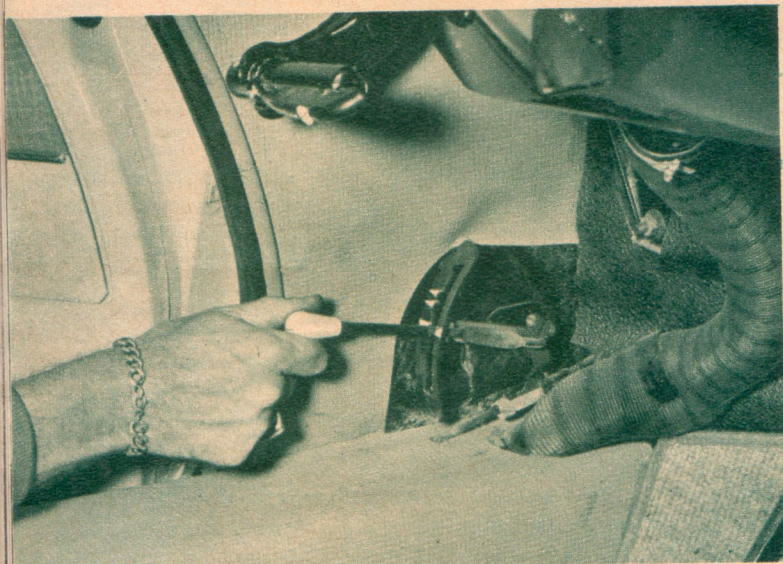


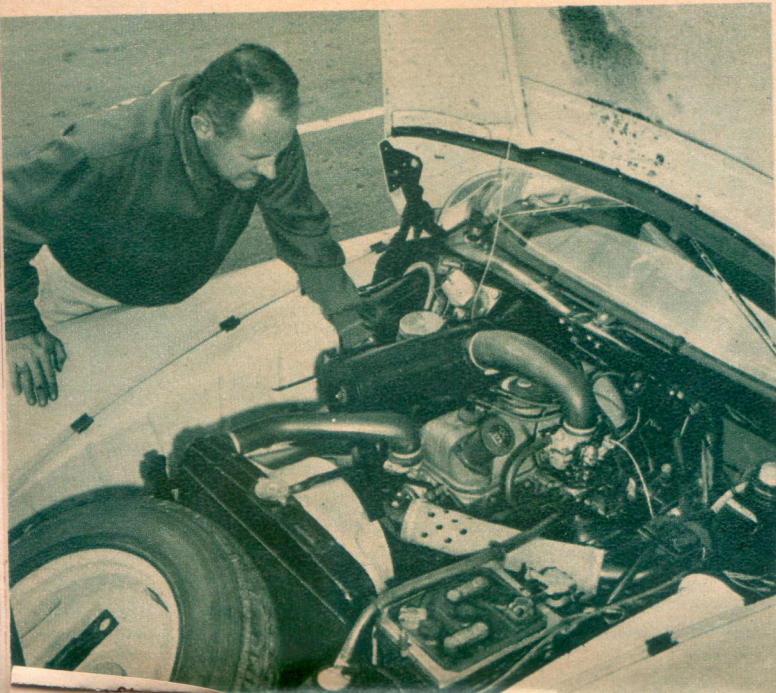
CITROËN

ID-19

LOWER-PRICED SISTER OF THE DS-19 HAS MUCH SAVOIR FAIRE



ELEVATOR varies ground clearance from 6½ to 11½ inches. Feature is also used to jack the ID for tire change.



EXCEPT FOR MINOR TRIM, the new ID version of the DS-19 Citroën is identical in appearance. All changes have been made on the inside, where the gadget-ridden dash has given way to one more practical and easy to use. The automatic clutch and hydraulic controls have been replaced with an excellent four-speed column shift, pendant clutch pedal; the brake button has been replaced by a normal pedal, and the diameter of the steering wheel has been increased. Otherwise, the ID is just about the same. It still features the sensational oleo suspension which provides fabulous riding qualities. The self-leveling device still hisses, and raises or lowers the front and rear after hard stops and fast starts, but it reacts slightly slower due to the installation of only one pump (two on the DS). The engine is a slightly detuned version of the DS mill as reported in the October '56 MOTOR TREND.

Acceleration is not the ID's forte, and trying to flog it from stoplight to stoplight is a waste of time. While making practice starts for acceleration tests, I discovered that winding the engine and dropping the clutch is just not the way to get a Citroën off the line. The front end jumps up in the air until it reaches the limit of the suspension piston with a teeth-jarring wham . . . the car having moved forward about eight feet! Best times were made by easing off in first, and using the excellent four-speed box to row through gears, peaking in each gear.

The brakes are equal to the ride quality, and — for all practical purposes — are fadeproof. Twenty slowdowns from 60 to 20 mph, plus two abrupt "panic" stops from 60 mph, produced odor but absolutely no fade or grab. The front disc brakes automatically compensate for wear; they are cooled by air forced through channels in the nose of the car. The rear brakes are conventional drums.

Plush, really plush, is about the only way to quickly describe the seating in the Citroën. Dropping into those thick foam rubber pillows is a sensation which must be experienced rather than read about. Like the ID, the two seats in front are adjustable, both for legroom and rake. One or both bolsters can be folded back to form a thick, comfortable bed. Carrying out the theme of plush comfort and safety is the foam rubber floor matting, arm rests, and ceiling liner! A jarring note in all this decor are the window cranks. It takes the strong right arm of a circus Sandow to roll the windows up without turning sideways and putting the shoulder into it.

66-HP FOUR-BANGER is surrounded by spare, disc brakes, front-drive mechanism, and maze of hydraulic components.

ACCELERATION

From Standing Start
0-45 mph 10.4 0-60 mph 19.2
Quarter-mile 21.4 and 62.5 mph

Passing Speeds
30-50 mph 7.8, 45-60 mph 8.9, 50-70 mph 17.8

CRUISING SPEEDS

Maintains constant speed of 50-60 mph easily,
higher where legal.

TOP SPEED

87 mph

FUEL CONSUMPTION

Stop-and-Go Driving: 19.7-23 mpg for 198 miles

Highway Driving: 23-27.4 mpg for 325 miles

Overall Average: 22.4 mpg for 523 miles

Fuel used: Mobilgas Special

BRAKING

Withstood 20 slowdowns from 60 mph to 20 mph,
plus two "panic" stops from 60 mph. Produced odor,
but absolutely no fade or swerve.

SPECIFICATIONS

ENGINE: 4-cyl. in-line ohv. Bore 3.07 in. Stroke 3.94 in. Stroke/
bore ratio 1.25:1. Compression ratio 7.5:1. Displacement 116.6
cu. in. (1911cc). Develops 66 bhp @ 4000 rpm. Torque 97.6
lbs.-ft. @ 2500 rpm.

TRANSMISSION: 4-speed column shift, synchro on top 3 gears.
Overall ratios 13.8:1, 7.34:1, 4.77:1, 3.31:1. Front-wheel drive.

CHASSIS: Unitized body. All 4 wheels independent. Front sus-
pension—control arms and ball joints. Rear—trailing arms. Self-
equalizing oleo system with automatic leveling. 6.50 x 15.75
Michelin X tires. Disc brakes in front, drums at rear. Rack and
pinion steering, with 38-ft. turning circle, 4 turns lock-to-lock.

DIMENSIONS: Wheelbase 123 in., overall length 189, overall
height 58, overall width 70.5, front tread 59, rear 51.3, weight
2475 lbs. (64% front, 36% rear).

PRICE (port of entry): \$2835.

ACCESSORIES: Radio \$89.

TEST BY BOB ROLOFSON

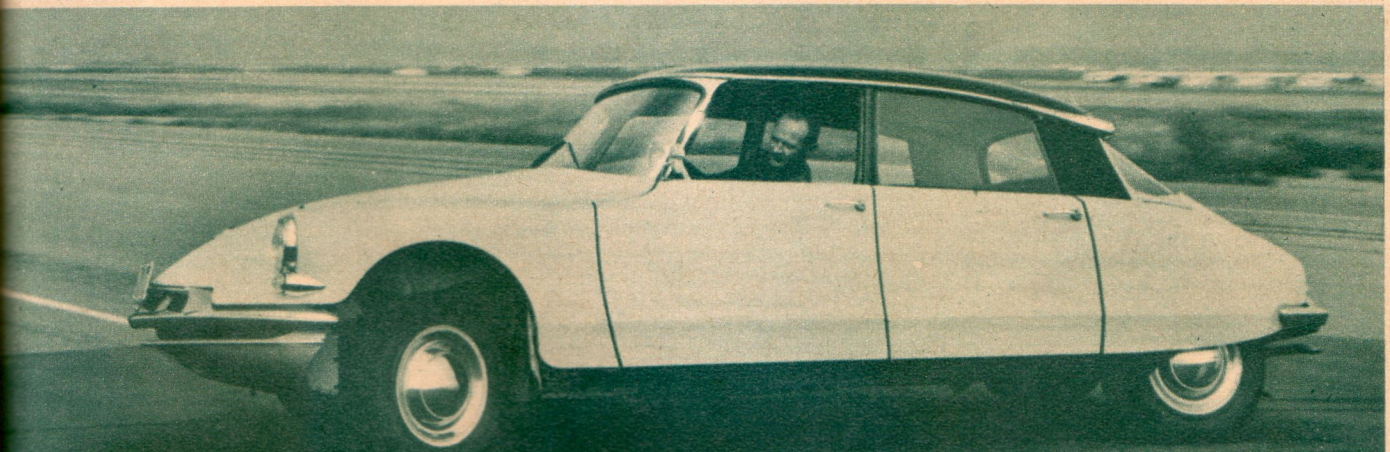
The padded interior, combined with the fabulous ride, produces a superb road machine. I started out one morning to make a 175-mile highway gas check on the ID, and arrived home that evening after seven hours of pleasurable touring, with the odometer aged by 325 miles! The car comes alive on the highway, holding an easy cruising speed of from 60 to 70 mph. My route circled over the mountains, through the desert, back into the mountains and through the ski resorts. The ID covered one 48-mile stretch of desert highway at a steady, flat-out indicated 90 miles per hour with no sign of labor or heating, and with the same effortless handling it showed at 60 mph.

On the high desert, I drove through a blinding sandstorm with almost the same ease of handling, while other machines were weaving back and forth with the wind. At one point I took a "short cut" across 38 miles of graded desert road. After 15 or 20 miles of relatively easy going, the road suddenly began looking like a proving ground for tanks, with chuckholes, deep ruts, and piles of loose drifted sand. After slithering and bottoming a few hundred yards, I pulled the Citroën "elevator" lever and literally "paved" the road. With the lever pulled to the top there is a full 11½ inches of ground clearance and this, plus the front-wheel drive, pulled the car through the loose sand at a good clip.

Driving the new Citroën was an adventure in calculated comfort, roadability, and the latest in automotive science. The ID has a built-in personality unlike any other automobile in the world. /MT



WHEEL CHANGE is accomplished by removing two bolts: one from fender, one from wheel.



TIGHT, HIGH-SPEED CORNERING IS S-M-O-O-T-H WITH CITROËN'S "HYDROPNEUMATIQUE" SUSPENSION.