Serres who as it turns out is the son of Olivier de Serres the well known writer of things Citroën.

Especially the Traction.

Book Talk

Young de Serres is working and living in Melbourne just around the corner from Bob Lachal and it was Bob's Traction parked in the street which attracted Theo's eye.

To cut a long story short, CCOCA has purchased the two books as attached and as per usual can be borrowed.

The books are in French so here's a great opportunity to

brush up on the lingo in anticipation to reading these two great subjects.

But, we know that there is to compare with actually owning books such as these.

If you go searching the internet you will be able to find 'Citroën Traction... un pantheon de

l'Automobile' on Amazon in Canada. They are quoting shipment in one to four months, with a price of \$130 Canadian.

'Traction Avant: Coupé, Cabriolet, Découvrable' can also be located on the net. Second hand copies are on Amazon in the US for US\$143 and can be bought new ex-France for a similar price.

All this makes the deal the Club is offering even more ap-

petising. Through Bob Lachal we are able to source both book for \$75 each!

Unfortunately, if you are not able to collect the books directly from either Bob or me, we will have to add the cost of postage. As neither book is light, the 'Pantheon' is quite weighty, this may not be cheap. But, remember the money you are saving on the initial purchase.

I will certainly be taking up this fantastic offer. I will be taking orders until 12 January, so do not dilly-dally on this offer.

To place your order, contact Max Lewis by email maxlewis@netspace.net.au or ring, at a reasonable hour, [03] 9372 0921. Orders will close on Saturday 12 January.

Max Lewis



With the Christmas season upon us I would like to extend my wishes to all members and their families. May you have a very blessed Christmas and a prosperous new year filled with much joy and good health!

The arrival of December brought with

it my first year as parts officer [where has the time gone] and to all those who have contacted me the past year...thank you for your patience. It has been a pleasure to meet a number of members [telephonically at least] and I hope to perhaps touch base this year with a lot of you at a CCOCA function.

Come February I will be away for the month so would encourage anyone wanting parts to contact me as soon as possible. Parts from Europe average around two weeks plus the time for me to sort them and post so to ensure your requirements arrive on time please contact me sooner than later.

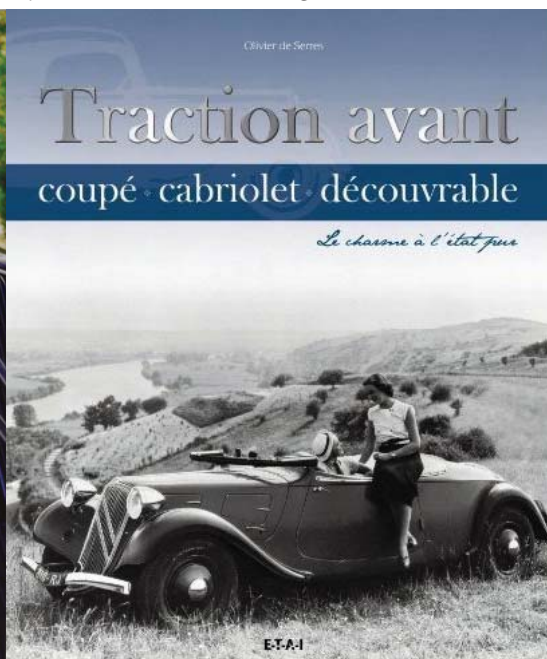
A number of members re-

quested rear taillight mounting rubber bases and I am pleased to announce they have arrived. These parts are manufactured as a 'favour' to the club and have been a year in the making. As one can imagine they are difficult to

come by and I only have a limited number available! As reported by the gurus there are a number of cars missing these and if you are not aware you would not realize this. To clarify I have included a photo for reference.

I also have two sets of output shafts for an ID gearbox to Traction conversion. These were also made as a once off so anyone considering this conversion I would recommend you consider a set.

As far as the hubcap orders go I did place the order and am now again in limbo. When these will come to light is a million dollar question. Those members who have contacted me I have your



details and as soon as they arrive I will let you know.

As a reminder the club has a number of tools available for hire to members. I have included a list of tools that are available at a cost of \$25 plus postage. [The list is on

SPARE NEWS

the back of the magazine mailing sheet. Ed.] All we ask is that you return them as soon as possible for the benefit of all.

Many of us fiddle on our own cars out of necessity and it is to us that the following applies.

I recently received a copy of a car club newsletter in which the following events were recounted.

On Wednesday 10 October 2012 I was involved in a fire in my garage. I sustained 3rd degree burns to my hands and suffered extreme smoke inhalation. I was under my Riley changing the fuel pump using a lead light when the bulb burst igniting the fuel, which caused an explosion. I

managed to escape from under the vehicle and used the fire extinguisher to douse the flames but the extinguisher ran out. I lost five of my vehicles and my bike, a 1968 Riley Elf, a 1966 Mini, a 1964 Austin 850, a 1970 Renault Gordini a 1958 MGA coupe and my 1972 Yamaha

RD400.

This is this bloke's plea... Please friends, get rid of your old lead lights, old oil and paint and make sure you have more than sufficient fire extinguishers in accessible places for your prize possessions! I lost mine and almost my life!

I reckon that says it all! Extinguishers are approximately \$30 each. Perhaps a \$150 investment and a little caution would serve us all well?

Lance Wearne



Renault Car Club host the 2013 'All French' car show

Sunday, 20 October 2013

The 2013 All French car show will have a brilliant new venue!

The Renault Club, with support from CCOCA, is hard at work to make next year's event the best in living memory!

It will also be the venue for the Combined Citroën Concours.

FOR SALE

MAGAZINE COLLECTION

2CVGB ~ Various copies from May 81 to April 88 then through to April 08. \$250

Citroën Car Club GB ~ Various copies from January 65 to December 82 then through to the current edition. \$350

Contact: Carl Perrin, kaycarl@westnet.com.au or 04 1247 2527 [36/04]

1930 C6F

1930 C6F project car, completely dismantled some new parts included. Engine No: 058614. Asking \$500. Ring Dave 04 2984 3408 or [02] 6684 3408 [Byron Bay, NSW area]

1951 11BL

Completely resprayed in Rouge Delage, interior completely retrimmed in original cloth. Gearbox has had the strengthening plate fitted, courtesy of the previous owner and Mel Carey, the engine has been completely rebuilt, new pistons and liners, big end and main bearings. Carburettor has been rebuilt and a 123 electronic ignition fitted. New master cylinder and slave cylinders. One lower ball joint replaced. New interior and exterior chrome fittings. New tyres fitted within the last 3 months, rims converted to 15inch to permit fitting 15/165 tyres [original 400mm rims available, in lieu of current rims, but those tyres aren't good]. Slight engine oil leak. Currently on full ACT registration till April [can be renewed till October]. She drives beautifully, and is immaculate inside and out... not quite perfect, but very close. Y1B 32S \$17,500. Contact Chris 04 0766 4843 [36/01]

DS DOWN UNDER

This remarkable archive is a compilation of articles on the DS and 19 series Citroëns published in the Australian motoring press from 1955 to current. It

now consists of over sixty articles from many sources.

For D enthusiasts this material gives a fascinating insight to how the cars were viewed by contemporary motoring journals, and how they compared to rival makes at the time. The earlier articles also provide a useful history of the sourcing of DS in Australia in the 'fifties through local assembly in the 'sixties.

Available on CD for the cost of the media plus postage ie \$5 in Australia.

Contact rogerbrundle@bigpond.com for your copy. [35/07]

1987 BX TRI

1987 BX TRI, silver with grey cloth interior, automatic. 5door hatchback with incredibly low recorded mileage for its age ~ just 120,000km. Mechanically sound with fantastic body and interior. Air conditioning, electric windows, sunroof. Serviced at Citro Motors. History available. Unregistered, so just \$2,000, or near offer. Location; Melb. Contact Mirella 04 0057 1225 or mirellacarey@gmail.com [35/06]

WANTED

FOR 1923 5CV

Wanted for a 1923 [?] Citroen 5cv [long chassis model] the following items:-

- 1) A centre cross member [bolts into chassis] and holds the brake fulcrum, complete with the fulcrum if possible.
- 2) Complete engine bonnet in reasonable condition as the one I have is in very poor shape.
- 3) Pair of rear brake shoes.
- 4) Headlight bar.
- 5) Any other parts available. Contact Geoff 04 1731 2377 or lynandgeoff4@bigpond.com [36/6]

TRACTION STEEL WHEEL

Slough 165 x 400 steel wheel to replace damaged road wheel. To suit brass nut type with chromed hub cap [1952]. Call Loui Burke 04 0819 2040 [Adelaide] or loui.burke@bigpond.com [36/05]





CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA

Australia's National Citroën Car Club

