

Huge price drop brings the ID19 within reach of many Australians — and it's quite a goer, says Bryan Hanrahan

PRICE-WISE PARISIENNE

THE thing that always puzzles me about the 2-litre, 22cwt. Citroën ID19 Parisienne is how it produces 90 m.p.h. performance from only 66 b.h.p.

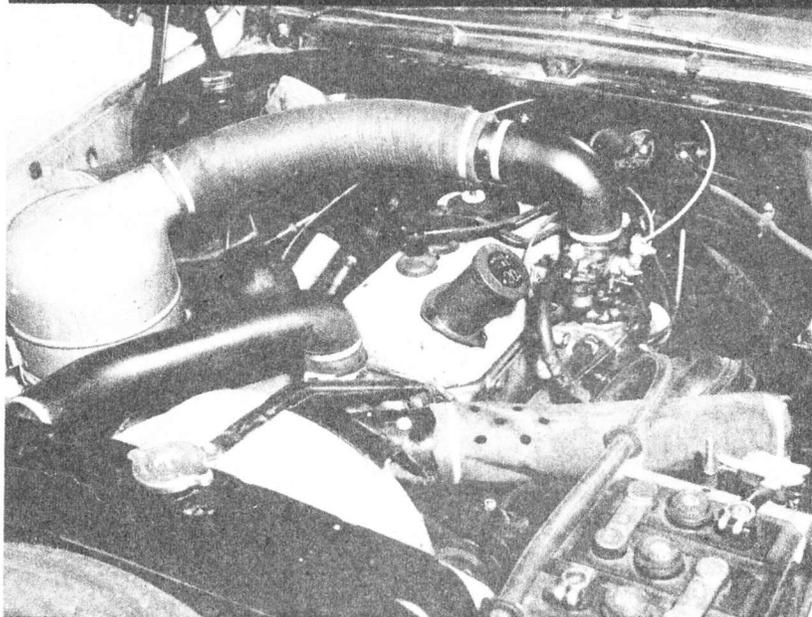
A Holden, scaling a fraction over 22cwt., can do only about 84 m.p.h. with its 75 b.h.p.—on paper a much higher power/weight ratio.

The answer is that the Citroën's horses are horses delivered at the clutch; precisely how the Holden's b.h.p. is calculated, G.M.H. won't tell.

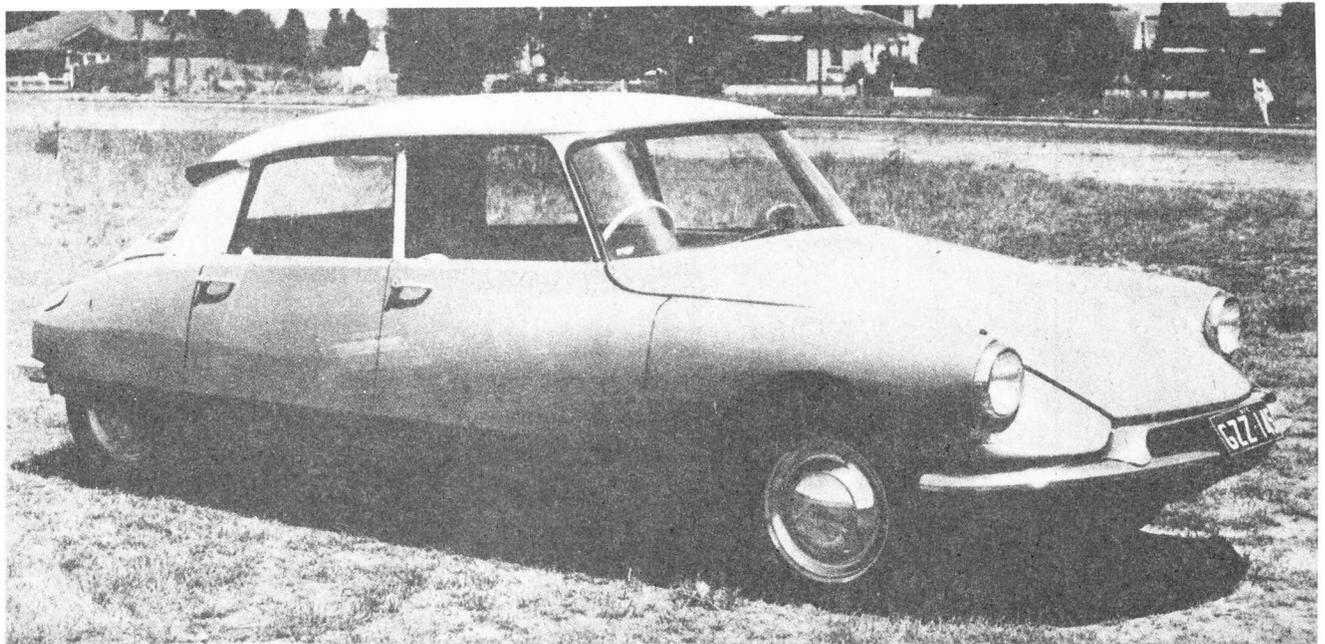
But, from independent sources, I'm told that the Holden engine is rated after the American fashion, which quotes horses developed by the engine driving only its generator, fuel pump, oil pump and distributor.

By the time these horses are corralled in the car, they have to gallop against the cooling fan, through the clutch, gearbox, transmission shaft and differential to the back wheels—and they're a bit worn down when they get there.

(There's nothing wrong with the



ENGINE develops a modest 66 b.h.p., but performance is beyond expectation — power isn't wasted on a long transmission train.



STILL the world's most modern-looking mass-production car, though design was introduced nearly five years ago.

American way of rating, of course—it just happens to be different from the usual French and British way.)

Power Saving

Moreover, when you evaluate a front-wheel-drive Citroën against the conventional front-engine, back-wheel-drive car, it has another big advantage: there is no long transmission train to absorb horsepower.

Power passes directly through

clutch, gearbox and differential to the driving half-shafts.

A long propeller shaft can absorb up to 10 b.h.p. and more, according to the speed capabilities of a particular car.

This is one reason why the VW, with only 36 b.h.p., performs so much better than its power/weight ratio on paper would suggest. (Of course, it has back-wheel drive—but the engine is in unit with the transmission, just like the Citroën's.)

Then, again, the Citroën has four

forward gears to the Holden's three, besides more effective horses. Speeds available are 34 m.p.h. in first, 56 in second, and 74 in third.

The Holden figures are 30 m.p.h. in first, 65 in second.

This produces an acceleration pattern that gives the Holden a slight edge (0.5sec.) to 30 m.p.h. when it runs out of revs in first gear: the Cit. keeps pulling through more and closer ratios, and by the time second has started biting, it is 0.5sec. ahead of the Holden at 40 m.p.h. At 50 m.p.h. it has gained a full second's advantage.

Crudely put, four well-chosen gears are better than three, because maximum torque is usable four times instead of three.

Huge Price Drop

That mystery having been cleared up, let's proceed to the main reason for this Parisienne road-test.

The car is identical mechanically to the ID19 we tested back in January, 1959—but it differs in detail finish, and at £1698 tax-paid is a whopping £300 cheaper. A good enough reason for any re-appraisal.

Reason for the lower price is that the Parisienne is imported direct from France, whereas the ID19's we used to get before came from Citroën's English factory, where production is smaller and the costs proportionately higher. Devaluation of the franc last year also helped to knock off a few quid.

And—the Parisienne with whom I've just spent three delightful days had done 7000 miles and was really at its peak, while our previous test car had a meagre 2000 on the clock.

On Road and Track

This latest Parisienne clocked 90.6 m.p.h. over the flying quarter, went from 0 to 50 m.p.h. in 11.5 seconds, and to 70 in 23.7. In the overtak-

MAIN SPECIFICATIONS

ENGINE: 4-cylinder, o.h.v.; bore 78mm., stroke 100mm., capacity 1911c.c.; compression ratio 7.5 to 1; rated h.p. 16, maximum b.h.p. 66 at 4500 r.p.m.; two-stage Weber carburettor, 12v ignition.

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

SUSPENSION: Independent all round; 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 4.00 by 16.5in. tyres.

BRAKES: Disc-type front, drum-type rear.

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, warm, no wind; smooth bitumen; two occupants, premium fuel.

BEST SPEED: 93 m.p.h.

FLYING quarter-mile: 90.6 m.p.h.

STANDING quarter-mile: 21.8s.

MAXIMUM speeds in indirect gears: 1st, 34 m.p.h.; 2nd, 56; 3rd, 74.

ACCELERATION from rest through gears: 0-30, 5.0s.; 0-40, 8.1s.; 0-50,

11.5s.; 0-60, 18.2s.; 0-70, 23.7s.; 0-80, 33.8s.

ACCELERATION in top (with 3rd in brackets): 20-40, 14.0s. (6.9s.); 30-50, 15.0s. (8.1s.); 40-60, 15.0s. (9.2s.); 50-70, 16.5s. (11.2s.); 60-80, 20.1s.

BRAKING: 30 m.p.h. to stop in neutral, 31ft. 2in.

FUEL CONSUMPTION: 23.2 m.p.g. overall for 300-mile test.

PRICE: £1698 including tax in Sydney
(£1752 in Melbourne)

ing bracket of 30-50 m.p.h., top gear took a full 15sec.—but third ate up the m.p.h. in 8.1sec.; going from 40 to 60, top again took 15 sec., and third 9.2. The standing quarter-mile was covered in 21.8sec.

If you remember, I said in my earlier ID19 test that I thought the car was either overgeared or underpowered. I retract after testing the Parisienne. I can only point to the difference in mileage between the two test cars: the first one must have been a lot stiffer than I thought.

Fabulous Suspension

I won't go through the details of the Parisienne's hydro-pneumatic suspension again, but I must relate a few new virtues I discovered in it.

The steering, without power assistance, is fine—if you happen to be a wrestler who wants to keep in training. Not only is it heavy because of front-wheel drive, but the car has a high degree of understeer.

Pedal Pressures High

Likewise, the brakes—disc front, drum rear—don't have power assistance. Inevitably, pedal pressures are high—a characteristic of discs.

But these are the only reproaches anyone could make—the Parisienne will pull up as quickly and as stably as any car I know. It would record a full stop from 30 m.p.h. in neutral in 31ft. 2in., all day and every day, without a trace of fade.

The whole impression of the car is that it was designed specifically to see off Holdens—no mean performers in themselves.

For speed, acceleration, roadholding, riding and braking, the Parisienne tops anything in its class.

Over 300 miles of hard testing, it averaged 23.2 m.p.g. I'd say normal work would produce something close to 27.

Finish, Equipment

Detail differences from the previous ID19 include sparser instrumentation (speedo and fuel gauge, plus warning lights), plastic instead of leather upholstery, and a translucent fibreglass roof that makes you feel like a fish swimming ten feet under the sea.

But the magnificent heating, demisting and fresh-air ventilation system is still standard equipment. Finish has, perhaps, a slight edge on the English production—it is beautiful.

Two things, though, haven't been changed since the introduction of the DS and ID range:

- The suspension height control is still on the left of the front compartment—just as far away from the driver as possible.

- The screen-wipers are still sited for left-hand drive and leave an uncleaned patch in the upper right-hand part of the screen.

I know the price has tumbled—but these two points concern essential functions and should be put right.

And now, excuse me while I go make eyes at a Parisienne again.

FOOTNOTE: There's a strange discrepancy in the Parisienne's prices. In Sydney you can buy it for £1698, tax-paid, but in Melbourne the same car, with nothing added, costs £1752. Don't know why this should be so, and no adequate explanation can be obtained from the agents in either State.



WIDE doors, no shaft tunnel, neat plastic upholstery, translucent roof.

Handling I tried out on the Maroondah Highway between Melbourne and Eildon. This road is narrow and winding, with very high shoulders in many parts; add to that rain and weekend traffic and you've got a tricky sort of obstacle course.

The car, with its big, baggy Michelin X tyres, could be driven without regard for the distinction between bitumen road and dirt edges.

The suspension flowed over four-inch drops off the bitumen like water over a rocky river bed.

On the flat, third was magnificent for overtaking from 30 m.p.h.; up-hill, second did a phenomenal job.

And the manual steering-column shift is pretty rapid.

There was never a trace of wheel-spin in the wet, never any doubt that you were going to stay on course through a bend.

FEW instruments — but a heater-demister and a fast-working gearshift.

