

Latest Citroen ID-19 shows many improvements over previous model, reports Bryan Hanrahan after his . . .

DATE WITH A PARISIENNE

NO one can accuse the Citroen people of ringing the model changes too often. The DS-19 "Goddess" and ID-19 "Parisienne" have remained basically unchanged for more than eight years; the previous model, in its various permutations, lasted some 30 years.

All of which is a good thing for owners — the cars are constantly refined right down to taking out the last bug, and spares and service equipment don't constantly go through pricey changes.

For people like me, however, it's not so good. There's seldom an excuse to test a marque that has produced motoring classics as its stock lines almost since the world started out on wheels.

But the chance has come this year: the Parisienne is now available with a bit more power, Goddess-type power braking, conventional gearshift pattern and a sleeker nose.

The 1911c.c., four-cylinder, long-stroke engine with hemispherical combustion chambers and pushrod overhead valves now develops 75 instead of 69 b.h.p. at 4500 r.p.m. The extra has been gained by increasing compression from 7.5 to 8.5:1.

In fact, it develops the same power as the older Goddess engine — but through the compression lift and not by fitting the Goddess' double-choke Weber carburettor. The Parisienne sticks to its original Solex 34 PBIC.

(Overseas the latest version of the Goddess engine gives 83 b.h.p. at 4500 revs on 8.5:1 compression with the Weber 24/32 DDC—but the car is available in Australia only to special order.)

Effect on Performance

Six more b.h.p. don't improve acceleration right through — only in the speed brackets that enclose higher peak speeds in the indirect gears. Top will wind out a few more m.p.h., too.

The Parisienne is essentially Continental — a high-geared, open-road fast touring car rather than an accelerative town runabout. The back axle is very high for engine size and power at 3.3:1. The result is very high indirect-gear speeds: 32 m.p.h. in first, 56 in second, and a magnificent 82 in third. Top did a true 94.2 maximum—but, of course, it needs a lot of straight-and-level running to get there.

Acceleration is not electric—neither is it anything to complain about. Zero to 50 m.p.h. takes 12.5 seconds, 0-60, 19.5; 0-70, 28.0. More than just respectable.

Top is a direct drive, but intended to be used as an overdrive. Third is the gear for "go" — unless you are cruising fast out on the open road. Top takes 16.5 seconds for the 30-50 m.p.h. bracket, third only

9.5 seconds. I will always drive a Parisienne from Melbourne home to hilly Warrandyte, 19 miles, without using top. And that's the way the designers intended things.

So, if you're a top-gear-only type, don't buy a Citroen. Not that the engine isn't flexible (it will roll off 18 m.p.h. in top smoothly), but you aren't capable of appreciating this sort of machinery. You will also never know what you missed.

Brakes and Gearchange

Brake layout is unchanged, with self-adjusting calliper discs of 11½ in. diameter at the front, 10 in. drums at the back, and a handbrake that works on the front wheels. Only the method of operation is changed.

The previously rather heavy action is now power-assisted and the pedal replaced by a button on the floor, as on the Goddess. The power is hydraulic-servo from the pump that powers the hydro-pneumatic independent suspension units.

(Conventional brake power units are vacuum-servo, operating off the engine inlet manifold. I cannot detect any difference in efficiency between the two types.)

The system is feather-light, fadeless, true and faithful. As good as, if not better than, any set-up I've worked. The faithful part refers to the double master-cylinder

modern
MOTOR
ROAD TEST



SLIGHTLY sleeker, more efficient nose — but where to place the numberplate on these “teardrop” Citroens?

MAIN SPECIFICATIONS

ENGINE: 4-cylinder, o.h.v.; bore 78mm., stroke 100mm., capacity 1911c.c.; compression ratio 8.5:1; maximum b.h.p., 75 at 4500 r.p.m., two-stage Weber carburettor, 12v. ignition.

TRANSMISSION: Single dry-plate clutch; 4-speed gearbox, synchromeshed on top three; spiral-bevel final drive, 3.3:1 ratio.

SUSPENSION: Independent all around; front by hydro-pneumatic struts, wishbones and anti-roll bar; rear by hydro-pneumatic struts, trailing arms and anti-roll bar.

STEERING: Rack-and-pinion; 2½ turns lock-to-lock, 36ft. turning circle.

WHEELS: Disc-type, with 6.50 by 15 tyres.

BRAKES: Disc-front, drum-type rear; power-assisted.

CONSTRUCTION: Unitary.

DIMENSIONS: Wheelbase 10ft. 3in.; track, front 4ft. 11in., rear 4ft. 3½in.; length 15ft. 9in., width 5ft. 10 1/8in., height (normal) 4ft. 7 7/8in.; ground clearance (normal) 6½in.

WEIGHT: 24cwt.

FUEL TANK: 14 gallons.

PERFORMANCE ON TEST

CONDITIONS: Fine, cold, no wind; two occupants; premium fuel.

BEST SPEED: 95.0 m.p.h.

FLYING quarter-mile: 94.2 m.p.h.

STANDING quarter-mile: 21.4s.

MAXIMUM in indirect gears: 1st, 32 m.p.h.; 2nd, 56; 3rd, 82.

ACCELERATION from rest through gears: 0-30, 5.2s.; 0-40, 8.5s.; 0-50, 12.5s.; 0-60, 19.5s.; 0-70, 28.0s.; 0-80, 45.1s.; 0-90, 68.6s.

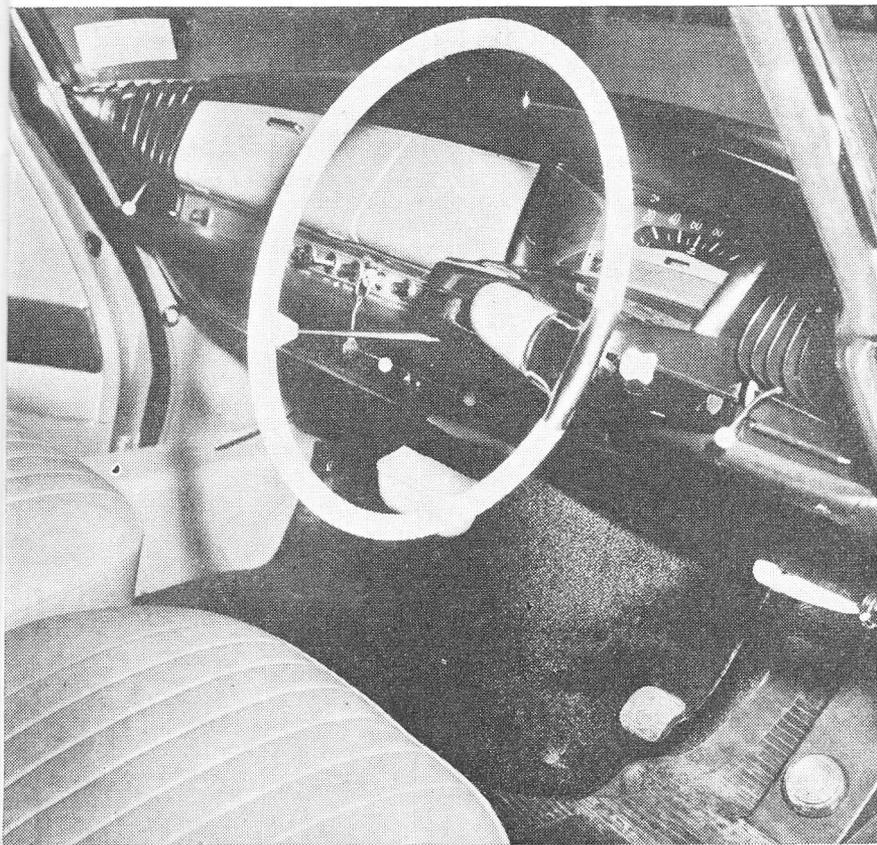
ACCELERATION in top gear (with third in brackets): 20-40, 18.0s. (8.4); 30-50, 16.5s. (9.5); 40-60, 16.7s. (9.6); 50-70, 17.3s. (10.6); 60-80, 25.8s.

BRAKING: 32ft. 1in. to stop from 30 m.p.h. in neutral.

FUEL CONSUMPTION: 26.2 m.p.g. over 200 miles.

SPEEDOMETER: 2 m.p.h. fast at 30 m.p.h.; 6 m.p.h. fast at 90.

PRICE: £1698 including tax



THAT spokeless steering wheel still looks peculiar — but the curved column has saved many a life in prangs since Citroen pioneered it eight years ago. Button on floor works DS-19 type power-boosted brake system.

arrangement, which makes front and back brakes independent of each other. Lose one set, and you've still got the other two wheels stopping for you. Has a complete breakdown of a double master-cylinder set-up yet been recorded?

Gearchange is still on the steering column. It's just as light and quick as it ever was, but the gate pattern is now conventional instead of being reversed by some truly Gallic perverseness.

Now, I've moaned about that old change pattern every time I've tested a Citroen—but I am bound to admit now that having it the right way round on a Citroen had me worried for more miles than I care to remember!

If there was one thing a Citroen meant to me, it was a bastard (in the engineering sense) gearchange. I always compensated for it automatically. Now it's the right way round, I'm baffled. Just shows you what a bastard (in the engineering sense) I am.

The new nose treatment is not entirely for the sake of beauty. It is sharper and flatter, with different-shaped air intakes. A short undertray extends back from the bumper points where the exhaust silencer used to be fitted, running across the car. Obviously better air penetration is achieved. The silencer has been moved back under the body floor.

That's all that is definably new with precision. But fuel consumption seems to have improved. I say

(Continued on page 96)

remove cotter pin from control rod and disconnect the idler lever on the left side of the transmission case. Turn toward rear of the car as it will go: this puts the idler in reverse. Then move the lever forward to the third notch which is neutral.

Adjustments

Adjust brakes for lining wear, on all four wheels and loosen the cable at brake cable equaliser on the cable. Remove small cover and expand shoes by turning the notched wheel with a screwdriver, until a slight drag is felt

on the brake drum. Moving tool and hand upwards towards the wheel centre expands the shoes.

The parking brake must be adjusted each time the shoes are altered—but always do the shoes first. Check clearance between idler lever and mounting bracket at the equaliser to ensure the front cable is correctly adjusted. Clearance from rear of lever to bracket should be about $\frac{1}{4}$ in. If correction is needed, the equaliser must be disconnected and check-nuts on the forward cable tightened.

Pull the handbrake out seven "clicks" (not notches), loosen the forward check-nut on the equaliser, and tighten the rear one until there's

a slight drag on both rear wheels when rotating the drums. Tighten the check-nuts securely and set the parking brake lever back to two "clicks" from full release, at which point no drag should be felt.

CITROEN ID-19

(Continued from page 27)

"seems" because petrol is very much a movable feast with a Parisienne. If you stir up those gears, you will get a shade on the right side of 20 m.p.g.—never into the teens; if you go more normally, but not necessarily quietly, you can end up on the right side of 30 m.p.g. Close to 30 should be the order of the day for most drivers.

That's why I think the nose change is functional.

Other Points

What else can I tell you about this car? That it is quiet at high speed and seemingly tireless. That it has front-wheel drive—but all Citroens have had that for close on 40 years.

There's a wheel at each corner. The "hydro-pneumatic" suspension is independent on all wheels, which are "sprung" by big metal spheres that contain a mixture of oil and air. Power for these units comes from an engine-driven pump, and they are interconnected so that each wheel knows exactly what the other ones are doing and takes action to keep the car level.

The ride and roadholding are like nothing else on earth for their ability to deal with extremes of side forces and bump forces. Only way you can catch out the suspension is when a lot of second- and first-gear work is needed under stop-and-start conditions. Then the suspension will sigh and heave a bit as pressure from the suspension pump rises and falls.

Ground clearance can be varied from a road-hugging four inches to an on-stilts-like 11 inches—so you don't need to fear cross-country work that would break a conventional car's sump.

Nor do you need a jack to change wheels or have a dekho underneath. Just pull a lever in the cabin (placed on the wrong side of the car for the driver to reach it while driving—very French and very, very naughty), stick a tripod stand under one side and let the suspension down again. Result: two wheels in the air. Painless.

The Parisienne has a good fresh-air heater with outlets for both front and back seat areas, fresh-air vents at each side of the dash, windscreen-washers, powerful electric wipers that clear plenty of the screen, a nasty little rear-vision mirror that dithers like a demented dowager, four doors, good-quality trim, best Australian

quality assembly by Citroen General, distributors, of A The lot, including a terrific accessible engine and a gallon fuel tank.

And I love it—every Gal millimetre of it.

ROVER-BRM

(Continued from 1)

and-roller bearings on the also to the reduction gear returning to the sump via coolers.

The most intricate piece of any equipment is probably the designed three-piston fuel pump, embodies two governors for minimum and maximum gas for speed, and there's a throttle control which bleeds off gas as soon as exhaust-gas temperature rises above a predetermined

Chassis and Body

The BRM part of the car is due to the fact that Rover the task of designing the car to Sir Alfred Owens' organisation.

In fact, the chassis came 1961 BRM G.P. car; this was cut into three pieces, the main being discarded and replaced by a wider frame, to allow a new cockpit. The tubing has been ally triangulated, and there several sheet-steel bulkheads to ensure a strong, rigid structure for the two doors required by car regulations.

Front suspension stayed unchanged—but at the upper wishbones had to be moved to clear the big disc brake just inboard of the hubs.

Normal BRM brakes, though adequate for the Formula 1, couldn't have coped with the on a turbine car, which lacks the aid of engine braking but also requires its brakes to some residual torque when down. So the largest possible discs were fitted instead of diameter at front, 10in. at

In the absence of a clutch box, brakes and throttle driver's only means of control of the car. So the throttle, has been given special attention little more than a tap, fitted the fuel pump and the bus hydraulically controlled—operating medium is kerosene this way, if a seal should fail won't be any contamination (this being kerosene, too).

Equal care has been taken to prevent a "flame-out" due to a bubble in the fuel lines. Kerosene is carried in twin sumps holding 23½ gallons each; connected by a large ball valve and each is fitted with a

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