



# FRONT DRIVE

Australia's National Magazine  
for Citroën Owners and Enthusiasts



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

December 2022/January 2023 Vol 46 No 4  
Ami Super: 50th Anniversary



## Postal Address

CITROËN CLASSIC OWNERS' CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

[www.citroenclassic.org.au](http://www.citroenclassic.org.au)

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

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

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

## 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:

Arthur and Nance Clarke	1984
Jack Weaver	1991
Peter Boyle	2003
Ted Cross	2012
Rob Little	2012
Sue Bryant	2017
Brian Wade	2017
Leigh Miles	2022

## 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. While Club permit renewals

can be done via the post CCOCA encourages you to do this via the internet and email. It is faster, simpler and safer than the post. Payment can also be completed via your VicRoads on-line account.

## Committee

President ~ Tim Cottrell

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Marg Towt 0408 373 181 [M]

Russell Wade 0401 859 704 [M]

## 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 19:30. The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell.

## Support

Membership Secretary ~

Ian Macdermott 0419 362 375 [M]

[treasurer@citroenclassic.org.au](mailto:treasurer@citroenclassic.org.au)

Asset Custodians ~ Ted Cross

Max Lewis

AOMC Liaison Officers ~

Max Lewis 0458 993 771 [M]

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Club Permit & Safety Officers ~

Ted Cross [03] 9819 2208 [H]

Philip Rogers [03] 5944 3091 [H]

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

Club Shop ~ Vacant

[clubshop@citroenclassic.org.au](mailto:clubshop@citroenclassic.org.au)

ICCCR Representative ~

Ted Cross [03] 9819 2208 [H]

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## Cover Image

The cover image was provided by Catherine Liabot-Verne and shows Victor Mornai with their Ami Super sedan.

## Contributors

Contributors to this edition of 'Front Drive' include Dominique Bellière, Peter Boyce, Thorsten Elbriggmann, Catherine Liabot-Verne, Daniela Loof, Victor Mornai and Joolz Smith

## Deadline

The deadline for the next edition of 'Front Drive' is Sunday, 22 January 2023, and for 'démarrreur' it is Sunday, 18 December.

## 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](mailto: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](http://www.citcarclubvic.org.au)  
NSW [www.citroencardclub.org.au](http://www.citroencardclub.org.au)  
QLD [www.citroenclubqld.org](http://www.citroenclubqld.org)  
SA [www.clubcitroensa.com](http://www.clubcitroensa.com)  
WA [www.citroenwa.org.au](http://www.citroenwa.org.au)  
Tas [www.citroentas.org](http://www.citroentas.org)

## Ed Sed

Here is an interesting question, well interesting to your Editor. But I must admit that he finds many things which would bore many of you to death 'interesting'.

Well after I started work on this edition, celebrating the 50th Anniversary of the launch of the Ami Super I started to wonder whether the Ami Super was really a model in its own right, or merely a line extension of an existing model: the Ami 8.

For sure, the engine at 1,015cc is double the size of the one found in the 8 and it has a different name. But to all intents and purposes the bodywork looks the same. Is it more akin to the launch of, say, the V6 version of the Xantia [more of which in the next 'Front Drive'] than the launch of the CX?

Do we consider the Big 6 to be a different model from the four-cylinder car? Well, in 2024 the Citroën world will celebrate



the 90th Anniversary of the Traction... yes plans are already afoot in France. But will we celebrate the 90th Anniversary of the six-cylinder car in 2028? In 1984 there were huge international celebrations for the 50th Anniversary of the Traction, but I recall no similar events in 1988 to honour the Big 6.

Of course that is all by the way as, like it or not, this edition of 'Front Drive' does celebrate the Ami Super.

While I have been able to locate, in my archive, contemporary road tests, trying to locate a more recent analysis of the model in the classic car press, either in English or even in French, has been rather more fraught.

Lots of stuff about buying and running an Ami 8, even more on the original version, the Ami 6. But it is almost as if the Super is in the blind spot of the classic car world. I did finally locate a German feature for you.

But I did manage to make contact with a French Ami Super owner via the good offices of the Ami Club de France and Catherine and Victor's article, along with some great pictures are in this month's edition.

Maybe this edition will open our eyes to a very special motorcar.

For the technically-minded 2CV owner we have an article

Continued on page 6

## Prez Sez

Dear Members, Leigh always provides us with very interesting reading, delving well beyond the obvious to reveal fascinating information and to pose thoughtful questions and reflections about our classic Citroëns.

This month is certainly no exception, and provides interesting insight and celebration of the Ami Super ~ such a beautiful and quirky little car. I have only ever sat in two of them, and certainly the design and features scream innovation, beauty and utility. Features so familiar in our cars.

I want to acknowledge, thank and congratulate Eric Bishop on his exceptional presentation at our last Frog Hollow club meeting. Eric, of course, was an elite road cycling competitor in Europe through the '70s era, competing in many of the great rac-

es and ridden [and successfully competed against] many of the greatest names in world cycling.

I commented at the end that just listening to Eric made me feel that I had just raced 100kilometres. His talk ~ illuminated so brilliantly with many [graphic] anecdotes ~ was mesmerising. He had all of us very much involved.

In support of his talk, Eric brought a long a number of his road and velodrome bikes which encouraged many questions.

Thank you, Eric, for a wonderful evening. It was great to see our club rooms so full on the night. Guests were beautifully catered for by Helen and Ted.

Sunday 11th of December is our Christmas Lunch, so please hit the registration tab on the website. I'm looking forward to welcoming as many of you as possible on the day.

Tim Cottrell ~ President



## Ed Sed

Continued from page 4

about protecting your ignition switch with a relay and adding accessories fuse boxes. This came from our friends at 2CVGB and has been 'vetted' for accuracy by Graeme Dennes who has given it the 'thumbs-up'.

Following on from our in-depth look at running boards and over-riders we are back this month with wind deflectors and quarter-light windows. While I knew about wind deflectors as accessories I was not

aware that [in France, at least] there were kits available to allow the installation of quarter-lights in the front doors. Fascinating!

In the A-Traction list we have been supporting the 2023 running of the Florence Thomson Tour which is sponsored by the AOMC and the RACV. But who was she and why is such an icon and beacon for female drivers in the early 19th century. It's all here.

Leigh F Miles ~ Editor

## A-Tractions

*Please note: To book or RSVP for a CCOCA organised event you must register on line at the club's website.*

*Do not contact the organiser to register your attendance.*

*In line with Government guidelines CCOCA no longer requires proof of vaccination if you attend events arranged by CCOCA.*

*The requirements of other organizations is not impacted by this decision.*

*The Club strongly recommends wearing a mask in areas where you cannot maintain social distancing.*

### • December

#### Combined CCOCA and CCCV Christmas Spit Roast

WHEN: Sunday, 11 December

TIME: From 12:00

WHERE: Frog Hollow Reserve,  
25 Fordham Ave.,

COST: \$10pp

BOOKINGS: Essential, by

Thursday, 1 December

BRING: Tables, chairs, glasses,  
BYO drinks and nibbles

MORE INFO: Lee Dennes,  
[l.dennes@bigpond.net.au](mailto:l.dennes@bigpond.net.au)

This year your Club will be subsidising a spit roast lunch for you to enjoy at our end of year gathering.



There will be a selection of roast meats and salads along with all the trimmings.

Dessert will also be provided.

Special Dietary Requirements will be catered for. [see Registration Form]

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

### • January

#### January Club Meeting & Australia Day BBQ

WHEN: Thursday, 26 January

TIME: 12:00 to 16:00

WHERE: Frog Hollow Reserve,  
25 Fordham Ave, Camberwell

COST: Free

BOOKINGS: Essential by  
Tuesday, 24 January

BRING: Everything for a picnic  
or BBQ

MORE INFO: Lee Dennes,  
[l.dennes@bigpond.net.au](mailto:l.dennes@bigpond.net.au)

When we say bring everything



for a picnic or BBQ, we mean everything. Don't forget tables, chairs, hats, umbrellas, sun-screen and all things Aussie!

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

### • February

#### Citroën Castlemaine Cultural Cruise

WHEN: Friday, 11 to Sunday, 13 February

FROM: Melbourne

TO: Castlemaine

COST: TBC

BOOKINGS: Essential

MORE INFO: Haydn Kelly,  
[haydnkelly@gmail.com](mailto:haydnkelly@gmail.com)

Join us on the Citroën Castlemaine Cultural Cruise from Melbourne to Castlemaine on Friday, 11 February to soak up Castlemaine Culture on Saturday returning to Melbourne on Sunday.

Details to follow over the next





## A-Tractions



weeks!

Attractions include, Botanical Gardens, the Mill Cultural precinct, Historic Walks, Boutique Brewery, Art Gallery, Das Kaf-feehaus... and much more!

We'll include staying in a caravan park, and are looking to set up opportunities for group activities and communal meals. Put the dates in your diaries as a car shake down run for the Murray Bridge Cit-In!

### RACV British & European Motorshow

WHEN: Sunday, 26 February  
TIME: Display vehicles from 09:00

Spectators from 10:00

WHERE: Caribbean Park, off Ferntree Gully Rd., Scoresby

COST: Display cars: \$15, including all occupants.

Spectators: \$8,

RACV members \$5

BOOKINGS: Not required

BRING: Everything for a day out  
MORE INFO:

AOMC [03] 9558 4829

[www.aomc.asn.au](http://www.aomc.asn.au)

Trophies will be awarded for a number of categories and the presentation will be held at 13:30. The Car of the Show Award will be made from pre-entered competitors only. An entry fee of \$20 plus normal admission will apply. Entries for the Car of the Show can be made prior to the Show using the entry form that can be downloaded from the AOMC website, or enter on the day until 10:00, or by contacting the Shows enquiry line 0473 832 277. Car of the Show entrants will be parked in a special display area.

General:

- Food and refreshments will be available.
- There will be Music & Chil-



drens' entertainment. There will also be trade stalls.

- Dogs are allowed into the display area subject to them being restrained on a lead at all times.

### • March 2023



### Pre-CitIn Run or Alan's Amazing Adventure

WHEN: Tuesday, 14 to Friday, 17 March

FROM: Geelong

TO: Murray Bridge

COST: Accommodation, meals etc

BOOKINGS: Essential

BRING: Everything for a great road-trip

MORE INFO: Helen Cross

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

Alan Simpson

[alansimpson99@gmail.com](mailto:alansimpson99@gmail.com)

Hello fellow Citroën enthusiasts who are joining us for Alan's Amazing Adventure ~ on our way to Murray Bridge for CITIN 2023.

This is a preliminary advice as to daily destinations and accommodation recommendations. Please arrange your own accommodation as soon as you are able and then advise us. Mention a Group Booking for

the Citroën Club which will then trigger appropriate discounts.

For those folk who intend to travel along with us could you please advise both Helen Cross [[crossfam@ozemail.com.au](mailto:crossfam@ozemail.com.au)] and Alan Simpson [[alansimpson99@gmail.com](mailto:alansimpson99@gmail.com)] and include detail of where you intend to meet with us and also the accommodation that you have booked [Warrnambool, Mount Gambier, Robe]. With this we should be able to manage an accurate head count as we travel!

For folk coming over from Tasmania, the ferry will now arrive/depart from Geelong at the new ferry terminal. So with this in mind it is suggested to have the meeting and assembly point in Geelong, approx. 70km from Melbourne CBD.

A further circular will be provided to entrants detailing suggested routes and activities as we travel along.

- Tuesday, 14 March

Meeting place: BP Truckstop South Bound, 455 Geelong Ring Road at Corio, Geelong  
Meetig time: 10:30, depart 11:00.

- Day 1: Tuesday, 14 March, Geelong to Warrnambool, about 260km  
Suggested accommodation: Big 4 Fig Tree Holiday Park, 33 Lava Street, Warrnambool. 3280.

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



## A-Tractions

[reservations@figtreepark.com.au](mailto:reservations@figtreepark.com.au)

[03] 5561 1233.

This park has a multitude of cabins and some tent sites and has camp kitchens. The park is located quite close to the Warrnambool CBD, about a 1km walk or drive.

- Day 2: Wednesday, 15 March Warrnambool to Mount Gambier, about 200 km  
Suggested accommodation: Blue Lake Holiday Park, Lot 100 Bay Road, Mount Gambier. 5290

<https://bluelake.com.au/>  
[info@bluelake.com.au](mailto:info@bluelake.com.au)

[08] 8725 9856

Again this park has a multitude of cabins and some tent sites and has a large camp kitchen. The park is located a short 3km drive to the CBD of Mt Gambier.

- Day 3: Thursday, 16 March Mount Gambier to Robe, about 140km.

There are multiple accommodation options in Robe, however we found it difficult to find a tourist park site that would likely house all our happy mob. So multiple options are suggested, all located relatively central to the town.

Suggested accommodation:

- 1] Sea Vu Caravan Park, 1 Squire Drive, Robe. 5276.

[www.seavucaravanpark.com.au/](http://www.seavucaravanpark.com.au/)  
[admin@seavucaravanpark.com.au](mailto:admin@seavucaravanpark.com.au)



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

[08] 8768 2273

This park has a modest number of cabins and plenty of van sites and tent sites and has a large camp kitchen. The park is located a short walk to the cbd of Robe.

- 2] The Guichen Bay Motel, 42 Victoria Street, Robe. 5276.

[www.theguichen.com.au/](http://www.theguichen.com.au/)  
[info@guichenbaymotel.com.au](mailto:info@guichenbaymotel.com.au)

[08] 8768 2001

This small motel has a limited number of rooms and is located in the cbd of Robe. I may have booked a room here!

- 3] Robetown Motor Inn, 1 Squire Drive, Robe. 5276.

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

[reception@robetownmotorinn.com.au](mailto:reception@robetownmotorinn.com.au)

[08] 8768 2185

This motel has an array of rooms and is located a short 500 metre walk to the cbd of Robe

- Day 4: Friday, 17 March Robe to Murray Bridge, about 260km  
Arrive at Murray Bridge for CITIN 2023.

### *CitIn 2023 ~ Murray Bridge, SA*

WHEN: Friday, 17 to Monday, 20 March, 2023

WHERE: Murray Bridge, SA

COST: Until 15 Jan., '23: \$295/\$95



## A-Tractions

Until 17 Feb., '23: \$320/\$95

Under 5: Free

BOOKINGS: Essential by Friday,  
17 February 2023

BRING: Everything for a  
long weekend away

MORE INFO: Greg Moorhouse  
0499 600 841

[citin2023@clubcitroensa.org.au](mailto:citin2023@clubcitroensa.org.au)

The booking/registration form  
is now available on the CCOCA  
website <https://citroenclassic.org.au>

Registration fee includes: Friday  
evening welcome meal, Satur-  
day breakfast, lunch and dinner;  
Sunday admission to Monarto  
Zoo, lunch and dinner, Monday  
farewell breakfast.

It EXCLUDES accommodation,  
which is your own responsibil-  
ity. Accommodation should be  
booked before submitting your  
registration form.

The rivers, the lakes, the Co-  
orong, the wineries, Monarto  
Zoo, the Bend, the clear night  
skies; the bustling rural town of  
Murray Bridge and its surround-  
ings are well worth exploring.

The new Bridgeport Hotel in  
the centre of town, overlooking  
the mighty River Murray will be  
the event's hub.

Our CITIN Committee has  
been hard at work planning a  
diverse range of activities that  
are sure to keep you entertain-  
ed!

COVID-willing, this 54th gather-  
ing of combined Australian



Citroën Car Clubs will com-  
memorate 75years since the  
2CV was launched in 1948 and  
continued in production until  
1990 with more than 3.8million  
2CVs produced.

VENUE & ACCOMMODATION  
All rooms at the Bridgeport  
Hotel in the centre of town  
[08 8532 2002] will be held  
for CITIN reg- istrants until  
early December

2022. Make  
sure to  
mention  
that you



are part of the  
CITIN group.

The closest caravan park to  
the Bridgeport hotel [4km] is  
at <https://murraybridgemarina.com.au>

For other accommodation op-  
tions, please refer to the Murray  
Bridge Visitor Information Cen-  
tre [www.murraybridge.sa.gov.au/discover/visit/vic](http://www.murraybridge.sa.gov.au/discover/visit/vic)

Remember, securing accommo-  
dation is your responsibility.

PROGRAMME

- Friday, 17 March



## A-Tractions

Registration, welcome supper and general conviviality and camaraderie.

- Saturday, 18 March  
Show and Shine by the river: motorkhana, informal dinner.
- Sunday, 19 March  
Observation run, visit to Monarto Zoo, formal dinner and presentations.

NB We have been able to secure early preferential reservation options for the Behind the Scenes Experience at the Monarto Safari Park up until 19 December. If you choose to take advantage of the preferential booking for Behind the Scenes Animal Experience please aim to book into the later sessions as you may have to forego the Observation run to arrive at Monarto Safari Park in time for the early Behind the Scenes

sessions. The preferential booking form will be emailed to members by Lee Dennes.

- Monday, 20 March  
Bon voyage breakfast.

### • April

#### *Florence Thomson Tour*

WHEN: Friday, 28 to Sunday, 30 April  
WHERE: Based around Wangaratta

MORE INFO: [florencethomsonstour@gmail.com](mailto:florencethomsonstour@gmail.com)

The Florence Thomson Tour is proudly brought to you by the Association of Motoring Clubs [AOMC] on behalf of the RACV. The Tour celebrates the pioneering spirit and contribution of Women to Australian motoring. So, ladies, please put the date in your diary so you don't miss out.



**FRIDAY 28th - SUNDAY 30th  
APRIL 2023**  
Based around Wangaratta

Is proudly brought to you by the  
Association of Motoring Clubs (AOMC) on behalf of the RACV.  
To celebrate the pioneering spirit and  
contribution of Women to Australian motoring  
So, Ladies, please put the date in your diary so you don't miss out

Enquiries to  
[florencethomsonstour@gmail.com](mailto:florencethomsonstour@gmail.com)



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[www.123ignition.com.au](http://www.123ignition.com.au)**



## Ad Lib

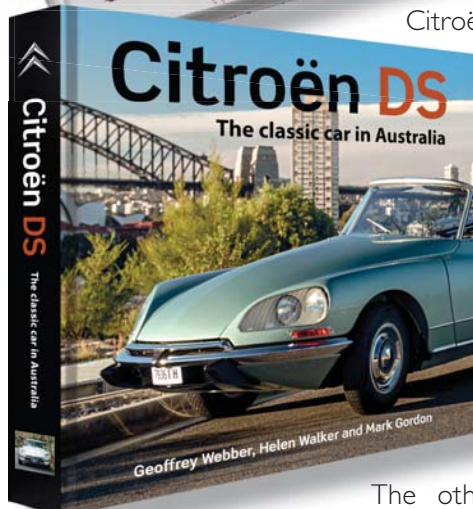
It is a pleasure to announce that after some time getting a scheme worked out to take pictures of the missing books from our site, all are now up and ready for your perusal.

All the books are open for lending and I will be happy to send them on at your instruction.

Now that summer is nearly here [or is it I wonder!] and general meetings may be held at Frog Hollow, I will bring a selection of books to each monthly meeting.

There have been a number of new books on the Citroën marque recently published...

There two outstanding books from Citrovisie which should whet the appetite of fanciers of the XM [how many remember this model in a warm and fuzzy mode remains a guess] and



for those who have an interest in the design of a number of notable models by Citroëns head of design Dan Abramson who was responsible for the shape of the XM, Xantia and our beloved Sylvie... the C6.

I hope to have a copy of the XM book as a Kris Kringle but will have to wait and see if my

KK buddie turns up with a copy. I will definitely purchase for myself a copy of 'Sketchbook of a Citroën Designer'.

After the C6 with maybe one or two exceptions and in my humble opinion Citroën lost their design individuality to the panderings of the great unwashed and banal car buying public.

So folks, if you have an 'older' Citroën like a C6 for example... keep it and keep it well maintained as there will probably never be another to rival it.

The other book that you

## You Sed

Dear Leigh, dear Citroën Friends from the other end of the earth, Please let me once again sincerely congratulate you for the incredible quality of your in-depth articles.

The story of SE-100, in particular, is so interesting that I feel like opening a debate! In fact, I do not subscribe to the author's assertion that Citroën had the strategy to produce the SE-100 at Quai Michelet, Levallois. I have no doubt that, in 1939, the one and only objective of the factory was to devote to the future TPV production, with daily cadences and challenges clearly not compatible with any concomitant aeronautic activity.

Of course World War II had changed these plans: suddenly, the priority has turned to 'effort de guerre', war effort, and the factory was then in emergency re-configuration to the production of mechanical parts, in particular for SE-100. But I insist, this was sudden and un-

wanted, not the result of a long term strategy.

I would be pleased to share a beer with Phil Chidlow to continue this debate!

I could show him that the 'AC' signs visible on the facade of the factory, on page 26, have survived the destruction: I had the great honour to preserve two of them, see: Levallois, 1903-1988 : L'ancre de façade | Le Grenier du Docteur Estipallas (le-grenier-estipallas.blogspot.com)

Best regards from France and please continue to offer us such inspiring reads,

Dr Estipallas

Members might recall that Dr Estipallas made a significant contribution to Volume 46, No 6 of 'Front Drive' with an article entitled '1952-55: Holding Out for the DS'. Since then, as an internationally respected Citroënist he has received [via email] copies of both 'Front Drive' and 'démarrreur' each month.

## Ad Lib [cont'd]

might point out to Santa is 'Citroën DS, The Classic Car in Australia' by Geoff Webber, Helen Walker and Mark Gordon. This one has the advantage of being available locally. But we believe stocks are limited. You can order it direct from [citroenDSau-](http://citroenDSaustralia@gmail.com)

[australia@gmail.com](mailto:australia@gmail.com)

Don't forget to ask Santa for a Citroën book this Christmas and if you have been a good boy or girl your wishes may come true.

Max Lewis ~ Librarian



## Period Piece I: Ami Super



Citroën's decision to slot the small 1,015cc GS engine into the bowels of the Ami 8 was a welcome surprise as it gave the odd looking small car, hitherto available only with a sluggardly 602cc flat twin unit, a completely fresh appeal. The enfant terrible has received what must amount to the biggest power increase any one model has ever had ~ a massive 67% boost from 'a meek 24kW/32bhp at 5,750 to a far more virile 40kW/53bhp at 6,000rpm.

However, what must surely dampen a lot of people's enthusiasm is the price. With only a fiver's change from £1,000 the Super Club saloon, as tested here, is expensive for what remains a utilitarian car.

Even so, to say that the Ami has been transformed by the beefier unit would be a rank understatement for the performance gains are impressive. Top speed has been pushed up

### IN SUMMARY

#### FOR

- Quite fast for its class; excellent brakes; comfortable seats and ride; good roadholding and ventilation.

#### AGAINST

- Snatchy transmission and notchy gearchange; poor driving position; engine lacks mid-range punch; noisy road and wind roar; crude trim and décor.



## Period Piece I: Ami Super



from 119kph to 142kph with a best quarter of 145kph, and the standing start acceleration times to 80, 100 and 110kph have been halved. Sixty mph [96kph] came up in 16.4seconds [two seconds quicker than Citroën actually claim] compared with 34.3 sec, and 112kph is reached in a shade over 24sec, compared with more than a minute!

Similarly the improved torque

[70.5Nm at 3,500rpm instead of 40.7Nm at 4,000rpm] is very noticeable with the 50-80kph top gear time cut from 24.5 sec to 13.5.

The light-alloy overhead cam engine is reasonably economical, returning over 9.4L/100km at a steady 110kph. In a mixed bag of running, most of it quite hard, we returned an overall fuel consumption of 10.1L/100km and have computed a reasonable

touring figure of 8.8L/100km. At this average the 40-litre tank ought to be good for around 400km between refills.

Unfortunately the faults we noted in the early GS engine are still there: it's slow to warm up, hesitant at low revs, fussy and noisy when revved hard and, worst of all, lacks bottom-end punch compared with most of its rivals. To get the best from the car you must rev the engine hard and swap gears frequently.

The need to change gear regularly serves only to emphasise

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**Below: Both the gearlever and facia-mounted handbrake lever are awkward to reach.**

the transmission's snatchy behaviour; the lever's notchy, floppy action and poor siting. Without exception, tall or short, our testers complained that the floor-mounted lever was difficult to reach; it needs to be at least 7cm longer and cranked back towards the driver.

The intermediate ratios give maxima of 42, 74 and 112kph, though the hole between second and third is very noticeable due to the engine's indifferent torque. The gearbox also whines a bit, especially on the overrun.

The Super's handling is something of an acquired taste.' Shod with 15in Michelin ZXs the Ami



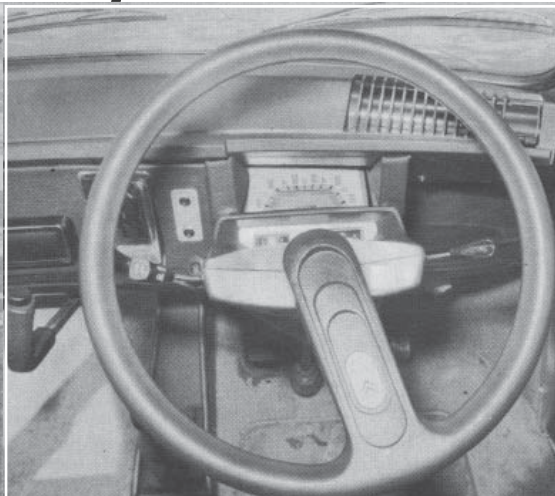


## Period Piece I: Ami Super



is surefooted enough to cope with most situations but, cornered quickly, you have to apply lots of lock as the understeer builds up. It's virtually impossible to slide the tail, so tenacious is the rearward grip. However, as there is no tuck-in when you lift the throttle in mid corner, exuberance must be tempered with caution, especially as the strong castor action tends to tear the steering wheel from your grasp. About the straight-ahead position, though, the steering is light, the small diameter, single-spoke leather-rim wheel being a delight to hold. Furthermore, fast takeoffs don't induce a strong FWD torque reaction at the wheel.

The amount of roll the Ami 8 displays has always been something of a joke. Fortunately the Super is far more upright. Stout anti-roll bars have been fitted



**Left:** The Super's boot size is 215litres which a little below the class average. **Above:** Most of the controls are thoughtfully grouped about the nicely padded steering wheel but the fascia looks thrown together.

**Right:** Rear seat accommodation is restricted. The sliding windows on the rear doors emphasise the car's utilitarian nature

front and rear and although it still rolls more than most competitors, we didn't find it excessive.

The all-independent suspension feels [and is] firmer than that of the Ami 8 and is a bit thumpy at low speeds, though very resilient on unmade tracks. It smooths out the quicker you go until, at about 110kph, the ride is very comfortable indeed. Towards maximum speed it tends to become floaty.

The improved brakes, unas-



sisted discs at the front and I drums at the rear, are excellent. They pull the car up very well and are light and progressive into the bargain. On the other hand we hated the nasty umbrella-type handbrake, situated under the fascia where it required quite a stretch to reach. It wasn't very effective, either.

In typical French style the seats are very comfortable, nicely contoured and providing support in all the right places.

The seat backs recline and the range of fore and aft adjustment is fair for all but those over 6ft tall; they have to suffer a rather cramped driving position. Rear seat legroom even behind a driver of average height is limited; in fact the car is strictly a small four seater as the cabin is narrow and you tend to sit shoulder to shoulder.

The pedal arrangement is satisfactory and it's possible to heel and toe. Similarly the layout of other important controls, on stalks either side of the steering wheel, is well thought out. Only for the choke and the heater fan do you have to take a hand from the wheel.

As on other Citroëns, the indicators don't self-cancel ~ an inexcusable irritation: they don't even have a warning light. Nor is there a tell tale for the headlamp main beam control.

The lights, Cibie halogen units, give excellent illumination and, by way of a bonus, are adjustable through a wide arc to compensate for varying load heights. Adjustment is by a handy knurled knob under the fascia.

With its fairly high gearing the engine is not unreasonably noisy at 110kph, but wind noise and tyre roar [especially over granite-chip surfaces] are quite high and get worse the faster you travel.

The heating system is rath-



## Period Piece I: Ami Super

er poor. Apart from the major omission of markings on the control slides, the output is weak unless you're travelling at speed or are prepared to have the noisy fan blasting away. In contrast the crude, clam-like, fresh air vents which sit either side of the facia, are enormously effective. Fully open they emit a veritable gale. However, when they're not in use, you have to make sure they are fully closed or else the in-rushing air whistles loudly.

Instrumentation is confined to a speedometer, fuel and battery condition gauges, plus warning lights for temperature and oil pressure. They do their job

and no more, lacking much in aesthetic appeal. Which brings us to the facia trim. What a mess! Little of it fits, and frankly we'd criticise it in a car with a £700 price tag, let alone one bordering on the £1,000 mark.

Doubtless the car has character and the extra power is bound to appeal to Citroën addicts. But there will probably be lots of sales resistance without the services of a good beautician, inside and out, and perhaps a cut in price too.

This review first appeared in 'Motor' magazine in 1973. Neither the author nor the photographer is credited, which is typical of the period. The original article forms part of the Editor's collection.

### Chit Chat Tuesday

WHEN: 1st Tuesday  
6 December  
3 January '23  
7 February  
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 the weather is wet. This is a low key 'DIY' event for like minded Citroën owners to meet and chat.



### PERFORMANCE

Maximum Speeds [kph]		Acceleration from Rest [sec]		Acceleration in Top [sec]		Fuel Consumption [L/100km]	
Banked Circuit	142	0-20	2.5	40-60	6.0	Touring	8.8
Best ¼mile	145	0-40	4.5	60-80	8.0	Overall	10.1
Terminal Speed		0-60	7.4	80-100	11.8	Grade	4-star
at ½mile	108	0-80	11.8	100-120	12.8	Max Range	434km
at 1km	125	0-100	18.0	Acceleration in Third		Test Distance	1,448km
at 1mile	133	0-120	28.8	40-60	6.0	Speedo [mph]	
Speed in Gears		Standing km	38.4	60-80	6.0	Indicated	True
1st	42			80-100	7.5	30	29
2nd	74					50	48
3rd	112					70	67

### GENERAL SPECIFICATION

Engine		Transmission		Suspension		Brakes	
Cylinders	Flat 4	Type	4-speed manual	Front	Ind/	Type	Disc/Drum
Capacity	1,105cc	Internal Ratios		coil spring and damper		Servo	No
Bore/Stroke	74×59mm	& kph/1,000rpm		plus anti-roll bar		Division	No
Cooling	Air	4th	0.8923/24	Rear	Ind/	Rear Valve	Yes
Block	Light alloy	3rd	0.6562/18	coil spring and damper		Adjustment	Front only
Head	Light alloy	2nd	0.4324/12	plus anti-roll bar		Wheels	
Valve	OHC	1st	0.2619/7	Steering		Type	4J×15FH
Compression	9:1	Body/Chassis		Type	Rack & pinion,	Tyres	Michelin 135-152X
Carburettor	Solex 28CIC2	Construction Unitary		unassisted		Pressures	26F/28R
Max Power	39.5kW	Protection		Toe Out	1 to 3mm		
Max Torque	70.5Nm	Electrophoretic primer & paint		Camber	1° 30+45'		
				non-adjustable			

### COMPARISONS

	Capacity [cc]	Price £	Max kph	0-96 kph	50-80kph	Fuel Economy Overall	Economy Tour'g	Length [m]	Width [m]	Weight [kg]	Boot [litres]
Ami Super	1015	995	141.6	16.4	13.5	10.5	8.8	3.96	1.55	955	215
Austin 1300	1275	957	135.3	18.4	14.0	9.8	7.3	3.68	1.50	1011	181
Fiat 128	1116	1070	137.4	15.5	12.7	10.3	9.1	3.84	1.58	1011	269†
Ford Escort	1298	1014	139.4	16.9	12.7	10.4	8.0	4.04	1.55	1011	226†
Hillman Avenger	1498	988	138.9	16.2	10.5	10.6	9.4	4.12	1.58	1036	291†
Morris Marina 1.3	1274	983	127.8	16.8	11.0	10.4	7.6	4.14	1.63	1072	351
Triumph Toledo	1296	1039	135.0	17.5	12.2	8.6	7.9	3.96	1.58	1021	215†
Vauxhall Viva	1256	924	133.3	17.0	11.2	11.5	7.8	4.12	1.63	1036	280

† = Measurements taken in boxes



## *Period Piece II: Ami Super*



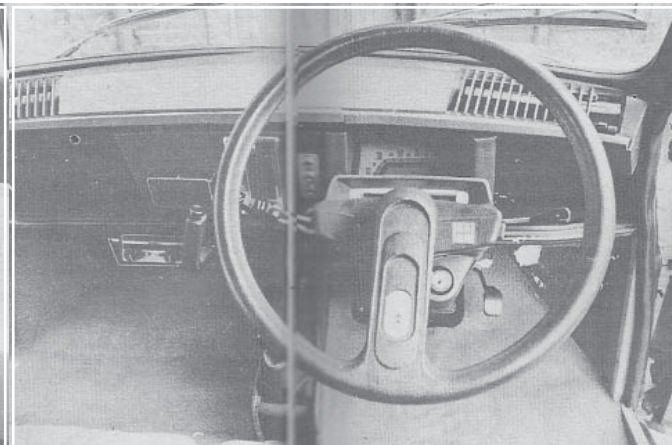
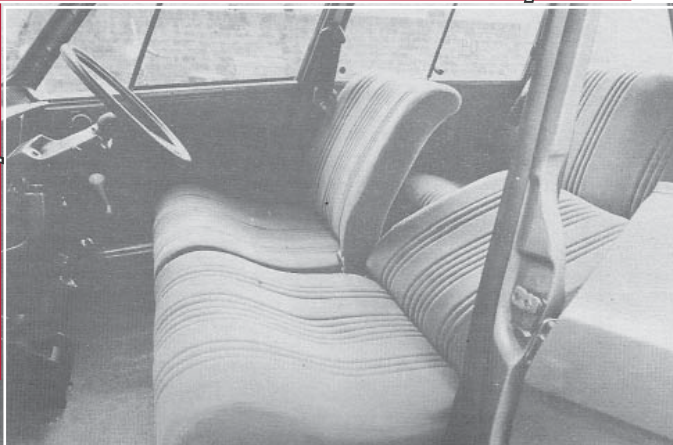
For most people, the lesson learned from the oil crisis was that their future motoring had to Make Sense. The bitter Arabian wind drove home the message that vehicular in-

dulgence has ~ for family men in particular ~ become a thing of the past. Economy, practicality and versatility are now the key words in a prospective car buyer's vocabulary. As a result people are finding them-

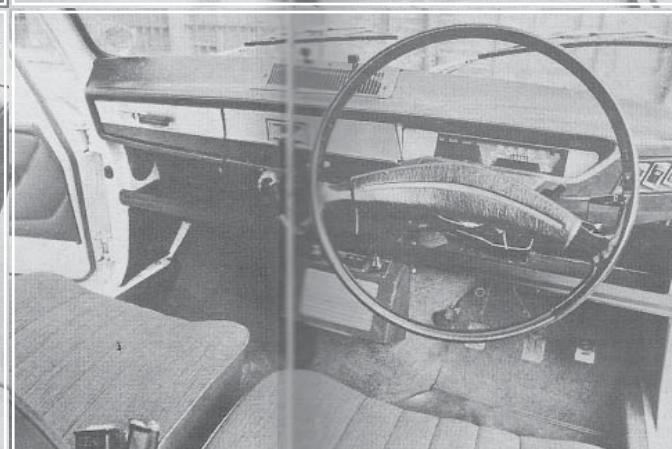
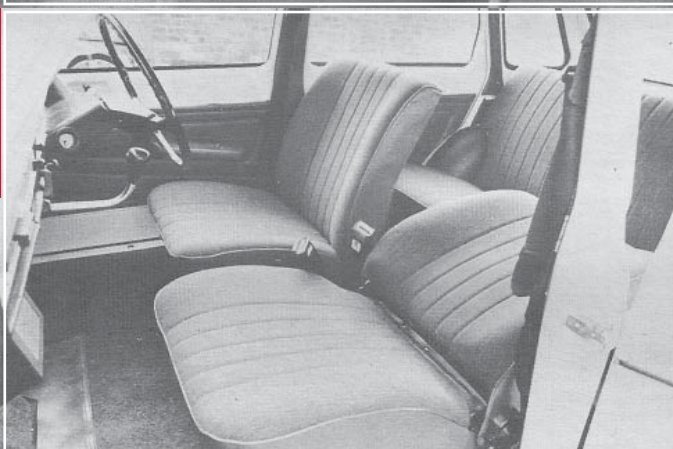


## Period Piece II: Ami Super

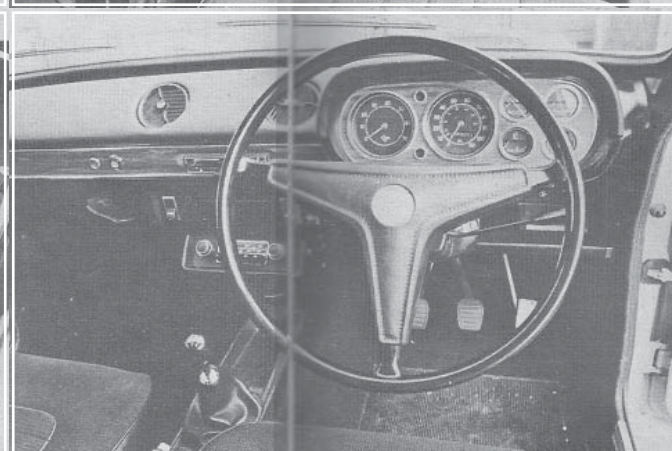
Citroën Ami Super Estate



Renault 6 TL



Ford Escort Estate



selves looking at car they would have ignored in the past: plain, unadorned, unstylish cars like the Citroën Ami and Renault 6.

Over the past few months another factor has crept into the scene, a factor that's as disturbing as the high cost of fuel itself: the purchase price of new cars. So high have prices rocketed that a Mini Clubman is now £1,005, a base Escort is £1,063 and the lowliest Vauxhall Viva is £1,074. And apart from the Mini Clubman which fits into a somewhat different category, these cars require assorted items from the options lists to make them even slightly habitable. In short, they are really price leaders with little appeal to motorists looking for cars that will give them at least some satisfaction.

And so the more rounded cars like the Ami and Renault 6 are being thrust steadily into the limelight. They tend to offer a more civilised family package than others of similar prices, and are admired for their comfort and versatility ~ something that is soon seen to be above average for their price groups.

Among Citroën's Ami range ~ the Super has been getting a good deal of attention. All but ignored when it was first released here, the Ami is now seen to offer comfort and fair room within tight external dimensions as well as performance that is quite outstand-



## Period Piece II: Ami Super

ing for its engine capacity. Many people, ignoring its weird looks, are finding that it presents a very reasonable answer to new car problems.

For our test we chose an Ami Super Estate in order to take the practicality-and-versatility theme to its greatest lengths, and also to make the Ami Super line up more closely with the concept of the Renault 6TL, the other car we specially wanted to look at. After the recent price rises, the Ami Super Estate costs £1,154 and the Renault 6TL £1,230. We selected an Escort 1100L Estate to pit against the Ami Super and 6TL because it represents the British approach to the same sort of problem, and its steep £1,328 price serves as a most effective measuring stick of the value present in the other two imported cars. Right here is an example of the question people are starting to ask: are British cars going to price themselves off the market in the face of increasingly stiff competition from imports?

### Styling, Engineering

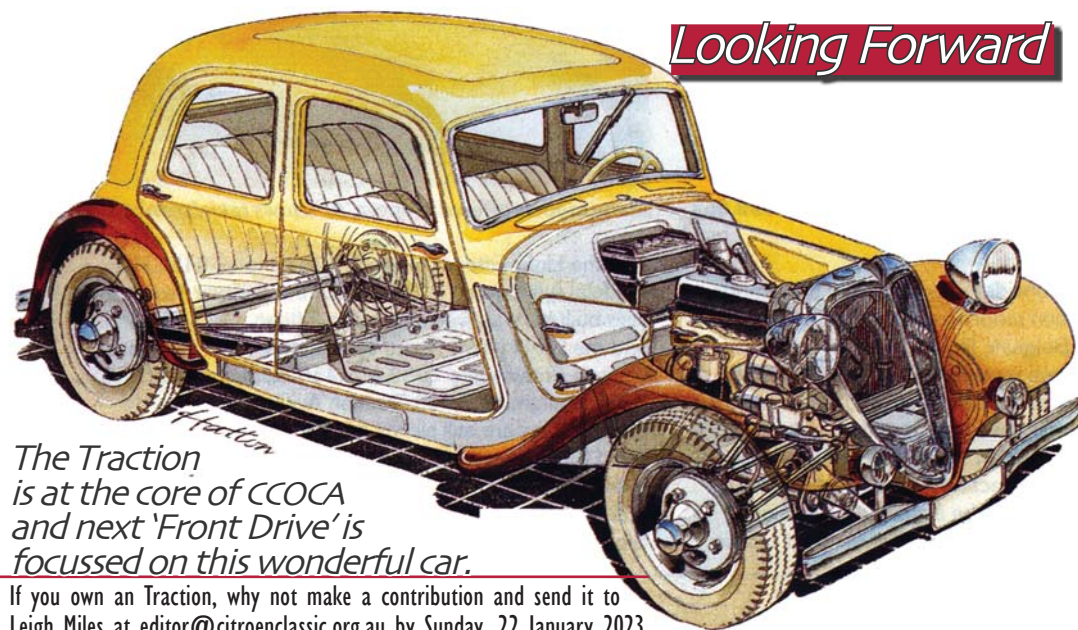
The Ami Super is peculiarly Citroën. With its strangely shaped nose, where the headlight nacelles seem to be gouged out and the bonnet line dips between them, it looks to be a cross between a piece of 'fifties sculpture and something futuristic. It is an ugly, but smooth shape and one that grows on

you when you are living with it day-by-day. You can end up quite liking it. Of course, a pretty face is becoming less and less important as people re-adjust their motoring priorities, and the Citroën's unorthodox looks have the decided advantage of being very good aerodynamically.

Although the Renault 6TL has the typically practical French approach to styling, its shape is quiet and normal. It is not especially pretty ~ nor is it ugly ~ although it certainly is boxy. It is simply functional and neat.

The Escort is just as visually appealing as it was when introduced six years ago ~ a straightforward styling job that has no fussy areas and does not need a lot of tacked-on, dress-up gear to look good. However, by appearing rather more stylish than its French competitors it loses out to them in the increasingly important area of space utilisation, although the estate car is nowhere near as bad in this respect as the saloon. In contrast with the other two, the Escort does not have the wheel-at-each-corner approach that proves so handy in giving good interior room while keeping the external dimensions at the minimum. To prove the point, all three cars have identical 240cm wheel bases, but at 407cm the Escort is appreciably longer than the 396cm Citroën and 385cm Renault. The Escort, at 157cm, is

## Looking Forward



*The Traction  
is at the core of CCOCA  
and next 'Front Drive' is  
focussed on this wonderful car.*

If you own an Traction, why not make a contribution and send it to Leigh Miles at [editor@citroenclassic.org.au](mailto:editor@citroenclassic.org.au) by Sunday, 22 January 2023. Got a picture that merits sharing? Send it as well.

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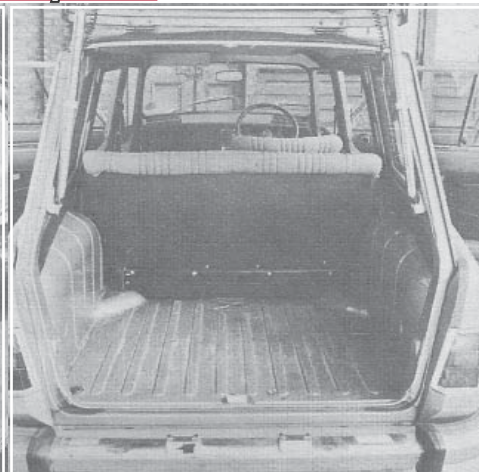
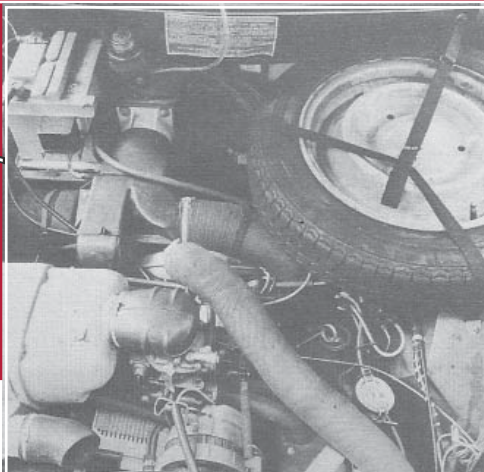


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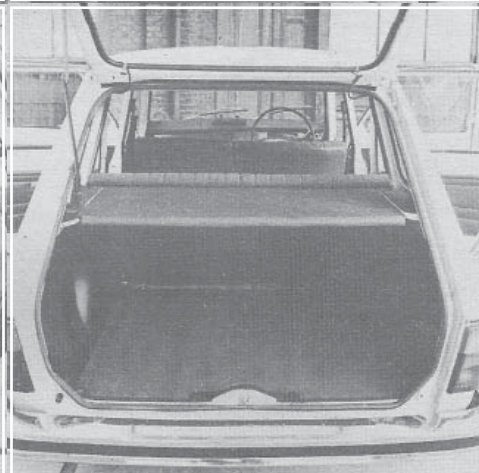
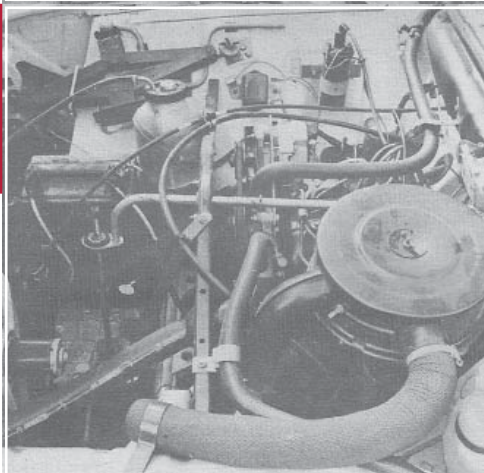


## Period Piece II: Ami Super

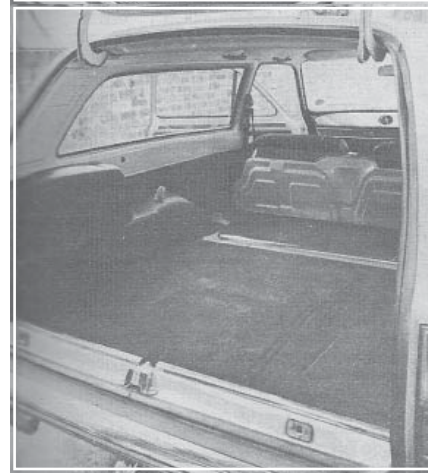
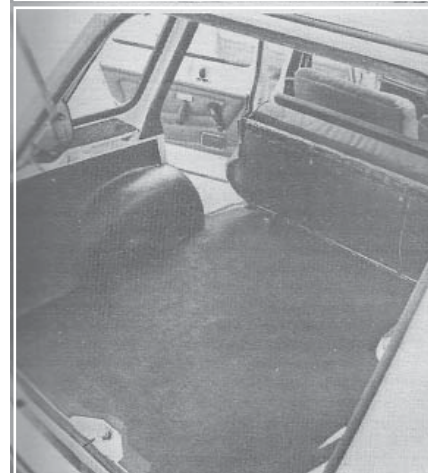
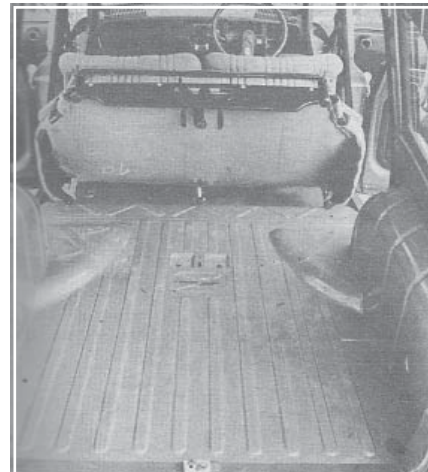
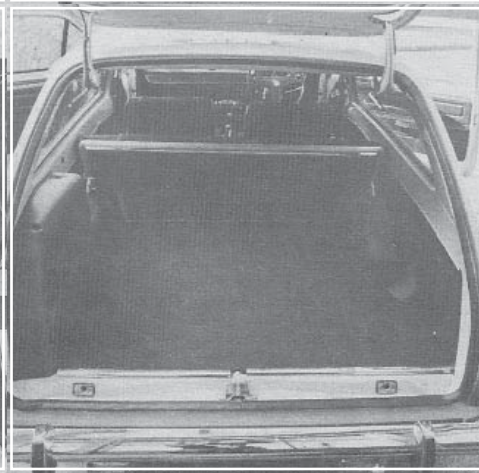
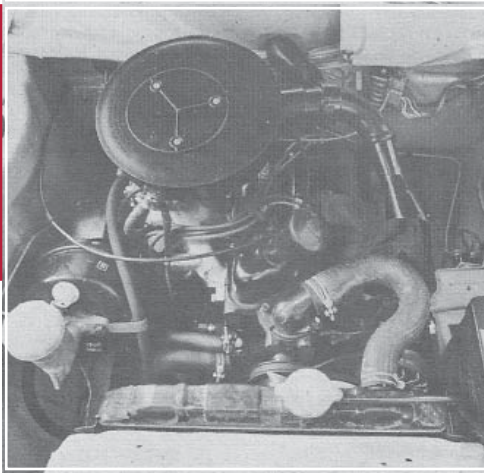
Citroën Ami Super Estate



Renault 6 TL



Ford Escort Estate



5cm wider than the Ami Super and just over 2½cm wider than the Renault. The tracks are extremely close; showing how far out Citroën has sited the Ami's stance in order to achieve maximum stability and roadholding. The Ami stands at 126cm, the Escort at 127cm and the Renault at 127.6cm. The Renault is highest at 150cm, 2½cm up on the Citroën and nearly 13cm up on the Escort. That the Escort is so much lower is a fact that has an important bearing on the load space: although the Escort is more than 10cm longer and 5cm wider, it carries 149litres less than the Ami Super, and passenger head room is more restricted.

The cars' weights are fairly similar. The Ami is a fly-weight 815kg, the Renault is the midleweight at 820kg and the Escort the heavyweight at 840kg. Significantly, it is the Citroën that will carry the biggest payload of 370kg, compared with 365 for the Escort and 357kg for the Renault.

Just as it is the most outlandish in its styling, so the Citroën is the engineering extrovert. Its body is mounted on an exceptional chassis: in the centre there is a big, flat platform with arms extending forward to hold the engine and transmission, and backwards to provide the rear mounts for the end of the body. At either end



## Period Piece II: Ami Super

SPECIFICATIONS	CITROËN AMI SUPER ESTATE	RENAULT R6TL	FORD ESCORT ESTATE
Engine			
Material [head/block]	Alloy/Alloy	Alloy/Cast iron	Cast iron/Cast iron
Main bearings [No]	3	5	5
Valve gear	OHC	OHV	OHV
Capacity [cc]	1,015	1,108	1,298
Bore/stroke	74×59	70×72	81×63.3
Compression ratio	9.0:1	9.5:1	9.0:1
Carburettors	Twin choke Weber/Solex	Single Solex	Single Ford
Power	45.5kW@6,750rpm	32.1@5,500rpm	42.5@5,500rpm
Torque	73.4Nm@3,500rpm	77.3@3,500rpm	90.8@3,000rpm
Cooling	Air	Water	Water
Transmission			
Gearbox ratios	3.81/2.31/1.54/1.12	15.3/9.2/6.0/4.2	3.65/2.18/1.42/1.11
Final drive ratio	4.12:1	4.12:1	3.9:1
km/1000rpm in top	24.0	24.1	-
Clutch	Single dry plate	Single dry plate	Single dry plate
Chassis & body			
Type & method of construction	H-platform & bolt-on panels	All-steel unitary	Steel unitary
Lighting			
Headlamps	2, Tungsten	2, Cibie	2, Tungsten
Battery	12volt	12volt	12volt
Dimensions [cm/l]			
Wheelbase	240.0	243.8	240.0
Track [F/R]	125.7/121.9	128.3/124.5	125.7/128.3
Overall width	154.9	149.9	156.7
Overall length	397.5	398.8	386.1
Overall height	147.3	147.3	142.2
Ground clearance	13.0	12.7	15.5
Headroom [F/R]	81.3/76.2	-/-	95.5/95.5
Shoulder room [F/R]	114.3/118.1	-/-	121.9/126.0
Legroom [F/R]	99.1-116.8/88.9-73.7	-/-	103.4/83.8
Luggage capacity	450	368-1,189	878-1,529
Wheels & Tyres			
Wheels	4J×15	4B×13	12×4½
Tyres	135×152	145 SR 13	155 SR 12 radial

of the main platform section hang the suspension members. And what a strange suspension it is! The rear has trailing arms made of pressed steel sections welded up to give a tube-like appearance, and they pivot on the thick tubular 'axle' mounted on the chassis platform. This is not so unusual, but the method of springing and damping is. Instead of the spring/damper units rising up vertically from the trailing arms, they lay horizontal and parallel with the sides of the chassis. The shockers connect to mounts that jut down from the forward part of the trailing arms and then to locating points on the side of the platform. They work in the opposite direction to normal systems: most of their work is done in the rebound position since as the wheel rises over bumps it pulls the shocker outwards. The springs, located in special enclosed cylinders on the side of the chassis work the same way, linked to the mounts on the trailing arms by metal rods. The front suspension is, in essence, the rear suspension turned around to face forwards. Its rods run back to springs housed in the same pods as those for the rear suspension. All very strange, but in true Citroën fashion it works admirably and saves a great deal of space because the chassis has nothing poking up from it to intrude into the body. The Ami's steering is

rack-and-pinion with 3.4turns lock-to-lock, the wheels it turns are of course the driven ones. Citroëns have had FWD for so long now they are synonymous with the word. The engine is in front of the gearbox, and the in-board discs are mounted close in, on the driveshafts.

The Renault 6 is FWD, too. But more conservatively so than the Citroën. The 6 is based on the Renault 4 chassis ~ the body and bigger engine of the TL are the only major differences ~ which means that the front suspension is by wishbones, longitudinal torsion bars and an anti-roll bar. Trailing arms work the independent rear suspension along with Renault's familiar transverse torsion bars. Steering is rack-and-pinion with 3.8turns lock-to-lock; brakes are front discs and rear drums, without the complication of servo assistance.

Mechanically, the Escort is a real Plain Jane compared with the French pair. Its construction is unitary, its engine is mounted in the nose and drives the rear wheels. Suspension is super conventional with MacPherson struts and lower links at the front and a live axle mounted on leaf springs at the rear. Steering is rack-and-pinion with 3.5turns lock-to-lock. The brakes are drums all round, unless you pay more for the optional front discs.



## Period Piece II: Ami Super

With its air-cooled, flat four-cylinder engine, the Citroën again leads the way so far as interesting engineering goes. The little 1,015cc unit, with its 74mm bore and 59mm stroke, comes from the GS; the Ami Super was created by the now well-used trick of dropping the engine from a more powerful car into a body originally intended to use a smaller unit [the standard Ami 8 has the Dyane 602cc engine].

The flat four gives the Super 40.3kW at 6,500rpm and 67.8Nm of torque at 3500rpm, getting its oomph from a compression ratio of 9.0 to one and single overhead camshafts, on each bank of cylinders. Drive is taken through the four-speed gearbox and driveshafts fitted with constant velocity joints at each end to the front wheels. Although it is the smallest engine of the three, the Citroën four is the most powerful. The 1,098cc [81mm by 53mm] Ford engine has 35.8kW at 5,500rpm with 74.6Nm at 3,000rpm. The 1,108cc [70mm by 72mm] Renault engine is less powerful again at, 35.1kW at 5,500rpm, but it has the heftiest torque of 77.3Nm at 3,000rpm. Whereas the Citroën engine is in front of its gearbox, and therefore ahead of the axle line, the Renault is face-about in the fashion of the R4 and R16. The gearbox is nearest the nose, with the engine tucking in be-

hind the axle line and sitting up against the firewall. Like the Citroën, both the Renault and Escort use four-speed, all-synchro gearboxes. The final-drive ratios are similar: Renault 4.13, Escort 4.12 and Citroën 4.01. But because the Citroën does not have a 1.0 to one top gear [it is 1.12] its overall gearing is lower so that it gives 24kph/1000rpm compared with the Renault's 24.1kph and the Escort's 24.9.

### Performance

Part of the appeal of the Citroën Ami Super can be traced to the fact that it is something of a Q-car. It is small, it is weird-looking, it is practical and versatile but it goes-and goes ~ a lot harder than anyone has the right to expect of a 1,000cc vehicle of its size. Since it is not much lighter than the Renault 6 and Escort and not that much more powerful, it must be concluded that its weird shape is highly efficient aerodynamically. Contrast the 0-96kph times of the three cars: the Ami Super gets there in a very good 15.4seconds compared with the Renault's 18.2 and the Escort's tardy 19.6. Those same aerodynamics must also do their bit towards the Ami's fine top speed of 147kph, a velocity that not only gets it well clear of Renault's 142kph and Escort's 132kph but is enough to give the drivers of many larger engined cars a fright. The Citroën en-

### PRICES & COSTS

	CITROËN AMI SUPER EST.	RENAULT 6TL	FORD ES- CORT EST.
Price Structure			
Base Price	-	£1,032	£1,159.80
Purchase tax/VAT	-	-	£194.91
Price as tested	£1,154	£1,229.80	£1,354.19
Spares Prices			
Engine [exchange]	199.00	99.00	121.46
Gearbox [exch]	109.00	110.00	66.31
Differential [exch]	37.83	17.32	49.07
Clutch unit	8.95	4.60	12.73
Brake disc	7.51	7.50	4.48
Brake pads [pr]	5.46	1.78	5.10
Drum linings	6.34	1.78	1.73
Fuel pump	6.59	6.11	7.18
Damper [F]	5.08	6.38	13.45
Exhaust system	29.66	23.34	19.12
Oil filter	1.41	1.60	1.90
Dynamo/Alternator	26.49	15.27	15.37
Contact breaker set	1.63	0.89	0.50
Starter motor	27.50	15.05	38.67
Speedometer	5.69	9.29	4.28
Front door [primer]	21.27	26.80	26.20
Bonnet [primer]	25.89	29.40	19.67
Front bumper	16.72	13.94	4.42
Windscreen	10.31	15.05	33.28
Maintenance [hrs]			
Remove/replace engine/gearbox	6.5	11.5	2.5
Replace clutch	7.0	4.0	2.1
Renewing brake pads/shoes	0.5	3.15	0.5
Remove/replace exhaust system	1.2	3.35	1.5

gine is very fussy when cold; it requires full choke and needs a lot of mothering for the first few miles, spewing out a great deal of mixture smoke all the while. Once properly warm, however, the engine is vigorous, smooth and willing to rev to very high levels. It will run way past 7,000rpm without the slightest complaint, something that pushes its gear maximums a long way past its contemporaries, and helps in overtaking and press-on driving along bendy roads. The gear ratios are excellent but the change is notchy [although the movements are very short] and first is sometimes hard to find. Because the Ami Super does have good performance for its class, you tend to drive it hard too much of the time. If you take it easy, it will give 9.3L/100km and better. Thrash the legs off it and the consumption goes up to 10.9 [strangely, the figure we returned is identical with the one Citroën claim], which still is not too bad for a 145kph car that can carry so much.

If the Citroën has the best out-and-out performance, the Renault 6TL has the best compromise between performance and economy ~ it records 142kph and 8.6L/100km when driven as hard as it will go. In fact, the 6TL feels faster than its acceleration figures show because its strong torque and traditional Renault smoothness



## Period Piece II: Ami Super

make it feel potent. Staying very smooth right through the rev range, the Renault engine is happy to soar past its peak power point, so that it will hang onto gears in tight situations. The Escort's engine is rather the lame duck of the trio. It is torquey and smooth low down, but it does not like to rev out, getting rough and noisy past 5,000rpm. Besides returning the worst performance figures, the Escort also uses the most fuel: 9.5L/100km overall. In economy, it offers no advantage over the more powerful 1,300 engine. Flat out the Escort only does 132kph.

### Tuning Potential

Obviously, if more power is your thought for the Escort then it is best to opt for the 1,300 engine from the start. However, the 1,100 engine can be cleaned up somewhat in the cylinder head and fitted with improved manifold to give it both more power, more revs and better economy. The myriad of Ford tuning shops will advise you on parts availability and costs.

Not much can be done to the Citroën and Renault engines. The Citroën engine is highly efficient in its present state, and tampering with it probably is not worth the trouble. Renault engines always have a lot of potential left in them, but finding someone to competently carry out the work could be difficult. A check with a long-established

Renault dealer would be the best bet.

### Maintenance and Spares

This is the area where Ford's design and engineering simplicity pays off. The car is so basic any home mechanic can tackle its maintenance and repairs. And the Ford dealer chain is so vast there should never be any problem getting parts or service.

Both the French companies, however, have extensive set-ups in Britain. Renault, who are the biggest car importer in the UK have good spares availability so there should never be trouble getting parts, although they're going to cost more than those for the Escort. Service intervals are 5,000km for the Ami, 10,000 for the Escort and 15,000 for the Renault.

### Handling, Steering and Brakes

The trio splits here, with the FWD Renault and Ami pairing off on one side and the Escort standing alone on the other. Naturally, the FWD cars understeer, and in true French tradition they body-roll profusely. But in the case of the Ami the body roll is of no concern and understeer is minimal. Steering is moderately heavy and you need to get used to the self-centring action under full power, but the Citroën handles very well, going around corners very rapidly with a good deal of precision. The roadholding is very good

EQUIPMENT	CITROËN AMI SUPER EST.	RENAULT R6TL	FORD ES- CORT EST.
Safety belts	Extra	Extra	Extra
Tool kit	✗	✗	✓
Heater	✓	✓	✗
Rear window demister	✓	✓	Extra
Cigar lighter	✗	✗	✗
Map light	✗	✗	✗
Fog lights	✗	✗	Extra
Spot lights	✗	✗	Extra
Clock	✗	✗	✗
Fresh air ventilation	✓	✓	✓
Hazard warning	✗	✗	Extra
Sun visors	✓	✓	✓
Tachometer	✓	✗	✗
Sliding roof	✗	Extra	✗
Vanity mirror	✓	✓	Extra
Reversing lights	✗	✗	Extra
Coat hooks	✗	✗	✓
Grab handles	✗	✓	✗
Reclining seats	Extra	✓	✗
Wash/wipe facility	✓	✗	✓
Map pocket	✓	✗	✓
Boot light	✗	✗	✗
Engine light	✗	✗	✗
Adjustable steering	✗	✗	✗
Oil pressure gauge	✗	✗	✗
Oil temp gauge	✗	✗	✗
Water temp gauge	-	✗	✗
Ammeter	✗	✗	✗
Locking petrol cap	✗	✗	✗
Underseal	✗	✓	✓
Glovebox	✗	✓	✗
Parcel shelf [F/R]	✗/✓	✓/✓	✓/✗
Headrests	✗	✗	Extra
Steering lock	✓	✓	✓
Parking lights	✗	✗	✗
Door armrests	✓	✓	✓
Centre armrest [F/R]	✗/✗	✗/✗	✗/✗
Dipping mirror	✗	✓	Extra
Laminated screen	Extra	✗	Extra

indeed, giving the driver confidence and letting him use the little engine's performance to the full. In this area, too, the drivers of many theoretically faster and more sporting vehicles get a shock, for the Ami Super is a Q car in more ways than one.

In layout and concept the Renault 6TL is virtually a smaller version of the R16. Unfortunately it does not behave as impeccably as the 16, revealing that in engineering it is nothing but a bigger-engined R4. In the R4 and R16, you get body roll, but it comes in and goes out with a gentle flowing motion that you soon learn to enjoy. In the R6, the body roll does not work like this, the movements feeling out of phase with the steering and leaving the car feeling poorly balanced; it doesn't make you feel as safe as other Renaults do. And where they have only a little understeer, the 6 has a great deal. Come too hard into a roundabout and you think you're going to go charging straight on. So the car cannot be driven with the fervour usually applied to Renault-peddalling. It feels to be what it is: a chassis that has had too much power stuffed into it and too much weight added onto it.

Handling is the Escort's forte. Its steering is remarkably light and very smooth, and it directs the car with pin-point accuracy. The Escort goes around corners



## Period Piece II: Ami Super

with a great deal of nimbleness and understeer only intrudes when you are pushing it so hard you are reaching the very limits of the roadholding. In the wet, the breakaway is progressive and you get plenty of warning, and correction is easy. In short, the car has delightful handling on smooth roads. Bumpy bends make it hop about, and overall the roadholding is not as good as the Citroën's. Of course, Ford always supplies its test cars on wide wheels and radials but even without them the Escort does handle very well.

Normally, Amis have good brakes. But our test cars required a great deal of effort to pull up in anything like a hurry and then only with some judicious. Brakes in the Renault were excellent, retarding the car quickly and smoothly with modest effort at the pedal. With its standard drums, the Escort does not pull up as well as the other two disc-braked car. But when the optional discs are fitted it stops well enough, although the tail is prone to skittering about under really hard braking. Sometimes the Escort will pull to the left or right as the whim takes it, but at least pedal pressure is light at all times.

### *Ride and Comfort*

This is the area where the French cars completely overshadow the Escort, and all other small British vehicles. It is not

possible to find a current French car with a poor ride [except the Chrysler 180], and just about all of them have very good seats. Citroën and Renault are masters of the two arts. There is little to choose between the ride of the Ami and the Renault: both are very good, soaking up bumps with ease. The Ami's seats are well-shaped and comfortable, finished in soft cloth. But the narrowness of the car means that the driver and his passenger sit close together. Rear legroom is not great, but it is adequate; overall the Ami is a good four-seater. As well as having a squab that tilts forward to extend the load area, the rear seat can be removed completely in a matter of seconds, turning the Ami Super estate into a small van with a 1,472 litres of load space.

The Renault feels rather more relaxed inside, having more room and a more conventional appearance. Rising well up your back, its front seats are excellent and the bench in the rear is nearly as good. Rear space is better than the Citroën's, and overall the 6TL feels very comfortable. It has a clear edge over both the Citroën and Escort so far as noise is concerned, riding more quietly over harsh surfaces and not having as much wind or mechanical noise. Because of these things, the Renault is more relaxed and feels more refined.

The Escort's ride is comfort-

able enough on smooth to moderately bumpy surfaces. But when it hits pitted roads or hefty bumps it does not have the ability to soak them up like the French cars. The front seat squabs do not rise up high enough on the Escort, but otherwise the seats are not too bad, even though they are not up to the French cars' standards. Headroom in the rear is restricted although legroom is quite good [better than in the Escort saloon, in fact]. A problem with the Escort is that it is only a two-door, a point that puts it at a disadvantage compared with the other cars. Access to the rear seat is not good because the front seat squab does not come forward far enough. The low height of the Escort's roof [remember, it's 10cm down on the R6TL] also means the car is more awkward to load than the other two and while it will carry more than the Renault [which, after all is only a versatile saloon that happens to have a folding rear seat] it doesn't have the capacity of the Ami.

### *Controls and Instruments*

The driving positions of all three cars are quite good, although the Escort's is best. You sit easily behind the wheel, which is at perfect reach to be played effortlessly and pleasantly through the hands. The gear lever is well-located too, and works beautifully through its

gate. Along with the handling, the gearchange is one of the delights of the Escort. The pedals are well-placed ~ toe-and-heeling is a snack ~ and everything works lightly and precisely. Minor controls are not quite so good: the one column stalk only works the turn indicators, flashers, dipswitch and horn. To turn on the lights requires a reach under the right hand side of the dash, and to get the wipers working means reaching around the wheel to the rocker switch set into the dash on the left. The two-speed fan control is next to the wipers switch. Washers are worked by a diaphragm button on the floor. The car in our photographs had the sports instrument cluster, but the standard cluster has only a speedo and another dial that houses the gauges for fuel and water temperature. Ventilation in the Escort is feeble, and the fascia vents have to be swivelled about to change the air's direction from face level to the windscreen if demisting is necessary. Equipment is sparse. There is no locking glovebox, only an open parcels shelf in front of the front passenger; a heated rear window is an extra and the seats only adjust fore-and-aft.

While the Citroën Ami has a comfortable driving seat, some people will find that it cannot be moved far enough back: the pedals remain just a little too



## Period Piece II: Ami Super

close. The reach to the steering wheel is good, and the view out of the car superb; getting hold of the gear lever is another matter: it is far too short. Toe-and-heeling is possible, but not really easy in the Ami. Otherwise, the pedals have short throws and work pleasantly. The minor controls are worked by stalks in the Ami. Turning a knob on the lone right-hand stalk brings on the lights, and moving the stalk to-and-fro alters the beam. The horn is there too. A short left hand stalk turns on the indicators and a longer one behind it works the wipers and washers.

The dashboard looks extremely basic in the Ami: it could only be found ~ and accepted ~ in a Citroën. A wide plastic surround on the steering column fans out to shroud the bases of the control stalks, and set into its face are the tiny gauges for battery condition and fuel contents. The speedo is sunk deep into a nacelle between the bottom of this steering-column surround and the main part of the dash. It looks very simple and basic. The heater controls are easy to reach but the heater does not work very well without the noisy fan switched on. The fresh-air ventilation is excellent, working through huge vents set into each side of the fascia. Once again, they are super-simple but work admirably. Although the Citroën appears

to be very basically equipped, it does have cloth seats, a heated rear window, disc brakes, radial tyres and its headlamps are adjustable to compensate for loads changing the height of the beams. To adjust them you simply reach under the dash and turn a knob. The Ami's windows slide instead of winding down, showing that cost-cutting has been applied.

The Renault's driving position is more upright than the others. It is still very comfortable and offers the driver excellent vision in all directions. The pedals are light to work and well-located, but the gearlever juts out of the fascia like that of the R4 and R5. It looks strange but works well enough. The dash of the R6 has a certain simplicity and is distinctively French, though nowhere near as eccentric as the Ami's. The speedo is set into a plastic surround and is very basic like the Ami's; near it are the fuel gauge and voltmeter. A stalk on the column works the indicators, and a second one cares for the lights, flashers and horn. Set into the right hand side of the dash, and quite easy to reach, are rocker switches for the wipers, two-speed fan and heated rear window. The wipers have only one speed and you must press the button to make them park. Heater and air direct ion controls are in the centre of the fascia, the air vents are in the

top edge of it and on the left there is a glovebox that is covered but does not lock. The R6 has a night-and-day mirror.

Basic inside, the R6 nevertheless has a fair measure of appeal because it looks restrained and it feels solid and well-built. Although it is really a saloon, it can indeed double-up as an estate car; its rear parcels shelf pulls out like that of the R16, and that alone greatly increases the luggage space. Then if you need more, the rear seat folds just like that of the Escort Estate and you then have 906 litres carrying capacity.

### Conclusions

Obviously, all three cars are fairly basic transport. In the case of the Frenchmen, the seating and ride comfort [and performance, in the case of the Ami Super] puts them above what is the usual standard of equally basic British cars with similar carrying capacity.

The Escort, however, shows up reasonably well ~ better than you might expect ~ simply because it has such good handling and is so easy to drive. On the other hand it misses out in ride quality, performance and ultimate economy. It also needs extras like disc brakes, wide wheels and radials and a heated rear window to make it re-

ally habitable. Since the price is already relatively steep this puts its value even more in question.

Although the Renault 6TL has the most comfortable cabin [by a whisker from the Ami], feels the best-built and is the most relaxed at speed, it lurches into corners with awkward body movements and understeers too much. It is not a pleasant car to drive quickly and that makes it a major departure from normal Renaults. By Renault standards the 6TL's dynamic qualities are inferior. The Ami Super is hardly a perfect car. It is noisy when driven hard [above 110kph], is hard to warm-up, and is quite crude in areas like the fascia and windows and the styling depends on your taste. But it is practical and versatile; it handles well and has good roadholding as well as a fine ride.

Furthermore, its brisk performance gives it Q-car qualities and yet it does not consume too much fuel. Thus we pick the Ami Super from the Escort and Renault. For the money, at a time when money does not buy much, the Ami offers enough pluses to justify its not inconsiderable price.

This review first appeared in 'Car' magazine in September 1974. The photographs were taken by Peter Boyce, but no author is credited.



## Member's Model: Ami Super

It will come as no great surprise to readers to read that I was not able to find an Ami Super owner here in Australia to write about their ownership experiences. While my memory does tell me that there is an Ami Super in Australia, for the life of me I cannot remember either where, or from whom, I heard this.

So, I turned my attention to our friends at 2CVGB in the hope that they would regard the Ami Super as part of the A-Series family and be able to point me in the direction of an owner who might be prepared to write for us.

While the answer to the first question was 'yes', the answer to the second was 'no'. As Moss Foster, the Ami Registrar for 2CVGB wrote,

'I sometimes think Amis are thin on the ground here but it's a bountiful oasis compared with Australia.

I do cover and write about Ami Supers, we have a small number of them on the register, although I know for a fact that there are probably more than 10 Ami Supers still driving in the UK.

That said they don't have a separate column in our magazine, all Amis fall under my supervision, so that includes Ami

6s, Ami 8s, and Supers [+everything inbetween.]

I will be doing an article for their 50th and of course you are more than welcome to feature it in part or full as you desire.

I only know two Super owners personally, both of whom lead busy lives and don't seem to be interested in writing for a magazine unfortunately.

I do wish you the best of luck at finding someone.

And thanks for sharing the magazine, very interesting read! Clearly a lot of time and

effort goes into making them. Looks like you're doing a brilliant job.'

My next port of call was the Ami Club de France. I received a very prompt reply for Bruna Chanel Olive, the President. She replied in a very positive tone and passed my request for contact with an Ami Super owner on to Catherine Liabot-Verne and Victor Mornai.

As a result of making this contact CCOCA will now exchange magazines with the Ami Club de France.

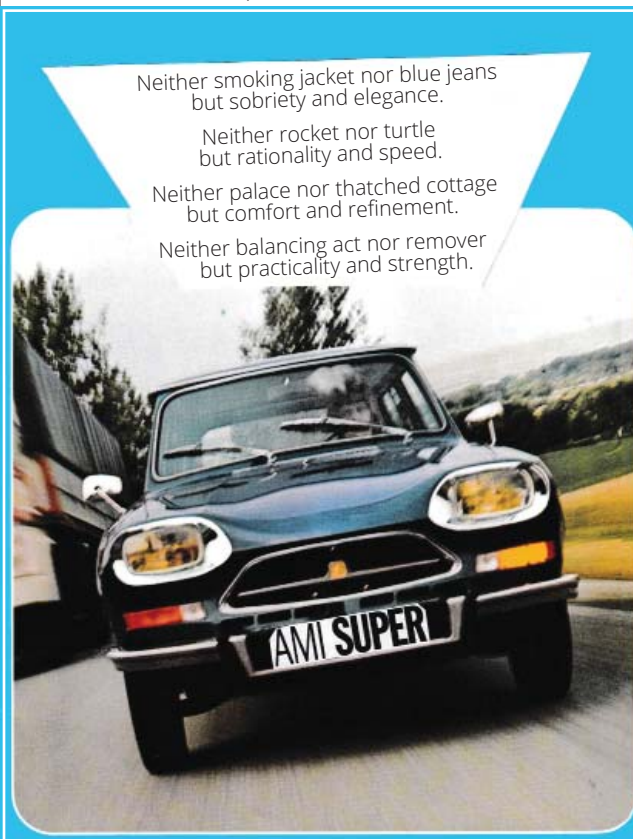
Some members and readers may recall meeting Catherine and Victor as they visited Australia in 2005 and spent time with some of our members. I have to admit to not having met them back then, but they have fond memories of their time here.

You can read more about Catherine and Victor's Ami 8 adventures in Africa and Australia on their website. I cannot recommend it too highly. [www.phacodundee.com](http://www.phacodundee.com)

Here is what Catherine and Victor gave us...

It may surprise you, but the 'double' Flat Twin enhances the personality of the Ami for the 'ami' of the Ami 8.

The Ami Super is the flagship of the technical progress of the Ami because of its characteristics, while keeping its original



Neither smoking jacket nor blue jeans  
but sobriety and elegance.

Neither rocket nor turtle  
but rationality and speed.

Neither palace nor thatched cottage  
but comfort and refinement.

Neither balancing act nor remover  
but practicality and strength.



## Member's Model: Ami Super

style.

Both the 8 and the Super are seductive vehicles but they are very different in more than one way. By placing the Ami Super as the culmination of the evolution, Citroën gave its owners a surprising vehicle. Surprising in its driving, giving it a particular 'grand routière' feeling; it is almost sporting and can handle any road surface.

In fact, the 'Super 8' is in a class apart car in the eyes of many road users. They are deceived by the familiar lines of the Ami 8 and are surprised by its performance on long journeys [140 kph] and known for its agility in built-up areas.

It has, to our eyes, a certain American reflection, as in the era of compact models.

But the Ami is so much more inventive with her 4-cylinder, 'flat twin', cooled by air. To my eyes air-cooling is the best engineering solution to engine cooling without the need for expensive accessories.

Moreover, the Ami Super is comfortable and has excellent braking.

The Ami Super is really a great 'ami' and today she is very rare. Only 44,820 examples were produced between 1973 and 1976.

We have been members of the Ami Club de France for 26 years and are the happy owners of a blue 1973 Ami Super Break



[Estate] and a 1974 Ami Super Sedan in Brun Santal. We have owned the sedan for 33 years!

The Ami Super is a very pleasurable way to cover the kilometres in a very rare steed; especially one in such an excellent state of conservation. For me they represent two very happy purchases.

Both cars came from elderly owners who took great care of them and I have maintained them in that state since 1989.



Isn't this the real feeling of the magic word 'SUPER'?

But one must never forget that the Super is also more fragile than the Ami 8 and more complicated, and that they are cars that have to be run regularly to remain operational. Jacques-Victor Mornai et Catherine Liabot-Verne.

Translated with the assistance of [www.DeepL.com/Translator](http://www.DeepL.com/Translator) (free version).



## 2CV Tech: Protecting the Ignition

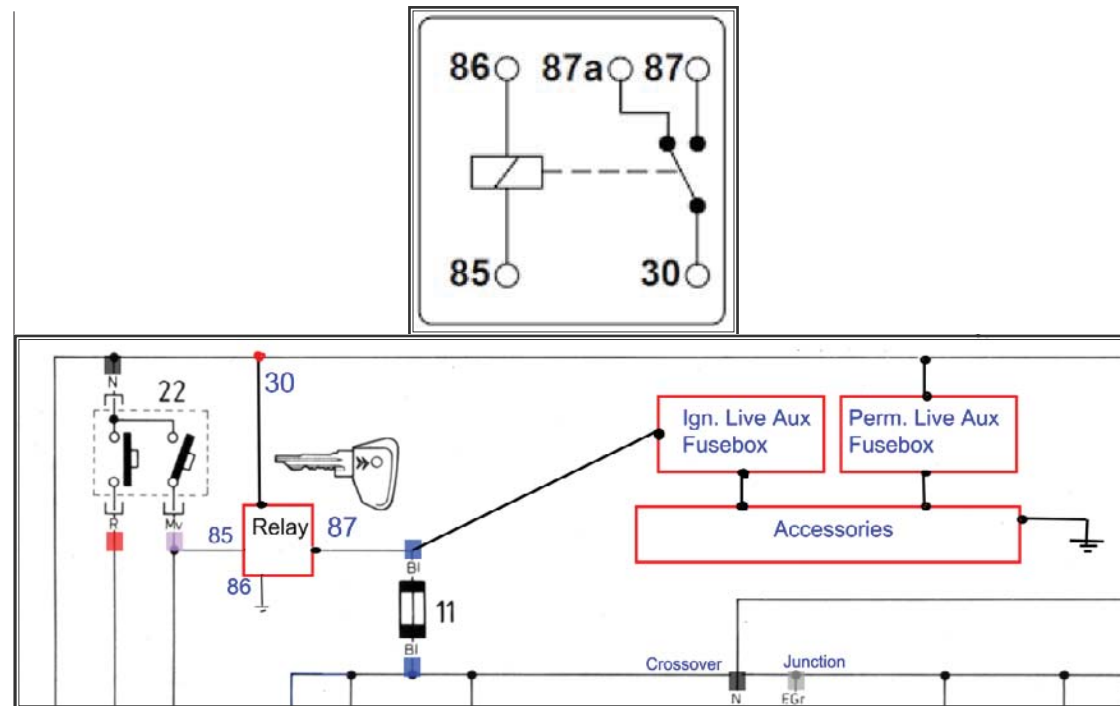
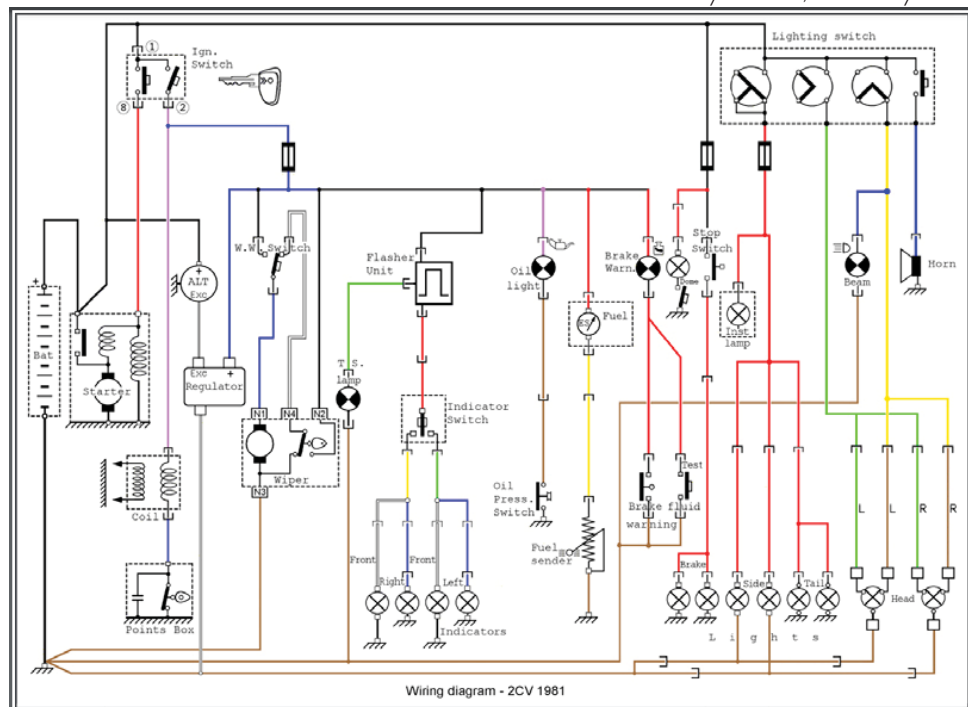
### Protecting the Ignition Switch with a Relay & Adding Accessories Fuse Boxes

When I look at the 2CV wiring diagram, I'm often struck by how all of the key-switched circuits are fed by a single fuse. Worse, that they all draw their current via that, by now quite elderly, key switch.

If you wish to add any key-switched accessories, you further increase the load on the key switch. So I inserted a relay into the key-switched circuits, to do all the heavy lifting.

If you're not familiar with these handy little items, a relay is a two-part electrical switch. If the first part is fed a low current, it turns on the secondary part: a high current switch. It works by energising an electro-magnet, which then opens or closes a set of points. Typically the trigger current for the electromagnet is about 0.25amps, whilst the points switch may handle 30 or 40amps. So we can reduce the ignition switch current drastically, if it now merely turns on the relay, whilst safely increasing the switched current available, indirectly.

As well as taking the strain off the key switch, the relay can



also supply switched power to an extra fuse box. Which can in turn easily and safely power all your accessories, via suitable fuses.

The main addition to the existing wiring is a new positive feed wire, from the battery or from the terminal post on the rear of the starter motor. This needs to be routed with safety in mind, as that stretch is unfused. So a short run to the new relay location is best. But an in-line fuse can be fitted.

If you have fitted, or will fit, headlight relays, then it pays to mount all the relays together. Then a single battery/starter

feed wire can be daisy-chained from the first relay to the second, and so on. Neatest to use relay sockets, which can clip together. These make changing relays quick and foolproof, as all the connections are in the socket and the relay simply plugs in.

The feed wire[s] need to be able to handle the total expected current, if all devices are in use simultaneously. The formula for this is

Current [in Amps] = Power [in Watts] divided by Volts.  
e.g. 120W [main beam lights] divided by 12V = 10A current draw.

A feed wire powering the



## Protecting the Ignition



Above: Piggyback connectors.  
Right: Relay fuse boxes and airhose.  
Facing page: Auxiliary fuse box.



original switched circuits, and all accessories, may need a lot more. Err on the side of caution. The same formula can be used to determine the fuse ratings to be used e.g. 15A for the main beams [my headlights now run on fused relays].

You need to obtain a normally-open or crossover relay [not a normally-closed type].

To insert the relay into the whole key-switched side of the system, you first need to identify the positive feed wire coming from the switch to the existing fuse box. Post-'81 wiring has this as the blue-tagged wire at the fuse box.

Disconnect the ignition coil [to avoid burn out whilst test-

ing], then use a test light to identify which side of the fuse box is the input side: remove the fuse, turn the key to on, test which side of the fuse holder will light the test lamp, when linking the fuse holder to earth. Then disconnect the battery.

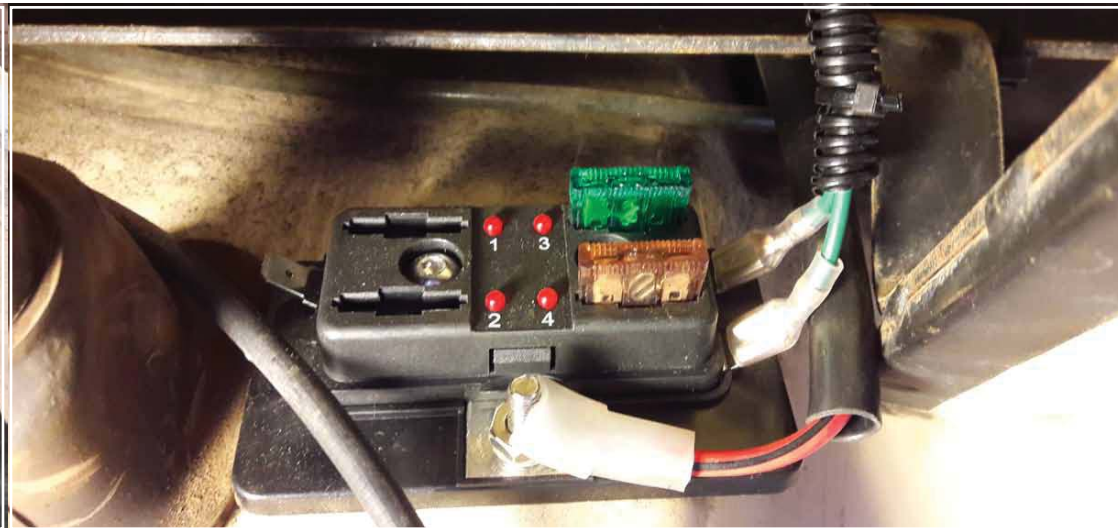
### Step by Step Wiring Changes

These may sound complicated, but are not really. The wiring diagram before and after pictures [on previous page] may be easier to follow, if your mind prefers visuals.

- 1 Remove the switch input wire from the fuse box and attach it to terminal 85 of the new relay ~ you may need to put a different terminal connector on the wire for this.
- 2 Run an earth wire from the 86 relay terminal to a suitable earth point. This wire carries very little current, maybe

250mA, so can be light.

- 3 The new battery positive feed wire is run to relay terminal 30, directly from the battery, or the starter motor post, or from an existing adjacent relay: link both terminal 30s.
- 4 The switched power output can now be taken from the relay terminal 87. Note there may be more than one 87 terminal, or terminals labelled 87a, 87b etc. You want one that is turned on when the relay is energised, which is normally 87 or 87b, but see the diagram on the relay body to confirm this [see picture]. If still unsure, use a test lamp to see which 87 terminal does what, when the key switch is on [reconnect the battery for this]. A power wire of suitable dimensions [probably the same as terminal 30 wire] is



run from terminal 87 to the missing bluetagged fuse connector on the fuse box. This completes the key-switched relay wiring.

### To Power an Auxiliary Key-switched Fuse Box, for Accessories

A modern fuse box, with a single positive input [aka a bus-bar], blade fuses, and LED blown fuse tell-tales, is best.

Run a relay-switched positive feed wire to the new fuse box. Either from relay 87 terminal, or from the blue-tagged input on the original fuse box. So the auxiliary box only receives power when the key is on. To double up wire connectors at the relay or fuse box, piggyback connectors are useful. [See photo top left]

Then you can simply hook up your new toys to the auxiliary



## Protecting the Ignition

fuse box, using suitable fuses.

Before and after wiring diagrams.[see pages 46 and 47] The before shows the feed from the key switch [top left corner] going directly to the blue-tagged fuse.

The after shows that same wire now going to relay terminal 85. With terminal 86 earthed.

The new positive feed wire is taken from the positive 'bus' and attached to relay terminal 30

The new switched output

runs from relay terminal 87 to the original fuse.

Another new wire, connected at the fuse input, takes switched power to a new auxiliary fuse box.

This diagram also shows a permanently live auxiliary fuse box, fed directly from the positive bus.

This article was written by Joolz Smith and first appeared in the June 2022 edition of '2CVGB News' the magazine of the Deux Chevaux Club of Great Britain.

## 90 Years of the Traction Avant

International Traction Avant Meeting  
Thursday, 9 to Saturday, 11 May, 2024  
Circuit de Charade, Puy de Dome, France



**PUY-DE-DÔME**  
LE DÉPARTEMENT



**CHARADE**  
le circuit de montagne



## Deflecting the Breeze



**VOLET " PROTECTOR "**  
pour conduite intérieure



Constitué par une glace sans encadrement, montée sur deux pivots chromés fixés en haut et en bas de la baie de la portière. Supprime les remous d'air si désagréables, notamment pour les passagers des places arrière.

**50649**

**Le volet complet, avec glace de sécurité. Pièce 165. »**

A la commande, indiquer la marque et le type de la voiture.

**Volet d'air D. E. F.**

7586

Permet d'avoir de l'air... sans courant d'air

Le Volet d'air D.E.F. est articulé sur deux pivots à ressort et formant rotule. Il ne gêne en rien la manœuvre de la glace de portière. Il permet de passer le bras pour les signaux, sans aucune manœuvre.

Pose facile : Fixation par deux vis en acier trempé et spéciales pour la tôle, donne toute sécurité et les 2 petits trous de 2,5 qu'il faut percer, ne peuvent nuire en rien à l'esthétique.

Supports cuivre chromé — Glace de sécurité

**IMPORTANT.** — En cas de commande, bien indiquer la marque de la voiture, la série, l'année et type de carrosserie.

Pour les voitures anciennes, les carrosseries spéciales et voitures de fin de série : envoyer un gabarit.



In the previous edition of 'démarréur' we re-published the first of a series of articles taken from the magazine 'Traction Avant'; the magazine of 'Le Traction Universelle' the umbrella Club for Traction Avant Citroëns in France. You may recall that last time we looked at entirely superfluous accessories such as running boards and marginally more useful over-riders and stylish bumper bars. This month we are looking into wind deflectors. You may recall that I mentioned in passing last time that my Traction is fitted with wind deflectors and they are fine, functional addition to a car.

But, until I read this French article I did not realise how extensive the range of wind deflectors was. Not just externally mounted units, but complete 'quarter-light' fittings were available.

Leigh F Miles



## Deflecting the Breeze

Previous page:

1] Publicity for DEF from 1936.

2] This is DEF advertising from 1937.

This page:

3] This photo was taken during the 1940 exodus depicts a Traction with clamp deflectors.

4 & 5] More advertising for DEF's range, these are from 1938.

6] Undated publicity for both DP and DEF.

7] More undated DEF advertising showing the range of models for which they made deflectors, including foreign brands Fiat and Lincoln.

8] While this is once again undated it must post-date the launch of the 2CV as it offers deflectors for the lower/folding glass of that model.



**LE VOILET D'AIR DEF**  
établi en glace de Sécurité

Permet d'avoir de l'air... sans courant d'air.  
Le Voilet d'air DEF rend le voyage agréable aux occupants de l'arrière qui n'ont plus à subir les violents courants qui se produisent en roulant, quand les glaces avant sont ouvertes.

Le Voilet d'air DEF est articulé sur deux pivots à ressorts et forme un toit. Il ne gêne en rien la manœuvre de la glace de portière. Il permet de passer le bras pour les glaces, sans aucune manœuvre.

Fixation par 2 vis options pour la tôle et l'acier sans clouage.

**SUR CONDUITE INTERIEURE**

**SUR CARRIOLET**

**Le volet d'air DEF**  
PERMET D'AVOIR DE L'AIR SANS COURANT D'AIR

Très élégants les volets DEF enjolivent une voiture  
Glace de Sécurité

**CITROEN**  
C1, pour C4, C4F, C4G, C6, C6F, C6G  
C2, — 8, 10 et 15 CV  
C3, — 7, 9 et 11 CV  
C4, — coach, Manassis, 8, 10 et 15 CV  
C37, — coupé 9 et 11 CV

**PEUGEOT**  
P6, pour 201 et 301 aérodynamiques  
P7, — pour 401 et 601 aéro  
P8, — 302 et 402  
P35, — Coach, grand luxe 402  
P54, — Peugeot 202

POUR PORTE AVANT GAUCHE et AVANT DROITE, avec GLACE DE SECURITE et vis à tôle, spéciales pour la pose.  
Pour 2 PORTES, la paire ..... Frs 250  
Pour 1 PORTE, la glace ..... Frs 145

Pour RENAULT, CHENARD, FORD, FIAT, HOTCHKISS, LICORNE.

**VOILETS D'AIR**

Ces appareils, fixés aux portières de la voiture sont destinés, au moyen d'une inclinaison contrôlable de la glace (35° environ), à permettre l'admission d'air frais dans la voiture sans aucun courant d'air.

Ils protègent aussi bien le conducteur que les passagers. Pendant les grosses chaleurs, en ouvrant le volet à l'intérieur, on obtient l'effet d'un véritable ventilateur refroidissant la voiture.

Tous ces appareils sont en verre de sécurité. Ils ne gênent en aucune façon le manœuvre de la glace et permettent de passer le bras pour la signalisation.

**MODÈLE D.P. N° 11440 B.** — La fixation se fait au moyen d'un seul tournevis sans percer aucun trou. Le réglage de la glace à l'air sans démontage, en serrant un bouton.  
Modèle standard pour toutes voitures de série ..... **5 850 Fr.**

**MODÈLE INTÉGRAL D. P. DE LUXE. N° 11441 B.** — A monture chromée se fait pour Citroën T. Av. 11 et 15 cv, Simca 6 et 8, Peugeot 203, .... **6 300 Fr.**

**MODÈLE D.E.F. N° 11439 B.**  
Se fait pour toutes voitures. La fixation à l'air par 2 vis type américain de 2 mm de diamètre ne pouvant en quel cas se soit à l'intérieur, on obtient l'effet d'un véritable ventilateur refroidissant la voiture.  
Pour 2 cv et Simca 5, .... **4 750 Fr.**  
Autres types de voitures, .... **5 500 Fr.**

**D.E.F. "LUXE" N° 11419 B.**  
Un levier spécial (voir schéma) assure le blocage de la glace dans la position choisie même aux plus grandes vitesses.  
Se fait pour Citroën Traction Avant et Peugeot 203, .... **6 750 Fr.**

Many accessories were successful when the customisation of Traction was going well just before the war and from 1946 onwards: bodywork ornaments, exterior equipment of all kinds. The most useful ones concerned the ventilation of the passenger compartment: the air deflectors.

The air deflector flaps that appeared before the war were quite successful. They are made of 'Securit' glass and fixed to the front doors by clamps or Parker screws with chrome tops and bottom brackets. Most of the

**7 LE VOILET VENTILATEUR DEF**  
PERMET D'AVOIR DE L'AIR... (Marque et Modèles Déposés)  
...SANS COURANT D'AIR  
LE PLUS UTILE ACCESSOIRE POUR UNE CONDUITE INTERIEURE

L'avant de la glace restant à volonté à l'intérieur de la voiture, grâce à une articulation permettant un grand pivotement. Assure de ce fait une ventilation idéale tant en prolongeant les phases arrivées, fixation par vis type américain, garantissant une solidité parfaite sur la portière résistante ainsi aux chocs de la fermeture et des trépidations de la route. Ne déforme pas la tôle. A son utilisation aussi bien en été qu'en hiver.

Voilette en tôle avec réglage à volonté.  
LE VOILET D'AIR DEF a une très grande possibilité d'articulation, car les articulations ne pèsent que sur les glaces.

Le volet allonge la portière sans l'ouvrir et protège ainsi les passagers de l'air chaud qui se crée en été et en position de glace en hiver pour le nettoyage des glaces.

Fixation en tôle sur le biseau de l'air.  
LE VOILET D'AIR DEF est aussi utile en hiver qu'en été et en position de glace en hiver pour le nettoyage des glaces.

**SIMPLICITÉ - EFFICACITÉ**  
Pas de courbures gênant la visibilité. Pas de fixation par bride qui déformait la peinture et même la portière en l'ouvrant. Par suite des serrages successifs qui sont nécessaires avec ce mode de fixation. Notre fixation par 2 vis en acier trempé et spécialement pour la tôle, donne toute sécurité, et les 2 petits trous de 2,5 qu'il faut percer, ne peuvent nuire en rien à l'esthétique. Ils sont d'ailleurs très facilement bouchables. La pose des volets est très facile.

**NOMENCLATURE DES APPAREILS DE SÉRIE**

BERLIET	HOTCHKISS	RENAULT
B44, pour 11 CV Dauphine 1944.	H22, pour 11 CV, Calsonic, Salin 1933	R6, pour Minis, Finis et Véroniques, Salin 1931
B52, — Dauphine Salin 1938.	H24, — 411-413, Calsonic, type Chausson Salin 1934	R2, — Minis, Finis et Véroniques, Salin 1932
CHENARD	H26, — 415, Calsonic, Salin 1934	R10, — Minis, Finis, Véroniques et Véroniques, Salin 1933
CH20, 4 portes, Salin 1934-35	H28, — 480-486-680-686, Calsonic et Autis, Salin 1935-36-37-38	R11, pour Calsonic, Salin 1934
CH21, cor. aérodynamique Salin 1935	H30, — Calsonic 411 - Salin 1932	R12, — Calsonic, Salin 1935-36-37
CH22, Salin 1936	H32, — Vichy - Salin 1936-37-38	R14, pour Primogates, Salin 1935 et 1936
CH23, 1937-38	H34, — Chausson - Salin 1936-37-38	R22, — Vign. grand sport - Véroniques
CITROEN	H36, — Chausson - Salin 1933	R24, — Chausson, Salin 1935-36-37-38
C1, pour C4, C4F, C4G, C6, C6F, C6G	H38, — Citroën Intérieur 1948	R26, — Minis
C2, — 8, 10 et 15 CV	LICORNE	R28, pour Citroën 2000 et 2100
C3, — 7 et 11-15 CV (type J) Traction AV	L143, pour Citroën Monoplace, type Renault, Normandie	R30, — Citroën, Salin 1937-38
C4, — coupé 9 et 11 CV	L145, pour Citroën Monoplace, type Renault, Normandie	R32, — 4 CV
FIAT	L146, pour Citroën Monoplace, type Renault, Normandie	ROSENGART
F12, pour 6 CV Bialla, 2 et 4 portes, Salin 34-35	L147, pour Citroën Monoplace, type Renault, Normandie	RO47, Super 16 stations AV
F14, — pour Coupé 6 CV, Salin 1935 et 36	L148, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
F16, — 11 CV Isolette	L149, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FORD	L150, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO16, pour V. 8, type 16, 32 et 40, 2 et 4 portes	L151, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO17, — V. 8, type 16, 32 et 40, 2 et 4 portes	L152, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO18, pour V. 8, 8, 8, 2 et 4 portes	L153, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO19, pour V. 8, 8, 8, 2 et 4 portes	L154, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO20, pour V. 8, 8, 8, 2 et 4 portes	L155, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO21, pour V. 8, 8, 8, 2 et 4 portes	L156, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO22, pour V. 8, 8, 8, 2 et 4 portes	L157, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO23, pour V. 8, 8, 8, 2 et 4 portes	L158, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO24, pour V. 8, 8, 8, 2 et 4 portes	L159, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO25, pour V. 8, 8, 8, 2 et 4 portes	L160, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO26, pour V. 8, 8, 8, 2 et 4 portes	L161, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO27, pour V. 8, 8, 8, 2 et 4 portes	L162, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO28, pour V. 8, 8, 8, 2 et 4 portes	L163, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO29, pour V. 8, 8, 8, 2 et 4 portes	L164, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO30, pour V. 8, 8, 8, 2 et 4 portes	L165, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO31, pour V. 8, 8, 8, 2 et 4 portes	L166, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO32, pour V. 8, 8, 8, 2 et 4 portes	L167, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO33, pour V. 8, 8, 8, 2 et 4 portes	L168, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO34, pour V. 8, 8, 8, 2 et 4 portes	L169, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO35, pour V. 8, 8, 8, 2 et 4 portes	L170, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO36, pour V. 8, 8, 8, 2 et 4 portes	L171, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO37, pour V. 8, 8, 8, 2 et 4 portes	L172, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO38, pour V. 8, 8, 8, 2 et 4 portes	L173, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO39, pour V. 8, 8, 8, 2 et 4 portes	L174, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO40, pour V. 8, 8, 8, 2 et 4 portes	L175, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO41, pour V. 8, 8, 8, 2 et 4 portes	L176, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO42, pour V. 8, 8, 8, 2 et 4 portes	L177, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO43, pour V. 8, 8, 8, 2 et 4 portes	L178, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO44, pour V. 8, 8, 8, 2 et 4 portes	L179, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO45, pour V. 8, 8, 8, 2 et 4 portes	L180, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO46, pour V. 8, 8, 8, 2 et 4 portes	L181, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO47, pour V. 8, 8, 8, 2 et 4 portes	L182, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO48, pour V. 8, 8, 8, 2 et 4 portes	L183, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO49, pour V. 8, 8, 8, 2 et 4 portes	L184, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO50, pour V. 8, 8, 8, 2 et 4 portes	L185, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO51, pour V. 8, 8, 8, 2 et 4 portes	L186, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO52, pour V. 8, 8, 8, 2 et 4 portes	L187, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO53, pour V. 8, 8, 8, 2 et 4 portes	L188, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO54, pour V. 8, 8, 8, 2 et 4 portes	L189, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO55, pour V. 8, 8, 8, 2 et 4 portes	L190, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO56, pour V. 8, 8, 8, 2 et 4 portes	L191, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO57, pour V. 8, 8, 8, 2 et 4 portes	L192, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO58, pour V. 8, 8, 8, 2 et 4 portes	L193, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO59, pour V. 8, 8, 8, 2 et 4 portes	L194, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO60, pour V. 8, 8, 8, 2 et 4 portes	L195, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO61, pour V. 8, 8, 8, 2 et 4 portes	L196, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO62, pour V. 8, 8, 8, 2 et 4 portes	L197, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO63, pour V. 8, 8, 8, 2 et 4 portes	L198, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO64, pour V. 8, 8, 8, 2 et 4 portes	L199, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO65, pour V. 8, 8, 8, 2 et 4 portes	L200, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO66, pour V. 8, 8, 8, 2 et 4 portes	L201, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO67, pour V. 8, 8, 8, 2 et 4 portes	L202, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO68, pour V. 8, 8, 8, 2 et 4 portes	L203, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO69, pour V. 8, 8, 8, 2 et 4 portes	L204, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO70, pour V. 8, 8, 8, 2 et 4 portes	L205, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO71, pour V. 8, 8, 8, 2 et 4 portes	L206, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO72, pour V. 8, 8, 8, 2 et 4 portes	L207, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO73, pour V. 8, 8, 8, 2 et 4 portes	L208, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO74, pour V. 8, 8, 8, 2 et 4 portes	L209, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO75, pour V. 8, 8, 8, 2 et 4 portes	L210, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO76, pour V. 8, 8, 8, 2 et 4 portes	L211, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO77, pour V. 8, 8, 8, 2 et 4 portes	L212, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO78, pour V. 8, 8, 8, 2 et 4 portes	L213, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO79, pour V. 8, 8, 8, 2 et 4 portes	L214, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO80, pour V. 8, 8, 8, 2 et 4 portes	L215, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO81, pour V. 8, 8, 8, 2 et 4 portes	L216, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO82, pour V. 8, 8, 8, 2 et 4 portes	L217, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO83, pour V. 8, 8, 8, 2 et 4 portes	L218, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO84, pour V. 8, 8, 8, 2 et 4 portes	L219, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO85, pour V. 8, 8, 8, 2 et 4 portes	L220, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO86, pour V. 8, 8, 8, 2 et 4 portes	L221, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO87, pour V. 8, 8, 8, 2 et 4 portes	L222, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO88, pour V. 8, 8, 8, 2 et 4 portes	L223, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO89, pour V. 8, 8, 8, 2 et 4 portes	L224, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO90, pour V. 8, 8, 8, 2 et 4 portes	L225, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO91, pour V. 8, 8, 8, 2 et 4 portes	L226, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO92, pour V. 8, 8, 8, 2 et 4 portes	L227, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO93, pour V. 8, 8, 8, 2 et 4 portes	L228, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO94, pour V. 8, 8, 8, 2 et 4 portes	L229, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO95, pour V. 8, 8, 8, 2 et 4 portes	L230, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO96, pour V. 8, 8, 8, 2 et 4 portes	L231, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO97, pour V. 8, 8, 8, 2 et 4 portes	L232, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO98, pour V. 8, 8, 8, 2 et 4 portes	L233, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO99, pour V. 8, 8, 8, 2 et 4 portes	L234, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38
FO100, pour V. 8, 8, 8, 2 et 4 portes	L235, pour Citroën Monoplace, type Renault, Normandie	RO53, Super 16, Salin 36-37-38

## Le Nouveau Voilet Ventilateur DEF à p

**pour Citroën Traction Avant**

**VOILETS C3 A.P.R. - A pression avec crampon de retenue sans perçage BREVETÉ S.G.D.G.**

**IMPORTANT**

a) - Ne pas serrer ou desserrer aucun des crampons en peinture.  
b) - Laisser les supports inclinés dans la position où ils ont été livrés.  
c) - Enlever les plaquettes au support du haut avant toute opération de montage.

**RÉGLAGE**  
Si la glace des volets a trop de jeu vers l'avant ou la carrosserie, avec un morceau de bois ou un maillet, déplacer les montures en faisant légèrement, mais ne pas toucher à la glace. Ce sont les montures qui doivent glisser. Le volet ainsi monté ne peut en aucun cas se déplacer.

Figure 1 - Appliquer le support du bras sur la portière sans forcer; la glace le plus vite possible, sans l'ouvrir.

Figure 2 - Introduire un tournevis entre la portière et le volet, en le poussant légèrement.

Figure 3 - Introduire un tournevis entre le support du haut et la portière, en le poussant légèrement.

Figure 4 - De l'intérieur, avec un tournevis, appuyer sur le bouton de réglage de la glace.

**DOCUMENTEZ-VOUS :**  
sur les volets AERMERIC encastrés sur les glaces descendantes pour 2 CV CITROËN

windows do not have chrome frames.

## Good Ventilation

These deflectors channel the air, avoid the swirls when the front windows are down, and the current thus created renews the air in the passenger compartment. They provide protection against strong side winds and slanting rainstorms. They eliminate the eddies and draughts that make the rear seats uncomfortable.

The majority of Traction on the road were decouvrable or had sunroofs. The Traction was



## Deflecting the Breeze

- 1 & 2] The 'Lux' option provided an automatic locking feature.
- 4] Dupré-Perrin's range prior to the Second World War offered 'The Protector', 'The Integral' and 'The American'.
- 5] Dupré-Perrin also made deflectors for both cabriolet and coupé models.
- 6] This is an extract from Dupré-Perrin's 1948 catalogue.
- 7, 8 & 9] A model from Dupré-Perrin with a partial frame which supports the fastener.

**1**

**2**

**3**

VOILETS en stock pour toutes voitures

— Pose gratuite en 10 minutes

— Livrables à lettre lue, sous emballages cartonnés

**LE VOLET GLACE "SÉCURITÉ" 165 frs**

— Montures bronze chromé

Remise aux membres T.C.F. DAS et autres groupements automobiles

**POSE :** Les crochets étant montés sur le volet, engager le crochet du bas dans la portière, faire basculer le volet, engager le crochet du haut, bloquer les vis de serrage.

**4**

**VOILETS DÉFLECTEURS "DEPE"**

**"LE PROTECTOR"**

A plumes de serrage chromées, se pose et se dépose au moyen d'un tournevis, sans perçage de trous dans la portière.

N° 26061. — En glace Sécurité.

Prix, la paire : 7.880. »

**"L'INTEGRAL"**

Pivotant à 180° dans un cadre en laiton chromé garni d'une bavette caoutchouc d'étanchéité. Se fixe sur le montant de portière au moyen de vis Parker.

N° 26062.

Prix, la paire : 7.800. »

**"L'AMERICAIN"**

A évolution complète, permet l'aération de la voiture, glaces de portière fermées.

Le montant de glace coulissant s'accroche avec la glace de porte, se pose sans soudures ni entailles de la porte.

N° 26063.

Prix, la paire : 17.500. »

A la commande : préciser marque et type de la voiture.

**5**

**DÉFLECTEUR POUR CABRIOLET**

Volet Déflecteur pour porte de Cabriolet sans montant

Se compose d'un encadrement chromé et d'une glace pivotante à champs polis

Se fixe sur le dessus de la ceinture de porte au moyen de vis Parker

Ne gêne en rien pour la manœuvre de la glace

Le volet chromé avec glace Sécurité : **250 frs**

Le Déflecteur pour Cabriolet se monte sur toutes marques de Cabriolets et Coupés

**VOLET DÉFLECTEUR PROTECTOR « DP »**

Montage sans trou à percer dans la carrosserie. Serrage réglable. Glace sécurité.

**N° 10111.**

Spécifier marque et type voiture.

**VOLET DÉFLECTEUR INTÉGRAL « DP »**

pour Citroën T.A. (11 BL, 11 N, 15 CV). Ford V 8 (13 et 21 CV), Simca 8. Monture duralumin poli. Glace sécurité.

**N° 10112.**

**« Sertichrome »**

pour 4 CV Renault, Dyna-Panhard et Simca 6. Encadrement duralumin poli. Glace sécurité.

**N° 10113.**

**Déflecteur « Américain »**

Pour Citroën T.A. et 203 Peugeot.

**N° 10114.**

**6**

**7**

**VOLET DÉFLECTEUR INTÉGRAL D. P.**

Aération parfaite des voitures à pare-brise fixe. La glace pivote entièrement dans un sertissage chromé garni d'un caoutchouc étanche, ne désaffaiblit pas la porte, assure avec un minimum de volume, une protection efficace, tenue parfaite dans toutes les positions, fait corps avec la portière et ne donne pas l'impression d'un accessoire rapporté.

Le Volet 190 francs, monture cuivre chromé, glace Sécurité, se fait en série pour 4 marques de voitures : CITROËN, FORD, PEUGEOT, SIMCA.

**POSE :** au moyen de vis PARKER sur le montant de la porte.

**8**

**9**

designed with two, then one hatch on its scuttle, opening to 45°, ventilating the front seats a little, and a windscreen that opened efficiently but noisily at high speeds, letting in some-

times dangerous insects.


The two main suppliers were DEF [Ets Defleur] and DP [Dupré-Perrin] which appeared at the end of the 1930s.



## Deflecting the Breeze

3] Small deflectors could protect the quarter-lights from rain and were placed in front of or above the opening.

4] Farnier produced the 'Deviator' deflector which was similar to the DP 'Integral' model.

**DUPRÉ ET PERRIN**  15, Rue Louis-Blanc, LEVALLOIS-PERRET

Spécialistes du pare-brise présentent le

### VOLET DÉFLECTEUR PROTECTOR D.P.

le seul n'entraînant aucune détérioration de la voiture épousant parfaitement l'ouverture de la baie à serrage réglable sans démontage de l'appareil

Si vous changez de voiture nous reprenons vos volets à 50 % de leur valeur pour vous en fournir d'autres adaptables

S'ils conviennent à votre nouvelle voiture, repose gratuite

**MONTAGE RAPIDE**

au moyen d'un seul tournevis, pas de trous à percer dans la carrosserie

**CLIMATISATION**

Au passage de l'air frais de l'extérieur il se crée une zone de dépression à l'avant du volet et de ce fait appel de l'air surchauffé du moteur, admission d'air frais sans courants d'air

L'inclinaison du volet crée une zone de protection pour le plus grand bien de votre nuque et de vos passagers

**LE CIRCULATOR "SCINTEX"**

L'Aérateur Intégral

« Le Circulator » comporte deux paires d'aillères aérodynamiques en matière plastique, incassables. Les pièces sont posées deux par deux sur les volets d'aération, à l'extérieur. Elles n'en gênent pas la fermeture et ne freinent pas la vitesse. Les aillères écartent la majeure partie de l'air qui glisse contre la voiture (flèches grises) et laissent entrer ce qu'il faut d'air frais (flèches blanches) en le dirigeant de façon qu'il ne frappe ni le conducteur ni les passagers. « Le circulator » permet d'ouvrir les deux volets à la fois sans courants d'air. Climatization parfaite. Ni gouttes d'eau, ni poussière dans la voiture. Pose facile sans aucun outil.

N° 26065. Prix, le jeu : 1.500. »

**LE CIRCULATOR "SCINTEX"**

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N° 26065. Prix, le jeu : 1.500. »

**PARE-PLUIE "D.E.F."**

S'adapte sur toutes les voitures de série

Réf. 200101. - Citroën T. AV	La paire	890
Réf. 200102. - Ford Vedette	—	890
Réf. 200103. - Peugeot 203	—	890
Réf. 200104. - Renault 4 CV	—	890
Réf. 200105. - — Frégate	—	890
Réf. 200106. - Simca Aronde	—	890

13, R. J.-B. CHARCOT ETS **A. FARNIER** COURBEVOIE (SEINE)  
A.D. 14. NÉFAR-COUREVOIE TEL. DÉFENSE 18-48 R. C. Seine 259-965 B

### VOLET AÉRATEUR "DÉVIATOR"

BREVETÉ S. G. D. G.

Une nouveauté pratique indispensable enjolivant la carrosserie

Cet appareil est d'une utilité incontestable, notamment pour les voitures fermées. Il supprime complètement les remous et courants d'air qui rendent inconfortables les places arrière dans les voitures fermées. Ouvert à 40°, il aère agréablement les places avant, l'air arrive amorti tout en conservant les mêmes avantages pour les places arrière. Monté dans un cadre métallique chromé, s'adaptant exactement au contour de la portière et avec une glace "Sécurité", il forme un complément de la voiture, l'enjolive et la modernise, car le cadre ne déseffleure pas de la portière, donne absolument l'impression d'avoir été prévu avec la carrosserie, comme sur les plus récents modèles, notamment américains. La fixation se fait en 10 minutes par 3 vis Parker fournies avec l'appareil et ne laissant pratiquement aucune trace en cas de démontage.



The DEF [Ets Defleur] brand was the first to offer a standard deflector with two screwed fastenings on the door with friction locking of the glass, a luxury model with partial locking, then another with retaining claws without the need to drill.

There would also be an 'Aerméric' version with a deflector built into the door [Image 6, page 60].

Dupré-Perrin offered a 'Protector' deflector with clamp fastenings, an 'Integral' deflector pivoting in a chromed crimp with a rubber seal screwed to the door and half-framed glass, and an 'American' type system with a flush-mounted baffle like

### DÉFLECTEUR "ÉVITO"

Le déflecteur "ÉVITO", est une sorte de gouttière qui se place sur la porte de la voiture en avant des volets d'air.

Il évite à la pluie de fouetter sur la glace de la portière ou sur le volet d'air s'il y en a un de monté.

De construction robuste en plexiglas, avec monture chromée, les déflecteurs "ÉVITO" tout en s'harmonisant par leur présentation soignée avec la ligne de la voiture, ne gênent en aucune façon la visibilité, grâce à la transparence du plexiglas.

La pose est rapide et facile, et ne nécessite que le perçage de deux petits trous.

**VENTILATEUR "AICO"**

DE LA FRAICHEUR A L'INTÉRIEUR DE VOTRE VOITURE

Monté sur articulation à rotule, il est orientable en tous sens; fixation instantanée sans détérioration de la carrosserie grâce à sa ventouse mécanique. Consommation équivalente à celle de deux ampoules de lanternes. Se fait en 6 et 12 volts (24 volts sur demande). Avec corps gris ou beige (à spécifier).

N° 11854 D. 5 625 Fr.

**VENTILATEUR**


Petit ventilateur de voiture, équipé d'un moteur de très grande précision monté sur roulement à billes, porte charbon en métal argenté, collecteur à 14 lames, induit reculé. Consommation 9 Ampère 8. Livré avec support métal chromé orientable en tous sens. Diamètre hors tout 150 mm.

N° 11851 A. 4 950 Fr.



## Deflecting the Breeze

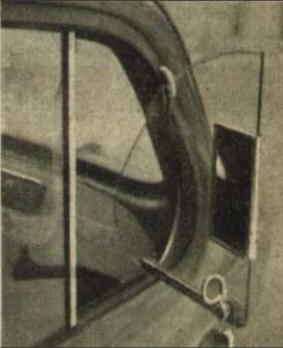
**18**



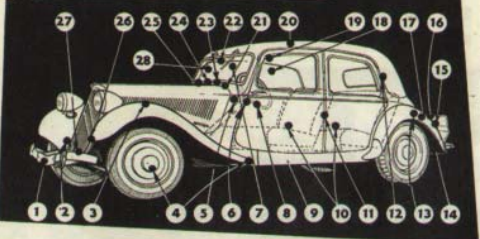
**Défecteurs**

**Back look**


REF. D.301. Rétroviseur adaptable aux déflecteurs d'air et aux pare-soleil de toutes voitures.




**11 et 15 CITROËN**



**3**



**4**



**1** Plaque police relief

**2** Boîte à gants

**3** Face de piston

**4** Tige de piston

**5** Boîte de piston

**6** Boîte de piston

**7** Boîte de piston

**8** Boîte de piston

**9** Boîte de piston

**10** Boîte de piston

**11** Boîte de piston

**12** Boîte de piston

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**28** Boîte de piston

**1** Boîte de piston

**2** Boîte de piston

**3** Boîte de piston

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**23** Boîte de piston

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**25** Boîte de piston

**26** Boîte de piston

**27** Boîte de piston

**28** Boîte de piston

**VOLETS D'AIR**



**6**

**VOLETS D'AIR ENCASTRÉS "DEF - AERMERIC"**

Transformation des glaces de portières d'origine en volets d'aération de genre américain.

- \* Étanchéité garantie par caoutchouc moulé au gabarit de la portière.
- \* Verrouillage inviolable par loquet faisant corps avec son support massif.
- \* Positionnement fixe à grande vitesse, assuré par des supports massifs ogivés.
- \* Protection complète par un pare-pluie épousant la ligne du volet, livré avec montants, glaces, déflecteur extérieur.

Se fait pour **Citroën Tr. Av. 11 et 15 CV** et **Peugeot 201**.

N° **72181**. La transformation complète. . . PRIX

Modèles spéciaux avec dispositif lève-glace pour glace d'origine.

N° **72182**. Transformation **4 CV Renault**. . . PRIX

N° **72183**. . . **Dyna-Panhard**.

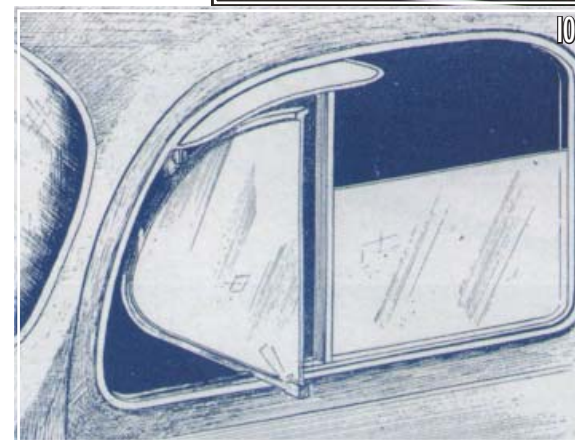
**7**



4 & 5] The chrome latch of the DP system

8 & 9] The DEF quarter-light latch is an ivory-coloured plastic handle screwed onto a thread.

10] DEF's 'Aerméric' was a small rain deflector that fitted above the top of the quarter-light and is integral with the assembly.



that of DEF [Image 4, page 54].

### Door-Mounted Quarter-Lights

The DEF and DP brands offered 'American-style' front door flush-mounted quarter-lights in the early 1950s. This type of equipment was becoming common among car manufacturers [American, Peugeot, Renault, etc], reducing the size of the front windows.



## Deflecting the Breeze

A fixed chrome post separates the quarter-light from the window.

The installation required a stripping of the interior of the door.

The opening flap is tamperproof and sealed by a 4-part moulded rubber seal.

The locking is tamperproof thanks to a solid latch that fits on the separating jamb.

This feature, by Dominique Bellière, first appeared in

'Traction Avant' magazine in April 2021. It was translated by the Editor with the use of [www.DeepL.com/Translator](http://www.DeepL.com/Translator)



The complete Dupré-Perrin quarter-light kit [front windows not included]. This is taken from the personal collection of the author.

The 1957 15-Six Limousine of President Coty with DEF quarter-light windows.



## Making Friends with the Ami Super

There was a gap between the middle-class 2CV and the posh DS in the 1960s, which was filled by the Citroën Ami. The second-generation Citroën Ami Super, had the chassis of the 2CV and the 40.3kW/54hp engine from the GS.

When the Citroën Ami 6 appeared on the market in 1961, it looked like it had been driven into a wall on every side. It had a grooved bonnet, bodywork full of creases and it looked somewhat sadly out into the world. The small twin-cylinder

boxer engine produced only 14.2kW/19hp at first, later it became 18.3/24.5 and 23.9/32 again later.

The last mentioned power variant became the base engine for the Ami 8, which debuted in 1969. It differed from the Ami 6 in a few ways: it had adopted a fastback design, although despite appearances it was not a hatchback and the



Narrow streets are the territory of the little Citroën. We drove through them with Roman Pätz, the proud Yankee owner.



## Making Friends with the Ami Super

characteristic rearward-sloping rear window had disappeared. The dented exterior was also smoothed out. A slightly fancier version of the Ami 8 appeared in 1973: the Ami Super. It was supposed to fill the gap between the 2CV and the much more expensive GS.

### 800kilos Light

From that GS, the Ami Super got the engine, a boxer with four instead of two cylinders and an overhead camshaft on each side. This made the Ami suddenly fast: a power output of 40.3kW/54hp was quite decent at the time. Even larger

mid-size cars hardly had more to offer in their basic configuration. As the Ami weighed only 800kilos, it delivered fine performance.

You might not expect it, but the Ami Super was pretty fast around corners. It was built on the same platform as the 2CV. The wheelbase was the same, the rear track width even a bit narrower. For the Super, Citroën strengthened the chassis and wider tyres were fitted: 135 SR 15. The 2CV had tyres of just 125mm. With its 'wide' tyres, the Ami was a fun little car to drive.



## Economise and enjoy it - with the Citroën Ami Super.

If you're looking for a new car that's interesting as well as economical, this is the car you should test-drive.

The Citroën Ami Super has better performance than many sports cars. Its road-holding is tenacious. It's a 4/5 seater. It has all the comfort - and comforts - of a Citroën.

The Ami Super may be an economy-size car. But it's also an impressive car, in at least 10 ways.



absorbers and anti-roll bars front and rear.  
Interior comfort Seats are contoured for ease and support, and upholstered in targa or jersey Nylon (optional). Plenty of room, too, for all necessary legs, elbows, heads, etc.

1 Acceleration The Ami Super has the lively 1015cc Citroën GS engine: an advanced light alloy flat four. This moves you from 0-50 in 11.9 seconds. You won't need to accelerate like this often, but it's important to know that you can.

2 Easy cruising Some small-to-medium cars are working quite hard at 50 mph, and let let you know it.

Not so the Ami Super. Its GS engine just hums along the motorway, more relaxing than many more powerful cars.

3 Precise gearchange Transmission, too, is as fitted to the GS. Four speed, with precise floor-mounted lever.



4 Riding comfort Ami Super comfort standards are years ahead of those of the average economy car. This Citroën 'balanced' systems suspends each wheel independently, with four hydraulic shock



6 All equipment to hand Facia and smart Citroën one-spoke padded steering wheel are in attractive Havana colour. Instantly responsive stalk controls operate lights, indicators, wipers and electric screenwashers.

The heater/demister system has a powerful fan to circulate warm air. Two facia vents provide ventilation. Headlamp beam height can be adjusted from a control under the facia. A driver's door mirror is standard.

7 Stopping power Front disc brakes are inboard mounted. Braking system is dual-circuit. Pedal operation is light and easy.

8 Michelin tyres The 15" wheels are fitted with Michelin ZX radial-ply tyres for superb roadholding and long life.



9 Luggage space A medium-size car needs a good-sized boot. The Ami Super has 10.2 cu. ft. a sensibly square, easy-to-load shape.

10 Saloon or Estate Choose the Ami Super saloon or the 5-door Ami Super Estate. The Estate has 50.25 cu. ft. loadspace and carries up to 7½ cwt. The Ami Super saloon is £931.57 plus VAT, the Estate £1019.33 plus VAT.



You can assess Ami Super value for yourself with a test drive. See your Citroën dealer, or post the coupon for our brochure and list of dealers in the comprehensive Citroën UK network.

**WIN AN AMI SUPER!** Everyone who test drives an Ami Super can enter our competition to win one! Your Citroën dealer has all the details - or post the coupon.

Post to: Citroën Cars Ltd, Dept A98, Trading Estate, Slough SL1 4QA. Please send colour brochure on Ami Super saloon and estate and details of Ami Super competition.

Name \_\_\_\_\_  
Address \_\_\_\_\_

**CITROËN**  
A word for comfort.

Facing page: The chassis is reinforced compared with the 'Duck', but the lateral inclination is still enormous.

Above: A magazine advertisement for the Ami Super which appeared in 'Car' magazine in 1974.

In the UK the Ami Super saloon was priced at £931.57 plus 10% VAT, making the total £1,024.73. In Germany the price started at DM6,480; the Ami Super cost DM900 more than the Dyane, but DM1,500 less than the GS.



## Making Friends with the Ami Super

The body leaned over quite a bit, but if you are familiar with French suspension and have family members who don't get carsick easily, you can have fun. To the unsuspecting outsider, it looks like the body tilts alarmingly, but it is quickly balanced again on the straight.

Thanks to the GS engine, the Ami accelerates to 100kph in 17.5 seconds. Very little happens in the lower rev range, but from 3,000rpm more power is released. It is possible to reach a speed of 150kph, but at the limit of its power, the boxer engine rumbles wildly and sounds like a horny duck. But that's only if you push it to the limit.

If you keep it at 120kph, all you hear is a satisfied hum. Moving off the motorway, you benefit from the famous French comfort. Thanks to its long suspension travel, the Ami Super handles every unevenness. We'd like that in a modern car too if we're honest.

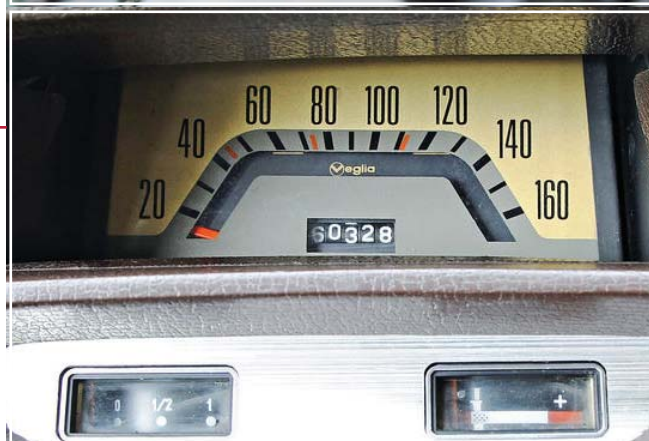
### *Spartan Interior*

The interior of the Ami Super

**Spartan cockpit:** The Ami Super looks rather cheap inside. Contemporary testers accused Citroën of sloppy workmanship.

**Pull and push:** The handbrake protrudes from the dashboard like an umbrella handle. Shades of the GS?

The speedometer is hidden deep in the plastic. The Ami Super reaches a good 140kph.



is Spartan, but at least there are plenty of storage options. The controls are logically placed and the speedometer is tucked deep into the plastic. The materials and finish quality were not everyone's cup of tea at the time, but we don't think this is too bad 40 years later. Everything still functions and nowhere is the plastic crumbled or discoloured by the sun.

The same goes for the green fabric of the seats: it looks like new. Only the foam underneath has clearly suffered: you sink extremely deeply into the seats. In the back, you even sink almost to the floor, making it hard to sit comfortably. Oh my poor back...

### *Lateral Support*

That must have been different 40 years ago. Back then, the seats were compared to a gentlemen's saloon and the lateral support was also found to be fine. What impresses even today is the space. The Ami Super is small, but two people can sit very comfortably in the front.

Three people can ride in the front if necessary, the foam of the seat cushions is extremely soft although it was probably more supportive when the car was new.

Turn by the tip of the nose to open the door. Press small lever to lock it. Press in the middle to unlock it.

The recessed door handles with the flash chrome surround look rather prestigious.



## Making Friends with the Ami Super

Behind, you have more room for your knees than in many a modern car. Thanks to the narrow roof pillars, visibility all around is excellent.

If you pay closer attention, you see plenty of little tricks that French cars excelled at in those days. For instance, the holder for a spare dose of engine oil is located where you would expect it: in the engine compartment. And then there is the wooden block, which is stowed behind the left headlight and prevents the car from rolling away on a slope.

Even more impressive is the flexible interior. You can flip the rear seats over, fold them forward and even take them out. And all in mere seconds.

The bench is not heavy, so you can easily lift it on your own. Once the bench is out, it creates a flat loading floor. The steel smiles at you, there is not a speck of dust or piece of plastic covering it. Even the protrusion of the shock absorbers is missing, so you can use the full width between the wheel arches.

That's variability: the rear seat can be used flexibly.

That's variability: the rear seat folds down ~ in seconds!

That's variability: the rear seat can be folded forward ~ in seconds!

That's variability: the rear seat can be removed ~ in seconds!



### Spare Wheel? Under the Bonnet

And so there are many more advantages. If needed, you could take a third person in the front. The full-size spare wheel is housed in the engine compartment. The smart door handles are easy to find even when it is completely dark. The large round release button in the centre can be operated without fumbling. So you can quickly let your passengers in. Central locking? No need ~ everything is within reach.

A number of innovations are hidden under the aluminium. The front disc brakes placed against the engine block have an extra claw for the handbrake and are supplied with cool air each time by the fan for better cooling.

This Ami Super was built in November 1975. Here and there the paint needed touching up in the interim, but there was no need for welding yet. There are no rust problems.

And well, those little flaws,

Instead of crawling along with 24kW and two cylinders, the Ami Super relies on 40kW and four cylinders ~ making the Frenchman quite fast on the road. There is a wooden wedge in the front of the engine compartment. Wooden wedge? It is so that the car doesn't roll away on a hill. Such simple solutions are the hallmark of the Ami Super.



## Making Friends with the Ami Super

don't they make the car actually tres charmant? The sagging seats indicate that this car has been lived in. And the Ami can take it. The Ami 6 and 8 are not high-value classics, but they ac-

tually deserve better because they are equipped with so many handy features and offer a lot of driving pleasure. In any case, we have become friends with the Ami.

Two magazine advertisements for the Ami Super. The one on this page is French and the text has been translated for publication. That on the facing page is from the United Kingdom. In both, and in the example on page 63 the copy has been re-set in order to enhance its readability whilst attempting to retain their original layout.



### Ami Super The power you need, when you need it. (6 CV, 4 cylinders, 1015 cm<sup>3</sup>, 140 km/h)

61 hp. SAE under foot.  
To overtake very quickly.

Yes, to overtake, it's better to have the power you need when you need it.

That's why the Ami Super has a powerful engine. A 4-cylinder engine of 1015 cm<sup>3</sup>. With 61 hp. SAE under your foot, you accelerate, you pass. That's all there is to it.

And on the motorway, the Ami Super effortlessly reaches speeds of up to 140 km/h.

More than just a new motor...

The Ami Super has a floor-mounted gearlever. And a suspension, braking and steering system to match its performance. And soft, contoured seats designed for long journeys. And fan-forced heating, etc.

All this is worth a test drive. Sedan or estate. The Ami Super is available from your Citroën dealer.

Get behind the wheel. 84.400 F + VAT

360 dealers and agents at your service.

CITROËN

This article, written by Thorsten Elbriggmann, first appeared in the German edition of 'Classic Cars' in December, 2013. The accompanying images were taken by Daniela Loof. Permission to re-

print this article was given by the editor of the Dutch edition of 'Classic Cars' on whose website your editor found the article. Translated with [www.DeepL.com/Translator](http://www.DeepL.com/Translator) (free version)

## For drivers. For families. For less than you'd think.



### New Citroën Ami Super.

For drivers, the famous GS engine and gearbox.

If you enjoy your driving you'll get a lot of pleasure from the new Ami Super Power unit is the famous 1015cc Citroën GS engine – an advanced air-cooled light alloy flat-four.



When you drive far you drive in the motorway fast lane. In town you have the zest you need to keep ahead of traffic problems and the ease of the floor-mounted GS gearlever and transmission. With a top speed in the high eighties the Ami Super has a performance way above its price bracket.

Reliable performance too – because the GS engine and gearbox have now been proved over millions of miles.

For families, Citroën comfort and safety.

Every Citroën is a lesson in comfort to other carmakers. The Ami Super is no exception. Suspension is independent with hydraulic shock absorbers. For safer motoring the Ami Super has front wheel drive and front disc brakes. Instruments on the new fascia are clear and practical. With electric screenwashers, effective heater demister face-level fresh air vents Ami Super is top value: a driver's car, a family car, a car that's good for your bank balance.

Test drive the Ami Super at your Citroën dealers. Or write for brochure to: Citroën Cars Ltd, Dept A69

Trading Estate Slough SL1 4QA For £931.67 (plus vat) a well-equipped saloon.

For £1018.33 (plus vat) a well-equipped 4-door Estate.

The Ami Super Estate has all the new features of the saloon plus folding rear seat and fifth door.



CITROËN AMI SUPER



## Florence Thomson: Pioneer Driver

### *A Lady Motorist Drives from Adelaide to Melbourne*

Mrs B Thomson, the wife of an Adelaide dentist, last week achieved the distinction of being the first woman to drive a motor car from Adelaide to Melbourne. Last May her husband, who is also a motoring enthusiast, made his first successful run between the two cities in a de Dion motor. The journey was

This 2CV Dolly was one of the participants in the 2022 Florence Thomson Tour. Other participating vehicles included at least six Morris Minors. So while there were a number of vintage cars amongst the 61 participants cars of that age are not an essential requirement to participate.



accomplished with great difficulty, as there are sandy stretches along the road which only a light flying car can traverse. Mrs Thomson, whose previous experience had been restricted to a few spins in the vicinity of Adelaide, decided to attempt the trip on a Beeston Hunberette car, of five horse power, and weighing about five hundred-weight. She was her own chauffeur, and was dressed for the part in leather overalls, peaked cap, ear-flaps, mask and goggles. Thus attired, Mrs Thomson might have sat for her portrait as an Esquimaux squaw, and the impression which her appearance made on village hotel-keepers along the road rendered it difficult at times to obtain accommodation for herself and the mechanic who accom-

panied her. But a keen sense of humour and the consciousness of being a pioneer among lady motorists enabled her to surmount these petty obstacles.

Mrs Thomson left Adelaide eight days ago. Her first day's journey brought her to Meningie, after a run of 115 miles. Here she expected to get a fresh supply of petrol. Through some mistake, however, the oil had not been sent on, and Mrs Thomson was obliged to wait a day before the fuel arrived. On Sunday she travelled from Meningie to Kingston, the next stage stages being from Kingston to Mount Gambier, Mount Gambier to Camperdown and Camperdown to Geelong. Outside Geelong one of the tyres punctured, and shortly afterwards the excessive vibration caused

a leak to start on the radiators.

Hasty repairs were effected at Geelong, and yesterday morning Mrs Thomson telegraphed to the Automobile Club that she was starting on the last section of her journey. The vice-president [Mr T Rand], accompanied by Mr HB James and several other enthusiasts, set out on automobiles along the Geelong road to meet her. The meeting took place on a dusty stretch of road on the Werribee plains, and could not have been exceeded in enthusiasm. The sight of the pass of smoke lying

Adelaide to Melbourne was not Florence's sole motoring claim to fame. In 1905 she was the sole female entrant in the Dunlop Reliability Motor contest from Sydney to Melbourne, successfully completing the five day trial in a six horsepower Wolseley.





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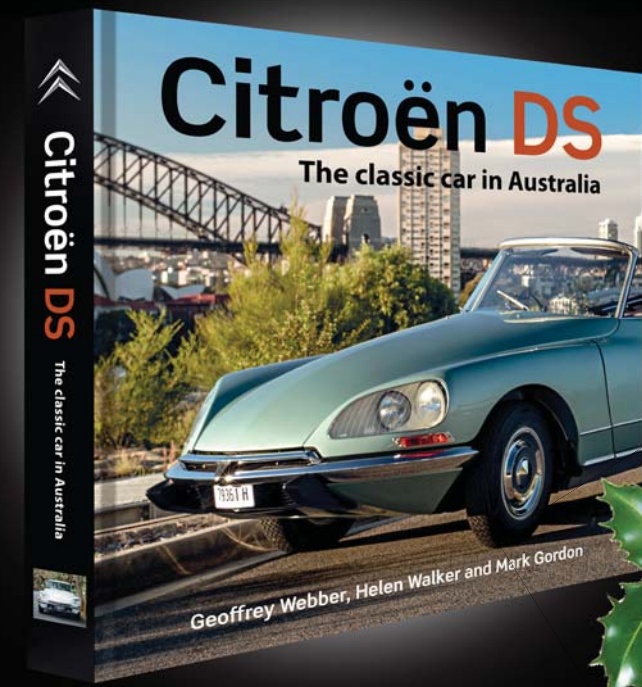
over Melbourne put fresh heart into the pluck motorist, whose arms were numbed by the continual vibration of the steering-wheel. The next 25 miles, however, were destined to prove more troublesome than even the sandy deserts of Coorong. The water-tank began leaking badly, and several halts had to be made to refill the reservoir before the journey was completed. Mrs Thomson stuck to her work bravely, and had the satisfaction of steering her motor to its destination. She was in charge of the machine throughout the tour, and her performance is one of which any motorist would be proud.

Mrs Thomson says she thoroughly enjoyed the trip, and adds, 'I steered the car the whole way. Of course there is a certain amount of vibration, and my arms are a bit stiff, and the muscles rather contracted, by driving such a long distance. But I must say that there is not much vibration on my car, and with the exception of the leakage of the tank, it behaved admirably. I used about 15 gallons of petrol on the journey. The petrol I had was very good, and there was no smoke or smell from it. I cannot say that there were any sensational incidents connected with the trip. When nearing Casterton in the dusk the car frightened a number of horses, which were be-

ing driven along the road, and they managed to get away from the young man who was driving them. At a Casterton hotel they told me that they were full, and I had to go somewhere else for accommodation. I didn't know whether the motorist dress of leather overalls, ear-flaps, mask and goggles frightened them. At Geelong also I was told at three hotels that they were full. But, as I said before, I thoroughly enjoyed the trip'.

This report on Florence Thomson's trip first appeared in 'The Weekly Times' of Saturday, 2 April, 1904.

Each year to commemorate this achievement the AOMC, in conjunction with the RACV runs the Florence Thomson Tour. The Tour celebrates the pioneering spirit and contribution of Women to Australian motoring. So, ladies, please put the date in your diary so you don't miss out.



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