



démarréur

Australia's National Internet Magazine
for Citroën Owners and Enthusiasts



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

January 2023 Vol 3 No 4
Xantia 30th 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

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 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
	0416 009 297 [M]
	president@citroenclassic.org.au
Secretary ~	Sue Bryant
	0412 518 849 [M]
	secretary@citroenclassic.org.au
Treasurer ~	Ian Macdermott
	0419 362 375 [M]
	treasurer@citroenclassic.org.au
Activity Coordinator ~	Lee Dennes
	0438 286 181 [M]
	activities@citroenclassic.org.au
Spare Parts Officer ~	Lance Wearne
	0424 054 724 [M]
	spareparts@citroenclassic.org.au
Publication Editor ~	Leigh Miles
	03 9888 7506 [H]
	editor@citroenclassic.org.au
Web Site Manager ~	Bruce Stringer
	0412 342 706 [M]
	websitemanager@citroenclassic.org.au
Committee Persons ~	
	Ted Cross [03] 9819 2208 [H]
	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 7:30pm. The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell.

Support

Membership Secretary ~	Ian Macdermott
	0419 362 375 [M]
	treasurer@citroenclassic.org.au
Asset Custodians ~	Ted Cross
	Max Lewis
AOMC Liaison Officers ~	
	Max Lewis 0458 993 771 [M]
	Russell Wade [03] 9570 3486 [H]
Club Permit & Safety Officers ~	
	Ted Cross [03] 9819 2208 [H]
	Philip Rogers [03] 5944 3091 [H]
	Russell Wade [03] 9570 3486 [H]
Librarian ~	Max Lewis
	0458 993 771 [M]
	librarian@citroenclassic.org.au
Club Shop ~	Vacant
	clubshop@citroenclassic.org.au
ICCCR Representative ~	
	Ted Cross [03] 9819 2208 [H]

Cover Image

The cover image is an official Citroën publicity photo, downloaded from the internet. It can be found on any number of Pinterest sites.

Deadline

The deadline for the next edition of 'démarrreur' is Sunday, 19 February and for 'Front Drive' it is Sunday, 22 January.

Contents

ED SED	PAGE 4
PREZ SEZ	PAGE 5
A-TRACTIONS	PAGE 7
YOU SED	PAGE 16
MEMBER'S MODEL: GERRY ADDENBROEK	PAGE 20
XANTIA... IN ALL ITS FORMS	PAGE 24
PERIOD PIECE: CAR, 1994	PAGE 38
DANISH SUPER	PAGE 51
CHEVRONIC CENTRE	PAGE 54
ADVERTISING SELLS	PAGE 61
AD LIB	PAGE 64
AN AMI IN SYDNEY	PAGE 66

Contributors

Contributors to this edition of 'démarrreur' include Gerry Addenbroek, Thierry Astier, Craig Keller, Gert Bue Larsen, Rob Moss, Marcel Ningen and Tom Wren.

SPARE PARTS & TOOLS

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

CLUB SHOP

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

OTHER CLUBS

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

Ed Sed

This edition sees us celebrate the 30th Anniversary of the Xantia. The Xantia replaced the very successful BX, but it was more than just a 'replacement'.

While the BX had been a great success for Citroën ~ and indeed rather a success for Citroën in Australia ~ that model was regularly described as suffering from a poor quality interior. Remember, here in Australia, it competed with the likes of BMW and there is no way such a comparison showed the BX in a good light regarding fit and finish.

The Xantia was most certainly a cut above its predecessor in terms of build quality, fit, finish and sound-proofing.

You can read Club member John Addenbroek's Xantia ownership experiences in this edition.

We also have an in-depth article on the history of the model



via its sales brochures.

All this is complimented by a road test from 'Car' magazine in 1994. Clearly from this review the early models in the Xantia range had a few shortcomings. Spoiler alert: yes the Xantia was the 'winner' but issues were raised around its less than comfortable seats [a surprise in a Citroën], a fussy engine when extended and a lack-lustre, low-set dashboard.

The last 'Front Drive', with its Ami Super focus generated lots of feedback from members and a good deal of news about Ami Supers in Australia. From not believing there are any in the country I can now confirm that at least two exist. I also received an email from a US-based Danish Citroënist who has shared his Ami ownership story. He first travelled in the example in question when he was nine and still owns it almost 50years later.

While the Super was launched 50years ago, Rob Moss' 'Chevronic Centre' opened 30years ago. I am sure there are a number of members of the Club who, like me, rely on Rob for the supply of parts for their non-Traction models. Over the years he has supplied parts for my GSA, the GS Birotor, various Visas, my C5 and the C6. As an aside [in case you do not know of Chevronics] the recent parts for my C6, including freight,

Continued on page 6

Prez Sez

continue to bring interest and pleasure to the family ~ including an Australian built '62 ID19, and the amazing pre-war IIBL restored so beautifully and faithfully by Brian Wade.

Perhaps it is at this time of the year that we may think on our many members in far off regions, and perhaps share a call or Zoom conversation.

Again, Leigh brings us engrossing reading. Amongst many items, this time we get to enjoy a focus upon the Xantia, and interesting reflections upon our hero, André Citroën and his ground-breaking approach to marketing. More great bedside table material.

I want to take the opportunity to wish all Members a wonderful 2023, wherever you may be... and I do hope many of us will meet at CITIN, South Australia ~ be sure to hit the registration link on the website, and also book your accommodation. Tim Cottrell ~ President



Ed Sed

Continued from page 4

have been at least half the cost of locally sourced parts. You can read about the history of Rob and Chevronic Centre this month.

As a retired marketer I cannot resist an article about advertising and as we know André Citroën was a dab-hand at it. We have an article about Citroën Traction posters from our friends in the Netherlands and news of up to 40 volumes about Citroën memorabilia that are being published there as

well.

Finally, a little something to round off our story about Catherine and Jacques: Ami Super owners. They visited Australia in 2005/6 and toured for a couple of months in their Ami 8. While here they joined the CCCNSW for an evening. The report on that event is in this edition.

I hope there is something that takes your fancy this time around.

Enjoy!

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.

• 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

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: Yarraville

TO: Castlemaine

COST: All expenses to your account

BOOKINGS: Essential by Monday, 30 January

MORE INFO: Haydn Kelly,
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.

We will stay at the Big4 Castlemaine Gardens Holiday Park, 1 Doran Ave., Castlemaine. [03] 5472 1125. Mention the 'Citroën Club' when making

A-Tractions

your booking and book early as available accommodation options may tighten quickly!

- Friday, 11 February

Depart Yarraville for Castlemaine, via the Brisbane Ranges.

Lunch: BYO picnic at Ballan, before travelling to accommodation.

Dinner: Communal 'chook and salad' dinner at the caravan park, which we will 'hunt and gather'.

- Saturday, 12 February

Breakfast: Self-catered
Depart: 10:30 for a drive around several historic locations.

Lunch: BYO picnic lunch at Castlemaine Botanical Gardens

Afternoon visit to historic Buda House after which we

return to the accommodation with a possible fortifying stop over at The Mill precinct for coffee and cake at Das Kaffeehaus, or a cleansing ale at the Tap Room of Shed Shaker Brewing.

Dinner: Caravan park for a communal BBQ meal [sourced by the 'hunting and gathering' crew].

- Sunday, 12 February

Breakfast: Self-catered followed by the gentle cruise home.

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

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.

- Food and refreshments will be available.
- There will be Music & Childrens' 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 or

Alan Simpson

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] and



A-Tractions

Alan Simpson [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
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



Chit Chat Tuesday

WHEN: 1st Tuesday
3 January '23
7 February
7 March
TIME: 10:00
WHERE: Laneway Espresso
Café, Dromana
COST: Cheap Eats
BOOKING: Not required
CONTACT: Warwick Spinaze
0407 016 719.

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



**SPECIALISTS IN SUPPLY
OF UNIQUE AND
HARD TO FIND TYRES**



**STUCKEY
TYRE
SERVICE**

RACING SINCE 1972



828 Sydney Road Brunswick Victoria 3056 Phone (03) 9386 5331 www.stuckey.com.au

A-Tractions

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

[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/
admin@seavucaravanpark.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/

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/

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.

2CV 75th
Anniversary
1948
2023



MURRAY
BRIDGE
SA.



CitIn 2023 ~ Murray Bridge, SA

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

WHERE: Murray Bridge, SA

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

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

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

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

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

The rivers, the lakes, the Coorong, the wineries, Monarto Zoo, the Bend, the clear night skies; the bustling rural town of Murray Bridge and its surroundings are well worth exploring.

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

A-Tractions

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

COVID-willing, this 54th gathering of combined Australian Citroën Car Clubs will commemorate 75 years 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 registrants 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 options, please refer to the Murray Bridge Visitor Information Centre www.murraybridge.sa.gov.au/discover/visit/vic

Remember, securing accommodation is your responsibility.

PROGRAMME

- Friday, 17 March
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 can be obtained from Greg Moorhouse [email address above].

- 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

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.



FLORENCE
THOMSON

Tour

FRIDAY 28th - SUNDAY 30th
APRIL 2023

Based around Wangaratta

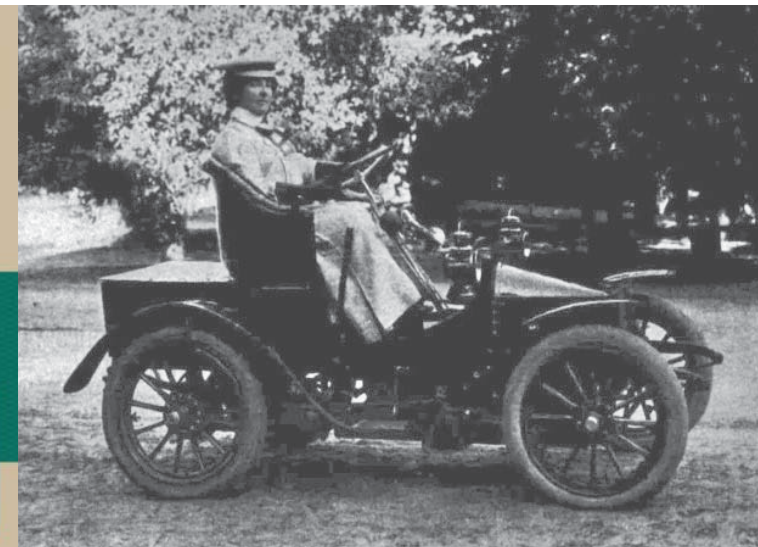
Is proudly brought to you by the
Association of Motoring Clubs (AOMC) on behalf of the RACV

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



RACV



You Sed

The Editor's Inbox was rather full after the publication of the last magazine: 'Front Drive', Vol 46, No 4. Feedback and responses fell into three basic groups.

Looking Forward: Traction

The first group related to my appeal for a member to prepare a 'Member's Model' article about their experiences with their Traction. As I said in that last magazine, the Traction Avant is at the core of the Club. I was heartened to receive two responses. One from Peter Sandow and the other from David Giddings. Here is what they wrote:

'Hi Leigh,
Re Traction Life,
Some questions re your long caste.
What's the deadline?
Am I sufficiently qualified?
Will people still respect me?
Peter Sandow'

I was able to reassure Peter that writing for 'Front Drive' would not cause people to disrespect him.

'Leigh,
Once again a fabulous professional magazine. Surely the wider Citroën world acknowledges your work!
I will put together an article about my Traction journey, with photos for your next magazine.
Cheers

David Giddings'

So after an edition where we had an 'imported' Member's Model next time we will have not one, but two local Tractionists sharing their love with us.

Looking Back: Amis

The second group of emails concerned my belief that there are no Ami Supers in Australia. Well, I accept I was wrong and examples have appeared from the woodwork.

The email first was from Robert Belcourt who passed on to me a picture of Roy Begelhole's bright yellow Ami Super Service Van. I knew of course of Roy and Esther's ownership of an orange Dyane, known affectionately as 'Tigger' but the Ami Super was 100% news to me.

The next was from Andrew Shouksmith from South Australia:

'Hi Leigh,
When I was living in NZ in the 1970s, Citroën Distributors [The New Zealand Importer] brought in five or six right-hand drive Ami Supers for evaluation and sales against firm orders. My parents were invited to the launch party, as they owned one of six Ami 6's in New Zealand.

Regards

Andrew Shouksmith'

No, it's not a Super in Australia, but it was news to me that any were imported to New Zealand. I will have to follow-up



Above: Robert Belcourt's photo of Roy Begelhole's Ami Super Service Van.

Left and below: The pictures from Bruce Adame showing Leigh Owen's Ami Super sedan which he imported from the UK.



You Sed

with my contacts across 'The Ditch' on this matter.

The next email was from Queensland-based Bruce Adame.

'Hi mate.

Before he passed away three years ago Leigh Owen had just imported a right-hand drive built Ami Super from the UK. He was in the process of getting it complianced for registration before he passed. I believe it's probably the only Ami Super and definitely the only RHD in Oz. According to those in the know it is one of only a few RHD cars alive
Bruce Adame'

Not only did Bruce pass on this piece of information he also sent some pictures. Unfortunately they are not of brilliant quality but any picture of such a rare car in Australia deserves to be published.

Previous to putting the 'Ami Super Edition' to bed I had contacted Greg Fienberg in the hope that he might have been able to make a contribution to the magazine with some stories or information about Jim Reddiex's M35. For those not up to full speed an M35 looks like an Ami 8/Super Coupe. But the engine was neither two or four cylinders. It was powered by Citroën's first rotary engine. Here is what Greg was able to tell me:

'Hi Leigh,

An excellent Magazine as al-

ways...

You asked about Jim's M35?

I really don't know anything about the car and Jim owning it, except that it was a gift to Jim by the factory!

I don't know that Jim drove it very much, but did hear a story that it was trouble to start [same as Birotors?] and they towed it around the block to get it to start on at least one occasion.

Sorry I don't know much more.

Best regards,

Greg Fienberg'

The final Ami Super email came from the United States from one of my US/Danish Citroën contacts. My connection is actually via my Birotor, as Gert is the previous owner of a Birotor and has been helpful on some technical matters. Here is what he wrote:

'Hi Leigh,

Hope you're well!!

A friend in Arizona just showed me the Dec/Jan issue of 'Front Drive', containing a lot of Ami Super stuff. Yes, indeed the 50th anniversary is coming up.

It's a beautiful newsletter you are creating.

Maybe we've never talked about this, but I actually own an Ami Super...

All the best, and

Merry Christmas!

Gert Bue Larsen'

No, Gert's email was not that short. In fact he has written a quite long article and sent some excellent pictures to accompany his words. You will find everything he sent us on page 51 of this edition.

Looking Back: Other Matters

I also had an email from Marcel Ningen who is the editor of 'Traxion', the magazine of 'Traction Avant Nederland'. He wrote:

'Hi,

Nice article about the defectors. Beside the documentation I have also some of the real stuff. Always nice to see the accessoires that were made for the Traction.

Regards, Marcel Ningen
Ledenadministratie Traction Avant Nederland'

The Club's prime contact for CITIN 2023 is Greg Moorhouse and he also emailed to give the South Australian Club's thanks for our support of the event in Murray Bridge.

'Hi Leigh

A big thank you from SA again, for your wonderful Advertorial for CITIN 2023.

Registrations are going very well, and we still have four months before we need to close off the books.

Thank you for your support.

Safe motoring

Best Regards

Greg Moorhouse'

Publication & Postage

I also received a note from Warwick Spinaze querying the non-arrival of 'hard copy' of 'Front Drive'.

'G'day Leigh,

Has there been some delay in the post? My hard copy has not arrived yet.

Regards,

Warwick Spinaze'

If you have any concerns that your magazine has not arrived be sure to contact me in the first instance.

Warwick was querying the fact that the latest 'Front Drive' had not arrived in the post. That edition arrived in member's inboxes on Sunday, 4 December.

Generally the 'official' publication date for magazines is the first Monday of the month. But I do try to email the soft copy over the course of the prior weekend. Postage is also scheduled to occur on that first Monday. For those of you who have elected to pay for hard copy of 'Front Drive' it should be with you over the course of that week.

Warwick confirmed his hard copy arrived on Wednesday, 7 December.

'G'day Leigh,

Thanks for your reply.

My hard copy arrived by post today.

Thank you again for a brilliant interesting mag every time.

Regards,

Warwick Spinaze'

Leigh F Miles ~ Editor

Member's Model: Xantia 2-litre

My interest in things automotive was sparked during early/mid teenage-hood when I bought a 1928 Willys Whippet and a 1947 Ford Mercury [£5 each and kept at a mate's property ~ so my parents weren't stressed].

In my later teens, our family befriended a New Zealander



who was a builder with an ID 19 French-built sedan. His influence also spread to my parents as they purchased a 1962 ID 19 Safari which was just a couple of years old. As a newly licensed driver, I loved that vehicle. Reading any article on Citroën was the *de rigueur* and I became beguiled by the quirky 2CV and the classically beautiful Light and Big 15. I was already hooked on the beautiful D-Series.

In the mid 1960s, I had a Slough built Big 15 without a motor or transmission. Unfortunately I had to get rid of it as I did not have either the time or the money to restore it and my

in-laws were sick of storing it.

Around 2011, I started looking for a hobby project and by 1 April 2012, took delivery of a 1987 2CV6 Plum and Custard Dolly. I paid too much for it but heart overruled the head. I joined CCCV shortly after, and was made aware of the Mountain Raid happening in May 2012 and was encouraged by Nyree [my wife] to sign up and participate.

What the Raid impressed upon me was the camaraderie that was tangible between like minded enthusiasts of this quirky marque. When the Dolly was eligible for a Historic Plate

permit, I signed up with CCO-CA as it was the easiest route to obtaining this permit. Since then, a chassis up restoration has been performed utilising the least cost route [ie not bare metal], but that is not the subject of this article.

Whilst Dolly is a unique vehicle [since renamed Gèraldine], I hankered for a hydropneumatically suspended Citroën. My ultimate would have been an early 1960s single headlight ID 19 Safari, but cost made that unobtainable.

About September 2017, CCCV's website advertised a burgundy Xantia 2-litre automatic,



Member's Model: Xantia 2-litre

which, of course, had the desired suspension. I made some enquiries with club members regarding cost of ownership and subsequently made an offer, which was accepted. This vehicle had the added advantage of automatic transmission so that my wife could use it an emergency.

This particular vehicle was built in November 1994, compliance plated in December 1995, first registered on 5 January 1996, a one owner, well maintained [almost complete invoicing of service history was provided], always garaged and low kilometres at ~106,200.

The previous lady owner was getting on and had upgraded to an SUV for easier ingress/egress. On delivery, two functions did not work; the front passenger electric window and the air conditioning. I undertook a de-

tailed review of its service history and as a result I was not confident that the timing belt had been replaced during the previous five years. So I arranged with Salman Chaudhry to replace the timing belt and water pump etc. He also did a full service including all new fluids and fixing the afore mentioned malfunctions requiring a replacement door mounted window switch and ignition barrel complete with wiring.

The vehicle has subsequently suffered a few issues. The plastic rear high stoplight cover broke, the rear suspension spheres needed re-gassing [this appears to be a regular occurrence



according to the service history], and a leaking heater core. I have by-passed the heater core for now but will tackle it properly during the summer as the whole dash has to be removed to replace the failed heater core.

The vehicle was eligible for a Classic and Historic Plate permit from January 2021,

so a roadworthy was scheduled, which required a new windscreen. At the same time, some flywire was affixed over the cabin air intake to keep foreign matter out.

It is a lovely solid-feeling vehicle with the suspension not as soft as mum's ID 19 Safari from years ago, but very acceptable. I'm not as

fond of the noisy exhaust note however [as I would have been in my younger days]. I appreciate the feel of the brake pedal [which operates a valve in lieu of a master cylinder] that can be precisely modulated. I love the look and proportions [Mustang like with long bonnet/short rear] of the car, and driving it for its ability to take rough surfaces in its stride.

One of my regrets is not joining a Citroën club much earlier to foster my interest in the marque.

Nyree started her driving experience with a VW Beetle and she wanted to finish in a VW. Therefore, our family vehicle is a VW Tiguan Elegance MY21 with a diesel motor and an on-demand all wheel drive ~ a lovely vehicle.

John Addenbroeck



Xantia... In all its Forms



Succeeding the BX. A difficult mission, given the success of the model. The Xantia preferred to go for broke in terms of Quality and Finish. The BX was one of the most versatile models produced by the brand with chevrons. From the modest '14' with puny tyres and engines stolen from the Peugeot 104 and the AX to the 16-valve, it had worn an impressive number of costumes,

being able to cross swords with a Renault 11 at the bottom of the range as well as supporting a commercially out of breath CX at the other end. When it came to the question of succession, two things were obvious. Its replacement would not have to cover such a wide spectrum, the ZX being planned to replace it among the small family cars.

123ignition Australia

Classic looks with modern performance and reliability.

Suits most classic/historic cars
16 selectable advance curves
Easy timing with built-in LED
Smooth engine torque curve
Stronger spark at all speeds
Lower fuel consumption
Variable dwell-angle
Simple installation
Maintenance-free
Less emissions
Better starting



****Australia's
only authorised
import agent.**

Also available:
NEW 123 / TUNE
Computerised tuning for
even greater control.
Also: Bluetooth control

**Ted Cross (Vic.) 0400 592 208 or ted@123ignition.com.au
www.123ignition.com.au**

Xantia... In all its Forms

On the other hand, the 'XI' project needed to restore Citroën's reputation in terms of perceived quality, a deception that became paramount in the eyes of buyers in the early 1990s. In a way, the real durability of a car ~ which was remarkable in the case of the BX ~ almost took a back seat to the notions of padded plastics and panel gap adjustments, which gave the buyer confidence. The Xantia had all of this in it, and the result can be seen on the scales: with the same engine, the difference is a good two hundredweight!

A New Burden on the Xantia.

A new burden was placed on Xantia's shoulders when it was launched in 1993: to act as a sort of substitute top-of-the-range car following the collapse of the XM whose fine ambitions had been sabotaged by some unfortunate penny-pinching.

In this way, the Xantia became one of the best-selling cars in the French manufacturer's catalogue, offering three types of suspension, a nice station wagon and a multitude of variants, be it in terms of finishes, special series or engine-gearbox combinations. The Xantia did not escape the infernal spiral of promotions and sales of all kinds that tarnished Citroën's image at the end of the 1990s, but many people regretted it

when it gave way to the ugly first generation C5 at the turn of the millennium.

The Xantia ended its career with a surprise last stand in Iran, where it continued to be produced until 2009. In total, 1,326,215 examples were produced.

The Key Dates *1993*: Little XM?*

IMAGES 1 TO 3

From the outset, the 'XI' project envisaged a sort of small XM, with a focus on quality and reliability at all levels. When it began its career in March 1993, there was no mistaking the taut, slender shapes that emerged from the pencils of Bertone, under the direction of the talented but discreet Marc Deschamps, who had succeeded Marcello Gandini in 1979.

In this way, the Xantia took on the air of an XM, but with a more muted and less theatrical style. The silhouette kept the tailgate, hidden by a recessed part simulating a traditional boot.

Its size is very different from that of the BX [18cm longer, ie 4.44m], while it retains the high-pressure hydraulics for the brakes, steering and especially the suspension. The latter is 'simple' hydropneumatic or Hydractive, with two-stage operation [soft on six spheres, firm on four spheres], controlled by

a computer, itself informed by a battery of sensors observing the actions of the driver and the reactions of the road.

A clever device inherited from the XM and even more refined, since this was the Hydractive 'II'. The system was unique on the market, and was accompanied by a self-steering rear axle on elastic chocks, derived from the XM and ZX.

Under the bonnet three petrol engines were available as the launch offer: 1.8litre with 76.8kW/103bhp, 2litre with 91.8kW/123bhp and, at the top of the range, a twin-cam, 16-valve, variable-geometry intake variant with 115.6kW/155bhp, which was actually rather sluggish.

In spite of this, the Xantia had to lower its ambitions when, on the eve of its debut, Ford released an ultra-equipped Mondeo [air conditioning and airbag as standard, the latter being absent on the Citroën] which was very well positioned in terms of price.

At the last minute, a Xantia 1.8i X was launched to bring the price down to under 100,000francs, but it was very basic, without electric windows or power steering!

This version was absent from the first catalogue, which featured grey or dark cars with austere black leather interiors.



Xantia... In all its Forms

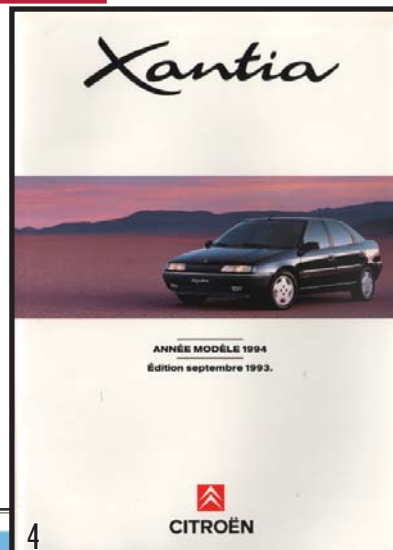
1994

4 TO 6 ANNOUNCEMENT

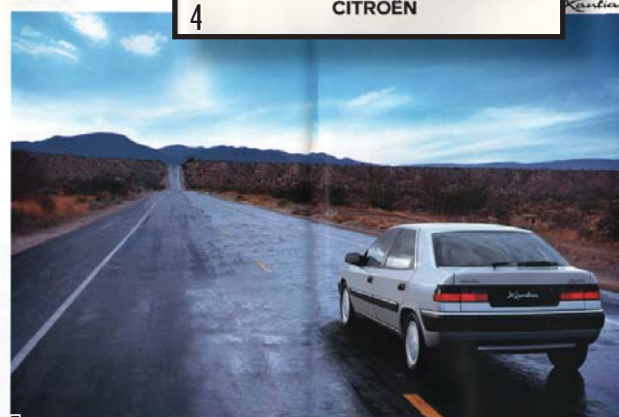
The catalogue was soon expanded. In April, the 2.0i versions with automatic gearbox were added, followed by the indispensable diesels, naturally-aspirated and turbo [1.9] with 51.5/69 and 68.6kW/92bhp], from June. With the change of year, minor modifications [codé immobiliser] are introduced, as well as a new base version [1.6i X with 66.4kW/89bhp], and automatic versions of the 1.8i and long-box 'fiscal' versions of the 2.0i. [The version of the brochure held by your editor indicates that this version was available on the 1.8i, not the 2.0i. The change to the gearbox moved the model from being 9CV to 7CV. Ed.] The documentation remains unchanged, with its immaculate white pages and its argument insisting on the finish, the welcoming interior [with its very Germanic dashboard, punctuated by a strange support bar on the passenger side] and the technological content. Four pages, notably, on the ground connections!

7 FIRST ANNIVERSARY

In January 1994, Citroën discreetly offered its entry-level 1.6i and 1.8i X with power steering. One can imagine the ordeal of the hypothetical owner of a Xantia without one! On a more serious note, the first anniversa-



4



5

CITROËN XANTIA, les chemins de la liberté.

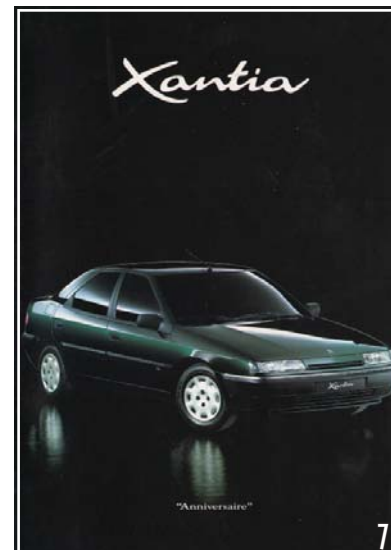
6



Hydraulique à la suspension
Innovation d'un concept de suspension qui est une des plus impressionnantes des véhicules technologiques adaptés aux CITROËN XANTIA. Cette suspension intelligente qui agit sur la rigidité et sur l'amortissement, offre les avantages traditionnels de l'hydraulique: une parfaite tenue de route, une grande douceur de conduite, une parfaite tenue de route.



permettre plus fréquente en conduite, aller au maximum de la vitesse, aller au maximum de la vitesse. Les avantages de la suspension intelligente sont nombreux. Elle assure une parfaite tenue de route, une grande douceur de conduite, une parfaite tenue de route. Elle assure une parfaite tenue de route, une grande douceur de conduite, une parfaite tenue de route.



7

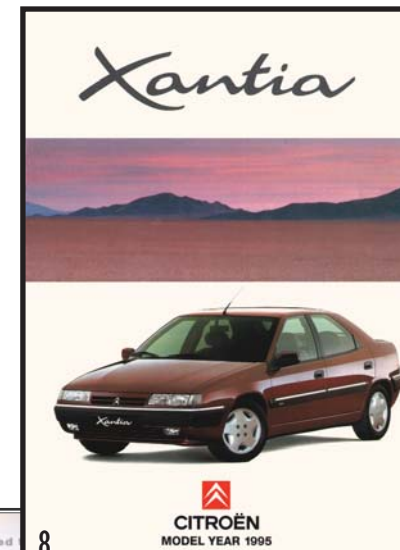
ry is celebrated by a special series, called 'Anniversaire'... That said, unlike the GSA and BX, the limited editions of the Xantia were always carefully equipped in terms of presentation and equipment.

1995

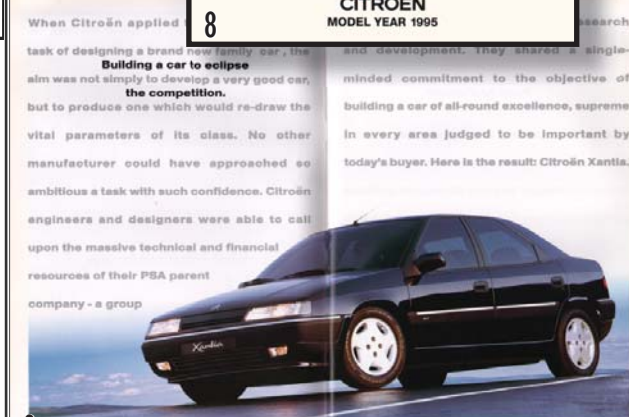
8 TO 10 ADJUSTMENTS

When it was launched, the Xantia enjoyed a clear lead on the French market, as the Peugeot 405 and the Renault 21 were at the end of their careers. Then the first Laguna arrived at the beginning of 1994. Citroën therefore refined its model a little more, by giving it a bit of a makeover in July: the front grille got the chevrons that were previously on the bonnet and pretensioners were added to the front seatbelts.

In terms of options, a driv-

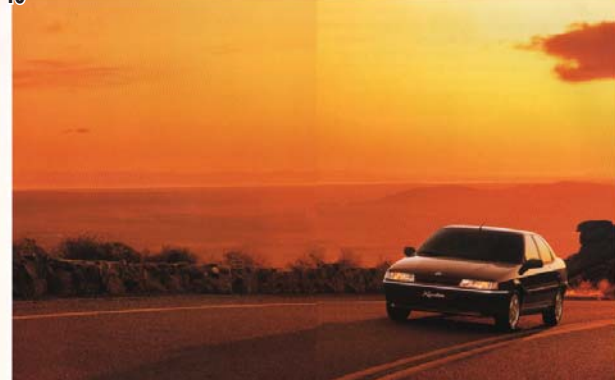


8

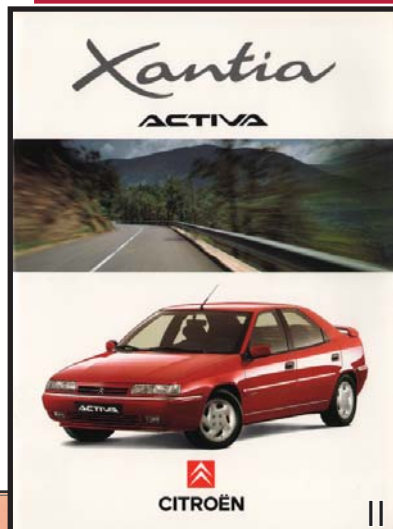


9

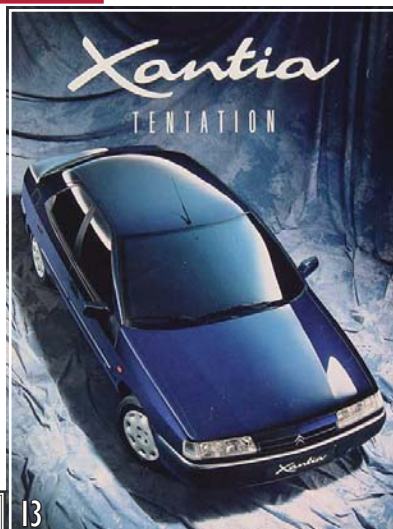
10



Xantia... In all its Forms



11 12



13

still defend its unrivalled comfort/road holding compromise ~ even if the gap between it and its rivals had narrowed.

Citroën took to the road again at the 1994 Paris Motor Show, unveiling the flagship Activa. Inspired by two concept cars of the same name, it offered an active anti-roll device [two sphere-cylinder assemblies replacing the front left and rear right stabiliser bars], well ahead of the German competition. The result was phenomenal on the road, the car being able to beat almost all of the world's production cars as soon as the road became winding. To the point that its engine, the same 2litre 16-valve 'ACAV' now announced as 111.9kW/150bhp, seemed to be a retrograde step.

But this was only the beginning, while the special 'Tenta-

tion' series was launched in January 1995.

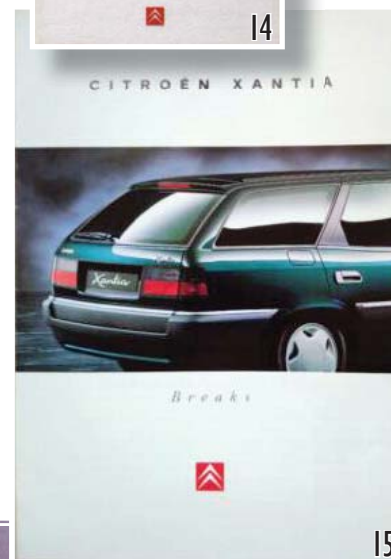
1996

14 TO 16 THE CAVALRY

The quality of the engines took a leap forward in the next



14



15

16



model year.

The catalogue does not fail to mention it: two new 16-valve 1.8litre and 2litre engines bring more brilliance and pleasure, with 83.6/112 and 100.7kW/135bhp respectively. The former top of the range '16V' is replaced by a 111.9kW/150bhp Turbo CT engine already seen under the bonnet of the XM and Peugeot 605, which is much more vigorous, and a 82.1kW/110bhp 2.1litre Turbo crowns the diesel range.

The Xantia finds its rhythm, especially as a very nice estate car ~ produced at Heuliez, like its predecessors BX and XM ~ usefully completes the range.

In this way, the car was armed to the teeth, presented in two catalogues: one for the saloon,

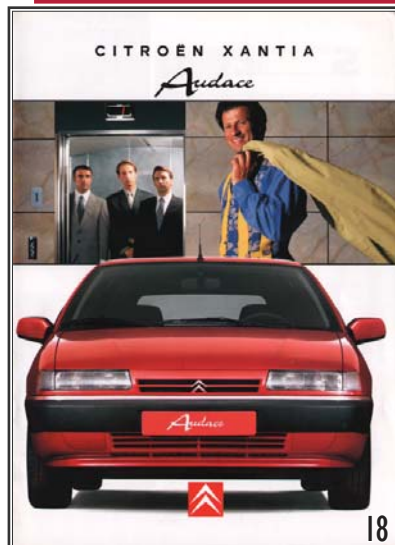


er's airbag was finally available. The brochure mentions it, but it does not change much visually. The last new feature is the addition of automatic diesel versions... unfortunately they were not injected!

11 TO 13 QUEEN OF THE ROAD

If the Xantia suffered from its unfavourable price/equipment ratio at the beginning, it could

Xantia... In all its Forms



18

the other for the Estates. The Xantia was well-placed when the Peugeot 406 showed its face at the beginning of the 1995 season.

17 TO 18 CRUISING PACE

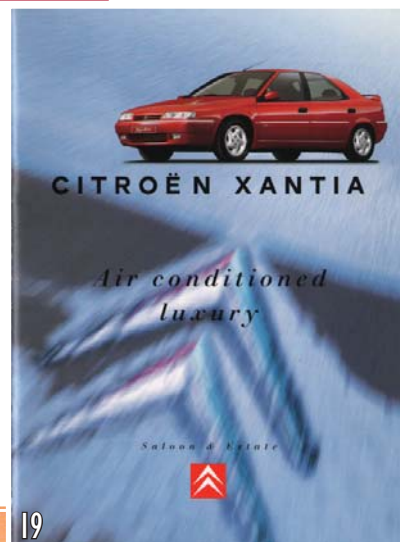
Thereafter, the range was more carefully managed. The 2.1litre Turbo D estate and the 'Harmonie' and 'Audace' special series were the only significant events of the first half of 1996.

Citroën had other models in the pipeline, namely Berllngo and Saxo.

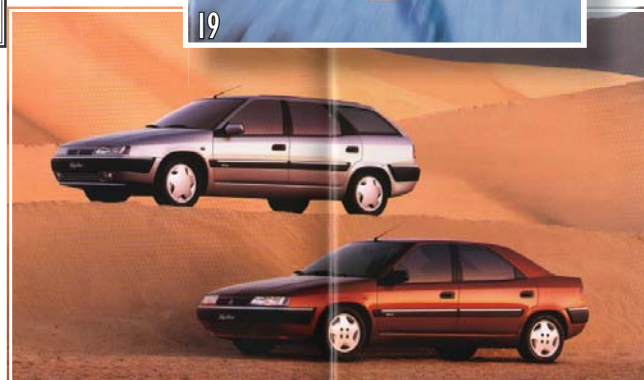
1997

19 TO 21 THE CHEVRON'S FLAGSHIP

Fortunately, 1996 was a busier year: in addition to a new 1.9litre SD low-pressure turbo-diesel, replacing the dusty atmo, the Motor Show saw the advent of the ultimate Xan-



19



XANTIA STYLE pure and simple

20



LUXURY redefined

128

128

tia. The 'Activa' was previewed with the new V6 'ES9'. This engine replaced the old PRV motor, although this had never been installed in the Xantia. The new engine was the result of a collaboration between Peugeot and Renault, this 2.9litre, 114.7kW/194bhp engine made its first appearance under the Xantia's bonnet.

This says a lot, unfortunately, about the commercial collapse of the XM flagship!

Note also the grouping of saloons and estates in a single catalogue, and the large prominence given to the 'Activa', including on the cover.

Ed: Well the 'Activa' was the model on the cover of the September 1996 UK equivalent brochure but it was headlined with 'Air conditioned luxury'.

The French brochure produced in July 1996 featured the same model but made no specific reference to it. I should also note that despite being a UK brochure it was used by the Australian dealer network, as attested to by a sticker on the back cover.

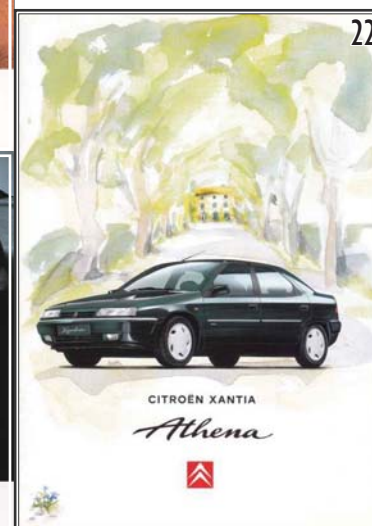
1998

22 TO 24 TEMPTRESSES

The Activa V6 made its debut, before being followed by a wiser V6 Exclusive with automatic transmission.

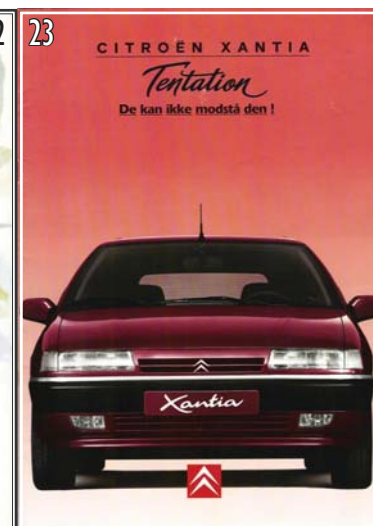
But the 'lifeblood' of the car was the 'Tentation' and 'Athena' special series, which offered more equipment and were added to the regular catalogue in July 1997.

All this in a brochure with an unchanged appearance and copy.

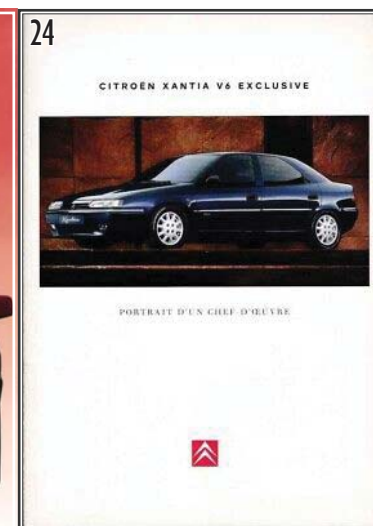


22

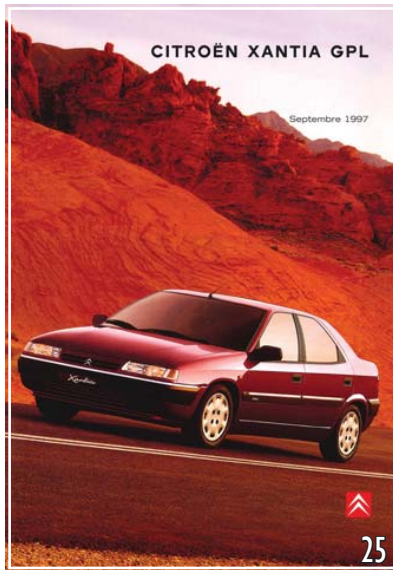
23



24



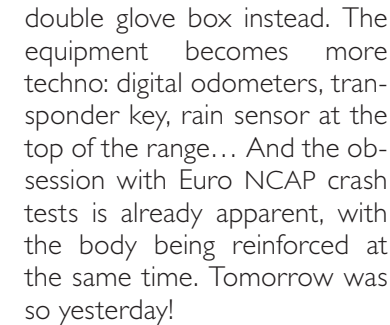
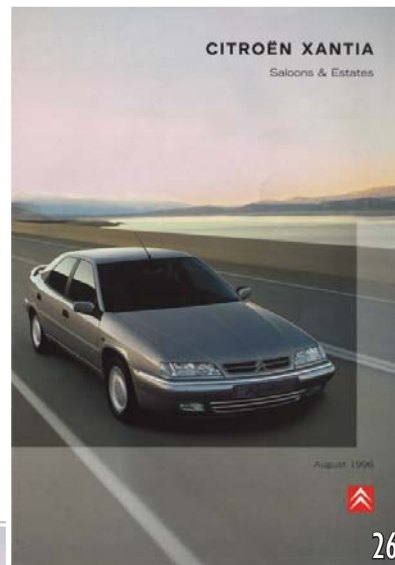
Xantia... In all its Forms



25 SAILING AND STEAMING

At the same time, Citroën offered a factory-built dual-fuel petrol/LPG variant for the first time. This was the cheapest Xantia per kilometre, and is probably quite rare these days.

26 & 27 SERIES TWO



On this occasion, the Xantia gains in standing, with a revisited dashboard that throws out the grab bar and offers a

1999

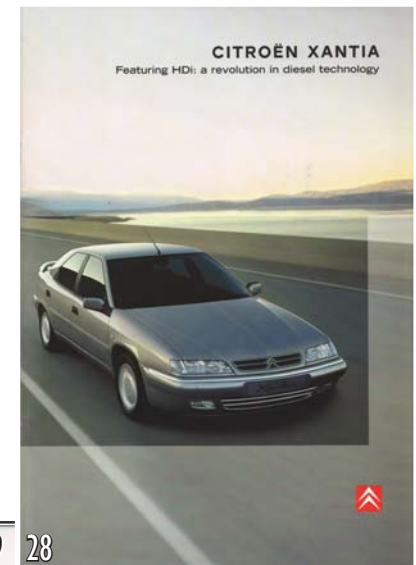
28 & 29 LAUNCH PAD

The following autumn brought another novelty, which has since become ubiquitous: the common rail diesel, in other words the HDi, in the form of a 82.1kW/110bhp 2litre.

The 2.1 Turbo D, which was less sober but faster, was pushed into retirement.

30 A RIPE OLD AGE

The Xantia had become a classic of the brand over the years, brilliantly combining Citroën's technical traditions with



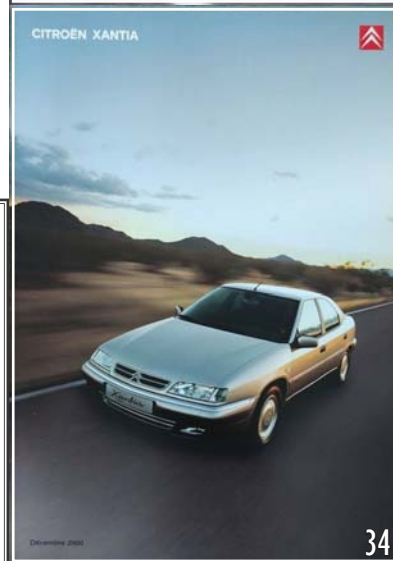
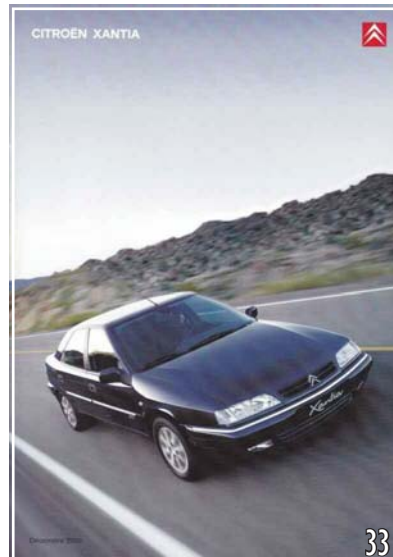
29 28

NOTHING TAKES BETTER CARE OF YOU

Xantia's interior was made to comfort, cosset and protect. The cockpit is a model of ergonomic design, giving complete control to the driver. The spacious cabin offers high levels of luxury, while a wealth of advanced safety features ensures the protection of everyone on board.



Xantia... In all its Forms



2000

31 & 32 A WORKING TOOL

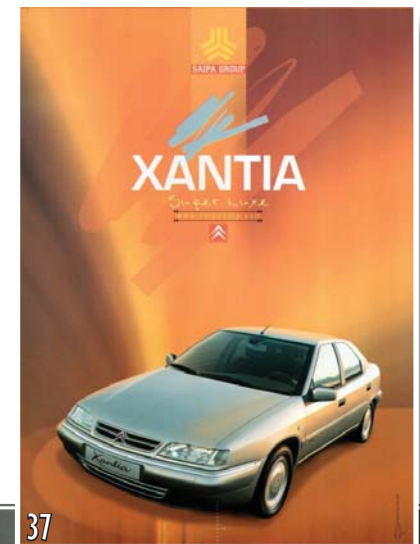
At the same time, Citroën continued to produce a brochure dedicated to its 'Enterprise' estate variant, which had a quiet career, despite the advantages of its constant height suspension.

2001

33 TO 37 C DISCOUNT?

In a segment already dominated by the Germans, the Xantia's career had been somewhat tarnished by the incessant promotions from a network that was too quick to discount everything. This did not help the image of a car that was full of qualities. The imminent launch of the C5 led to a radical simplification of the range: in January 2001, the 'Exclusive' and a final 'Tendance' variant were the only models left, until the Xantia disappeared in the spring of 2002, even if it had an unexpected second life in Iran until 2009!

* The years referenced here correspond to the model years. This article first appeared in 'Youngtimer' magazine in November, 2014. It was written by Thierry Astier. Images 14 and 16 and 30 are scanned from the original article, which explains their poor quality. The majority of the other images are from the Editor's archive with the exception of 31 and 32 and 35 to 37 which are from Julian Marsh's website.



Period Piece: 'Car', 1994

Renault's new mid-liner challenges the Mondeo for excellence ~ and for conformity. The lovely Xantia remains the class individualist.

Renault UK is to spend £10million on marketing its new Laguna mid-liner, which is in showrooms now. Although the state-owned French giant, fattening up nicely for privatisation, took a freakish 6.0% of the UK market in February, it concedes that sustaining such momentum will not be easy, even with a newcomer as accomplished as the Laguna.

Something more than the Nicole factor is needed to capture the hearts and budgets of the hard-nosed fleet operators that Renault seeks to impress, Quality, for a start. Keen pricing, too. On both counts, the Laguna appears to score bull's-eyes: Renault promises to undercut the opposition,

like for like in equipment, with a car that looks, sounds and feels exceptionally well made.

There are plenty of other hurdles to negotiate, mind. The superseded 21 was a spent force, so the Laguna is pitching in from a weak base. On top of that, the competition is not only deeply entrenched but also rather good. In the vanguard is Britain's bestseller, the award-winning Ford Mondeo, a formidable foe if not the peerless wondercar it's cracked up to be elsewhere.

While Ford provides the strongest opposition with a worthy contender backed by huge marketing muscle ~ Henry has 1,000 dealers, Renault 270 ~ arch-rival Citroën's Xantia, recently voted best fleet newcomer, is the Laguna's true benchmark. If the 21's replacement can better the conservative, playsafe Mondeo and the inspired, individualistic Xantia ~ respectively the most popular car in the class and the most accomplished ~ Renault has at its mercy a market sector that accounts for a fifth of all sales.

Renault backed its confidence in the Laguna by making available for comparison several rivals, Mondeo and Xantia among them, at an early test session at-

tended by 'Car'. That was the *hors d'oeuvres*. Here's the tasty main-course sequel, in which the £13,935 RXE Laguna prices range from £10,570 for the 1.8 RN to £18,565 for the V6 auto ~ squares up against the £14,200 Xantia 2.0 SX and the £14,400 Ford Mondeo 2.0 GLX on home ground.

Styling, Engineering

While the Mondeo's appeal is broadened by its two same-price body styles ~ four-door saloon and five-door hatch [there's also an attractive estate] ~ it wins no prizes for its anonymous, cottage-loaf looks. Trendily smart yes, distinguished no. The two French cars come only in five-door guise, although the Bertone-influenced Xantia ~ widely regarded as the best-looking car in the class, with its long wheelbase, short overhangs and crisp definition ~ could be mistaken for a saloon in profile.

There has been no attempt to disguise the tailgated rump of the voluptuous Laguna; the new Renault is seductively rounded like the globular Ford, but rather better formed.

Even so, you could mistake the Laguna for one of several rivals [mainly Japanese] from the side and back. At least its broad grin and flared nostrils give it the distinctive face promised by design director Patrick le Que-

na is a heavily styled, eye-catching car that feels as solid as it looks.

The technical basics are as you'd expect: transverse four-cylinder engines driving the front wheels through end-on five-speed manual gearboxes. Surprisingly, 16 valves beat only under the Mondeo's bonnet ~ and it shows in output. The 2.0-litre Laguna's 85.8kW/115bhp is matched by the 1.8-litre Ford, one rung down from the one we're testing here. Renault might make world beating FI engines, but some of those in its pain-et-beurre cars are pretty humdrum.

In 2.0 guise, the 16v Mondeo has a healthy edge over the 91.8kW/123bhp Xantia, too, though there's little in it on torque.

The Laguna and Mondeo have conventional coil-sprung suspension systems of mainstream design. Trust Citroën to be different. Instead of metal springs, the Xantia uses self-levelling gas/oil hydropneumatic suspension linked to a self-steering trailing-arm set-up at the back, similar to that used in the ZX. In its unique suspension lies the soul of a car that cocks a snook at the establishment while in other respects espousing it.

Performance

If the new Renault has a weakness, it stems from a lacklustre engine that does the job



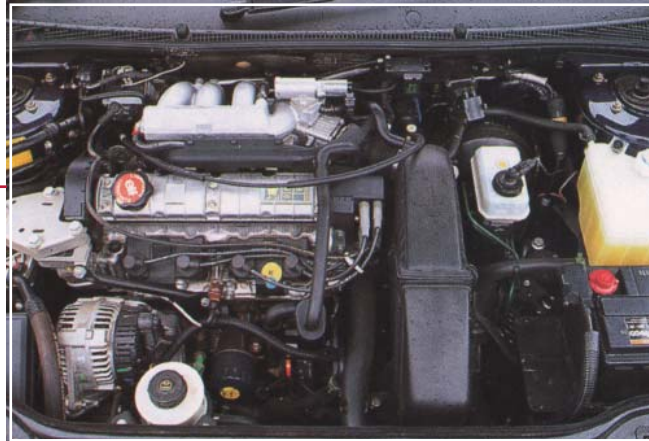
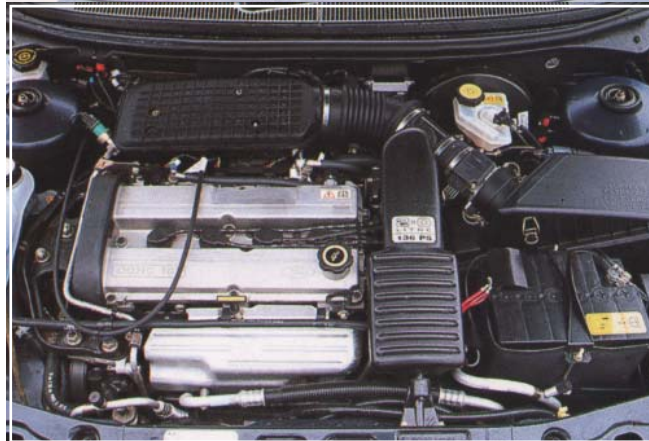
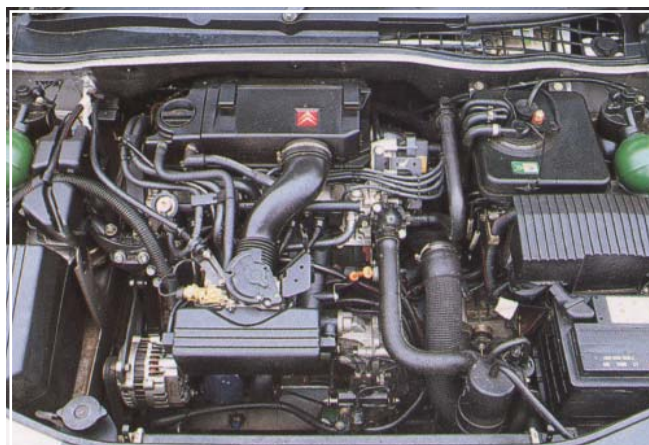
Period Piece: 'Car', 1994

but nothing more. At RXE level, the Laguna is worthy of something better. Compared with the old 2.0-litre 21, power and torque are up and aerodynamic drag down.

However, a significant weight increase negates these modest advances. Regression is the net result. What else for a car that is slower than the model it supplants? To its credit, the Laguna's eight-valve engine is very flexible; it may not pull with great vigour at low revs but, assisted by a taut, snatch-free drivetrain, it does so cleanly and smoothly.

Extended through the gears, the engine is aurally undistinguished, slightly gruff, even a bit boomy. However, at a steady three-eight ~ around 130kph in top ~ it is endearingly quiet. Extremely low wind noise makes the refined Laguna a very peaceful motorway cruiser even if it doesn't have particularly long legs.

Although the Ford and Renault weigh much the same, the Mondeo has a healthier power-to-weight ratio. No need for a stopwatch: you can



Top to bottom:

Xantia's engine is the most refined, if vocal at high motorway speeds.

Mondeo has the most powerful engine [101.5kW/136bhp], but it is also the coarsest.

Laguna's powerplant competent, but lacks spirit. This car deserves better.



feel the difference. Step from the eight-valve Renault into the 16-valve Ford and languor gives way to spirit. There's the potential in the Ford to smoulder rubber, to crack 10seconds for the dash to 98kph, to top 200kph.

To indulge such performance, however, is rudely to expose the Mondeo engine's weakness: indifferent refinement. Drive hard, and the 2.0 twin-cam sounds harsh and frenzied, even a bit rough. If not so energetic, the 1.8 is discernibly sweeter.

The Xantia neatly splits the nifty Ford and lazy Laguna on performance. Although beaten by the Mondeo on all-out acceleration and top speed ~ neither a realistic measure of real-life motoring ~ the lively Citroën is very competitive on the road. Sprint gearing makes the crisp engine sound a bit fussy, especially when cruising the motorways, but it's smoother than the Ford's and not as boomy as the Renault's. On balance, the Citroën has the best engine here.

Only the Xantia bettered 9.4L/100km in our hands, against around 9.7L/100km for the other two cars.

Top to bottom:

Citroën's fascia is neat, but plain. Quality is a great improvement over the BX's.

Ford's driving position is excellent, though pedals are poorly placed.

New Renault has a classy interior, sumptuous dash and interior. The best here!

Period Piece: 'Car', 1994

The figures are not strictly comparable, as journeys and mileages differed but, clearly, all three are capable of respectable economy, driven with a modicum of restraint.

Roadholding, Handling

The accolades that have been heaped upon the faithful Mondeo stem largely from the fact that its chassis is free of the deficiencies that so flawed the Fiesta and Escort before it. It's a measure of the Laguna ~ hot favourite to inherit the Mondeo's Car of the Year crown ~ that its chassis is decisively better. Hustled back to back along twisty roads, there is not a lot to choose between these two cars.

Both impress with their composure, security and alert responses. Both turn into corners with a crisp, low-roll resolution that makes them feel delightfully poised and precise. Neither feels unstable if you back off mid bend, to tighten the car's line. You anticipate a degree of untidy lurching from a family barge when slicing through S-bends; to discover instead controlled

Top to bottom:

Xantia, like the other two cars, has split rear seats. The boot is generous.

Mondeo has a large luggage area. Unlike the other two, it is also available as a four-door sedan.

Laguna's boot is just as large as the other two: they differ only in shape.



fluidity is an unexpected bonus. In neither car do you feel detached from the action through overassisted ~ and therefore lifeless ~ steering.

Closely matched though they are for cornering prowess, the Laguna wins the chassis contest with a ride the jittery Ford, which trades resilience for sharpness, cannot match. On bumpy corners that the Laguna shrugs aside, the Mondeo is inclined to jolt and thunk. On motorways that the Renault rides sedately, the Ford is discernibly agitated. The Laguna's superiority is rooted in its ability to soak away bumps as surely as it clings to them.

So where does this leave the maverick Xantia, with its hydropneumatic suspension? Out in front in most respects, patchy ~ even irritating ~ in others.

Despite self-levelling, the Citroën squats under acceleration, and nose-dives on the overrun; so changing gear indelicately induces untidy pitching. Such antics take nothing away from the Xantia's party-trick ability to float serenely over long-

Top to bottom:

Citroën has fantastic ride and wonderful handling. But it demands precision.

Ford's chassis is competent and flaw-free, but it is still not the best.

Laguna does not handle as sharply as the Xantia, but it is easier to drive hard.

Period Piece: 'Car', 1994

wave undulations while zapping through bends on an even keel. So sharp is the steering that no more than wristy pressure is needed to negotiate fast sweeps. The corollary is that any indelicacy is punished by untidiness.

In alert and sensitive hands, the Xantia is sheer magic.

Little more than telepathy is needed to clip apex after apex with pinpoint accuracy. Relax your concentration, though ~ worse still, hand the wheel to a clumsy driver ~ and the Xantia can feel worryingly nervy. Less wispy steering of meatier resistance would not go amiss, especially as the total lack of lateral support from the seat often has you clinging to the wheel. You are embraced more securely in the Ford and Renault.

As in its ride/handling, so in its braking, the Xantia feels different, though never less than reassuring. Its touch-sensitive powered pedal provides effortless retardation but not always the delicacy of control needed

Top to bottom:

Citroën Xantia has the most roomy cabin of the trio ~ the result of its long wheelbase and short rear overhang. Ford Mondeo has excellent seats that are supportive and comfortable. Interior space is equal to Renault's.

Laguna is the largest car here, but only externally. Though roomy, it's not the match of its compatriot.



to feather the brakes smoothly, especially when backing off. Those of the Ford and Renault are more progressive in their action, and thus easier to modulate. As we detected a hint of fade from the Renault after a couple of hard applications, the Ford wins the braking contest by the width of a disc.

Accommodation, Comfort

If the sumptuous Laguna looks big, appearances do not deceive: it is the longest, tallest car here. It is not, however, the roomiest for passengers. That accolade goes ~ just ~ to the Xantia, its long wheelbase stretching the cabin to create a fraction more legroom in the back than the Ford and Renault can muster. Scooped-out front backrests play their part, too. There's also more headroom in the Xantia, which is the best packaged car of the trio, as well as the tidiest and prettiest. Not that passenger space is a deciding factor. All of these cars will easily accommodate five six-footers. Luggage space ~ extendable in all three cars by folding the split rear seats ~ is also generous. The boots differ more in shape than in size.

Up front, there's little to choose between the Ford and Renault for comfort. Both cars have excellent seats with backrests that are more embracing than the Citroën's, especially at shoulder level. Their cushions

can be tilt adjusted, too. The fixed [though height-adjustable] ones of the Xantia are too flat, depriving long legs of under-thigh support. If you ignore the powered seat fitted to the test Laguna, which costs an extra £450, the [standard] semi-powered one of the Mondeo GLX provides the best driving position.

Driver Appeal

That the Laguna was greeted with 'ooohs' and 'aaahs' from impressed passengers says much about its interior design.

Gone is that awful plastic tackiness that once characterised most French cars. The RXE's heavily sculpted cabin looks sumptuously modern; luxurious, too, without recourse to timber embellishment. Although there's similar voluptuousness about the Mondeo ~ its doors are so thick they almost encroach ~ the Ford is eclipsed inside by the classy, clubland Laguna. The Xantia's cabin, more Teutonic than Gallic in style, is a plainer, more straight-laced affair ~ for better or worse is a matter of taste ~ but it is just as well finished, and nothing if not neat. Tattiness went out with the superseded BX.

All three cars have conventional, well ordered facias, vents to the top so they don't over-cool your hands. Their heating and ventilation systems work well, but note that the press-

Period Piece: 'Car', 1994

Top to bottom:
Citroën's steering is very sensitive ~ almost overly so, making straight-ahead driving something of a chore. The Xantia is, without doubt, the best looker here. The Bertone-influenced car has crisp and distinctive lines.

Mondeo has well weighted and responsive steering. Car is safe, well-managed and fluid through bends. Mondeo, called 'Mundano' inside Ford ~ it's not hard to see why. Styling is anonymous and unadventurous.

Like the Ford, Renault has fine steering. Though not as precise as the Xantia, the Laguna is easier to drive. Laguna is no masterpiece of design either ~ only its flared-nostril nose distinguishes it from bland Japanese rivals.



Period Piece: 'Car', 1994

SPECIFICATIONS	CITROËN XANTIA 2.0 SX	FORD MONDEO 2.0 GLX	RENAULT LAGUNA 2.0 RXE
Engine			
Configuration	In-line, four	In-line, four	In-line, four
Capacity [cc]	1,998	1,988	1,998
Bore×Stroke [mm]	86.0×86.0	84.8×88.0	82.7×93.0
Compression ratio	9.5:1	10.0:1	9.8:1
Valve gear	SOHC, 8-valve	DOHC, 16-valve	SOHC, 8-valve
Aspiration	Fuel injection	Fuel injection	Fuel injection
Power [kW DIN/rpm]	91.8/5,750	101.5/6,000	85.8/5,250
Torque [Nm DIN/rpm]	179/2,750	180/4,000	167/3,500
Power-to-weight ratio	74.2kW/tonne	80.0kW/tonne	69.0kW/tonne
Transmission			
Type	5-speed manual	5-speed manual	5-speed manual
Ratios	3.46 [7.7]/1.87 [14.3]/ 1.36 [19.6]/1.07 [25.1]/ 0.80 [33.5]	3.23 [8.4]/2.14 [12.6]/ 1.48 [18.2]/1.11 [24.3]/ 0.85 [31.7]	3.72 [7.6]/2.05 [13.7]/ 1.32 [21.2]/0.97 [28.8]/ 0.79 [35.6]
Final drive ratio	3.44:1	4.06:1	3.87:1
Chassis & body			
Construction	Steel monocoque	Steel monocoque	Steel monocoque
Drag factor	0.30	0.33	0.29
Front suspension	Struts, lower wishbones, oleopneumatic springs, anti-roll bar	Struts, coil springs, lower wishbones, anti-roll bar	Struts, coil springs, anti-roll bar
Rear suspension	Trailing arms, oleopneumatic springs	Struts, coils, lower links, anti-roll bar	Trailing arms, torsion bars, coil springs
Steering, type	Rack & pinion, power assisted	Rack & pinion, power assisted	Rack & pinion, power assisted
Turns, lock to lock	3.2	3.2	3.1
Turning circle [m]	34.8	33.9	35.4
Wheels	5.5×14	5.5×14	5.5×14
Tyres	185/65 HR14	185/65 HR14	185/65 HR14
Brakes [F/R]	Ventilated disc/disc	Disc/drum	Disc/drum

button, climate-control affair in the test Laguna is an £800 extra. Normally, you'd get three rotary controls. The fancy hifi, alloy wheels and powered front seats were also expensive options on the well-endowed test Renault.

The Xantia's two-plus-two instruments are a tad small and low-set compared with the pod-raised half-moons of the Renault. The Ford has the snappiest, best-placed switchgear ~ its short-throw column stalks are especially pleasing ~ but it

SPECIFICATIONS	CITROËN XANTIA 2.0 SX	FORD MONDEO 2.0 GLX	RENAULT LAGUNA 2.0 RXE
Dimensions [cm/l/kg]			
Wheelbase	260.9	270.3	267.0
Track [F/R]	150.1/150.1	150.4/148.6	148.1/146.1
Overall length	444.0	448.1	450.9
Overall width	175.0	174.5	175.0
Fuel tank capacity	59.9	61.3	65.8
Kerb weight	1,238	1,257	1,245
Cabin Dimensions [cm/l]			
Headroom [F/R]	91.4/88.9	91.4/90.2	90.2/88.9
Front Legroom [max/min]	110.5/90.2	101.6/81.3	102.9/82.6
Rear Legroom [max/min]	96.5/73.7	88.9/67.3	91.4/66.0
Shoulder room [F/R]	146.1/142.2	138.4/133.4	141.0/137.2
Luggage capacity	481/878	479	456/not stated
Standard Equipment			
Anti-lock brakes	✓	£710	✓
Air conditioning	£975	£920	£800
Leather upholstery	✗	✗	£850
Cruise control	£300 [with auto]	✗	✗
Sunroof [man/elec]	✓ elec	✓ man	✓ elec
Electric front windows	✓	✓	✓
Heater front seats	£400 [winter pack]	✗	£160
Alloy wheels	✗	£970	£345
Airbag	✗	✓ driver	✓ driver
Servicing			
Cost [frequency]	£57.50 [15K] £89.11 [30K] £86.36 [45K]	£54.43 [15K] £53.28 [30K] £68.52 [45K]	£72.84 [10K] £101.79 [20K] £183.12 [30K]
No of UK dealers	250	1,000	370

lacks the delightful [and super-safe] fingertip audio controls of the two French cars: stalk-mounted in the Renault, set into the wheel on the Xantia. Either way, Ford [and all other manufacturers] please copy.

It is hard to imagine anyone being less than comfortably ensconced in the Mondeo, with its

multi-adjustable seat and steering wheel. For perfection at the wheel, the Renault runs the Ford closer than does the Citroën, which has badly flawed seating. Not that the Mondeo is perfect: its pedals are badly aligned [the brake is way above the throttle] and its baulky gearchange is disappointing. That of the Renault,

Period Piece: 'Car', 1994

pretty well idiot-proof with its soft clutch and sweet throttle control, is much crisper and lighter. The Xantia's shift would be all the better for a smooth-topped knob that doesn't cut into your palm.

Conclusion

There are no bad losers here. We would recommend any one of these cars. But if the third-placed Ford Mondeo ever was the middleweight king ~ those who crowned it don't live here ~ its throne has been lost. Good car though it is, the Mondeo 2.0 GLX is too mainstream, too conservatively predictable for our taste. Too flawed as well. Although it has some outstanding features, its weaknesses ~ notably the jittery ride, stiff gearchange and harsh engine ~ are not lightly dismissed when the opposition is so good.

Such is the integrity and fin-
ish of the refined Laguna, a cultural adjustment is required to acknowledge that it's actually French, and not German or Japanese. Despite its lacklustre performance, the 2.0 RXE

is a fine car that challenges for class leadership with a brilliant chassis. The Ford's handling is as good, but it dithers on the rough stuff where the Renault floats with ease to collect second place.

But accomplished though it is, the Laguna is not a beguiling car like its Xantia compatriot. There is nothing adventurous about it, nothing to intrigue in its design or engineering. It is, in essence, a sluggish French Ford, a dullard conformist of great ability but little character. Thus victory must go to the snappier Citroën Xantia 2.0 SX, not just for being disarmingly pert, dashing agile and uncannily smooth, but also, through its unconventional suspension and brakes, for providing a driving experience beyond the grasp of its play-safe rivals.

Vive la difference.

This article, with pictures taken by Tim Wren, first appeared in 'Car' magazine in May, 1994. The author is not identified. It was reprinted by Citroën UK and given to prospective Xantia purchasers. It is taken from the Editor's archive.

Danish Super

dealer in Helsingør, Denmark on May 15, 1973 to pick up the new car. So I was in the passenger seat on the very first day the car was on the road.

Maybe we've never talked about this, but I actually own an Ami Super that I have known since the first day it was on the road in May 1973. My dad bought an Ami Super Service [the 2-door van version with windows], and I went with him [9 years old] by train to the Citroën



Danish Super

I started tinkering with this car at a very early age and learned a lot about Citroëns from this during these early years even without being old enough to hold a driver's license. The Ami Super was also the very first car I legally drove on the road the very day I had obtained my drivers license on my 18th birthday in 1981.

But Danish winters with awful salt on the road combined with the awful PVC factory undercoating Citroën applied back then, took a hard toll on the Ami Super. So by 1982 it was just too rusty and beyond feasible repair to pass the annual inspection in Denmark.

This was decades before passenger cars had to pass regular inspections, but because this was registered as a van, it had to pass an annual safety inspection. Having zero trade-in value in 1982 because of the rust, my dad was ready to scrap it.

But I talked him into letting me have it, and I tucked it away in 1982 with the firm intention of restoring it very soon.



That became a long hibernation, but finally in 1999-2000 I took it completely apart down to the last nut and bolt and restored it back to its former glory.

I've enjoyed the car ever since as it obviously brings back some very fond memories all the way back to 1973 every time I drive it.

It's a super early production car ~ chassis number 00JH0087 ~ so the 87th car in the Service series, manufactured in February 1973.

I think I told you in our e-mail exchange a few years ago, that my wife and I are now living in the USA. I shipped the Ami Super from Denmark to the USA in 2019 and registered it in New York where we then lived. We have since then moved from New York to Connecticut, so now it's registered in Connecticut.

I attach a few photos taken in 2008 when it was still registered in Denmark. My 1999-2000 restoration has held up quite well, so it still looks pretty much the same in 2022.

Gert Bue Larsen

Chevronic Centre: A Real Pearler

2022 marks 30 years of Chevronic Centre Ltd. That's a Pearl Anniversary! It all started with just me working out of several lock ups.

Buying GSAs and A-Series for £20 at the local auction, bringing them back for stripping and selling the used parts.

Parts sales then turned to the odd service and repair job that was carried out at the time in my parent's garage.

Saturdays saw the road outside the house congested with a line of BXs, 2CVs and the odd GSA all in for various things.

There was the odd occasion where a bolt would snap or a hydraulic pipe wouldn't come out. Help was always at hand, a call to Victor Brown or Barry Lowdell to grab some advice and Tips and the huge learning curve were all absorbed and remembered for the future.

In late 1997 I was offered a

unit, which I took without hesitation.

This saw me leave my full time job in the engineering world at Ogle Design in Letchworth and start up on my own full time.

Work was pretty quiet to start with but it wasn't long before we started to get a name for ourselves.

Very quickly I took on Len Day who had been welding and dealing with crash repair Citroëns at the local body shop, Graveley Coachworks, his knowledge and expertise in A-Series, Gs and CXs was second to none. He never winced at welding any very rusty car he just got on with it.

Vic would also come and help me when we needed extra help, he knew Len as Vic was at the other site, Graveley Motor Co in Stevenage in the workshop servicing and repairing the cars. I have to say it was really lovely to have Vic and Len there

on the day and also to see Barry and his son Robert come up to enjoy the day with us.

In around 2002 I bit the bullet and had GS front floor pans remanufactured. It was rather scary putting in the investment. I remember being with the late Roger Bradford at the time having a beer in a pub in St Ives and the engineering company called with the quote. They were given the go ahead by me to make them. Roger thought I was very

brave but they did sell and really quite quickly. At the same time a colleague and I started to travel to France and strip GSAs that were still being scrapped in the early naughties.

The excitement of finding these Gs that were still rot free compared with our rusty cars in the UK was overwhelming and with our energy and enthusiasm meant the cars were stripped quickly. A normal days work would see around seven



Chevronic Centre: A Real Pearler

rear sub frames removed, same amount of under trays and then front wings, bonnets and tail-gates.

All good bodywork was removed and brought back to the UK. I couldn't work that quickly now.

There were no Customs or import duty to worry about!

It was always rewarding removing a rusty rear sub frame on a client's G and have a new used part that still had the manufactures paint on it and all the nuts and bolts still with their as new plating.

We still have lots of these in stock for the future luckily.

In 2006 I managed to purchase a workshop in Hitchin. The roof was too low to operate from so we had a building firm fabricate a portal frame that was erected and new 80mm insulated roof panels were fitted.

The building project was completed end of 2008 and we finally moved in February 2009.

It was a joy to move to Hitchin. A vibrant town, a busy industrial estate and a new mechanic which meant I could come off the tools and move into the new reception area.

At the same time as moving to Hitchin my sister in Law Cheryl Walton joined the team.

The service department was doing well servicing relatively new Citroëns and the odd classic for good measure.

From about 2010 we started to see a massive increase in classic Citroën work. This was mainly down to the good old-fashioned Citroën Specialists



that were dotted around the country close down. All in my experience were down to the guys retiring.

They had all served their time at a dealer in the '70s started on their own maybe in the '80s and were coming up to 65 or maybe a little over and they wanted to retire and close up.

It was really quite sad seeing this decline in garages. We are in business but most of the Cit-

roën businesses know each other and we are all friends really.

With the closures we saw people travelling further a field. I remember one day about three years ago we had four MOTs in, one had come from North Wales, one from Newcastle, one from Oxford and the last chap was from North Norfolk. It was quite a compliment really.

In 2018 we were given the news from Citroën that the



Chevronic Centre: A Real Pearler

BX Octopus loom was now no longer available. This was a nasty shock to me. A component that originally when the cars were in everyday use we would have a couple on the shelf to latterly ordering batches of 50 a time. We had five left but no more coming.

This was a major worry as every BX has an Octopus loom and there was never an after market part available.

I called my manufacture company and headed up to their offices with the part for an emergency meeting.

They thought making the part was possible. It would take time and

the tooling would cost a few thousand.

It was a risk and I very nearly didn't go ahead with it but I did go ahead and we are very proud to say that we have produced many of these which

would have seen a lot of cars scrapped. After the Octopus loom was introduced we started to make other ones and now



30years on we have become one of the main hubs for world-wide classic Citroën parts.

In 2018 after several years of negotiation we managed to buy the building joined to us. We, at long last had frontage, planning consent was put in for a showroom and two weeks before lockdown the builders turned up to redevelop the site.

Sadly the builders left and we

closed the doors but it wasn't long before we reopened and they were back on it.

The showroom opened for the public in March 2021 and it was rewarding to receive lots of positive comments from customers old and new.

This worked well with my oldest son starting so he was handed the sales department where he has been given the reins since he started.

Last June saw my younger son Miles join the company. Miles is doing a 3-year apprenticeship and very quickly went on a hybrid course with other staff.

My wife Lisa thought we



Chevronic Centre: A Real Pearler

should celebrate 30years. After a few open days at the garage we knew what to do and what people like to see so she gave herself the role of chief organiser.

The day started at 10am where the band got going. James Lelean kindly brought his team up all the way from the south coast. The band was excellent some of you may remember the band as they came to the national rally in 2021.

We had a busy schedule set for the day. Starting with an introduction to the team, this followed by some speeches from James Moss, Cheryl Walton the service manager and finally Marina McGovern our accounts lady.

Once those formalities were covered the joy rides started. This was five vehicles, an H van, a 1949 Singer SM, an Ami 8, an XM V6 with Diravi steering and a Traction. You could choose a car and put a donation into the charity box, both James and Miles were drivers along with Ian Harvey who provided his Traction and Peter Kimpton who kindly provided his XM.

After the joy rides we had Strip the 2CV. Barry Annells kindly lent us his 2CV-racing car for the day.

Two teams were set up Miles and James against Ian Harvey and Victor Brown.

James and Miles won this,

probably helped by a practice run a few hours before.

Lunch was served around 12:00 and then we got on with the Engine Demonstration.

Victor and Miles set up two engines on oil barrels one an Ami 8 engine and the other a GSA engine. Both were run up and it was a real crowd puller.

After the engines were run up we then had another 30 minutes of joy rides.

After the joy rides came to an end James and I took questions in the showroom.

My speech, a raffle and cutting of the cake then brought the event to a close at 4pm.

Everyone who was booked for the evening meal at the Priory Hotel in Hitchin lined their cars up outside the garage and we convoyed up to the Priory going through the town centre.

Photos were taken in the grounds which then followed onto a well earn beer and then the evening meal.

The whole day had a great feel about it. It seemed everyone enjoyed the day and I have to say Lisa and myself would very much like to thank you all very much for coming and supporting us.

We managed to raise for the Garden House Hospice a total of £910 so thank you all very much for your generous donations.

Rob Moss

Without advertising you sell nothing, that was more or less Citroën's guiding principle. Besides advertising in newspapers, brochures and on road signs, Citroën also released several posters. In the beginning, these were hung wherever it was convenient [Figure 1]. Just outside next to the door.

To help garagists place them efficiently, Citroën later released a brochure for this purpose 'Choosing the Location of your Poster' [Figure 2] 'In your shop window, our posters, large or small, stuck inside on the glass will attract attention from outside. Note that interior posters do not pay stamp duty.'

So the shop window was already a 'good place'. Stamp duty refers to a kind of tax that had to be paid on a poster if it was



Advertising Sells!

placed in a public space. It took the form of a stamp that had to be affixed to the poster to show the tax had been paid.

The posters released also said at the bottom that they were for indoor use: '*affiche d'intérieur*'.

On a subsequent page of this brochure is a picture of how the posters could support the presentation [Figure 3]. Besides posters, this garage owner also creatively placed various items in front of the car to

CHOIX DE L'EMPLACEMENT DES AFFICHES



1° - Sur votre devanture, qu'elle soit importante ou de dimensions restreintes, nos affiches, collées intérieurement sur la glace vue de l'extérieur, attireront le regard. Notez que les affiches intérieures ne paient pas de droit de timbre.



Advertising Sells!



catch the eye. According to the brochure, a poster highlights the car's pluses. The left hand poster highlights the Traction's 'tout-acier' body [Figure 4]. The next emphasises the brakes [Figure 5] 'Grace aux freins hydrauliques indereglables jamais d'embardee sur coup de frein'. Freely translated that means that thanks to the hydraulic brakes that do not need to be

adjusted, you never have to swerve when braking abruptly.

The third poster calls for test-driving and driving yourself [Figure 6].

On the right poster, road handling is named [Figure 7]. 'Grace a la "traction avant" et au centre de gravite tres pres du sol, on colle a la route'. Thanks to the front-wheel drive and the centre of gravity very close to the ground, we stay 'stuck' on the road.

Posters can also be used to adorn the grey walls at the workshop. Give them a well-lit spot and customers will look at the posters while waiting.

Actually, this should mainly be

for those customers who drive a car other than a Traction Avant. After all, those who drive one are already convinced.

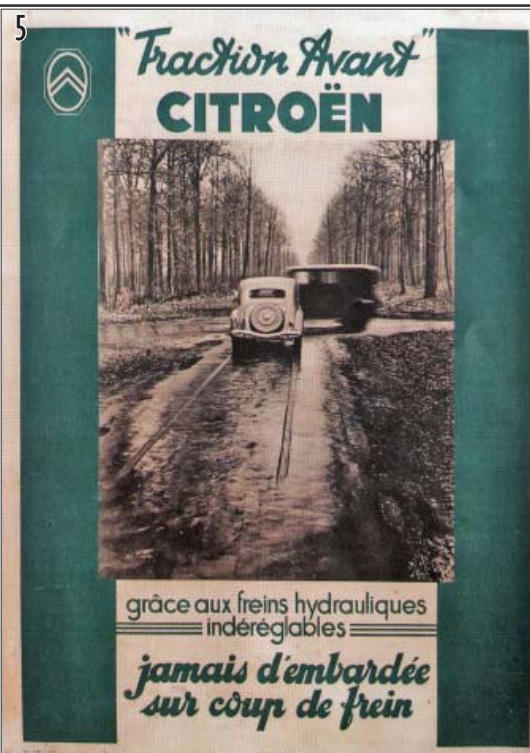
Most of the posters were released before the war. At that time, the Traction still had to be promoted and after the war, paper was scarce and not many people could buy a car anyway.

It wasn't until the 1950s that people started 'posting' again. The Traction no longer needed to be marketed, everyone knew it. It was mainly the commercial models that were still advertised in the last years of the model. [Figure 8].

This article, written by Marcel Ningen, first appeared in 'Trax-

ion', the magazine of Traction Avant Nederland in October 2022.

Translated with www.DeepL.com/Translator [free version]



AdLib

A lot of information was issued for the Traction in the 23 years of its production. Brochures, posters, accessory leaflets, tariff lists and much more.

There are a few people worldwide who collect all this documentation including myself. Every month you will read about it again in the 'Vieux Papier' column.

[The article on the previous pages is taken from Marcel's 'Vieux Papier' column and his writing appears regularly in the pages of our magazines. Ed.]

One of the great collectors in this field is Nico Michon, known to many. He regularly provides additional information for Vieux Papier articles, because his collection is very extensive.

He has produced his own series of books, the first five of which have been published. For instance, there are three volumes dedicated to accessories sorted by part name. The books are in French but the many illustrations make them a nice reference for those who do not speak French.

Here is the full list of the currently available and planned volumes

- Vol 1: Tariffs for front-wheel drive passenger cars
- Vol 2: Accessories by type A-D
- Vol 3: Accessories by type

- E-O
- Vol 4: Accessories by type P-Z
- Vol 5: Accessories by brand A-C
- Vol 6: Accessories by brand D-E
- Vol 7: Accessories by brand F-K
- Vol 8: Accessories by brand L-O
- Vol 9: Accessories by brand P-R
- Vol 10: Accessories by brand S-Z
- Vol 11: Accessories Robri
- Vol 12: Accessories EclairClare-Emile Tonnelline-Georges Marie
- Vol 13: Accessories OLD-Speed
- Vol 14: French brochures 1934
- Vol 15: French brochures 1935-1936
- Vol 16: French brochures 1937-1938-1939
- Vol 17: French brochures 1946-1957
- Vol 18: Foreign brochures I
- Vol 19: Foreign brochures II



- Vol 20: Maintenance notes I
- Vol 21: Advertisements
- Vol 22: Foreign advertisements
- Vol 23: Still films
- Vol 24: Special bodywork and conversion kits A-M
- Vol 25: Special bodywork and conversion kits N-Z
- Vol 26: Marketing
- Vol 27: Technical notes I
- Vol 28: Technical notes II
- Vol 29: Circulars to dealers I
- Vol 30: Circulars to dealers II
- Vol 31: Factory photos I
- Vol 32: Factory photos II
- Vol 33: Press reviews
- Vol 34: Yacco's Rosalie and rallies
- Vol 35: Accidents involving Tractions
- Vol 36: Manufacturers, suppliers and garages
- Vol 37: Spare parts A-K
- Vol 38: Spare parts L-Z
- Vol 39: Technique and bodywork

Eventually, 40 volumes are planned over the next few years. For anyone interested in documentation from that era these books are a must. For those with many accessories on their Traction and want to know if they really belong on it, this documentation is an opportunity to find out. These volumes have already been published. The price per volume is €35.

For more information, please contact Nico Michon: michon.menno@orange.fr

An Ami in Sydney

In late December 2005 the CCCNSW email account received an email from a French couple who we believed at the time were trying that life affirming feat of driving a small car around the world ~ shades of Sandra and Elliot came to mind.

The email went along the lines of 'we are in Coober Pedy and will be in Sydney in late January and would love to meet some fellow Citroën fanatics' Signed Catherine. By the way we do not have a mobile phone so contact is difficult for us.

An email went back along the lines of 'would love to meet you, contact us as you get closer'. In all the craziness of Christmas, the email was promptly forgotten and the mayhem continued.

Around 6 January we received a phone call from Catherine with her lovely French accent. 'We are in Dubbo and will be in Sydney next week and would like to meet you' Ah! It's them!! They're too early!!!

Ah well, not to let down some French folk who actually were not on a marathon to drive around Aus in record time, we were able to arrange access to the hall at Five Dock and get a crew together to come and see and meet.

Committee members were emailed, posts were put on internet forums, phone calls were made and a small modicum of arm waving was undertaken.

Anyway...

On Thursday, 12 January we arrived at the hall at the appointed time of 7:30pm to find there were already a few people waiting to get in the doors. Most were CCCNSW people, but thanks to Ross Berghoffer and Co at the Peugeot Club and a few keen Aussifroggers we had about 40 people in attendance. Club stalwart Paul Young was able to rustle up an excellent supper with added assistance from the PCC.

Bruce Elsegood was the appointed escort for the night and met Catherine and Jacques at Lane Cove and guided them to Five Dock. Their lovely light khaki coloured Ami 8 Break with its aluminium tread plate luggage box on top looked great as it putttered into the driveway. The car is named Phaco-Dundee in reference to wild boar in France and a certain type of two cylinder engined boat in Dundee, Scotland. It has nothing to do with laconic Aussie characters that run off with their leading ladies...

It turns out that Catherine and Jacques are not driving around the world, they just like to take very interesting holidays in their Amis. Yes that is a plural ~ they have nine in all and one 2CV. All of them are apparently in tip top order. If the car we saw in Sydney is an example then I would love to see the rest.

This Ami has been to Africa at least twice and undertaken some amazing journeys throughout major game parks. For their own interest Catherine and Jacques make videos of their travels. They have created a couple of very good DVDs ~ one of which they showed us during the evening. The site of a very large bull elephant advancing down the road while Jacques carefully reversed the Ami away from him was breathtaking. The nerves of steel these two have in their adventures is astonishing.

The couple had decided that Australia was a good destination for this trip and had sent their Ami on ahead with the plan to

meet it and its contents in Melbourne in November. Well the car made it, but unfortunately one headlight and one side mirror did not along with some of the contents of the car. Anyway, they decided to continue on their trip after sourcing a replacement light and proceeded to travel anti-clockwise around Australia via Cairns, Darwin, Broome and onwards. By the time they reached us they had covered 23,000km in about two months and still had the ACT and Tasie to go before sending the car back to France this time securely ensconced in a container.

The vehicle has an annexe that is attached at night and the bed is inside the car and storage of clothes etc is on top in the box. All cooking equipment and food is carried and from what we saw they are a well setup self supporting unit. What a way to travel, and all with the economy of a reliable little two pot 602cc motor.

After a great night of hearing some of their stories and seeing one of their movies we enjoyed supper together and took one last look at their great car as they disappeared into the night.

Thanks for the visit Catherine and Jacques, it was truly a memorable night!

Craig Keller

This article by Craig Keller first appeared in the magazine of the CCCNSW and is re-printed here with the author's permission.





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