



démarrreur

Australia's National Internet Magazine
for Citroën Owners and Enthusiasts

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

March 2023 Vol 3 No 5
IDeal or IDiotic:
Should There be an ID in Your Garage?

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.

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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 approved 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.

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Membership

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

Meetings

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

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Cover Image

The cover image 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, 23 April and for 'Front Drive' it is Sunday, 19 March.

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Contributors

Contributors to this edition of 'démarrreur' include Chris Bailey, Alan Brown, Sven Gade, Bill Graham, Ton Lohman, Wout Meppelink, John Paas, Peter Riggall and David Shephard

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

While this edition of 'démarrreur' is flagged as being our ID/DS edition, unusually, it is more ID than DS.

For those not fully versed in the minutia of naming conventions within the D-Series the blanket title of 'Goddess' is sufficient to identify this very special model.

Others can identify an ID from a DS: put simply [but not totally accurately] the DS was the plusher sister of the ID. But when exactly did the ID morph in the D Special? Does a D Special have more in common with her plusher sister or her Cinderella sister?

If she is more ID than DS then this edition might be more accurately described as being ID focussed.

Our first contribution is from Tasmanian member Peter Rigall. Peter owns both a D Special and a Rover P6 V8 and in re-



sponse to a French article with a similar comparison has decided to draw his own conclusions about these two cars.

Our second 'member' contribution is from Sven Gade. Well, actually he is a member of CCCV rather than of CCOCA, but that is beside the point. The point is he has written about his two-and-a-half year restoration of his ex-Michael Paas ID 19F Safari.

To further your ID knowledge we have a Dutch feature which is also ID-focussed. Our contributor ponders whether an ID is almost a DS living in its shadow or whether it is a simplified DS with its own unique charm. Decide for yourself.

We have some more Traction racing information for you, with the spotlight falling on Peter Damman. Peter was the son of the Damman's the 'Tobacconists' of Swanston St in Melbourne and he seems to have preferred motor racing to selling cigarettes.

But, the world comes full circle because some would have it the Castlemaine's John Paas now owns Peter Damman's racing Traction. Or does he? Read the road to the facts in this edition.

The new Citroën C5-X has been available for a few months now and the model [both for Europe and here] is built in the

Continued on page 6

Prez Sez

Again, a treasure trove of local offerings from Leigh and with something of an ID19 focus which I know many of us will enjoy. It is terrific to see a healthy number of personal restoration stories coming through.

It seems to me that there are more people working on D model restorations ~ '50s and '60s models included, than when I started fettling my '62 model some 37 years ago. Back then Ferdi Saliba's 'His Royal Highness' ~ the famed '62 ~ was then [and remains] an inspiration to us all.

I want to dedicate this PrezSez to encouraging members to consider becoming part of committee. Our team consists of a great group of passionate enthusiasts, and being on committee links us with members and great Citroën stories from across the country. Technology means that we can beam in from [virtually] anywhere for

committee meetings which are always efficient and interesting.

Committee membership also helps shape and develop our wonderful club to really reflect the needs of members in terms of events, publications, and all matter of opportunities for the future. I highly recommend that members be in touch with anyone on committee prior to our next AGM and 'get connected' as they say.

On that note, I advise that due to my demanding day job I am unable to nominate for President again this year. I began on committee some five years ago and have enjoyed every moment of it ~ enjoying the fine company of the many people I have met and worked with along the way. I wish to thank all members, and certainly committee members for such an enjoyable experience.

Take care all, and see you at an event soon.

Tim Cottrell ~ President



Vale Rob Barton

It is my sad duty to report the death of a long-term member of our Club. Rob Barton passed away, after a long illness, on February 19.

Rob, and his wife Margie [dec], were members of CCOCA for over 35 years and over those years they actively supported the Club and hosted a number of events. Rob also served on Committee as Treasurer.

He is survived by their children Tom, Annie and Harry. The Committee, on behalf of the Club, extends our condolences to them.

Tim Cottrell ~ President

Ed Sed

Continued from page 4

Dongfeng joint-venture factory in China.

We have a report on the model and PSA's reliance on China in this edition.

I am very pleased to announce the return to our pages on our Vendée correspondent Alan Brown. After a busy [European] summer he now has some time to relax and once again to write for us. Sadly, it looks as though his motoring companion of the last year, Edna May the GSA, may be making her last appearance this month. Her shoes have been filled by 'Le Papybus' ~ a C8 MPV.

As the C8 was never on the Australian market, I have included a period comparison road test where it is pitched against the Renault Espace, Ford Galaxy and her sister-under-the-skin the Peugeot 807.

Finally, I have some very special news. Something which I regard as a real coup, something

which has come to fruition as a result of my regular interactions with Anna Burmajster [the editor of 'Citroënian', the magazine of the UK Citroën Club], Bryan Pullan [the editor of 'Floating Power' the magazine of the Traction Owners' Club of the UK] and Chris Bailey [the Traction correspondent for CCCUK and who also appears regularly in 'Floating Power'] we have secured a regular Traction correspondent. Every month Chris will share his Traction experiences with us in a new column entitled 'Totally Traction'. Part anecdote, part technical, part history: I hope you enjoy reading his articles as much as I have over the years.

Your correspondence continues to arrive in my inbox. Keep it up!

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.



• 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

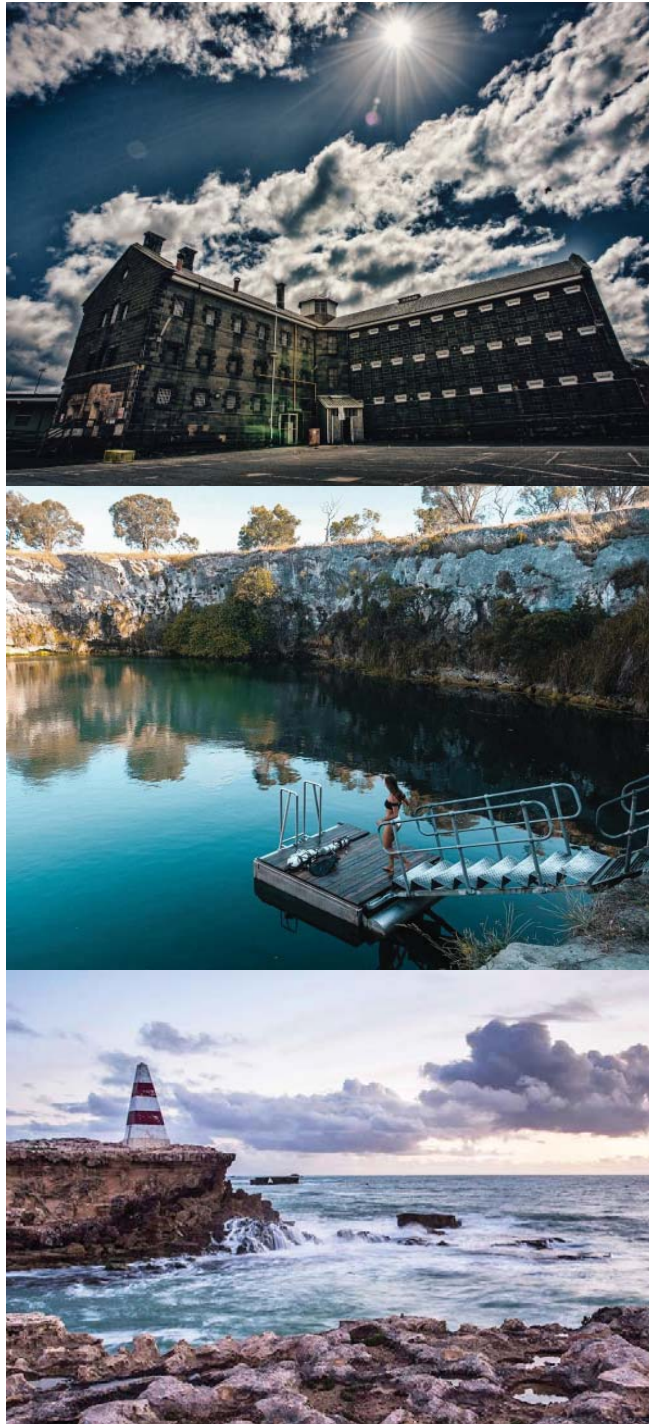
A-Tractions

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. [03] 5561 1233 reservations@figtreepark.com.au
<https://tasmanholidayparks.com.au/caravan-parks/warrnambool/>
[FIGTREE WEBSITE](#)
This park has a multitude of cabins and some tent sites



and has camp kitchens. The park is located quite close to the Warrnambool CBD, about a 1km walk or drive.

- Day 2: Wednesday, 15 March
Warrnambool to Mount Gambier, about 200 km
Suggested accommodation: Blue Lake Holiday Park, Lot 100 Bay Road, Mount Gambier. 5290.
[08] 8725 9856

info@bluelake.com.au
<https://bluelake.com.au/>
[BLUE LAKE WEBSITE](#)

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.
[08] 8768 2273

admin@seavucaravanpark.com.au
www.seavucaravanpark.com.au/
[SEAVU WEBSITE](#)

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.
[08] 8768 2001

info@guichenbaymotel.com.au
www.theguichen.com.au/
[GUICHEN WEBSITE](#)

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.
[08] 8768 2185

reception@robetownmotorinn.com.au
www.robetownmotorinn.com.au/

[ROBE MOTEL WEBSITE](#)
This motel has an array of rooms and is located a short 500 metre walk to the CBD of Robe

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

CitIn 2023 ~ Murray Bridge, SA

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

WHERE: Murray Bridge, SA

BOOKINGS: Closed

BRING: Everything for a long weekend away

A-Tractions



MORE INFO:
Greg Moorhouse
0499 600 841
citin2023@clubcitroensa.org.au

CITIN2023 WEBSITE

CCOCA General Meeting

WHEN: Wednesday, 22 March
TIME: 19:30
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave., Cam-
berwell

COST: Free
BOOKINGS: Essential for cater-
ing by Monday, 20 March
BRING: Your tall stories
MORE INFO: Sue Bryant,
0412 518 849

secretary@citroenclassic.org.au

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

MARCH BOOKING

Not going to CITIN? That's no

reason to miss your monthly
dose of Citroën medication.
Come along with your latest
stories to share, latest purchase
to 'show off' or just to catch up
with like-minded Citroënists.
Max will have a selection of
books to browse and borrow
and Sue is bringing a great sup-
per.
What's not to love about
that?

• April

Monthly Meeting: Annual General Meeting & Wine and Cheese

WHEN: Wednesday, 26 April
TIME: 19:30
WHERE: Frog Hollow
Reserve, Fordham Ave.,
Camberwell

COST: Free
BOOKINGS: Essential by
Monday, 10 April
MORE INFO: Lee Dennes,
l.dennes@bigpond.net.au

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

AGM BOOKING

Yes, it is that time of the year
again ~ the Annual General
Meeting is rolling around.
The Annual General Meet-
ing has a reputation for being
boring, but this year it will be
especially streamlined as all the
Committee Reports will have
been published in the April edi-

Chit Chat Tuesday

WHEN: 1st Tuesday
7 March
4 April
2 May
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 seat-
ing if weather wet. This is a
low key 'DIY' event for like
minded Citroën owners to
meet and chat.



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A-Tractions

tion of 'Front Drive'. So no need to sit and listen to the Committee drone on. Questions from the floor are, of course, encouraged!

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

VOLUNTEER!



Have you thought of standing for Committee?

All Committee positions are 'up for grabs'. A link to the Nomination Form will be sent to you shortly.

On a personal note from the Editor, being on the Committee is not an onerous job ~ Committee meetings occur once a month and often finish in just over an hour. The Club can only continue to prosper if the members take up the challenge of making the Club what you want it to be. Nomination forms can be found on the website as well: <https://citroenclassic.org.au>

[AGM NOMINATION](#)



VOTE!

Voting for the 2023/2024 Committee is a very important right you have as a member of CCOCA. So, come along and make sure you have your input. If you cannot come on the night be sure to complete a proxy, which can be found online at <https://citroenclassic.org.au>

[AGM PROXY](#)



After the AGM is finished we will enjoy some wine and cheese. [Please drink responsibly].

Florence Thomson Tour

WHEN: Friday, 28 to Sunday, 30 April

WHERE: Based around Wangaratta

MORE INFO: florencethomson-tour@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.



• May Combined CCOCA/CCCV Concours

WHEN: Sunday, 7 May

TIME: Display cars from 08:30

General admission from 10:00

WHERE: Rippon Lea Estate,
192 Hotham St., Elsternwick

COST: Free [see details below]

BOOKINGS: Not required

BRING: Everything for a picnic

MORE INFO: Ted Cross,

[03] 9803 2208

info@l23goloans.com.au

The garden and the mansion of this National Trust property will provide a great backdrop to our magnificent vehicles.

Admission: Entry for the driver and a single passenger in a car being displayed will be free. Those not displaying a car, and additional passengers in display cars, will pay the normal admission fee.

Adults \$15

Concession \$12

Children [3-15] \$9

A-Tractions

Free admission for National Trust members and free garden admission for residents of Glen Eira and City of Port Philip [refer to Rippon Lea website for details: <https://www.riptonleaestate.com.au/>]

RIPPON LEA WEBSITE

Arrival Time: It is a requirement of Rippon Lea that all display cars must arrive on site between 08:30 and 09:30. No cars will be admitted after 09:30. Cars will be able to depart from 14:00. Feel free to explore the grounds throughout the day. Mansion entry is only available by organized tour which can be booked on the day.

The first 50 display cars will receive sandwiches and coffee at no cost courtesy of Rippon Lea. Spruce up your car to be in the running for a prize or just come along and enjoy the day, all cars welcome from shining garage princesses to everyday drivers to restoration projects. Bring along your family and friends and make a day of it. We look forward to seeing you there.

Monthly Meeting: Guest Speaker: Robin Bowles

WHEN: Wednesday, 24 May
TIME: 19:30
WHERE: Frog Hollow Reserve Rooms, Fordham Ave., Camberwell

COST: Free
BOOKINGS: Essential for catering by Monday, 22 May

BRING: A good listening ear
MORE INFO: Helen Cross,
crossfam@ozemail.com.au
[03] 9819 2208

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

MAY BOOKING

Australia's True Crime Queen! Author Robin Bowles is widely acclaimed as Australia's True Crime Queen. With a huge collection of her books receiving rave reviews and millions of copies sold, her writing is riveting, her investigative skills second to none.

Visit her website to read more about Robin and after doing so you will surely wish to attend this evening.

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

ROBIN BOWLES WEBSITE

And don't forget, Max Lewis will be there with a great selection of books from the Club's library.



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You Sed

'Classic' Citroëns

Of course it is always pleasing to receive, and publish, positive feedback from members regarding the magazine. But not all feedback is positive. And the first of this month's feedback falls into not so positive category.

As part of doing some digging for information that resulted in the article 'Is It, or Isn't It?' I made contact with a number of long-term members of the Club. This particular correspondent is I believe a founding member of the Club and he noted that he was:

'...look[ing] forward to a magazine which includes material on Citroën 'Classics.'

This has been a point of contention since the earliest days of CCOCA.

Back in 1982 [Volume 6, No 1] the editorial team of Peter Simmenauer, Bill Graham and Peter Fitzgerald wrote

'A [not so] casual remark made to me recently was the need for 'Front Drive' to include more information about modern Citroëns.

So far, we have concentrated mainly on our beloved Tractions, with a fair proportion of space devoted to our beloved 2CVs and, more recently, to our beloved rear-drive models!

A couple of facts are relevant

here: firstly, many of our members own modern Cits for daily transport and pleasure and secondly the amount of unused information on Tractions is definitely contracting! [Nothing has changed there in the last 40years. Ed.]

What do members think about the content of our future magazines? Should we include more material on modern cars? If so, which? Or should we pursue a different tack altogether?

Please feed back.'

And feedback there was!

'Dear Peter;

Please find the enclosed 'feed-back' concerning material for future editions of 'Front Drive', as requested in 'Front Drive' Vol 6, No 1.

I sympathise with your comment that unused material on Tractions is thinning out. Actually. I'm amazed that you have continued to find a new theme for each successive edition for as long as you already have...

You have my blessing to venture into the field of modern Citroëns when you are hard pressed for Traction copy. For a start, I for one would be interested to hear about new releases, model updates and general news of what's happening at Citroën in France. Early information on the XB, which will probably be released at the Paris Motor Show in October might be a good start.

Another idea I would welcome, but unfortunately could not contribute any information toward, would be road test comparisons on other cars which were direct competitors to the 2CV, Light 15 and Big 6.

Well, these are just two thoughts that may be worth considering. I'd like to be in a position to offer a few more but if I sit here any longer, I'll miss your deadline of June 25th. Rod Greschke'

But others naturally held contrary opinions. Here's one from Brian Cleaves.

'Dear Sir;

Thank you for a first class magazine and the technical contents of same. I am quite happy to see the magazine continue along the format set in the past with the emphasis [on] 'Front Wheel Drive 1934/57'. After all, this series must be the 'Classic' part of the club name.

Brian Cleaves.'

Even the President [John Couche] shared his personal opinion on the matter.

'Dear Peter;

In response to your request... for comments regarding the inclusion of more material on modern Citroëns in future issues, here is my reply.

Firstly, let me emphasise that I make these comments as an ordinary club member and not as President, and therefore the opinions are mine and not nec-

essarily the Committee's.

I feel that CCOCA exists primarily to cater for pre-1956 Traction and rear drive models and later special interest cars such as 2CVs, Dyanes, Amis, etc. Although our Constitution allows any Citroën over twenty years old to be eligible for full membership, D-series cars, CX and GS models are better catered for by other clubs that primarily cater for these cars. If CCOCA were to start treading in the backyards of other Citroën clubs that specialise in these models, I feel that we would be leaving ourselves wide open for criticism and derogatory comments.

A number of CCOCA members, including Robyn and myself, own modern Citroëns as well as old, and have joined other clubs that cater for these cars with their activities and magazines, and I suggest that if other members want to know more about the later models, then they should do the same...

John Couche'

So there you have it, the question of what to include in the Club's magazine has been around for years and remains as fraught as ever. As you can tell I am part of the Rod Greschke school of thought but others still hold to differing views.

Having said all that I am pleased to welcome a new monthly contributor to our pag-

You Sed

es. Every month, Chris Bailey will write a Traction column for us. Chris's experience and expertise is wide-ranging in Traction circles internationally and he is a regular contributor to both 'Citroënian' [the magazine of CCCUK] and 'Floating Power' [the magazine of The Traction Owners Club of UK.] Securing him, to my mind, enhances our magazine and is a great coup!

XM Book Review

Our regular UK-based correspondent, Tim Arndt, has been in touch again,

this time to share XM stories. 'Hello Leigh & Co, Thank you for another excellent issue ~ and that well-observed review of the new XM book [of which I got a copy, in English, for Christmas]. I learnt a lot of new info on reading it. And how I regret not being able to keep and maintain my two XMs; one the 1992 SD with pale grey velour trim, the other a 1993 Exclusive with full black leather and wood trim [which for £80 I saved from being scrapped in London] and both were diesels. Getting service parts for them ~ even from the

UK Club and Citroën dealers ~ proved too difficult and costly; the SD died of 'catastrophic hydraulic failure' and the Exclusive was bought by my Citroën dealer, for the leather interior and other hard-to-get spare parts.

Nevertheless, most of my time with them was enjoyable [when they worked properly, as their electrics had minds of their own...] covering quite a bit of the North of England, between 2006 and 2012 [see a few of my photos, attached]. They made

excellent touring cars ~ but I always checked out where the nearest Citroën garage would be, just in case!

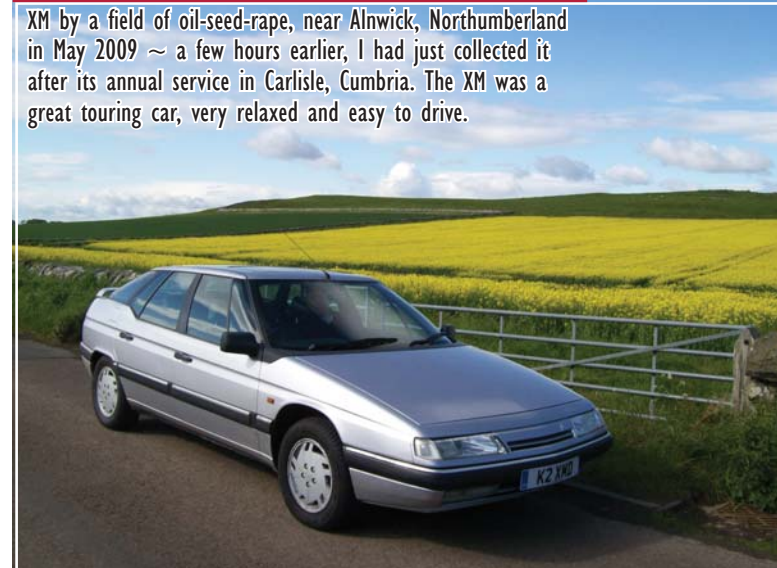
No Citroën since then have ridden so smoothly [except, perhaps, the C6 ~ of which, I've only driven one for 20 miles, belonging to the MD of my local dealership].

Tim
Of course thanks for the book review must go to our Librarian and resident book worm, Max Lewis. Leigh F Miles ~ Editor

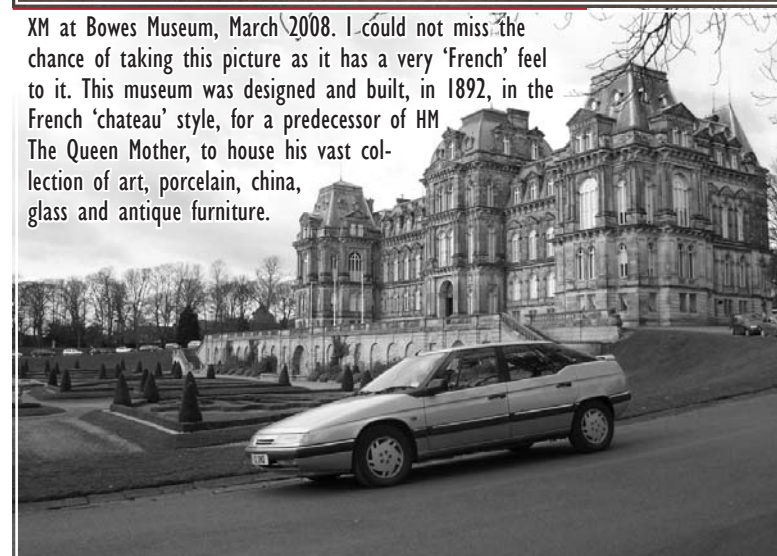
XM entering Tindale village, Cumbria, after a snowfall in Jan 08, negotiating a severe dip in the road, over a stream, between the main road and our village track. Being an automatic made driving in such conditions much less worrying.



XM by a field of oil-seed-rape, near Alnwick, Northumberland in May 2009 ~ a few hours earlier, I had just collected it after its annual service in Carlisle, Cumbria. The XM was a great touring car, very relaxed and easy to drive.



XM at Bowes Museum, March 2008. I could not miss the chance of taking this picture as it has a very 'French' feel to it. This museum was designed and built, in 1892, in the French 'chateau' style, for a predecessor of HM The Queen Mother, to house his vast collection of art, porcelain, china, glass and antique furniture.



P6 vs DS: Revisited

The last time we placed a focus on the Citroën DS [May 2022] we reprinted an article from the French classic motoring press, 'AutoRetro'. I have commented previously that in my view the French motoring press does tend to be rather one-eyed about the wonders, delights and overall superiority of French machinery over that hailing from every other country.

True to form in this comparison between Citroën's DS 21 Pallas and Rover's P6 2000 TC the Rover is described as playing the role of David to a French Goliath. They did note that these days, for the price of a single DS one could purchase somewhere between seven and ten Rovers.

'Indeed, it is difficult to find a nice 21 Pallas for less than €35,000. Whether it is injected or not, with the old or new front end, the Pallas never sells for less than €28,000. And examples in exceptional

condition such as the one illustrated in these pages easily reach €50,000.'

They suggest the P6 in top condition would struggle to fetch €5,000.

But in the final analysis the Rover is not shamed, scoring 6.8 out of 10, compared with the Citroën's 7.2. But the all expected French victory none the less.

Shortly after that edition went out I received an email from Peter Riggall, a member in Tasmania. At the time Peter was rather new member ~ a year on and he is an 'old hand' ~ but he noted that he was [and is] the proud owner of examples of both models that were tested in the article.

Here is what he wrote in his email:

'Thanks Leigh for another great edition. I am a relatively new member to the club and I must say the quality of the newsletter you produce is

second to none.

I was particularly interested in the French DS/Rover P6 comparison. I had not seen this article before. I see you have translated it to English which opens it up to a new audience.

I am fortunate enough to have an example of both cars. These two types of cars have fascinated me since childhood.

My two cars were filmed by UK-based YouTuber Hubnut [Ian] when he visited Australia, including Tasmania, in 2019. He returned to the UK in the nick of time just before COVID broke out.

He took three videos of my cars. The third one where he drove my D Special on three wheels has gone on to be his most popular of over 1,000 videos he has produced, currently with over 900,000 views.

Thanks again.

Cheers, Peter Riggall'

Peter very generously offered to write his own comparison article pitching his two examples of the models in question against each other Over to Peter...

Rover P6 and Citroën D Special: A Comparison from a CCOCA viewpoint

I was interested to read the article in the May 2022 newsletter where there was a French comparison between a 1970 Rover P6 TC and a 1961 Citroën DS 21 Pallas.

Firstly to point out I am a relatively new member to CCOCA but I must say I have been blown away by the club newsletter prepared by Leigh. Top marks, is this the worlds best club newsletter?

I follow both these cars and I had never seen this article be-



P6 vs DS: Revisited

fore. This is probably due to the fact it was printed in French but has been cleverly translated to English by Leigh for us. A lot more involved than a computer translation apparently. [You are 100% correct on that point, Peter. Ed.]

I was particularly interested in the article as I have an example of both these cars. My cars are a 1974 Citroën D Special and a 1974 Rover P6B 3500 S. The Rover has been described by some as the 'English Citroën'.

For those that may not realise it the model 'P6' stands for Project 6 and the B for Buick engine. [The ubiquitous 3½-litre V8 which Rover acquired for very little

money. That is a story for another time, in another, non-Citroën magazine. Ed.]

Being both the same year models, both 4-speed manual

transmission, makes for a fair comparison.

I have owned the Rover for approximately 20 years and it has always been the car I have

been most fascinated by right back to childhood. The Citroën was a car I was, of course, fascinated by also but I never imagined in my wildest dreams that I

would one day own one.

So just for a bit of fun I will take the ratings of each section from the French article [shown in brackets] and put my own rating on them from a long term ownership perspective.

Life on Board

[CITROËN 7.5/10 ROVER 6/10]

I would have to agree with the article on its comments. The Rover's main disadvantage is the lack of boot space and the lack of rear seat legroom. On both these fronts the Citroën offers generous space. I



P6 vs DS: Revisited

would rate the Rover lower on this aspect.

My rating Citroën 8/10 Rover 5/10.

Performance

[CITROËN 7.5/10 ROVER 6.5/10]

As the Rover tested was a four cylinder model, albeit being a TC [Twin Carburettor] model, I would have thought compared with the Citroën there would not be much between them. So a fair result on the tested cars I think.

In the case of my cars, I am

comparing the base model Citroën, being the D Special with single carb to a V8 twin carb Rover. The results are going to be pretty stark.

The DS is let down by its engine. [Even in the original article the French do concede that 'The idolisation of the DS makes us forget that it never had a engine under the bonnet that was equal to its ambitions. Ed.]

I have not driven a fuel injected model however neither the carburetted nor the injected

version is going to match the Rover V8 for power. For the era [the V8 engine introduced to the P6 range in 1969, previously first found its place in the bigger P5] the Rover engine was well regarded by all who evaluated the cars fitted with the engine.

My rating [on my cars] Citroën 6/10 Rover 9/10.

Behaviour

ROAD BEHAVIOUR, BRAKING, STEERING, SUSPENSION COMFORT. [CITROËN 8/10 ROVER 7/10]

I think all these things considered I would not disagree with their rating. Both cars handle well with the Citroën leaning into the corners but as we all know, they still grip the road. Brakes on both cars are excellent even by today's standards. Suspension comfort, well there is nothing like a Citroën but the Rovers horizontally mounted front coil springs and rear de Dion suspension gave it a ride that was 'almost' as good.

My rating, same as theirs.



P6 vs DS: Revisited

[Citroën 8/10
Rover 7/10]

Maintenance

[CITROËN
6/10 ROVER
8/10]

Both these cars were complex for their time. Both require specialists for everything apart from basic servicing. I think there is no argument that out of the two cars the Citroën is the more complex and more likely to require specialist attention. For these reasons I would agree with the writers rating.

My rating
Citroën 6/10
Rover 8/10.

Conclusions

The French comparison came up with totals of Citroën 7.2 and Rover 6.8. So pretty close but technically I guess you would have to say the Citroën won the comparison. My figures? Citroën 7.0 Rover 7.25. So the Rover has won by a nose on



my comparison but that is due to my car having the V8 and putting it ahead on performance. Maybe the ideal car would be a DS with a Rover V8?

Just as a sideline. In 2019 British youTuber Hubnut [Ian] visited Australia, including Tasmania, and compared both my cars. He also did a three wheel demonstration using my D and that video has gone on to be his most popular video of all time [he has produced

over 1,000 videos] and has now exceeded 900,00 views. The first video is a walk around, second video comparison test and the third 'DS party tricks'.

Peter Riggall

[LINK TO VIDEOS](#)

<https://www.youtube.com/watch?v=GGmF2nOk2fs>

Member's Model: ID 19F Safari

The Citroën Safari... the Goddess' ugly cousin or an icon in its own right? A summary of a two and a half year restoration journey...

After having owned, and having restored, a beautiful 1970 D Super a few years ago it didn't take too long until the desire to own another Citroën got the better of me... but what Citroën model would provide some new experiences and satisfy my restoration urges?

Of course: A Citroën SM! *Mon dieu...* a car I always admired, technically challenging,

gorgeous looks and even a bit of grunt under the bonnet. But, before I could embark on the hunt I needed to make sure I can actually fit into one! The plights of being very tall... many old cars are just too tight to sit in comfortably and enjoy the experience. So I met up with Tony and the boys from the SM Owners Group for one of their regional runs and quickly realised that an SM is just too tight for me. What a shame!

So another Citroën model needed to be found. A few weeks later someone on Ausiefrogs mentioned that there might be a Safari for sale near Bendigo. A little bit of sleuthing revealed that Michael Paas in Castlemaine was indeed willing to let his 1964 ID 19F Safari go to another home. A Safari! Not as powerful as an SM, but very quirky and quite rare, especially a second nose model... not many around anymore in Australia.

A trip up to Michael revealed a car that was, although stored for over a decade under cover, certainly a project! Rust in the

floors, roof and window rails, doors and sills, prolific panel damage and an interior that had seen better days were indicators that this would turn into a lengthy restoration... excellent! Exactly what I was looking for and a great way to spend the looming months of COVID lockdowns. A deal was quickly done and Michael gathered as many missing parts from his stashes and drums of Citroën parts and remained a very valuable source of parts and knowledge until the restoration was complete almost two and a half years later.

Let the battle begin: In May 2019 Michael delivered the Safari and we pushed it into my garage under the house. Time to see whether I could get it to start despite being laid up for many years. After a check of the usual items: plugs, coil, points, battery, fuel, fuel pump and LHS level it was time to press the starter button... *Voilà!* The engine fired up and ran surprisingly smoothly! Even the hydraulics creaked back into life and started lifting the car off its stops ~ a good sign! However, the car was in too bad a state to try and drive it, so it was time to turn it off again and start the disassembly and cataloguing of parts. Photos, photos, photos... you can never have enough photos!

A month later the car was



Member's Model: ID 19F Safari

completely stripped and the shell and body panels were ready to be sent to Peter at Metalstrip in Dandenong for sandblasting and priming. The blasting revealed the full extent of the rust damage but gave me a clean base to work off. It also showed all dents, filler work, previous repairs and patches ~ a smorgasbord of metal work challenges lay ahead...

To access the underside of the shell I built myself a tilt jig on wheels. Not a full blown ro-tisserie, but good enough [and more compact] to access all areas of the body for assessment and repairs ~ no one likes to weld upside down... the design of the DS/ID makes repairs and access a breeze. The bolt on

panels are ingenious and simplify repairs.

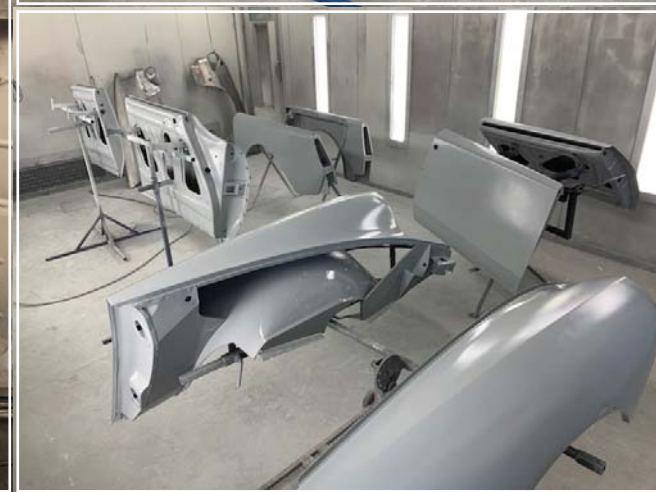
In December 2020, after 18 months of weekend cutting, welding and grinding, the shell and panels were finally ready to be handed to Mick at Flashpanels in Somerville to add beautiful coats of '*Gris Rose*' to the shell [as well as '*Gris Palombe*' for the two tone roof] and its '*Bleu d'Orient*' paint to the outer panels and make the whole effort worthwhile. It is the turning point of any restoration: when the body comes back from the painter and awaits all the parts being bolted back onto it! Downhill from here! What a Christmas present!

While I beavered away on the shell, the ancillary parts were

also attended to. That provided a well-deserved break from the noise and dirt of rust repairs and gave the neighbours some respite from the constant scream of the angle grinder. Nuts, bolts and brackets were sent off to the electroplater, suspension parts, rims and other small items to the powder-coater or were cleaned up and

painted using the rubbish bins and a bed sheet as 'paint booth'. Headlight rings and reflectors were rechromed. Every part was checked, cleaned, repaired and painted. It still amazes me how well a crusty old piece can be turned back into a part that looks like new... or often better than new!

The '*pièce de résistance*' of



Member's Model: ID 19F Safari

the restoration, worthy of its own paragraph, and a true sign of the generosity of the Citroën community, has to be my wiring loom. From day one I logged the restoration on the Aussiefrogs website [under blog 'My new challenge ~ 1964 ID 19F Safari'] to share the experience and enlist the knowledge of the community. Out of the blue Bill from San Diego in California offered his help to build me a new wiring loom from scratch! He said he had time on his hands and the necessary parts and experience and like to give it a go... wow! An offer too good to refuse! So I packed up the old, crusty and mangled loom, all

switches and electrical components and sent it over to the US. In March 2021 a box arrived... with a brand new loom, cleaned and checked components and a handwritten installation manual explaining every label and upgrade [i.e. USB plug added]. Bill, I am still in awe about your work and dedication to my project ~ thank you again!

The engine was of course also completely overhauled. New pistons and liners met up with the overhauled head [new valve guides and seats], a crank and camshaft that were in good condition, new timing chain and bearings and all was reassembled.

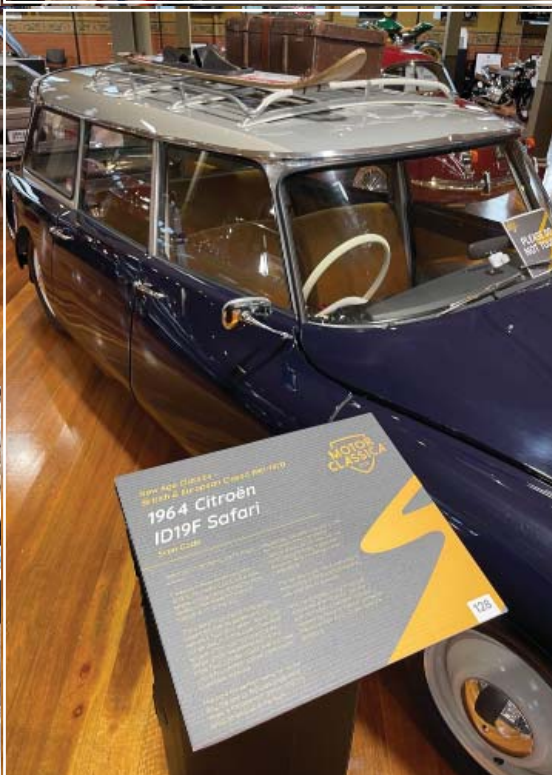
The gearbox was in great condition and only needed cleaning up. Brake callipers were refurbished with new seals and pistons, all hydraulic components received new diaphragms, gaskets and seals as I changed the whole system from the corrosive and hygroscopic LHS to the more inert, and easier to get, LHM fluid. To keep in line with the original look, the system retained its black LHS colouring, with just a green filler cap to remind me of the change to LHM.

While at it I also changed the system from manual steering to power steering. The smaller steering wheel and power steering rack was easily found. The overhaul of the power steering rack was probably the most challenging technical part of the restoration. I only learnt later that special tools are usually required... oops, but for now the rack is working well and not leaking.

All mechanical parts were supplied by Darrin from Cit-



Member's Model: ID 19F Safari



Member's Model: ID 19F Safari



roën Classics in the UK and the interior fabrics, sill vinyls, carpets and headliner by Citrotoon in Holland. The 'Vieil Or' jersey velour seat cover kits were installed over refurbished front seats. The door cards were redone with the original door pockets and new patterned fabric. I fabricated the rear seat and strapotin seat bases [the little jump seats in the boot] from solid foam as the spring bases were too badly corroded. The plushness of the seats still amazes me ~ they are soooooo comfortable.

The 27th of June 2021 was the day where the Safari sprang back into life! More than two years after it arrived, the Safari was resurrected and ready to join the roads again... so I thought. It still took a few more months to find an intermittent niggly electrical fault ~ a faulty condenser [twice!] and get it to the stage of being ready for its roadworthy certificate. A broken rocker stud [my fault for not checking that I tightened all the nuts] and an electrical short frying the rear loom created some more havoc, but luckily no lasting damage ~ that's life when restoring cars I guess.

The Safari has now been on the road for over a year. Since the early niggles were fixed, it has been very reliable and clocked up over 3,000kms. Its 80hp are actually OK to get

around [unless you have to go uphill] and I maxed out at 127kph. It keeps up well on the SM Group runs and is incredibly comfortable for the whole family. It is super spacious, has a huge boot and turns heads everywhere it goes. It is the stealth surfie wagon that no one knows, but everyone loves. It was displayed at the 2021 Motoclassica and was one of the few cars exhibited that didn't arrive on a trailer but was driven through Melbourne's rush hour traffic. The Safari got a lot of comments and attention and compared well with the 'chequebook restored' cars. I did most of the work myself and the restoration quality is probably 90% of what the profession-

als put out. It is rarer than many of the Ferraris and Mercedes displayed, but still an 'affordable' classic.

It is immensely satisfying to turn a wreck into a gleaming, reliable vehicle ~ a hobby where you can learn new skills and meet great people. I love the Citroën fraternity ~ always helpful, down to earth and knowledgeable. The cars they drive are as varied as the people: From top restored to the car they have been driving since birth [and were probably handed down from their parents in the first place], held together by tape and zippy ties... that's what makes a great car club and community.

Happy Motoring ~ Sven Gade

Looking Forward

Join us in the next 'démarreur' as we investigate André Citroën's connections with Mors and look into Citroën's pre-Traction models



Do you own a Traction Arrière, whether running or project, why not make a contribution and send it to Leigh Miles at editor@citroenclassic.org.au by Sunday, April 23. Got a picture that merits sharing? Send it as well.

Citroën ID, Almost a DS

For a long time, enthusiasts' attention on Citroën's famous D-types focused on the DS. More recently, however, many have also discovered the charm of its more simplified sibling, the ID.

In 1955, the introduction of the DS took place. Besides admiration, the extravagant car evoked a lot of resistance. Potential buyers and mechanics alike were wary of the highly advanced technology: the hydraulics and the braking system with the strange brake mushroom. Citroën came up with a compromise in October 1956: the ID, a simplified DS with manual transmission and a normal braking system; only the suspension

and height control were still hydraulically operated.

From May '57, the ID went into production in two versions: the ID 19 Luxe and the ID Confort. In the Netherlands [the country from which this article hails. Ed.], the cars went on sale from 3 October 1957 under the names ID 19 Normal and IDéal 19. The Confort could almost be called a DS with manual transmission: the car being almost as luxurious. Seats, carpets and armrests were *a la* DS, as was the exhaust. There was a clock, a heating vent for the rear passengers and even a windscreen washer. So for those who wanted relative luxury but not a semi-automatic, the Confort was a good alter-

native, but it must then be content with unpowered steering and brakes.

The interior finish was also less luxurious. The upholstery material was cheaper, armrests on the door panels and in the rear seats were missing, there were plastic door handles and window cranks, the seat backs were not adjustable, the heating was simplified and there was a hinged accelerator pedal. Notable is the totally different dashboard, which was not curved and is considerably more austere than that of the DS. The colour range was limited [turquoise, capucine, grey and black] and the roof was unsprayed and slightly transparent. [Other sources, including Le Monde newspaper, suggest a more flamboyant range of colours including nasturtium red. Ed.]

In the first year of production, 3,234 Luxe and 2,418 Confort models left the factory.

ID Normale

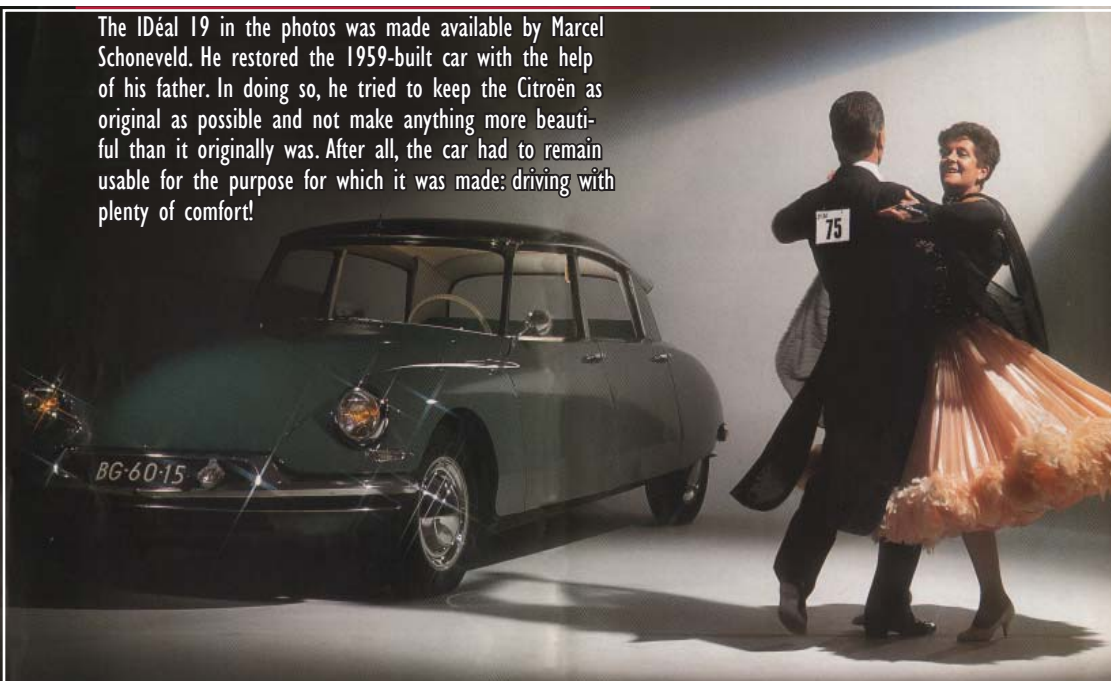
Funnily enough, the rarest type of ID is also the most stripped-down: the ID Normale. The model was never launched onto the Dutch market and even in France it is a 'white raven'. The car was produced on a very limited basis from January 1958. When no more than about 400 units were delivered after a few years, Citroën called it quits with this model. The

usually black car had the Traction engine under the bonnet [producing just 47.0kW/63hp] and it lacked many things that the standard versions did have. For instance, the dashboard lacked an ashtray and glove box, and the dashboard unit only had a petrol gauge; the start button had been replaced by a pull-start knob. Some cars had a black painted steering wheel. Furthermore, the windows of the rear doors were fixed. The interior consisted of two blue benches. The spare wheel was in the back of the boot. The bootlid did not even carry a double chevron. Instead, a plate with 'Citroën' was attached to the rear bumper.

For the 1958 model year, production of the ID quickly rose to over 29,000 units. That the 'ID-ology' was not wrong is shown by the fact that the ID sold 40% better than the DS that year. In the conservative Netherlands, the differences in sales figures between the two types were huge: in the years '58 and '59, on average about 2,500 IDs found a buyer versus less than a hundred DSs! The ID 19 Luxe cost F9,975 in 1958, while F13,750 had to be paid for the DS 19. The Confort model, sold as IDéal, cost F10,750. By comparison, a 2CV cost F4,675 in standard trim.

Citroën uses September to September model years in its

The IDéal 19 in the photos was made available by Marcel Schoneveld. He restored the 1959-built car with the help of his father. In doing so, he tried to keep the Citroën as original as possible and not make anything more beautiful than it originally was. After all, the car had to remain usable for the purpose for which it was made: driving with plenty of comfort!



Citroën ID, Almost a DS

programming. In the second model year ~ cars from October '57 to September '58 ~ only changes to the Confort take place in the summer of '58. The same changes were made to the DS. Dual windscreen washer nozzles were introduced, the petrol gauge moved to the left of the dashboard, the control knob for the ceiling light moved from the right to the left A-pillar and there was a different front bumper mount.

In the course of 1958, Citroën upgraded the finish of the basic ID: from then on, the headlight surrounds were chrome-plated and genuine hubcaps were introduced, although not over the entire wheel.

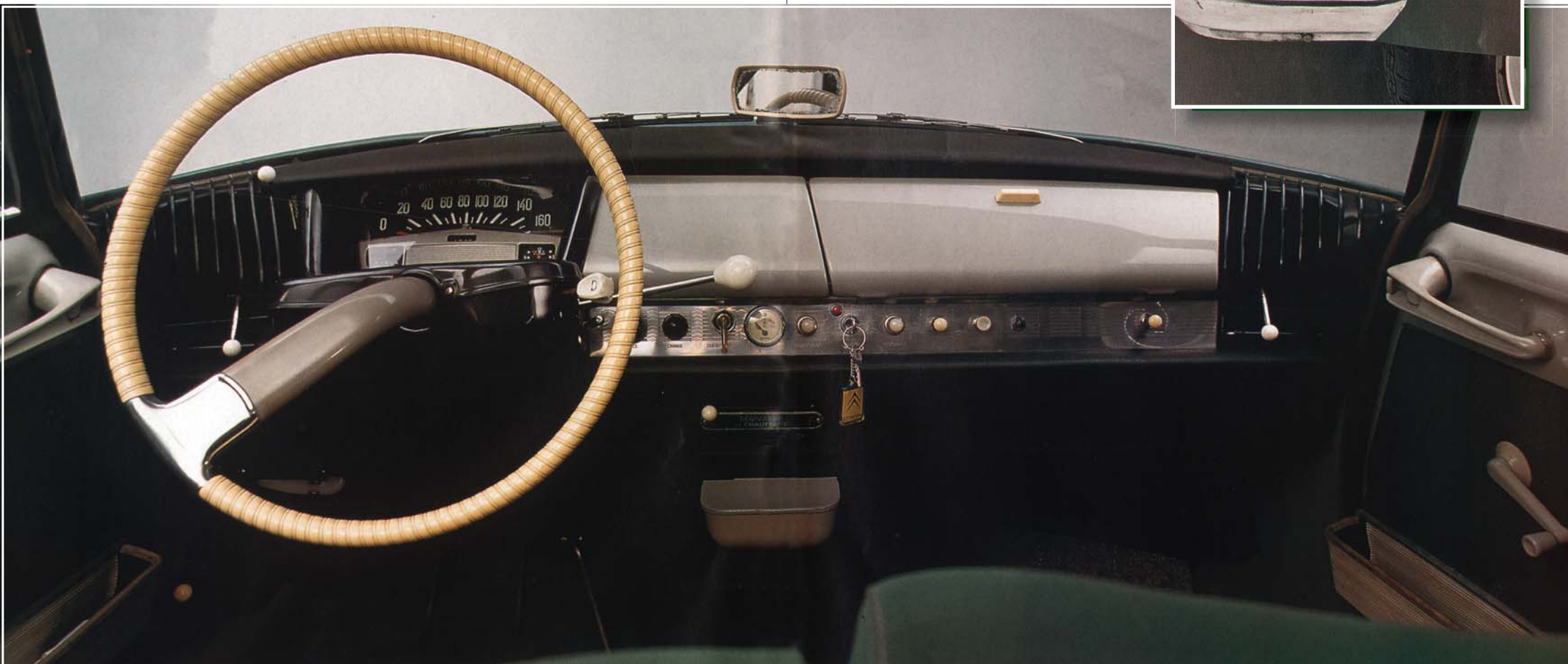
For America, Javel supplied a special ID 19 Confort and no fewer than 1,733 units of this export type made the great crossing that first year. In October 1958, the ID Safaris were presented at the Salon.

Le Maître

Besides the new estate version, Citroën came up with a few more novelties for the ID for the '59 model year. For example, the car was now available

Below: The dashboard of this car is almost original. The temperature gauge has been fitted later, but does date from the 1950s.

Right: The flap in the wing hides the filler neck of the tank, which is mounted under the rear seat.



Citroën ID, Almost a DS

with right-hand drive. The most important news, however, was the introduction in June 1959 of the so-called *voiture de maître*: a kind of Prestige version in simplified form. For example, the car had a swing-down separation window between the front and rear sections, but other-

Below: The IDéal has chromium-plated indicator holders. In the cheaper versions, they are transparent red.

Centre: The engine is located behind the front axle, partly in the passenger compartment. In front is space for the radiator and spare wheel.

Right: Due to the sloping roofline, the interior mirror had to be placed on the dashboard. The mudguards are fixed with the chrome bolt above the reflector.

wise it was rather frugal.

The front seat had 'skai' upholstery, the back seat being covered in grey fabric. The car had a radio as standard. On the outside, the 'maître' was black, including the side panels under the red/brown plastic 'trumpets'. Only 46 of these cars are produced in two years.

Changes for the 1959 models remained modest. A parking light appeared on the centre pillar, the round reflectors of the rear wings gave way to rectangular ones and new colours were available. A major achievement for Citroën and the ID was victory in the 1959 Monte Carlo rally. Consequently, almost 45,000 IDs found a

buyer that year.

More and More Luxury

The less popular Luxe series [less than 10% of all IDs sold are Luxe] received some sprucing up for 1960: models received new upholstery [possibly 'skai'] and armrests in the back. In the summer of '60, like the DS, the ID got newly shaped rear wings with recessed reflectors. The B- and C-pillars got corrugated aluminium panels, with a finer profile than those on the DS. The number of upholstery choices [jersey orhélanca] was widened. Sales well exceeded 50,000 in 1960.

For 1961, the switch to a 12-volt system was the main achievement. The Confort ver-

sion came ever closer to the DS: the boot, which was now illuminated, had the same upholstery and now stayed open by itself thanks to telescopic springs. The front seats got adjustable backrests and there was a finger grip at the boot lid lock.

In October 1960 the first ID 19 cabriolet appeared as an exhibition model, followed by the second in March 1961. From July '61, the décapotable ID went into production. Its price was almost double that of a saloon car.

Last Batch

The last batch of IDs with the 'open mouth' underwent many innovations. To give you an idea: an improved braking system



Citroën ID, Almost a DS

was introduced, the brake and clutch pedals were now suspended and the accelerator was now on the floor. There was an 'idle lamp' [=low pressure indicator] on the dashboard, the windscreen wipers automatically returned to 'park' after being switched off, henceforth the headliner would be upholstered in grey fabric identical to that of the DS, and once again the range of upholstery fabric and body colours was expanded. In early '62, the parking lights and the advance button [or octane regulator] disappeared. The convertible and the ID 19 Export from spring '62 possessed the DS engine. In autumn 1962,

the second nose entered the market. With air intakes under the headlights and in the boulder catcher, this type has an entirely new front that would serve until September 1967. With the headlights behind glass, an entirely new phase in the ID/DS's career then began. This article, written by Ton Lohman with photography by Wout Meppelink, first appeared in the Dutch magazine 'Automobiel' in March 1994. It is from the editor's archive and was translated with the assistance of www.DeepL.com/Translator [free version].

An ID Normale: the rarest ID? Not quite. While just 400 of examples of this stripped-out model were produced the *voiture de maître* [a mere 46 of these being made] is even rarer.



Chris Bailey has been writing a regular monthly column for the Citroën Car Club of the UK for about nine years. One of the pleasures of sitting at the CCOCA editorial desk is that the Club has reciprocal arrangements with other clubs internationally and I receive these magazines to enable me to keep up with features that may be of interest to you and we republish these articles on a regular basis.

One of my joys over the years

Introducing Chris

I've been driving Citroëns on and off for close to 40 years with a few years in remission. It started with a GS in 1985 which was followed by several versions of the CX, a 2CV, a GSA and a ZX before I bought my Traction Avant in 1997. I chose the larger Normale as our first child had just been born and we needed space for baby stuff.

I had joined the CCCUK when I got the GS but didn't get involved in any club stuff until I answered Joe Judt's [then editor of the 'Citroënian'] plea for someone to write a column on the ZX soon after we had acquired one. It was very hard to find interesting things to say about the ZX but I persevered for about four years until we left the UK

Totally Traction

has been reading Chris' articles in the 'Citroënian' and I am really pleased that Chris has agreed to allow us to print his articles each month. I do need to remind you that he been writing for some years and he will occasionally make reference to previous articles which you will not have read.

I do hope you enjoy Chris' writing... in my experience, whether you own a Traction or not, you will enjoy his style, knowledge and humour.

Leigh F Miles ~ Editor

for a few years which gave me a good excuse to drop it.

Years later, a few years after we had come back to the UK and Adrian Chapman was now editing the 'Citroënian', he put out a call for someone to write about the Traction Avant. I volunteered as I thought if I could write about something as boring as the ZX, the Traction would be easy and it would en-



Totally Traction

courage me to use it more and find out about it.

I called the column 'Pulling Power' and I was right on all points ~ I now know a lot about the Traction Avant and it's much more interesting than a ZX ~ and I've used mine a lot.

After a couple of years I showed up at a TOC rally and was cornered by Bob Street who was then the editor of 'Floating Power'. He asked if I could produce a version of 'Pulling Power' for 'Floating Power' for which he chose the name

Bailey's Banter ~ and that resulted in a three year stint as Chairman of the TOC.

That's probably more about me than you wanted to know.

Negotiating Hills

My first experience of the hills of the North Devon coast was on my bicycle as a teenager. They were steep to go up and steep to go down. I remember my bicycle tyre burst at the bottom of Lynmouth Hill, having got so hot from the heavy braking.

This all came back to me when my brother suggested that my Normale could be the ceremonial car at his wedding. The reception, and the hotel where we and the groom were staying was in Lynmouth, at the bottom of Lynmouth Hill. The bride, and the ceremony itself, were in Lynton, at the top.



Facing page: Porlock Hill with a 1:4 gradient links Lynmouth with Lynton.

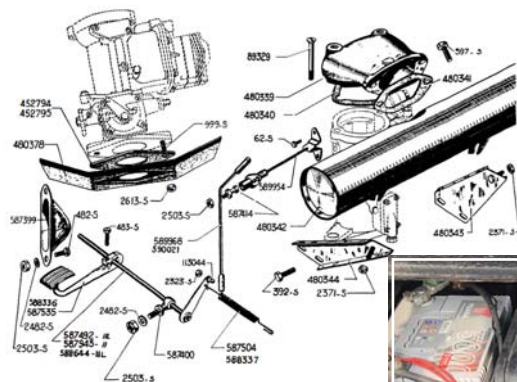
Below: Leaky front left brake cylinder and left brake drum. Main image: Chris' Traction on the wedding day in Lynmouth

Totally Traction

Lynmouth Hill is 25% and has a couple of escape lanes on the way down before a sharp right-hand bend where a stone wall is protected by Armco. Going up you have to turn sharp right at a 3-way junction where you have priority [assuming the traffic coming down knows this and can stop] and you have the benefit of taking the outside of the turn which, in a Traction, helps a bit. My Traction can just get round in one go. If you are coming down you have a very sharp turn and you are obliged to stop and give way. In a Traction, you have to take the whole turn on the wrong side of the road or you won't get round in one go. Backing up on a steep hairpin in a Traction is not something to wish for. All things considered you don't want to meet anything on this hill.

Julian Marsh described in his recent 'Iconoclast' column how it seemed odd for the throttle, brakes and steering to require delicate inputs, whereas the gears and clutch required some effort. He was talking about cars such as my DS with its power brakes, power steering but a manual gearbox. This inconsistency is not true of the Traction Avant, where nothing is powered and everything requires a hefty shove.

And so, as we were heading down the hill into Lynmouth, after a journey of 350km from



Above: Light 15 air filter from the Parts Manual.

Below: Light 15 air filter from the Workshop Manual.

Top right: 1951 Normale air filter.

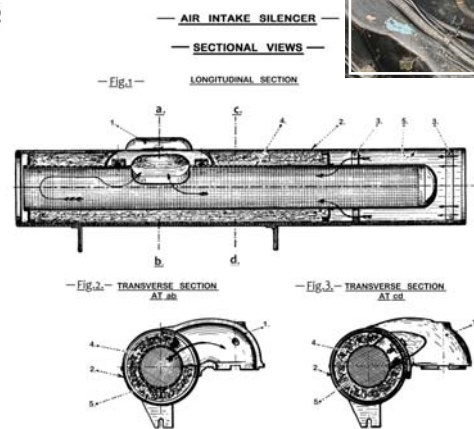
Bottom right: JL's air filter silencer installed.

Far right top: JL's horrible filter-carburettor connection.

Far right middle and bottom: JL's improved filter-carburettor connection.



22



Sussex, my mind was jumping between Julian's comments [as I recognised I was putting as much effort into the brakes and the steering] and being pleased that I had done some maintenance on the car before we set off.

Let's Call It Maintenance...

The difference between maintenance and repair is planning or lack thereof. I planned this work, so I call it maintenance. You might think I should have done it sooner. And you

Totally Traction

would be correct.

I had known the front brakes would occasionally pull to the left, normally on first application. I also knew that I was losing a little brake fluid. There were no drips, neither onto the ground nor onto the wheels, but it was safe to assume a wheel cylinder was leaking. My thought, as it pulled to the left, was that the leak would be on the right side ~ fluid causing loss of friction. Not so ~ it was the left side that was leaking. The linings on that side were also down to the rivets, whereas the right hand side had plenty of material left. I think the mix of brake dust and fluid must create a kind of grinding paste that increases both friction and wear rate.

A while ago I changed the rear wheel cylinders and had to replace the linings which had become unglued. The linings at the front were riveted on [by me] and I had a spare set. I don't do this job very often and I find it very easy to damage the lining by hitting the punch too hard. And so it was this time ~ and in the end I only had enough linings for one side. You should really replace both sides at the same time, but that was not an option, as the car needed to be at a wedding in a few days. Had I planned ahead and done this job a couple of weeks earlier I would have given myself time to

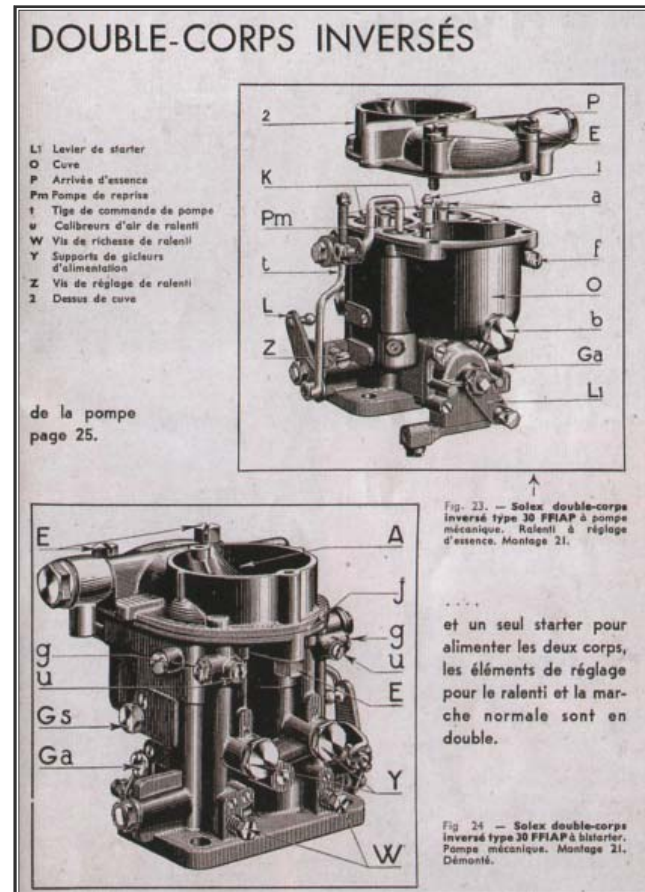
get another lining set. At least I did replace both wheel cylinders.

The car pulls up straight every time. More important than changing the linings at exactly the same time is careful adjustment and the linings being made of the same material.

We descended Lynmouth Hill three times, each of which resulted in a whiff of hot brake linings, that I took to be a healthy sign of good brakes ~ as indeed was the fact we did not end up in the Armco.

Not only did the car go down the big hill without drama, but it went up it as well. I only tried the steep hill with one passenger. When we packed up and left for home, being three adults plus luggage, we used the scenic route alongside Watersmeet. It is still quite steep ~ probably only 16% rather than 25% ~ and it also has some very sharp bends.

We were able to take this hill in second, just ~ even the hairpin. The engine would have been happier in first, but, of course, you can't change down into first without stopping, as there's no synchromesh. I wasn't sure I wanted to risk a hill start so decided to keep going in second. An hour later we had to tackle this hill again [which can happen, if you leave a bag at the hotel]. I was baulked on the hairpin by a car coming down, so we had no



Solex downdraught carburettor

choice but to stop. The car took the hill start in its stride. Next time I do that hill, I think, I'll stop and go into first anyway.

As well as doing the brakes, I did of course attend to all the grease points. Having inner and outer CV joints, there are not quite as many of these as there used to be. However, one of my inner CV boots has split [again], and I need to replace it soon.

This is the second time this has happened, and I am very tempted to return to the original UJs [not the actual originals, of course ~ they're knackered]. I needed to make up my mind quickly, as I had intended to get this done before departure for the 2022 ICCCR in Poland. But that has now been deferred until 2024. More breathing time!

The trip to Devon was a great success. The car did 800km with no incident. The main thing was that my brother and his partner got married. The weather was good and everything important went to plan, with enough smaller things going wrong to have plenty to talk about at the reception.

Carb Matters

Following my tale about cleaning up my carburettor, a member [JL] wrote to me about the one fitted to his 1948 Light 15 and its air filter. More specifically, he was writing about the connection between them, which was problematic. The problem was that the air filter [or silencer] was designed for an earlier carburettor design with two screw holes in the top. The later carb does not have these holes and the filter connection is made using a rubber sleeve. JL had a very smart adaptor made up out of stainless steel.

There are many variants of the Solex downdraught carb, several of which were fitted

Totally Traction

to the Traction Avant over the years. Many other cars used them too. I have it in my mind that I have seen a list of which carburettor specifications were fitted to which Tractions, but I have not been able to locate it ~ maybe I dreamt about such a thing. I will look harder.

During the course of my Googling I came across a company called Classic Fuel Injection Ltd, based in Chelmsford, offering fuel injection conversions. They show a picture of a Light 15 fitted with their fuel injection kit. The price is £1,600 which includes everything. As far as I can see, it uses the original carb as a throttle body although alternative throttle bodies are available. The blurb suggests 82.1kW/110bhp can be achieved, but, I would imagine, other changes would be need-

ed to get an engine to develop that much power ~ and if you really tried to use it, I doubt the gearbox would enjoy the experience.

More realistically, this conversion could improve driveability and fuel economy but, by my calculations, even at today's prices, a 10% reduction in fuel consumption would take 95,000km to pay for the kit. For most Tractions, that's going to take quite a long time. As far as I can tell, whilst the company have sold many kits, they have only sold one for a Traction ~ if it is fitted to your car, I would love to know what you think about it.

Classic Fuel Injection Ltd.'s web address is: <https://www.classicfuelinjection.co.uk/>

[CLASSIC FUEL INJECTION WEBSITE](https://www.classicfuelinjection.co.uk/)

Chris Bailey



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Citroën in China



I don't know about you but as I write this I am yet to see a Citroën C5-X on the road. I have visited a showroom and seen the car and I have to say I am rather impressed by the design [hardly a surprise] and the fit and finish of the examples I saw.

Internationally the reviews have been good although there does seem to be a level of disagreement amongst the journal-

ists as to whether the smaller [1.2-litre] motor is preferable to the 1.6-litre. The 1.2 is clearly slower but is generally believed to be quieter than the 1.6. In the reviews I have read and watched I think the majority of writers come down on the side of saving money and opting for the smaller engine. Here only the 1.6-litre motorization is available although Citroën Australia have indicated the hybrid version is on the way.

CITROËN C5-X UK PRICING [SEPT '22]

MODEL	1.2-LITRE 130HP	1.6-LITRE 180HP	1.6-LITRE HYBRID
SENSE PLUS	£27,790	-	£36,470
SHINE	£29,290	£31,820	£37,970
SHINE PLUS	£31,280	£33,810	£39,960

CITROËN C5-X UK PRICING [NOV '22]

MODEL	1.2-LITRE 130HP	1.6-LITRE HYBRID
SENSE PLUS	£27,900	£36,720
SHINE	£29,400	£38,220
SHINE PLUS	£31,390	£40,210



Although for how long is another matter as neither in France nor the UK is the larger engine still available. That option certainly had disappeared by November 2022.

I decided to ask my ex-Citroën employee friend in the UK the reason for this change in the



motorization availability. Here's what he wrote:

'Regarding the C5-X and removal of the 1.6 180hp petrol engine, Stellantis have been removing petrol and diesel engines from the ranges of most cars in all the brands, certainly in the UK and Europe. Shifting the focus to all electric and/or plug-in hybrid versions. Quite simply this is driven by the EU's legislation that penalises manufacturers if the CO₂ output of all their cars is above [a specified] average level. I think for Stellantis it is 95g/km. so, for every 100 C5-X 1.6, with 147g, they must sell almost as many plug-in hybrids with 30g to get the average be-

Citroën in China

low the target.

The penalties are high, £100 for every 1g above the target for every car the group makes worldwide. Stellantis make 4million cars a year, so you'll see it's a very real barrier/incentive to get CO₂ down. The easiest way is to not sell the high polluting cars. In my opinion the C5-X hybrid I test drove was a pleasant car, but I haven't driven a 1.6 petrol one to compare. The 1.2 130 engine has 136g/km, so a bit better than the 1.6.

Anecdotally, the 1.2 seems to be a good seller, probably due to its low price £5-10k less than the hybrid. Remember, it is not that long ago a car with 130hp would have been considered powerful and fast [BX GTi 125hp].

The emissions for the hybrid are 30g/km. So for every 1.6-litre car Citroën sells they would have to seel eight petrol hybrids to attain the 95g average. Of course, that is just across those two model and the actual calculation is over the entire range.

The table on the previous page shows the pricing of the full range in the UK, both at launch and from the most recent Citroën UK price list.

The current C5-X 1.6 Shine 'drive away' price on the car in Victoria is \$63,126 [about £34,200]. But when you consider that the local model



comes complete with some things which are extras in the UK [opening panoramic sunroof (£1,300), black bi-tone roof (£350), space saving spare wheel (not listed in the UK), Mistral' leather interior (£1,600)], which total £3,250 [about \$5,800] the local pricing does not look unreasonable. The local car is also fitted with acoustic side windows, both front and back, which in the UK cars is only available on the Shine Plus trim level.

But when I started this article the question of range and price was not uppermost in my mind. What was uppermost is the fact that the C5-X is built in China. And as Citroën has said the build quality out of their Chinese factory is second to none.

The country of origin of the model, while not in any way a secret has not been exactly trumpeted from the rooftops, either here or in the UK.

An article in 'Automotive News Europe' [April 2021] timed for the model's launch at the Shanghai Motor Show noted:

'Citroën returns to midsize segment with category-blurring C5-X. The China-built vehicle combines elements of sedan, wagon and SUV; plug-in hybrid available. The traditional 'three box' mid-size sedan segment has been under pressure from SUVs, a fact

that Citroën CEO Vincent Cobee acknowledged, but he said that it still remained vital in China, a market that Stellantis CEO Carlos Tavares has made a priority this year. 'The midsize sedan segment is three times bigger in China than in Europe', he said.'

But the plan to build the C5-X in China stirred strong reactions in France where Citroën has deep roots.

'Le Monde' newspaper ran an opinion piece saying the decision sends a 'double signal of destruction' by exposing the country's dwindling role in global trade and its inability to retain production of higher-quality products.

Citroën is not alone in going to China. Renault came under fire in 2020 for deciding to produce a new Dacia Spring electric mini-SUV for Europe in the Asian nation. BMW started production of its iX3 in Shenyang and Tesla Inc is exporting Model 3s built near Shanghai to Europe.

Stellantis is following a 'rational and balanced approach' when deciding where to build its cars, Cobee said in an interview with Bloomberg Television. 'Manufacturing quality in China is one of best in world.'

Sales of the C5-X will 'probably be reasonably well balanced between China and Western Europe,' Cobee said.

Citroën in China

A further article in 'Automotive News Europe' [June, 2021] brought more news of the model as its lunch [scheduled for September 2021 in China]:

'PSA Group, bidding to jump-start lagging sales in a key global market, started mass production of the Citroën brand's new flagship model, the C5-X, at a plant it operates with Chinese partner Dongfeng Motor Group in the southwest China city of Chengdu.

The C5-X is produced only at the Chengdu plant and Citroën says it will be exported to Europe and other Asian countries.

After posting record annual sales of nearly 700,000 in 2015 on demand for new crossover models such as the Peugeot 2008 and 3008, the French automaker's China sales have thinned to a trickle in recent years with a lack of new model introduction.

In 2020, it delivered 50,267 vehicles in China, a decline of 56% from a year earlier; according to Dongfeng, a Hong Kong-listed company.'

However, by October of 2022 there were suggestions that Stellantis' love affair with Chinese manufacture might be starting to sour. 'GoAutoNews' reported in that month that 'Number four ranked global car maker Stellantis, fresh from

closing its only manufacturing plant in China for Jeep, is now looking at closing all its Chinese factories.'

According to reporting by Bloomberg the company says that is concerned by increased

meddling in its Chinese operations by local politicians and party officials. China's increasingly bellicose attitude to the West is also unsettling US car makers.

Carlos Tavares [Stellantis CEO] has already said that the

Chinese market is 'not indispensable' to its global growth plans and has further said the company is considering further factory closures.

Additionally the fact that Chinese car-makers are making substantial inroads into Europe's already competitive market is another reason behind Jeep closing its plant and is the reason some in the industry are calling for legislation to restrict Chinese makers in the same way foreign makers are restricted in China.

In an interview with 'Automotive News Europe' Carlos Tavares said Stellantis may implement as 'asset light' strategy for Citroën and Peugeot in China. ANE noted that he used the phrase to describe Stellantis' decision to pull out from the company's only Jeep plant in China.

'If we push ahead with this strategy ~ which is our strategy right now ~ then we don't need plants in China,' Tavares said.

Jeep's 12-year-long joint venture with Guangzhou Automobile Group struggled to gain traction in the country before Stellantis announced the pull-back. ANE said that the state-owned GAC Group 'blasted its partner's decision to rely only on imports after the two sides were unable to agree on Stellantis raising its stake in their joint venture.'



Citroën in China

'Manufacturers are increasingly taking into account what's happened with the war in Ukraine and considering whether the ever-lengthening list of sanctions targeting Russia would similarly apply to China if the country were to assert itself in Taiwan,' said ANE.

Stellantis' Opel brand said in September that it was pausing a planned expansion in China.

Other manufacturers outside the automotive industry are also reconsidering their future in China because of the potential for military conflict between China and Taiwan.

Apple and Google are soon to launch their latest smartphone generations which, possibly unseen by consumers, are not all made in China.

Some of Apple's latest iP-

hones will be made in India and part of Google's newest Pixel phone production will be manufactured in Vietnam.

There is also a labour cost component to the shift. Over the past decade, manufacturing workers in China have tripled their annual income to more than US\$9,300, while Vietnam workers are paid about a third of that.

Apple is producing iPads in northern Vietnam; Microsoft has shipped Xbox game consoles this year from Ho Chi Minh City; Amazon has been making Fire TV devices in Chennai, India. Several years ago, all of these products were made in China.

Leigh F Miles with reporting from ANE, Bloomberg and Go-AutoNews.

De L'Atlantique à L'Australie

Devoted readers may have noticed the absence of Alan Brown from our pages over the last few months. Unfortunately Alan, Our Man in the Vendée, has been labouring under the pressures of work recently and he has not had time to share his slightly off-beat perspectives on life in France with us. However, he makes a welcome return this month with the first instalment of a whole new tale of Vendée life. Enjoy!

Part 1: « Au Revoir Edna, Bonjour Papybus »

Bonjour les amis Citroënistes antipodéens.

The last time we spent a day with GSA Edna May, we travelled from the hedgerow bocage of the Western France Ven-

dée hinterland to the coast.

Cosseted in Edna's green jersey-cloth interior, we arrived at the beach next to the fisherman's cottage where Georges Clemenceau retreated from public life to spend his last dozen summers between the 1918 Great War Armistice, the Treaty of Versailles, and his leaving of this mortal coil as the American economy crashed in November 1929.

As we discovered in a previous Edna story, Clemenceau's back-yard was, and still is, the dune and pine-forest borderland between the cottage and the Atlantic waves. These days, you can visit the fisherman's cottage, and stroll through the semi-wild gardens, the colours of which were influenced by Le Tigre's lifelong friend, Claude



Edna et La Petite Cabane, Plage du Goulet, two days before 2021 summer season.



De L'Atlantique à L'Australie

Monet.

When we arrived in Vendée from Bunbury WA almost forty years ago, this beach was one of the first ones we discovered en famille in our creaking, rusty pale blue RHD Ami 8. There was something about the landscape which reminded us of the South-West WA coast. Indeed, on a cloudless day in high summer, if you squint and look out to sea, towards the île de Ré, the dunes shimmer, making the pine trees look more eucalyptus-shaped than they should.

Perhaps we were a little homesick in those early months; these days this part of the coast is very much home for us.

Last summer was the hot-

test one on record here, which made « our » beach feel more West-Australian than ever. Day after day of canicule [heatwave] conditions had us and Edna seeking pine-shade after lunch at the campsite. Our trusty, egg-shaped tiny Eriba caravan, with its 1970's baked bean and chocolate interior had found the best spot at Le Camping de la Forestière a couple of kilometres inland. The fig-tree provided shade until late morning, and figs all day. At night they would fall on to the canvas of the annexe. The afternoons were the challenge, as the sun traversed the four-hours of open blue between the acacia tops and the mediterranean evergreen oaks.

Edna May, of course, has those

wonderfully Seventies green-tinted windows [to quote Rob Moss « they match the speedo and rev-counter drums, Alan »]. However, she does not have air-con. Consequently, half-way through our month at the campsite, Edna bowed out early one morning when the rest

of the family went for a shady forest walk to Le Rocher, and I grabbed a couple of hours to drive home and back to swap her for her stablemate: Le Papybus.

This story, then, will be Edna's last. At least for now. She will take a rest after transport-

ing us through French villages and countryside over the past couple of years. Au revoir Edna.

...*Bonjour Papybus.*

P a p y b u s has air-con and nearly 400,000kms on the clock. He joined the family more than 10 years ago, a week after the birth of our

Au revoir Edna, bonjour Papybus. Moquette La 2CV is in the wood shed. Readers may spot Moquette miniature in some of the other photos in this story. Can you see a C3? And a DS [more tricky]...



Camp Figtree. Papybus, 2CV, CoCo and tiny caravan Eriba. Camping de la Forestière, August 2022.



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first grandchild ; the week our daughters stopped calling us « Maman et Papa », and started referring to us, ironically at first, as « Mamie et Papy ».

It wasn't long before LA C-8 [pronounced of course Lassay wheat] became LE Papybus ; note the change of gender in the process.

Visiting Aussie friends quickly simplified the nomenclature to « Papybus ».

And so, amis des antipodes, it will be Papybus who will take us on last summer's 2022 journey to pick up where Edna left off.

It will be Papybus who will help us discover some little-known links between the Vendée Atlantic coast and the Great Southern Land in these two stories...

August 2022

It all starts on Clemenceau's beach, in front of Rodolphe's ephemeral [strictly Easter to end of September] and immaculate La Petite Cabane ; a state-of-the-art donga café.

It has been the hottest day of August 2022 so far ; 40 degrees forecast and surpassed. After finding scarce afternoon shade and the slightest of sea-breezes where the pines meet the dunes, now the afternoon inferno has subsided ; it is apéritif time.

We are apéritif-ing with Marie-Pierre and Gérard. They are both in their 80s and have been coming to Le Goulet beach for more than half a century. We met them when our own children were small, and used to splash in the waves at high tide, or walk out the five-hundred yards or so between the sand and limestone fossil rocks to the Atlantic's edge at low water.

I have been relating to our friends some yarns of the winter and spring encounters I'd had with locals during trips to the coast earlier in the year.



Le Bunker des Alouettes, near Clemenceau's beach, May 2022

Conversations with Henri, on his ninetieth birthday back on Australia Day in January ; with Robert in February, who was almost the same age as Henri and who had told me of his young days when he played accordéon at weddings, driving home into the dawn in his DS 19.

Then in March, as the Brant geese embarked on their migration back to the Siberian arctic, a chat with Lydie and Zara, artists who were covering the Second World War German bunkers with ceramic mosaics, reminiscent of Aboriginal artists' designs.

Gérard takes a draught from his Stella Artois.

« Ah, de belles rencontres, such beautiful encounters mon ami. Did you say Aboriginal designs, mon cher Alan ? »

I nod. Shirley and retired Latin teacher Marie-Pierre are in conversation at the other side of the red plastic table. They are discussing French grammar and casually-bilingual grandchildren.

Gérard adds :

« Of course, you probably know about the Australian connection with this part of the Atlantic coast, do you not ? »

« Oui, Gérard. When we were in Western Australia, I did some research with my students about the French place-names on the WA coast. I think I recall that many, but not all, were given during the Napole-

onic explorations, right at the start of the 1800s. Were they not known as the Baudin expeditions ? And was Baudin not born on the île de Ré, just opposite ?

I raise my glass of Stella Artois towards the horizon ; the island's hazy silhouette, with the Phare des Baleines lighthouse at the northern end like a Spanish upside-down exclamation mark, balances on the rim.

« Indeed he was, cher Alan. Those expéditions are a fascinating story in themselves. However, since you mentioned the accidental Aboriginal designs, I wondered if you had heard of a Vendéen who became adopted by aboriginal people, I think in Le Queensland, in the middle of the nineteenth century ? »

Gérard had been a teacher of Histoire-Géo, so I know I am in for a treat, even if he pronounces Queensland as Kwinslond...

« Well, it's your tournée, so order two more Stellas, then I will tell you his story, and how he was shipwrecked and given the name of Amglo by the people in Le Kwinslond who rescued him... »

I walk past Gérard and Marie-Pierre's venerable, green AX 5-door limited edition Thalassa, and place two empty Stella glasses on the counter of La Petite Cabane.

Rodolphe turns away from

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the gaufre [waffle] machine, and asks his seasonal employee Pierre to pour the beers. Pierre is from Brussels, so knows a few things about bière et frites.

I point the Papybus key fob to the other end of the car park, and press the button which opens the passenger-side sliding door. Not all of Papybus's electrical gadgets work these days, but the remote door-opening one still does. This will let out the hot air for when we drive back to La Forestière's fig-tree later.

Christian, who owns the fig-tree camp-site and who is also a Le Goulet regular, is setting up his paddle-board gear next to Papybus. He smiles as he watches the remote door trick, and looks over to La Cabane and shouts « Salut ! ». He has parked his immaculately restored early-model Land Cruiser next to the C-8.

« Une bière de plus » I say to Pierre, who smiles a Belgian smile, and winks.

Pierre places the beers on the donga's immaculate counter, next to the price list of crêpes, galettes [buckwheat pancakes, a Breton speciality which has migrated south] gaufres, frites, saucisses, Orangina and other seasonal seaside fare.

I call across to Rodolphe and ask him if he has seen our mutual friend François recently. The two of them worked to-

gether in the Brandt washing-machine factory in La Roche in the Eighties. François was a cadre [senior manager], Rodolphe worked on the production line, and despite French heirarchical etiquette, the two had become friends through their ownership of socially-levelling 2CVs.

He is powdering a gaufre with sucre glace. You can almost see the aroma drift across the car park to the lifeguard post. « I saw him last week, mon ami. You know he got retraite anticipée [early retirement] from chez Brandt ? Plenty of time

now for him to finish the repairs on that gris métallisé XM. »

We joke briefly and interculturally about the French obsession with La Retraite, the complex calculations of contributions and the archaic special case Régimes for railway staff and others. Before the discussion can become ideological, I ask him how François' XM project is going.

« Well, mon vieux, I never thought he would get it running again you know. You remember it rolled down into the duck pond up at Les Hautes Papin-

ières after his wife failed to apply the foot-operated parking brake correctly ? What a shame that pond was so deep. The insurance company paid out though did it not ? And François got to keep the car. Such a clever fellow, that man, non ? An expert with electrics. »

I reach over for the three Stellas.

« Yes indeed, cher Rodolphe. Even XM's which had not spent days in a duck pond were not reputed to have the most reliable electricals, were they ? Something to do with the manufacturing process up in Rennes ? »

« Ha ! But François had much experience with electrical connectors in the washing-machine factory. He was sure he could fix the damage provided it was not from salt water. »

Appropriately, he adds liberal amounts of Cérébos salt from a blue container to the latest basket of frites draining next to the fryer.

He briefly changes subject:

« Alan, you know the secret of best frites ? »

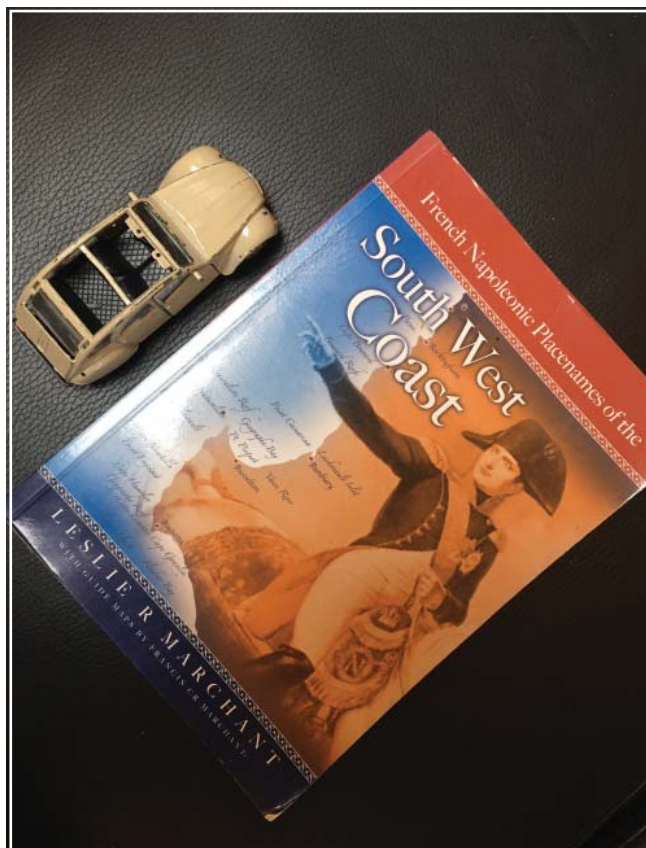
I pause and wait for the enlightenment.

Rodolphe raises one gallic eyebrow and says to Pierre

« Go on my Bruxellois friend ; you tell him »

Pierre smiles again, and then explains:

« I learned this more than twenty years ago when I



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worked as a student in Brussels. It was in nineteen ninety nine »

Pierre says the year in Belgian French of course: « Nonante-neuf »

The customers at the hatch are too polite to pause their conversations, but they all register the slightly-amusing-to-French-ears Belgian version of quatre-vingt-dix-neuf...

« NEUF millimètres ! You see, most fast food places use SIX millimètre frites, because they cook more quick. But neuf is better, the middle stays softer,

Below: Christian [left] and classic Land Cruiser friends at Rodolphe's La Petite Cabane in August 2022.

Centre: Pierrot La Frête, La Petite Cabane, 2022. Ambassador for Belgian gastronomy.

Right: DS Madeleine, sunflower field opposite Le Goulet beach, summer 2022.

does not absorb so much oil. And this year, with price of sunflower oil because of Ukraine situation, neuf is even more better. »

I know I need to wait for a couple of minutes before picking up the drinks ; there is one of Rodolphe's side-stories on the way. He leans forward in front of Pierre.

« I have a customer who used to run his 1976 CX diesel on sunflower oil, huile de tournesol, when it was cheap from ALDI or Leader Price in Les Sables. His car exhaust smelled like my Petite Cabane on a busy day, but he never had a problem in two years ! OK, the car was a bit rough and did have frilly door bottoms and no Turbo, but it just kept on going. At the end he even used huile de tournesol in the hydrau-

lics. He said it was OK until the weather got really cold that January of '86. Remember when it was minus 12 and 15 overnight for couple of weeks ? »

I nod.

« Huile de tournesol turn into... lard ! Then he scrap the car. At Fortin scrapyard in Chantonay, they had to wait until big freeze ended in March to drain off the fluids before the crusher came. »

I put the sparkling drinks on a tray. I order Orangina for the ladies, and we return briefly to the subject of the XM rescue.

« A genius ! Even he fixed that turbo-diesel engine after he drain out the duck-water from the carter [sump]. And now he reckons electricals are better than new... which is not so difficult ! »

While we have been talk-

ing about lard-stricken CX's and duck-ponded XM's, Rodolphe's parents, Annette and Jacques, have arrived in their battered orange Méhari. The car is something of a rarity these days ; most Méharis on this part of the coast have been restored to better-than-new, and command very high prices when ownerships are changed. Annette ran the beach cabane for more than 30 years before Rodolphe inherited the council permit, replacing his mother's venerable black-and-white Fifties caravan with the state of art donga. They are now chatting with Gérard, Marie-Pierre and Shirley. Christian has finished setting up his paddle board.

The sun is still behind the giant cypress tree, whose shade covers Rodolphe's beachside tables and chairs as if made to



De L'Atlantique à L'Australie

measure. Pierre busies himself collecting glasses and trying to attract the attention of the surf lifesaving girl, who is golden-bronzed like a Belgian frîte. The scene reminds me of Cottesloe or Cronulla for a moment. The Atlantique blue shutters of the 18th-century stagecoach house are still closed against the heat. As I set the beers on the table, one of the downstairs shutters yawns, and an elderly lady leans outwards to clip it open.

A kilometre away, the church bell of St Vincent sur Jard chimes eight: time seems suspended. I reflect for a millisecond that in French, le temps means « time » or « weather ».

Apéritif time is encroaching towards eating time, but this is normal after such an exception-

ally hot afternoon .

We raise our glasses, the ladies pour their Orangina into ones marked Ricard, and Gérard informs us he thinks that tomorrow, it will be just a little cooler.

« It is perhaps rather late now for my story, les amis. Let us wait until tomorrow. Marie-Pierre, do you think we have that copy of Les Vendéens Grands Voyageurs at home ?

« The book we were given by Monsieur Le Maire back in the Nineties ? Certainement mon chéri. »

« Then tomorrow, amis anglo-australiens, I shall bring it and we will share the story from the 1850s ; a tale of a man who was perhaps the most Australian of all Vendéens . And also,

on an unrelated thème, Marie-Pierre will explain to you why your C-8 named Papybus has such an appropriate name, given the géographie of this part of France... »

I reply that I am intrigued, and looking forward to the Papybus... bonus.

Christian puts down his empty glass, says that he'll be here tomorrow too, and walks barefoot across to Le Pick-Up Impeccable. He drags his paddleboard down the boat ramp.

An hour and one last beer later, we are still chatting with our friends. The Atlantique is at high water now ; sandcastles and footprints have been gently erased. Rodolphe pulls down the hatch. The sun is a shimmering crimson ball, setting to the

right of the fifteenth-century church tower. The clock strikes 9. A full supermoon, blood-red, and pursued by Jupiter, has risen between the île de Ré and the horizon glow of La Rochelle.

At three minutes to midnight, Christian lifts the paddleboard onto the Land-Cruiser's roof bars, and carefully places three lobsters into the basket which has been waiting in the passenger footwell.

Stay tuned, amis des antipodes, to share Gérard's Vendée-Australian story of adventure, misadventure and misunderstandings in the concluding part of this Papybus Omnibus:

« De L'Atlantique à L'Australie Part Two: Amglo's Story »
Alan Brown



Citroën C8 Papybus: Just the Ticket

It was with some trepidation that Alan decided to replace Edna May with Le Papybus in his stories. I think he was concerned that, as a true Citroënist I would dismiss the C8 as merely a fourth clone of the Peugeot 807, Fiat Ulysse and Lancia Phedra range ~ generally referred to by the motoring press of the time as the 'Eurovans'. As Wikipedia says 'The Eurovans differ little technically and visually, being a prime example of badge engineering. They share

mechanicals and body structure with the Sevel Nord light commercial vans, the Citroën Jumpy [Dispatch], Fiat Scudo and Peugeot Expert. While I assured Alan that I knew next to nothing of the model in question as none of the four were ever imported officially to Australia, I would keep an open mind. Part of keeping an open mind involves checking my archive to find a contemporary comparative road test. And here we are...

Just the Ticket

A 2003 COMPARATIVE TEST
FROM AUTO EXPRESS

It's 'all aboard' as the new Renault Espace takes aim at its rivals in the full-sized MPV sector. Can it climb up to the top deck?

When it comes to the business of shifting lots of people, only bus companies know more than Renault. While fierce debate rages over which was the world's first MPV, the Espace or Chrysler Voyager, the French

firm has bags of experience in the field. Its ground-breaking seven-seater first appeared in 1984 and now, 19 years later, the fourth-generation model is here.

Again visually dynamic, the new Espace faces far greater competition than before, with budget-conscious rivals from the East and strong new contenders from its own backyard. But this is a completely clean sheet design. Having previously commissioned production from Matra, Renault has now shifted construction in-house. Plastic body panels have given way to steel although, as before, both standard and long-wheelbase versions are offered. For this test we used an extended Grand with a 3.0-litre V6 dCi diesel. In range-topping Privilege trim it costs a huge £29,985. However, keep in mind that the favourite oil-burner will be the 2.2-litre dCi, costing from £23,385.

Having previously dominated the French MPV market, Renault now faces a two-pronged attack from within. As with their collaboration over the 806 and Synergie, Peugeot and Citroën [plus Fiat with its Ulysse] have again indulged in a spot of platform sharing to bring us the 807 and C8 respectively. They are identical under the skin, and strikingly similar when dressed, but the 807 is the more recent arrival. In top-spec Executive SE trim, powered by a 2.2-litre HDi common-



Citroën C8 Papybus: Just the Ticket

rail turbodiesel, Peugeot asks £24,755 for its people carrier.

The C8 has already scored a major coup, beating the outgoing Grand Espace and VW Sharan in an early diesel shootout. Buoyed by that success, the 2.2-litre HDi Exclusive is back to defend its crown. However, Citroën's reputation for value is under threat ~ this model will set you back £26,095. Completing our quartet is Ford's excellent Galaxy. An Auto Express favourite, it has been the leading light of the VW Sharan and Seat Alhambra triumvirate. At £23,740 for the seven-seater 1.9-litre TDI Ghia, it's cheaper than the three French cars ~ and £1,000 of that includes the optional five-speed automatic box. So which MPV will prove just the ticket? All aboard...

Renault Grand Espace

It's hard to imagine how radical the Espace was at its original launch. Renault didn't just create a new genre, it did it with real panache and design skill. And its ability in that area hasn't suffered at all in the intervening years. The fourth-generation Espace is equally dramatic on the eye. With hints of the Vel Satis and Megane, the newcomer shares their edgy design themes, but manages to look more balanced and is unlikely to alienate any potential buyers. That said, it's a braver design than any of its rivals here, and with the large an-

gular headlamps, Renault family front end and upright tail, it looks both distinctive and bold.

The same is true of the cabin, which continues the radical styling familiar to owners of the previous generation model. Clutter-free conceptual design is the theme, highlighted by the low and wide digital fascia that rises from the dashboard. While this minimalist approach might not suit everyone, it's created masses of lidded stowage compartments, not forgetting the handy cup-holders, picnic table seat-backs and deep door pockets throughout. Further ergonomic delights are the air-con controls placed on the doors, with vents directed at all occupants. Plus, the sat-nav buttons are within easy reach on the console along with the unique key card-operated, push-button ignition.

Another novel idea is the push-button parking brake, borrowed from the Vel Satis. There's no bulky lever; you just press to engage and the brake releases itself automatically when you pull away. Additionally, Renault supplies a hand-held stereo remote control, although the steering-mounted switches do pretty much everything needed.

One notable improvement over the old model is a fully adjustable steering column. This has made the driving position very car-like, although the front screen seems a lot further for-

ward than before and takes some getting used to when placing the big MPV on the road. However, the view out is terrific, thanks to the large glass area and thin windscreen pillars ~ it's just a pity about the undersized wing mirrors. The front seats offer firm but comfortable support for all shapes, while the unrivalled full-length sunroof [a £1,200 option] lets in lots of light.

Spoiled by the extra inches of

Radical interior design continues inside Espace, with sweeping, uncluttered dash and digital readout. Seats drop forward to form useful tables, while wide, flat boot floor makes loading simple.

Good points, bad points: The Espace's seats can be sited on any of the numerous floor rails, but irritatingly they are heavy and don't lock in the folded position when removed from the car. The air-con controls are located handily on the doors, and the stylish dash has five storage areas.



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our Grand test vehicle, we found access to the new Espace great. With its extended wheelbase and longer rear doors, clambering into the third row is a lot easier, and sliding the seats out of the way is relatively simple thanks to the revised floor runners. The five rear chairs are certainly solid, with tough plastic frames, integral seatbelts, neatly stowed headrests and sturdy levers. But, you'll need to flex those muscles, as they are heavy to lift in and out. Space-wise it's no disaster, either, and only adults in the back row will have any cause for complaint, sitting rather low with their knees too high.

And it's not only the passengers who fare well ~ with all the seats in place there's 456litres of luggage space, while loading is easy thanks to the low sill and wide, flat floor. Remove all the seats and that capacity increases to a van-like 3,050litres ~ ideal for the odd house move.

With a choice of three petrols and a trio of diesels, the Espace doesn't lack engine choice. Although the 111.9kW/150bhp 2.2-litre dCi would have been ideal for this comparison, it's not out yet, so we had to settle for the flagship 3.0-litre dCi v6. New to the Espace, it produces 134.3kW/180bhp and, more tellingly, 350Nm of torque from only 1,800rpm. It's an effortless motorway cruiser but, given the weight it has to haul around

[1,845kg], the unit responds sluggishly when called upon for back road driving.

This isn't helped by the indifferent automatic transmission, while further trade-offs are the comparatively poor economy and high CO₂ emissions. However, the extra capacity gives the car an advantage when sprinting ~ witness the 0-60mph time of 11.5seconds ~ while the brakes are very responsive, stopping the people carrier from 97kph/60mph in only 34.4metres. Renault's engineers have clearly worked overtime as the new Espace is far more accomplished on the road. Grip levels are up, body roll is down and the ride is thumpfree, although the light steering could do with more weight when cornering at higher speeds.

Given its big engine, it's no surprise that the Espace wears a lofty price tag. In this configuration, it's on a hiding to nothing in terms of value for money, with high running costs, depreciation, insurance, emissions and so on. At least in Privilege trim it's well equipped, with part-leather seats, climate control, curtain airbags for all three rows and a CD multichanger all fitted as standard. If you want to bring your costs down, though, we would urge you to consider the 2.2 dCi instead.

Renault may have pioneered the MPV trend in Europe, but

can the all-new Espace fight its way back to the top? Citroën and Peugeot hope not.

Peugeot 807

As with the Citroën Synergie, the Peugeot 806 wasn't the most elegant of people carriers. In fact, its styling made a shoe box look curvy. Not any more, though ~ the all-new 807 has shrugged off its predecessor's commercial vehicle appearance in favour of a more rounded look. True, the tailgate remains suitably upright for maximum practicality, but up front the car resembles an overgrown 307.

It's only when seen alongside the Espace that it starts to look a bit unadventurous ~ Peugeot's stylists obviously weren't allowed free rein. They got elements right, though, especially the sliding side doors, but we would prefer the rails to have been located under the rear quarter windows rather than slicing clumsily through the rear panels.

Venturing inside the 807's cab-

Peugeot's twin-level dash catches the eye and driving position is widely adjustable. Electric sliding doors make access to the four rear captain's chairs easy and there's plenty of space.



Citroën C8 Papybus: Just the Ticket

in is a funkier experience. The sweeping twin-level dashboard inked by green-lit, white-faced dials immediately catches the eye, as does the extended centre console on which the heater controls, menu buttons and stubby gearshift are sited. Further handy stowage in the front includes a shelf beneath the steering column, cubbies on the console, stepped door pockets and a swing-out drinks-holder. There's even an extra roofline mirror for keeping a check on goings-on in the back seats, where occupants enjoy seat-back picnic tables and cup-holders.

With the handbrake positioned on the driver's door sill, the Peugeot benefits from a walk-through cabin, adding an additional facet of flexibility to its credentials. As with the Espace, its front seats are very accommodating, although upper body support could be more substantial. The driving position itself isn't quite as low slung, but with fully adjustable steering and good peripheral vision, including huge door mirrors, there are few complaints.

Kids will love the electronically operated sliding side doors fitted to this high-level model. They make access to the back seats a doddle, but we have reservations about the mechanism's reaction speed, and worry that limbs might be bruised before the anti-trap feature cuts

in. Despite this, the 807 makes you wonder why Renault hasn't developed a sliding door mechanism for the Espace.

Peugeot has come up with a clever array of seating layouts based on a new floor rail system. Our test car had the six-berth armchair arrangement. Comfortable and with a high perch for good forward vision, we found the seats a bit awkward to adjust, with stiff runners and stubborn catches, especially when trying to relocate them after removal. At least there's lots of space inside. True, passengers can't stretch out as much as in the Espace, and you'll have to leave one or two bags at home, but by MPV standards the 807 is generously proportioned. Haul out the last two rows and the capacity of 2,948 litres is plentiful, way ahead of the Galaxy's maximum volume. The 2.2-litre common-rail HDi boasts 97.0kW/130bhp and 314Nm of torque at 2,000rpm. As the 807 weighs nearly 100kg less than the Grand Espace, you'd expect a decent turn of speed. But while it has plenty of grunt on paper, the unit's powerband is surprisingly narrow and attempts to push on result in a harsh, rattly reply from under the bonnet.

At the test track, the best the Peugeot could muster was a 0-60mph time of 13.6seconds, oddly slower than the identically engined Citroën. And while it clawed back the deficit during

our in-gear acceleration tests, it could not make the advantage stick, taking longer to stop in an emergency than its identikit twin. But the 807's stopping distance from 97kph/60mph is no disgrace ~ 37.0metres is a match for most hot hatches.

The 807's suspension does a great job of filtering out surface imperfections at cruising speeds, making long journeys surprisingly peaceful. However, at more pedestrian pace the ride becomes quite lumpy, sending shakes through the cabin fittings. But overall, the blend of ride and handling is good ~ body roll is well controlled, the steering accurate and the 807 feels positive to drive.

Undercutting its Citroën partner by more than £1,300 gives the Peugeot a distinct advantage in terms of immediate cost value ~ a surprise given that Citroën is famed for its aggressive pricing strategy. A quick glance at the spec list reveals the truth ~ the 807 may be well equipped, but the C8 wants for nothing. Items such as a CD changer, sunroof and xenon headlights all cost extra to buyers of the Peugeot, but are standard on the Citroën.

Nevertheless, with a full quota of airbags, climate control, electric, heated seats and leather upholstery, passing time is no hardship in the 807. There's little to choose between the twins when it comes to running costs and de-

preciation, and as an ownership proposition the Peugeot looks very tempting. It's a vast improvement over the 806 and is in a strong position to challenge for class honours. So can it overcome the Espace? And what about the threat posed by its closest rival?

Citroën C8

Platform sharing and badge engineering have been motor-ing industry buzzwords for several years. But manufacturers are wising up and realising that cars need their own identity and brand image. VW is a master of this, and Peugeot and Citroën are catching on fast. Minor visual differences distinguish the two. At the rear, Citroën has extended the tail-lights up to the roofline, and there's a handy tailgate grab-handle that the 807 doesn't have. At the front, the C8's nose borrows from the smaller C3, which in our eyes gives it the edge over the 807. But it's not enough to match the Espace in the bold design stakes.

As with the 807, the C8's cabin is a big step forward. There's a greater feeling of space thanks to a lower floor ~ in the Synergie it felt like you were sitting with your knees at chest level. The trim and materials are vastly more appealing, with mundane grey shades replaced with bright two-tone upholstery and darker, hard-wearing carpet. Even the build quality is a step up for Citroën, although some of the

Citroën C8 Papybus: Just the Ticket

plastics feel tacky and our test model's 'seatbelt unfastened' warning kept beeping when this clearly wasn't the case.

The C8 is virtually identical to the 807 inside, with the same controls fitted, while the stereo, suede-effect lidded stowage trays, rectangular airvents and arched digital display cowling also match. The same is true of the separate heating controls for each row of passengers. Previously, Citroën provided little in the way of storage, with a particular lack of drinks-holders. The C8 answers the latter criticism with at least 20 places to put your can, bottle or mug, while you'll find useful storage compartments wherever you look ~ the ones under the front seats are a decent size. An overly soft squab was partly responsible for making long trips tiring in the Synergie ~ especially for the driver. And while the C8's seats are far more comfortable, they lack support across the shoulders. But with a lower floor and wide body, there's an extra roominess around the occupants that its predecessor ~ and the Galaxy for that matter ~ can't match.

That spaciousness is crucial to the C8's seating flexibility. While the SE model tested here is equipped with six captain's chairs, the standard seven-seat configuration can be further extended to swallow eight people by opting for a three-berth bench in the tail, rather than two

individual chairs. However, we found the seats noticeably unco-operative when being removed and refitted. Perhaps after a few trial runs the floor rails and seat catches will free up a little. And don't be thrown by the boot volume figures being different for the Citroën and Peugeot. It's just down to the way each company measures the load bay ~ whip all the seats out and there's nothing to choose between the cars.

Citroën's diesel line-up has been boosted by the same turbocharged 2.2-litre HDi unit found in the 807. Unsurprisingly, power figures are virtually identical ~ both offer 97.0kW/130bhp, and Citroën claims a solitary 1 Nm advantage, with 315Nm of torque produced at 2,000rpm. However, of the two, the C8 felt the livelier and more responsive. And that was proved at the test track, where the Citroën scrambled from a standstill to 97kph/60mph in 12.7seconds, 0.9seconds clear of the Peugeot.

As with the 807, there's some clatter at tickover, but once up and running that falls away, and at motorway speeds the wind is more audible than the sound emanating from under the bonnet. Better still, the brakes proved reassuring, while the fuel economy didn't appear to suffer too much, either. We averaged 8.1L/100km/34.7mpg, which equates to covering more than 965km on a single tankful.

As with the Peugeot, the Citroën falls mid way between the Renault and Ford when it comes to the driving experience. The ride suffers from more low-speed patter than in the Espace, and can't match the stability and car-like road manners of the Galaxy. But it still hits a happy balance ~ at higher speeds it's remarkably composed, making cruising an effortless experience.

Citroën appears to have scored an own goal by pricing the top C8 above its Peugeot twin. However, main dealers regularly offer cash back deals,

so the true buying price might be lower than you think ~ go and ask your local franchise. And the C8 does well in other areas, with masses of standard kit and affordable costs of ownership. The C8's victory last time out was no fluke, but the MPV market is changing fast ~ and the Citroën is no longer the newest kid on the block.

C8's cabin is virtually identical to the 807's and seats are far more supportive than in the old Synergie. We found the rear chairs awkward to remove but low floor and wide body maximize load capacity.



Citroën C8 Papybus: Just the Ticket

Ford Galaxy

It would be easy to write off the Galaxy among the new wave of full-sized people carriers. After all, it's a bit long in the tooth, even taking into account the facelift two years ago that helped distinguish it from its VW and Seat cousins. With its relatively compact dimensions, sloped front end, swept-back headlamps and latticed intakes, the Galaxy has a more dynamic stance than the PSA pair. But lacking their useful sliding doors, the Ford sticks to a regular five-door layout.

Step inside and there are more obvious differences. The dials and information readouts sit squarely behind the steering wheel, while the facia, venting and control-laden centre console are all neat and functional rather than radical and quirky. It's a conventional layout, in other words, and in this company looks dull. However, with VW Group quality, the Ford feels well bolted-together, and the materials and plastics are tactile. But without the warmth and interesting design of rivals, the Galaxy seems rather clinical and strait-laced alongside the more funky decor of the French trio. Children will certainly see travelling in the Galaxy as less of an adventure ~ only the oval clock sunk into the top of the dash adds any individuality.

Families on the move need handy hideaways, and the Galaxy has plenty. Two lidded binna-

cles are fitted into the dashtop, drinks-holders are ready to spring from the centre console and roomy door pockets take care of maps, colouring pens and sweets. Less suitable for the family is the beige interior trim of our test vehicle, as it marks easily.

The seven individual chairs are divided into three rows. The front pair have airline-type tables on the back, while the remaining five fold in half to form tabletops, and are all removable. Although heavy to lift, each chair slots easily in and out of position. Yet that's the full extent of the Ford's flexibility. Where the three French cars have slider rails on the floor allowing the seats to be positioned in countless different places, the Galaxy doesn't offer the same level of seating manoeuvrability.

But a fine driving position means drivers won't be complaining ~ especially as the seat supports both the hips and shoulders, and is very comfortable on long and short journeys alike. Fully adjustable steering is a further bonus, while even lanky occupants have no worries over head and legroom. However, the thick A-pillars impinge forward vision and any adults travelling further back than the front row will feel more cramped. This is because the blue oval's MPV has a shorter rear compartment ~ it's simply not as roomy as rivals when it comes to cramming

people in. There's comparatively more space in the boot, but with all the seats in place there's still not much room for holiday luggage. The Galaxy can haul weight with the best of them, though, a 754kg payload putting it on a par with its rivals.

Although Ford's TDCi diesels are some of the best around, none will make it into the current Galaxy. As with the chassis, its oil-burner comes courtesy of VW ~ the 1.9-litre TDI unit, which with PO [Pumpe Ouse] technology produces 85.8kW/115bhp. That's comfortably behind all its rivals

here, as is the torque figure of 310Nm at 1,900rpm. However, with little turbo lag, the Galaxy is a punchy performer ~ and would have gone faster were it not for the automatic box. Nevertheless, in our back-to-back sprints, the 1,716kg Ford managed to outpace the 807, covering 0-60mph in 13.4seconds. Good sound deadening helps mask the oil-burner's rattle, but there's a dis-

Ford's cabin is far more functional than those of rivals but excellent build quality abounds throughout. Rear seats cannot be moved around as much as in rivals although boot space is acceptable.



Citroën C8 Papybus: Just the Ticket

SPECIFICATIONS

	RENAULT ESPACE 3.0 DCI V6 PRIVILEGE	PEUGEOT 807 2.2 HDI EXECUTIVE SE	CITROËN C8 2.2 HDI EXCLUSIVE	FORD GALAXY 1.9 TDI GHIA AUTOMATIC
Price [on the road]	£29,985	£24,755	£26,095	£23,740
Length/height	4,861/1,746	4,727/1,759	4,726/1,752	4,641/1,759
Width/wheelbase	1,965/2,868	1,850/2,823	1,854/2,823	1,810/2,835
Depreciation [3yr/58,000km]	Drops by £18,520	Drops by £15,917	Drops by £16,037	Drops by £14,002
Running cost [p/km]	46.25	41.88	39.38	36.25
Engine/capacity	V6/2,958cc	4cyl in-line/2,179	4cyl in-line/2,179	4cyl in-line/1,896
Peak power [kW/rpm]	124.3/4,400	97.0/4,000	97.0/4,000	85.8/4,400
Peak torque [Nm/rpm]	350/1,800	314/2,000	314/2,000	310/1,900
Transmission	5-spd auto/FWD	5-spd man/FWD	5-spd man/FWD	5-spd auto/FWD
Fuel tank capacity	83litres	80litres	80litres	70litres
Boot capacity [7/5/2seats]	456/NA/3,050litres	324/830/2,948	225/1,160/2,948	330/811/2,602
Kerbweight/payload	1,845/775kg	1,750/755kg	1,750/755kg	1,716/754kg
Turning circle/drag coef- ficient	11.0m/0.35Cd	11.2m/0.33Cd	11.2m/0.34Cd	11.1m/0.33Cd
Insurance group	13	12	12	12
Basic warranty	3yr/100,000km	3yr/100,000km	3yr/100,000km	3yr/100,000km
Basic recovery	3yrs AA	1yr RAC	1yr Cit. Assist	1yr RAC
Service intervals/1st service cost	30,000km/£126	20,000km/TBC	20,000km/TBC	30,000km/£170
Performance [sec/kph]				
0-97	11.5	13.6	12.7	13.4
48-113 through the gears	11.7*	14.5	13.8	14.7*
48-80 in 3rd	4.9*	5.2	5.2	5.5*
65-97 in 4th	5.9*	7.5	7.3	6.7*
80-113 in 5th	6.9*	12.2	11.8	9.1*
Top speed	204	182	182	182
Braking [98-0, metres]	34.4	37.0	35.5	37.8
AutoExpress economy/range	10.5/792	7.9/1,015	8.1/985	8.5/827
Govt urban/extra/combined	13.3/7.3/9.5	10.1/5.9/7.4	10.1/5.9/7.4	9.9/6.5/7.8
CO ₂ emissions/tax bracket	252g/km/35%	199g/km/24%	199g/km/24%	211g/km/20%
Standard Equipment				
ABS/traction/cruise control	✓/✓/✓	✓/✓/✓	✓/✓/✓	✓/✓/✓
Airbags dvr/pass/side/curtain	✓/✓/✓/✓	✓/✓/✓/✓	✓/✓/✓/✓	✓/✓/✓/✗
Air-con/clim cont/park sensor	✗/✗/£250	✓/✓/✓	✓/✗/✓	✗/✓/✓
Alloys/met paint/xenon/fr fog	✓/£500/✓/✓	✓/£275/£350/✓	✓/£275/✓/✓	✓/£300/£1,000/✓
Auto/sat nav/CD	✓/£1,500/✓	✗/£915/£300	✗/£1,650/✓	£1,000/£1,500/✓
Elec s'roof/windows/mirrors	£1,200/✓/✓	£900 [x3]/✓/✓	✓/✓/✓	£500†/✓/✓
Remote lock/immobiliser/alarm	✓/✓/✓	✓/✓/✓	✓/✓/✓	✓/✓/✓
Seats: elec/heated/leather	£350/£1,500/part	✓/✓/✓	✓/✓/✓	✗/£500†/£1,500
Steering adjust reach/rake	✓/✓	✓/✓	✓/✓	✓/✓

tinct grumble as the revs rise.

There are no gripes about the handling, though. With the most car-like behaviour, the Galaxy's crisp steering allows the driver to actually have some fun. There's good grip, too, minimal body roll and although the suspension gives a firm ride it doesn't allow many bumps to filter through to the occupants. Ford's polish is obvious in this department.

And the Galaxy is a lot of MPV for the money. Not only is the top-spec Ghia the cheapest car here, it also loses the least value over three years. However, it comes up short on kit, with special combination packs required to upgrade and, for those concerned with safety, no curtain airbags. The Galaxy has long been one of our class favourites, but with new rivals offering greater capacity and flexibility, not to mention fresher design ideas, maybe Ford should look to the next generation.

Verdict

The Espace kicked off the MPV trend, and now it's back with a vengeance. Creatively designed, with a roomy, flexible interior, the Renault wins this test. Only the price of this 3.0-litre dCi puts us off ~ the cheaper, more frugal 2.2 strikes a better balance. But the margin of victory is narrow.

PSA's two-pronged attack has paid off. Far superior to their predecessors, the Peugeot 807 and Citroën C8 are strong contenders ~ and the former is ahead with its better build and price advantage. This leaves Ford's Galaxy in last. It still has much to recommend it, but lacks its rivals' space and practicality.

Final Ranking

1 RENAULT GRAND ESPACE

✓: Attractive design, refinement. Smooth power, driving position, space. ✗: Heavy seats, price, fuel thirst. Steering lacks weight. Small wing mirrors

2 PEUGEOT 807

✓: Seats, electric sliding doors, clever packaging, generous standard kit. ✗: Low-speed ride, gearchange, unsupportive driver's chair, fiddly rears

3 CITROËN C8

✓: Sliding doors, airy cabin, load capacity, kit. Secondary rear view mirror. ✗: Gearshift feels disconnected, seats lack support. Stiff floor runners

4 FORD GALAXY

✓: Well built. Handling and ride, driving position, low depreciation costs. ✗: Smaller load area, inflexible seating, noisy TDI unit. Brakes, lack of kit

This article originally appeared in 'Auto Express' in February, 2003. The photos were taken by David Shepherd. The author is unidentified.

Table Notes

* In kickdown

† Part of the same options pack

The Australian Racers II

Last month had lots about Tractions and racing. You might recall that I mentioned the importance of names like Jack Weaver [our second Life Member], Don Wright and Peter Damman.

The Club is indebted to Bill Graham, Rob Little, Leon Sims and others who researched and recorded the racing exploits of these [and other] Citroën racing luminaries from the past. While we have lost touch with Bill and have just re-newed our contact with Leon, Rob remains a vibrant and active member of the Club.

In his PrezSez last month Tim Cottrell reminded us of the racing exploits of Peter McLeod at the wheel of his BX. It is however beholden on us, the members of the Club today, to ensure that in 50 years time we know of Peter's exploits and can celebrate them.

Unfortunately, while Bill Graham was able to illustrate his excellent articles about Jack Weaver and Peter Damman today the originals of those photos have been lost. All we have are the scans of the original poorly printed magazines from the 1980s.

If you go on line to the Club's website you can find the scan of 'Front Drive' from 1999 [Volume 23, Nos 2, 3 and 4] which tells Jack's story in his own

words. My predecessor at the Editorial desk, Russell Wade, re-printed this feature in 2018.

But as I say, while Jack has the 'profile' within the Club the likes of Peter Damman also deserve recognition. With that in mind I am pleased to re-print Bill Graham's article about Peter's racing pedigree from 'Front Drive' Volume 6, No 2 [July/August, 1982]. Please forgive the quality of the images as, as I have already said, the originals have been lost.

Peter Damman

The history of the Citroën marque seems filled with technical innovation and spectacular motoring exploits. It is tempting to think that the one led to the other. Great feats are heard of from overseas, but the marque certainly has also had its moments of glory in Australia. These moments deserve to be better known.

A conspicuous name in post-war motor racing in Australia was Peter Damman, grandson of the founder of the well-known tobacconist business in Collins Street, Melbourne.

Were it not for his Citroën racing and his many other exploits, Peter's renown might rest simply on the number of cars he has owned. These have included a 1911 Metz, 1928 Austin 7, 1938 LaSalle V8, 1924 Dort, 1934 Delage Straight 8,

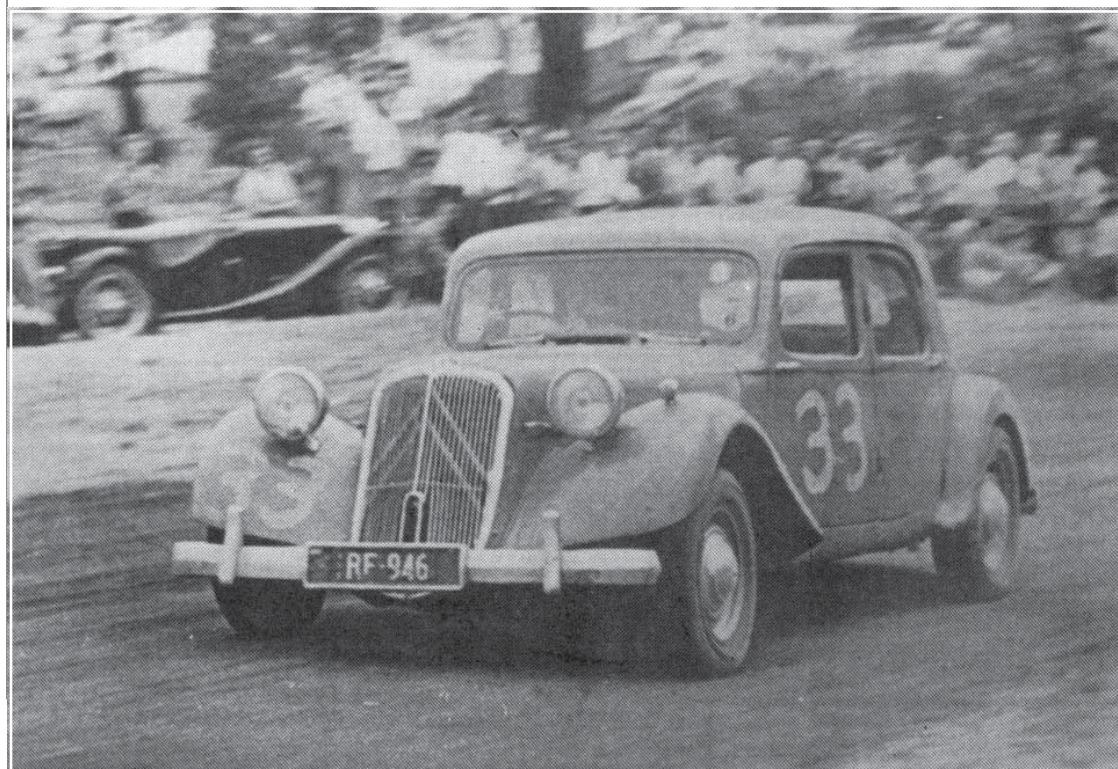
1934 Rolls Royce coupe, 1938 Hudson Straight 8, five MG TCs, Triumph Mayflower, Rover 3-litre, Citroën 6, Austin A55, 17 Holdens from FJ to Commadore, Datsun 1200 and a Land Rover. His present transport is a Datsun twin-cab utility, more suited to his agricultural interests.

Peter got his first car, the Austin 7 in 1943, and the Dort in 1945. Because of war-time petrol shortages, he ran these cars on lighting kerosene [at 10dl gallon] and on Shelltox fly spray. He drove the Dort to Innamincka with galvanized iron sheets strapped to the roof for use in getting over the sand hills. Imag-

ine the environmental impact of his exploit, especially when the local wild-life got a whiff of the Shelltox exhaust!

The LaSalle came in 1947, and he started racing his open wheeled Hudson Straight 8 Special [a 1938 ex-taxi] at the Fisherman's Bend course in 1949. He bought his Citroën 6 in June 1950.

He raced the Hudson on several courses including Nuriootpa in the Barossa Valley [SA], and at Bathurst [NSW]. When going to these early race meetings, Peter would drive the Hudson [open wheeled] to the course, pulling a small trailer for spare tyres and odds and ends.



The Australian Racers II

Since the splash-fed Hudson would cut out bearings every ten laps or so, spares included a set of con-rods, complete with new bearings. Nevertheless, the Hudson had a good turn of speed. One photo records it doing 190kph through the centre of Nuriootpa.

After he got the Citroën he would often take both cars to a meeting if there were suitable events. The Hudson would be pulled on a trailer behind the Citroën 6, even as far as Bathurst. He might race both cars, and then come home in the same way. Surely a powerful unspoken comment on the strength of the Citroën and Peter's confidence in its ability to stay in one piece.

It is not recorded in exactly how many races, trials, hill climbs and rallies Peter drove Citroëns, nor how he fared in them all. A recent photograph shows Peter and some 13 of his trophies [perhaps not a complete collection]. Certainly he made a big impression on the local racing scene, especially in his Citroën 6 which he raced over a two year period, to June 1952.

While this motoring impression was largely due to his stirring performances on the track and road, a part of it must also have been due to the occasions, seemingly fairly frequent and usually spectacular, when

he went off the track. The former are mostly recorded in the pages of Australian Motor Sport, while the latter were the topic for circulation boosting journalism in the newspapers of the day. On occasions, especially when his Citroën 6 was recuperating from one of these off-the-road excursions, Peter would drive Citroën 4s, by arrangement with Commonwealth Motors.

Almost certainly his most widely acclaimed achievement was in winning the Closed Car Handicap at the Six Hour Day Races at Bathurst on Monday, October 2, 1950. This win was used in advertising promotion for Citroën by Commonwealth Motors, then the Citroën agents in Melbourne, and also resulted in a congratulatory letter from the export division of Citroën in Paris.

Though leading to perhaps his finest motoring hours, Bathurst in October, 1950 did not look promising right from the start, especially for Peter Damman. Before leaving to drive the Citroën 6 to Bathurst, Peter found that the locking mechanism on the gear shift had broken. It could not be fixed in time, so he had to drive to Bathurst, holding the shift in gear with his left hand all the way. Conditions were apparently reasonable for the practice runs on the Saturday and Sunday, and

Peter was going well. However, the Citroën was not fitted with a laminated windscreen, and the organizers in the Australian Sporting Car Club ruled that for safety reasons, the car would have to be raced without a screen.

On the Monday, rain started and eventually led to miserable and tricky conditions for what was described as the wettest Bathurst ever. Probably few felt as miserable as Peter, in the driving rain, without a windscreen, and holding the gear shift with his left hand while steering with the right. Competition for the event, in order of handicap, included Renault 750,

Skoda, MG-Y, Simca 12, Peugeot 203, Jowett Javelin, Austin A70, Ford Pilot, and two 2.5-litre Rileys.

At one stage, Peter spun, stalled and was almost rammed, but he managed to recover, going on to win the first ever saloon car race at Bathurst with an average speed for the six laps of 91.7kph, and a fastest lap speed of 95.8kph. Imagine, the first Bathurst saloon race, in a Citroën! *Quelle joie! Aux chevrons, la gloire!*

March 26, 1951 saw Peter back at Bathurst for the Easter Monday Road Races of the Australian Sporting Car Club. He took the Hudson Special, but did a bearing at practice and did not race it. However, he entered the Citroën 6 in the Production Closed Car Handicap once again. Regulations required the fuel tanks of all finishers to be sampled ~ fortunately, it seems no Shelltox was detected in the Damman machine this time!

The competition again included the Renault 750 and the 2.5-litre Rileys, but with some stiffened competition provided by Tom Luxton's Aston Martin DB2, a Fiat 1400, and the beautiful little Cisitalia Coupe of Nino Borsari. Damman, together with Bill Buckle in a Citroën 4, led at the first corner, and though overtaken by the DB2, Peter was able to force the DB2 to overshoot at Pit Corner and



The Australian Racers II

gained the lead through his better brakes and handling. He repeated the trick later against the Cisitalia, and [now wait for it!] went on to win again with the fastest time [100.3kph average] and third on handicap. Bill Buckle [Citroën 4] came second on time and handicap.

The Damman-Citroën achievements went on and on [see

summary table]. However, let us look at the hair-raising and the hilarious. Like the time during a Light Car Club of Australia trial in 1951 when Peter and two companions hit some washboard between Mortlake and Lismore, left the road, went 100yards into a paddock, and ended up with water up to their necks with the car sitting

in a farm dam.

But the most appealing episode was the 'human pin cushion'.

Peter was racing his Citroën 6 [*sans ailes et roue secours*] on a slippery grass track at Burrumbeet Racecourse on June 11, 1951, the situation being ideal for showing the famed Damman-Citroën skills at cornering in the earlier heats. However, the meeting was cut short when the Citroën 6 left the track, and ploughed down twenty yards of fencing at 100kph and spun back on to the track, with about five pieces of 4x4 red-gum through the car. Peter narrowly missed being impaled, but finished with just a graze on the cheek. 'Still got the scar to prove it', he said recently. Darned lucky.

Peter tends to dismiss as a bit of a petrol splash' the occasion when, at the first hill-climb at Templestowe on March 12, 1951, the Citroën 6 caught fire and smoke and flames appeared during his second run. Soon out, but it had stopped him.

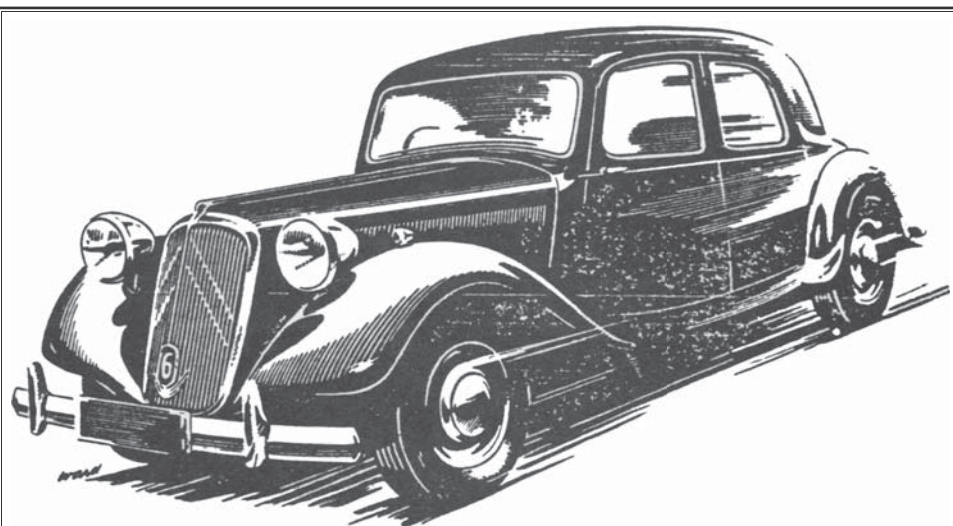
Of course the Citroën 6 was more than just a race car. Being quite standard, it provided daily transport and recreation. The latter included its use as a high speed shooting brake. Standard get-up would be two shooters on the front mudguards, legs wrapped around the enormous headlights, and one poking up

through the sliding roof opening, while a navigator [or driver] operated the large roof-mounted spotlight which was also used in trials. Peter tells of racing across the Hay Plains [NSW] at 113kph, chasing pigs or kangaroos in this manner.

Asked about the car itself, Peter says it was a great road machine, cruising all day at 135kph if needed ~ truly Queen of the Road. It was clocked at 180kph down Conrod Straight at Bathurst and he would go up Mount Panorama, in second, 135kph [twin open exhaust pipes were noisy but good for an extra 15kph, or so]. It was regularly driven interstate and pitted against out-and-out sports cars. Often it was raced week-end after week-end.

The transmission gave no trouble even though it was bashed through because it had the 'slowest gear change known'. However, the universals had to be replaced [surprise!]. It showed front-drive over-steer as Peter found when he spun off near Mittagong in July 1950 after lifting his foot on striking mud on the road. Tyres were a costly item in racing, but lasted 15-20,000km in road use.

Peter gave up racing the Citroën about June 1952, and sold the car in September, 1952. By then it had done about 105,000km, its engine was excellent, and was using no oil at



ANOTHER WIN TO CITROËN FRONT-WHEEL DRIVE!

On 3/10 at Bathurst, P. Damman, driving a Citroën 23-6, only private entry, won the 25 miles Closed Car Race. In torrential rain, off 1 min. 30 sec. from five scratch cars of a famous sporting name, Front-wheel Drive showed its superior speed when cornering by early lapping the field, and went on to win without effort. The circuit was closed later as too dangerous. Citroën Front-wheel Drive demonstrates again its ability to hold the road and handle under perfect control at all speeds under any conditions. Ring FJ 5136—test it out for yourself!

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'Phone: FJ 5136

The Australian Racers II

all. A truly remarkable car.

Peter's subsequent exploits have included flying, aerial safaris, and the provision of transport for Donald Campbell in 1963/4 for his land speed and water speed record runs in Australia.

As Citroënists, we have a tremendous debt to Peter Damman and other such Citroën practitioners. Their exploits brighten our [Citroën] days. Lets hear more of them.

This article was written by Bill Graham and first appeared in 'Front Drive', Vol 6, No 2 [July/August, 1982].

Bill acknowledged Peter Damman's assistance with reminiscences and personal documents and photographs and the loan of numerous issues of 'Australian Motor Sport' by Jim Abbott *Damman-Citroën Milestones [Incomplete]*

- June 1950
Bought Citroën 6 [RF 946]
- Aug 13, 1950
LCCA Spring Reliability Trial ~ Citroën 4 [PW 787]. Outright winner, first over 1500cc, winning team
- Aug 20, 1950
VAOC Spring Trial ~ Citroën 6. Winner open class, outright winner, winning team [with two Citroën 4s]
- Sept 23, 1950
LCCA Rob Roy Hill Climb ~ Citroën 6. Sports cars to 3-litre ~ FTO [37 sec].

- Oct 2, 1950
ASCC Bathurst 25mile closed car handicap ~ Citroën 6. First prize, fastest time, fastest lap, outright winner [see text]
- Nov 7, 1950
LCCA Rob Roy Hill Climb ~ Citroën 6. Beaten by 0.7sec in Sports Cars by 2.5-litre Riley
- Nov 18, 19, 1950
Ballarat Aerodrome closed car race ~ Citroën 6. Second to Austin A90 Sports. Beat Bristols, Ford V8, Cisitalia, 2.5-litre Riley.
- March 1951
LCCA Autumn Trial ~ Citroën 6. Second to Jaguar XK-120 [would have won if he hadn't spent 5minutes in a pond near the finish!].
- March 12, 1951
VSCA First Templestowe Hill Climb ~ Citroën 6. Petrol fire [see text]
- March 26, 1951
ASCC Bathurst Hudson did bearing in practice. ~ Citroën 6. FTO in Production Closed Car Handicap [see text]
- June 11, 1951
Burrumbeet Racecourse Citroën 6 'Human pincushion' event [see text]
- Winter 1951
Alpine trials ~ Citroën 4 [SF 516] and Citroën 6.
- June 1952
Stopped racing Citroën 6.
- Sept 1952
Sold Citroën 6. Still running well at 105,000km.

CITROËN

FRONT WHEEL DRIVE

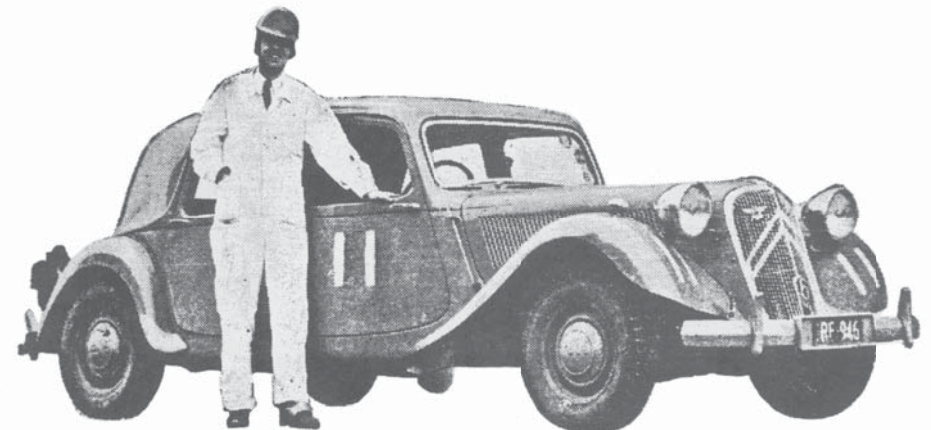
SUCCESSES PROVE SUPERIORITY!

First and fastest, Bathurst 25 mile Closed Car Race

Outright winner all classes, winner open class, teams prize winner, Spring Reliability Trial

Outright winner equal first, teams prize winner Amateur 100

For 17 years Citroen has applied Front-wheel Drive, the principle which has won so many famous Indianapolis 500's and other classic events so successfully that to-day Citroen's design is basically unchanged. All over the world Citroen Front-wheel Drive is constantly proving its ability to maintain high speeds under absolute and perfect control on any type of surface. Ring for a demonstration!



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The Australian Racers II

Peter in the News

Whilst Peter gave up racing in June 1952 he made the newspapers in December of that year: the following article appeared in 'The West Australian' of December 29, 1952.

CAR SMASH ENDS CHASE UNDER FIRE ~ MELBOURNE
Sunday. Bullets whistled through the suburban streets of Camberwell and Hawthorn early today during a high speed chase after an allegedly stolen car. Two youths and a 15-year-old boy were arrested later at pistol

This image is from the 'Australian Motor Sports Magazine' and is part of their report on the Light Car Club of Australia's meeting at the Ballarat Aerodrome in 1950. 'The stock closed cars pull away from a Le Mans start. Whiteford [Austin A90] and Peter Damman [Citroën], who finished first and second respectively, have a good start. The veteran Teraplane coupe on the right is driven by Max Passmore.'

point after the car had crashed into a fence at Hawthorn.

The chase began at 2:30am when Mr Peter Damman, a former racing driver, who was driving in Camberwell with Constable F Gallagher, of Hawthorn, and Mr C Pierce, a night-watchman, as passengers, noticed a small sedan car which had been reported stolen from Malvern.

As the car drew abreast of the other vehicle, Constable Gallagher drew his pistol and told the driver to stop.

The driver ignored the warning and drove at high speed across Camberwell Junction and through several side-streets.

Constable Gallagher fired six shots at the fleeing car.

He aimed too low and two shots passed through the radiator of Mr Damman's vehicle. Seconds later the leading car crashed into the fence.

Additional research by Leigh F Miles.



In July 2011 a burgundy Citroën Big 6 was put up for auction at Shannons. Not just any Big Six, it was claimed.

The promotional material from Shannon's claimed 'One of Australia's best known Citroëns, the burgundy 'Big Six' owned by late Shannons auctioneer Bill Wellwood, will be going under the hammer at the Australian International Motor Show Auction at the Melbourne Exhibition Centre on July 10.'

It was being put up for sale 'just the way that Bill would have wanted, with no reserve to the highest bidder.'

The blurb claimed this was '...one of only a handful of the 3.0-litre [I kid you not. Ed.] six-cylinder versions of Citroën's pioneering 'Traction Avant'



Is It, Or Isn't It?

still on the road in Australia, Bill's Big Six has a fascinating history.

It is believed to have been raced to victory by Peter Damman in the very first saloon car race ever held at Bathurst ~ the five-lap Closed Car Handicap staged on Monday October 2, 1950. Thus it can be argued that Damman's victory was the progenitor of today's 'Great Race' winners. The front wheel drive Citroën proved its prowess on the rain-soaked Mt Panorama circuit, recording 3min 56sec on its first flying lap and closing rapidly on the leaders.

As 'Australian Motor Sport' reported in its October 1950 issue: 'The only driver apparently not affected [by the wet conditions] was Damman,

Is It, Or Isn't It?

who was closer to the leaders than he had any right to be.'

A spin coming out of Forrest's Elbow on Lap 3 failed to slow the Big Six's progress and Damman eventually took the lead and went on to win 'by half a mile' over a Peugeot


LOT 48

1950 CITROEN BIG 6 SALOON

ENGINE NO: P04343 CHASSIS NO: 118606
GEARBOX: 4-Speed Manual BRAKES: Drums

HISTORY:

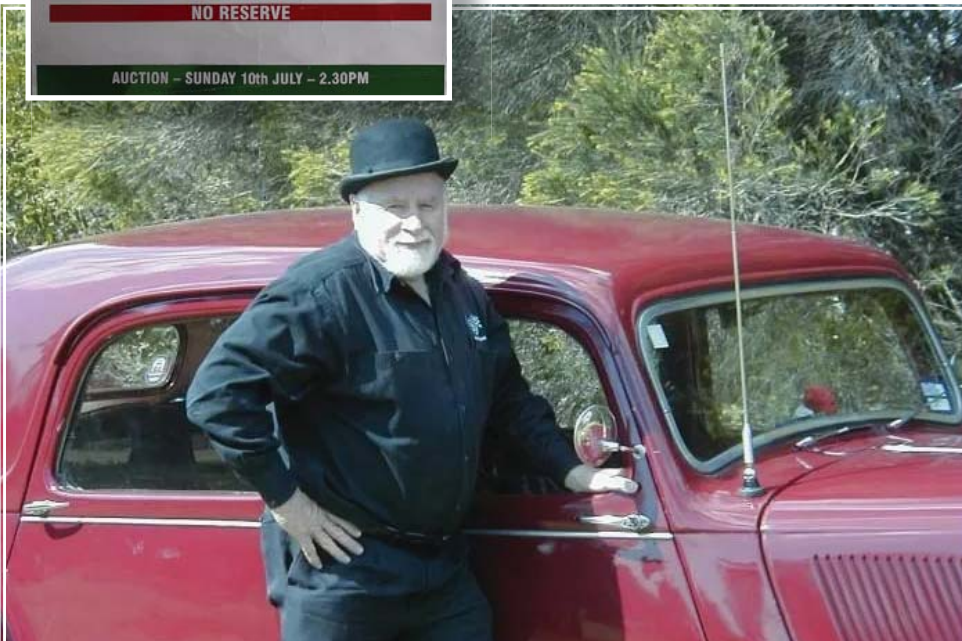
- Bathurst race history
- Owned by late Shannons auctioneer Bill Wellwood
- NO RESERVE

Popularly known as 'Bill's Big Six', this nicely preserved example of the 3.0 litre six-cylinder 'Traction Avant' Citroën has a fascinating history. Believed to be the very car driven by Peter Damman to victory in the first race ever held at Mt. Panorama in 1950, it also scored a podium place by finishing second to Doug Whitford's Austin A90 at a Ballarat Airfield race meeting later that year. Long-time Shannons head auctioneer, the late Bill Wellwood, acquired the Big Six several years ago, and it held pride of place in the Wellwood garage amongst an impressive classic collection. This was Billy's favourite vehicle and was regularly driven to events all over the country. Bill was always praising his Big 6 with tails of reliability and speed while on club outings. This popular and successful Big Six is being offered unregistered with NO RESERVE, and will be a great addition for any classic car enthusiast's collection.

GUIDING RANGE: \$20,000 – \$25,000

NO RESERVE

AUCTION – SUNDAY 10th JULY – 2.30PM



203, with Tom Geoghegan ~ father of later legendary racing brothers Leo and Ian ~ fourth in his Jowett Javelin.

Again driven by Damman, the Big Six later went on to give Australian Grand Prix winner Doug Whitford's Austin A90 a run for its money at the inaugural Ballarat Airfield race meeting in Victoria on November 18-19 the same year.'

We know from Bill Graham's carefully researched article that the successes of Peter Damman are well documented. And all the forgoing information about his racing is accurate.

Bill Wellwood had acquired the Big Six some years previously and while he was patron of seven different car clubs, it immediately took pride of place in his garage amongst a number

of other classic vehicles.

The Big Six was heralded as one of the feature vehicles of the Melbourne Motor Show Auction presented by Shannons ~ continuing an unbroken association by Shannons with Melbourne's premier motor show since 1996.

The only thing missing from the Shannons auction was Bill Wellwood himself. He would loved to have knocked his beloved 'Big Six' down!

The Big Six in question is now owned by CCOCA member John Paas. And he takes up the story...

July 10 2011, the day of my 60th birthday was also to be the day that

- - quote, 'Bathurst Winning Traction Avant to cross the Auction Block' - - unquote.

It was to be Lot 48 at the Shannons auction.

Janet suggested that this might be a well deserved reward for all our hard work for many years in our antique/restoration supplies shop, 'Victorian Living', in Red Hill, Brisbane, only minutes away from the famous DS Motors.

The 'wheels' were set in motion with brothers Hans and Michael attending the Melbourne auction on our behalf. The guiding range was \$20,000 ~ \$25,000 but this rose quickly to a total cost of \$38,000 and the car was

ours.

The late Bill Wellwood who had been a lively auctioneer at Shannons had done much work with his brother, to make this, his beloved car, as practical as possible for the road.

Wanting to bring the car closer to its original state I found four original Big 6 rims and obtained new 185x400 Michelin tyres through CCOCA. Removing a plethora of later lights and badges from the front bumper bar, a CD player from inside and painting the mudguards black, we put our personal stamp on the car.

But, John, is this the Peter Damman car?

Leon Sims, founding member of CCOCA, is convinced it is, while others hold a different view. Leon is convinced that if John takes apart the insides of the front driver's door he will find signs of the repair that was undertaken after Peter's disagreement with that fence at Burrumbeet Racecourse on June 11, 1951.

John has not been moved to undertake his little project.

Those of you with keen eyes will note that the black and white images of Peter's car in the previous article all show it as being of a light colour. One thing about a red car, when photographed in black and white is

Is It, Or Isn't It?

that it appears to be 'black', or at least 'black-ish'.

Of course either Bill or one of the owners between Peter and Bill could easily have re-sprayed the car to suit their tastes. We know that Peter sold his Traction in September, 1952.

The Damman Traction had the registration plate RF946 which according to the records held by the AOMC [Association of Motoring Clubs] would indicate it was first registered sometime between July, 1949 and December, 1950.

The images of John's car that were provided by Leon Sims

show the car with the registration GAA 003. AOMC records would suggest a date associated with plate of January, 1953. It is possible, I thought, that the first post-Damman owner [who had bought the car in late 1952] may well have, for some reason re-registered the car. Maybe that happened after the car was changed from green to red?

Unfortunately, John shattered that idea when he told me he had applied the GAA plates after he bought the car at auction. Damn!

Many years ago, before the issues of privacy reared their

head CCOCA used to keep records of car ownership. That way we would know both the buyer and seller's name when a car changed hands. Well, we did if the seller was a member of the Club and the buyer decided to join.

In the case of the Wellwood car we knew that Bill had bought it from Vern Isaacs in Perth. Unfortunately, Vern has passed away and so we cannot ask him about the re-spray or indeed anything else.

Vern had a reputation as a restorer and modifier of Tractions and so, in the absence of other

knowledge, it would be quite plausible that Vern was responsible for the colour change.

On the other side of the card sit those who are convinced John's car is not the Peter Damman car.

The alternate story is that it previously belonged to one Doug Ferguson of Dartmoor in Victoria's Western District.

It turns out the Doug and long-term member Roy Begelhole used to knock around together as a pair of likely young lads.

Andrew Begelhole, Roy and Esther's son, remembers Roy telling him of he and Doug at-



Is It, Or Isn't It?

tending Speedway Meetings all over the Western District. They raced a 1932 Chrysler 8 which they trailered behind a Big 6. No, not the Big 6 featured in this article; another one.

Andrew said:

'The car was owned and restored in Dartmoor in the early/mid 1980s. [Doug]... sold it to Vern Isaacs in Perth who subsequently sold it to Shannon's staff member, Bill Wellwood... The car came from the owner/restorer's family from new. Doug, who had it in Dartmoor, was a good mate of dad's and he could tell you more about it. So it's not the Damman car. I have seen and driven the

Dartmoor car many times.'

Andrew then made a very salient point. He noted that the Peter Damman car does not have the opening side vent doors beside the grille. You can check the photo on page 73 and the Commonwealth Motors press advertisement on page 79 and neither show any signs of the vent doors. On the other hand they are clearly present in the Wellwood and John Paas photos.

Jon Pressnell, in his excellent book 'Citroën Traction Avant' describes these as 'supplementary vent panels' and notes they were introduced to the Paris production in June 1950. While Slough production with these

panels would have commenced soon after a Big 6 purchased in Melbourne in June 1950, as Peter's was, could not possibly have these panels. Andrew is certainly correct on this point.

It is, of course, always possible that Vern fitted those doors, but I think the likelihood is pretty small. While a re-spray by Vern must be regarded as possible changing panels to fit the vent doors is less believable.

Anyway, John proceeded to scour the car for signs it had been re-sprayed from green to red at some point. He found no such signs. Still, that does not mean it did not happen.

The result of all this digging is that to the very best of our knowledge the car John owns was originally bought by the Ferguson family of Dartmoor in Victoria's Western District. It was restored by Doug Ferguson in the 1980s and subsequently sold to Vern Isaacs in Perth. We know that Vern did some odd things to the car, including fitting those 15" wheels and maybe the CD player, the passenger-side scuttle-mounted aerial... you get the idea and then sold it to Bill Wellwood. The car was then bought by John Paas at the Shannons auction of 10 July, 2011.

When did the purported Peter Damman link appear? Did Vern 'invent' it to help the sale to Bill or was it the creative idea

of Bill [or Shannons] during his ownership. Either explanation is plausible.

How does John view it all now?

'I consoled myself with the thought that if this had been the famous car it might have suffered structurally under such hard driving conditions along with the Hudson race car that Peter was racing at the time.

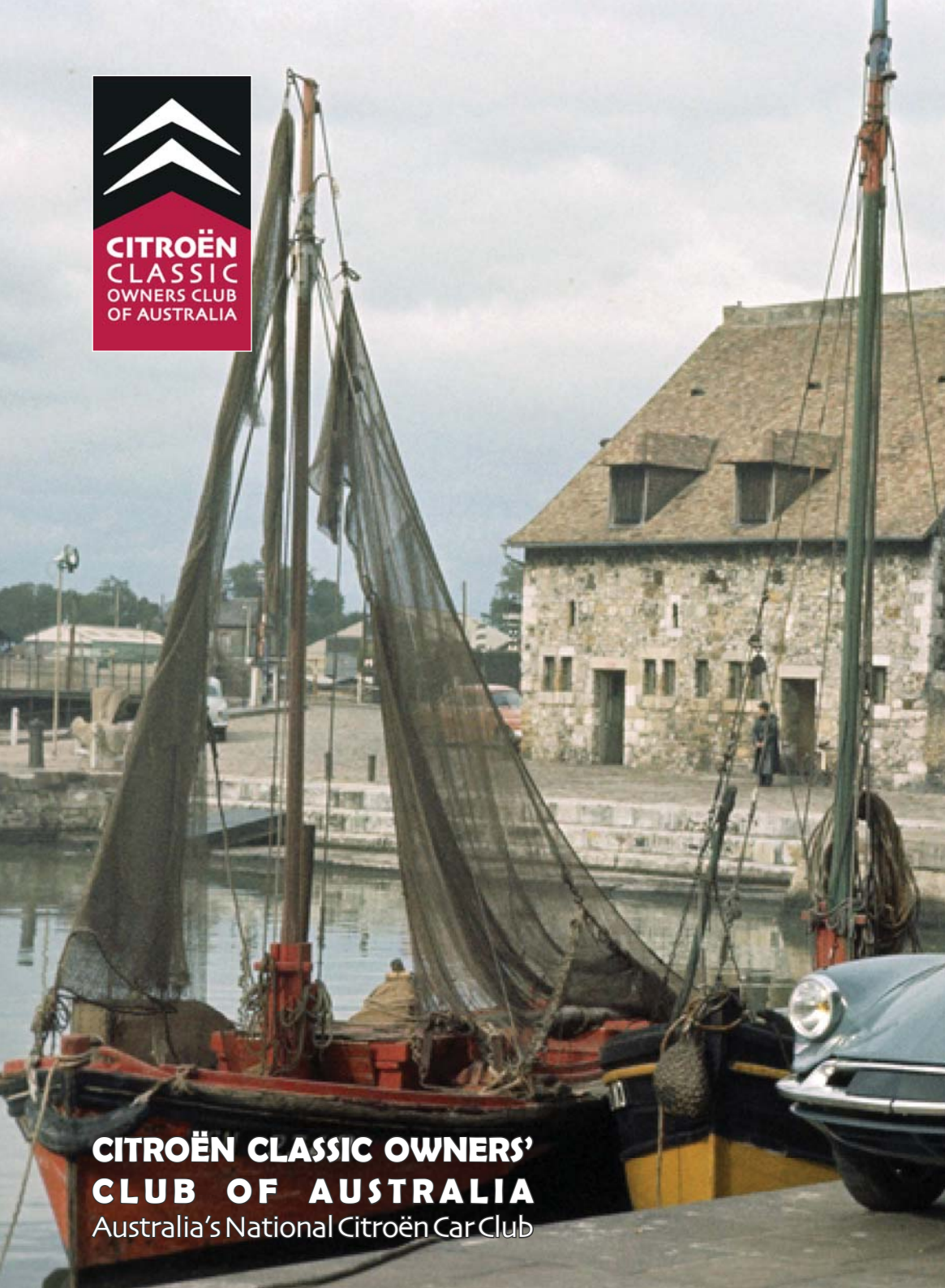
Now, 12 years later I have the same RF-946 numberplate of Peter Damman's car to keep the history alive of this early 1950s racing era. I would like to think that Peter might be looking down in amusement to see a 1950 Big 6 roaming the Victorian countryside with a number plate the same as his beloved racer.

Oh, and of course, as Leon pointed out there would have been that considerable damage from the fence!

While we know where that other Citroën-racing enthusiast, Jack Weaver's Traction is, where Peter Damman's car ended up is anyone's guess... but it isn't in John Paas' garage. As John says of the Damman car; 'The Vibe' lives on!

John Paas with additional research by Leigh F Miles and input from Andrew Begelhole, Ted Cross and Leon Sims.





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