

# FRONT DRIVE

Australia's National Magazine

For Citroën Owners And Enthusiasts



## 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](http://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 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.

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

## MEETINGS

Club meetings are held on the fourth Wednesday of every month [except December] at 7.30 pm. The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3

## DEADLINE

The deadline for the next edition of 'Front Drive' is Monday September 25

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### CONTRIBUTERS TO THIS ISSUE

SUE BRYANT  
ROB LITTLE  
ANDREW CUNNINGHAM

## COVER IMAGE

AUTOMOBILES IN ACTION

"DIRECTIONS WERE .....and-  
hard left at the Real Estate Agents".

Image courtesy Andrew Cunningham  
(circa 2008).

A WELL USED French 2CV being WELL  
USED, note the front guard, door mirror  
and rear window.

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## CLUB PERMITS

Club Permit applications to Vicroads must be accompanied by a RWC (pre 1949 cars can be inspected by a club safety officer), ownership validation and Vicroads forms endorsed by the club including financial validation.

New Permit holders must supply the club with approved photos, club permit number and expiry date.

Club permit renewals can be sent to PO Box 52 Balwyn, Victoria. 3103 with a stamped return envelope or signed at club meetings/events if the appropriate officers are present.

## SUPPORT

AOMC	LIASON OFFICER
Ted Cross	(03) 9819 2208 [H]
Russell Wade	(03) 9570 3486 [H]

### CLUB PERMIT & SAFETY OFFICERS

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Peter Boyle	(03) 9470 8080 [H]
Philip Rogers	(03) 5944 3091 [H]

LIBRARIAN	Kay Belcourt <a href="mailto:librarian@citroenclassic.org.au">librarian@citroenclassic.org.au</a>
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### FOR SPARE PARTS & TOOLS

Contact	Lance Wearne (07) 3351 8327(H) <a href="mailto:spareparts@citroenclassic.org.au">spareparts@citroenclassic.org.au</a> (If you phone, please do so at a reasonable hour).
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CLUB SHOP	Kay & Robert Belcourt. <a href="mailto:clubshop@citroenclassic.org.au">clubshop@citroenclassic.org.au</a> For Citroën models, memorabilia and other items.
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### OTHER CLUBS.

Vic.	<a href="http://www.citcarclubvic.org.au">www.citcarclubvic.org.au</a>
NSW	<a href="http://www.citroencarclub.org.au">www.citroencarclub.org.au</a>
QLD.	<a href="http://www.citroenclubqld.org">www.citroenclubqld.org</a>
SA.	<a href="http://clubcitroensa.com">http://clubcitroensa.com</a>
WA.	<a href="http://www.citroenwa.com">www.citroenwa.com</a>
Tas.	<a href="http://www.citroentas.org">www.citroentas.org</a>

## LIFE MEMBERS

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

Jack Weaver	1991
Peter Boyle	2003
Rob Little	2012
Ted Cross	2012
Brian Wade	2017
Sue Bryant	2017

## ED SED



In this issue we welcome her, and are thankful that Kay Belcourt has taken on the role of Acting President.

This is a prestige position in the Club, but does not require as much work as many of the other positions.

I am not sweet talking Kay to become actual rather than acting President, but rather to encourage others to consider the position, because Kay has, and is putting so much into the Club with her other positions of Librarian and Club Shop.

One aspect of moving the magazine in a new/different direction is that many people think, "he seems to be doing a reasonable job, so he doesn't need any help". This month my inbox has actually been full with several contributions and many photos. An excellent example of which is Andrew Cunningham's Vietnam article in this issue. So dig that old computer with photos on it out of the spare room, or better still check that box of negatives in the bottom of the wardrobe and any story, no matter how brief is appreciated.

My wife Anne is deeply into family history so we have access to a high quality scanner that can handle slides, film strips and negatives. You might be astonished at the quality of some negative scans, as in the past when you left films to be printed at the chemist (and I am not criticising chemists) you received good value, but you also got what you paid for in terms of print quality (ie fair to average).

Finally, another nudge, through Max Lewis (former President) and his specialised metal business, a lady at one of his suppliers in France, upon hearing that Max had an interest in Citroëns, went to the trouble to send a link to your humble Car Club Newsletter/Magazine (via Max) that led to the Garage Citroën Lyon article in this magazine, how good is that?

Now dear member, I know it is hard to beat that, but if the French bother to take an interest in sending "stuff" to Your Magazine then maybe you can be inspired to conjure up something for other members to see and read.

Russell Wade. Editor



## Acting PREZ SEZ

Hello all CCOCA members.

As a newly appointed "acting" Club President, I find myself needing to pen a few lines for my first Prez Sez. Most of you will know me-I've been around for years!-but just in case you don't know me, hello.

I have been involved with Citroëns ever since my husband Robert bought his DS 21 Hydraulique in June 1976. We still have the DS and I have my beloved black and yellow 2CV.

I have been on committee as a general committee person with both CCCV and CCOCA and of course Club Shop person- originally for CCCV and now CCOCA (and Renault Car Club of Victoria!!!).

This month, instead of the usual general meeting at the club rooms Max Lewis organised a dinner and movie night at Yarraville. A cosy group of 12 members attended this-Max and Roz Lewis, Ted and Helen Cross, Bob and Gaye Herbert, Ferdi and Karen Saliba, David and Janet Gries and then Robert and I-with dinner being at a lovely Italian restaurant called L'ucellino's and then a few doors up to the Star Theatre to see the movie "Paris Can Wait". Both aspects of the evening were most enjoyable.

Next month's outing to Geelong sounds great so I hope many of you will come along in your Citroëns and support Bruce and Beverley's great efforts in organising this event.

I also want to congratulate Russell Wade on the last Front Drive issue- to me it was fabulous-and now that the production is in colour it adds extra "umph" to the overall pleasure of reading/perusing a great magazine.

That's all from me for this time.  
Happy times with your Citroëns.

Cheers Kay.

Right. Images of the Multi Tasking Kay and her 2CV.





## SEPTEMBER-DECEMBER 2017 ACTIVITIES

### SEPTEMBER

Tuesday	5	Chit Chat Tuesday	McCrae	10.30am
Monday	18	Committee Meeting		7.00pm
Sunday	24	CCOCA/CCCV	Concours	
Wednesday	27	General Meeting	Camberwell	7.30pm
			Geoff Webber	
		The History of the DS in Australia		
Thursday	28	Boy's Day Out	Ocean Grove	10.30am

### OCTOBER

Sunday	1	French Car Festival	Balwyn	
Tuesday	3	Chit Chat Tuesday	McCrae	10.30am
Fri – Sun	13-15	Motorclassica	Exhibition Building	
Monday	16	Committee Meeting		7.00pm
Wednesday	25	General Meeting	Camberwell	7.30pm
Thursday	26	Boy's Day Out	Ocean Grove	11.00am
Sunday	29	BBQ @ Rini & Barb Zysvelt's - Eaglehawk		

### NOVEMBER

Tuesday	7	Chit Chat Tuesday	McCrae	10.30am
Monday	13	Committee Meeting		7.00pm
Wednesday	22	General Meeting	Camberwell	7.30pm
Tuesday	23	Boy's Day Out	Ocean Grove	10.30am
Sunday	26	Rob Roy Historical Hill Climb	Xmas Hills	

### DECEMBER

Tuesday	5	Chit Chat Tuesday	McCrae	10.30am
Sunday	10	Christmas BBQ		
Thursday	21	Boy's Day Out	Ocean Grove	10.30am



**MONTH:** SEPTEMBER

**EVENT:** General Meeting 27 September 2017 @ 7.30pm  
'The History of the DS in Australia'

**BOOKINGS:** Essential for Supper requirements

**RSVP:** Monday 25 September

**CONTACT:** Helen Cross on 0419 356 963 or [crossfam@ozemail.com.au](mailto:crossfam@ozemail.com.au)

Geoff Weber, Mark Gordon and Helen Walker have undertaken the challenging project of recording the History of the Citroen DS in Australia. Geoff and Mark, as guest speakers will present their findings at the General Meeting on September 27. The purpose of the presentation is to explain this Research Project to date.

This is being seen as a collaborative project and it is hoped that the audience on the night will be able to contribute further links and contacts. A brief overview of the book's content and some supporting photos and artwork will be shown. The book will become available in 2018.

Geoff's full article can be viewed on the CCOCA website.





## 2017 French Car Festival

Sunday 1 October  
Macleay Park, Balwyn  
From 10am



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**MONTH:** OCTOBER

In keeping with CCOCA's efforts to include more regional events on their calendar, this day has been organised at Eaglehawk near Bendigo.



**EVENT:** BBQ

**WHEN:** SUNDAY 29th

**TIME:** 11.30AM

**WHERE:** Barb and Rini Zysvelt

3 Trumble Street, Eaglehawk. Vic

**COST:** Nil. BBQ meat the complements of CCOCA

**BOOKINGS:** Essential

**RSVP:** Friday 20 October

**BRING:** Glasses/beverages/a dessert or salad to share

**CONTACT:** Lee Dennes 0438 286 181 [l.dennes@bigpond.net.au](mailto:l.dennes@bigpond.net.au)

Barb and Rini have a collection of cars, bikes and the odd tractor that will keep you busy browsing for several hours.





## BASTILLE DAY YEA 2017



### Bastille Day Luncheon

Sunday the 16<sup>th</sup> of July brought sunshine and fine weather to the small town of Yea, not only was the weather fine but a collection of French Citroëns and Renaults, not to forget one stately Bentley rolled into town to enjoy a luncheon at the historic Beaufort Manor.



This lovely building is 140 years old and was built as a private home for the Sanders-Waddell family at a cost of £3000.00 in 1876 as a gift for his wife-to-be Charlotte Sandall, who was living in Beaufort Square, Bath, England. It was from her home address that she named her Australian residence "Beaufort House". The family owned and occupied the house for some 60 years. Over the years it has had many uses including a hospital and a children's home, even Dame Nellie Melba frequently stayed there when performing with the Yea Orchestral Society. Now the present owners Lisa and Stewart have restored not only the home but also the garden to its former glory and the main use apart from being their residence is as a function centre for weddings and other celebrations such as we used it for.

### FROM THE BAR

Sieur d'Arques Champagne	\$6/glass
Jacobs Creek Reserve Shiraz	\$6/glass
Moki Sauv Blanc	\$5/glass
Apple or Pear Cider Stubby	\$5
Carlton Draught Stubby	\$5
Coopers Light Stubby	\$4
Mixed Spirit	\$6
Apple Juice / Orange Juice	\$3
Coke / Solo/ Lemonade	\$2/glass

### MENU

#### Mains

Crusty French style bread board  
Coq Au Vin  
Slow roast leg of lamb with red wine jus  
Rosemary roasted baby potatoes  
Selection of roasted vegetables  
Steamed greens

#### Dessert

Trio of mini desserts for all to try:  
Lemon meringue tarts, coffee éclairs,  
Patisserie and chocolate mousse shots.  
(tea and coffee)

In total we had 88 people attending the luncheon, which included 21 Renault club members. The meal was very well received comprising of Coq Au Vin, Slow roast leg of lamb with red wine jus and a wonderful selection of potatoes and vegetables. We were also treated to a Trio of mini desserts, tea, coffee and cake to finish on. Drinks were available with French Champagne, red and white wines, cider, beers, spirits, soft drinks and fruit juices, all of these at very reasonable prices.





The colours, blue, white and red were very visible with French and Australian flags displayed, the menus were in the same colours, as were the serviettes. The entertainment was presented by Rob Little, ably assisted by Helen Cross, the Gendarmes Duet was outstandingly played out by Tim Cottrell and Bruce Stringer and John Parsons delivered grace before the meal began.



The dining room was quite loud with conversation and laughter as friends caught up with each other, in all I believe everyone enjoyed the good food and company that a day like this seeks to supply.

Rob Little.



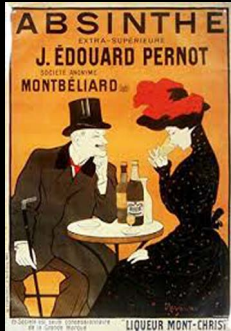
Thanks to Rob and Libby Little for organising another great out of town event.





# 1932 ART DECO OR ART NOUVEAU?

The theme of this article is 1932, when the man who gave his name to this club was arguably at his peak, and it appeared he could do no wrong. In fact 1929 was the year of highest production, (only surpassed in 1952) just before the financial crash of the great depression. In reality, Andre had been and still was a "man about town" still enthused/addicted to the remnants of the Belle Epoque, an era noted for it's excesses shown below as well as the gambling tables in Paris and Deauville, where Andre had his summer holiday home.



One or two of you will be looking at this page and thinking, did Citroën make prams? no, it is a hook to encourage you to make a judgement. Nouveau or Deco.

The generally accepted ways of defining Art Nouveau and Art Deco are:-

NOUVEAU

flowing

decorative

curves

DECO

angles

Streamlined

sharp

So the pram is Nouveau.

On the next page is an image of Andre Citroën (right) and old Pop Michelin (Eduardo) at the end of the production line with a new C6 (circa 1932) and the Deco advertisement for the C6. Also shown is the Deco advertisement for the petite Rosalie II that had broken many endurance records in 1932, including 300.000 km in 134 days.

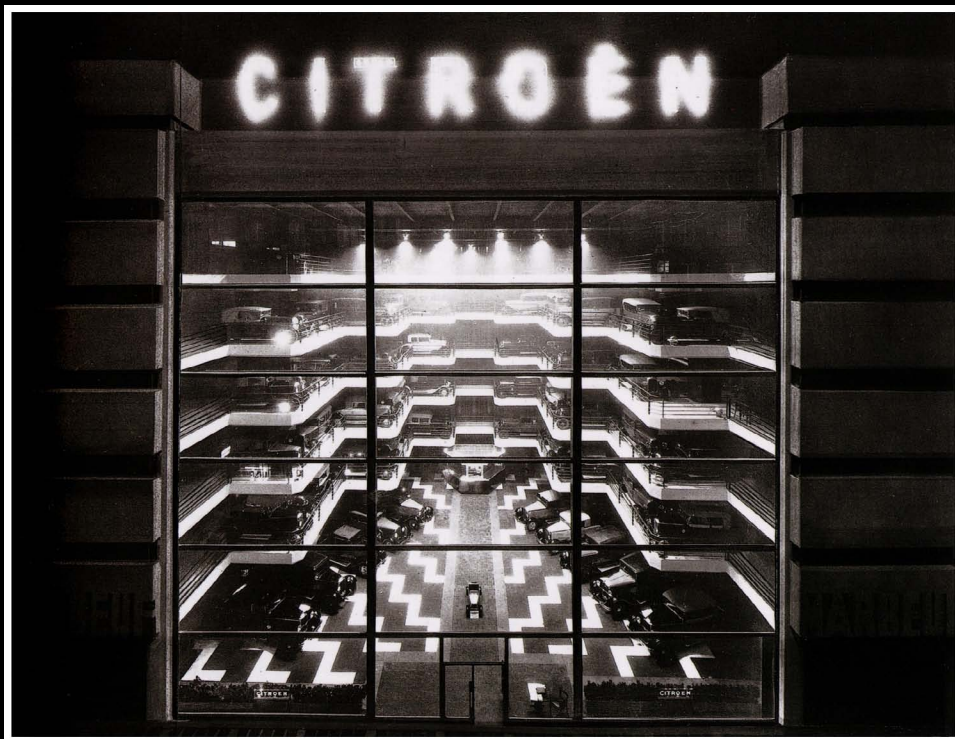


In the late 1920s and 30s Maurice-Jacques Ravazé then head of the Citroën Architecture Department had 20 Garages (retail outlets) constructed across France. These were all in a similar style but varied in size. Possibly the most extravagant was the Garage Marbeuf shown on the next page, this was only a new car showroom.

If you remember from past issues of Front Drive you were directed to go from C42 the main showroom on the Champs-Elysées, via Rue Marbeuf to Rue Francois to visit DS World, but you did not spot Garage Marbeuf, because it was pulled down in the 1950s.

Note, in the images of Garage Marbeuf on the next page note the Chevron? floor tile patterns and just how many cars are crammed in.





## 1932 GARAGE CITROËN. LYON

Having done Paris and seen all the historic and modern Citroën landmarks, Parc André Citroën, C42 and DS World etc, it is now time to leave the big smoke and head for the provinces and find some of the iconic Citroën Garages. How many of the 20 constructed in the 20s and 30s remain? Alas only one remains, at 75 rue de Marseille Lyon.

This Garage built in 1932 was claimed as "the largest service station in the world" when completed, and claimed to be able to hold/store 1000 cars.

The style is rated today as Art Deco Functionalist, the building is being repurposed by being divided into smaller office suites.

There is still a Citroën retail outlet occupying a small portion of the two lower floors. On the left side of the image on page 20-21 you can see cars in the showroom.

Two YouTube videos below will show more detail if you wish, simply Google:-

Le garage Citroën reamenage en parking (Lyon)-YouTube

and to see inside Google:-

Voujeaucourt, la plus grande concession Citroën du monde

Below, image of this Art Deco building in period (1932).

## GARAGE MARBEUF





# 1932 GARAGE CITROËN. LYON



101 reasons to convince your partner to visit Lyon and allow you to visit Garage Citroën.

Lyon is considered the gastronomic capital of France.

Lyon is considered the most French of French cities.

Lyon is considered the cultural capital of France.

Lyon is considered the second city of France after Paris (not second largest, which is Marseille).

Lyon is considered the centre of France.

Lyon once was the capital of Roman Gaul.

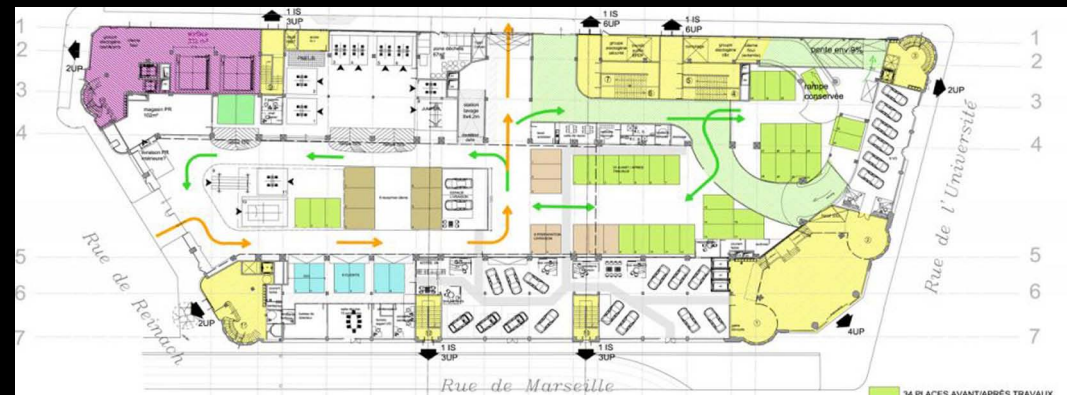
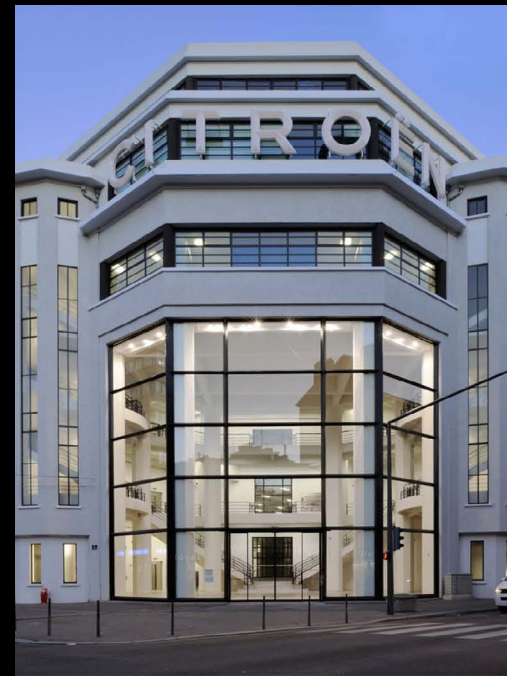
etc etc etc.

Two centre right images, show the interior "now" (upper) and "then" 1975 (lower).

Lyon was once the centre of the Silk Weaving trade in France and became noted for it's working class eateries known as Bouchons, many of which still exist.

Two of the classic dishes from Lyon are the Cervelle de canut, a cheese dip with herbs known as the Silk Weavers Brain, shown centre left.

Lower left. A Quenelle, a fish or beef dumpling served with a crayfish and butter sauce.





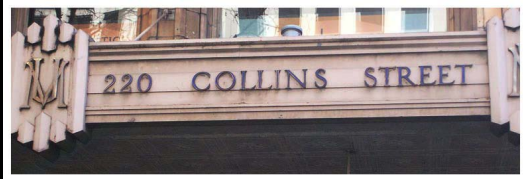




# AROUND THE CORNER. MELBOURNE

## 1932 MANCHESTER UNITY

### NOUVEAU OR DECO ?



If you are not willing to risk the apprehension gripping Europe but still aspire to a dose of 1932 Art Deco, then a short step out of your comfort zone to 220 Collins Street Melbourne (NW corner of Collins and Swanson) might satisfy your needs/curiosity.

The Manchester Unity building also built in 1932 and considered to be Art Deco Gothic by some, is at present being repurposed in a similar way to the Garage Citroën in Lyon.

The ground floor houses the recently refurbished 1932 CAFE in the passage off Collins Street, leading to the lifts/stairs and some plaques detailing some of the buildings history.

I believe the cafe is closed on weekends.

Tours of the building are available on one Sunday each month and can be booked at the 1932 CAFE if vacancies are available.

Left. Manchester Unity building looking North in Swanson Street.

Russell Wade. Editor



Top. View of the bar of 1932 CAFE.

Right. Manchester Unity looking west from Collins Street , 10 pm.

Lower. Corner of 1932 CAFE, near lifts.





# OZ-TRACTION 2017

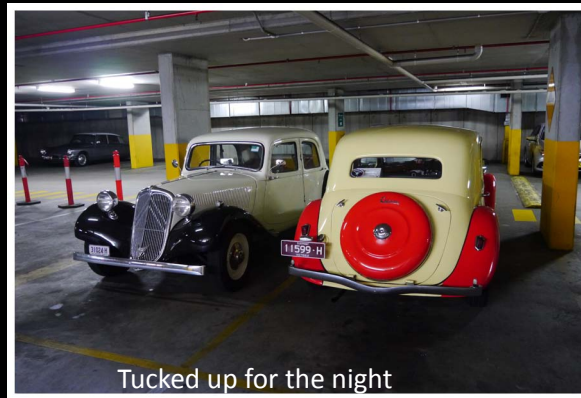
My friend Alison joined me on the drive from Melbourne to Canberra. We didn't have the luxury of leaving on Thursday so drove straight through to Canberra in one go stopping only twice to change drivers and eat. Oz-Traction was organised by Judith and Bob Shackley and they put a lot of thought and planning into hosting the event in their home city and it showed.



Sue Helen Alison



Bob



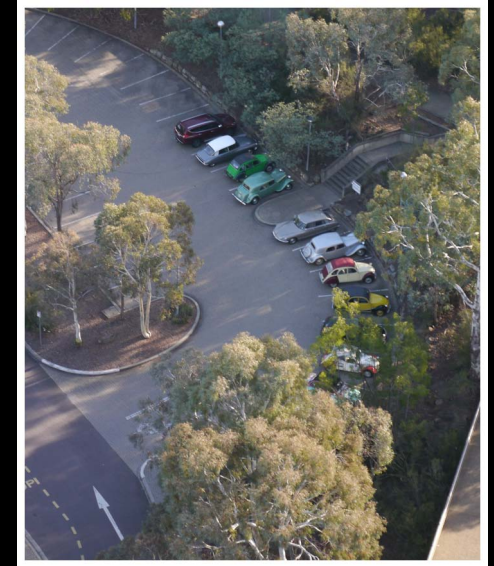
Tucked up for the night



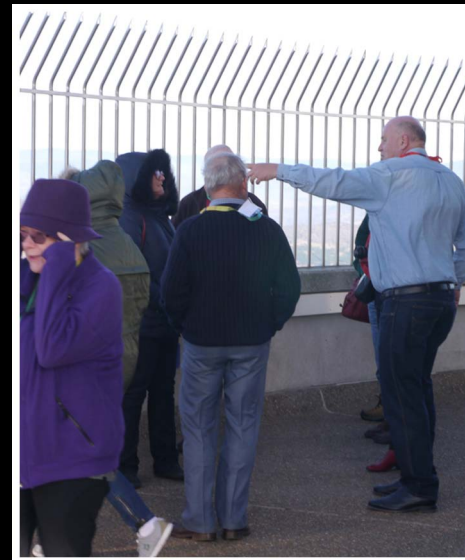
Judith

First up on Friday evening we were welcomed into their home for pre-dinner drinks and nibbles. We were greeted by a lovely warm fire and a room full of friends old and new to chat with. I know Alison felt very welcome as a first-time attendee.

We then drove to a nearby Italian Restaurant for dinner and were joined by a few members of a local car club with which Bob is associated. The dinner consisted of entrée, main and dessert which were served on large platters which we all shared so we all tasted lots of wonderful dishes and you could have as much (or little) as you wanted, a concept that worked very well. Needless to say, there was much chat and everyone enjoyed the evening.

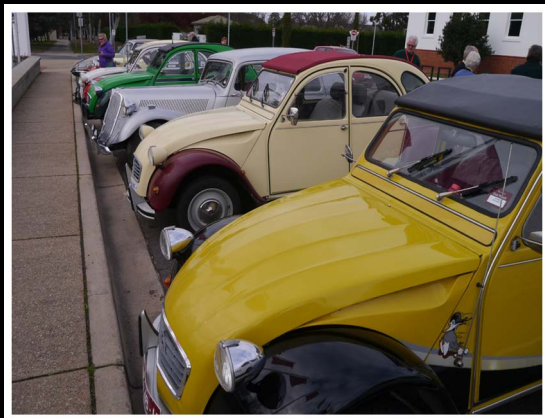


On Saturday morning, we meet up in the car park of the hotel and were given observation run forms which we worked on through-out the day. The first visit was to the Telstra Tower on Black Mountain, which gave us a panoramic view over Canberra.





We then went in convoy stopping next at Old Parliament House where we lined up our cars for the show and shine. The building is now The Museum of Australian Democracy and is filled with interesting exhibits. The tour guides gave us an overview and then we explored on our own. Many of the offices are still set up as they were when it was in use and it was interesting to see not only the parliamentary chambers but the Prime Ministerial suites and Cabinet rooms. We took a group photo on the steps of the building.



We then drove about 30 km to the Poachers Pantry at Spingrange for a lovely lunch featuring local produce, attempting to answer our observation run questions on the way. After lunch, we followed the route back to Canberra with a few optional stops on the way. We did find the local handmade chocolates and bought some presents there, some of which may have made it home to Melbourne.



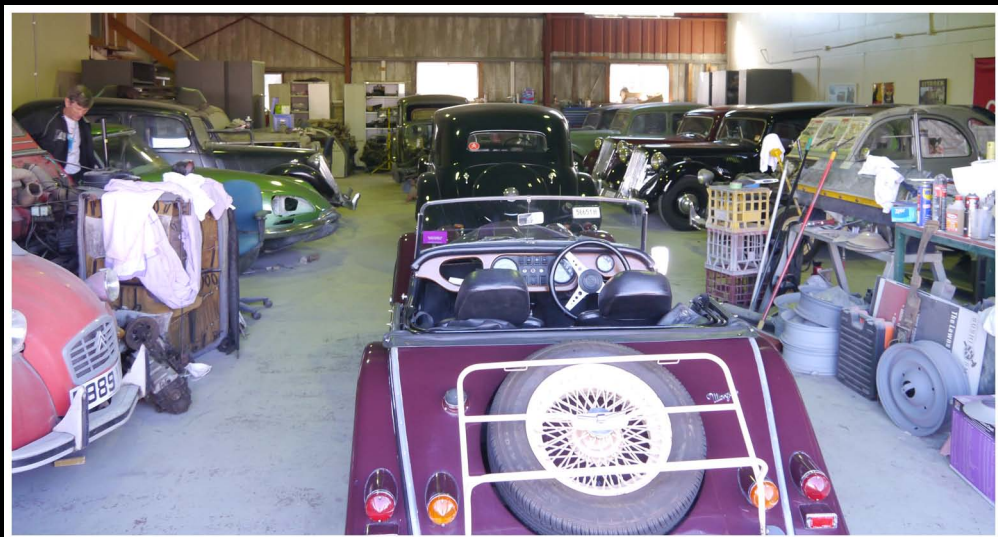
On Saturday night, we had a Malaysian banquet dinner at the Rasa Sayang Restaurant which was walking distance from our motel in Dickson. There was plenty to eat and again everyone thoroughly enjoyed the evening.

Sunday was another glorious day. The weather throughout the event gave us frosty mornings which turned in sunny days, fairly typical for Canberra in the winter. There was an optional trip to the National Arboretum, but it was warm in bed and we didn't make it. Some hardy souls did and said it was interesting, despite the poor visibility due to the fog. The Arboretum is still relatively new as it only opened in 2013, so it is on my list for my next visit to Canberra.





We met the group at Bob Shackley's shed which he shares with a friend. Having called it a shed it is really more like a warehouse with an upstairs apartment. It is here Bob works on cars and much time was spent enjoying the vehicles that are there in various stages of restoration. We were also provided with a generous morning tea. We certainly didn't lack sustenance over this weekend.



When the garage crawl finished some went on a tour of the Embassies with Bob, but Alison and I decided to have some lunch and then play tourist. We spent time walking around Lake Burley Griffith, The War Memorial and finally saw a little of the New Parliament House.

Our Gala Dinner was at Plaka, a Greek Restaurant which was again just a few minutes walk from the motel, which is great. Not having to drive makes for a more relaxed evening. As part of the festivities prizes were awarded. Brian Wade and I were presented with certificates for our Honorary Life Memberships. The longest distance went to Esther and Brian Wade. Both the Most Popular Car and Hard luck were awarded to Bruce McMaster and David Marsh, The Observation Run was won by Helen and Joe Schembri.



Our last get together was breakfast at a nearby café, which opened just for us on the public holiday. It provided us all with a lovely breakfast and a chance to say our farewells, especially to those friends who live in different states.

Thank you very much Judith and Bob for a great weekend which I thoroughly enjoyed. It was a good mix of interesting places, cars, food and friends.

Sue Bryant.



# CITROËNS IN VIETNAM

I recently came upon forgotten photos of cars I had seen on a holiday in Vietnam in 2007 with my wife Sue. We became courageous and freelanced like backpackers, but used a big wheeled suitcase so we would not be mistaken for young things! The suitcase was so big that when we got into a Daihatsu taxi in Hanoi the back seat needed to be tilted forward against us in the back.

Anyway, we found it easy to get around and the hotel staff were always helpful about our forward journey. We spent a month, starting in Hanoi in the North and ran out of time in Ho Chi Minh city (old Saigon). We found everyone to be lean, hard working and rather young overall. We were told that the majority had been born since the end of the "Vietnam" war as we know it, or the "American" war as they knew or think of it. I fortunately missed the conscription that could have sent me there, but still feel some guilt over our involvement in an attempt to stop the communists spreading as the domino theory of the 1960s espoused.

We did know it had been a French colony from 1858 to 1954 so we knew it would have some French cuisine remaining and this proved to be correct, with the breads in particular. I also was on high alert for French cars, having a 2CV and a GS at the time, (I have since acquired a Renault 16TS and a CX 2.5 auto). As you may remember USA and its allies including us moved in in 1972-73 so I was wondering, what car influence would I see from that time. And I wondered if any cars had survived the shocking destruction of the mighty US war machine but I was pleasantly surprised that clearly many had.



We saw a Traction in Hanoi (left) which is where we started our journey, but found another and an R4 in the Indian hill station equivalent of Dalat where there are a couple of lovely French hotels including a Sofitel from the 1920-30s which clearly used a Traction for their guests. This town being at altitude would have had a pleasant climate and good escape from the humidity and crowds of Saigon. Note, below rear window SOFITEL DALAT PALACE.







In Ho Chi Minh city (HCMC) we found a US Ford Falcon that I think must have been from the war period and the South Vietnamese President's Mercedes 220. We also found a Traction below, whilst in HCMC.



The Austin A55 (right) was used by the Buddhists in the old capital of Hue in central Vietnam and had been associated with self emulation of a Monk in front of the Press as protest against the war. It worked.

We would certainly recommend a trip to Vietnam as a country of great contrast and views and to see if you can spot these cars still.

Andrew Cunningham.



Below. Andrew also included this photo taken while cycling in Vietnam, of a Rustic truck powered by a single cylinder (perhaps hopper cooled) belt drive diesel. If you think it looks a bit home made then look behind it, they are everywhere? Russell Editor.





# ATMOSPHERIC FRENCH IMAGES



After the ATMOSPHERIC FRENCH IMAGE of an HVan and a 2CV in a rural setting in the last issue, (P 24) how could I resist balancing it up with this ATMOSPHERIC FRENCH IMAGE of an HVan and a 2CV this time in the big smoke, without the tractor naturally.

## CHIT CHAT TUESDAY

Chit-chat Tuesday continues the first Tuesday of every month at the Blue Bay Café, McCrae opposite the lighthouse from 10.30 am onwards. This is a low-key "DIY" event for like-minded Citroën owners to meet and chat.

Contact: Warwick Spinaze 0407 016 719

\*\*\*\*\*

## MONTH ONGOING

- EVENT:** BOY'S DAY OUT  
**WHEN:** The fourth Thursday each month and the third Thursday in December.  
**TIME:** 10.30 am for 11.30 departure.  
 Leaving from 1/29 Everist Rd, Ocean Grove Industrial Estate  
**WHERE:** Portarlington Golf Club  
**COST:** Lunch is \$10-\$12, plus drinks  
**BOOKINGS:** Not Essential  
**BRING:** An interesting car  
**CONTACT:** Mike Killingsworth 0417 552 446



The "Boy's Day Out" is designed for blokes to get together and talk about cars or anything else to their heart's content. We meet at Mike's shed and embark on a short drive around the Bellarine, stopping on the grass at Portarlington for a chat before proceeding to the Golf Club for lunch. There we have a private room and conduct a raffle (tickets are free) for a magnum of wine and maybe a dinner voucher. After lunch everyone is free to travel home at their leisure.

It's definitely designed for the boys rather than couples and the only other requirement is to bring an interesting car (we're not pedantic about that - just don't want a procession of SUVs!)

We do get some interesting cars of all ages. The definition of interesting may be shape, age (very new or old), rarity, performance etc. Or maybe just an old Holden Statesman with a wardrobe tied to its roof!! Of course ANY Citroën is welcome!



# WHO IS PULLING THE STRINGS? PART 3



From Citroën Europe/UK

## THE PROPOSED ACQUISITION OF OPEL VAUXHALL AUTOMOTIVE BUSINESS BY GROUPE PSA IS APPROVED BY EU ANTITRUST AUTHORITIES.

EU antitrust authorities approved the proposed acquisition of GM's Opel/Vauxhall automotive business by Groupe PS

This proposed acquisition, announced on March 6<sup>th</sup> of this year, will position Groupe PSA as the second largest automotive company in Europe and will serve as the basis of the Groupe's profitable growth worldwide. The proposed transaction also includes the acquisition of GM Financial European operations by BNP Paribas and Groupe PSA. This proposed acquisition of GM's European financial operations is also subject to EU antitrust authority's review and the decision is expected in the second half of this year.

On this occasion, Patrice Lucas, Manager of Programs and Group strategy declares: "Today, we have taken a substantial step. The teams are now focused on the achievement of all other conditions necessary for the closing, planned for later this year".

Wed 5<sup>th</sup> July 2017.

## CITROËN GLOBAL CEO LINDA JACKSON NAMED "MOST INFLUENTIAL BRIT IN THE CAR INDUSTRY".

Citroën's "British" chief Executive, Linda Jackson, has been named "the most influential Brit in the global car industry" in the 2017 Auto Express "Brit List". Linda was also inducted into the Auto Express Hall of Fame at the Auto Express New Car Awards ceremony in London on 27<sup>th</sup> June.



The prestigious Hall of Fame award was presented to Linda by Aston Martin's Andy Palmer (the very first Auto Express Hall of Fame inductee), Steve Fowler (Auto Express Editor-in-chief) and Graham Hope (Auto Express Editor) in recognition of her outstanding leadership skills that have helped reinforce Citroën as a modern and innovative brand, with its "Be Different, Feel Good" promise.

Linda Jackson has taken the Citroën brand from strength to strength since her appointment as Global CEO in 2014, recording the highest sales volume for five years in 2016 across Europe, and in the same year selling 1.2 million Citroën vehicles worldwide. Sales have been driven in particular, by the new C3-the brand's best seller-which has already sold over 150.000 units since launch.

Now in its sixth year, the Auto Express "Brit List" celebrates the achievements of the top 50 British executives working the global automotive stage.

Not only is Linda the first British CEO of the French automotive brand, she is now the first woman to be awarded the top spot on the "Brit List" and also the first to enter the Auto Express Hall of Fame.

Linda Jackson commented;

I am truly honoured to receive this award. Citroën is an iconic French brand and yet here I am, a Coventry-born Brit running this truly fabulous French company. For me, it is an absolute privilege to lead a brand that has always shown audacity and creativity throughout its history since it was founded in 1919.

cont p 38

Over the past couple of years we have transformed the Citroën brand. We have initiated a deep-seated renewal, with products that are unique through their design, comfort and technologies-including the C4 Cactus, the new C3 and, soon the new C3 Aircross compact SUV

I hope that my Auto Express award inspires even more women to pursue a career in the automotive industry and to get to the very top. There is a wealth of talent in the sector and it is truly a very exciting industry to be part of.



Auto Express Editor-in-chief, Steve Fowler, said;

**Linda Jackson has led this iconic brand on a journey of rediscovery-but not one tinged with romance for what used to be, one with the excitement of modern technology, cutting edge design and brand values that buyers are, once again falling in love with.**

Linda is leading a brand that has helped in the turnaround of one of the biggest car groups-and one that's growing fast. We've seen a host of exciting new products from Citroën already and know there is much more to come.

.....



On the left page Linda mentions the New C3, shown above, and not yet seen in Australia. Note the scaled down Cactus style airbumps on the sides. Why is this car important? Because it is Citroën's biggest seller (high spec version shown), keeping the cash flowing and Citroën in business

Below, is the new C3 Aircross compact SUV proposal, not yet released onto the market.

A promotional video for it can be seen at:- [www.youtube.com/watch?v=K9uAjOvm6ho](http://www.youtube.com/watch?v=K9uAjOvm6ho)

If like me you are feeling a bit like a "Rusted on Citroën Classic Owner" then re read the paragraph under the left photo (in bold type), and ponder what the two cuties in the above image would know or care about Citroën "Heritage" or "Hydropneumatics".

Now you know why your "Dear Linda....." letter bemoaning the loss of Citroën DNA has gone unanswered.

Russell Wade. Editor P.S. Linda Jackson is 58 years old.





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