



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

demomareur

*Australia's National Internet Magazine
for Citroën Owners and Enthusiasts*



*July 2021 Vol 2 No 2
Ami 6: Diamond Jubilee*

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.

Life Members

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

Sue Bryant	2017
Brian Wade	2017
Rob Little	2012
Ted Cross	2012
Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

Citroëning

Club Permit applications to VicRoads must be accompanied by a RWC [pre 1949 cars can be inspected by a Club Safety Officer], ownership validation and VicRoads forms endorsed by

the Club including financial validation.

New Permit holders must supply the Club with approved photos, club permit number and expiry date.

Club permit renewals can be sent to PO Box 52 Balwyn, Victoria. 3103 with a stamped return envelope or signed at club meetings/events if the appropriate officers are present.

Committee

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Membership

Annual Membership is \$35 and printed editions of 'Front Drive' are posted to Australian addresses for an additional \$45 per year.

Meetings

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

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Cover Image

The cover image, in common with the images on page 31, are from Sander Aalderink's website for his 2CV Garage in the Netherlands and is used with his permission.

Contributors

Contributors to this edition of 'démarréur' include Sander Aalderink, George Dyke, Albert Gerbel, Mike Killingsworth, Rob Little, Marcel Ningen and Rein Van Oerzeen

SPARE PARTS & TOOLS

Contact Lance Wearne.
Phone: 0424 054 724 [if you do phone, please do so at a reasonable hour] or
spareparts@citroenclassic.org.au

CLUB SHOP

Club Shop is presently not operating. For further information please contact the Club's President.

OTHER CLUBS

Vic www.citcarclubvic.org.au
NSW www.citroencarclub.org.au
QLD www.citroenclubqld.org
SA www.clubcitroensa.com
WA www.citroenwa.org.au
Tas www.citroentas.org

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Deadline

The deadline for the next edition of 'Front Drive' is Saturday, 3 July, and for 'démarréur' it is Monday, 23 August.

Ed Sed

Winter is well and truly upon us; or at least it in Melbourne as I write these notes. Cold, bleak... oh and did I mention that we are back in lockdown? Of course, lockdown has its advantages for you. If it were not for lockdown last year there would be no 'démarrreur' to provide you with additional reading material over and above 'Front Drive'.

But, on a brighter note 2021 sees the Diamond Jubilee of the Citroën's Ami 6. Its designer, Bertoni, was given carte blanche to do whatever he wanted style-wise and the unique vehicle he created is testament to his genius. Canadian correspondent George Dyke has written an article to celebrate the milestone of this oft-forgotten car.

To accompany that is a Dutch comparison of the Ami 6 with the Ford Anglia. At first glance you may think the only things



these two cars have in common is their reverse-rake rear window. But there is more. Turn to page 20 to learn about these 'twins, separated at birth'.

I was surprised to read a contemporary English [Autocar, 1962] road test that was actually complimentary. The English [and Australian] press was typically not fans of Citroën's small cars, and even if the words were kind I always get the feeling the reporters are really laughing up their sleeves at those odd, garlic-eating, wine-drinking, thoroughly dreadful, loose-moralled Frenchmen and their peculiar cars. [As an English friend of mine says, 'French and stinky and blah, blah, blah...'] But the Ami 6 got a serious and far more friendly reception than usual.

While OzTraction has been deferred until the end of July, [with bookings re-opening as a result] Cit-In in Cowra NSW looks to be a goer. While bookings [at the time of writing] have not opened, and the final price is still to be determined, it's worth putting the event in your diary. as it NOT planned to take place over the Easter break! It is being complimented by Post Cit-In Tour. Jeff Goodchild and Joe Schembri [Post Cit-In Tour] have clearly been busy in the background.

Continued on page 6

Prez Sez

Welcome to all recent new members and their partners. We hope you enjoy your membership in CCOCA and I look forward to meeting you personally, or talking to you in the future.

CCOCA prides itself on being an inclusive club and we have strong rules to ensure we do not inadvertently discriminate against any member. We also wish to have as many partners as joint members as possible as you are an equally important group for us make welcome.

Shortly we will be sending a survey for you to complete and return. Our club records are out of date and we wish to know how many club cars you have and importantly how can the club can better represent and assist members with their hobby cars and our social activities in future. So please us to help you.

The peak body, AOMC, has recently sent notice that in Victoria, the Club Permit Scheme [CPS] is about to under-go more changes. One important change that is forecast, is to change the scheme to only allow cars that are 30years or older [currently 25years]. There is an invitation to submit commentary and feedback before 7 July, 2021 so CCOCA will be responding accordingly. Thirty years is common around Australia and only Victoria has 25years, so I am not

confident that our opinions will sway them. The CPS scheme is still a very valuable option for members to use and it is up to all of us to observe and follow their rules. This is the same for CCOCA members enjoying similar schemes around Australia.

We would encourage you to check the proposed changes [https://engage.vic.gov.au/road-safety-vehicles?fbclid=IwARIYwt0oyGn27A5jyBs3bbSzPzZGcg2RnlmH99brS-h_WHIcp-pXhISSXJFE] and, if you wish, to provide feedback. You can send comments directly to VicRoads or to me and we will pass them Vic-Roads.

We have just had the shortest day here in Melbourne so I am looking forward to winter departing and spring arriving. After several set-backs, our Club social calendar is re-starting in July and I am looking forward to meeting as many members as possible in person once again.

Ted Cross ~ President



Ed Sed

Continued from page 4

Long-term member Mike Killingsworth ['Killer'] passed away in late May and he will be sadly missed. Newer members may not know that he and his son [James] took part in the 2013 Peking to Paris Rally driving an EH Holden. While their class was won by a P76 and there were other Citroëns participating it is a pleasure to be able to bring you Mike's article about his preparation for the event. This originally appeared in Volume 37, No 2 of 'Front Drive'.

For D-Series owners there

is a salutary, draining tale from Rob Little, while for Tractionists we have the history of the 7S Traction Avant.

Once again we are fortunate to have an article [well, two actually] from our Anglo-French correspondent, Alan Brown. The first is just a little follow-up to the death of Sir Jack Drummond which was a side-bar to the DS launch feature in the last edition of 'Front Drive' but the second tells of the delights of his new [old or is it the oldest?] GSA in rural France.

Hopefully, I have brought together something for everyone. Leigh F Miles ~ Editor.

A-Tractions

Please note: To book or RSVP for a CCOCA organised event you must now register on line at the club's website. Do not contact the organiser to register your attendance. Given restrictions can impact events at short notice, please check the Club's website for the latest information regarding any listed event.

• July

Bastille Day Luncheon



WHEN: Sunday, July 11
 TIME: 12:00 for 12:45pm
 WHERE: Flinders Hotel, cnr Cook and Wood Sts, Flinders
 COST: \$40.00 per head, refreshments to your account
 BOOKINGS: Essential by Monday, June 14
 FURTHER INFO: Lee Dennes, 0438 286 181



l.dennes@bigpond.net.au

Come along and enjoy the festivities and celebrate Bastille Day 2021! Booking is essential and can made [along with payment] via the Club's website: <https://citroenclassic.org.au>. There are two booking forms: one for CCOCA and the other for CCCV. Be sure to use the correct booking form as numbers are strictly limited to 50members from EACH Club. If you are member of both Clubs, choose whichever you prefer. Should you experience any difficulties making your booking contact Bruce Stringer [website-manager@citroenclassic.org.au]. This joint activity with CCCV has

been subsidised by funds from both Clubs.

Monthly Meeting: Wood-Fired Pizza

WHEN: Wednesday, 28 July

TIME: 6:30pm

WHERE: Il Pizzaiolo,

161-163 Darebin Rd., Thorn-

bury

BOOKING: Essential by Monday,

19 July

FURTHER INFO: Tim Cottrell,

0416 009 297

secretary@citroenclassic.org.au

WEBSITE: [www.ilpizzaiolo.com.](http://www.ilpizzaiolo.com.au)

au



A-Tractions

Exceptional and authentic Italian wood-fired pizza night. More than your 'average' pizza place Il Pizzaiolo boasts an outstanding wine list and is fully licenced. No BYO. Late bookings cannot be accepted, due to the high demand at this wonderful venue. DO NOT CALL TIM TO REGISTER! You must register/book via the CCOCA website <https://citroenclassic.org.au>

OzTraction 2021 ~ Updated

WHEN: Friday, 30 July to
Monday, 2 August
WHERE: East Gippsland
COST: \$230pp
BOOKINGS: Essential, by
Monday, 12 July
CONTACT: Lee Dennes,
0438 286181

l.dennes@bigpond.net.au

WHAT IS INCLUDED?

You will be provided with

- luncheon at a winery
- three evening meals
- entry to a private garden,
- two-and-a-half-hour cruise on the Gippsland Lakes and
- an individually packaged Continental Breakfast.

WHAT'S NOT

All other costs, including accommodation, will be at your own expense.

ACCOMMODATION

Preferred accommodation will be

- Bairnsdale International Motel, 355 Main Street, Bairnsdale 8300

<https://www.bairnsdaleinternational.com.au/>

The Motel has offered participants a Classic Queen Room for \$129 per night [excluding breakfast].

Mention you are a member of the Citroën Classic Owners' Club to obtain this discount.

There are several other motels in the area if you wish to seek alternate accommodation.

REGISTRATION & PAYMENT

Go to <https://citroenclassic.org.au> and follow the prompts.

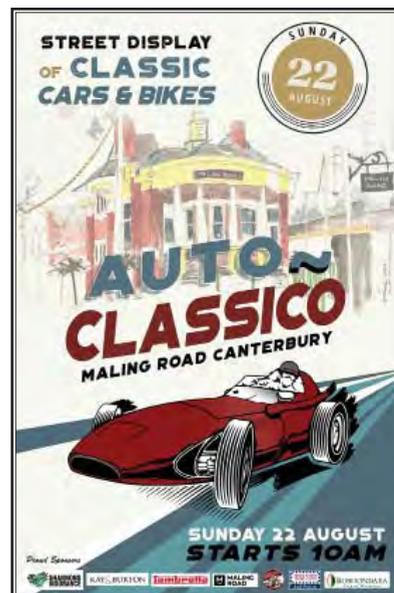
REFUNDS

All refunds will be at the discretion of the organisers.

• August

Auto~Classico

WHEN: Sunday, 22 August
TIME: From 10:00am



WHERE: Maling Rd., Canterbury, Vic.

COST: Gold coin donation

BOOKINGS: Not required

FURTHER INFO: Ian MacDermott,
0419 362 375

treasurer@citroenclassic.org.au

Auto~Classico has been running since at least 2018 and while 2021's event was planned for March it has now been moved to 22 August. Over 150cars have been secured for the display, but there are still some spaces for 'special' cars. If you are interested in displaying your car contact malingroadautoclassico@gmail.com with car and photo please.

Monthly Meeting: August

WHEN: Wednesday, 25 August
TIME: 7:30pm

WHERE: Frog Hollow Reserve
Rooms, Fordham Rd.,
Camberwell

COST: Free

BOOKINGS: Not required

CONTACT: Lee Dennes,
0438 286 181

l.dennes@bigpond.net.au

Lancefield Day Run & Pub Lunch

WHEN: Sunday, 28 August
TIME: 9:00am

FROM: Plane viewing site,
northern end of Tullamarine

TO: Lancefield

COST: Market purchases and
pub lunch



BOOKINGS: Essential by
Saturday, 14 August

FURTHER INFO: Ian MacDermott,
0419 362 375

treasurer@citroenclassic.org.au

Lancefield is about 70km from Melbourne and centrally located for plenty of our regional Victorian members. Perfect for a day run! Our first destination will be the Farmer's Market, held under shady trees along the plantation strip of Main St. You can stock up on locally grown spuds, veggies, organic meat, fresh honey, and olives while listening to great live mu-



A-Tractions

Chit Chat Tuesday

WHEN: 1st Tuesday
6 July
3 August
7 September
TIME: 10:00am
WHERE: Laneway Espresso
Café, Dromana
COST: Cheap Eats
BOOKING: Not required
CONTACT: Warwick Spinaze
0407 016 719.

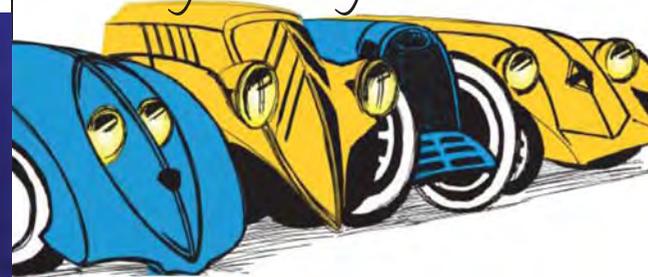
Laneway Espresso Café ~ next door to the Dromana Hotel, 167 Nepean H'way, Dromana. Easy to find, plenty of parking, under-cover seating if weather wet. This is a low key 'DIY' event for like minded Citroën owners to meet and chat.



Afterwards we will adjourn to the Lancefield Hotel for a meal in their well-regarded dining room.

DO NOT CALL IAN TO REGISTER! You must register/book via the CCOCA website <https://citroenclassic.org.au>

Early Warning



• October

All French Car Festival

WHEN: Saturday, 2 or 9
October
TIME: TBC
WHERE: TBC
CONTACT: Lee Dennes,
0438 286 181
l.dennes@bigpond.net.au

This year the All French Car Festival is being hosted by the Peugeot Car Club and they are awaiting approval of their final plans for this event from the local council. Once CCOCA has more details we will update you.

Garage Crawl & BBQ Lunch

WHEN: Sunday, 24 October
TIME: From 10:30am
WHERE: Eric Bishop's 1485 Old
Sale Rd., Buln Buln East
COST: Free
BOOKINGS: Essential by Sunday,
17 October
BRING: BYO everything for a
BBQ, including tables and chairs
FURTHER INFO: Eric Bishop,
0409 452 170

We start at Eric's shed which, besides a Traction, includes a 1930 Wolseley Hornet, Triumph Spitfire, Triumph Vitesse, 1948 Vauxhall Velox and a Vauxhall Caleche. Then it is on for a self-catering BBQ lunch from 12:20 at 44 Mytle Cres., Warragul. DO NOT CALL ERIC TO REGISTER! You must register/book via the CCOCA website <https://citroenclassic.org.au>



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A-Tractions

• November

RACV Alpine Trial Centenary

WHEN: Saturday, 20 to Saturday, 27 November



RACV ALPINE TRIAL
CENTENARY
20-27 NOVEMBER 2021

FROM: RACV Nobel Park
TO: RACV Goldfields Resort,
Ballarat
COST: Participants: \$350pp
BOOKINGS: Essential
CONTACT: Glenda Chivers,
0431 709 248
racvalpinetrialscentenary@vdc.org.au

In 2021 RACV will celebrate the centenary of the RACV Alpine Trials, events that were significant milestones in Australian automotive history. To commemorate those milestones, RACV, along with the Vintage Drivers Club, will be organising an event recreating the original 1921 Alpine Trial. The RACV Alpine Trial Centenary event will follow, as closely as practicable, the route of the 1921 RACV 1,000 Mile Reliability Trial. A maximum of 100 vehicles

will be permitted to enter, with preference given to vehicles that competed in the original events and to other vehicles manufactured during the period of the trials: 1921-1926.

Entries will be accepted in 3 Tiers. Preference for acceptance will be in the order of these tiers.

TIER 1: Vehicles that actually contested any of the four RACV events.

TIER 2: Vehicles of the same make and model as the original contestants of the trials.

TIER 3a: Other vehicles manufactured between 1921-1926.

TIER 3b: Vehicles up to 1930.

CCOCA members will be interested to know that in 1921 four Citroëns participated. The drivers were H Curtis, WG McDonald, Miss K Braithwaite and William Dixon who was a late entry and did not finish. Curtis' car is listed as 9.41hp, while the others are 8.59hp. It would be great to see a Citroën or two participate in the Centenary Trial.

Keen to participate? You can read more about the event and download the registration form here: www.vintagedriversclub.com.au/racv-alpine-trial Don't own a suitable 'period car'? You can still see the cars that participate. The planned route is:

Day 1: Noble Park to Taralgon

Day 2: Taralgon to Lakes

Entrance
Day 3: Lakes Entrance to Wodonga
Day 4: Wodonga to Bright
Day 5: Bright to Mt Buffalo, Harrietville and return to



Bright
Day 6: Bright to Mansfield
Day 7: Mansfield to Healesville
Day 8: Healesville to Ballarat, finishing at Creswick

Looking Forward

Next issue of 'démarrreur'...
Long before the Traction Avant, Citroën was producing entirely conventional motor cars for France's middle classes. Read about that heritage next time



If you own a Traction Arrière Citroën, why not make a contribution and send it to Leigh Miles at editor@citroenclassic.org.au by Monday, June 21. Got a picture that merits sharing? Send it as well.

Book Review: DS in Asia

Bring you a further review of a scintillating and riveting book from one of our most highly regarded publishers... Citrovisie of Holland. The title is 'Citroën Stories in Asia' penned by Pierre Jammes published in 2017 in both French and English. A refreshing change from just not only English but a French translation which I might add folks, has assisted me in my glacial pace in understanding this most elegant language. Just don't ask me to pronounce any of it as I don't quite have that sorted. Probably never will.

The author moved to live and work in Asia [he does not say when, where or what gainful employment he has, although I suspect he is a software engineer] but none the less this Citroën devotee has moved around the Asian region collecting stories and photographs. At the back of the book, the photo credits as best as I can fathom are those from the many owners of the D model in all its various guises.

The book is in a typical Citrovisie format [landscape rather than portrait] and is liberally filled with black and white and colour photos. Some of the images are truly atmospheric harking back to the late '50s and early '60s. Some colour photos are as close to Kunst art [ask our erudite editor what this German

term actually means] as you will see there are some beautiful studies of the D's form.

Pierre Jammes takes each Asian nation as potted stories but amazingly there is very little text [which is truly refreshing] but lots of captions. I could describe each story as vignettes or to put it in a culinary sense a cornucopia of cupcakes. The book covers really interesting facets such as the original importers and their struggle to have this revolutionary motor car accepted by all of the Asian nations covered that were used to such cooking, cast iron, staid and slothful models of British and European [and Australian Ed] manufacturers. Competition events brought the D fame and probably not a lot of fortune but the protagonists were truly heroic in their endeavours.

A very interesting theme in this title is the number of individual owners who have had their Gallic pride and joy for years, sometimes handed down at least one generation. Ownership is in the 40-50 year duration and none seem to be willing to let go their beautiful cars. There are many Ds in museums as widely spread from China to Malaysia, Thailand, Vietnam, Cambodia. What is truly fascinating is the number of famous or rather infamous figures that at some stage in the lives of these colourful people they en-



joyed the pomp and ceremony of owning or being in a D. There were a number of limousine Ds fit for heads of state and royalty. I won't say much more about this motley bunch of admired and respected high flyers as well as egotists come miscreants as you can easily request to borrow this book from me at the CCOCA library.

For those who beat themselves up with the SM... there are a few notes on this model of which not a lot were sent to this part of the world. You may wonder where they are now.

Well, that's all folks... keep well, stay safe, grab a library book,

settle in front of a roaring fire [if you are in a cold climate!!] and sip your favourite tipple.

Max Lewis ~ Librarian

Ed: There will be more about the DS in South East Asia next time we feature the DS in a forthcoming edition of 'démarreur'.

Discrimination & Harassment

CCOCA has operated as a friendly and inclusive Club for decades and we want that to continue. We want all our members, their families and loved ones, to feel CCOCA is a welcoming place, and that, we continue, to respect each other at all times.

Members should be aware that whether at a Club meeting or not, the Club expects that members will be polite, and not undertake any actions, that could reasonably, be seen as inappropriate. Members should also be aware that they are responsible for ensuring that their guests, at a Club event, also conform to a similarly high standard of behaviour.

The Club has a long-standing policy with regards to Discrimination and Harassment and will not hesitate to investigate allegations of this sort, and if need be, we will, take action against any member found to have breached the policy. This could, at its most extreme, lead to the removal of a member from the Club.

I would also like to remind members that it is possible that a member at odds with the Law, could find themselves personally, financially responsible for any fine or other penalty that the courts might impose.

With all this in mind, we are taking the opportunity to re-publish our Discrimination and Harassment Policy. The policy has also been uploaded to the Club's website.

Ted Cross ~ President.

The Citroën Classic Owners' Club of Australia developed and first published its policy on discrimination and harassment almost two decades ago. It has been determined that we should take the opportunity to re-publish the policy.

CCOCA'S POSITION IS FIRM

- Any form of discrimination, harassment or victimisation is unacceptable ethically within CCOCA.
- When people experience discrimination, harassment or victimisation they cannot enjoy their membership of CCOCA or attendance at an event.
- Such behaviours are banned under Club policy and Australian law.
- They can expose Club members to traumatic legal actions.
- Discrimination, harassment and victimisation can happen unintentionally because standards of behaviour are changing rapidly.

Behaviour which some might have 'put up with' in the past can actually be unacceptable and even unlawful.

DO NOT MAKE MISTAKES. THE LAW MAY NOT ALLOW FOR THEM.

Personal Differences are Protected by Law.

- Anti-discrimination laws provide for 'bottom-line' guidelines on respecting important personal differences.
- Treating people differently, and to their disadvantage on the basis of these personal characteristics [the 'grounds of discrimination'] can breach anti-discrimination laws.
- The personal characteristics protected by law are:
 - Sex,
 - Pregnancy/potential pregnancy,
 - Race, ethnic background and nationality, and that of a relative or associate,
 - Parental status/family responsibilities,
 - Marital/de facto status/identity of spouse,
 - Sexuality/sexual preference,
 - Disability [past, present, possible future or imputed, and that of an associate or 'carer' or involving a therapeutic aid, for example a

guide dog for a blind person, wheelchair, or a hearing aid etc],

- Age,
- Political or religious conviction,
- Irrelevant criminal record,
- Social origin.

CCOCA'S OBLIGATIONS

- Any member, or member's guest, attending any CCOCA event has a right to be present without discrimination, harassment, victimisation or vilification.
- These behaviours can be against Australian law if they are based on the grounds listed above.
- CCOCA will take reasonable steps to prevent these behaviours and to protect its members, and member's guests, from these behaviours.

Reasonable steps include

- clear policy
- role modelling by Committee members
- fair, safe help-processes which allow members to seek advice, information and assistance.

As CCOCA has no legal liability in this area the legal and financial liability can transfer to any member, or member's guest, who breaks these laws.

DEFINITIONS OF UNLAWFUL DISCRIMINATORY BEHAVIOUR

DIRECT DISCRIMINATION

...any action which specifically excludes a person, or a group of people, from a benefit or opportunity, or significantly reduces their chances of obtaining it – because of a personal characteristic, irrelevant to the situation, is applied as a barrier.

INDIRECT DISCRIMINATION

...the outcome of rules, practices and decisions which appear to treat people equally and to be neutral, but have an adverse outcome for a group or an individual thus reducing a benefit or opportunity. Practices appear fair in form but are discriminatory in outcome.

HARASSMENT

...any unwelcome or offensive behaviour or conduct which intimidates, humiliates or offends another person[s].

VICTIMISATION

...'pay backs', retribution or intimidation associated with a discrimination complaint having been made or even being

possible. Protection against victimisation extends to actual or potential complainants, witnesses, supporters and those investigating/resolving complaints.

VILIFICATION

...public acts which could incite, encourage or urge others to hate, have serious contempt for, or severely ridicule, a person, or a group of people because they are [or are thought to be] members of a particular group, and which has no justification in 'free speech'.

POINTS OF HARASSMENT

Harassment is any unwelcome behaviour or conduct directed at another person which makes them feel offended, intimidated or humiliated.

Harassment becomes potentially unlawful when:

- it is based in whole or part on any ground of discrimination eg sex, sexual preference, disability or religion and
- a reasonable person would have anticipated it would offend, humiliate or intimidate another person.

INTENT IS IRRELEVANT UNDER LAW

Photothèque 1



I recently received an email from Max Lewis. Max had been inspired by the regular Photothèque features to send me this slightly 'off-beat' image. He wrote: 'Reject the standard four-square conservative shot... side on/frontal/someone with a grog in their hand. We all know what a Traction looks like and a DS or GS or any Citroën as a sort of studio advertising lifeless entity. To attract the sort of pics I am thinking about I will attach what I think is the way to go.'

Max is right and I am sure we all have these 'art photo' images of our cars. Why not share them with your fellow members via the magazine?
Leigh F Miles

Twins From Different Nests

From a distance, the Ford Anglia and the Citroën Ami 6 look so alike that you'd swear you're dealing with twin brothers. However, a psychological study quickly reveals that the two have very different characters.

Sloping Rear Window: You Must Be Daring

At first glance, the Ford Anglia and the Citroën Ami 6 have a striking resemblance. The design, in particular the sloping rear window and the dimensions seem to have originated on the same drawing board. On closer inspection, however, there is a world of difference between British sportiness and French comfort.

The Ford Anglia is the first European series car to use the 'television window' [Ed. 'televieseruit' in the original Dutch of this article. I'm not sure I understand the words use in this context, but I will leave it alone for this feature.] The car comes on the market at the end of 1959 as a successor to a model of the same name, which, however, remained avail-

able as the 'Popular' for some time.

The Anglia was a completely redesigned car. Under the bonnet is an extremely oversquare 997cc OHV [81x48mm, which promises something for the sports driver!], which produces 41 SAE horsepower [30.6kW] and a top speed of 120kph. The Anglia is the first British Ford to have a four-speed gearbox. This has synchromesh on the three highest gears, fully synchronized gearboxes were an exception at the time. Gearchanging is via a floor-mounted lever.

The stories that appear in the motoring press are, as was customary at the time, very enthusiastic. The mechanics and appearance are praised and some writers even commented on its

good handling. The latter should certainly come as a surprise, because the driving characteristics were not exactly at the top of Ford's priority list.

On the contrary, Ford paid relatively little attention to the chassis. The front suspension is of course inde-

pendent, with coil springs. The rear wheels, on the other hand, are rigidly connected. The rear axle is suspended on semi-elliptical leaf springs. During the first longer tests the Achilles Heel is revealed: on closer inspection, the handling is quite disappointing, especially on poor roads. The earlier reports probably derive their positive tenor from the simple fact that the first driving impressions took place on a track. On completely flat roads, handling and com-



Twins From Different Nests

fort are very acceptable, but on the somewhat more common road surface, 'the world's most exciting light car', to speak in Ford terms, falls through the floor. In all this, it must be realized that the Anglia, like almost all non-French cars, is supplied with cross-ply tyres as standard. Many dealers offer radial tires as an option, which makes the handling a lot less 'sloppy'.

Bodywork

According to Ford, the obvious advantages of the somewhat curious shape of the 'greenhouse' deserve further attention. The rear headroom is substantial, the boot lid is large and the rear window remains free of rain and snow, it is claimed. A disadvantage is the lack of a parcel shelf.

Anyway, it soon turns out that the monocoque construction of the Anglia appeals to the target market. In combination with the modern powertrain, this makes the car a success that lasts until it is superseded in the second half of the sixties by the Escort with its trendy 'coke bottle' body. The Anglia was available as a sedan, and estate and a van and all versions were only available with two doors. In England

The Ami [bottom] has a characteristic dashboard with plenty of storage space. In the Anglia, the instrument panel is a bit more conventional. There is a wide parcel shelf under the dashboard.

a version was also available with a 1,200cc Cortina engine, which was ten kilometres per hour faster, but has a shorter life than the small engine.

Citroën's Gaping Hole

The Ami 6 was being designed at a time when there was a considerable gap in the Citroën program. What should you drive if you have the brand in your heart, but find an ID too big and too expensive and a 2CV too small? A Panhard could



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be an alternative, but there is too great a price difference between the cheapest PL 17 and the Deux Chevaux. The French marketing strategists ~ would they have been called that way back then? ~ recognize the problem. The customer who has grown out of his Duck must of course be kept for the brand!

In the second half of the 1950s, spy drawings were already circulating in the press showing a '3CV'. The images show a car with a nose that shows traits of both the 2CV and the ID/DS, with a fairly flat windshield, a slightly enlarged 2CV drivetrain and a suspension that also appears to be borrowed from the Deux Chevaux. A striking detail is the sloping rear window, but more about that below.

Another nice detail from the time when speculation about what will later become the Ami: here and there it is written that the new small middle class will be called 'Citroën AX'. See, that's now looking into the future!

1] The Packard Predictor seems to be the first appearance of the reverse-slope rear window, although the shape of the car's C-pillar makes the slope appear greater than it is in reality. 2] The Mercury range of cars from Ford featured not only a reverse-slope window, but it also opened to aid ventilation. 3] Mazda toyed with the design feature with both the P360, pictured, and the P600.



'TELEVISION WINDOW'

The Ford Anglia is not the first car with a 'television window'. As early as 1956, the rear-sloping rear window appears on the Packard Predictor, a styling study built by Ghia in Italy. Ghia built the Predictor for Bill Schmidt, head of design at Packard. Broadly speaking, the design is by one of Schmidt's employees, the 'designer' Dick Teague. The model never came on the market, because Packard, merged with Studebaker in 1954, and was actually doomed in 1956. The theme reappeared with the 1958 Lincoln Continental, a product of... Ford. Ford England produced another model with a television window from 1961 to 1963, the Consul Classic 315, a mid-range car with a 1.5litre engine. The rear sloping window could already be found at Citroën in a styling study from around 1957, made by house stylist Flaminio Bertoni. The Predictor was already known, so Citroën was not the first either. The Mazda P360 and P600 never delivered in Europe are also equipped with a sloping rear window. They appeared in 1963. The two-cylinder 360 lasted until 1965, the four-cylinder 600 was deleted after one year. 1963 also saw the appearance of the Mercury [another Ford nameplate] Breezeway. In this application the rear reverse window could actually be fully opened to aid ventilation. The ventilation properties of Breezeway were a mixed bag it seems: while it efficiently evacuated cabin air through the open rear glass, under some conditions it could suction in road fumes to the rear seat passengers. The Breezeway finally met its demise in 1968, when just 6,000 examples were sold.

Upgraded

More will become known in the course of 1961. The car will be called 'Ami 6'. The front takes on a completely different shape than assumed in the first espionage drawings. For example, the car ~ which is relatively unique, apart from the 'bathtub' of Ford Germany [aka Ford Taunus P3, 1960-'64] ~ has rectangular headlights. They are provided by Cibié. Externally, it is a car with its own character, a car worthy of Citroën. Mechanically there is an upgraded Deux Chevaux and there is nothing wrong with that.

Like the Anglia, the Ami 6 has an oversquare engine, but that ends any similarity. With a bore of 74 and a stroke of 70mm, Citroën's twin-cylinder is nowhere near as square as the Ford machine. The air-cooled horizontally-opposed engine drives, what else, the front wheels and has a capacity of 602cc. The power is 25 SAE horsepower [18.6kW]. No power to win a traffic light sprint, the Ami is a lot slower than other cars in the same price range. The 25hp are enough to give a 2CV a run for its money: the extra power over the standard 2CV [25 vs 12hp] motor along with the Ami's more streamlined body help overcome the additional weight [623 vs 600kg]. The maximum speed of around

Twins From Different Nests

105kph may be used as cruising speed, which is an acceptable speed in the early 1960s.

For the Ami, just as for every Citroën, a high pace can be maintained in weather conditions that are reason enough for drivers of other brands to reduce speed. In thick snow it not surprising to see the road gritters being overtaken by unperturbed 2CV and Ami drivers...

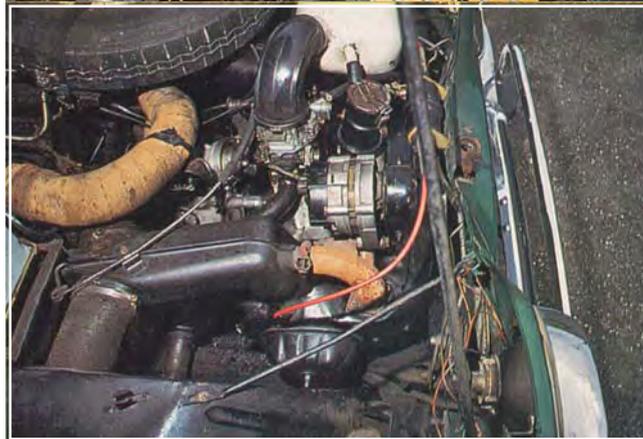
The Cap

Citroën used a completely different list of priorities for development than Ford did for the Anglia. A greater difference in character is hardly conceivable. You cannot call the cars real competitors. For Citroën what was important: space, comfort, driving characteristics and low fuel consumption.

If the Ford Anglia only has a 'canopy' at the rear, with the Citroën Ami it was believed that the roof should also protrude from the side. That quickly earned the car the nickname 'the Cap'. That roof construction keeps the side windows dry when the car is parked, or so it is claimed. Initially, the boarding passengers are thoroughly wet, because the stylists have not made any drainage holes in the roof, so that water remains on it. This sloshes over the passenger's legs with great accuracy as soon as he or she gets in, the soft springs compress and the body lurches to one side!

And speaking of compression: the Ami does have great technical similarities with the Deux Chevaux, but the spring characteristic is slightly different because the damping is stiffer. The comfort is even slightly higher than that of the 'Duck', partly due to the well thought-

A greater contrast is hardly conceivable: the air-cooled two-cylinder boxer of the Ami [bottom] against the sporty liquid-cooled four-cylinder of the Anglia.



out interior. The seats consist of a tubular frame with rubber strips stretched in between and a thick layer of foam rubber over it. You sink deep into the cushions, those who love it love it! As with the smaller brand companion, the front and

In both cases, the headlights have a 'canopy'. The Ami Club is only delivered during the last two years of construction. The base model [below right] has rectangular headlights.



rear seats are easily removable; practical for lovers of picnics or the popular roadside tourism in the 1960s. Body parts such as doors, bonnet and boot lid can also be easily removed.

The dashboard shows elements of both larger and smaller Citroëns: the gearshift is like the Deux Chevaux, the steering wheel is from the D-Series. As with the Duck, first gear is not synchronized; the Ami, on the other hand, already has double CV-joint drive clutches, which makes cornering considerably more pleasant.

The Ami 6 has two further body styles: a five-door Estate and a three-door Service Van. In the spring of 1969, the Ami 6 is replaced by the Ami 8 with a more conventional fastback rear.

Driving an Anglia

The Anglia in the photos is owned by Tieleman Nootenboom from Nootdorp. It is not his only Ford: Mr. Nootenboom



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owns a wide range of pre- and post-war Fords, the newest of which is of course a Mondeo. This affinity with the brand is not surprising; he was a Ford dealer in Nootdorp for many years and has sold more than 100 Anglias. The car in the photos is a 1965 'Sportsman' built in Belgium, with more than a 100,000km on the clock. The Sportsman differs from the base model by the rear-mounted spare wheel and nameplate.

In the interior of the Anglia, it becomes clear that Ford wanted to be able to produce left- and right-hand drive cars in a simple way: the instrument panel has the same outline as the glove box. The Ford's steering is strikingly light, but the vagueness is not too bad. Gear shifting somehow makes you think ~ a subjective observation! ~ of a Transit van, the feel is about the same and, as in that type, you have to lift the gearlever if you want to engage reverse. The seat behind the wheel is not uncomfortable, although the backrests are on the short side.

When reversing, it is striking how much visibility the body's design provides. Regarding the driving characteristics: after a while you hardly notice that you are on the road with a thirty-year-old car, although you must of course remember that it is a simple chassis. If the owner him-

self is behind the wheel and we immediately accelerate out of a corner on a poor road surface, it is clearly noticeable that the rear axle steps out of line. The owner uses the car ~ which runs on radial tyres ~ almost every day, in all weathers. After a thorough anti-rust treatment, it can handle that!

The front view is characteristic of the sixties. The overhanging Ami roof is clearly visible here.



The Anglia can keep up well with modern traffic; on motorways, a speed of over 100kph can be maintained in relative peace.

Ami From Behind the Wheel

The Ami 6 Club of Michiel Hers from Wassenaar dates from 1969. Michiel, who works for a car company in Scheveningen, is a Citroën enthusiast and owns a number of other cars of the brand. An Ami Club differs from the other versions, among other things, it is distinguished by double headlights and protective bars

on the rear bumpers. This car is also widely used, the odometer shows 132,000km.

It will come as no surprise that, compared with the Anglia, you end up in a completely different world. The steering wheel is flat, even flatter than in a 2CV. 'Easy to lean on', says Michiel. Citroën has probably opted for such a flat stance because you can exert more force: the Ami steering is much heavier than the Anglia. Furthermore, the operation and driving are strongly reminiscent of the Duck.



	FORD ANGLIA	CITROËN AMI 6
ENGINE	Liquid cooled, 4-cylinder, OHV	Air-cooled, 2-cylinder, OHV
BORE×STROKE	81×48mm	74×70mm
CAPACITY	997cc	602cc
POWER [SAE KW]	30.6 @ 5,000rpm	18.7 @ 4,750rpm
TORQUE [NM]	74.5 @ 2,700rpm	40.2 @ 3,000
SUSPENSION [F/R]	Independent, McPherson strut, torsion stabiliser/Semi-elliptical leaf	Fully independent, linked F to R by horizontal coil springs
BRAKES	Drums all round	Drums all round
DIMENSIONS [L×W×H, CM]	390×145×144	387×152×149
WHEELBASE [CM]	230	240
KERB WEIGHT [KG]	737	623
PERFORMANCE		
MAX SPEED [KPH]	123	105
0-100KPH [SEC]	27.2	52
PRODUCTION PERIOD	1959-1967	1961-1969
PRODUCTION NUMBER	945,713	1,840,159

Twins From Different Nests

Although it has been a long time since I have driven a Deux Chevaux, shifting with 'the umbrella' on the dashboard remains familiar and pleasant. Complex manoeuvring, it is very easy for first and the reverse are in the same plane. The brakes ~ which I badly needed when a BMW suddenly crosses my path ~ also seem to still be satisfactory.

Conclusion

The final verdict is not unexpected. The Anglia is the sportiest of the pair; it has its spicy OHV motor to rely on. The comfort is reasonable, but the driving characteristics are far from the level that we are used to today. The Ami is extremely comfortable, a car that can maintain a nice cruising speed over long distances, although you should not have a head-

wind and certainly do not want to pass on a dual carriageway! When cornering, you can 'leave the throttle' to use a motor-sport phrase.

The driving characteristics of the Ami are hardly inferior to those of a modern car, although not everyone will be charmed by the body that leans considerably in bends. The performance is rather poor, but that also has an advantage: after a while you accept the limited possibilities and discover that fast acceleration in a modern car does not even save that much time.

This article, written by Albert Gerbel with photography by Rein Van Oerzee first appeared in the Dutch magazine 'Automobiel' in March 1994. It was translated by the Editor, who accepts all responsibility for any errors and the original is in the Editor's archive.



Photothèque 2

In the Spring of '61 Citroën introduced a new model between their popular 2CV and DS, the Ami 6.

With the rising economy and emancipation, Citroën was aiming for female clients. The Ami 6 was promoted to be French ladies' friend, with the specific 'Pour Vous Madame' campaign. The brochure could have been for Parisian couture as well, nicely photographed and styled.

It worked, this Ami was ordered by a lady from Versailles. She picked up the car herself from Quai de Javel on 25 January, 1962 and used it for the weekly shopping. The rest of

the days it was stored in the garage, resulting in just 50,000 kilometres in 30 years. In '93 she sold it to a collector in Département 78, who passed it on to a Dutch enthusiast in '98. All owners have been very kind for the car, it is still very original and unrestored. Of course it has some minor damages and flaws, but the very low kilometrage of just 51,000km, the almost pristine original Feuilles de Houx upholstery and the smooth driving comfort compensate fully for that.

As it's from the first year of production, it might have even build at the Panhard factory. Later on a new factory was



Photothèque 2

opened in Rennes-La-Janais, specifically for the successful model and its younger sisters, Ami 6 Break and Ami 8. The previous owner tried to find out at Citroën's Conservatoire, but unfortunately the specific plant was not mentioned in the production logbooks. It's rare to find such an early model, in such an original condition. We will leave the responsibility for choosing to conserve it like this or restore it to perfection up to the new owner, but we would prefer to leave it like it is; a gently touched lady from Versailles. This car was sold by Sander Aalderink's 2CV Garage in the Netherlands for €9,950 and these images are used with his permission.



Photothèque 2



Diamond Jubilee



One of the press photos produced for the 1961 launch of the Ami 6.

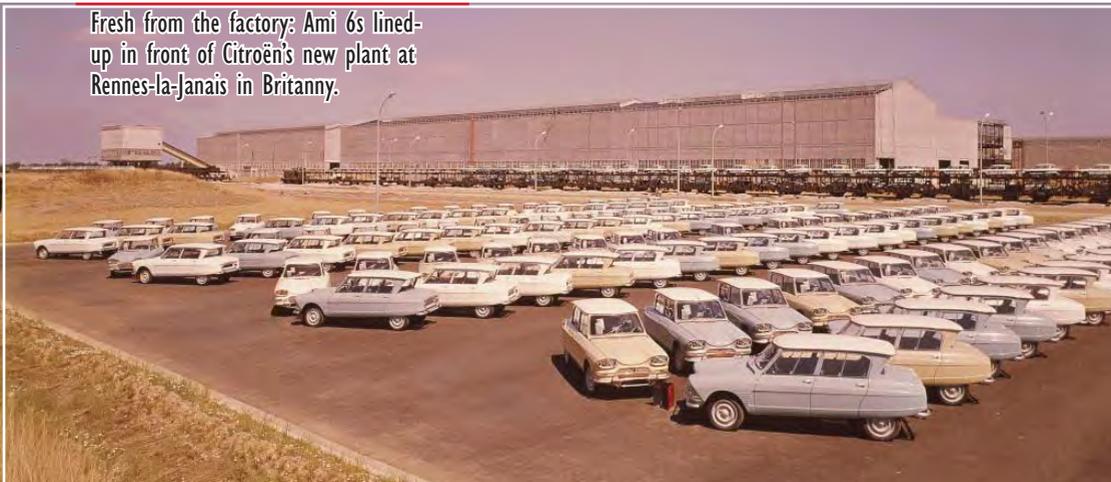
Sixty years ago, on April 24, 1961, Citroën presented the Ami 6 to the press announcing it will be manufactured in its new plant in Rennes, France.

The Ami 6 was the model launched by Citroën to complete its car range, which at the time featured the 2CV, ID and DS. Citroën stressed in its press

release at the time; 'This model is in no way intended to replace the 2CV, from which it differs considerably.' Citroën marketing presented it in advertising documents as the 'second vehicle ideal for the lady of the household'.

After designing the Traction Avant, the 2CV and the DS with the Citroën design team, Flaminio Bertoni was asked to cre-

Fresh from the factory: Ami 6s lined-up in front of Citroën's new plant at Rennes-la-Janais in Brittany.



Diamond Jubilee

ami 6



ate the lines of a middle-range car, known as the AM Project. Ami 6 was the result of this; his masterpiece, as he confided to his friends and family. Here, for the first time, Bertoni could express himself fully and alone without interference from anyone else imposing the style of the car. For the Ami 6, he had the bold idea of an inverted rear window which remains clear when it rains, also preserving a respectably-sized boot with traditional opening, and spaciousness [especially headroom] in the rear seats, all while retaining reduced outer dimensions.

In addition to its bonnet sloping in the middle and front wings having a fondant-draped effect to them and wide rectangular headlights [a first at that time], its pagoda-style roof and sides were highlighted with embossed lines. The Ami 6 displayed a strong character, even a 'baroque style' in the words of some observers!

The interior of Ami 6 was in-



spired directly by that of the DS, from its single-spoke steering wheel and door handles to its controls and soft seats.

First launched as a berline [sedan] model, a station wagon version, introduced in 1964, was the most successful. Of the total of one million Ami 6 vehicles sold over 550,000 were estates.

The launch brochure [shown above] exhorted the public not to buy the Ami 6. Well, not quite. What the leaflet said was 'DO NOT BUY IT if you believe that the real qualities of a car ~ performance, comfort, safety ~ must be measured by imposing horsepower figures, the weight of the chrome, or according to a billionaire's budget... but if you want a car with at the same time economical and fast, manoeuvrable and comfortable, practical and elegant ~ then, your dream is fulfilled, because, Ami 6 combines the previously irreconcilable qualities of a large car and a moderately priced model. By its new design, its dimensions, its brilliance, the perfection of its smallest details, essential or superfluous, Ami 6 is ideally suited to all audiences and provides a bold, modern and rational solution to the problem of automobile traffic of our time.'

The twin-cylinder motor was developed from that of the 2CV

Diamond Jubilee

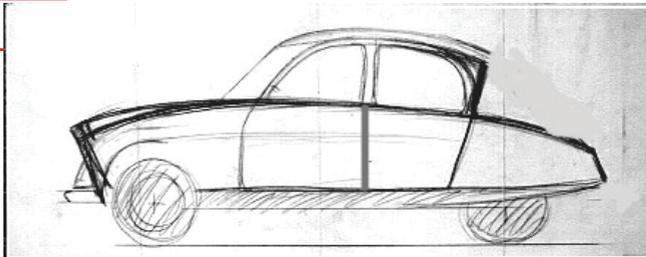
Two early design sketches for the Ami 6.

but extrapolated up to 602cc and offered as standard on the Ami 6 years before a 602cc engine was fitted into the 2CV.

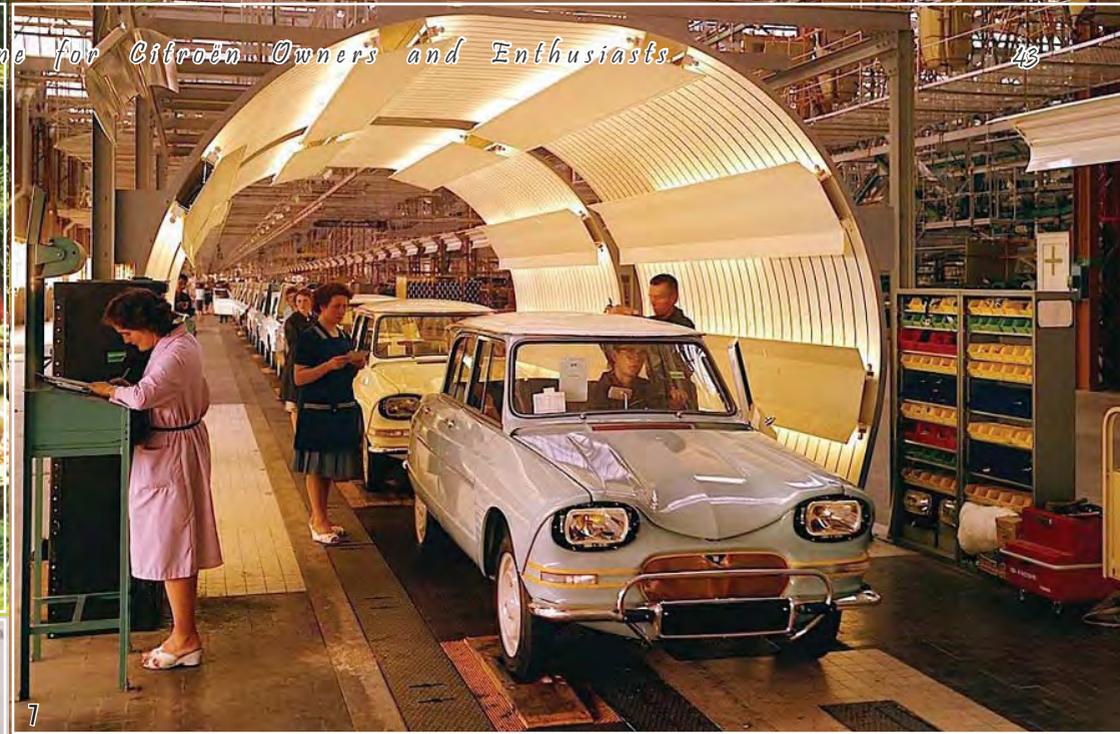
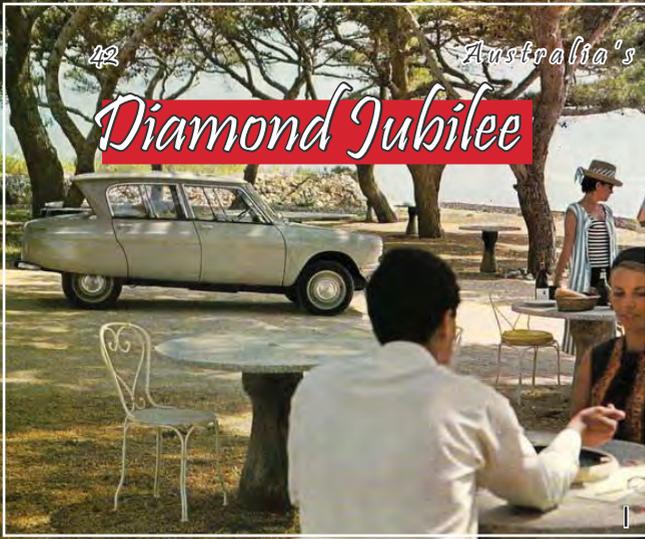
From its creation, in keeping with the Citroën spirit, Ami 6 has been considered and sought after by Citroën enthusiasts as an original and innovative car. In terms of road behaviour, everyone applauded the road handling and flexibility of the berline, inherited from the famous suspensions of the 2CV.

From its creation, in keeping with the Citroën spirit, Ami 6 has been an original and innovative car. Club versions with four headlights and white side trim, were sold from September 1967. Four headlight versions were also produced to conform to regulations for the Canadian and USA markets. They had turn signals that sat protruded on extension pods, similar to the North American DS and ID models offered at the time.

Late 1964 marked the arrival of the Ami 6 station wagon [320kg payload] designed by Henri Dargent [assistant to Flaminio Bertoni] and by Robert Opron [successor to Bertoni, who passed away



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4

UNO L'ISTORIE DELL'AUTOMOBILE. JAMAIS UNE VOITURE NE S'EST ALITANT VENDUE DANS NOTRE PAYS EN UN AN

1966 record des ventes en France

amis

5



Diamond Jubilee

Images on the previous pages:

1, 2, 8, 9, 11] While the Berline was clearly pitched towards a female clientele the arrival of the Break in 1964 opened a wider market and the advertising reflected this: fishing, carrying sheep and the football team.

5] In 1966 the Ami 6 was the top-selling car in France. This poster celebrates the fact.

3, 7] The Rennes factory was the first in the Citroën network to introduce Quality Circles. They were such a success they were subsequently rolled-out elsewhere.

6] The unique headlights and turn indicators found on Canadian and US specification Amis.

in 1964]. The station wagon would boost sales and overtake the berline ~ a very rare occur-

rence in automotive history.

It offered considerable cargo volume for a leisure vehicle in this category, along with easy and convenient access. Such versatility meant that a family could take a trip in great comfort and it was also suited to professional commercial and artisan use.

The Ami 6 was the favourite car of French people in 1966.

Production of the berline ended in March 1969, six months before production of the estate ended, to make way for the new, less unusual Ami 8 with its rear window facing the 'right' way. The latter gave way to the Visa in 1978.

Ami 6 Fun Facts. Did You Know?

TECHNICAL CHARACTERISTICS		
	AMI 6 BERLINE, APRIL 1961	AMI 6 ESTATE, OCTOBER 1964
MOTOR	Type M4	Type M4
DISPLACEMENT	602cc, 74×70mm	602cc, 74×70mm
POWER		
FISCAL	3CV	3CV
ACTUAL	22hp/16.4kW @ 4,500rpm	25.5hp/19.0kW @ 4,750rpm [Estate '64]
CARBURETTOR	Solex single barrel 30PBI to Nov., '61 then 30PICS [centrifugal clutch] to April '64 then 40PICS-2 and 40PCIS-2	Solex single barrel 40PICS and 40PCIS [centrifugal clutch] to April '64 then 40PICS-2 and 40PCIS-2
DIMENSIONS [M]	L×W: 3.87×1.524	L×W: 3.96×1.524
WHEELBASE [M]	2.4	2.4
WEIGHT [KG]	640kg	690
LAUNCH PRICE [FF]	6,550 [radio +267 from Jan., '62]	7,140
	1961: 2CV AZLP [centrifugal clutch] 425cc FF4,950 ID Normale Berline FF9,970	

• The name Ami 6 comes from a phonetic combination that refers to the name of the Design project [AM vehicle], the title 'Miss', and amici [Italian for friend], probably inspired by its designer, Flaminio Bertoni, who was himself Italian.

• Yvonne de Gaulle, wife of General de Gaulle, drove an Ami 6. The vehicle inaugurated the Citroën plant in Rennes-La-Janais [France] while it was still under construction on 10 September 1960, a little over a year before its production began on site.

• A rally named 'Le Tour de Gaule d'Amisix' was held by Citroën, setting off from Rennes-La-Janais on 19 January 1966, with two standard Ami 6 station wagon models to demonstrate their endurance and road qualities. At the finish line, 23 hours and 11 minutes later and guided by an escort, the team had covered 2,077km at an average of 89.6kph.

• In June 1963, Ami 6 was presented in the United States. The export model first featured the four round headlight arrangement and reinforced bumpers.

• On the last Ami 6 models, the brightness of the dial could be adjusted with a small knob that controlled a rheostat.

Production Location

Paris [France] from 1961 to 1963, Rennes-La-Janais [France] from 1961 to 1969. With the Ami 6, Citroën inaugurated this brand new plant in Brittany, the brand's first major decentralization from Paris. Forest [Belgium] from 1961 to 1969. Catila [Argentina]: continued production of the Ami 6 station wagon until 1971 [with cars shipped in parts to be assembled on site].

1,039,384 Ami 6 vehicles produced in total: 483,986 Berlines [April 1961 to March 1969], 551,880 Estates [October 1964 to September 1969], 3,518 Enterprise [two-seater service estate, glazed and panelled versions].

Main upgrades:

- 1962: rear passenger sliding windows [half only].
- October 1964: Estate type bodywork. New ogive bulb rear lights
- October 1967: Club finish with twin round headlights and white side trim. Enhanced finish.
- May 1968: Rear multi-function single-piece taillights. Double sliding front windows.

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1962: Ami 6 On Test

As a design, the Ami 6 is really French and, like the people of that proud and independent nation, it makes few concessions to traditional thought. Thus many of its features are logical but a few certainly show some shortcomings. In its home market this is not a cheap model, at an equivalent price of £490 [£120 more than the somewhat utilitarian 2CV] while this figure is increased to £823 by the time the car is displayed in British showrooms. Had the Ami 6 been a completely new design when introduced last year it may have had a slow acceptance because of its controversial appearance alone. However, it is founded on the renowned 2CV of which one

and a quarter million have been produced in the past 14 years. This, too, was derided at first, but eventually became accepted with affection ~ at least by the French ~ as a reliable, economical and extremely comfortable, if somewhat leisurely, beast of burden.

Although the Ami 6 has a completely new body shell, the other mechanical parts comprising the punt-type chassis are basically similar to those of the 2CV. The 602cc engine is almost 50% larger in swept volume and delivers 22hp/16.4kW compared with a mere 12/8.95. This has raised the maximum speed by some 30kph to over 110kph ~ which can be reached with the aid of a slight gradient or following wind ~ at some sacrifice

in engine smoothness and noise level. Of equal importance is the fact that the combination of an extraordinarily soft suspension and superbly comfortable seats is retained. It provides an almost uncanny floating ride over most road surfaces but, on occasions, could result in some physical and perhaps mental disturbance for a nervous passenger if cornered very briskly or driven fast over repeated undulations. Driven at its natural gait, with a comfortable level cruising speed of 77-83kph over normal roads, it is relaxing in the extreme.

A brief resume of the specification will help in appreciating the cars characteristics. It has a two-cylinder, horizontally opposed air-cooled engine with central cooling fan, which is

both very robust and surprisingly expensive in its use of a hemispherical combustion chamber with opposed valves operated by pushrods and rockers. The drive passes rearwards to an all-indirect gearbox having four forward ratios, each provided with synchromesh; a difference from the 2CV is that the centrifugally operated traffic clutch is no longer used. Final drive is through double Hooke-joint drive shafts to the front wheels and the front drum brakes are mounted inboard.

All wheels are independently sprung on leading front arms and trailing rear ones, the arms at each side being interconnected to a central, horizontally mounted coil spring assembly at the side of the chassis, in an attempt at eliminating the theoretical root cause of suspension pitch. There are no orthodox dampers; instead, inertia dampers on each wheel hub take care of tyre patter and there are small friction pads, with slight effect on free movement, at each of the suspension pivot points.

On balance it would appear that most of the expensive parts of the car are confined to those which really do the work, in the interests of long life and reliability, and the body shell, although generally rigid over very rough surfaces, is a shade flimsy, to keep the kerb weight down to 648kg. It has few rivals as a very

The accent during energetic cornering of this unusual French car is acute but not grave. Tyre adhesion is extremely good, wet or dry.



1962: Ami 6 On Test

light economical car ~ most owners would average over 5.65L/100km [50mpg] ~ and it really can take four adults in extraordinary comfort.

The four doors open sufficiently wide, the doorways are high enough for elderly or portly people to get in or out quite easily, and the luggage locker is very spacious; its carrying capacity can be increased considerably by removing the back seat to give a through loading platform. Two annoyances were experienced; the boot lid would unlatch of its own accord unless locked with the key, and after the car had been standing in the rain, water collected in the roof gutters; this was promptly deposited in a front passengers lap when the car tilted ~ as a result of the soft springing ~ when

There are armrests on each door, which are opened by firm and light catches. Sliding panes are fitted to each window.

he or she sat on the seat before swinging in the legs.

Anatomical Seats

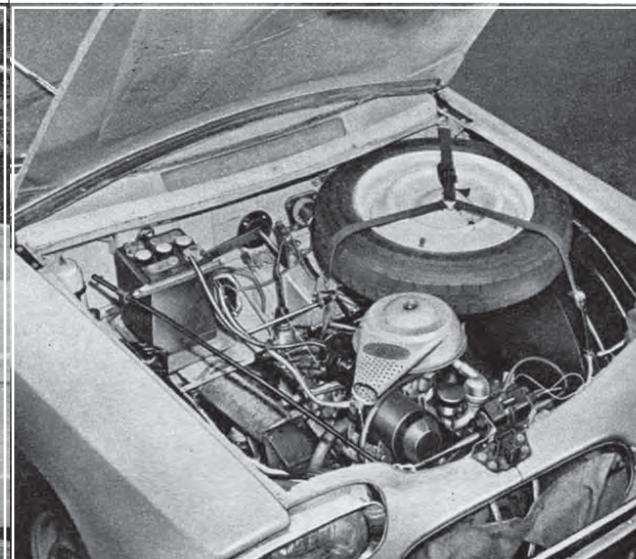
Based on tubular frames, the seats have their thick anatomically shaped foam rubber underlays supported on flexible straps. This combination of shape and resilience means that the squabs and cushions follow closely the body profile to provide armchair comfort and hold one firmly against cornering forces. A few shillings extra for a less crude front seat adjustment would be money well spent. When travelling solo most drivers would have the seat all the way back, but it is best set at least one notch forward when carrying rear passengers to give them adequate knee room. Adjustment is made by unscrewing a flimsy catch, lifting the com-

plete seat and locating hooks in different holes in the floor ~ by no means simple to do single-handed. The seat covering is a 'jazzy' cloth which feels very thin.

Vision is excellent to all quarters, and is helped by a short sloping bonnet between the headlamp fairings and a slightly curved screen with thin pillars. It is marred only by the wipers, which park themselves in a near-vertical position and operate over a rather small area. The fairly large steering wheel, which, like that on the DS, has one spoke, is nearer to the horizontal than is usual today; but it is well placed in relation to the seat, and does not tire the arms on a long journey.

The pedals are widely spaced, and that for the brake is heavy

The spare wheel is housed conveniently in the engine bay; there are twin coils for the six-volt ignition system.



DATA		
TEST CONDITIONS		
Weather	Bright and sunny, with 0-6kph wind	
Temperature	8 deg C	
Barometer	754mm Hg	
Surface	Dry concrete	
WEIGHT		
Weight [with oil, water and half-full fuel tank]	648kg	
Front/Rear distribution	F 65.5%; R 34.5%	
Laden as tested	800kg	
TURNING CIRCLES		
Between kerbs	L 11.1m; R 11.3m	
Between walls	L 11.5m; R 11.4m	
Turns of steering wheel lock to lock	2.6	
PERFORMANCE DATA		
Top gear kph per 1,000rpm	22.7	
Mean piston speed at max power	631m/min	
Engine revs at mean max speed	4,720rpm	
kW [gross] per ton laden	21.6	
FUEL AND OIL CONSUMPTION		
Fuel	Regular Grade [82 octane RM]	
Test Distance	2,000km	
Overall Consumption	6.3L/100km	
Normal Range	7.5-5.1L/100km	
Oil: SAE 20	Consumption: 0.06L/100km	
MAXIMUM SPEEDS & ACCELERATION TIMES		
Acceleration Top	Third	Second
16-48kph	-	13.8
32-64kph	20.3	12.2
48-80kph	23.0	15.9
64-96kph	31.9	-
BRAKES		
Pedal Load	Retardation [from 48kph in neutral]	Equiv. Distance
11.4kg	0.08g	115.8m
22.7kg	0.33g	28.0m
34.0kg	0.60g	15.2m
45.5kg	0.71g	12.8m
56.8kg	0.90g	10.2m
Handbrake	0.58g	15.8m
CLUTCH		
Pedal load and travel: 15.9kg and 11.4cm		

1962: Ami 6 On Test

to press. In contrast, the clutch and throttle pedals ~ the latter an organ-type pad which came adrift twice during the test ~ have light and short movements. The accelerator has a two-rate return spring; full travel of the first portion gives around 80kph on the flat in top gear and a steady fuel consumption of about 5.23L/100km where the going remains level. Final pressure opens the throttle fully.

As might be expected, the controls and instrumentation are simple, with the exception of those for the ventilation system. The speedometer is in a cowled nacelle and was graduated in kilometres on this prototype of the right-hand drive version. Below the speedometer is a horizontal panel con-

The reversed angle and peaked rear window is a distinctive styling feature. The 25litre fuel tank beneath the luggage locker floor provides a range of approximately 400km.

taining the screen wiper switch, ignition warning light and plunger-type screen washer button; rather surprisingly there is neither an oil pressure gauge nor warning light. Presumably the manufacturers are satisfied that the oil consumption of all their engines is as good as that in the test car. This used only 600ml during 2,000km and there was no trace of leakage from the engine.

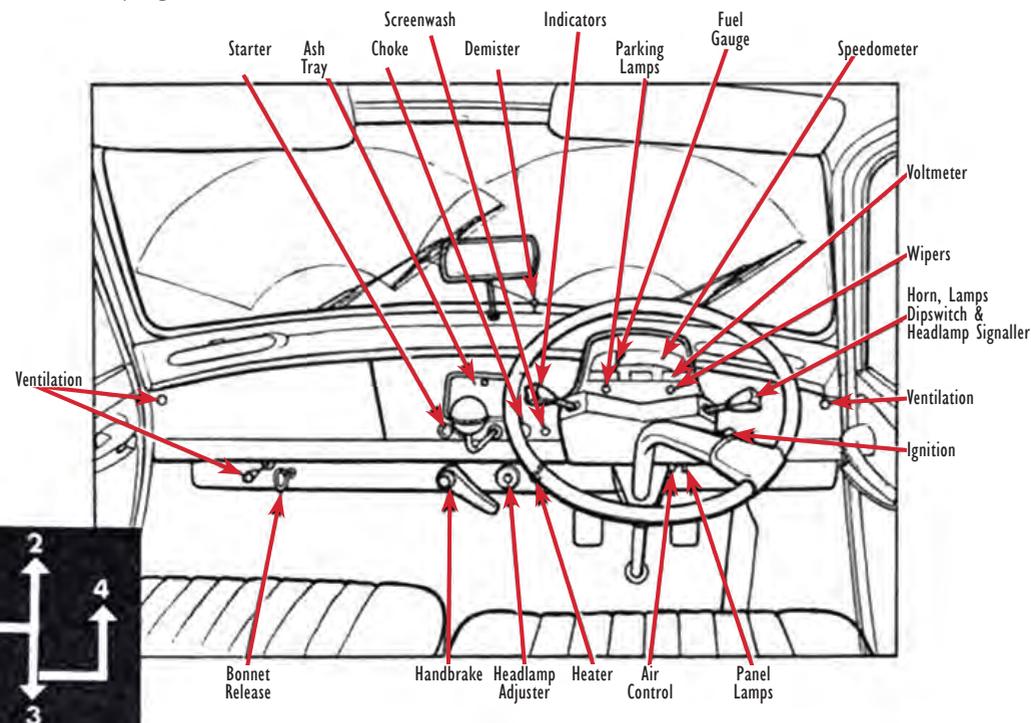
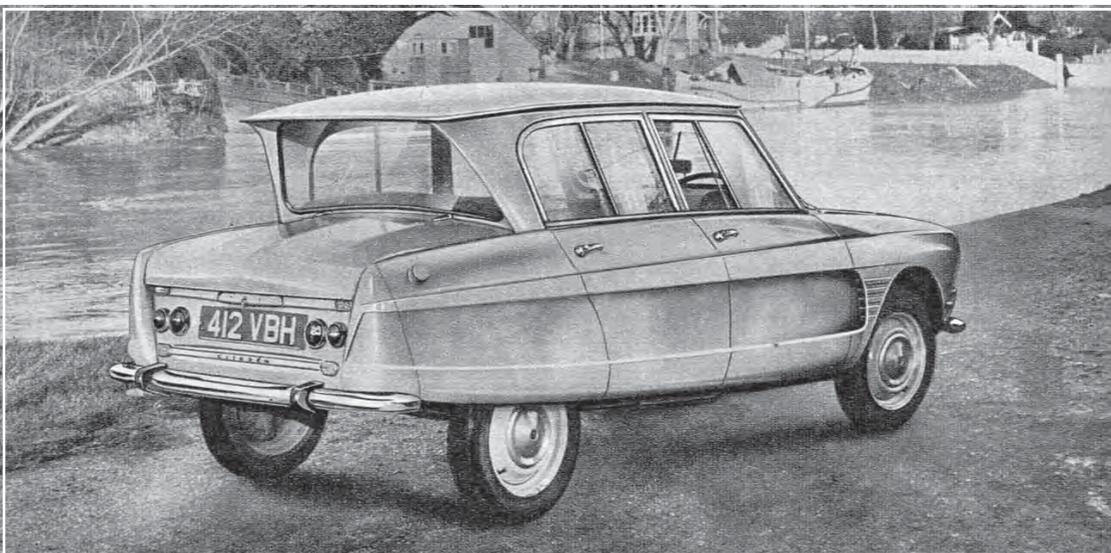
Sprouting from the right of this instrument nacelle is a lever with rotary action of the knob for selecting the lamp circuits; it is pressed inwards to operate the town and country horns. Moving the lever up and down selects dipped or main beams of the driving lamps. There is a similar stalk on the left side for the turn indicators which are

cancelled by triggering the lever towards the wheel.

Lighting was something of a disappointment, the rectangular shape of the lamps apparently being more a styling feature than a driving aid; the main beams were too pencil-like and there was poor spread when dipped. There is a hand-wheel beneath the facia enabling the driver to alter the elevation of the lamps, to offset changes in 'trim' of the car according to the load it is carrying. It was tight to turn and an adjacent bolt-head lay in wait to bark the knuckles. With no rear shelf because of the backward sloping rear window, inter-

nal storage space is confined to spacious, lipped shelves on each side of the steering column.

There are eight controls for the internal heating and ventilating system. Heat is collected from jackets around the air-cooled cylinders and there was never a trace of fumes. The weather was cold throughout the test, so the front intake muff was always kept fully closed, which resulted in a rapid warm-up. Effective distribution to either screen or feet is easily arranged with the appropriate control, and fresh air can be admitted through adjustable slots at each side of the facia, fed

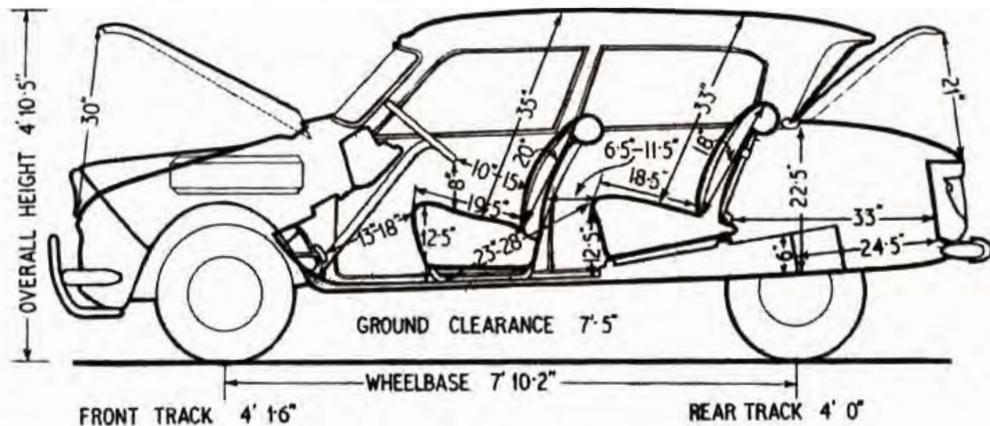
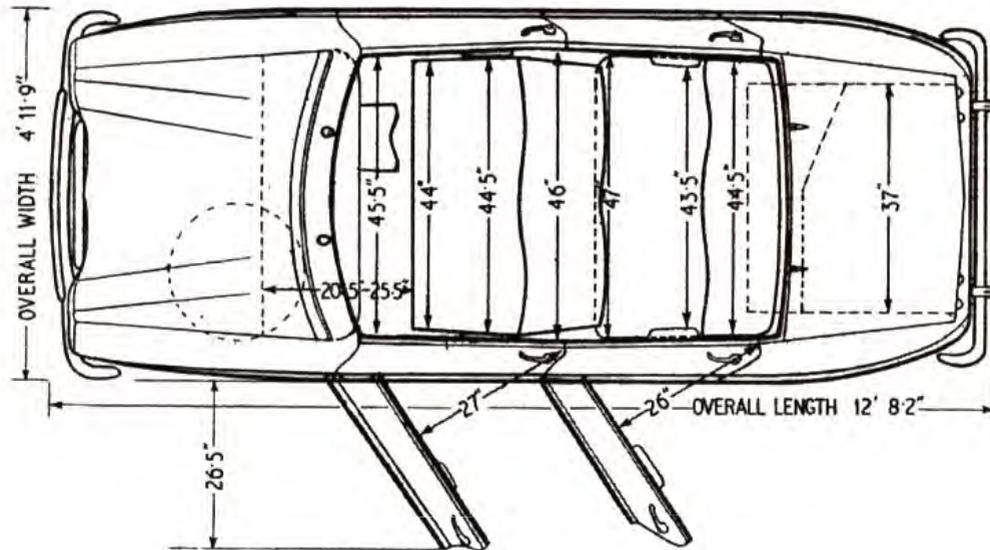


1962: Ami 6 On Test

from an inlet at the base of the screen.

Gear selection is by a facia-mounted lever and, although its sequence and action arc unusual, the layout is logical and quickly learnt. The gears are engaged by a straight-line fore-and-aft movement of the lever, which is twisted to the left against spring pressure for first and reverse. Second and third

are in the middle plane, and the lever is given another twist to the right and pulled for engagement of top. From top one can only select neutral after passing through third. Some drivers complained of the long reach with the driving seat fully back. Very quick, clean snatch changes could be made on the three upper ratios, but on first the synchromesh had lost much of



its effectiveness.

Powerful Handbrake

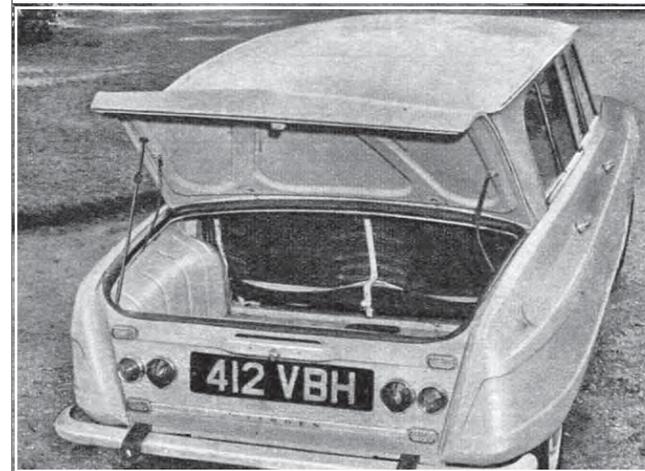
First gear is very low, with an absolute maximum of 27kph, and there is a considerable ratio step to second. Most town driving is accomplished in the middle two ratios which have maxima of 56 and 82kph respectively. Top is unusually high-g geared; there is little pulling power below 50kph and considerable transmission snatch if the speed falls to 30kph. It was just possible to take on on a 1-in-4 test hill with two aboard, with considerable spin from the front tyres, lightly laden at this angle. A 1-in-3 hill was beyond the car's capabilities either forward or in reverse, but the handbrake, with pull-up umbrella handle beneath the facia and linked to the front shoes, was most effective. On the straight it recorded a maximum deceleration of 0.60g and is thus really effective for any

emergency.

Comfort is undoubtedly the major attraction of the Ami 6, and is owed to the unique suspension and comfortable seats. The ride is exceptionally soft and over normal metalled road surfaces pitching is eliminated completely and the motion is a gentle floating action. Little movement is felt by the passengers in these conditions and a jolt is rare. There is the usual thump ~ heard rather than felt ~ from the wire-braced treads of the Michelin X tyres, when passing over joints or cats' eyes. At speeds above 80kph any undulations produce vertical motions which are slow and gentle. It was thought that anyone suffering from car sickness would be affected by these, but a particular child prone to this malady suffered no adverse effects.

A surprising amount of luggage can be packed into the deep luggage compartment and the rear seat ~ the framework of which can be seen ~ may be removed to increase the carrying capacity.

Severe undulations or a hump-back bridge promote a recurrent pitching motion. This could build up and cause the underside of the chassis to bottom and the rear passengers to strike their heads against the plastic roof panel on occasions, but the natural reaction was to reduce speed in these conditions. On really rough cross-country tracks the suspension is good but with qualifications. Excessive speed resulted in repeated bottoming, but driven slower the car would claw its way in and out of really deep potholes



1962: Ami 6 On Test

and traction was excellent. Energetic cornering produces unusually steep lean-over angles of the body, as a result of the meagre damping provided and a high roll-centre inherent in the suspension design. Nevertheless, the Ami 6 can be cornered very fast, for the tyres grip most tenaciously and the angle of roll is usually more disturbing: to on-lookers than to the occupants.

The steering has very powerful self-centring action and is by no means light around the straight-ahead position. Effort required at the wheel varies according to the lock applied, being lighter at large steering angles as a result of a big change in camber angle. This characteristic demands care when reversing, for the wheel could be wrenched from the driver's hands if the speed is high. The steering is high-g geared but road shocks are not severe at the wheel. The car's handling characteristic is very consistently that of understeer, inherent with front-wheel drive, and releasing the throttle during fast cornering produces a noticeable nose-in effect. This is never vicious and would not disturb the majority of drivers.

With a mean maximum speed of 109kph the Ami 6 has considerably more performance than the 2CV. Economy, however, is one of its main virtues and consumption in excess of 5.65L/100km could be expect-

ed in everyday use, despite the need for frequent use of the gearbox in normal traffic conditions. During our 2,000km of testing, the overall consumption was 6.35L/100km. Regular grade fuel was used during the greater part of this distance and the engine was reasonably free from pinking unless it was very warm or allowed to labour. As a precaution, however, the performance figures were taken with a three-and-one mixture of regular and premium grades. Thus, assuming that regular grade was the normal diet, the fuel bill would work out at around 1^D per mile, which is really economical transport by any standards.

The engine is much more obtrusive at low speeds than that of the 2CV, but despite the lean carburettor settings in the interests of economy, it idles smoothly and starts immediately, hot or cold, with little help from the manual choke. It becomes fairly fussy when accelerating or pulling hard, but having passed through a slight vibration period becomes smooth again at its cruising range of 80-95kph in top. At its maximum, it gives the impression of working energetically, but there is no roughness transmitted to the interior. It becomes unexpectedly rough below about 55-65kph in top and equivalent engine speeds in the lower gears.

Brakes require quite heavy pedal effort even at traffic slowing speeds and a pedal load of 56.8kg was necessary to achieve the maximum retardation of 0.90g. Moreover, they were not always in consistent balance for occasionally the right front brake locked prematurely. Flood water entered the drums rather easily, producing roughness and much reduced power until they had dried out.

The Ami 6 will have its protagonists and antagonists and, as in its unique design, there will be no half-measures. Some will

undoubtedly be appalled by its appearance, considering that the styling is over complex; the extremes in attitude which the car can adopt may also be found disturbing. Others undoubtedly will be really enthusiastic about its economy and comfort. While acknowledging its limitations the staff testers were generally agreed that the Ami 6 was one of the most comfortable cars in which they had ever ridden.

This review first appeared in 'Autocar' magazine in February 1962. Typically for the period neither author nor photographer is credited.

A Draining Experience

D-Series: A Vital Check when Draining Coolant

Around three years ago I was preparing my D Special for a trip to Portland with CCCV. I noticed the drive belts on the engine had begun to crack, so I made the decision to replace them in preparation. While I was in the area, as it were, I had the radiator checked, replaced both water pump and hydraulic pump belts and even the water pump. The metal pipe in the lower radiator hose was also replaced with a stainless steel unit I had made back in the 1990s.

When re-assembly was complete, I refilled the cooling system, started the engine, ran it to

warm the cooling system up and carried on doing some other jobs. Next I heard cracking and banging from the engine: a check of the instruments showed the temperature light and the stop-light both illuminated.

I turned the engine off to let it cool and started checking causes. I tried everything over the next couple of days but could not find the source of the problem which persisted, no matter what I did. It was as if there was an airlock in the system. I took my modern car on that rally in disgust.

When I returned home from Portland, the D started up, warmed up OK. I topped up the

A Draining Experience

cooling system and ran the car without further problems. On one trip my wife, Libby, asked if I would turn the heater on; which I did. But the heater did not work, which I thought was odd at the time. Returning home I forgot about the heating problem until I was preparing the car for OzTraction in Bairnsdale. Thinking I may well need the heater, I removed the heater unit and tap, flushed it through with the hose and concluded it was working perfectly. So, I looked for the problem elsewhere. Passing air through inlet hose from the cylinder head, bubbles appeared in the radiator but the return hose simply pressurised.

This led to draining the cooling system, removing the lower radiator hose to find all those years ago when I made the stainless steel section, I had neglected to drill a hole in the tube where the stainless steel hose connector had been welded on!

My mind went back to the earlier problem. Could this have been the cause of it? After re-assembly, I proceeded to refill the cooling system, warm up the engine, then I had a repeat of my earlier problem: temperature lights on, crackling in the cylinder head, etc.

More checks were carried out, thermostat, re-checked the radiator, then decided to remove the water pump again



and what do you know, that was perfect too! Now this is my car's original engine, so its cooling system has been flushed and cleaned over its life, rust inhibitor used continually in my ownership of 28 years and it is pretty clean. Not perfect, but as good as one can get an older engine. I did have another thermostat housing handy that I could inspect and found a drilling from the centre of the back of the water pump to the radiator hose outlet on the housing. When I checked this drilling on my car, it was visible at the water pump end but not at the hose outlet. Using a scraper I removed a couple of scale deposits and uncov-



ered the missing hole, cleaned the hole thoroughly with a drill bit, then re-assembled the car once again. I re-filled the cooling system once again.

This time the engine warmed up normally, heater heated quickly, everything returned to normal, leading me to think this scale build up over time did not cause any problem until the cooling system was drained, then hampered the

removal of air in the system after refilling. This is the reason I am writing this article. So if you have a need to drain your cooling system, before re-filling, remove the top radiator hose and check this hole is clear; it may save you a lot of problems.

I must stress that I normally refill the cooling system without the top hose fitted to allow the coolant to fill the engine before refitting the hose and thermostat but this time in desperation I even filled the heater lines separately. I think in the manual it says to always open the heater valve when re-filling with coolant and running up engine to temperature. Check out the photos, this bleed hole is readily visible from the top once the radiator hose is removed, the water pump needs to be removed to see the other end of it.

NB: This only applies to short stroke engines 1965 onwards.

Rob Little



Cit-In 2022: Cowra, NSW

CIT-IN 2020 — COWRA, NSW



WHEN: Friday, 28 to Monday,
28 March 2022

WHERE: Cowra, NSW

COST: TBC

BOOKINGS: Essential

BRING: Everything for a long-
weekend away

WEBSITE: <http://citroencarclub.org.au/cit-in/cit-in.html>

Information

With the Covid-19 pandemic in full swing at the time, the 2020 Cit-In had to be postponed. After consultation with the various state Presidents, the Cit-In originally planned for Cowra during Easter 2020 has now been rescheduled for late March 2022.

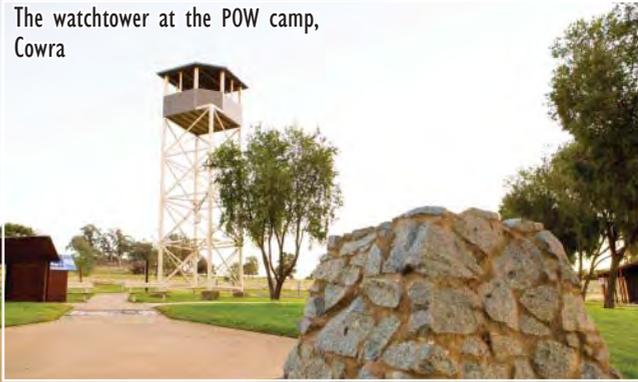
This will allow time for financial and psychological recovery with a better environment as regards weather and accommodation. It will be held during the last weekend of daylight saving [NOT Easter] from Friday, 25 March 2022 until 28 March 2022.

As Club President I urge all Cit-In participants to put their enthusiasm on hold for a while and come to Cowra as planned,

The entrance to the Japanese War Cemetery, Cowra



The watchtower at the POW camp, Cowra



The Gooloogong Hotel



The Lachlan Valley Steam Railway



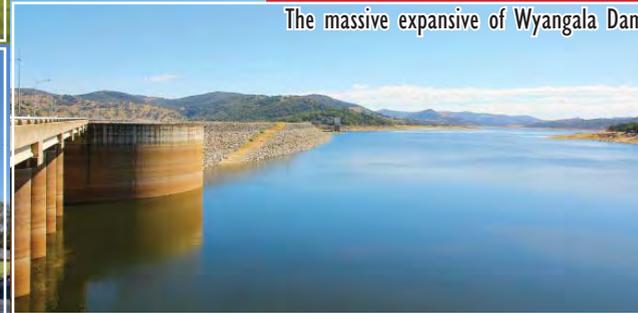
The Age of Fishes Museum



The historic main street of Canowindra



The massive expansive of Wyangala Dam



The original dam wall at Wyangala was built in 1935 and upgraded in 1971



only this time it will be an earlier weekend in 2022. I hope to see you at the upcoming bigger and better Cit-In at Cowra.

Bruce Elsegood.

President ~ Citroën Car Club of New South Wales, Inc.

Itinerary

- An organised trip to the Cit-In This begins up to a week before the Cit-In and is usually planned by a Cit-In club member with experience in touring, to see regional attractions. Contact the Cit-In organisers to find out about this tour.

- Friday, 25 March 2022
Afternoon: Check In then proceed to meet and greet.
Evening: A light supper will be served at the meeting venue.

- Saturday, 26 March 2022
Morning: Show and Shine at the meeting venue.
Afternoon: Tourist activities including sightseeing of the town and local region.
Evening: Informal dinner and social get-together at the venue.

- Sunday, 27 March 2022
Morning: Observation Run to a place of local interest with included picnic lunch.
Afternoon: Tourist activities including sightseeing of the town and local region.
Evening: Formal dinner at the venue with speeches and prize giving.

- Monday, 28 March 2022

Cit-In 2022: Cowra, NSW

Morning: Farewell Breakfast at the venue then departure.

Registration and Registration Fees

Please Note: The Registration Form and Fees will be advised at a future date.

Accommodation

- The recommendation is to book early to avoid missing out due to occupancy rates at the Easter break.
- Please contact your chosen accommodation directly, rather than going through a booking agent.
- You will need to pre-book your accommodation to enable Registration.

Necessities

- Camp Chairs will be required if you intend sitting whilst having your picnic lunch at the destination of the Observation Run.
- Alcohol will be required to be bought from home or purchased on Saturday shopping in Cowra. Woolworths and Aldi have local bottle shops.
- A First Aid kit in the car would be advisable.

Local Attractions around Cowra

Cowra itself is quite interesting, but is mainly concerned with the beautiful Japanese Gardens, the Japanese War Cemetery and the POW camp. There is also a Railway Museum, but this is not quite up to scratch - although they expect to have

a steam loco doing short runs up the track in 2020. The line closed some years ago, with superstructure such as the station, the goods yard, the workshop and a bridge still in place.

Wyangala Dam is huge, holding 2.5x the volume of Sydney Harbour. It can be found 40km southeast of Cowra on the Darby Falls Road. One thing to be aware of is that although the road is signposted for 100kph, there are quite a few unmarked corners with an optimal speed of 70kph for smooth cornering.

The dam was full when I visited - local winter rainfall must have been good. The dam has an enormous picnic ground and a walkway along the top of the dam wall. The local township maintains the dam from a population of 227. It has three local holiday parks for an extended visit.

It is well worth a day visit, with scenery reminiscent of New England on the trip. The town of Canowindra is also a treat. The original main street contains historic buildings with a selection of bookshops, tourist shops and restaurants. I noted the local bus service is a Cobb & Co coach.

There are two side by side museums, with the best being the Age of Fishes museum, containing locally found fossils of invertebrates, fish and dinosaurs. Interestingly, the source of a lot

of the fossils and their diggers are local, with naming rights extending to some of the local discoveries. Videos of fossil time lines will interest adults whilst games in the back yard will enthral the kids.

On the way back to Cowra I travelled west on Nanagar Road, where I saw a turnoff to Fish Fossil Drive. I didn't take the turnoff, but found it reconnected with the Warraderry Way towards Gooloogong, which has a wooden ceremonial hall and a huge pub with counter

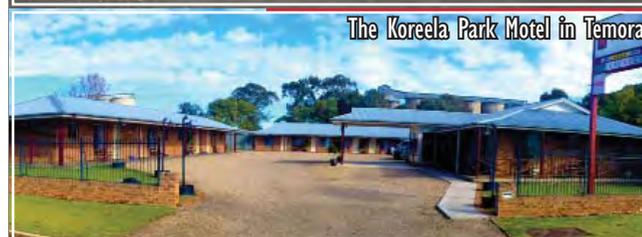
lunches serving a local population of only 295 residents.

I then turned southeast on Lachlan Valley Way to return. Within 6km of Cowra I passed the local wineries and the huge railway bridge across the Lachlan River.

I would thoroughly recommend signing up for the Cowra Cit-In as an extended weekend getaway and be sure to include a visit to some of the aforementioned places.

Bob Worthington

Post Cit-In 2022 Tour



JEFF AND JOE'S JOYOUS JOURNEY

WHEN: Monday, 28 March to Friday, 8 April 2022
 FROM: Cowra, NSW
 TO: Mudgee, NSW
 COST: General outgoings
 BOOKINGS: Essential
 BRING: Everything for a week away

CONTACT:
 Jeff Goodchild 0407 404 058 [M]
goodchild47@gmail.com
 Joe Schembri 0418 281 755 [M]
schem006@bigpond.com

Carrying on the tradition of having a run after the Cit-In, Joe Schembri and Jeff Goodchild are organising a Post Cit-In run. This will include visits to a

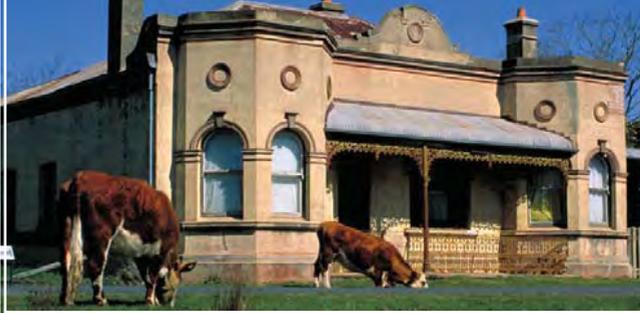
Post Cit-In 2022 Tour

number of attractions, some of which are popular and as Easter is during NSW school holidays the key message is BOOK ACCOMMODATION EARLY!

ITINERARY

- Day 1. Monday, 28 March
Cowra to Temora 150km
Main Activity: Visit the Temora Aircraft Museum or the Rural and Ambulance Museum.
- Accommodation in Temora
Koreela Park Motel, 32-134 Crowley St. [02] 6977 4987 or Goldterra Motel, 80 Loftus St., [02] 6977 2433
- Day 2 Tuesday, 29 March
Temora to Canowindra 160km
Main Activity
Visit the Fish Fossil Museum at Canowindra
- Accommodation at Canowindra
Blue Jacket Motel, 4 Bridge St. 0400 363 620, jack@bluejacketmotel.com.au or Riverview Motel, 3 Tilga St. [02] 6344 1633, info@rvmotel.com.au or Eddy's, Gaskill St. 0498 729 947
- DAY 3: Weds, 30 March
Canowindra to Katoomba
Main Activity Travel to Bathurst for Mt Panorama and Katoomba.
Optional Activity Early morning Balloon ride for up to 1 hour

'Athol' is a well-preserved Italianate style home at Hill End



Temora's air museum is justly famous



Bathurst's Mount Panorama Circuit has hosted some of the nation's most iconic motor races



The cable car at Katoomba's Scenic World



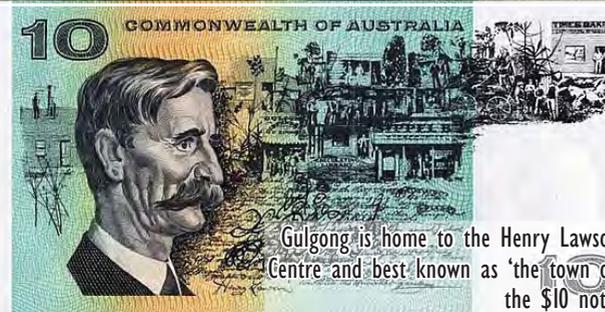
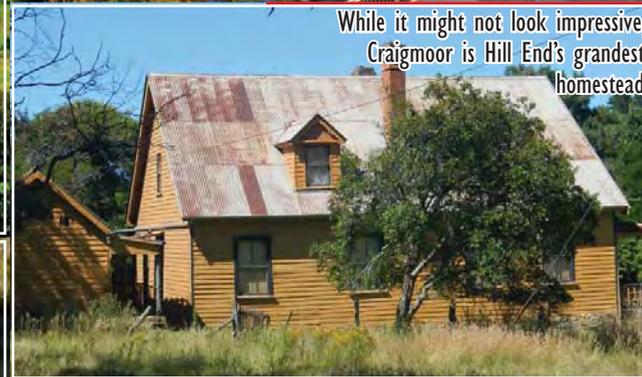
The Norman Lindsay Museum is a highlight of Lithgow



The 'Three Sisters' must be one of the Blue Mountains most well-known sights



While it might not look impressive, Craigmoor is Hill End's grandest homestead



Gulgong is home to the Henry Lawson Centre and best known as 'the town on the \$10 note'

- Accommodation in Katoomba [4nights]
Sky Rider Motel, 302 Bathurst Rd. [02] 4782 1600, stay@skyridermotorinn.com.au.

- DAY 4 Thursday, 31 March
Optional Main Activities Norman Lindsay Gallery, Lithgow Small Arms Factory and Museum, The Tea Rooms, Megalong Valley

- DAY 5 Friday, 1 April
Main Activity Leura, Echo Point [Three Sisters] and Scenic World Railway

- DAY 6 Saturday, 2 April
Main Activity Visit Blue Mountains Botanic Gardens.

- DAY 7 Sunday, 3 April
Katoomba to Hill End
Main Activity Inspect Energy Expo at Mt Piper Power Station

- Accommodation in Hill End [3nights]
Hill End Lodge, 3538 Hill End Rd. [02] 6337 8200, info@hillendlodge.com.au

- DAY 8 Monday, 4 April
Main Activity: Day spent at Hill End to visit the Gold Mining Museum

- DAY 9 Tuesday, 5 April
Main Activities Day spent at Hill End to visit Craigmoor or Akermans Historic House or visit the gold diggings, town walk or visit Bald Hill

- DAY 10 Wednesday, 6 April
Hill End to Mudgee 100km
Main Activity

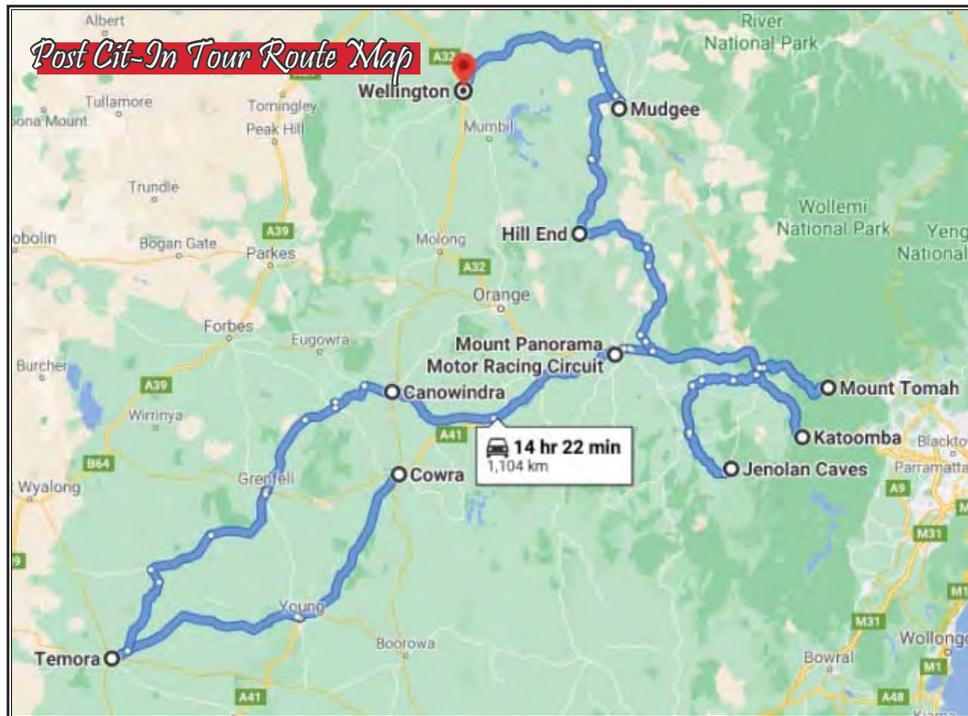
Post Cit-In 2022 Tour

Visit Henry Lawson Museum and Pioneers Museum

- Accommodation in Mudgee [2nights]
Mudgee Riverside Park, 22 Short St. [02] 6372 2531
- DAY 11 Thursday, 7 April
Optional Main Activities Visit

Wellington Caves and old Phosphate mine containing fossils, visit Lake Burrendong Dam and or visit the local Wineries at Mudgee

- DAY 12: Friday, 12 April
Breakfast at Mudgee, farewells and departure



DriveMatic

There are some good things that have come out of the lockdowns in Victoria. Maybe not many, but there have been some. Speaking solely from my perspective there have been at least two which have been of benefit to you, the members of CCOCA.

The first is the creation of this email-only secondary magazine, 'démarréur', which I hope you have been enjoying.

But the second is that there has been trawling through my collection of motoring ephemera that clutters the shelves of the bookcases in the spare room.

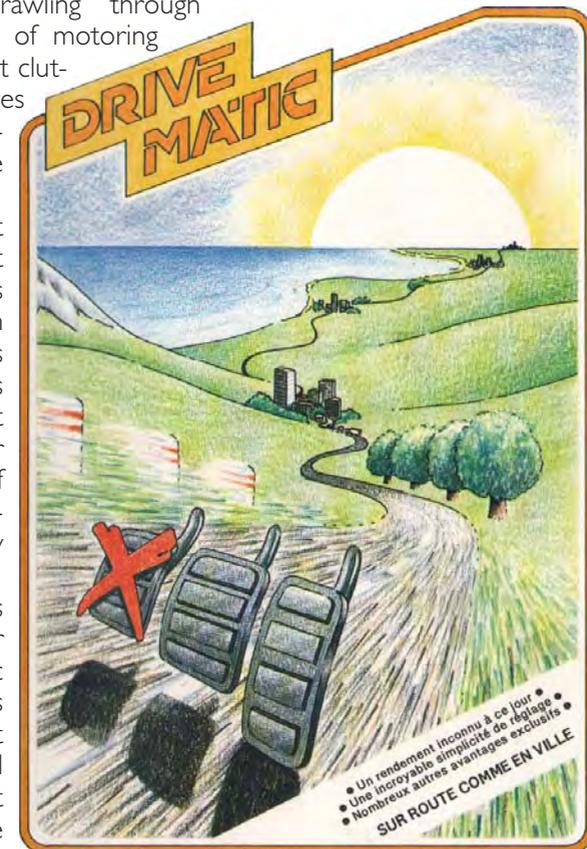
I rush to let you know that nothing has actually been thrown out as a result of this 'trawl', I just have a better knowledge of what is squirreled away there.

One such is a brochure for DriveMatic which dates from about 1988. I guess I picked it up at Retromobile

or the Paris Motor Show, with a view to installing DriveMatic in my Traction Avant.

In putting this feature together I discovered that Legrand, who make the unit still exist and still make and sell the DriveMatic conversion. They are still based in Sèvres near Paris and claim to have been in business for over fifty years.

Here is how they explained it in the English-language section of the brochure.



A Pneumatic servomotor with central diaphragm uses the vacuum supplied by the motor to act on the vehicle's factory-installed clutch, without having to make the slightest change to the clutch. The clutch is disengaged through entry of the vacuum into a half-enclosure with suction of the diaphragm, whenever the driver takes

DriveMatic

hold of the gear shift lever and at each stop.

The precision mechanism of the new design controls the active clutch-engagement phase by continuous, precision closing of the return of ambient air into the previously evacuated half-enclosure. Owing to an airflow of which the ratio can vary from one to 500, it is possible to slave clutch engagement to acceleration with extreme smoothness or maximum quickness, and the clutch withstands the most highly exceptional requirements of the way in which the vehicle is driven. The simplicity of this mechanism and the reliability of its manufacture guarantee dependable, longlasting operation.

An electronic relay ensures the keeping of the engine brake. The various additional, indispensable parts are designed or selected according to rigorous criteria for quality and accuracy backed by our many years of experience :

- A vacuum tank

- A main electrovalve, actuating each time the system operates
- A contact knob on the gear shift lever
- A neutral position contact switch
- A main switch for instant return to conventional drive

These parts are carefully arranged: only the switch and the contact knob on the gear shift lever are exposed on the driver's side.

TECHNICAL AND PRACTICAL DATA

Adjustment: quite simple [through display of a marker and use of a screw]

Power consumption during clutch release: less than 2amps

Vehicle: unchanged

Fuel consumption: unchanged

Engine: unchanged

Factory installed clutch: unchanged.

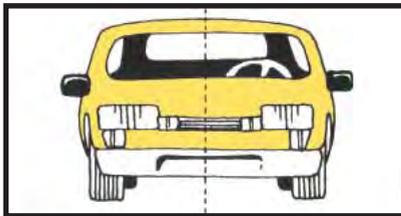
Number of gear ratios: unchanged.

Weight: approximately 13kg

Guarantee: One year

2 CARS IN 1

A single switch allows switching from conventional driving to automatic driving at the discretion of the drivers and depending on the circumstances.



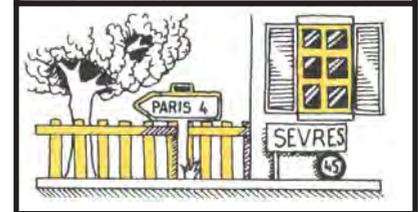
2 REDUCED FATIGUE

The DRIVE•MATIC eliminates the main fatigue of driving the use of the clutch pedal.



3 VEHICLE PRESERVED INTACT

The DRIVE•MATIC automatic clutch is added to the original engine-clutch-free gear assembly, without modifying these components. It can be installed on any new or used car.



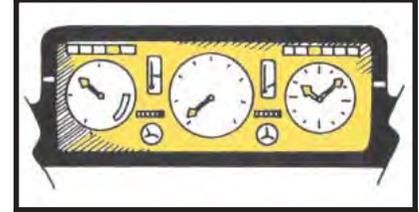
4 FEATURES OF THE EQUIPPED VEHICLE

Power, top speed, acceleration are unchanged. The use of the gear lever depends exclusively on the wishes of the driver [easy double clutch].



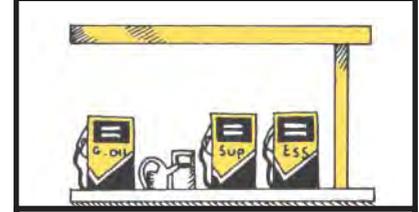
5 URBAN DRIVING or SPORT DRIVING

The DRIVE•MATIC offers both possibilities with the same convenience.



6 FUEL CONSUMPTION

You save up to 2litres compared with an automatic gearbox.



7 LASTS A LIFETIME

The fitted vehicle is not subject to any additional wear. The same DRIVE•MATIC can equip several consecutive vehicles.



Drive•Matic



COST PRICE

The DRIVE•MATIC allows the choice of an economical vehicle and the cost can be amortized on several vehicles, even of different types



CHANGE OF CAR

The DRIVE•MATIC allows for the resale of an original restored car, and it can be reused as often as desired.



ANTI-IMMOBILIZATION AUTOMATION

Conventional driving is still possible. If the battery is discharged, it can be started by pushing the car.



CARAVANING

Towing capacity identical to conventional driving, without overheating.



ENGINE BRAKING

When slowing down, the DRIVE•MATIC varies the clutch speed according to the gear ratio engaged.



PARKING

A gear engaged DRIVE•MATIC completes the parking brake.

Tailor-Made Driving

When we talk about an automatic gearbox, all opinions are divided: purchase price and fuel consumption higher than a manual gearbox, the relative sluggishness of performance times and sporty driving is a thing of the past, all these serve to discredit an automatic gearbox. The only advantage of the automatic gearbox lies in the driveability it provides,

especially in town, by eliminating disengagement and clutch, demanding and repetitive manoeuvres in a traffic jam. Despite this drawback, the manual gearbox still retains 97% of followers in France because of its driving characteristics that only a Latin mind can appreciate. The ideal would therefore be to be able to have a mechanical gearbox with a conventional or an automatic [reversible] clutch depending on the terrain and conditions. Or maybe even an assisted clutch. This is the conclusion reached by Etablissements Legrand, which offers the Drive•Matic and Control•Matic release devices, which we tested on a Peugeot 305SR.

The Drive•Matic offers the possibility of having a fully automatic and at the same time a classic clutch as standard. Switching from one to the other is done with a switch on the dashboard. The choice is yours: automatic or manual. The car totally retains its characteristics and does not need to be tested again by the registration authorities.

No modification is made to the clutch mechanism. The principle of operation would take too long to explain here in detail; just know that it is the engine vacuum, first stored in a cylinder, then released by a solenoid valve itself controlled by the contact ball of the gear lever, which acts on a membrane inside a closed hemisphere, similar to a brake

booster, and pulls a cable connected to the clutch pedal. It is obviously possible to simply remove the pedal for those who no longer want a conventional clutch.

Disengagement of the unit is ensured by re-establishing atmospheric pressure in the servo through two light discs which control the progressiveness according to the acceleration requested. The assembly is monitored by an electronic computer which decides, among other things, the clutch release moment when stopping, in relation to the gear engaged.

From the driving position no change appears except for the contact ball of the gear lever. Once the engine is running, all you have to do is take the gear lever in your hand and shift into first gear. The left pedal digs in on its own and you have to exert very light pressure on the accelerator for the clutch and pedal to return very quickly just to the point where the disc licks on the chain ring. Then the clutch end speed is proportional to the depression of the accelerator. The change of intermediate gears is just as simple and that without noise, without skidding, and without jerks. The left foot remains at rest and the driving pleasure is undeniable, especially in the city. Flipping the switch back makes you realize how tiring it is for the left leg to have to exert 12 to 25kg of pressure

on a clutch pedal every 200m, or so. On winding mountain roads, the Drive•Matic knows how to perform well under normal driving conditions, but it is obvious that such a device is not suitable for competitive driving. Except for these extreme conditions, the Drive•Matic provides all the advantages of a classic clutch, engine brake, double de-clutch, double pedaling with a very respectable speed of response since Legrand establishments commonly equip R5 Alpine, Golf GTi and even Porsche turbo.

But regardless of driving pleasure, we compared the performance of our 305SR station wagon with and without Drive•Matic and went to the Kléber circuit in Miramas. The weather conditions were very good and we did the standing 400m in 18.9sec with the classic clutch and 19.4sec with the Drive•Matic. The 1,000m is covered in 35.8sec and 36.5sec respectively. So 0.5sec over 400m and 0.7sec over 1,000m. This in itself is negligible for the user given the extreme conditions in which we tested the car. From a fuel consumption point of view and regardless of the formula chosen, there was no difference: 6.9L/100km on an economy route.

This article was first published in L'Auto-Journal in 1988 and re-printed in the Drive•Matic brochure owned by the Editor.

Audacity & Innovation

Your editor was interested to receive, from his UK Citroën dealer, the latest [albeit the first] edition of Citroën UK's e-magazine 'Insight'.

The prime focus is the recent launch of the new C4 and ëC4 hatches. Well, sort of high-riding, semi-SUV hatches. Will they make it to Australia? Well, at this stage your guess is as good as mine, but clearly the brand needs something to sell here that is well-priced and well-equipped.



Words which your editor finds difficult to apply to the brand's current 'line-up' I put that expression in quotes as offering just three vehicles in a total of five models is never going to set the market buzzing. Just the view of your editor.

But something your editor does like is the re-awakening by the marque in the knowledge and understanding of its history. From a period of time when the brand did almost anything it could to deny the past, since its centenary there does seem to have been a sift.

Around the world, including here, their website features a section entitled 'Origins Since 1919' which includes some stunningly beautiful images of cars from the marque's past and seriously historically important photos.

It allows you to view 3D imagery of fifty of the most historic models of the century. The Traction is represented by a 7 Faux Cabriolet and 7A Berline and a 15 Six. The first and last have their maximum speed shown in miles per hour while the 7A Berline is in kph. And it seems Citroën are uncertain of the Berline's weight.

I should confess I only went in search of models we own [or have owned], so I did not look at the details on the ID/DS Series of cars, represented by two examples. The Dyane is there as are two GSs. The first a reg-

ular series car and the second the example specially created to celebrate the model's 50th Anniversary.

While the M35 is present the GS Birotor is not. CX, BX even the unloved Visa gets two showings! A Series I Club and a 1000 Pistes.

The Series II C5 and C4 Picasso and the C6 are all there to be seen. Indeed, you can upload images of your car to the website and they will appear on Citroën's site all over the world.

Melbourne-based CCOCA members Stephen Gercovitch, Jon Faine, Ted Cross, Max Lewis, Peter James along with Mike Killingsworth and Bruce Stringer are readily identified... so why not add your car to the site?

<https://www.citroenorigins.com.au/en-au/map>

But, none of this is what I started out to write about. As I said at the beginning, I have just seen [as a result of the Citroën 'Insights' e-mag] the

C4 launch commercial. And rather to my surprise a number of models from Citroën's are not only included, some feature very prominently.

We open [1] on a beautifully evocative Parisian street scene dated 1950 as a cream-coloured Traction passes by. It reappears later in the commercial



Audacity & Innovation

with the new C4 in the frame as well [2].

The eagle-eyed amongst you will note that this 1950 scene includes a Citroën that was not launched until 1952. It has a big boot!

Next to feature is an H-Van [3].

Next to star is the Ami 6 ~ which I thought highly appropriate as that is the model being featured this month. And feature it does! In fact other than the C4 I think there is more close-up footage of this Ami 6 than any other car in the commercial [4 & 5].

We get a fleeting sighting of a Dyane [6]... in an apparently non-standard gold colour. Maybe it was pre-production colour, as the date on the screen is 1960 and the Dyane did not launch until 1967. And one could be forgiven for thinking that the Ami, seen in close-up in the third image is right-hand, rather than left-hand drive, despite its 'French' number plate in the first image.

We get no fewer than two GSs as well. First a wide shot as the C4 [which in the launch video they claim was the inspiration for the C4's tail lights. OMG!] sails past [7]. But then in close up as the GS's driver and passenger watch the overtaking C4 [9].

The keen observer will note two apparent inconsistencies. The driver is sitting in the right...



4



5



6



7



8



9



10



11

Audacity & Innovation

yes it's another right-hand drive vehicle. But, the dashboard in the car is that which appeared commercially only on Continental [ie LHD] cars.

1980 is represented by another GS [10]. Not a GSA which had been launched in mid-1979. Close examination suggests the windscreen wipers sweep in the 'wrong' direction.

Two BXs appear in the final scenes [11], along with a fleeting sighting of a Saxo and maybe an XM. Although given the more modern cars depicted in the history frames are all small or medium, with neither CX nor DS making an appearance, an XM gracing the ad seems odd.

But, there is something wrong with the BX in this frame as well. BX models featured the chevron logo on the bonnet 'off-centre'. This despite the fact that consumers in the pre-launch focus groups did not like this location, expressing a strong preference for the logo to be centred.

But, Citroën went ahead and placed the chevrons on the right-hand side of the bonnet [as you face it]. Whether the car was left or right-hand drive, the brand's logo was on the right. The car in advertisement [11] has its chevrons on the left.

But, hang on... the 'Istitit' in the background of both images 11 and 12 is the same, but in the first picture the cars face left-to-right while in the second they are right-to-left. Same BXs.



Maybe it is just a matter that some of the 'film' has been reversed? But that means mocking-up reversed number plates on the cars, to say nothing of the 'Istitut' sign in the first BX image. But, no matter how you look at images 9, 10 and 11 they all look more 'convincing' when they are viewed in reverse.

Hmmm. The small things which amuse the retired Marketer.
Leigh F Miles ~ Editor.



The Sporting 7

En même temps que la "7" dont le succès grandit chaque jour (production journalière au 1^{er} Juillet : 250 voitures), Citroën lance

LA 7 SPORT A TRACTION AVANT

Munie d'un moteur de 78x100 à culbuteurs et chemises amovibles d'une puissance effective de 48 cv à 3.600 tours-minute, la 7 Sport réalise des moyennes supérieures à celles des grosses voitures

115 KILOMETRES A L'HEURE...



CITROËN

Image 1

LA 7 SPORT A TRACTION AVANT



ROADSTER

115 KILOMETRES A L'HEURE

Parallèlement au goût du sport se développe celui du confort. Les deux semblaient incompatibles. La "7 SPORT" les a conciliés. A toutes les qualités de la "7" :

Stabilité - Sécurité - Merveilleuse douceur de la suspension par roues indépendantes et barres de torsion - Carrosserie Tout-Acier Monocoque sans châssis - Freins hydrauliques, elle ajoute UN MOTEUR PLUS PUISSANT donnant à la voiture un mordant, un souffle, des reprises qui feront la joie de tous les sportifs.



FAUX-CABRIOLET



BERLINE

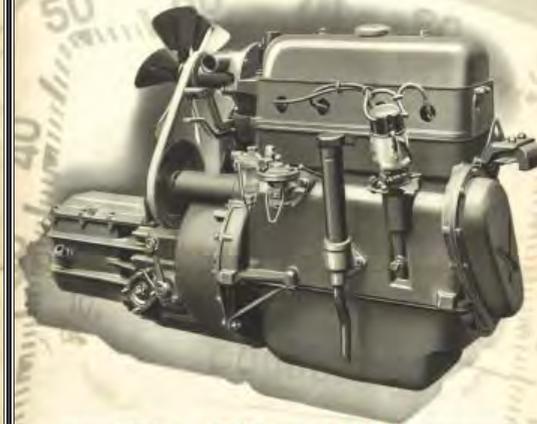
CITROËN

Image 2

Image 3

SOUPLE ET NERVEUX

Le moteur de la "7 Sport" est un 4 cylindres 78x100 à culbuteurs - Chemises amovibles - Cylindres 11.910 - Puissance effective 48 cv à 3.600 tours-minute - Consommation 9 à 12 litres suivant la vitesse et la route.



DE 20 A 100 EN 30 SECONDES

En dehors de sa vitesse pure de 115 km. à l'heure, la "7 Sport" grâce à ses accélérations foudroyantes et à sa maniabilité dans les tournants les plus brusques, réalise des moyennes extraordinaires, interdites aux voitures plus puissantes.

LA VOITURE QU'ON NE DÉPASSE PAS

Soon after the introduction of the 7A, it became apparent that the 1,303cc engine did not have nearly enough torque and power to make good progress with the Traction. This cylinder capacity was chosen because of the French road tax system. This was paid on the basis of the number of fiscal horsepower [in French CV]. The lower the tax base, the less road tax had to be paid. A 'fiscal' CV therefore says nothing about the real power and performance of the

car. The 7A was soon followed by the 7B. Besides some improvements to the bodywork, which also made the car heavier, the engine capacity was also increased, to 1,529cc, and the power increased from 32 to 35hp [23.9 to 26.1kW]. This was still on the tight side, especially in the mountains.

The 7S was therefore quickly introduced. This time with 1,911cc and 46hp [34.2kW] under the bonnet. This turned out to be more than enough to pull the Traction forward. A small series of 1,500 examples was

The Sporting 7

LA "7 SPORT"
AÉRODYNAMIQUE — TRACTION AVANT
CITROËN

115 KILOMÈTRES A L'HEURE
LA VOITURE QU'ON NE DÉPASSE PAS

Image 4

Le confort d'une voiture de luxe...
Le brio d'une voiture de course...

Telles sont les 2 qualités, jusqu'à ce jour incompatibles, que la "7 Sport" a conciliées grâce à sa conception nouvelle. La "7 Sport" a toutes les qualités de la "7": maniabilité, stabilité, sécurité; mais elle possède en plus un moteur 4 cylindres de 78x100, qui développe 48 CV à 3.600 tours/minute. Cette voiture, dont la vitesse atteint facilement 115 kms à l'heure, réalise des moyennes imbattables grâce à ses reprises et à sa tenue de route stupéfiantes. Elle "sème" sans difficulté des voitures beaucoup plus puissantes et l'on éprouve à son volant le même plaisir supérieur qu'à monter un cheval de sang. La consommation de la "7 Sport" varie entre 9 et 12 litres, suivant la vitesse et la route. Elle est livrée en Berline 4 places, en Faux-cabriolet 2-4 places, ou en Roadster 2 places, avec spider aménagé.

Des son apparition sur le marché la "7 Sport" s'est distinguée en accomplissant sous le contrôle officiel de l'Automobile Club de France.

LE TOUR DE FRANCE ET DE BELGIQUE
5.000 KMS SANS ARRÊT EN 77 HEURES A 65 DE MOYENNE
SOUS LA CONDUITE DE FRANÇOIS LECOT ET MAURICE PÉHAUD

Magnifique performance qui en dit long sur les qualités de la voiture. Règlement de l'A. C. F. dont l'application constante est contrôlée par un commissaire, en permanence à bord, limite en effet la vitesse maximum pendant la tentative à 90 kms à l'heure. Dans ces conditions, pour atteindre tout de même le 65 de moyenne (maximum autorisé), malgré tous les orrâtes qu'en soient les courses, il faut que la voiture soit non seulement puissante et robuste mais confortable et facile à conduire.

La construction Citroën est en outre dotée au 1^{er} Juillet 1934, de 143 RECORDS MONDIAUX ET DE 371 RECORDS INTERNATIONAUX

produced. In October 1934, the 7S was renamed IIAL. In the end, that car also had eleven French fiscal horsepower and had to pay proportional tax for it.

In other countries the IIAL was still sold as 7S. Probably because the model was so well known there and the horsepower tax did not apply. Citroën launched another intermediate model in 1935, the 7C with 1,628cc and 36hp [26.9kW] under the bonnet. Just enough in daily traffic, but it didn't last. In fact, this type had nine French fiscal horses under the hood.

A 7S saloon model has been registered in the Dutch Traction Club for a while and they recently got a French member who has a 7S convertible. According to his research, thirteen saloons, four convertibles and one faux convertible remain. After the 22, the 7S is the least common type of Traction. Because this sports model was one of the more luxurious models, more luxurious advertising was also made. Personally, I think the poster for the 7S is one of the most beautiful that Citroën has released [Image 1]. Even then dark backgrounds conveyed prestige and quality, which is also hip on PCs and tablets these days.

The font that Citroën used for these advertisements for the 7 Sport had never been



Folke Bernadotte, Count of Wisborg with his new Citroën '7'

Image 5

used before.

The accompanying brochure looked just as luxurious [Image 2]. The engine shown on the inside [Image 3] still has the 'moteur flottant' suspension, where the engine is on rubber blocks and not suspended in springs as was the case with the later types. The engine is called smooth and sensitive. 'Nerveux' will have to be interpreted here as: reacts sensitively to the accelerator pedal, something you could not say of the 7B with its smaller engine. From 20 to

100kph in 30seconds it still says in large letters. Not values that we are impressed with today, but at the time quite an achievement. Why 20kph was used as the initial value is not clear to me. And finally it says: 'the car that cannot be overtaken'.

The folder is also made of thicker paper than the standard folders and has a completely different style of layout. It had to radiate luxury and sport. I was therefore surprised when I came across a very simple leaflet at a car fair in Zuidlaren in

The Sporting 7

the mid-nineties and bought it for ten whole guilders [Image 4]. It wasn't until I got home that I realized that this was an advertisement for a 7S. Why such a simple-looking brochure if you want to radiate luxury? Inside the same text as the other brochures and the same engine, but very bare. On the back it was briefly announced that a 7S had driven a non-stop drive of 5,000km through France and Belgium in 77 hours. An average of 65kph.

The only other brochure in which the 7S is extensively mentioned is of Swedish origin [Image 5]. The '7 pour la Suede' is in the folder [Image 6]. In other words, the 7 made for Sweden. Endast means according to Google [my Swedish is not so good] 'only and alone'. The 7S was specially made for Sweden. Otherwise the story is the same as in the French folder. A wagon for porters! The 7S was also advertised specifically in

Swedish newspapers [Image 7].

Apparently the car sold well there for that reason. Perhaps our French member can take us into the history of his 7S. In this case the 'S from Suede' because his car really comes from Sweden.

I can confirm that a 7S also drives really well. I myself have a 1937 7C and a 1934 7B. My 7C drives quite well in the flat Netherlands, but is not a real tractor. On our way back from a holiday we once dropped off some parts with an acquaintance with a 7S in Luxembourg. There I was also able to drive a lot in this sports car. To be fair it drove like an 11!

This article by Marcel Ningen was first published by Traction Avant Nederland in their magazine 'Traxion' in April, 2021. It is reprinted with the author's permission.

[Ed. Folke Bernadotte, the Count of Wisborg who is featured in the Swedish adver-

tisement for the Citroën 7 on page 79 was a grandson of King Oscar II of Sweden. During the autumns of 1943 and 1944, he organized prisoner exchanges which brought home 11,000 prisoners from Germany via Sweden. He negotiated the release of a further 20,00 prisoners from German camps including 450 Danish Jews. They were released in April, 1945. While Vice-President of the Swedish Red Cross in 1945, Bernadotte attempted to negotiate an armistice between Germany and the Allies. He also led several rescue missions in Germany for the Red Cross. In April 1945, Heinrich Himmler asked Bernadotte to convey a peace proposal to Winston Churchill and Harry S Truman without the knowledge of Adolf Hitler. The main point of the proposal was that Germany would surrender

only to the Western Allies [the UK and the USA, but would be allowed to continue resisting the Soviet Union. Bernadotte told Himmler that the proposal had no chance of acceptance, but nevertheless he passed it on to the Swedish government and the Western Allies. It had no lasting effect. After the war, Bernadotte was unanimously chosen to be the United Nations Security Council mediator in the Arab-Israeli conflict of 1947-1948. He was assassinated in Jerusalem in 1948 [aged 53] by the paramilitary Zionist group Lehi while pursuing his official duties. Those who approved the assassination included the future Israeli Prime Minister Yitzhak Shamir and it soured diplomatic relations between Israel and Sweden for decades. It was not until 1995 that the wounds were fully healed.]

7 POUR LA SUÈDE Från 20 till 100 km. på 30 sekunder.

EN NYHET ENDAST FÖR SVERIGE

ROADSTER

Vi hade lyckats förenå Citroën-fabrikerna i Paris att bygga en vagn, speciellt avsedd för Sverige. Man har lagt in 11 hänsynsfulla 2-frens motor i 4-cyl. Motordrivningen. Man har sett på stöms djök, 130 i 40, och tillägg: vagnen med fullt utrustad. Man har dessutom utrustat vagnen med en del stora smärta såsom dubbelverkande stekskåp, dubbelstörkare, inbyggda signalhorn, naturrotisk, terrassat, registrerad checka etc. etc.

En vagn med en sådan otämlig acceleration... En vagn för sportmanen.

Medan i 7 Pour la Suede är en 4-cyl. äppanmotor 78 100, cyl. volym 1910 lit., utsläppsmotorn 48 eff. hkr, bensinförbrukning 12,5 l/100 km, varvtal 2400 varv i min, och 4800 varv i min.

Förutom sin hastighet av mer än 115 km/tim, har 7 Pour la Suede också en fantastisk acceleration av 0 till 100 km/tim i 10 sekunder, och en hastighet av 100 km/tim i 30 sekunder. Detta är en hastighet som endast andra bilar i världen kan matcha. Det finns endast ett sätt att övertyga sig om 7 Pour la Suede's egenskaper: Prova den... Ni finner att våra uttalanden om denna vagn är på lämpligt sätt tillräckligt för att ge en ledar en upplåtning om begreppet 7 Pour la Suede. Har Ni ännu provat den? Om inte...

FRÅN 20 TILL 100 KM. PÅ 30 SEKUNDER

I sanning en underbar motor! Lekande lätt kör Ni om de framförvarande vagnerna... och skulle Ni av en eller annan anledning behöva bromsa in, är Ni ögonblicket efter åter uppe i den förutvarande hastigheten. Att här exakt ange topphastigheten ställer sig givetvis svårt, men så mycket kan man säga att Ni utan svårighet kommer upp i 115-120 km/tim. Cylindervolymen uppgår till 1.910 kbcm... 4 cylindrar 78 x 100... motorn presterar 48 effektiva hkr. Begär en provtur i den nya "CITROËN pour la Suede". Se den på utställningen Kungsgatan 26, Stockholm.

Tel. 115191, 115193

7 POUR LA SUÈDE

CITROËNI

VÅR TIDS MEST EKONOMISKA VAGN

Peking to Paris with 'Killer'

In his Prez Sez Ted Cross has mentioned the passing of Mike [Killer] Killingsworth and I have no intention of adding to his comments. But, back in May 2013 Mike wrote a piece for 'Front Drive' about some of his experiences participating in the Peking to Paris Rally. I will leave Mike to speak for himself.

Two years ago our son James gave me a copy of the book written about the re-enactment of the original Peking to Paris race that was shown in Australia on ABC television. I read it with interest and then put it aside. A month or two later James wrote to me from Singapore advising me of a company in the UK that had run two previous Peking to Paris rallies and was planning a third in 2013. He suggested we enter! I mentioned this to my darling wife and typically she said 'You cannot not go! What an opportunity to do something like this

with your son.'

And so the planning started. The company running the event, the Endurance Rally Association, were most helpful and gave us tons of advice. We looked for a car and decided on an EH Holden for a number of reasons, not the least being it is an Australian icon and we could paint it in Neptune Racing Team colours just like our NRT Mustang.

Not long after we purchased the EH the enormity of the project hit me, especially the car preparation. Despite the promise of help from a good friend who is an excellent mechanic, I was daunted by the preparation required to get the car to a satisfactory standard.

Casting around for a solution I happened on an FX Holden that had actually completed the rally in 2010, winning its class and finishing fourth overall despite a badly damaged engine. A quick trip to Sydney and the car

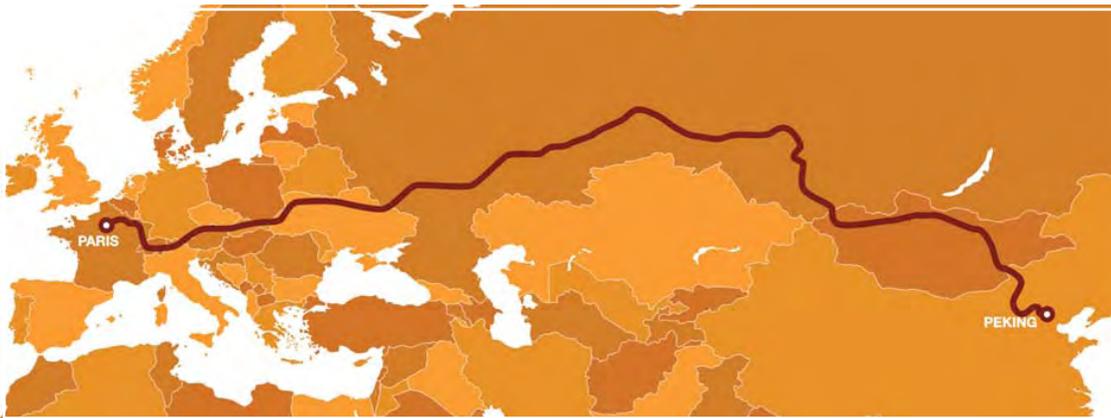
was purchased. Shipped to our shed in Ocean Grove to start work, removing the engine and going over the rest of the car.

About this time my mechanic friend mentioned he knew of a garage in Clayton where Peking to Paris cars were being prepared. We contacted Ras Hansen and he kindly came down to Ocean Grove one evening to assess our project. Having looked at both cars his determination was that the EH was the better car. Both cars would require significant work to ensure completion of the rally, a difficult drive from Beijing across the Gobi Desert, through outer Mongolia, Siberia and the

rest of Russia and into Europe. 12,247km overall. Further the EH was a stronger car to begin with and, to James' delight, we would be competing in 'our' car rather than somebody else's.

My mechanic friend Dave Malkin set about getting the car a RWC so we could have it registered and then stripped it to a bare rolling shell to be transported to the Vintage and Classic Garage in Clayton.

Ras Hansen has proven to be the ultimate 'find'. A seriously competent engineer, he and his assistant Ryan have done all the structural work on the car which has included a new HR Holden ball joint front end



Peking to Paris with 'Killer'

with disc brakes, full roll cage stretching between the front and rear suspension, 110litre fuel tank fitted inside the boot and a myriad of other modifications all within the rules of the rally. I am hoping to be able to say that we have the best prepared car in the rally though some I saw recently in the UK were very good!

Additionally we have been very lucky to secure the services of Erik, Clint and Cooper at Peninsula Collision Repairs for all the body work and a magnificent paint job as well as Ben Connelly from Torquay for a fully balanced '179' to go in front of the Aussie 4 speed gearbox. Numerous other businesses in Geelong have been helpful as well.

In January this year the car was basically completed to a drivable condition. James was able to come down from Singapore for a week to oversee the final stages. Ben Connelly wanted the engine run in on a 'dyno' and this we did. Having completed that to Ben's satisfaction we trailed the car

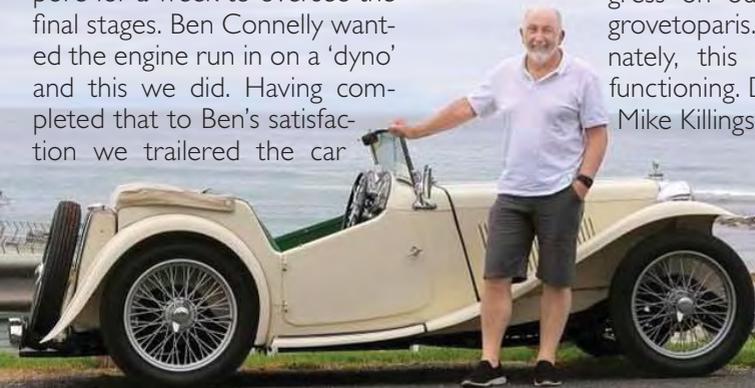
back to our shed where Dave and Ras spent a whole Saturday ensuring that every single part and system was up to standard. Having done that, they then test drove the car before allowing James and me to drive it.

The next day was a Sunday and James had to return to Singapore on the Monday so he and I took a long, 350km trip to Colac, Ballarat and home. I called Ras that night with a list of defects ~ 'bugs on the windscreen' was the only one. A credit to all who had helped with the car.

After about 4,000km of road testing, including some pretty rough roads at the back of the Surf Coast, we placed the car in the hands of the shippers in mid March. I leave Australia on May 23 to meet James in Beijing. We collect the car on the 26th and set off to Paris on the 28th.

You can follow our progress on our website: ocean-grovetoparis.com. [Unfortunately, this site is no longer functioning. Damn! Ed.]

Mike Killingsworth



Peking to Paris with 'Killer'



It is a Small World

I know that some members are of the opinion that everything in 'demarreur' and 'Front Drive' should be totally Citroën exclusive. My view is a little more catholic and I ascribe to the idea that we should be Citroën-centric. Without such a wider purview articles such as Mike Killingsworth's story of preparing an EH Holden for the Peking to Paris Rally would never have appeared... not once, let alone twice! Alan Brown's writing which has graced our pages [and that of other Citroën clubs internationally] often have but a passing glance at a Citroën, but I for one strongly believe his writing adds an ambience to the magazine that might otherwise be missing.

Now Alan's last contribution about the acquisition of his elderly GSA is clearly 'Citroën-exclusive' but his most recent communication with me is barely Citroën-centric. It all began when I leant on Alan for some help with the translation of Florence Remy's article 'A Day to Remember' for the last edition of 'Front Drive'. I was having a degree of difficulty with the commentary being quoted from Marie-Chantel, the model from the 16th arrondissement.

You may also recall in that article, in the appendices, I gave a good deal of information regarding the death of British sci-

entist Sir Jack Drummond and his wife and daughter near the village of Lurs in the Alpes-de-Haute province. Gaston Dominici had been found guilty of the murders in 1953 but the case was still making the headlines as the DS was launched.

Here is what Alan added to the story...

Your Jack Drummond reference: I may have told you that I am a member of, and official translator for, Les Rencontres internationales de Lure.

I'll send you a link to the website. [<https://delure.org/en>]

Although most members are from the graphic design/typography/illustrator milieu of Paris, our HQ is in Lurs. La Chancelerie. [Yes, the village is spelled Lurs]... A converted limestone barn near the summit of the village, with a breathtaking view over the olive groves and lavender fields to the Alps.

The Association was founded in 1953, by Jean Giono and a group of mates: the year of the Drummond murders. The Dominici family still live at the bottom of the hill.

The affair was never elucidated. It seems most likely that Le Père Dominici had nothing to do with it. There are theories that the secret services were involved.

It is hard to reconcile the reality of the horror of those killings

with the founding of the association.

Giono, as you probably know, was a prolific regionalist writer. The Man Who Planted Trees [1953].

[Ed. I have to admit to not knowing of this short story and so went to the fount of all knowledge Wikipedia to find this: L'homme qui plantait des arbres is a short story published in 1953 by French author Jean Giono. An allegorical tale, it tells the story of one shepherd's long and successful single-handed effort to re-forest a desolate valley in the foothills of the Alps in Provence throughout the first half of the 20th century. It was written in French, but first published in English.]

Shirley and I drive to Lurs each year in our Deuches. Itineraries vary. In 2018, we followed the Loire from Angers to Le Puy, via Vichy [Shirley taught there in... 1976]. Then across Côtes du Rhône, through northern Provence. Came home via Avignon, Les Cévennes, Massif Central, Dordogne. All on backroads.

Conversations in campsites usually started with: 'Comment? Deux Deux-Chevaux? Chacun la vôtre?'

I usually explain that it is a low-tech solution to map-reading differences of opinion.

Les Rencontres are always the last full week of August; as

my collègues parisiens say 'ni tout à fait les vacances, mais pas encore la rentrée.'

And there the tale hung, until a week or so later this arrived: Brief follow-up on Dominici/Drummond affair, then more in September.

Turns out the first Rencontres internationales de Lure were just days after the murders. August 1952.

I'll be there at end of August, and plan to speak with some locals who are linked to our association and who remember the events.

Orson Welles did a documentary for newly-established UK TV's ITV, circa 1955. It's on YouTube. Apparently was never broadcast.

And TFI did a 2-part téléfilm in 2003. Michel Sarrault [La Cage aux Folles] played Dominici, Père. Portrayed as innocent in the big, big budget film. Michel Blanc, cast against type, as the 'baddie' manipulative 'Flic' who uses a cigarette holder and gets driven around in an onze légère. YouTube but no subtitles. Jean de Florette meets Village of the Damned [or possibly League of Gentlemen]?

Worth counterpointing with the Welles documentary, which takes another stance entirely.

The French Wiki entry is very, very detailed. Alan Brown

A Day with Edna May, the GSA

Itineraries... Itinéraires...
Chemins de Passage...
Wandering and working around
Western France in Classic
Citroëns, various, for the past
thirty-odd years, listening to
France Inter, or occasionally, Ra-
dio Nostalgie, the thought often
occurs that Les Vieilles Routes
de France still exist for the curi-
ous and creative traveller.

Yes, those « Routes » are of-
ten obscured by the chattels of
Generica: the shouty hoardings
announcing Buffalo Grills...
MacDo's... E Leclerc... Brico
Cash... You do have to put a
little effort into finding them:
a GPS can be a help or a hin-
drance. A 1930s Michelin map
can be a valuable companion.

Yes, arriving in any mid-sized
French town these days, usual-
ly via rocades, ronds-points and
centres-commerciaux [by-passes,
roundabouts out-of-town
retail parks...] with the inten-
tion of visiting its Centre Histo-
rique is a bit like having to sit
through gawdy adverts to get
to the Feature Film. La France
Moche. The Ugly France...

Since 2010 planning laws have
perhaps started to improve the
situation since...

But, amis antipodéens, pren-
ez courage! Do not despair! ...
Route Nationale or Départe-
mentale France Eternelle is nev-
er far away.

You probably know that
the Route Nationale network
ceased to exist in 2006. At least

on paper.

Responsibility for the upkeep
of these roads passed from cen-
tral [Nationale] government to
the Régions and the Départe-
ments.

Officially, they are now sign-
posted as RD: Route Départe-
mentale. Often with modifica-
tions to their numbers which
still retain a trace of the original
nomenclature.

It was thanks ~ albeit indirect-
ly ~ to Edna May The GSA that
I was able to spend a day on a
former Route Nationale in...
May, driving through kilometres
of poppy-punctuated waving
wheat, opening out occasionally
onto vanishing-point vistas rem-
iniscent of the West-Australian
wheat-belt. And threading our

C8 and trailer between ancient
limestone churches and cov-
ered-markets in prettily-named
small towns such as Airvault,
Faye L'Abbesse or Mirebeau...

In a previous article, we met
Edna, who had been slumber-
ing in my mécano-mate Daniel's
Garage du Bocage since 1994.

Regular readers will know
that Edna may... be the earliest-
known road-going GSA; a pre-
Paris Salon model having been
registered in October 1979 to
her first and only previous own-
er. She spent 15 years on the
Île d'Yeu, an island located off
the coast of Vendée in Western
France. With just 87,000kms on
her odometer, she went into
storage on the mainland. After
careful re-commissioning works



Coquelicots... Stop illico? ©Photo AB



The painted Dubonnet or Suze wall-adverts from the 20th century are few and faded now; but the survivors still punctuate the passages through and between the small towns. ©Photo AB

A Day with Edna May, the GSA

Edna passed to my ownership earlier in 2021.

A week after the new registration papers arrived, by courier recommandé from ANTS [the controversial Agence Nationale des Titres Sécurisées, which has gradually replaced the multitude of Préfectoral rego authorities since 2006], another GSA Pallas came to my attention.

This one ~ Vert Jade in colour ~ was located a couple of hours' drive east of us. It had clearly, by the looks of the photos, spent some time basking in the sun of the wheatbelt region north of Poitiers. Hence the trip would entail traversing much of the former province of Poitou.

Edna's first home, L'Île d'Yeu, was the province's most westerly outpost. The Vert Jade car had

been languishing near the province's easternmost extremity.

The joint prospects of a springtime day's outing on a former Route Nationale, linking West to East, and that of securing a long-term « banque de pièces » for Edna May were irresistible.

And so it was that the day unfolded, late in May 2021, along the former Route Nationale 725...

Wikipedia will tell you, even if you have only a rudimentary grasp of French, that the N725 once linked Bressuire with Saint Amand-Montrond. A distance of 251 kilometres.

Saint Amand-Montrond is one of several contenders claiming to be the exact geographical centre of [mainland] France. It should probably therefore be twinned with Alice Springs. [editor insert witty aside here] Whether it is France's centre or not, depends, amongst other things, whether you take Corsica into account. See Wiki for details. [No

offence intended to Tasmanian readers].

Wiki does not mention, bien entendu, that the itinerary is a hidden gem of a trip.

A gem partly because the road is now largely devoid of trucks; most of them take the notoriously deadly RCEA roads, via Moulins and Montluçon. But also because numerous vestiges of its glory-days when it was a section of the main through-route from Geneva to the Atlantic Ocean, remain.

For example, the painted DUBONNET or SUZE wall-adverts from the 20th century

are few and faded now; but the survivors still punctuate the passages through and between the small towns such as Faye L'Abbesse, or L'Enclôître.

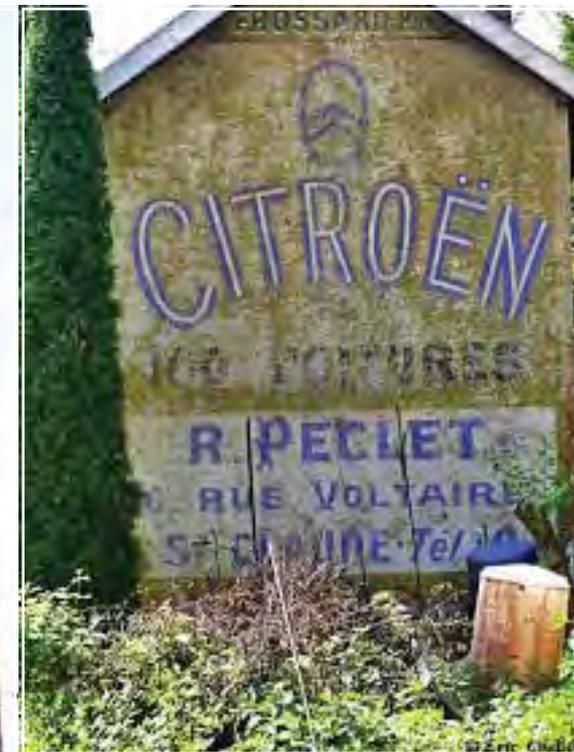
These works-of-art « alcolos-publicitaires » can evoke « mémoires involontaires » of drink-driving and disastrous road-toll figures of bygone days.

Likewise, a number of former Relais Routiers truck-stops have survived. Some of them have been gentrified, others not, offering help-yourself servings of salade piémontaise and pâté de foie before plats de résistance of langue de bœuf or rognons sau-

These works-of-art « alcolos-publicitaires » can evoke « mémoires involontaires » of drink-driving and disastrous road-toll figures of bygone days



Hidden Plaque Michelin, L'Enclôître. ©Photo AB



A Day with Edna May, the GSA

tés. You can Google translate those if you are brave enough.

On the way to collect Edna's donor car, I paused for breakfast in one of them. On La Terrasse, Covid oblige; the interior would remain closed for

another few weeks yet. The village was called La Grimaudière, which was charming in an Addams Family kind of way.

On the return journey westward, later that afternoon, I made a second pause at La

Grimaudière, next to its roadside cimetière, for a photo of the Dubonnet ad. The former Route Nationale was being re-surfaced; Men At Work.

Radio Nostalgie was at half-volume: an afternoon advertisement-free broadcast entitled Les Hits des Eighties. Men At Work. Naturellement, the Vert Jade car became Fried-Out Freddy, as he posed in

front of the peeling Dubonnet blue paint, and a France Moche Crédit Agricole hoarding.

Next day, after a hose-down and a start-up, Freddy turned out to be far better than the pictures had suggested.

And Freddy's awakening, amis antipodéens, is another [and, thankfully, shorter] story; another waystage on our Western France wanderings. This article was written for CCOCA by Alan Brown who took most of the photos. It may not be reproduced elsewhere without the permission of the author. 21 June 2021



©Photo AB



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©Photo AB



Freddy and Edna, after Freddy's post-Dubonnet shower.

©Photo AB

Vale Mike Killingsworth & George Tippett



Mike and Jennie Killingsworth were the winners of the 2010 OzTraction Observation Run. Here they proudly hold the Iain Mackerras Memorial Trophy.

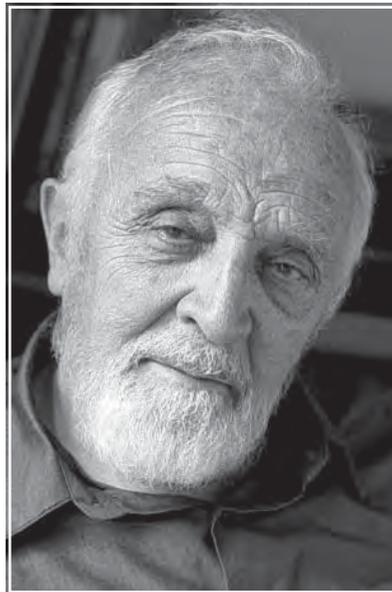
It is with great personal sadness that I have to tell you that Mike Killingsworth passed away on 24 May after a long illness.

Mike was a friend and great CCOCA club member. His life was filled with excitement and love for his family and friends. He lived a full life and passed away peacefully in the care of his family at home. We all extend our sincere condolences to Jennie and the extended family.

He will be remembered and missed by all of us. Vale Mike.
Ted Cross

It is also with sadness that I have to report the passing of long-term CCOCA-member George Tippett on March 20. While George has not been a

member for some years long-standing members will remember he and Naomi at many runs and events.
Leigh Miles



For Sale

UNLESS OTHERWISE STATED ALL PRICES SHOWN EXCLUDE RELEVANT GOVERNMENT TAXES AND CHARGES.

1924 Citroën 5CV

I purchased the car in 1970 when it was living in a deserted fowl shed. The owner had been given the car by his spinster aunties who had owned it from new. The car was totally complete ~ nothing missing. I took the car home, changed the plugs, changed the oil and filled the tank with fuel. Two or three turns on the crank handle and it fired into life. The question was should I restore the car or leave it in its basically good original state [there was some surface rust]. It has undergone a total rebuild including paint, new hood, new steering wheel and radiator badge, new leather upholstery with the original door pockets with the embossed leather Citroën logo and new beaded edge tyres. I have a lot of books on early Citroëns and some 5CV parts which I am happy to sell with the car. I am asking \$25,000 or near offer. By arrangement I could deliver the car. Registration is 49146 [SA registered]. Contact Richard Fewster, Richard.fewster@arran.com.au or 0418 820 209 [D02/01]



1986 2CV Ute

For health reasons I am selling my 2CV Ute for the price of \$20,000. The 2CV Ute was built for the English Navy, to fight the rebels in the Malaysian jungle. It had to be robust and reliable to cope with the jungle tracks and it had to be light enough to be taken ashore by helicopter from the aircraft carriers, it was for that reason the 2CV's were chosen. The first batch of 35 pick-ups was delivered late 1959 and 1960, when the ship reached Singapore. A second batch of 30 pick-ups was delivered in 1961. When the mission was over: all Utes were thrown overboard into the ocean. My Ute is a reproduction of the originals. The person who had it built died before it was finished. The Ute was completed and was advertised, and I bought it and had it shipped to Fremantle. I have driven it as my usual transport since 2017. VIN: VF7AZKA00KA184323, Eng No. 0905042793. Registered until 14.2.2021 will be extending by another 3 months. Contact: Herman Berkeringh, winkbul45@bigpond.com or 08 9844 4245 CCOCA takes no responsibility for the provenance of this car and the buyer needs to conduct their own due diligence. [D01/04]





CITROËN CLASSIC OWNERS' CLUB OF AUSTRALIA

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