

FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



WINTER 2013 VOL 37 NO 3

Postal Address

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The address of the Club and this magazine is:

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The Club's website is:

www.citroenclassic.org.au

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

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

Meetings

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

Membership

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

Life Members

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

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

Cover Image

The cover image depicts the Hôtel du Lac, Charavines-les-Bains, Isère, France and is taken from the Traction Avant Nederland calendar of 2004.

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CITROËNING

CH PLATES

Send your annual CH renewal form to PO Box 52, Balwyn, 3103. Please do the right thing and enclose a stamped, addressed envelope. If you do not have a Club Permit Handbook include \$5 and we will return one to you.

ABOUT TO ARRANGE A CLASSIC/HISTORIC PERMIT FOR YOUR CITROËN?

CH permit applications must be accompanied by a RWC. The onus is on owners to demonstrate that their cars are safe. Feel free to consult our Permit Officers for advice regarding getting your car on the road, and keeping it going.

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

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

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NSW: www.citroencarclub.org.au/
WA: www.citroenwa.com.au
QLD: www.citroenclub.org
www.doublechevrons.aunz.com

Welcome to another 'Front Drive'. This edition has a focus on the cx and some of the background to its development.

We start with Citroën's in-house view on style and design development in the time of the gs and cx.

Many of you will have the stories that link the design, overseen by Robert Opron, to the Pininfarina Aerodynamica.

The Aerodynamicas [there were at least two, and some say three] were based on the then-current BMC 1100 and 1800 models ~ designed to show what the Landcrab might have looked like.

But that is a very simplistic approach. As with any story in the automotive world there is way more to it than meets the eye.

Not only do we cover off the Aerodynamica, but also Projet L, the car that did indeed become the cx.

Of course, today we think of the cx as a great car, with no faults. However even in countries where the price was not prohibitive sales were not record-breaking.

We re-print a 1979 road test of the cx Athena. The Athena replaced the cx 2000, and boasted the new Douvrin 2litre engine. Read the contemporary views of the UK's magazine 'Motor'.

Another episode in Alan Brown's story of his ds ~ with just a little risqué spice.

Events, Fleet Follies and Spare News ~ all your favourites are here.

Enjoy,
Leigh F Miles



In the last Front Drive May/June 2013 Vol 37 No2 I re-read the, OzTraction '13: Eureka article and I am happy to report the annual touring high-light was carried off exactly as the program anticipated ~ a great event that delivered more than expected. For my mind the event even explored the different edges of insanity.

Unfortunately not enough time was available to fully explore Kevin McIntyre's amazing commitment to renovate and restore one of the Western Districts extraordinary pastoral mansions at 'Narrapumelap'. If you've renovated a bathroom this project boards on insanity—but he's doing it! As the pictures illustrated the sprawling bluestone buildings were a romantic Gothic indulgence created by a successful 19 century pastoralist ~ their wool cheques must have been bigger than dynamite. And now Kevin is spending his life committed to Narrapumelap's revival.

Our second historic building inspection was the obsolete Aradale Asylum complex ~ a labyrinth for unfortunate souls where if you weren't mad when you went in, you would have been mad when you got out!

On a very happy note congratulations to Rod and Jill Ward for winning the Observation Run and taking home the Iain MacKerras Memorial Trophy ~

well done.

Ken Marriott and Paul Stewart of the Renault Car Club of Victoria for the 2013 French Car Festival Committee have done a great deal of work putting the agenda in place for our Concours

event for 2013.

The 2013 French Car Festival

9.30am ~ 3pm Sunday October 20 at Seaworks Maritime Precinct, 82 Nelson Place, Williamstown

The Festival will be opened by the Mayor of Hobsons Bay, Ms Angela Altair.

Major awards will be presented by the French Consul General, Mrs Myriam Boisbouvier-Wylie.

The Festival will feature vintage, veteran and current day models of many French car marques, dealer displays, music performances, French cooking demonstration by Gabriel Gate, food and coffee stalls, car detailing demonstrations, merchandise stalls, raffles, a specialist French car advice tent and an on-site Tavern.

Music from The Long and the Short of It, Alan Black and Williamstown High School.

The Festival will be filmed for screening on Classic Restos on Channel 31.

Peter Sandow ~ President

PREZ SEZ

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

A-TRACTIONS

WHEN: Sunday, 14 July
 TIME: 12:00pm
 WHERE: The Steam Packet Hotel, Williamstown.
 13 Cole St, Melways 56 D10
 COST: Lunch and refreshments to your account
 BRING: Your wallet
 BOOKING: Essential, by Thursday, 4 July
 CONTACT: Mike Neil,
 04 1821 1278
activities@citroenclassic.org.au

Thought I'd get you familiar with Williamstown where the French Car festival will be held. The Steam Packet has a great bistro and ambience suited to a winter's Sunday lunch.
 Mains from \$15.50 to \$25.90
 The Steam Packet Hotel is an important element of the historical town of Williamstown. It has



strong historical associations and is architecturally notable as being a strong representative example of a hotel in the 1800s.

Architecturally, the building is in the conservative Classical style and is notable for its detailing. Constructed on stone plinth, the stuccoed structure has a string course and parapet with cornice. Other distinctive features include the angled corner, window and door frames and the prominent chimneys.

The two storey building was built in 1863 to replace an 1839 original building called the Ship Inn, which burnt down in 1861.

WHEN: Wednesday, 17 July
 TIME: 7:00pm
 WHERE: Check with the Secretary for this month's venue
 COST: Cheap eats

BRING: Refreshments
 BOOKING: Preferred
 CONTACT: Sue Bryant,
 04 1251 8849
secretary@citroenclassic.org.au

WHEN: Wednesday, 24 July
 TIME: 8:00pm
 WHERE: Frog Hollow Reserve
 Rooms, Fordham Ave.,
 Camberwell. Melway 60, B3
 COST: Free
 BOOKING: Not required
 CONTACT: Mike Neil,
 04 1821 1278
activities@citroenclassic.org.au

This was such fun last year, I've decided we need to see more members' shots; you'd be surprised how beauty doth lie in the eye of Citroën owner. Any photos of Citroëns you have taken are eligible. They can be from decades ago or in digital form. Members might recall that one of last year's was turned into a great article for the magazine.

Even if you cannot attend in person, why not email your favourite images to Mike and participate from afar!

Prizes will be awarded.

WHEN: Sunday, 4 August
 TIME: 10:30am
 WHERE: The Briars,
 Nepean H'way, Mt Martha.

Melway 145, D11.
 COST: Entry [see below] and lunch
 BRING: Your wallet
 BOOKING: Essential, by Thursday, 2 August
 CONTACT: Mike Neil,
 04 1821 1278
activities@citroenclassic.org.au

The Homestead visit is a must when it contains the biggest Napoleonic collection of stuff, given to the Balcombe family by the Emperor himself! Visit www.onlymelbourne.com or Google The Briars for an interesting history lesson.

Flexibility's the go here, a basic visit is about 1.5 hours, with a Wildlife sanctuary walk make it 3 hours. Adding lunch to that makes it a relaxing day out. We will meet at the visitor centre at 10:30am. The entry fee is \$5 for adults and \$2.50 for children

One of last year's prize-winning pictures from the photo competition



~ but there is a discount if there are more than 15 of us.

WHEN: Wednesday, 21 August
TIME: 7:00pm



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

WHEN: Wednesday, 28 August
TIME: 7:30pm
WHERE: Riversdale Hotel,
cnr Riversdale and
Auburn Rds., Hawthorn.
COST: Cheap eats
BOOKING: Essential by
26 August
CONTACT: Mike Neil,
04 1821 1278

activities@citroenclassic.org.au

High quality traditional Pub food at reasonable rates; Porterhouse Steak \$14. Wednesday's Steak night at the Riversdale, a three storey Victorian Hotel built during the Gold Rush. Come along and enjoy the atmosphere, and chat with club members.

WHEN: Sunday, 15 September
TIME: From 8:30am
WHERE: Alistair Knox Park,
Panther Place, Eltham.
Mel: 21, 15
COST: Free
BOOKING: Essential by
September 14
CONTACT: Mike Neil
04 1821 1278

events@citroenclassic.org.au

If you haven't been to Eltham for a while, the markets, which celebrates its 33rd birthday this year, are a good place to start. Lots of good regional food and crafts to take home, maybe Christmas pressie inspirations could evolve.

WHEN: Wednesday, 25 September
TIME: 7:30pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3
COST: Free
BOOKING: Not required
CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

WHEN: 4th Thursday
July 25
August 22
September 26
TIME: 11:00am
FROM: Ocean Grove
Industrial Estate,
1/29 Everist Road
TO: Victoria Hotel,
Hesse Street, Queenscliff
COST: Cheap eats
pub lunch [drink in moderation, if you drink, don't drive]
BRING: An interesting car
BOOKING: Not required
CONTACT: Mike Killingsworth
04 1755 2446

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

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The body of a Citroën car is initially a creation of the mind ~ before being transposed into reality.

It is the exacting task of the creative people in the Styling Section of the Design Department to

invest the pure, functional lines of the vehicle to be. Their creative thinking must however rest on concrete data; the overall dimensions of the mechanical parts and the passenger-space obligations with which they have to comply.

While not forbidden to dream, they must always retain at

the back of their minds these hampering imperatives, together with a strict set of specifications, itself defined in accordance with the findings of market surveys, national and international regulations, not to mention economic considerations...

These are the basic data from which spring the stylists' research and the various stages in the design of a car body.

These diagrams, known as the 'coach-builders' plan', are the threshold of adventure for Citroën's Styling Section. This Section's job is to design the future vehicle while meeting the 'musts' of the mechanical parts' overall dimensions and passenger-space availability.

The stylist then does rough sketches showing the overall lines of the car as he sees it. From the initial sketches stem more refined drawings in which the imagined vehicle may be represented full scale.

After the roughs comes the active studio phase, during which the stylist and his team work on a full-size model made up of a

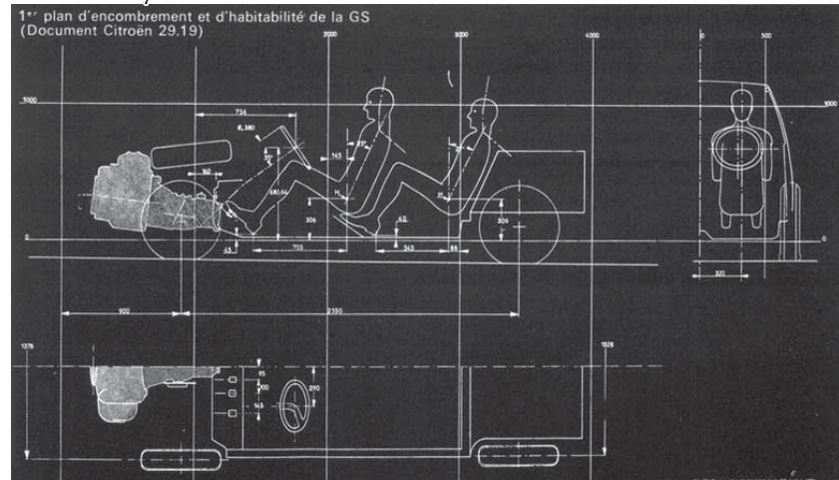
wooden framework supporting a wire netting armature on which plaster is cast. From the drawing board to 3D...

In the modelling studio, several stylists simultaneously do research in parallel, on several plaster models, for one and the same body; each of these models

usually deals with two proposals [one for each half of the vehicle].

From this exploratory work often emerges a result far removed from the shapes suggested in the initial drawing.

In parallel with this styling research, wind-tunnel tests are run on reduced 1/5 or 1/8 scale models.



Esquisses Projet CX (Document Citroën 29.22)

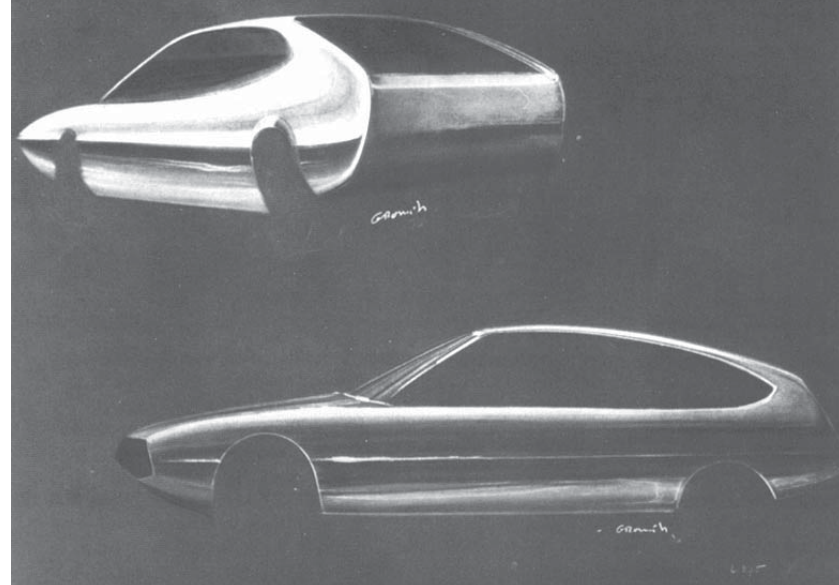


Photo Legros (Citroën 29.3)

At Citroën, we always carry our aerodynamic research to the pitch of perfection. It allows drag [CxS] to be reduced and stability in side-wind conditions to be improved ~ but it calls for vast numbers of measurements and weighings. In

addition, air flow along the body walls is visualised by two techniques: lateral and perpendicular shift of lengths of wool yarn or of streams of coloured smoke, for a variety of set speeds.

The various plaster test models are submitted one by one [or rather one half by one

half!]) to the Management, who settle on one of them. The chosen model is then taken out into the countryside, to be examined free from geometrical references.

It is now painted, fitted externally with its prototype accessories: and thus the cx is born.

It then temporarily leaves the Styling Section, to be submitted to the searching finger of 'Alpha 3D': a palp measures, records and

fixes its numerical definition on a perforated strip. The use of data processing allows precious time to be saved while securing strict accuracy in the global recording of the body's form. The data, stored in a computer, are available at any time for processing programmes. The results of these calculations, transcribed on punched tapes, allow machine tools or drawing machines to be automatically

STYLE!



Photo Citroën 29.3

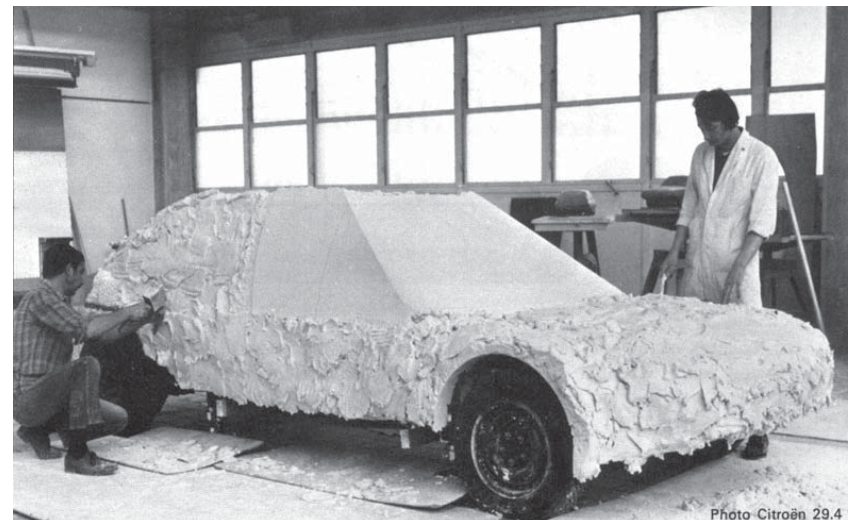


Photo Citroën 29.4

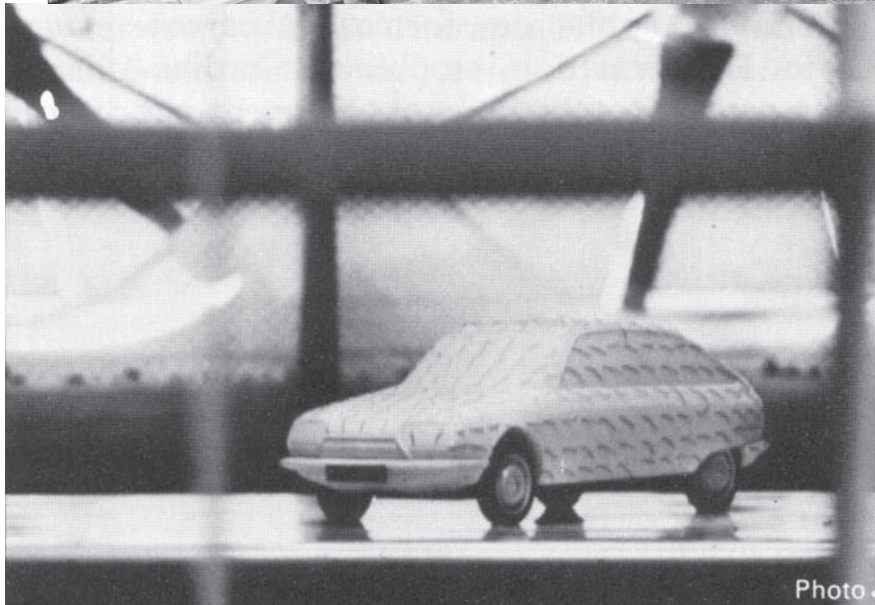


Photo 4

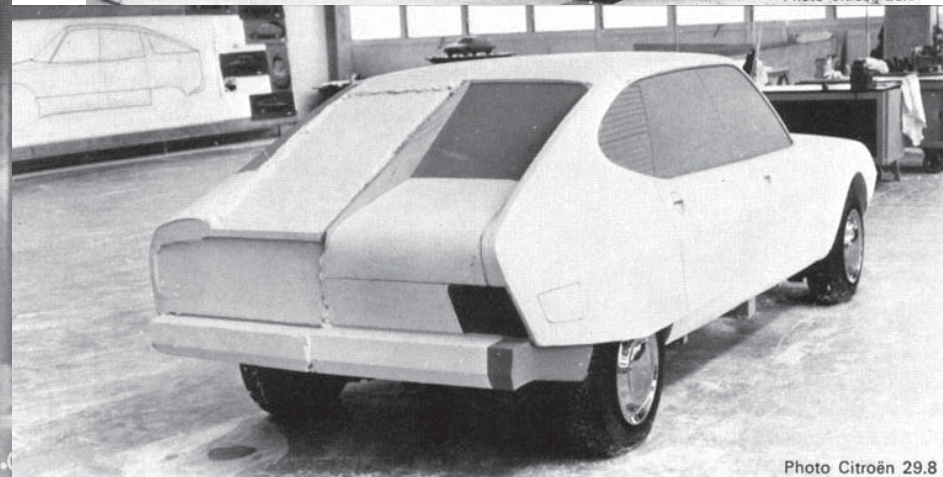


Photo Citroën 29.8

controlled. Thus, from these taped data, the Citroën Design Department's Gerber machine can at will make a drawing of the body or its constituent parts, at full or reduced scale, in elevation or in perspective.

Here the model is back in the

Styling Section. A hollow mould or matrix is now made, by applying a layer of plastic [araldite] reinforced with a wooden armature.

In order to make withdrawal of the parts possible, the car is broken down into large sub-areas, individual impressions of which are taken.

STYLE!

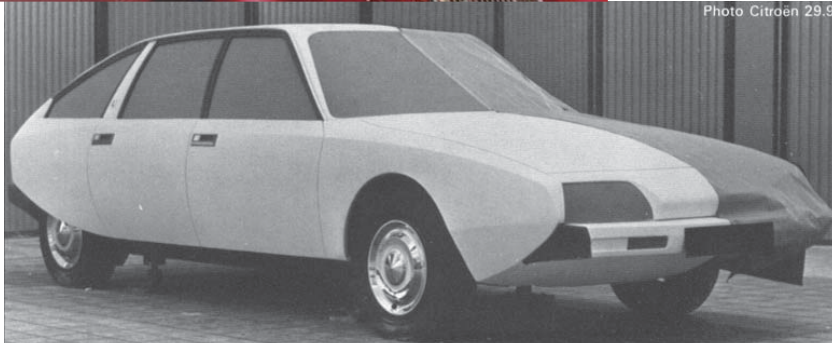


Photo Citroën 29.9



Alpha 3.0 (Photo Citroën 29.16)

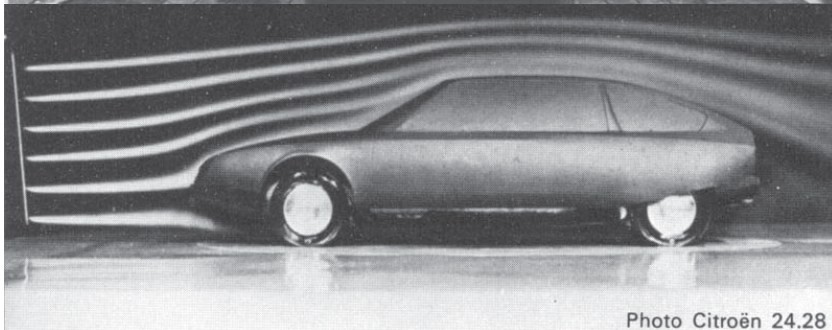
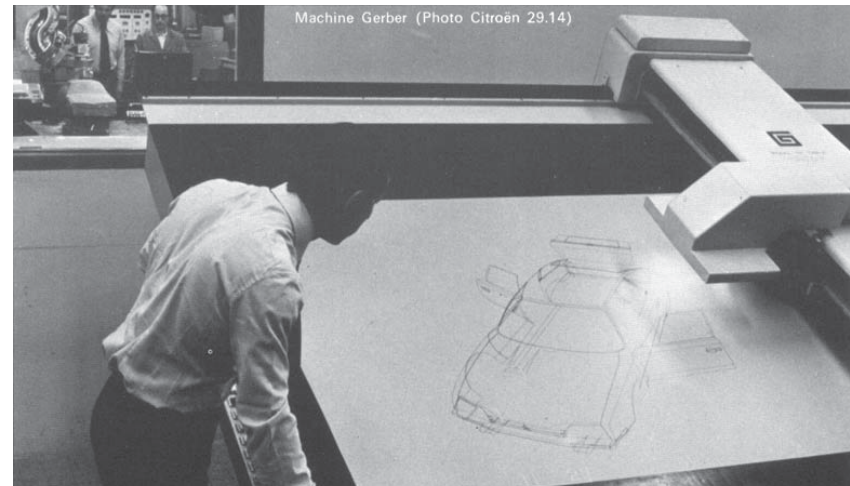


Photo Citroën 24.28



Machine Gerber (Photo Citroën 29.14)

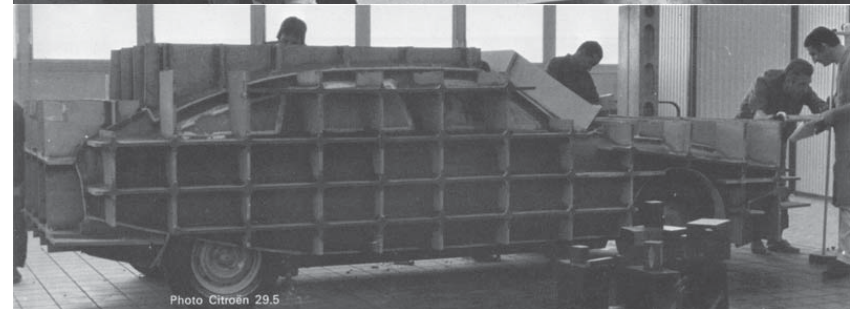


Photo Citroën 29.5

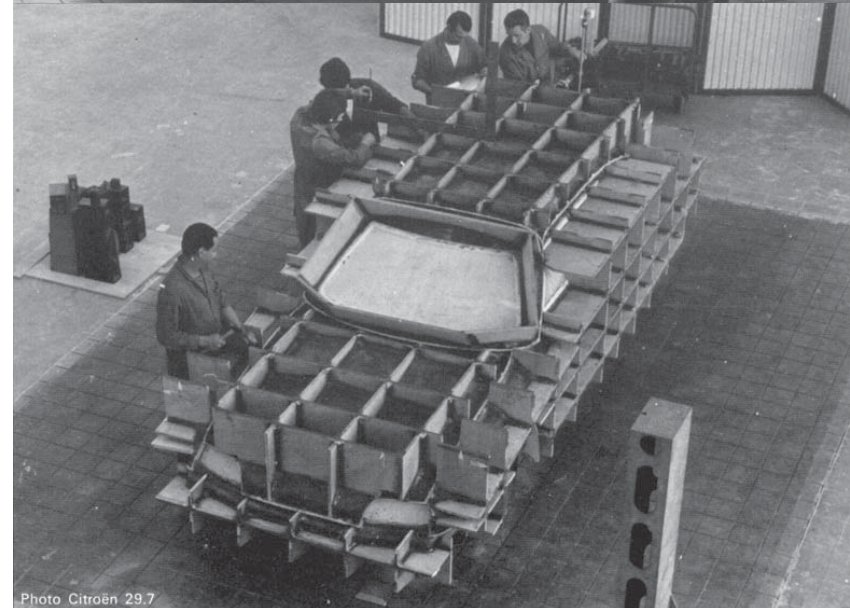


Photo Citroën 29.7

As a general rule: right and left side panels, rear portion, roof, forward part.

From these matrices the outside parts of the body will be taken, also by applying a 0.2" layer of araldite with a brush.

prototype panel of araldite again.

The dashboard and instrument panel, the bracket and the steering wheel also are mere araldite prototypes, taken from clay models.

Other stylists will then take over, as regards choice of colours, of materials and of upholstery fabrics.

rics.

Such then, in brief are the various stages in the design of a motorcar body. And yet many thousands of hours of work will still be required to allow mass production of the Citroën vehicle whose visual lines have just been finalised.

This article first appeared in 'Double Chevron', Citroën's own magazine..

STYLE!

These parts, once cut out and assembled together, form a 'negative' or 'female' araldite model of the vehicle, to be fitted with the interior upholstery of the prototype for use in particular in testing for spaciousness and accessibility.

In the hollow model opposite, the seats alone are genuine. The outside door panels are of araldite, the core is of wood, the inside



Photo Citroën 29.12



Photo Citroën 29.10

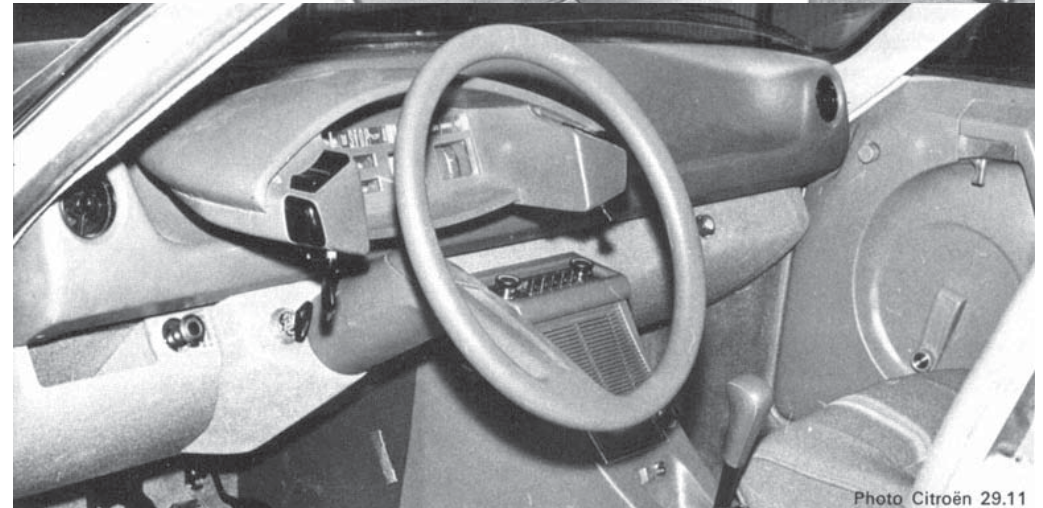


Photo Citroën 29.11



The Douvrin-built 2 litre engine [as fitted to the Renault 20] has given the cx a new lease of life. Performance is as before, but economy has improved dramatically and refinement is now one of the car's

ROAD TEST: CX ATHENA

strong points. Other cx virtues ~ comfort, ride, high-speed cruising ~ and faults ~ instrumentation, steering and brakes ~ remain.

A few years ago the idea of a Citroën fitted with a Renault engine would have been unthinkable to the two French companies who compete strongly both at home and abroad. Yet, thanks to rationalisation and mergers, the power plant that appears under the bonnet of the recently announced Citroën cx Athena first appeared in the Renault 20: the rest of the car is pure cx. The combination is a result of French pragmatism. The engine is made by a company called 'Française de Mécanique' in a large factory at Douvrin in North-West France. The company is half-owned by Renault, half by PSA-Peugeot-Citroën-Chrysler, and makes engines for both companies. Among them is the so-called 829 unit: it is this which appears in both the Renault 20 and the cx Athena ~ and the Peugeot 505, yet to be seen in the UK. It replaces Citroën's own

2litre engine, though the bigger 2,400cc version continues for the time being. In fact the 829 appears in two versions of the cx, the other being named the Reflex. They both replace the cx 2000 Super. The Reflex is the 'base' model, though it comes quite well equipped, and the Athena

is the more 'up-market' car, the most important differences being a five-speed gearbox, electric-lift windows, tinted glass and higher levels of trim. The engine apart, both cars share the well-known cx mechanical features including all-independent hydro-pneumatic suspension, full power steering and brakes, and a stylish and aerodynamic bodyshell.

At £6,229, the Athena is competitively priced in the 2litre executive car class. BL products fall either side, with the Princess 2200 HLS at £5,788 and the Rover 2300 at £6,384. Ford's Granada 2.3GL is rather more expensive at £6,839, the Peugeot 504 Ti is quite a lot cheaper at £5,858 [and no doubt it will fairly soon be supplemented by the new 505], while probably the most competitive car is another French model, the Renault 20TS at £6,167. The Audi Avant CD5E is another similar type of car but is far more expensive at £9,466: even the ordinary 100 GLSE costs £7,390.

The most important feature of the new cars is the engine. Like

other Douvrin power plants the 1,995cc 829 uses an alloy block with pressed-in wet cylinder liners and an alloy head. The valves are arranged in a narrow vee in the cross-flow head, and the camshaft runs between them and operates them via rockers: it is driven by a toothed belt which also drives an accessory jackshaft. As installed in the cx, the 829 is fitted with a Weber twin-choke DMTR 46/250 carburettor and develops 82kW [DIN] at 5,500rpm and 165Nm torque [DIN] at 3,250rpm. This

is slightly less than Renault [who also fit a Weber, but of another type] and Peugeot [who use Bosch K-Jetronic fuel injection] claim, the output in both cases being 85kW.

On paper, the new engine shows a distinct improvement over its predecessor. The performance it gives the cx is very similar, while fuel Consumption has measurably improved. The cx 2000 had a top Speed of 175.7kph, while the Athena lapped MIRA's banked circuit at 171.9kph ~ but the latter



was tested under quite adverse wind conditions. It is significant that the fastest quarter mile on MIRA's banked circuit was covered at 181.1kph in the Athena, 180.7kph in the CX 2000, so there is very little between the two.

took 11.7secs, almost exactly half-way between the Athena's 13.0secs in fifth and 8.8secs in fourth ~ the latter figure very respectable indeed for the class.

Where the new engine scores is in economy. It gave

11.17l/100km overall, and an impressive 9.45l/100km

touring: the CX 2000 gave 13.08l/100km and 10.54l/100km respectively, so the improvements are well worthwhile. Perhaps even more startling are the steady-speed figures in fifth. At 50kph the Athena recorded 6.73l/100km, at 65kph 6.89l/100km, at 96kph 8.51l/100km. At the legal limit it still gives a very good 9.08l/100km.

Compared with the opposition, too, the Athena shows up well. Only the Rover 2300 is faster on top speed and acceleration to 96kph: the Princess can match the Athena, and the Peugeot 504 Ti is slightly quicker to 96kph. When it comes to economy, the re-engined Citroën is considerably more miserly than any of the competitors we have chosen: none can match it on either overall or touring consumption.

The new engine scores in yet another area ~ refinement. All who drove it commented on how much smoother and quieter it is compared with the smaller versions of Citroën's own engine. When cruising at any speed it is little more than a muted hum, contributing less than other sources to overall noise levels. It is at all times smooth, and revs eagerly, unlike the previous engine which had a discernible 'heavy flywheel' effect ~ it felt reluctant to rev quickly, and revs died relatively slowly when the accelerator pedal was released. When accelerating however, it

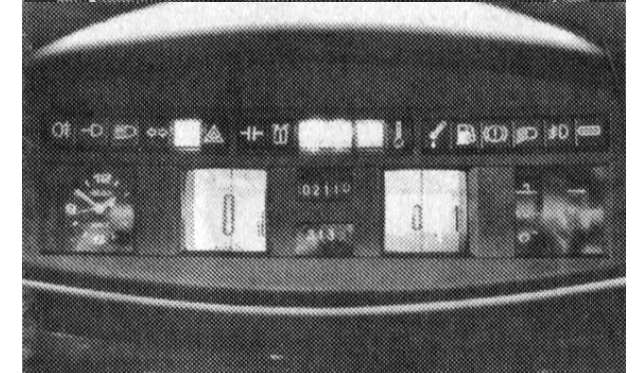
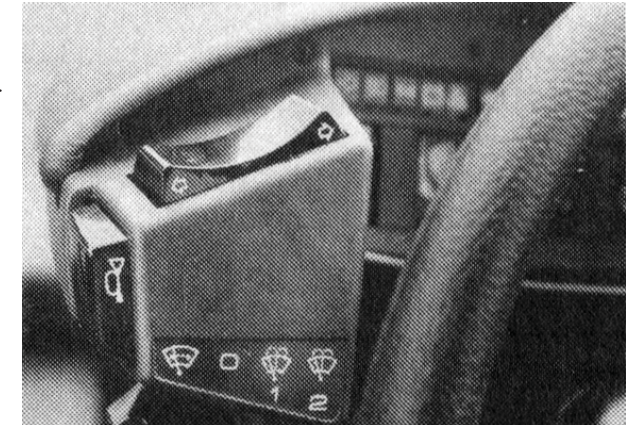
becomes a little more obtrusive. Boom periods appear at about 4,000rpm, and above 5,000rpm on up to the 6,000rpm red line it can be quite raucous. The new

Continued on page 35

ROAD TEST: CX ATHENA

The soft, but well-designed, front seats are superbly comfortable and have substantial head rests

Acceleration, too, shows that the performance differences are marginal. The Athena took 11.8secs to reach 96kph from a standing start, the CX 2000 11.9secs. The top gear acceleration times are not strictly comparable, since the Athena has a five-speed gearbox, and there is thus a greater choice, while the CX 2000 had a four-speed. However, the 50-80kph increment in top in the CX 2000



Top to bottom:

The control 'pod' is a good idea, allowing operation of the major functions without taking your hand from the steering wheel. What looks like a proprietary air-freshener is in fact a swivelling ashtray. 'Eyeball' rotating drum speedometer and rev counter are difficult to read at a glance. Other dials are few.



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123ignition.com.au



The cx was the last Citroen design to be overseen by Robert Opron. It was probably inspired by the Pininfarina design studies for BMC's 1100/1300 and 1800 'Landcrab' replacements.

In 1967, Pininfarina was commissioned by bmc to design an 'aero-dynamic' replacement for the 1800 and the smaller 1100/1300 range. Some sources indicate the designs were commissioned by BMC, while others say the cars were not the result of a British commission. [Apparently, there was also a little-known Mini version... but I will not go off at that tangent.]

Two prototypes were built, but rejected by BMC. The tail treatment was subsequently adapted for use on the Rover SD1.

Robert Opron was strongly influenced by these two designs when working on Projet G [the car which was to become the GS] with Michael Harmand and Projet L which would become the cx.

The company preserved one



of the Projet L prototypes dating from 1971 and this car was displayed at the Opron Meeting in May 2002 and at the Classic Motor Show at Birmingham's NEC in 2009.

The dashboard of this prototype is essentially that of the SM but with a GS steering wheel and the underbonnet image shows a flat four, water-cooled engine.

This vehicle is on display at



Citroën's Conservatoire, to the north of Paris.

So what is the truth of the Pininfarina Aerodynamica? Here is Peter Robinson's take on the facts:

In 1967 a young Italian de-

signer, Leonardo Fioravanti produced a concept car that signaled a change in family saloons forever. The Pininfarina Berlina Aerodynamica was based on a British chassis so you might have expected the British to be the first to take up the idea.

*Continued on
page 28*

AERODYNAMICA & PROJET L



FOUR 2CVs AT MOUNT HOTHAM



During the last week of March 2013, we travelled in convoy from Melbourne to Griffith, NSW with 'Teddy's Terrific Tour' to attend CitIn. Over the four travel days, we stayed overnight at Mt Hotham, Corryong and Wagga Wagga, arriving at Griffith on the afternoon of Good Friday. It was a most enjoyable trip, and we passed through some

beautiful scenery.

The photo is of four 2CVs, driven by, from left to right, Helen and Ted Cross, Lee and Graeme Dennes, Bernie Rachelle, and Kay and Robert Belcourt. It was taken at Mount Hotham on a beautiful blue-sky morning before our departure for Corryong. Lee and Graeme Dennes

Continued from page 24

The contemporary report from Autocar described it simply as 'a demonstration that so far as styling for the '70s is concerned, this is the kind of shape we shall all be driving'.

coefficient of the family car.

Kamm's concept of a sharply cut-off tail appealed to him and the basic principle constantly appeared in his drawings. The work he produced for his thesis bore an astonishing resemblance to the Turin show car. All the key elements are there on this revolution-

ary two-box design - the complete absence of a conventional grille, the super clean body panels, the multi-curved windscreen, the exaggerated frontal overhang, the wraparound bumpers and, of course, the fastback chopped-off tail. Only the addition of a third side window behind the C-pillar distinguishes it from the Pininfarina car presented as the BMC 1800.

Fioravanti was fortunate. He studied under Professor Antonio Fessia, an accomplished engineer

Leonardo Fioravanti devoted his thesis in mechanical engineering while a student at Milan's Polytechnic to 'the study of the engine and bodywork of an aerodynamic six-seater saloon'. For years Fioravanti had been fascinated by aerodynamic design in general and the work of Dr Wunibald Kamm in particular. Fioravanti believed Kamm, the inventor of the Kamm-back theory of design was probably the only person to have understood how to achieve a significant reduction in the drag

AERODYNAMICA & PROJET L

Below:
Pininfarina's BMC
1800-based
Aerodynamica. Opposite:
Images
of Citroën's
Project L.



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© 2009 Brian Drummond

who in his days at Lancia was responsible for the Falminina, Flavia and Fulvia. In his thesis, Fioravanti's car was powered by one bank of the 2.5 litre Daimler v8, an engine he much admired for its compactness and power. With

numerous lessons learned there. It was never built but the engineering drawings remain.

After graduating Fioravanti was hired by Carrozzeria Pininfarina in 1964 to work as a designer. At that time the Italian company produced designs for BMC, Peugeot and Ferrari. Production vehicles

included the Morris 1100, the hatchback A40, Oxford/Cambridge, 405 and 504. Pininfarina did contribute to the 1800 and can claim credit for the 'cows hips' aspect of the rear wing styling as Issigonis's original designs were too rounded giving the rear a bulbous appearance.

Although Pininfarina's contribution to the Oxford/Cambridge

was promoted in BMC's advertising and press material no such recognition applied to the elegant 1100, although BMC insiders admitted to the involvement at the time of its release. Pininfarina even acted as consultant in the detail design of the Mini.

In 1964 the 1800 was launched and it was clear to everyone that Pininfarina's relationship with BMC had changed ~ it was obvious that the design freedom of the past had gone. BMC managing director George Harriman and engineering boss Alec Issigonis dictated proportions which the Italians found distasteful.

Worse was to come when the BMC engineering department turned the 1800 into the 3 Litre saloon. The final nail in the coffin came with the Maxi when a frustrated and financially hamstrung Issigonis told Pininfarina to design a new car with the windscreen, cabin and doors of the 1800. It was, says Fioravanti, 'monstrous'. Pininfarina decided to end the decade-old relationship since it was clear to any perceptive observer that BMC was heading for disaster. However, Fioravanti secured an 1800 floorpan and running gear to build the 1800 the Italians believed BMC should have developed.

Issigonis knew what the Italians were planning but did nothing either to encourage or discourage the project. In July 1967 while Pininfarina was building a full-sized wooden model of the

Aerodinamica 1800, a few miles away the young Giorgetto Giugiaro was designing the Alfasud with Rudolf Hruska and, apparently quite by coincidence, developing a similar shape. The Austin 1800 chassis, number 82605, arrived in Turin on 10 August 1967 and the Turin show was due to open on 1 November.

Amazingly, the car was completed in less than three months, incorporating everything Pininfarina then knew about aerodynamics. The company didn't establish its own full-scale wind tunnel until 1973 but experimented with quarter-scale models and, even then, considered aerodynamics as a fundamental in body design.

This was to be a serious study. 'A complete car... could be produced in large series,' said Pininfarina's press material of the time, although nobody at the Italian company believed BMC would take it seriously. Using the running gear and platform from the 1800, the flamboyant Leonardo Fioravanti began work on a two-box fastback saloon that would change the shape and proportion of all cars. He worked under Franco Martinengo, who ran the studio after Battista Farina died in 1966, but even then it was clear the young man was a rising star destined for greatness.

To understand the impact of the Berlina Aerodinamica you must think in terms of what was on offer in 1967 when virtually all saloons with the notable exception to Renault's 1965 R16 and Simca's 1100, were three-box designs. The public bought Cortinas, Hillman Hunters

AERODYNAMICA & PROJET L

the crankshaft and cylinders suitably modified by Fioravanti, whose engineering skills perfectly complemented his design talents, the engine was mounted transversely across the nose and inclined to the rear to keep the bonnet line as low as possible. As part of his studies, aerodynamic tests were carried out in the Breda wind tunnel and the design changed to incorporate



and Vauxhall 101's by the train load. The idea of combining a coupe-like sloping tail with a four-door body was not just novel but positively outlandish. Fioravanti maintained Pininfarina's tradition of timeless proportions and

were separated by a large rubber nose to emphasise 'a theme of original design and protection for the purpose of active and passive safety' - a forerunner of the ENCAP crumple regulations to come.

Boldly implanted on the nose

were three letters ~ BMC. The cutoff tail resembled Pininfarina's

front-engined Dino 'breadvan' shown some months earlier in Paris. Motor called it 'a remarkable exercise on the unlikely base of an Austin 1800. One only has to look at the original to see that this must be the transformation of the decade'. But George Harriman dismissed the car. 'It's fantastic,' he said to Fioravanti, 'but not for us. Perhaps it is good for Jaguar.' Issigonis, on the other hand, was excited and thought the design marvellous. 'We did our 1800 just to make you work,' he told the Italians.

In a study to BMC dated 1 December 1967, Fioravanti reported in detail on the car. He admitted the prototype was overweight because so much of it was built by hand in order to meet the deadline. The prototype weighed 1,353kg compared with 1,169kg for the production 1800. Fioravanti believed this could be reduced by 100-130kg if the car were to be produced in volume. Although 13cm lower and 43cm longer the drag coefficient fell from 0.45 to 0.35. In road tests conducted with Sergio Pininfarina, Fioravanti ran the car to a measured 166.7kph, almost 17kph better than the production cars' 150kph achieved on the same day.

Although aerodynamic testing had been conducted on scale models, Pininfarina used the road for wind flow testing and various modifications were made to improve the shape. It was obvious that despite the enthusiastic

public and press reaction too the car, BMC was in no position to put the concept car into production just three years after the 1800 had been launched.

But the 1100 was different. In 1967 rumours of a merger between BMC and Leyland had begun to surface and Issigonis was keen to have a smaller car developed just in case new management might have a different view from Harriman's. Issigonis arranged for Pininfarina to be sent an 1100 platform from Innocenti, which assembled the car in Milan. Fioravanti was keen to show that the same aerodynamic shape and proportions could be transferred to a smaller car. The new model was slightly sharper in definition than the rounded 1800 but look at them in photographs and it is impossible to decide upon the relative sizes. To the untrained eye they could almost be the same car. The Pininfarina 1100 received

Whilst the whereabouts of the Aerodynamica 1800 are unknown the 1100 still exists and occasionally appears at classic car shows,

AERODYNAMICA & PROJET L

simple lines and crafted a shape to unbelievable simplicity with minimal brightwork and a massive glass area.

So futuristic was the car that there was no radiator grille in the conventional sense. Instead, the cooling air entered the engine compartment via two large louvres under the front bumper bar that wrapped around to emphasise the extreme front overhang. The headlights and indicators, housed beneath a single perspex fairing, also wrapped around from the nose to the side of the body and



the same rapturous ovation as the 1800 but by then it was too late. BMC had sunk and the the BL management under Lord Stokes wanted nothing to do with either an ultra-advanced small car or Pininfarina. The 1800 was sent to

suspension and with body by Pininfarina, was delayed after the Fiat/Citroën merger fell through finally appearing in 1976 with conventional suspension.

By then the design was old hat, the rest of the car world had become used to the two box design. The red wooden models in Leon-

ardo Fioravanti's study symbolise a tragic lost opportunity, not least for the British car industry.

Fioravanti is a well-respected designer if not so well known as car designers such as Giorgetto Giugiaro, Marcell Gandini and Michelotti which have almost become household names. Leonardo Fioravanti has never achieved the same degree of prominence yet this man, working under the deliberate anonymity of Pininfarina, has created some of the most beautiful and influential cars of the past 30 years.

Apart from the Pininfarina Berlina Aerodinamica, he has also played a major part in the design of the Ferrari Dino 246, Testarossa and the 308. Fioravanti left Pininfarina in 1988 to take up the position of general manager at Ferrari and managing director of Ferrari engineering. He was lured there by Enzo Ferrari and Fiat Auto managing director Vittorio Ghidella with the promise that, when the old man died he would run Ferrari for Fiat.

Enzo Ferrari died soon after and Ghidella suddenly left Fiat.

The internal politics changed radically and Fioravanti moved to Fiat's design centre at Orobassano, becoming manager of Centro Stile Fiat Auto in 1990.

In 1997 Fioravanti opened his own design consultancy and eventually left Fiat to devote his considerable energy to his own business, although he still has an

exclusive automotive contract with the Fiat group. That leaves him with more time to race his Lancia Flavia HF coupe in historic rallies and drive his small but superb collection of saloons and Pininfarina-designed Italian sports cars, which includes and Alfa Giulia Spider, a Lancia B20 and a glass-fibre bodied Ferrari 308GTB.

AERODYNAMICA & PROJET L

Birmingham, where it has since disappeared. Fortunately, the 1100 survived and can be seen at the Pininfarina Museum at Cambiano, south-east of Turin.

In 1970 Citroën introduced the GS and its proportions and dimensions are almost an exact mirror of the 1100. Was the GS influenced by the Pininfarina cars? Citroën has always claimed the GS was designed in-house and Pininfarina admits there was no contact between the two companies during the '60s but Fioravanti remembers turning up at the Intercontinental Hotel in Geneva when the Citroën was announced and parking the 1100 alongside a GS to let the journalists make up their own minds.

The Alfasud, begun by Giugiaro before the Pininfarina 1800 appeared entered production in 1971. So unfortunately, while Pininfarina was the first to develop the two-box aerodynamic theme, it was the last to get a car into production.

The Lancia Gamma saloon, originally to be built on a Citroën floorpan using the hydronumatic

Continued from page 21

engine starts easily, warms up rapidly, and shows only minor temperamental quirks until fully warmed.

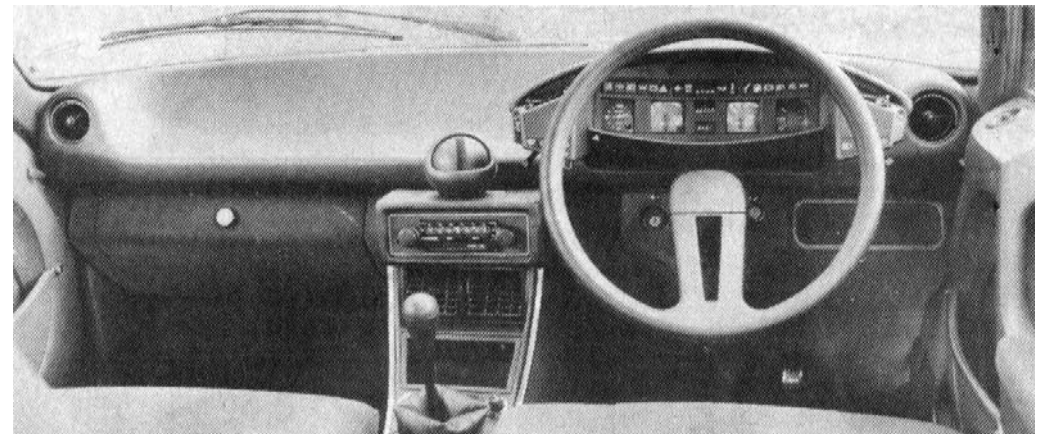
The five-speed gearbox is mounted on the end of the engine and driven directly via a diaphragm-spring clutch. On really fast, snatched changes the synchro mesh can become baulky, but at all other times the change is light, precise, and smooth, aided by excellent spring biasing. Matching the gearchange is a nicely weighted and pro-

gressive clutch. One slight flaw from previous models remains, however: because of the long-travel, soft suspension, changes can be jerky as the car pitches from a nose-up attitude during acceleration, through nose-down

ROAD TEST: CX ATHENA

during the change, to nose-up again. The ratios are well spaced with maxima of 50, 85, 125 and 165kph available in the intermediates. Fifth, at 35kph/1,000rpm, is a relaxed cruising gear, yet can give reasonably lively acceleration

Futuristic, and clearly Citroën, the Athena's dashboard is not to everyone's taste.



above about 80kph.

The rest of the car follows previous Citroën CX practice, and thus many of our earlier comments still apply. To recap briefly, the suspension at the front is by equal-length parallel transverse

the rear] is good in the dry, but does accentuate the understeer in the wet.

Even after a lengthy acquaintance, we do not care for the CX's power steering. It is excellent for parking, with one-finger effort and one turn lock-to-lock, but the rest of the time it is

unpleasant. The power steering set-up is such that you have to 'steer' the car all the time, even when unwinding lock ~ if you let the wheel run back through your hands it simply whips back to the central position ~ and it is nervous at high speed, so that concentration is required, for example, to keep the car on a straight course on a motorway. It is direct and light at low speeds which is useful around town, however.

Like the steering, the brakes are fully powered from the cen-

tral hydraulic system. As before, the arrangement is let down by the limited and abrupt action of the brake pedal. It is possible to get used to the action, however, and over the years Citroën have managed to introduce a little more progression, but the car could do with yet more. As compensation the brakes themselves, with discs all round, are immensely powerful and reassuring.

The hydropneumatic springs [in essence soft gas springs working in conjunction with a hydraulic self-levelling arrangement] are even today fairly rare, and when found are usually on much more expensive cars. There is no doubt that, on the whole, they do provide a near magic-carpet ride, but other manufacturers using conventional springs are catching up ~ the Renault 20 is a good example. And the springs can be caught out by potholes, which cause a loud thump and a jerk. Nevertheless, ride is one of the Athena's best features: the

roll which accompanies spirited cornering, and pitch under acceleration and braking, are not.

Passengers seem to love the CX range, not only for its smooth ride but also for the excellent interior accommodation: the seats are superbly comfortable, and there is plenty of legroom both fore and aft, though there was a minor criticism that headroom in the back is marginal for tall people. All doors open wide, the boot is spacious, the lid opens right down to floor level so there is no lip, and there is plenty of storage space inside for odds and ends.

Like the others, the driver's seat is excellent. Soft and large, you tend to sit in rather than on it, and it provides plenty of support in all the right areas. There is plenty of adjustment too, so that a good driving position is easy to achieve.

The major controls are well placed, but the minor ones are more confusing. Some, like the finger-tip rocker switches on the

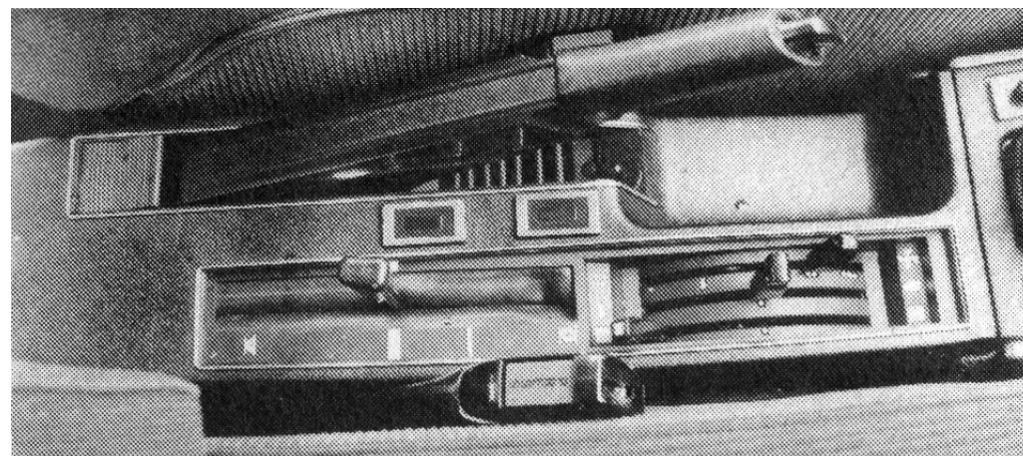
Although easy to operate the heater levers are awkwardly placed between the front seats.

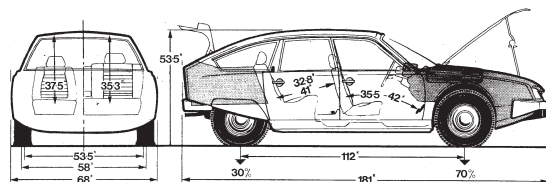
ROAD TEST: CX ATHENA

links and hydropneumatic struts, with more struts and trailing arms at the rear. Full power steering is standard, by Citroën's unique system which is light, very direct and has a self-centring set-up which gives artificial feel.

With nearly 70% of the weight on the front wheels, and front-wheel-drive, the handling characteristics are fairly predictable: understeer, mild at low speeds and growing stronger as cornering speeds increase. Grip from the Michelin xvss [185 HR 14 at the front, 175 HR 14 at

The seats in the rear are no less comfortable than those in the front and there is generous legroom.

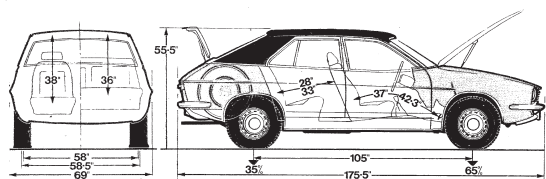


CITROEN CX ATHENA**£6229**

Power 82kW@5,500rpm
 Torque 165Nm@3,250rpm
 Tyres 185HR14 fr, 175R14 rr
 Weight 1.23t
 Max speed 171.9kph
 0-100kph 11.8sec
 50-80kph in 4th 8.8sec

Fuel Economy
 Overall 11.2l/100km
 Touring 9.5l/100km
 Fuel grade ****
 Boot capacity 289l
 Test Date September 15, 1979

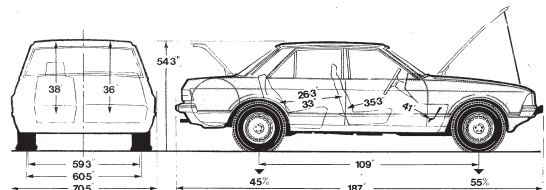
The Athena and Reflex models are now fitted with the 2litre Douvrin built all-alloy engine as used in the Renault 20 and Peugeot 505. Performance is almost unchanged, but fuel consumption and refinement have improved dramatically. Other CX virtues including a comfortable ride, spacious interior and good high-speed cruising, remain, as do faults ~ poor instruments, unpleasant steering and brake feel.

AUSTIN PRINCESS 2200 HLS**£5788**

Power 85kW@5,250rpm
 Torque 169Nm@3,500rpm
 Tyres 185/70SR14
 Weight 1.16t
 Max speed 169.6kph
 0-100kph 11.8sec
 50-80kph in 4th 9.8sec

Fuel Economy
 Overall 12.7l/100km
 Touring 10.7l/100km
 Fuel grade ****
 Boot capacity 351l
 Test Date July 26, 1975

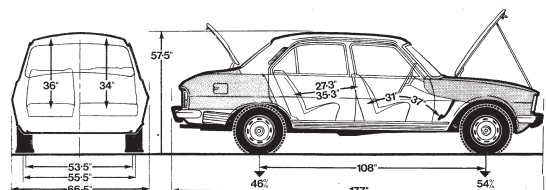
Tested by us as a Wolseley 2200, but only name and nose changed since. Version assessed was a manual but automatic versions available. Hydragas suspension gives safe handling [aided by good power steering] and smooth ride. Comfortable and refined with multi-adjustable seat and low noise levels. Very roomy but boot is difficult to load and the instrument faces reflect. One of Leyland's best efforts for years.

FORD GRANADA 2.3 GL**£6839**

Power 83kW@5,000rpm
 Torque 176Nm@3,000rpm
 Tyres 185SR14
 Weight 1.29t
 Max speed 161.1kph
 0-100kph 13.5sec
 50-80kph in 4th 11.7sec

Fuel Economy
 Overall 14.5l/100km
 Touring 11.0l/100km
 Fuel grade ****
 Boot capacity 374l
 Test Date September 16, 1978

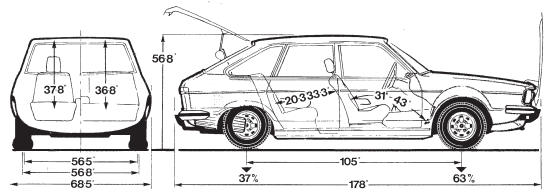
Smaller version of the Cologne v6 in Ford's biggest saloon. Performance and economy both below par; excellent ride, good handling despite rather lifeless power steering; brakes lack feel. Perhaps not the outstanding car in its class, but nevertheless an extremely well-conceived package, with no major faults and plenty of virtues, not least its generous accommodation and excellent refinement.

PEUGEOT 504 Ti**£5858**

Power 82kW@5,200rpm
 Torque 168Nm@3,000rpm
 Tyres 175HR14
 Weight 1.21t
 Max speed 167.2kph
 0-100kph 11.4sec
 50-80kph in 4th 9.9sec

Fuel Economy
 Overall 12.2l/100km
 Touring N/a
 Fuel grade ****
 Boot capacity 337l
 Test Date January 28, 1978

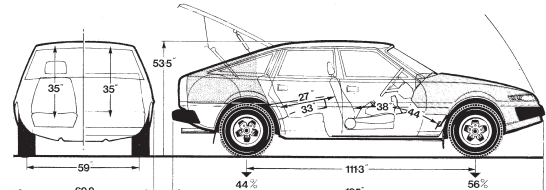
Power steering, now standard on Ti, combines with smooth engine and transmission to make the 504 a pleasant and relaxed car in town as well as on the open road. Respectable performance and economy, and still good ride and refinement though no longer top of its class. Comfortable, spacious and well equipped [sliding sun roof and electric windows standard]; it also has good ventilation. Feeble heating and ugly facia remain weak points.

RENAULT 20TS**£6167**

Power 85kW@5,500rpm
 Torque 169Nm@3,000rpm
 Tyres 165SR14
 Weight 1.23t
 Max speed 167.1kph
 0-100kph 12.2sec
 50-80kph in 4th 8.8sec

Fuel Economy
 Overall 12.8l/100km
 Touring 10.6l/100km
 Fuel grade ****
 Boot capacity 334l
 Test Date December 3, 1978

Excellent addition to Renault's executive car line-up. New 2litre engine gives fair performance and average fuel consumption. Pleasant power steering enhances very good handling, and the ride is excellent. Comfortable seats, commodious interior, very high level of equipment. Too much noise from engine and the ventilation. Well finished. Now with five-speed gearbox as standard though not tested by us in this form.

ROVER 2300**£6384**

Power 96kW@5,000rpm
 Torque 181Nm@4,000rpm
 Tyres 175HR14
 Weight 1.31t
 Max speed 183.6kph
 0-100kph 10.8sec
 50-80kph in 4th 10.0sec

Fuel Economy
 Overall 13.1l/100km
 Touring 11.8l/100km
 Fuel grade ****
 Boot capacity 360l
 Test Date September 15, 1979

An excellent car, fitted with the smallest version of Rover's new in-line six. Performance very good and consumption, therefore, reasonable. A comparative rarity in this class in being a versatile hatchback ~ the Renault 20/30 is another. Roadholding excellent, but ride can be bumpy at times. High gearing makes it a very good high-speed cruiser as well. It has a reputation for poor quality, though.

ends of the instrument pod, are beautifully sited [though most who drove the car would have liked self-cancelling indicators] and work extremely well, but others ~ like the heater levers ~ are placed down between the

illuminated yellow drums which rotate past a fixed line. Their markings are reasonably clear [large numerals at 20mph intervals, smaller figures in between] but they do require to be read rather than absorbed at a glance.

The awkward positioning of the heating controls has been

mentioned, but, once that is accepted, they proved to be easy to operate and gave reasonably fine control. Early cx appeared with just eyeball vents at each end of the fascia. These are still retained but are not very effective in most circumstances and that on the driver's side at least is masked by the instrument pod. On ram their throughput is meagre, likewise when fan boosted. The latest cx boasts additional vents in the centre of the fascia, and these are powerful on ram alone and even more so when fan boosted.

However, a fault somewhere in our car's system allowed warm air to seep into the flow, so that

seats where they are awkward to find and mean taking your eyes off the road if you want to adjust them. However, owners may find that, with experience, they can operate them by touch alone.

There is a considerable amount of glass area in the cx, so general visibility out is good. However, the nose slopes away quite markedly so the tip is not visible, which makes parking and slotting into narrow gaps quite difficult.

One other 'futuristic' feature of the cx that was consistently disliked by testers was the 'eyeball' instrumentation. The speedometer and tachometer consist of

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they never really gave out cool air and this made the interior stuffy.

Noise suppression in the Athena is generally good, and particularly so when cruising at high speed, for then the engine is barely audible and, though there is perceptible wind noise from about 100kph on, it doesn't get any worse. In fact the noisiest part of the car comes from the suspension and heavy tread tyres: the former can lead to thumps on some potholes, the latter to roar on some coarse surfaces.

To sum up, the new Douvrin engine has answered the major criticism made of previous cxs ~ that the power unit was old-fashioned, noisy and harsh. In addition, it has kept the performance, yet radically improved the fuel consumption with better refinement. Otherwise the Athena is like the rest of the cx range, with all its faults and virtues.

This article first appeared in 'Motor' magazine in 1979 and is taken from the editor's collection.

The Citroën Car Club of Victoria invites you, your family and friends to the 46th CitIn of combined Australian Citroën clubs, Easter 2014 at Rawson Village, Victoria. 18 to 21 April.

WHERE IS IT?

Rawson is a small village located in the green Southern slopes of the Great Dividing Range about 2 hours east of Melbourne. The Gippsland region includes water catchment for Melbourne, snowfields, sheep, beef and dairy farms, power generation, many National Parks and other holiday destinations and a lot of history, particularly in gold mining.

You can access Rawson from the west via the freeways of Melbourne or from the east via the NSW South Coast. More picturesque, but slower routes are across the mountains through

Omeo or keeping to the east of Melbourne via Eildon. There are many alternatives.

THE CIT-IN PROGRAMME

• Friday, 18th April

Registration and light evening meal ~ Rawson Village

• Saturday, 19th April

Breakfast ~ Dining Room

Show & Shine ~ Rawson Oval

Lunch ~ Dining Room

Observation run

Open Garden tour

Mine tour ~ Walhalla

Goldfields Railway trip

Dinner & Quiz ~ Dining Room

• Sunday 20th April

Breakfast ~ Dining Room

Easter Egg hunt ~ Rawson Village

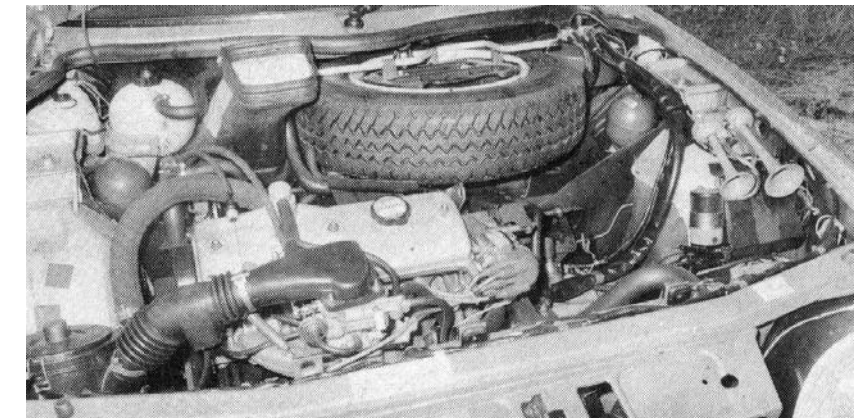
Church services ~ on site

Lunch ~ Collect packed lunches

Motorkhana ~ off site

ROAD TEST: CX ATHENA

CitIn 2014: WALHALLA



Open Garden Tour
Self-guided Thomson Dam Tour
Self-guided craft crawl
Mine tour ~ Walhalla
Goldfields Railway trip
Dinner with guest speaker & prize giving

tain Rivers Lodge [03] 5165 3231
or www.mountainriverslodge.com

REGISTRATION

Cost includes all meals, including packed lunches for tours, Entry to other venues such as mine tours and rail trips are extra. Registration opens 1 June, 2013.

CitIn 2014: WALHALLA

• Monday 21st April
Breakfast ~ Rawson Village Farewell.

COMBINED ACCOMMODATION AND REGISTRATION

In a move new for CitIn 2014, you can now register, book and pay for accommodation in one simple operation at www.cit-in.org

ACCOMMODATION

A wide range of rooms to suit all budgets is available, from two-bed rooms at \$54 per night, through ensuite motel units to 6-bunk rooms at \$160 per night. Full details and bookings are on the website www.cit-in.org

Caravan & campsite facilities (pet friendly) are available nearby at Erica Caravan Park. Book separately [03] 5165 3315.

An alternative motel is Moun-

• Book before 31 Dec., 2013: \$180pp

• Book before 31 Jan., 2014: \$200pp

• Book before 1 Mar., 2014: \$220pp

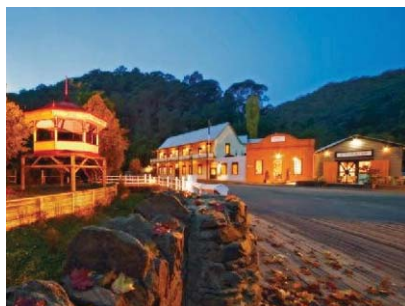
Both registration and accommodation are half price for children 12 years and under and free for children 3 years and under, Claudia Schiffer & Sebastien Loeb admitted free.

Meals provided are a light dinner Friday night, breakfast, lunch and dinner Saturday and Sunday, breakfast

Monday. Packed lunches where required. Special diets catered for.

Hate computers?

Ring John Wyers on [03] 9787 6280. He will send you a registration and accommodation booking form.



In the previous episode we left our DS Madeleine's driver quietly closing the Mairie door in Délymèle-sur-Grogné.

He had breakfasted in the café, received two FREE racing tips, avoided a tongue-lashing from a Brigitte-Bardot-bad-hair-day lookalike, learned a new recipe for rillettes, and set out seeking a repair to his DS *alternateur*...

Read on for a free [adult-style] French lesson, and to discover why Patricia, the *secrétaire de mairie*, always turns up twenty minutes early for work...

EPISODE 3: MADELAINE, LA MAIRIE AT MARIANNE. [CONT'D]
[With apologies to EL James & Tim Minchin]

HIDDEN FEATURES OF THE MAIRIE

The Mairie door slammed shut with a single-glazed window-rattle.

Built in the 1920s the edifice was the size and shape of a *maison bourgeoise* of the *époque*. There were two reception rooms on the ground floor which were now marked '*accueil du public*', and '*bibliothèque*'. There was a wide, elm staircase leading to the '*salle du conseil*'. In this room, as in each of Francis's 36,000 or so Mairies, a bust of Marianne oversaw proceedings, flanked by a *tricolore* and the European Union flag.

The Marianne in use at Délymèle was an effigy of Catherine Deneuve.

The present Maire, Gilles Dubonque, had been born in the same year as the iconic auburn sixties *sexe-symbole*, and remembered her 'Belle de Jour' days. He had always nurtured a soft spot for her. Perhaps it was the hair

MA DÉESSE, MADELAINE III

colour? Gilles' father, Claude Du Bonk had been a refugee from Flanders, and had passed on his ginger gene to his son...

As was customary at the time of its construction, little attention had been paid to La Mairie's thermal or acoustic insulation. Over the years in the attic, layers of fibreglass, then rockwool, had been added as *dotations* [grants] had allowed, thus tempering the loss of kilowatts to the outside Poitevin winter air.

But the sound-proofing prob-



lem been tactfully ignored over the century.

Throughout the greater part of the twentieth century, *Conseil Municipal* succeeded *Conseil Municipal* at six-year intervals. Only a period of occupation, collabo-

MA DÉESSE, MADELEINE III

ration and *résistance* interrupted the electoral rhythm. Batch after batch of local councillors, *adjoints* and *maires* pretended to ignore the enforced intimacy, as noises from each corner of the building were transmitted and channelled to every other extremity. This meant that nothing was secret in the Mairie, and that, for example, the public toilets in the library were very public indeed.

It also meant that, at 8.59am on this particular July morning, the oak floorboards which separated the *rez-de chaussée* entrance hall from the council meeting rooms on the upper floor were acting as an amplifier for the movements which were taking place one metre above the intrepid Citroënist's head...

From the urgent and unmistakable sound of soft leather on polished oak, it was clear that an exchange was occurring in the meeting rooms which, firstly, was of an intensity unlikely to be disturbed by the creak and rattle of the door and, secondly, even with Catherine Deneuve looking on, would not be finding its way

into the 'Compte-Rendu' ledger. [Official Register of Minutes].

NINE CHIMES FOR PATRICIA

For a moment, The Driver hesitated, and considered returning to the armchair comfort of Madeleine La DS for ten minutes.

He could imagine her settling in her Citroënnesque manner: white,

gently and with a sigh, next to the *Monument aux Morts* at the other end of the gravelled pathway.

As Madeleine's groundward motion reached the suspension stops in the sunshine next to the war memorial, the leather sounds above the hallway slowed and were followed by two simultaneous ecstatic gasps, one tenor, one contralto. The Driver thought that he detected an utterance of 'Mon Dieu', then realized that this was unlikely in a Mairie, where both law and protocol ensured that all references to religion were forbidden.

In the quiet which now descended, The Driver could only ask himself what the more tactful of his antipodean Citroën mates would do in such a situation. 'They'd probably laugh', he concluded.

He decided instead to hold his breath, listen to the nine chimes from the church clock, turn silently to the door, open and close it for a second time, and then cough.

After half a minute, and as, in the French rural manner, the nine

chimes rang out for the second time, he heard firm, unhurried stiletto heels crossing the parquet to the top of the stairs. He watched, through the frosted glass of the stairwell, a high-heeled, knee-length boot lower itself on to the top step. Through the glazed haze, as the wearer descended, a shapely silhouette poured itself into the triangle of glass.

With a shake of flowing russet locks, Patricia walked into the entrance hall.

She was wearing Christian Dior: perfume and glasses, a tailored short-sleeved blouse of dazzling white, and even tighter-fitting black jeans. Her complexion was AC84 *Blanc Meije*.

The jeans were soft, matt leather.

TWO GREAT TITS AND A BUDGIE

The Driver supposed that she was in her early forties and that, with eyes of a green which was rare in this region of France, red was likely to be her natural hair colour. He reflected for a moment that the person who could now be heard making adjustments to his dress on the upper floor would probably be able to confirm this.

Her smile was not that of the usual straight-laced *fonctionnaire*: it was rather that of tabby cat who had been stalking the local avian fauna, and had just started her day with two great tits, the Mairie's budgie and a generous helping of cream.

She looked past The Driver, and through the panel of the

Mairie door. Her emerald gaze drifted back into the entrance hall.

She slid a freckled, long-fingered, perfectly manicured hand into a leather pocket. Her smile revealed the Mairie's only set of perfect teeth. She placed something in the hand of the Mairie's visitor.

A cough sweet.

The wrapper unwound itself slowly in his palm, and the medicated lolly almost throbbed with residual heat. She parted her pouting lips, and spoke without clearing her voice.

J'adore les DS. Mon papa était taxi et il en avait une à Paris. Que puis-je faire pour vous, monsieur ?

Upstairs, Gilles Dubonque, Maire of Délymèle-sur-Grogne, performed his week-day morning ritual of removing his sports jacket from Catherine Deneuve's bust, depositing two snipped cable ties into the waste-paper basket, and tying the shoelaces of his suede desert boots. He headed, stealthily as a post-coital ginger tom, along the dimpled stiletto trail towards the staircase...

Outside, unseen by The Driver, The Maire or Patricia, a fine jet of steam escaped from the rear water-pump seal of DS Madeleine...

Alan Brown



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KAY BELCOURT ~ CLUB SHOP

This is Kay Belcourt's first 'Fleet Follies' and as such she has taken the opportunity to do more than simply write a standard 'Follies', she has elected to provide some background on her life and how

FLEET FOLLIES

she came to be so heavily involved in Citroën, given she started life in a motoring anglophile house. Recollections of my introduction to French vehicles and subsequent ownership of Citroën, Renault and Peugeot vehicles.

I was born and raised in Sydney, New South Wales.

Cars have been part of my life almost since I was born. My father had numerous vehicles

whilst I was growing up including an MG Y type saloon, Sunbeam Rapier, several Hillmans, Model A and T Fords, a Daimler, various Holdens, a VW Beetle [which was actually my Mother's] and even a Bentley and a couple of Rolls Royces. Lots of English cars, but no French vehicles!

I learnt to drive in a Morris Minor 1000 but that wasn't kept for long before my father swapped it for a Ford Cortina and then a Ford Fairmont. Next my father got into Rovers and in fact my first car was a 1954 P4 Rover. I had not consciously gone out to buy it ~ I had in fact been looking at a brand new Mini Minor, but would have needed a loan. I had gone to a wrecking yard to

pick up some parts for my father, and had noted a complete Rover there. I went home and told him about it, and he in turn suggested that I purchase it ~ \$300, no loan, and he would be able to work on it for me!

Just before my Rover purchase I met Robert when re-enrolling for my TAFE course. He 'chatted me up' and offered me a lift home ~ in a Peugeot 404 ~ and that was my introduction to French vehicles!

Robert told me he had previously owned a Renault Floride but had sold it as the then 'girl-friend' didn't like having her hair blown around. [Had she not heard of a scarf?] He also told me he had learnt to drive in a Citroën ds.

In June 1976 Robert swapped his 404 and some 'cash' and bought his Citroën DS21 Hydraulique ~ which he still owns today.

In early 1977 we moved to Melbourne. Robert joined cccv and I joined the Rover Car Club.

We had Rovers and the Citroën for several years and some Renaults [8s and 10s] in the mix for a while, but eventually all the Rovers went.

In 1988 [whilst we were back in Sydney for a couple of years] I purchased a Renault 12 wagon. We jumped into it not really knowing what it was like and drove across to Adelaide to visit my father, and we didn't have any troubles with it bar one flat tyre!

By the end of 1989 we had returned to Melbourne and in March 1990 I purchased a Renault 25 ~ which I loved and used for towing our boat for 12 months, and only parted with because I felt we had too many vehicles. The R12 was handed on to number one son [Jason], who used it to go anywhere and

Kay and Robert Belcourt are famous for their mass displays at concours and All French Days.



everywhere, but unfortunately the car was smashed into in the rear by a taxi and was only suitable for the tip thereafter.

I had for a number of years grown very fond of Citroën 2cvs, and for my 40th birthday

and after several months decided to sell it. A cccv member bought it and lovingly looked after it until ill-health forced him to decide to sell it. I had said at the time of the sale that should he ever want to sell it I would like first refusal: I bought it back. I had sold my Dolly by then and felt I really couldn't

live without a 2cv.

Robert had always been partial to convertibles, so in 1999 he purchased his Peugeot 306 Cabriolet. Now we had one of each of the three main French car makers ~ and still do! Robert is also part-owner of a Citroën D Special. We entered Raid 2004 with this car and spent a fabulous 10 days travelling off-road around Victoria and ended up at the CitIn in Canberra.

In addition to the full-sized

vehicles, we have quite a considerable collection of French model cars and four pedal cars ~ not to mention all the other memorabilia associated with the French car makers!

We have enjoyed many years of happy association with the Citroën, Renault and Peugeot

Car Clubs and served on committees of them.

I regard myself as a true French car enthusiast and support the Car Clubs whole-heartedly. Vive les véhicules français! Grand et petit.

Kay Belcourt



FLEET FOLLIES

Robert bought me a 'plums and custard' 2cv Dolly. I became well and truly 'hooked' then on the so-called 'ugly duckling' and still am today! In 1996, on our way to Gayndah to the CitIn, and whilst visiting a friend in Lismore, I went to look at a black and yellow 2cv Charleston that our friend told us we 'really should buy'. On our return to Melbourne I did purchase this vehicle, had it transported back to Melbourne, but alas did not get it registered,



The business of Spare Parts is one that ticks along in the background and unless there is a specific need is probably almost forgotten.

As such I do not have much to report. I would however like to mention that now included in our stock are Light 15 'Slough' hubcaps. It has taken me the best part of a year to obtain these and I believe for members and especially those who have subscribed to the parts program you will indeed struggle to obtain these at a better price. These are newly manufactured and not re-plated. As far as quantities go it's a first come first serve. I also have four only Big 6 caps [with centre hole].

Lately our supplier has had a number of parts that are unavailable. As parts are manufactured on a need basis it is also impossible to predict when specific items will become available. As you can appreciate the Club is not able to hold stock of all parts ~ especially if it is not a high turnover item.

I encourage everyone thinking of doing specific maintenance to

contact me well in advance with your expected needs as we are at the mercy of suppliers. Fortunately there are a few friends in Europe who are prepared to assist but again turn around times can be lengthy.

Shortly I will be sending clocks to the USA [Big 15 type] to be converted to an electronic mechanism. So if that is of interest to anyone please contact me soon.

On to a lighter note... I understand the frustration of not getting your car on the road ASAP as while I write this [Tuesday evening] my engine and gearbox lie idle on the garage floor awaiting parts. Oh and I might have forgotten to mention that in three days time I will be driving my son and future daughter in law to their wedding! Well I'd better stop rambling and start figuring out where all these bits fit?

Lastly please feel free to contact me regarding anything parts wise and I'll do my best to assist. Lance Wearne

SPARE NEWS

FOR SALE

1960 ID19 ~ Heidelberg Car

Citroën ID19 1960 Heidelberg assembled chassis 19730965 original colour 4319 Bleu Lido. The aluminium roof has corroded around the edge and consequently the front floor has rusted through. It runs [140,140,140,135] compressions and will rise although there some leaks. Included is a trailer load of spares including a spare set of panels except the roof and rare factory fog/driving lights and a Porsche 356 style bonnet handle as well as a factory workshop manual. A custom made stainless steel exhaust system [front muffler type] is fitted, and the whole lot is for sale for the price of the exhaust \$1000. Contact: Russell Wade [37/03]

TRACTION PARTS

I have a set of wings from a Traction to cover the crank hole in the grill, \$40. Single carburettor intake manifold that has been ceramic plated \$75 [but only for sale if I can get a twin inlet manifold]. Contact Eric Bishop 04 0945 2170, ericbishop@bigpond.com [37/03]



RESTORED B2 TORPEDO DELUXE

Fully restored B2 Citroën Torpedo Deluxe. [Bigger brakes and RUBY RICARDO head]. Complete engine, suspension and chassis restoration with new body frame. Running on Club Plates. Requires completion of upholstery and restoration and fitting of hood. Complete engine rebuild. New pistons, valves, valve springs, crank and cam grind new bearings etc... New bearings and bushes throughout entire car. New kingpins, ball joints and brakes and road springs. Reluctant sale more photos available and to follow. Further information please enquire. Craig Little, [03] 9598 9766 [H], 04 3381 6934 [M] or cnlittle@bigpond.net.au [37/03]

1987 2CV6 ~ 'Bollie'

2CV 1987 ~ Bollie ~ see Tom's Creek section of the DVD #2 of Raid 2013. Excellent overall condition ~ mech. paint, body. Red and white. No rust. Absolutely nothing to spend. Recond. motor, elec. ign., near new discs, king pins, clutch, battery. Authentic front and rear bull bars, headlight grilles. Large amount of spares, near new 135s,



FOR SALE

sump guard, radio, UHF radio, luggage rack with picnic basket. XKZ 236. Aug. 2013 reg. Ideal for Raid, or as every day car. A very cute car, and as good as there is for the price, \$16,750. Contact Tom Campbell [02] 9692 9975 or thglebe@bigpond.net.au [37/03]

MAGAZINE COLLECTION ~ Fred

2CVGB ~ Various copies from May 81 to April 88 then through to April 08. \$250
Citroën Car Club GB ~ Various copies from January 65 to December 82 then through to the current edition. Was \$350. NOW FREE TO A GOOD HOME! Contact: Carl Perrin, kaycarl@westnet.com.au or 04 1247 2527 [36/04]

1951 11BL

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

WANTED

REAR MUDGUARD

Left hand rear mudguard for 1953 115. Good condition or repairable. Contact Rod Smith [03] 9801 1842 or 04 1339 5854. [37/03]

TRACTION PARTS

Wanted for a 1954 Traction and twin Carburettor intake manifold and twin Carby linkages. Also a '15 ~ 4 Cyl' badge that sits in the front of the radiator grille above the wings. Contact Eric Bishop, 04 0945 2170 or ericbishop@bigpond.com [37/03]

ID 19 MOTOR

ID 19 motor in any condition. Call Mike Neil, 04 1821 1278 or email taymike51@gmail.com [37/02]

NEWS OF MICHELLE

Just wondering where my first Light 15 is now. 1954 big-boot black English model Rego GEH 989 which I enjoyed for 10years from 1967. Sold reluctantly partly-restored in about 1977. Seen by chance in June 1981 in Hoddle St, Richmond rego 1XR 615. Any news? Contact: Warwick Spinaze, [03] 5985 8973, 04 0701 6719 or petandwozspin@bigpond.com [37/01]

ROOF RACK

Old-style roof rack with clamps to fit onto a sedan with gutters. Size probably about 1m x 1m. Warwick Spinaze [03] 5985 8973, 04 0701 6719 or petandwozspin@bigpond.com [37/01]



CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA

Australia's National Citroën Car Club

