

CITROËN



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



FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



Summer 2013/14 Vol 37 No 7

USINES ANDRÉ CITROËN - 115-143, Quai de Javel - PARIS

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. The views expressed in this publication are not necessarily those of CCOCA or its Committee. Neither CCOCA nor its Committee can accept any responsibility for any mechanical advice printed in, or adopted from this publication.

The Club cannot accept any responsibility for, or involvement in, any business relationship that may occur between an advertiser and a member of the Club.

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. Melway 60, B3

Membership

Annual Membership is \$55. For overseas membership add \$17.50.

Life Members

The committee awards life membership to Club members in recognition of their contribution to, and support of, the Club. Life members are:

Rob Little	2012
Ted Cross	2012
Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

Cover Image

The cover image taken from a publicity postcard for the Citroën B2. It was kindly supplied by club member Craig Little.

CITROËNING

CH PLATES

Send your annual CH renewal form to PO Box 52, Balwyn, 3103. Please do the right thing and enclose a stamped, addressed envelope. If you do not have a Club Permit Handbook include \$5 and we will return one to you.

ABOUT TO ARRANGE A CLASSIC/HISTORIC PERMIT FOR YOUR CITROËN?

CH permit applications must be accompanied by a RWC or to have been inspected and approved by one of the Club's Safety Officers. The onus is on owners to demonstrate that their cars are safe. Feel free to consult our Permit Officers for advice regarding getting your car on the road, and keeping it there.

Committee

PRESIDENT ~ Peter Sandow
[03] 9329 6555 [B]
president@citroenclassic.org.au

SECRETARY ~ Ted Cross
[03] 9819 2208 [H]
secretary@citroenclassic.org.au

TREASURER ~ Sue Bryant
04 1251 8849 [M]
treasurer@citroenclassic.org.au

ACTIVITY COORDINATOR ~ Mike Neil
04 1821 1278 [M]
activities@citroenclassic.org.au

SPARE PARTS OFFICER ~ Lance Wearne
[07] 3351 8327 [H]
spareparts@citroenclassic.org.au

PUBLICATION EDITOR ~ Leigh Miles
[03] 9888 7506 [H]
editor@citroenclassic.org.au

COMMITTEE PERSONS ~ Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
librarian@citroenclassic.org.au
Kay Belcourt
clubshop@citroenclassic.org.au

Deadline

The deadline for the next edition of 'Front Drive' is Friday, January 10, 2014..

FOR SPARE PARTS & TOOLS

Contact Lance Wearne.
Phone: [07] 3351 8327 or
spareparts@citroenclassic.org.au
[If you phone, please do it at a reasonable hour.]

CLUB SHOP

For Citroën models, memorabilia and other items contact Kay & Robert Belcourt at clubshop@citroenclassic.org.au

OTHER CLUBS

VIC: www.citcardclubvic.org.au
NSW: www.citroencardclub.org.au/
WA: www.citroenwa.com.au
QLD: www.citroenclub.org
www.doublechevrons.aunz.com

Support

WEB WALLAH ~ Mark McKibbin
webwallah@citroenclassic.org.au

MEMBERSHIP SECRETARY ~ Sue Bryant
04 1251 8849 [M]
secretary@citroenclassic.org.au

TYRES ~ Robin Smith
[03] 5984 1280 [H]
tyres@citroenclassic.org.au

AOMC LIAISON OFFICERS ~

Ted Cross [03] 9819 2208 [H]
Russell Wade [03] 9570 3486 [H]
Mike Neil 04 1821 1278 [M]

CLUB PERMIT & SAFETY OFFICERS ~

Russell Wade [03] 9570 3486 [H]
Peter Boyle [03] 9470 8080 [H]
Philip Rogers [03] 5944 3091 [H]

LIBRARIAN ~ Max Lewis
[03] 9372 0921 [H]
librarian@citroenclassic.org.au

CLUB SHOP ~ Kay & Robert Belcourt
clubshop@citroenclassic.org.au

ICCCR REPRESENTATIVE ~

Ted Cross [03] 9819 2208 [H]

After the great time I had putting last month's 'Front Drive' together I had high hopes that this edition I would be able to supply you with all the rest of the information regarding the history of the three Middleton

Motors right hand drive sms.

Unfortunately, for the moment at least, the trail has gone dry.

The motor museum in the UK is not replying to emails and potential new owner of the Malaysian car has had to return the paperwork on the car to the current owner while he sorts the problems of the chassis number.

Never mind... it will all appear in good time.

However I need to make some corrections to last month's magazine. The owner of Middleton Motors was Roy, not Ray. And more importantly, Geoff's surname is Burfurd, not Burford. I

can only apologise on both counts.

The new Citroën agents have started to re-import the c3 so we have an article on the design of the current shape c3 that was originally published in Auto&Design magazine in 2009.

As a festive gesture I have reprinted an article written by by personal fave automotive writer ~ LJK Setright. Setright was always a fan of our marque and in 1989 he wrote for 'Car' magazine a feature on the great Citroëns of the previous decades. Which model do you think he believed was Citroën's 'cleverist'?

Panhard's are coming out of the woodwork in droves. As well as the example I recently sold Geoff Burfurd there are now two in Perth and one in the NSW southern highlands.

Enjoy,
Leigh F Miles



I'm not sure about you, but for many people constitutions are about the lowest thing on the totem pole of interest. Even lower than voting. As a result we worked hard to ensure all members were aware of the issues that were being addressed at the Club's meeting in November.

I hasten to assure you, by the way, that my lack of presence at the meeting was in no way a reflection of any apathy on my part ~ as you will read elsewhere in this 'Front Drive' an immanent a family wedding required my presence at a meeting of the two families that were shortly to be linked by the bonds of marriage.

Be that as it may, I think everyone on the Committee was heartened by the fantastic attendance numbers at the meeting.

I must take this opportunity to thank Secretary, Ted Cross, for chairing the meeting and Max Lewis and Leigh Miles for the work they did to ensure our new Rules of Association comply with our legal obligation while enshrining so many of the features that make CCOCA what it is.

The next step is to submit the Rules to the government for approval.

As I write this the Club's Christmas Party is just around the corner and by the time you are reading this Christmas will be almost upon us. And all to soon we will be in 2014.

2014 is the year we, and Citroën clubs worldwide, celebrate the 80th anniversary on the launch of the Traction. I expect the motor press will be full of features and articles focusing on the launch of a car that in 1934 was described

as being 10 years ahead of the rest. A car which when production finished over 20 years later was still years ahead of much of the competition.

We will be celebrating right through the year. But three extended runs planned for the year will allow us to focus on, not only what makes Citroën so dear to us, but to participate in the camaraderie that makes CCOCA so special.

March sees Lee and Graeme Dennes once again hosting their run. Just be careful to note that this event is fortnight after the Victorian Labour Day weekend, rather than [as in previous years] a week after it.

June sees OzTraction which has been organised by Kay and Robert Belcourt. The destination is Inverloch and full details will be in the next edition of 'Front Drive'.

Finally, in October Robin and Suzanne Smith will host the 80th Anniversary Traction run. Plus all the regular day events you expect ~ it is going to be a bumper year for CCOCA!

Peter Sandow ~ President



Ed SED

Contents

ED SED	PAGE 4	C3: DESIGN ZENITH	PAGE 21
PREZ SEZ	PAGE 5	LJK SETRIGHT: AVANT	PAGE 26
A-TRACTIONS	PAGE 6	GUARD	PAGE 26
STRATHBOGIE SAFARI	PAGE 11	POPULAR PANHARD	PAGE 36
80EME ANNIVERSAIRE DE LA TRACTION	PAGE 13	FLEET FOLLIES	PAGE 38
CITIN 2014: WALHALLA	PAGE 17	CLASSIFIED ADS	PAGE 43

Please note: if no bookings have been received for an Event by the booking deadline, the Event will be automatically cancelled.

A-TRACTIONS

• JANUARY '14 WEEKDAY COFFEE

WHEN: Tuesday, 14 January
TIME: 10:30am

WHERE: Blue Dish French Café
cnr Highett Rd and
Station St, Highett

COST: Cheap Eats

BOOKING: Essential

CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au

blue dish

Just an easy week-day activity where we can discuss anything, like future weekday destinations.

This jaunty corner cafe has an inviting bustle courtesy of loyal brunching locals, pans clattering behind the counter, and an array of breads, cheeses, coffee and wine to stock up on for good times at home. Dine in for breakfasts that range from the simple ~ croissant and coffee ~ to French toast topped with interleaved slices of

grilled banana, and baked eggs provençale [served in a skillet with sourdough toast propped in the looping handles on the side]. Lunches feature rotating specials, a daily soup, tender pulled pork on brioche and luscious house-made savoury tarts. Finish with coffee and a wickedly hefty wedge of bread and butter pudding.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 15 January
TIME: 7:00pm



WHERE: Check with the
Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Ted Cross,
[03] 9819 2208
secretary@citroenclassic.org.au

RACV GREAT AUSTRALIAN RALLY

WHEN: Sunday, January 19
TIME: 8:30 for a 9:00am start
FROM: 3 start points
~ see below

TO: Mornington Racecourse

COST: \$35per vehicle

BRING: Picnic gear

BOOKING: Preferred

CONTACT: Colin Brown
[03] 9739 4829
at the rally
office, or



Open to cars 25years and older, this event has grown to be the biggest veteran, vintage and classic rally in Victoria, and brings out the best. It'd be great to form a CCOCA group at this important event, supporting the Peter MacCallum Cancer Centre, \$62,000 raised in 2013. You need to enter separately, but let Mike know so we can travel and/or display as a group. The rally travels from Melbourne to the Mornington Peninsula. The rally is designed to promote the pleasures of classical motoring providing much needed funds to the Peter MacCallum Cancer Centre.

The 2013 RACV Great Australian Rally is organised and conducted by the All British Classics Car Club Inc.

There are three start locations this year:

- St Kilda Rd., Melbourne
 - Stud Park, Rowville
 - Western Port Marina, Hastings
- All entrants will enjoy a sausage sizzle at their nominated starting point.

Download your entry form at
www.greataustralianrally.com.au

CLUB MEETING ~ YARRA BANK BBQ

WHEN: Wednesday, 22 January



TIME: 6:30pm
 WHERE: Yarra Bank Reserve.
 Melways 44 K9.
 COST: Free
 BRING: The doings for a BBQ
 BOOKING: Not required
 CONTACT: Mike Neil

copy of Advance Australia Fair.
 Depending upon the direction
 from which you are coming the
 entrance to the reserve is off Cres-
 wick Street.

• FEBRUARY COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 19 February
 TIME: 7:00pm
 WHERE: Check with the
 Secretary for this month's venue
 COST: Cheap eats
 BRING: Refreshments
 BOOKING: Preferred
 CONTACT: Ted Cross,
 [03] 9819 2208

secretary@citroenclassic.org.au

A-TRACTIONS

04 1821 1278
 activities@citroenclassic.org.au

Yes folks at the end of the week
 it is Australia Day, but it is that
 Wednesday at the end of January
 when we historically have this
 get together so let's start with a
 song and salute! Don't forget the
 mozzie & louie repellent and a

**SPECIALISTS IN SUPPLY
 OF UNIQUE AND
 HARD TO FIND TYRES**



**STUCKEY
 TYRE
 SERVICE**

RACING SINCE 1972



828 Sydney Road Brunswick Victoria 3056 Phone (03) 9386 5331 www.stuckey.com.au

CCOCA BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday
 January 23
 February 27
 March 27

TIME: 11:00am
 FROM: Ocean Grove
 Industrial Estate,
 1/29 Everist Road

TO: Victoria Hotel,
 Hesse Street, Queenscliff
 COST: Cheap eats
 pub lunch [drink in moderation,
 if you drink, don't drive]
 BRING: An interesting car
 BOOKING: Not required
 CONTACT: Mike Killingsworth
 04 1755 2446

The 'ccoca Boys Day Out' also
 known as 'Technical Lunch Day'
 is a well known get together by
 boys with their toys, meeting first
 at Mike's Shed where for a short
 time: lies, more lies and outrageous
 anecdotes are swapped, then off for
 a short tour of the Bellarine Penin-
 sula, stopping off at Portarlington
 for a chat. Thence onto the Victo-
 ria Hotel where, exhausted by all
 the tales tall and true, lunch may
 occupy the mind! 2pm is thought
 to be a time to pull the plug and
 make your way. It's a great day...
 bring an interesting car, but we
 are not too strict re the car... we
 just do not want a procession of
 Nissan entrails... or should that
 read x-trails?

CLUB MEETING

WHEN: Wednesday, 26 February
 TIME: From 7:30pm
 WHERE: Frog Hollow Reserve
 Rooms, Fordham Ave.,
 Camberwell. Melway 60, B3.
 COST: Cheap eats
 BOOKING: Essential by
 26 November
 CONTACT: Mike Neil,
 04 1821 1278
 activities@citroenclassic.org.au

• MARCH COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 19 March
 TIME: 7:00pm
 WHERE: Check with the
 Secretary for this month's venue

COST: Cheap eats
 BRING: Refreshments
 BOOKING: Preferred
 CONTACT: Ted Cross,
 [03] 9819 2208
 secretary@citroenclassic.org.au

STRATHBOGIE SAFARI WITH LEE AND GRACIE DENNES*

WHEN: Friday 21 to
 Monday 24 March
 FROM: Ringwood, Vic
 TO: Seymour, Vic
 COST: See below
 BRING: Everything for a
 four day excursion
 BOOKING: Essential for
 accommodation by January 31
 CONTACT: Mike Neil,
 04 1821 1278
 activities@citroenclassic.org.au

BRIEF ITINERARY:

This four-day, three-night country drive for March 2014 will be spent exploring the beautiful Strathbogie Ranges. It's an area renowned for its scenic drives, where one will encounter huge granite boulders,

A-TRACTIONS

lush valleys and spectacular views. Or as we did, a young koala strolling down the middle of a country road.

We will start from Ringwood on the Friday morning and make our way to Seymour via Yea.

On Saturday and Sunday we will travel country roads, have lunch at the popular Ruffy Produce Store, enjoy a ride on the Kerrisdale Railway and picnic lunch at the picturesque Seven Creeks Park at historical Euroa. We will gather each evening at the camp kitchen for a meal and partake of more mirth and frivolity.

On Monday we will have a hearty breakfast at the camp kitchen before setting off to return to Melbourne via Healesville.

Please note: There are some sections of well-maintained gravel roads.

The above itinerary will be further expanded and full details can be found on page 11.

ANNUAL GENERAL MEETING

WHEN: Wednesday, 26 March

TIME: From 7:30pm

WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3.

COST: Cheap eats

BOOKING: Essential by
26 November

CONTACT: Mike Neil,
04 1821 1278
activities@citroenclassic.org.au


Yes, it is that time of the year again ~ the Annual General Meeting is rolling around again.

Every year the Committee exhorts you to come along to this important event, and 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'. Nomination forms will be included with the next 'Front Drive'.

VOTE!

Voting for the 2013/2014 Committee is a very important right you have as a member of CCOCA. So, come along and make sure you have your input. Or complete the 'Proxy Form' that will be included with the next 'Front Drive'. 

WHEN: Friday 21 to

Monday 24 March

FROM: Ringwood, Vic

TO: Seymour, Vic

COST: See below

BRING: Everything for a
four day excursion

BOOKING:

Essential for
accommodation

by January 31

CONTACT: Mike Neil,

04 1821 1278

activities@citroenclassic.org.au

BRIEF ITINERARY:

This four-day, three-night country drive for March 2014 will be spent exploring the beautiful Strathbogie Ranges. It's an area renowned for its scenic drives, where one will encounter huge granite boulders, lush valleys and spectacular views. Or as we did, a young koala strolling down the middle of a country road.

We will start from Ringwood on the Friday morning and make our way to Seymour via Yea.

On Saturday and Sunday we will travel country roads, have

lunch at the popular Ruffy Produce Store, enjoy a ride on the Kerrisdale Railway and picnic lunch at the picturesque Seven Creeks Park at historical Euroa. We will gather each evening at the camp kitchen for a meal and partake of more mirth and frivolity.

STRATHBOGIE SAFARI

On Monday we will have a hearty breakfast at the camp kitchen before setting off to return to Melbourne via Healesville.

Please note: There are some sections of well-maintained gravel roads.

The above itinerary will be further expanded.

ACCOMMODATION DETAILS:

Goulburn River Tourist Park,
30 Trevan Street, Seymour

[03] 5792 1530

Nicole & Matthew will be able to help you with your booking. Mention you are with the 'Citroën Club'.

There is a selection

of cabins, powered sites and unpowered sites to suit all tastes. For more details, visit their website at: <http://goulburnrivertourist-park.com.au/>

The Tourist Park is the perfect location for a leisurely stay, relax-

Centre and Train Station.

PLEASE NOTE: Accommodation will be held for us until 31 January 2014.

What to do if you wish to come along:

✂ Contact the Goulburn River Tourist Park to book your accommodation, advising Nicole

or Matthew you are with the Citroen Club, as arranged with Lee and Graeme Dennes.

✂ Contact Mike Neil, 04 1821 1278 or activities@citroenclassic.org.au to confirm your attendance.

✂ Send by email your phone numbers and email address to Mike as well so further information can be provided to you as it becomes available.

PLEASE NOTE: All expenses will be paid by participating individuals. Food will be BYO.

Graeme and Lee Dennes ✂

STRATHBOGIE SAFARI

ing weekend, secluded picnic, BBQ, bushwalking or a fun bike ride. The park is right on the Goulburn River and there is a boat ramp adjoining the property. Whether you are camping, caravanning, or staying in one of our deluxe cabins, your stay is sure to be a memorable one!

For the more adventurous you might like to canoe, fish and even look for local wildlife, which includes koalas in some months. Bird watching is a must with a vibrant array of parrots and beautiful cockatoos. The Goulburn River Tourist Park is only a short walk from the Seymour City



WHEN:

Friday 10 to
Sunday 19 October

FROM:

Gundagai

TO:

Mulwala

COST:

\$180pp

BRING:

Everything for
a great 19 days

BOOKING:

Essential by June 1

CONTACT:

Robin

and Suzanne Smith

[03] 59841280

info@alaplage.com.au

The run will commence in Gundagai on October 10 and conclude in Corowa 11 days later. It will be very similar in nature to the 75th anniversary run organised in 2009 by Brian Wade and ccoCA.

The places visited will be Gundagai, Jerilderie, Barham, Mildura, Berri, Bordertown, Donald, Echuca and Corowa. The total distance is about 1,790kms. There will be a two night stay in Mildura.

Due to limited amounts of accommodation and other factors the run

will be limited to 20 cars.

TRACTIONS ONLY!

The Itinerary:

Day 1: Friday 10 October
Gundagai.

Meet and Greet, in the evening,
at the Gundagai services club a

meal will be served and directions given.

Accommodation:

The Gundagai Motel

Ph [02] 6944 1066

Len and Debbie

Gundagai Tourist Park

Ph [02] 6944 4440

Rachel

Day 2: Saturday 11 October

Gundagai to Jerilderie. 275km.

Breakfast at the 'Dog on the Tucker Box' then to Jerilderie via Junee and Narrandera.

Accommodation:

Jerilderie Motel

and Caravan Park

Ph [03] 5886 1366

80eme ANNIVERSAIRE



Michael and Tracey
Jerilderie Motor Inn
Ph [03] 5886 1360
Fay and David
Day 3: Sunday 12 October
Jerilderie to Barham. 175km via
Deniliquin.

Barham to Mildura 305km via
Kerang, Swanhill and Robinvale.
Accommodation [2nights]
Mildura Deakin Holiday Park:
Ph [03] 5023 0486
Adele

Day 5: Tuesday 14 October
Mildura.

A free day to
explore the area.
Dinner in the

Accommodation
Barham Caravan and
Tourist Park
Ph [03] 5453 2553
Kay and Greg
Club Motor Inn Barham
Ph [03] 5453 2822
Kaye
Day 4: Monday 13 October

evening at the Rendezvous Res-
taurant.

Day 6: Wednesday 15 October
Mildura to Berri 164km via
Renmark.

Accommodation
Berri Riverside Caravan Park
Ph [08] 8582 3723
Lorraine or Kay

Day 7: Thursday 16 October
Berri to Bordertown 262km via
Loxton and Pinnaroo

Accommodation
Bordertown Sundowner Motel
Ph [08] 8752 1444
Bindon and Jackie

Bordertown Caravan Park
Ph [08] 8752 1752 [basic cabins]

Day 8: Friday 17 October
Bordertown to Donald 230km
via Nhill, Jeparit, and Warrack-
nabeal

Accommodation
Donald Motor Lodge
Ph [03] 5497 1700
Kelvin & Kate or Jodie
Donald Riverside Motel
Ph [03] 5497 1488
Jenni

Donald Caravan Park
Ph [03] 5497 1764
Maurie and Nancy [basic cabins]

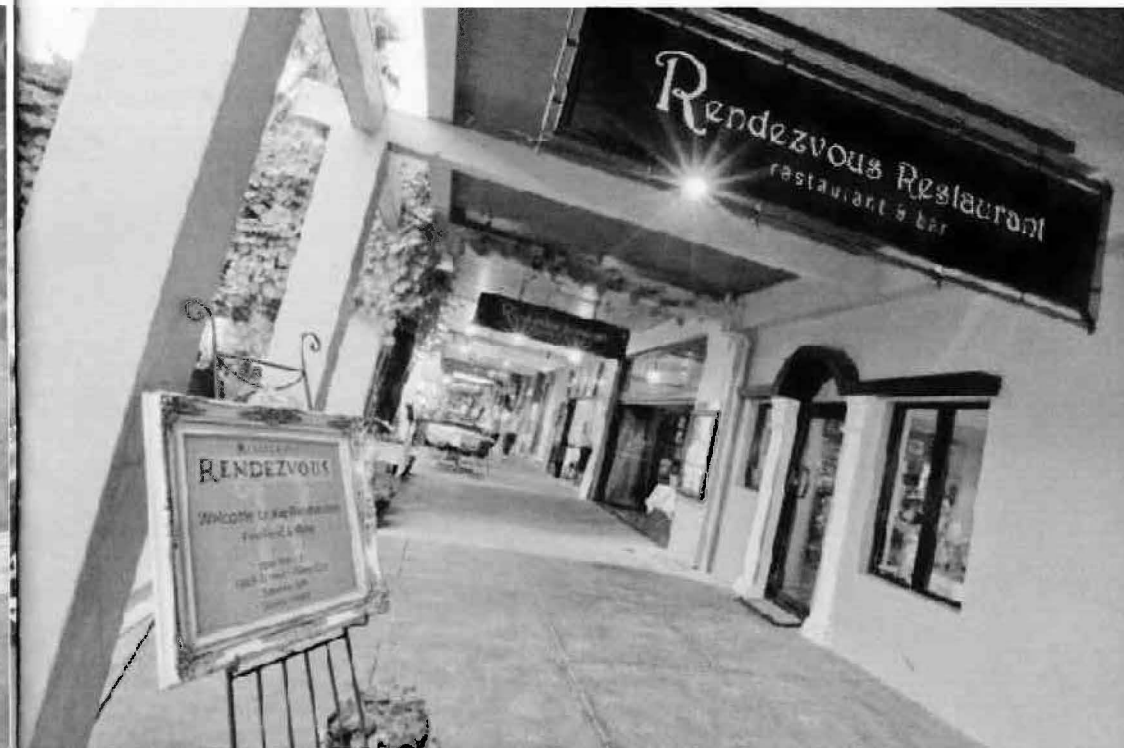
Day 9: Saturday 18 October
Donald to Echuca 201km via
Charlton, and Boort

Accommodation
Yarraby Holiday Park.
Ph 1800 222 052 or
[03] 5482 1533
Trish or Michelle

Day 10: Sunday 19 October
Echuca to Corowa 180km via
Barmah, Cobram and Mulwala

Accommodation
Greenacres Motel
Ph [02] 6033 2288
Haydn and Janene
Ball Park Caravan Park
Ph [02] 6033 1426

80eme ANNIVERSAIRE



Farewell dinner tonight at D'Amicos Restaurant, Corowa. All participants MUST book your own accommodation directly with the provider. Some places are holding places for us but some are not, still mention the Citroën run. It

are with the Citroën classic car 80th Anniversary run when booking. At all the overnight stops there are other types of accommodation if you wish to source that.

The entry fee is \$180 per person.

WHAT IS INCLUDED?

✂ Friday evening meet and

greet two course meal

✂ Saturday morning breakfast

✂ Tuesday evening Mid rally dinner

✂ Sunday evening farewell dinner

Please address all enquiries and post registration form to:

Robin Smith, 1 Watson Road, Sorrento, Victoria 3943

Ph [03] 5984 1280

Mob 04 2783 9972

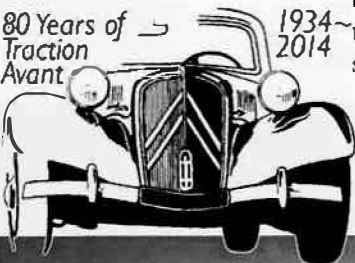
Email info@alaplage.com.au ✂

is essential that you book ASAP as some can be very busy and booked out well in advance. Nothing is being held after June 1.

Most of the recommended accommodation have units with multiple

bedrooms some two or three so if you wish to share ask when booking.

All of the caravan parks have camping available. Some have offered discounts so mention you



Continuity and innovation are two concepts that can come into conflict, and in any case, as Mark Lloyd admits, combining them is a 'very difficult task'. Taking over from a car as successful as the c3 ~ which has sold more than two million cars in seven years ~ is a challenge

within a challenge: not only do you have to take on the unknown quantities of the market, but you are also playing against an inhouse opponent. 'It's all about striking the right balance', explains Lloyd, who has been head of design at Citroën for just under a year: 'When you replace a car of great character and popularity, you always question whether you have chosen the best approach, but in this case I think we have come up with the right response'. Lloyd, and before him

Oleg Son, who was responsible for the previous c3, as well as the c2, c4 and c4 Picasso: 'When I got here most of the work was already done', he smiles self-deprecatingly: 'I'm just the babysitter'.

'It is an authentic renewal

C3: A DESIGN ZENITH

for the brand', confirms Frédéric Banzet, central manager of the French manufacturer. They have every intention of making the new c3, which debuts at the Frankfurt motor show, the European standard bearer for the B-segment, capitalising on three elements: a more minimal style, a high level finish, and an intelligent structure that offers exceptional cabin space. It has taken four years ~ from the first sketches in the autumn of 2005 ~ to bring it to life, in a complex de-

The new c3 features a tenser, less 'bubble-like' silhouette and the extraordinary Zenith windscreen offers incredible airiness and visibility.





C3: A Design Zenith

On this page a series of sketches showing the conceptual evolution of the C3 from one of initial proposals [centre] to that selected for development [top and bottom]. These were penned by the head of exteriors, Matthias Hossmann.



sign process that involved not only Son and Lloyd, but also the head of exteriors, Matthias Hossmann, of interiors, Christophe Cayrol and colour & trim, Christophe Poinlane, without forgetting project manager Christophe Bouchet.

It was about moving away from the current C3, but without losing the spirit of the car: 'Some elements needed to be retouched and refined,' explains Lloyd, 'and others improved and developed. Take, for example, one of the car's most characteristic features ~ its rounded, bubble-shaped cab, a bit like a helicopter cabin, and according to some, reminiscent of the old 2CV. Well, we wanted to keep that, if anything to accentuate the impression of rotundity, but at the same time lend the new C3 greater

Continued on page 29



Below: Christophe Cayrol dedicated particular attention to the development of the interior, which the C3 shares with the DS3. Below is the almost definitive configuration. Underneath are images of the final production version, showing the impression of lightness conveyed by the linear, floating dash and space liberated by the square-bottomed steering wheel and the elegant instrumentation.



C3: A Design Zenith



1989 and LJK Setright writes on the great Citroëns that preceded the XM.

The magic carpet is not a figment of some storyteller's imagination. It was a reality, some 400 years ago, with writ-

ten records [signed by crew and passengers on the ship he followed], testifying to its use by Rav Shmuel Elbaz Abuchatzeira on a journey across the eastern Mediterranean. That being so, we may justifiably sense some grievance because it was not until 1955 that Citroën made of the motor car ~ previously nothing more than a motorised cart ~ a magic carpet.

That most astonishing of cars was the DS. It is unlikely that any other Citroën ever built or to be built could rival its reputation as the most idiosyncratic, most modernistic, most iconoclastic, most rigorously logical

car ever to be a commercial success. It was the most 'real' of all the assorted models ~ CX, GS, SM, DS, 2CV and Traction ~ to be called 'real' Citroëns by people addicted to the make. It was not the cleverest [which was the GS] nor the purist [which was the 2CV], but throughout its two decades

of production it most successfully eluded imitation or comparison and thus became the most definitive Citroën. It is a mistake to suppose that every Citroën should be like that one. Every significant car to bear the name, right back to the 1919 Type A, has had only one thing in common with all the others: it has marked the limit of the risk that the ordinary contemporary customer ~ not the crazed enthusiast, nor the wealthy exhibitionist, but the regular, solid citizen looking for a good and progressive car ~ was prepared to take.

André Citroën, who by an unchartable flight of indisputable fancy might just have been a distant relative of Rav Shmuel, knew

about risk. He was a gambler. In business, just as at the casino tables, he was extraordinarily adventurous. His rivals, dull and mean men of whom grasping and gripping Louis Renault is the most obvious example, condemned him as a reckless fool; and when he died in 1935 they doubtless congratulated themselves on having been right. He had taken a colossal risk in gutting and refitting his prime Paris factory to produce the new Traction Avant in 1934, and it landed him in financial difficulties that crippled him. The French government put Michelin, one of his biggest creditors, in charge of the firm, and André [who had been one his country's saviours in the Great War, reorganising artillery-shell production so as to multiply it something like tenfold] died a broken man.

Already the Traction had taken France by storm. A design of great

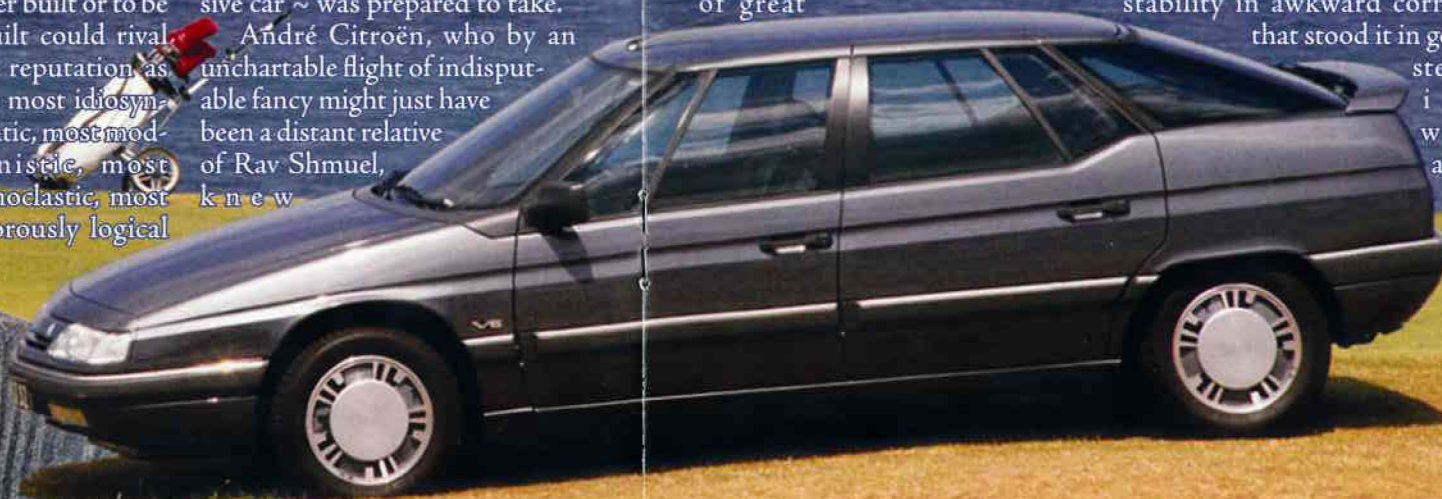
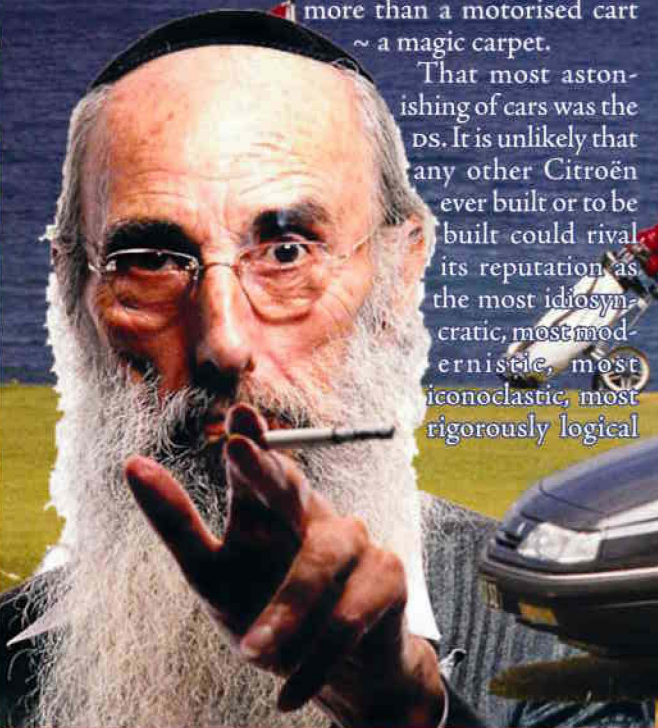
brilliance and considerable purity, it addressed most of the serious deficiencies of contemporary middle-class cars and demonstrated an unrivalled all-round capability.

It was reasonably economical [a matter of great importance in a country that has the size and social structure of France] and decently restrained in appearance, matching better than garish rivals the moral backlash which followed the frenzied post-war 1920s. It was certainly not powerful and was not frantically fast, though 75mph was 50% faster than most middle-class cars were driven in France or elsewhere. It could maintain exceptional speeds, though, on long runs through provincial France, by dint of not having to do too much slowing down. Its roadholding and cornering prowess were legendary in their own time, but it was not only its front-wheel drive stability in awkward corners that stood it in good

stead; it was also

In 1989 when Setright was writing this the XM was seen as the haut-de-gamme car in long line of brilliant machinery from Citroën. Today I fear it is seen as least desirable of this line that stretches back to the Traction.

AVANT GUARD



good on rough roads, providing a comfortable ride and retaining its structural integrity when others rattled and twisted themselves into wrecks.

Its uncommon looks [no running boards] and encouraging

which the design was founded. None of them was strictly new ~ front-wheel drive had been done before, and so had unitary steel hulls ~ but never had these and all-independent suspension, a flat floor and a dashboard gearlever,

balloon tyres and torsion-bar springing all been combined

proportions [low, wide and long, and having the wheels at the corners] were not self-consciously contrived features, but were natural consequences of the structural and dynamic concepts upon

in such a way that all were mutually complementary.

André Citroën had made only one serious mistake: he had sought to do in few months what the rest of the industry had failed

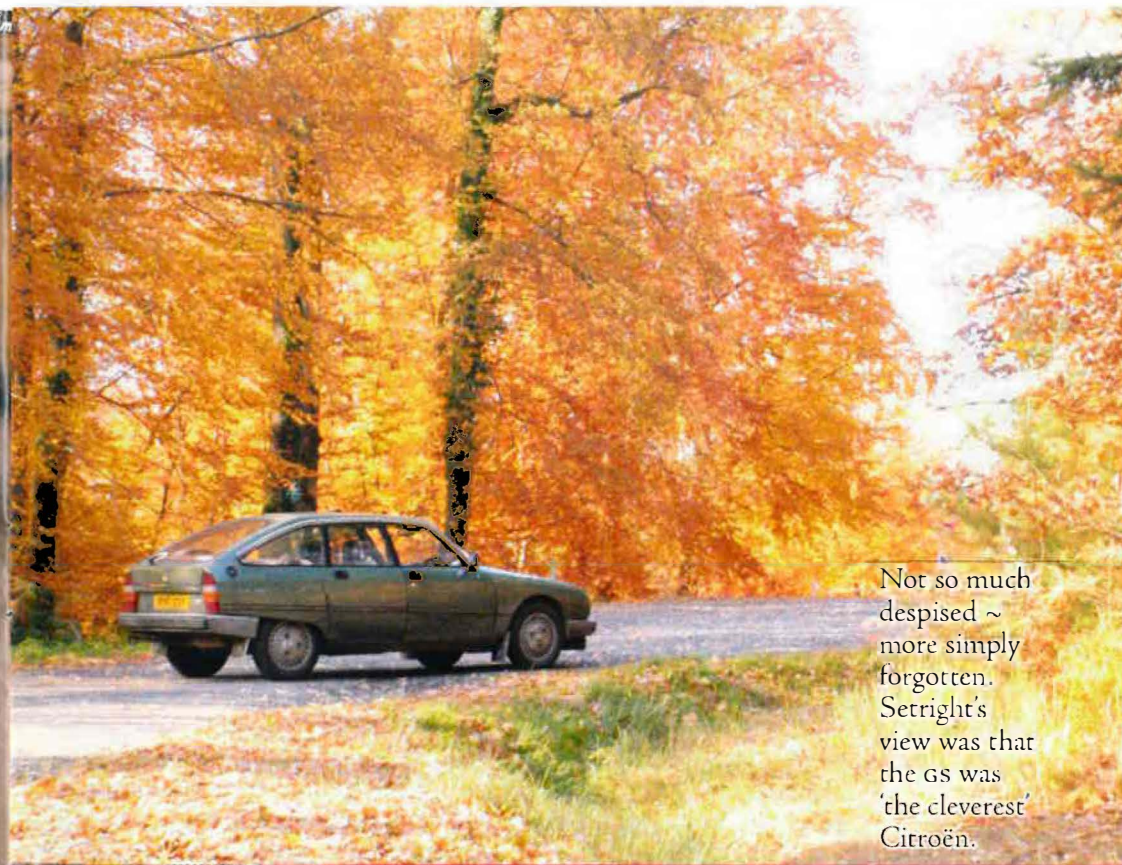
to do in decades. The customers got the car they needed [not merely the car they wanted, for what Citroën proved possible was beyond their imagination], and the rest of the industry got the encouragement it never deserved.

The next time Citroën issued a challenge, the industry affected to ignore it ~ and again, the next time after that ~ because whatever their excuses, they were too cowardly to respond to it. Those two challenges were two cars that seemed totally unreal, except that they were clearly 'real' Citroëns, the 2cv and the DS.

Another mistake to be dispelled is the supposition that the 1935 Traction was the direct antecedent of the DS. This may have been true in marketing terms, but technically the wondercar of 1955 owed to the self-propelled umbrella-cum-eggbasket of 1939. It was in the design of the 2cv that Citroën investigated and espoused interconnected suspension; the principles so successfully demonstrated in the little car were applied just as earnestly to the big one [the early DS was likewise hilariously devoid of roll stiffness], but the methods were different.

AVANT GUARD

Of course the CX was similarly despised for many years as not being a worthy successor to the DS. But, as Setright suggests, the CX was launched at a very different social and economic time from that of the DS in 1955.



Not so much despised ~ more simply forgotten. Setright's view was that the GS was 'the cleverest' Citroën.

AVANT GUARD

The adoption of engine-powered high-pressure hydraulics allowed the interconnections to be rather more subtle, allowed self-levelling to be added, allowed load-controlled modulation of brake effort distribution, and

tempted the designers to employ the fluid system to work everything imaginable, from the steering to the transmission and most notably the brakes. Among the first in the field with disc brakes, Citroën was alone in making its own, superbly, and in making pedal sensitive to pressure rather than to displacement. It was typical of its sternly logical approach, but the customers were not always as bright as the designers, and there was an awful lot of explaining to do.

That ought to have been true of the 2CV, but to customers who had to count in centimes it was easier to explain the absence of something conventional than, in the DS, to explain the presence of something unconventional. Nevertheless, much of the DS thinking was 2CV grown-up; had the resources been available, the DS too, would have had a horizontally opposed engine. One of the two six-cylinder prototypes was even air-cooled.

The middle-class customer had been given a little preparation for the hydraulics of the

DS. A couple of years before it, a new self-levelling suspension was installed at the rear of the big six-cylinder version of the Traction, so that everyone could see the continuity. Many of the other features of the DS ~ the crab track, the

different tyre size [slimmer at the rear], the gyroscopically neutral

suspension, the nasal spare wheel, and even the translucent roof of the original model ~ passed unnoticed or were allowed to escape attention because so much was focused on the fluid circuitry. As for the advanced aerodynamics, the time was ripe for such measures.

More important at the time to the commercial success of the DS were the state of French roads, the tyranny of French taxation, the turmoil of French politics and, perhaps above all, the resurgence of French national pride. Profound changes were to take place in all of these during the life of the car, and in many ways the development of its numerous variants [culminating in the imperious DS23 Injection] reflected those changes. Much more pervasive changes had to be taken into account, however, when it was the turn of the CX to supplant it.

Because it was a victim of a tragic accident, in that the fuel crisis of 1973 erupted just before the car was due to be launched, it is very difficult indeed to see the CX in the context of its times. The car was undoubtedly what it

should have been; the times were not. Suddenly, it was socially impermissible to own and run a car that was heavy, fast, and ostensibly one of the luxuries of the consumer society that economists had been prating about for the past decade. The Vélizy factory set-up for the CX was a very large investment, and it was no fault of Citroën that hardly anybody dared to buy the car. A risk that every manufacturer has to take had gone wrong; once again, the firm was in dire financial trouble.

In taking it over, Peugeot also took a tremendous risk, and it was in trouble over it for some time afterwards. It had traditionally been a very cautious firm, but it had been growing rapidly of late; had it bitten off too much? Opinions still differ about the generosity or otherwise with which Peugeot subsequently disciplined Citroën, but it is worth remembering that Peugeot suffered as much stick from its own shareholders for apparent indulgence as it suffered from Citroën-lovers for apparent repression.

The fact of the matter is that industrial and commercial circumstances have changed even more than the rest of the motoring context which had prompted a revision in the car designer's priorities. Changes in roads and in driving habits have been drastic enough: when the DS was new, the roads of France were generally frightful, and it was a rare roadgoing car that even reached the DS'

cornering limit of 0.4g when the contemporary grand prix champion [the Mercedes-Benz W196] needed skilled management at 0.7g. On the other hand, every driver almost everywhere except the USA felt free to go as fast as he liked, and the Frenchman in a DS would hold his car flat out for enormous distances across a land as big as Texas but infinitely more intricate.

Today, there are still people who drive like that, but only surreptitiously. Much of the time, traffic is too thick to allow it; but as cruising speeds are forced down, so the value of acceleration and braking and hard cornering increases. The roads are smooth now, so the ability to swallow bumps is less severely tested; what the suspension has to cope with now is lateral forces, as public-highway cornering rates sometimes exceeding 0.8g make roll a serious problem.

The progress demonstrated in the hydractive suspension of the XM, where spring and damper rates are adjusted in reference to lateral as well as vertical accelerations, is as much a reflection of our times as were the structural rigidity and stability of the Traction, and the fluid gait of the DS, in their respective eras.

Hitherto the most gratifying of them all [including the SM] has been the CX, which was an interim step along the way, with its own long record of developments more or less keeping pace with the

changes in context. It preserved much that was the best of the Citroën tradition: the elegant lightweight suspension arms so carefully stressed, the magnificent front hubs, the eager steering, the prodigious brakes, the infallibly sensible

the market for big Citroëns was mainly French, even though the firm had been building some for its more distant admirers in England [first Hammersmith, then Slough] and other countries from Spain to Sweden since the mid-'20s. The cx

was different: it had to be sold in Europe, not just in France,

and in larger numbers. For the xm, even more customers must be found even further afield, most particularly in south east Asia. The car, any car, must nowadays survive despite the lack of welcome based on inherited loyalties.

It must, in short, be acceptable in an alien culture. Using that inflammatory word in another sense, the car must be acceptable in the absence of culture. What we have traced, in the succession of haute-de-gamme Citroën models from the Traction to the xm is a change in the customers, for if all the cars could be described as middle-class, the middle classes have changed radically. The man who bought the ds new, 30-odd years ago, had probably been educated; the person who takes delivery of an xm in 1992 is more likely to have been trained. In that difference ~ those differences, to the more perceptive ~ lies all necessary justification for the changes, in substance and in flavour, that have seen The Big Citroën through 55 years of tension between idealism and realism. First published in 'Car', June 1989.

luggage boot, the voluptuous styling, all reminded us of principles that had long been self-evident and unassailable. Alas, the passing years were robbers, taking from us the mushroom brake pedal, the spherical ashtray, the sculpted fascia, the c-matic transmission. If they gave us better seats, broader tyres, thicker anti-roll bars and more performance, they also vandalised the visible parts of the car, outside and inside. Other Citroëns have become even more ordinary, and I am told that we shall probably never see a production derivative of the brilliant Eco 2000.

It is entirely a matter of risk ~ and any risk, in today's industrial circumstances, is unacceptable. There is always the risk of the unforeseeable accident, just as war stopped the 2cv in its tracks in 1939 and revolution checked the progress of the cx in 1974; but the more general risk of failing to be acceptable to the customer is growing ever more severe as the investments needed for production grow ever more stupendous.

When the Traction was new, and again when the ds was new,

Continued from page 18

dynamism, more structure, make it sit better on the road and feel a bit meaner. Keep its character, but give it a more serious air.

This brief dominated research not only in terms of styling, but also design and engineering from the original drafts in September 2005

to the virtual 3D model, to the very first 1:1 scale models in polystyrene [which were ready at the end of December 2005], to the two clay models of spring 2006, up to the choice of theme in September 2006 and the completion of the project in 2007. So it was that the bubble gradually became less of a bubble, especially at the front of the cabin; the front end acquired a sleeker, less rounded shape, and the wings gained new styling, with the wheel arches and above all the belt line ~ featuring a double curve ~ slimming down the finished look. 'We like to feature little kicks and breaks that create a dynamic attitude, lending new character. We always try to alternate full, round surfaces with little, unexpected twists'.

The front end is undoubtedly the area of the exterior that was tackled most thoroughly in terms of creating the new character 'It has a stronger, more fluid look', insists Mark Lloyd, in the vast presentation room of the new style centre in Vélizy, just outside Paris, pointing out the impressive grill and complex headlights which

aim to lend an impression of power not present in the previous version. 'Rather than working on a series of small details we decided to focus on those lights and that air intake slit, achieving a design result that is unique to Citroën. The current

c3 has a lot of character but to a certain extent it is also slightly feminine, a bit quirky, and a bit 2cv. We wanted to create a more important-looking car, more masculine, with many qualities that come across well in the surface language, the details, but above all the interiors, which are outstanding for a car in this segment'.

And it has to be said, the B-segment has changed. Or rather, according to Citroën's marketing, it has 'exploded'. No longer the family's second car, the B-segment increasingly represents the main family car, something the global recession has had a decisive hand in. And to create a B-segment 'main' car something special was needed, as indicated by the success of all the cars in the premium category. People are looking for quality in a small car today ~ in terms of performance, comfort, trim, materials ~ the quality that used to be the prerogative of the higher segments: 'Small no longer means basic. Now the cars in the lower segments are calling for the same attention to detail, trim and materials. This is the strategy we

AVANT GUARD

C3: A DESIGN ZENITH

adopted with the C3, to address a wider public, a more sophisticated client who pays greater attention to the price/quality ratio'.

Which explains the effort that went into keeping under four metres [the exact length of the C3 is

windscreen, which flows up over the heads of the front occupants, and is more than just a design cue, lending superb luminosity and visibility.

Take the generous volume of the boot [300litres] and the numerous storage compartments ~ at long last a glove compartment worthy of the name ~ or the raised 'panoramic' seats. But above all, to really understand the 'relaxing bubble' concept that the C3 originated from, we need to look at the cab and dashboard.

Very similar to that of the DS3, the car Citroën is launching in the premium B-segment, to take on rivals such as the Mini and the Mito, the dashboard, as Lloyd confirms, 'belongs to a higher segment'. characterised by a light, flowing fascia with a three gauge instrument cluster, and great attention to detail on the controls,

right down to their chrome trim, it is 'full of signs and messages'. Messages like elegance, lightness [the open visor of the instrument cluster] and flowing lines, but also space [the horizontal design of the steering wheel, for example]. 'This is enough to create a unique driving sensation. Essentially, Citroën, from the days of Flaminio Bertoni and perhaps before, has always guaranteed a unique driving experience, capable of engaging all the senses. We need to look at a different way of living: because we waste ever more time behind the wheel, it is vital to ensure that it is a pleasant experience. That is probably the main objective behind the creation of the C3'

© This article first appeared in 'Auto&Design' magazine in September 2009 and is reprinted with the permission of the publisher. It may not be reproduced elsewhere with the publisher's express permission.

C3: A Design Zenith

Below: The design team. Right: The development of Project 51 included virtual [1] and real-life modelling. Early polystyrene models [2 and 3] defined the selected theme [4].

3.94m] this comfortable five-seater with particularly refined interiors: 'A denser package', declares Lloyd. All engine types will naturally be available ~ petrol, GPL and diesel ~ and in terms of ecology one of the engines will boast CO₂ emissions of just 99g/km, before the arrival of a forthcoming diesel engine which will cut emissions to 90g/km, thanks to optimised aerodynamics [a CX of 0.30] and a weight increase. But the area where the Citroën stakes its main claim is the interior, handled by Christophe Cayrol. Take the Zenith



1



2



3



4



CELEBRATING 90 YEARS OF CITROËN IN AUSTRALIA WITH THE BRIGHTON CITROËN DEMONSTRATOR CLEARANCE

CITROËN C4 PICASSO



CITROËN C4 AIRCROSS

CITROËN C5 TOURING

CITROËN C4 SEDUCTION

PHOTO: MWAUS

90 YEARS IN AUSTRALIA

citroen.com.au

The Citroën Car Club of Victoria invites you, your family and friends to the 46th CitIn of combined Australian Citroën clubs, Easter 2014 at Rawson Village, Victoria. 18 to 21 April. WHERE IS IT?

Rawson is a small village located in the green Southern slopes of the Great Dividing Range about 2 hours east of Melbourne. The Gippsland region includes water catchment for Melbourne, snowfields, sheep, beef and dairy farms, power generation, many National Parks and other holiday destinations and a lot of history, particularly in gold mining.

You can access Rawson from the west via the freeways of Melbourne or from the east via the NSW South Coast. More picturesque, but slower routes are across the mountains through Omeo or keeping to the east of Melbourne via Eildon. There

are many alternatives.

WHAT IS THERE TO SEE AND DO?

Walhalla and the goldfields railway ~ Nestled in the Thomson river valley, Walhalla is a beautifully preserved 19th Century gold town that is still producing gold. Go



down an old gold mine where over 13 tons of gold were mined by hand from over 8km of tunnel, Visit the old post & telegraph building and the Chinese garden for an 1860s experience. Travel on the restored goldfields steam railway. See www.walhalla.org.au and walhallarail.com.au

- Bushwalking & mountain biking ~ Rawson is surrounded by State Forest with endless walking trails, many starting in Rawson. Maps and details provided.
- Fishing ~ Trout & Redfin abound in many local rivers and lakes. See



www.visitlatrobe.city.com

- ♦ Gourmet touring ~ Visit small local wineries and food producers. The world's best cheesecake is made in nearby Erica but don't tell anyone!
- ♦ Motor touring ~ Drive for the

meal ~ Rawson Village
♦ Saturday, 19th April
Breakfast ~ Dining Room
Show & Shine ~ Rawson Oval
Observation run
Lunch ~ Dining Room
Mine tour

CitIn '14 WALTHALLA

sheer beauty of the mountains, or visit places such as Mt Baw Baw, lakes Thomson and Glenmaggie or towns like Warragul and Traralgon. Further afield are the Gippsland lakes and the iconic Wilson's Promontory.

- ♦ Fine arts ~ Nearby Warragul Arts Centre maintains a full programme of music, theatre and dance. See www.wgac.org.au
- THE CIT-IN PROGRAMME
- ♦ Friday, 18th April
Registration and light evening

Open Garden tour
Walhalla Goldfields Railway

Dinner & Quiz ~ Dining Room
♦ Sunday 20th April
Breakfast ~ Dining Room
Easter Egg hunt ~ Rawson Village
Church services ~ on site
Lunch ~ Collect packed lunches
Motorkhana ~ off site
Open Garden Tour
Self-guided Thomson Dam Tour
Self-guided craft crawl
Mine tour ~ Walhalla
Goldfields Railway trip
Dinner with guest speaker & prize

giving
♦ Monday 21st April
Breakfast ~ Rawson Village
Farewell.

COMBINED ACCOMMODATION AND REGISTRATION

In a move new for CitIn 2014, you can now register, book and pay for accommodation in one simple operation at www.cit-in.org

ACCOMMODATION

A wide range of rooms to suit all budgets is available, from two-bed rooms at \$54 per night, through ensuite motel units to 6-bunk rooms at \$160 per night. Full details and bookings are on the website: www.cit-in.org

Caravan & campsite facilities [pet friendly] are available nearby at Erica Caravan Park. Book separately [03] 5165 3315.

An alternative motel is Mountain Rivers Lodge [03] 5165 3231 or www.mountainriverslodge.com

REGISTRATION

Cost includes all meals, including packed lunches for tours, Entry to other venues such as mine tours and rail trips are extra. Registration opens 1 June, 2013.

- ♦ Book pre-31 Dec., 2013: \$180pp
- ♦ Book before 31 Jan., 2014: \$200pp
- ♦ Book before 1 Mar., 2014: \$220pp

Both registration and accommodation are half price for children 12 years and under and free for children 3 years and under.

Claudia Schiffer & Sebastien Loeb admitted free.

Meals provided are a light dinner Friday night, breakfast, lunch and dinner Saturday and Sunday, breakfast Monday. Packed lunches where required. Special diets catered for.

Hate computers? Ring John Wyers on [03] 9787 6280. He will send you a registration and accommodation booking form. ☞



Members with a memory will recall the edition of 'Front Drive' when I announced that I had found, and bought, a Panhard Dyna z. A rare beast in anyone's language and especially so in Australia.

I had seen pictures of an example in a shed in WA ~ although I then heard that had been sold back to France. Subsequently it would appear to have been put into the hands of erstwhile CCOCA member, Stuart Pekin, for renovation.

It is now proudly owned by Les Farrer. This car was imported


from Tanganyika in the 1960s and has been in a shed since the 1970s.

Stuart tells me it is in better condition than it looks, although he is at a loss as to why a previous owner had seen fit to cut two holes in the bodywork, just above the turn indicators.

Then at the last Perth All French show another example turned up!

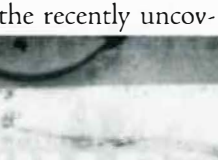
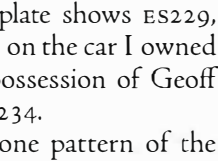
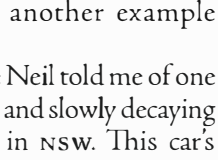
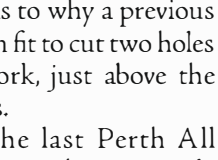
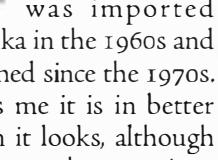
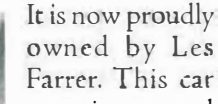
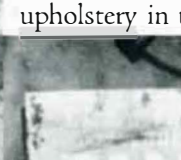
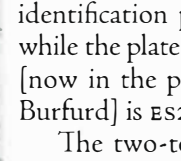
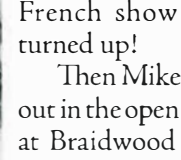
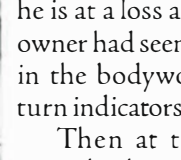
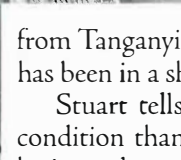
Then Mike Neil told me of one out in the open and slowly decaying at Braidwood in NSW. This car's identification plate shows ES229, while the plate on the car I owned (now in the possession of Geoff Burford) is ES234.

The two-tone pattern of the upholstery in the recently uncov-

ered Perth car, Les Farrer's African import and Geoff's car [and presumably the Braidwood car] was only available in 1959. 

Bottom row: Four pictures of the Braidwood car. Middle row: Three pictures of Les Farrer's Perth car. Top row: Two images of the recently uncovered Perth car.

POPULAR PANHARD



PETER SANDOW ~ PRESIDENT
Just to add to the frantic rush into the Festive Season my third son Tom and his fiancé Claire, had scheduled their wedding, the last Saturday in November. And so the event was com-

lous, wonderful occasion to wheel out the gleaming, sparkling Time Machine ~ Bloody Fantastic!!

The gorgeous IIBL was one of the players. It popped the corks ~ the FoG driver became invisible, perfect really. I think I was wearing a suit cut from the same cloth as the herringbone upholstery. I was

pleted with great enthusiasm and excitement from both families.

A great number, probably the majority, of Boomers, those with families, have been through this great celebratory exercise once or twice.

I am fortunate, so far so good. The first such occasion was bloody wonderful, and now the second was also bloody wonderful.


In reflecting on one's involvement in both of these occasions, I thought I should be able to make some worthwhile reflective comments as Father of the Groom. But having reflected, the FoG is a minor role in all the proceedings and so should be played recessively ~ it is a support position, sort of a wingman, a back flanker. So with that said there's not much to say really, just do whatever you're asked, without too much colour or movement as there are plenty of front page players in the cast that are ready to pop the corks.

But one thing I was asked to do, on both occasions, was to provide transport to the church for the Bride and the FoB. And do I need to say what a marvel-

camouflaged, as the driver should be, on such an occasion where the focus of attention only targets the back seat passengers. Claire looked spectacular. Amazing, the Traction back seat was transformed, it took on the proportions and style of a State Carriage ~ it was carrying a Princess after all!

On such grand family occasions, this town becomes a great place to be. The hoi polloi wave, shout, hoot and toot! All smiling and grinning ~ the sun was shining.

The Traction didn't let me down, the Eleven had one last trick up its wet sleeve. Yep the eight year old battery got tired... after total discharge in snail, stop start, Punt Road traffic, on the way to the Chapel ~ the battery went as flat as the proverbial dead maggot. The FoB went as white as his button hole rose. I said, 'No wukkas Ace' ~ it fired on the second hand crank: there was applause... and after that it all continued to happen, just as the spread sheet said it would, on time.

Happy Christmas and may Your New Year be a cracker. 

KAY & ROBERT BELCOURT ~ CLUB SHOP

It's funny how some things 'evolve'. Our model car collection started when my mother gave Robert a Matchbox 1:75 model of an SM for Xmas the year he bought his DS21 [she couldn't find a D at the time]. That was 1976.

I bought him an old 1908 Renault model next, and since then the 'collection' has just kept on growing. We have collected Renault, Citroën and Peugeot models of varying sizes ~ from HO scale [for model railways] to 1:8 scale examples, ever since.

For our honeymoon in 1979 we went to New Caledonia and of course quite a number of models came home from there! We just missed out on getting two remote controlled H-vans [1:8 scale] at the end of our holiday due to insufficient funds and have always

regretted it as we have never seen them again.

Additionally, for a few years our model collecting diverted to the Matchbox Models of Yesteryear and Days Gone vehicles as well as other French makes.

In May 1981 when our first son Jason was born and was only two days old, Robert was passing a toy shop on High Street Road Malvern called 'Kinderplay' on his way in to see us in the Jessie McPherson hospital in the city: he stopped and went back and purchased a Citroën Dyane pedal car for Jason. This shop by the way is still operating today ~ though I doubt there would be a Citroën pedal car available now!

For many years too I used to call into every ToyWorld and toy shop around Melbourne looking out for models for the collection and as such built up quite an impressive number.



Our overseas trips have also meant we were able to purchase models that we would not have ever seen in Australia.

One of the highlights of our trip to Europe in 1995 was a visit to a fellow who lived in a country

He had the only known two child DS pedal car as well as a couple of other D pedal cars. He was also the proud owner of chassis number 51 DS that he had gone to great pains to acquire.

We have never spent excessive amounts on our collection, but our most expensive purchase

was a handmade Michelin 'D' resting vehicle which has since been replicated in the last five years at a much much cheaper figure. We bought our model in 1995 after seeing 'the real thing' [refer to picture] at the International Citroen Rally in Clermont Ferrand in France.

In 1998 we went to the In-

ternational Citroën Rally again but this time in Chevetonne in Belgium. We acquired a number of models [and other Citroen 'collectibles'] and had looked at several old original D pedal cars but not found anything suitably priced. However as we were leaving the 'grounds' on the last day of the rally we saw someone pulling along a freshly painted D pedal car with a FOR SALE sign on it and you guessed it ~ the price was right ~ and we came home with it!

On our trip to Vietnam in December/January 2010/11 we found some hand-made wooden

models of an ID and D Citroën as well as a 2CV and a Renault 4CV. These are rather 'basic' models but when you are a 'model car collector' anything resembling a model car is 'collectible'.

Our model car collecting has been most enjoyable over the last 37 years and has also led us to collections of other things relating to the models. We have had the pleasure of meeting lots of people and been given opportunities to see, visit and acquire 'things' that we may never have had before.

Happy collecting!!



FLYER FOLLIES

town in Holland who had an incredible collection of D models. We called him [having read an article about him in a magazine], introducing ourselves as Australian enthusiast of Citroen cars – particularly DS and 2CVs – and he invited us to come to his home. We arrived at approx. 3pm and didn't leave until after midnight.





123ignition Australia

'Ignition systems for classic cars'

'123ignition' - electronic ignition systems are carefully designed to replace your existing mechanical system, keeping the looks of your classic car original. The systems are currently available for ID, DS, 2cv (and derivatives), Traction and SM models.

No maintenance EVER again.

Contact Ted Cross

Phone: 03 9819 2208

Fax: 03 9819 2208

Mobile: 0400 59 2208

email ted@123ignition.com.au

123ignition.com.au



For Sale

1983 2CV6 Rum Raisin 1 9 5 1 1 1 B L

Burgundy and Black Charleston. Very good condition with NO rust. Full History From New. Full ADR Regs when Imported. Recondition motor, 123 Ignition, new clutch, battery, tyres, roof, custom seat covers, Very regretful sale. Absolute joy to drive. \$19,000. Bob Lachal 04 1711 0143 [37/07]

SUNDRY PARTS

DS Brake pads, Genuine Textar, suit green fluid cars. Part No 5 441-05 L, 1 JEU Set of Exterior stainless/rubber Door strips, used but good condition Indicator trumpets, chrome, used, average condition ID Rear Number plate panel, NEW old stock Safari tail lights, one set, two red one orange, NEW Reflectors x 2 Rear Mudguard, NEW Call Mike Neil to start haggling, 04 1821 1278, or email; taymike51@gmail.com [37/06]

Wanted

LIGHT 15

Wanted Light 15 in good condition, please phone Rob Barton to convey details to the prospective buyer. Phone [03] 5152 1230 [H] or email randmb@bigpond.net.au [37/05]

SUN VISORS

I need a pair of sun visors for my Traction. Contact: Eric Bishop, 04 0945 2170 or www.ericbishop.com.au [37/04]

TRACTION PARTS

Wanted for a 1954 Traction and twin Carburettor intake manifold and twin

My old 11BL [French not Slough] up for sale. Mechanically very sound and runs sweetly. Body Good condition. Paint some issues, New slave cylinders and brake lines. Original 6 volt system, Interior issues [though must get round to installing the new roof lining]. White with red wheels chrome with some surface rust. A panoply of spares including guards /bonnet/doors/mechanicals. Good to drive to concourse, not to enter :) Any Questions call Jeremy on 04 0952 1020 price \$11000 [37/05]

SCRIPT BOOT BADGES

For sale boot badge Citroën script laser cut copies in mirror grade stainless steel better than chrome I have three \$49 each contact Chris Murray 04 0291 2397 Perth WA [37/04]

Carby linkages. Also a '15 ~ 4 Cyl' badge that sits in the front of the radiator grille above the wings. Contact Eric Bishop, 04 0945 2170 or ericbishop@bigpond.com [37/03]

NEWS OF MICHELLE

Just wondering where my first Light 15 is now. 1954 big-boot black English model Rego GEH 989 which I enjoyed for 10 years from 1967. Sold reluctantly partly-restored in about 1977. Seen by chance in June 1981 in Hoddle St, Richmond rego 1XR 615. Any news? Contact: Warwick Spinaze, [03] 5985 8973, 04 0701 6719 or petandwozspin@bigpond.com [37/01]