

## Looking for my old Citroen ID 19

By John Austin-Williams, March 2015.



Briefly as follows from recollections.

1962 Model

Unsealed fibreglass roof.

Had an engine fire in the late 1960s when the fuel pipe leading into the Solex 34PBIC carb popped out (the inlet pipe was a press fit).

Repairs were not great, used incorrect hydraulic rubber pipes and choc blocks for the wiring.

Windscreen washer bottle not original, it is blue and I believe it should be beige/opaque.

Air filter housing should be beige, not grey. (Scorched in the fire).

Red Fluid system. (Hydraulic tank not the original, I decided to put a newer one in as it was more aesthetically pleasing as the original was scorched from the fire).

I also decided to polish the brass top radiator tank, as a young lad of 18 I thought it looked good!

Had the brake pedal not button.

Temp gauge on far left of dashboard i.e. in front of passenger.

Non synchromesh into bottom gear.

Height setting lever on passenger side with a remote lever on driver's side.

Colour pale green.

Upholstery and carpets green.

Ignition on with key.

Engine Start with small red push button.

Switches had brass surrounds.

Big red "charge light".

Indicator switch was of the clock-timer type i.e. turned itself off after 10 seconds or so.

I remember the heater was not great! No fan.

Dash board imitation wood grain, cubby hole had brass coloured handle.

Fuel gauge was a bit erratic, never got it right – needle used to bounce around a bit.

Suffered a bit from brake fade.

Mum broke the RH drive shaft in 1976 and Dad wanted to get rid of it – I said I would fix it – many people said the car rubbish and I would be wasting time, effort and money. I do not take negativity lightly and embarked upon looking for a drive-shaft, one call later and I was off to Clows in Eloff street extension or Laub street, can't recall exact location. They had brand new LH and RH shafts so I took both. Also a brand new single cylinder hydraulic pump, two new height correctors and a new water pump. I took the lot off them!

They told me about Citroen Club motors in Village Main/Selby. I went to them and bought an original oil filler cap and rocker box filter and cover. Also a set of Michelin tyres, boy what a difference they made!

I had the spheres overhauled

Main accumulator pressure tested – all was fine

New clutch.

New Ferodo pads.

Top-end overhaul, just a clean-up and valve grind, with dad's supervision.

Put it all back together again and it fired up straight away.

From 1977 until 1983/4 when I sold it, it ran perfectly, only two problems – the hydraulic pressure sender unit failed, got a new one and off we went and the clutch cable broke – had a new one made up.

There was a red light in the speedo which went out when hydraulic pressure was up.

In 1982 a student in a VW Beetle crashed into the front left side causing considerable damage.

I found another ID19 and it was given to me for parts. (Had come down from Rhodesia and sat for years under a big tree in a Bryanston property) It was the only other identical ID19 I had ever seen, right down to the colour!

I used the front fender, front left suspension assembly and a few other bits to repair mine. I still had to send it for "chassis straitening". It ran fine after being fixed. I was also able to return much of the front wiring harness back to original due to the fire.

Both cars were sold to a chap in Roodeport in about 1983/4 – he was apparently a Citroen enthusiast/dealer, my mum did all the dealing as I was just too busy with a new career and work commitments.

If I recall correctly it had about 75,000 miles on the clock.

I have attached some pics for you, not great quality but will give you an idea.

I have often thought about the old girl and would like to track her down – if indeed she still exists. She gave me years of pleasant, comfortable, reliable and economical motoring!

John Austin-Williams, Cell: +27 (0) 83 459-7802







