



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

# FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE  
FOR CITROËN OWNERS AND ENTHUSIASTS



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## 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.

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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.

## MEMBERSHIP

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 8pm. The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3

## LIFE MEMBERS

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

Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

## COVER IMAGE

The cover image, taken from the magazine of the ID/DS Club in the Netherlands depicts Veules-les-Roses [Seine-Maritime] and is from the collection of M Carpedi.

# 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. 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 going.

## COMMITTEE

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[spareparts@citroenclassic.org.au](mailto:spareparts@citroenclassic.org.au) [If you phone, please do it at a reasonable hour.]

**CLUB SHOP**  
For Citroën models, memorabilia and other items contact Peter James at  
[clubshop@citroenclassic.org.au](mailto:clubshop@citroenclassic.org.au)

**OTHER CLUBS**  
VIC: [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au)  
NSW: [www.citroencardclub.org.au/](http://www.citroencardclub.org.au/)  
WA: [www.citroenwa.com.au](http://www.citroenwa.com.au)  
QLD: [www.citroenclub.org](http://www.citroenclub.org)  
[www.doublechevrans.aunz.com](http://www.doublechevrans.aunz.com)

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### ICCCR REPRESENTATIVE ~

Ted Cross [03] 9819 2208 [H]

\* ~ These email addresses may not yet have been activated. We will email you to confirm when they have been activated.

## DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, November 4, 2011..

Welcome to Spring ~ although to be frank given that today has given Melburnians a top temperature of 29°C it feels rather more like summer than spring!

As I noted to you all when we started with the colour spreads in the centre of the magazine, I intended keeping the colour to display member's models, in conjunction with their articles relating to their experiences with our favourite marque. However, for this edition no one has volunteered to write for us. So, I have used the colour pages to publish a feature on the design background to Citroën's newest model ~ the DS4.

But, please... I am really keen for the colour pages to feature a member's model, but it is in your hands

Art Blakeslee retired from the position of head of design at Citroën in 2000 ~ replaced by Jean Pierre Ploue, who today heads design for the entire PSA

group. Some might associate Blakeslee with such un-inspired designs as the ZX and the even less interesting Evasion people mover. But, the Xsara Picasso [in the shape of Xanae] and C6 [in the shape of the Linage] were both outputs of the studio while he was in command. We feature both an interview with Art and some information around the design of the Linage.

You will also discover the interesting link between Art's presence at the first Moscow Motor Show in 75 years and the interior design of the C6 as well as the design link between the C6 and the marque's latest design sensation ~ the DS4.

In addition to the usual round-up of forthcoming events, details of CitIn '12 in Western Australia can be found on page 12.

Did you know that between now and Australia Day there are 13 events listed? Enjoy,  
Leigh F Miles



These PRES SEZES, come around pretty quickly you know. You might have noticed I missed the last one. Just not good enough. At the time I was scratching to see what was happening in the CCOCA world. Isn't it marvellous ~ not much, not a drip of LHM anywhere ~ but outside the CCOCA world HELL ~ it has all gone mad. Worldwide riots, insurrections, murder and mayhem, crashing markets, carbon chaos. It's great that nothing has changed in our CCOCA world.

Oh yes but it has. We've got a new Honorary Treasurer. Drum [brake] roll... and it's Rob Barton from Bairnsdale. It is excellent that Rob has been able to volunteer and to come forward, no doubt with Margie's endorsement. Thank you Rob, electronically we hope this has to be quite straightforward.

And on another exciting front, on the CCOCA national spectrum that is, Spare Parts is also finding a new split level home.

Rob Little is retiring ~ he has done a wonderful job, his energy, organization and knowledge make his skills and commitment immensely difficult to replace ~ many rightly hold this role to be one of the crucial side mounting 'volute' springs that support the donk of the club. That is to say holding this view, Spare Parts is the key raison d'être for our collective being. And now after such a strong innings we thank Rob and Libbie very much for the cheery style they have given advice and time.

So to make this demanding role a little more manageable two members have put the right foot down to lend a hand. Robin Smith [with Sue's endorsement of course] of La Plage, Sorrento has 'rolled' forward to be the Spare Parts Of-

ficer for Tyres.

Additional excellent work has come from Lance Wearne. Lance wrote to the committee concerned that the position was vacant and said, 'that he would like, after much consideration, to step up to the challenge', so to speak. As Lance lives in Queensland, this is an ideal way to illustrate the national basis of the operation of our Club with this important role located around the country.

Lance also made it clear, that like most of us, his full time job will limit his time devoted to Spare Parts tasks to Saturdays. The boiled down result is I'm relieved and pleased that this important function of the Club will continue to be in committed hands.

These new names now appear on the Committee and Support list on page 3 of Front Drive. However, our Web Wallah, Mark McKibbin, is presently overseas. This means that we have not yet set up the email addresses for our new volunteers. Once the email links are working, we will send members a note advising you that all is well on the email front.

Peter Sandow ~ President

**PRES SEZ**

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

## A-TRACTIONS

### ● OCTOBER PRE-CONCOURS DINNER

WHEN: Saturday, 15 October  
TIME: 7:00pm

WHERE: The Golden Terrace,  
803-805 Sydney Rd,  
Brunswick

COST: Cheap eats

BOOKING: Essential, by  
Wednesday, 8 October

CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]

activities@citroenclassic.org.au

Yes, it is Concours-time again. While the focus is always the Concours, dinner the evening before has become a... well, I was going to say routine, but I mean a tradition.

Following a couple of years in Richmond eating Vietnamese this year we head to Brunswick to sample the delights of Turkish cooking.

This is a 'kitchen' according to the business card and as I have seen, the restaurant is a no nonsense unpretentious place of eating. I reckon you will enjoy the cuisine

and the company Sample from the panoply of Turkish dishes of the donner, dip, kebab, salad, shish variety. There is a \$25 and \$35 fixed menu or you can order separately. Even share a menu or six at a table where a 'communal' spirit prevails. This is a BYO restaurant, so bring you favourite tippie to share with your fellow diners

Max has assured us that parking seems to be OK ~ and certainly better than in Richmond.

Booking is essential by the 8 October. Max has said we could have 25 ~ 30 people and depending how many in the end rock up will depend where we will be seated... there are two rooms so to speak

### ALL CITROËN CONCOURS

WHEN: Sunday, 16 October

TIME: 10:00am to 3:00pm

WHERE: Bundoora Park,  
Plenty Rd., Bundoora  
[Melway 19, F4]

COST: \$5.00 per car  
[max \$10 for a fleet]

BOOKING: Preferred

CONTACT: Ted Cross  
[03] 9819 2208 [H]  
04 0059 2208 [M]

or www.citroenclassic.org.au

There is generally plenty of public

interest in the event. It is well publicised and free for the public to stroll around. If you wish to sell your Citroën or just show it off then this is the perfect place. This year it's CCOCA's turn to organize the biggest car orientated local Citroën event. It requires a lot of help. There is a variety of rôles which need filling. If you can cook, greet people and take their money, tell them where to go, put up a marquee or take it down

again or one of a dozen other things there is job for you. It is only because



Club members like you help out that makes the event a success. So, talk to Ted to volunteer your services, please.

This year there are eight classes:

☞ Rear Wheel Drive

☞ Traction Avant

☞ DS/ID

☞ 2CV, A-Series

☞ AX, BX, CX, GS

☞ XM, Xantia, Xsara

☞ C2, C3, C4, C5, C6

☞ Car of the Show

☞ Popular Choice.

Shine your Citroën, bring along your family and friends and make a day of it. We look forward to seeing you there.

### COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 19 October  
TIME: 7:00pm

WHERE: Check with the  
Secretary for this month's venue

COST: Cheap eats

BRING: Refreshments

BOOKING:  
Preferred



CONTACT: Sue Bryant,  
[03] 9885 3179  
secretary@citroenclassic.org.au

## WEST GIPPSLAND W A N D E R

WHEN: Sunday, 23 October

### A-TRACTIONS

TIME: 8:30am for a prompt  
9:00am departure  
FROM: BP service station,  
Lyndhurst. Melway 128 K8.  
TO: West Gippsland  
COST: Free



BRING: Camera,  
Snacks for the drive  
[no morning tea stop], food  
for the BBQ, salads etc,  
picnic table and chairs,  
refreshments

BOOKING: Preferred by  
16 October

ROADS: All sealed, bar 3km  
of well-maintained,  
unsealed road

CONTACT: Graeme and  
Lee Dennes, [03] 5629 5141  
Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
activities@citroenclassic.org.au

This is a day which revolves around a splendid drive through West Gippsland, passing through beautiful scenery, rolling hills and spectacular views. The route takes us through Nyora, Poowong, Arawata, Leongatha, Korumburra and Warragul, then on to Bunyip for lunch. There are truly magnificent photo opportunities, so bring your camera! The travelling time for the trip is approximately three hours, so allowing for breaks and photos, we should arrive for our BBQ lunch somewhere around 12.40pm.

### CLUB MEETING ~ NOGGIN & NATTER

WHEN: Wednesday, 26 October

TIME: 7:00pm

WHERE: Tower Hotel,  
686 Burwood Rd.,  
East Hawthorn

COST: Pub Meal

BOOKING: Preferred by 24 Oct

CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
activities@citroenclassic.org.au

The Tower Hotel in East Hawthorn was the venue for our first Noggin & Natter night last year. It was such a success we have determined to repeat our visit.

### ● NOVEMBER COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 16 Nov

TIME: 7:00pm

WHERE: Check with the  
Secretary for this month's venue

COST: Cheap eats

BRING: Refreshments

BOOKING: Preferred

CONTACT: Sue Bryant,  
[03] 9885 3179  
secretary@citroenclassic.org.au

### CLUB MEETING ~ GUEST SPEAKER

WHEN: Wednesday, 23 Nov

TIME: 8:00pm

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

COST: Free

BOOKING: Not required

CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
activities@citroenclassic.org.au

Did you know that unleaded petrol starts to deteriorate in as little as 60 days? Well in my fleet of diesel vehicles, daily driven, I guess this doesn't count but all

### BOYS' DAY OUT ~ OCEAN GROVE

WHEN: Thursday  
October 27,  
November 24  
December 15

TIME: 11:00am

FROM: Ocean Grove  
Industrial Estate,  
1/29 Everist Road

TO: Victoria Hotel,  
Hesse street, Queenscliff

COST: Cheap eats  
pub lunch

BRING: An interesting car

BOOKING: Not required

CONTACT: Mike Killingsworth  
04 1755 2446

The 'Boys Day' also known by the MGCC Geelong as 'Technical Lunch Day' is a well known get together by boys with their toys, meeting first at the 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 peninsula, stopping off at Portarlington for a chat. Thence onto the Victoria 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... we say blokes only and 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?



your Vintage, Classic, Post Classic etc vehicles that run on petrol [infrequently as is I presume would be the case] then Charmaine from Trico will take a lend of your ears to explain that additives such as she is espousing will assist in

## A-TRACTIONS

keeping what fuel there may be left in the tank after a Raid or a Green Frog Tour or CitIn not go stale. I am personally attracted to this as the only petrol vehicle that I own hasn't turned a revolution in anger for nearly 18 months!! [This is the reschedule of the talk originally planned for our July Club Meeting.]

### RED HILL LUNCH RUN

WHEN: Saturday, 26 November



TIME: 9:00am,  
FROM: Shrine of Remembrance  
St Kilda Rd., Melbourne.  
TO: The Vines of Red Hill,  
150 Red Hill Road,  
Red Hill.  
COST: \$35pp [see below]  
BRING: The doings for  
coffee/tea stop  
BOOKING: Essential by  
13 November  
ROADS: All sealed  
CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
activities@citroenclassic.org.au

We will start at the Shrine of Remembrance and using some of our good freeways [no toll roads will be entered into!] travel through the south east where at mid distance we will stop for a breather... tea, coffee etc, then wend our way to Redhill Village where I invite the ladies to go haywire with their plastic in one of the area's more interesting emporiums, then off to The Vines where, for a moderate sum, their well known chef, James Redfern, will ensure we have a good hearty, two course French style provincial lunch, with a glass of wine. The restaurant is fully licensed and wine is available by the glass ~ remember, if you are driving, drink in moderation.

### ● DECEMBER

### A VERY CCOCA CHRISTMAS

WHEN: Thursday, 8 December

WHERE: Maison Miles  
16 Harrow St. [cnr Jenner St.],  
Blackburn South  
TIME: From 6:30 to 8:30pm  
COST: Free  
BRING: Refreshments,  
chair, folding table  
BOOKING: Essential  
for catering by  
Thursday, 1 December  
CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
activities@citroenclassic.org.au

End the CCOCA year with a BANG! Come and join Leigh and Philip for Christmas drinks and a free spit roast dinner. Yes, CCOCA is feeding MEMBERS AND PARTNERS free. Join all of your CCOCA friends for our last event of the year.

### ● JANUARY '12 CLUB MEETING ~ YARRA BBQ

WHEN: Wednesday,  
25 January  
TIME: 6:30pm  
WHERE: Yarra Bank Reserve.  
Melways 44 K9.  
COST: Free  
BRING: The doings for a BBQ  
BOOKING: Not required  
CONTACT: Max Lewis  
[03] 9372 0921 [H]  
04 5899 3771 [M]  
activities@citroenclassic.org.au

Yes folks tomorrow 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!



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ACE ~ The Association of Citroen Enthusiasts [WA] would like to welcome us to the 2012 National Citroën Meeting [CitIn] to be held in the beautiful region of Geographe Bay, Western Australia

## CITIN '12 ~ WA

### ABOUT THE AREA

Geographe Bay is located in the South West of WA around 220km southwest of Perth.

The bay was named in May 1801 by French explorer Nicolas Baudin; Baudin named the bay after his ship, Geographe. The bay is a wide curve of coastline extending from Cape Naturaliste past the towns of Dunsborough and Busselton, ending near the city of Bunbury. The bay is protected from the rough seas of the Indian Ocean by Cape Naturaliste, which makes it a popular destination for recreational boaters. The bay is extremely shallow, limiting the entrance of large ships. To alleviate the problem the 2km long Busselton Jetty, the longest in the southern hemisphere, was built.

The area is bordered by the magnificent Margaret River wine regions. One of the worlds premier wine regions famous

for its amazing wines, gourmet food

industry and spectacular surf beaches.

### THE PROGRAM

✂ Friday 6th April. The main registration will start at 4pm and run to approx 7pm. From 6.30pm a light meal will be enjoyed and lots of talking until late.

✂ Saturday 7th April. After breakfast [your own or visit Spinikers] we are off to the show and shine car display in Busselton. This allows the participants and the public to enjoy the cars in all their glory. Club shops are welcome here. Lunch will be provided by a service club followed by interclub games. After lunch a Motorkhana will be held at a location yet to be decided. Then we are off to our Mystery Event, which will conclude with a fully catered BBQ dinner.

✂ Sunday 8th April. We will start the day with some fun Easter activities for the kids and those of you young at heart. Information on Sunday church services for those who wish to attend will be provided at registration.

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32/06



Enjoy our Observation Run of the district. After this enjoy some free time before the Cit-In Banquet night where we will hold an auction and have a special guest speaker. Prizes will be given out for the car

world renowned winery for the farewell lunch..

\*Please note that the program is subject to change

Pre/Post Cit-In runs leading to the event beforehand from Esperance & afterwards to Don- gara/Geraldton will also be organised [check the website for

more info as it comes to hand].  
**OFFICIAL ACCOMMODATION:**  
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Fax: +[618] 9755 4075  
Toll Free No: 1800 674 147  
E-mail: bayviewgeographe@  
bayviewhotels.com

Website: www.bayviewhotels.  
com/geographe

**PLEASE NOTE:** All bookings will need to be made through the Cit-In committee to receive the reduced rates. Whilst this is our official accommodation you are welcome to stay at one of the many other accommodation options that Geographe Bay offers. Please contact the Geographe Bay Tourism Association  
38 Peel

Terrace, Busselton Tel: [08] 9752 5800 Email: getaway@  
geographebay.com

**REGISTRATION INFORMATION**  
Registration forms can be downloaded on the Cit-In website, [www.citroenwa.com/citin/](http://www.citroenwa.com/citin/)

**PRICING**

Adult \$200 [early bird special \$180 before Dec 2011]

Child \$110

One day visits or specific meals will be happily negotiated on request.

Any registrations received after March 1, 2012 may incur a late fee. ☞

## CITIN '12 ~ WA

display and observation run finished off by a presentation by the next Citroën Club to run the 2013 Cit-In

☞ Monday 9th April. Sharing of thoughts about the Cit-In over a breakfast (your own or visit Spinikers), check out for those leaving on Monday. We start our next observation run of Margaret River and the surrounds finishing up at a



We would like to welcome you to the 2012 National Citroën Meeting (Cit-In) to be held in the beautiful region of

*Geographe Bay, Western Australia.*

The Association of Citroën Enthusiasts, is proud to host this event and we aim to provide everyone with an event full of fun, adventure and great company.





## ART BLAKESLEE

Art Blakeslee is a jovial man, open in a way that, I suspect, only Americans can be: it is obvious when you listen to him. He has charisma and you realise very quickly that he has a remarkable intellect. On

to sport a mixture of stripes, spots, flowers and a sprinkling of Hawaiian motifs in the garish colours that work so well in ski suits. Since Art Blakeslee has still to master French, the interview will be conducted in English... with the assistance of an interpreter. Hopefully, the nuances of our

his shoulders, and in the hands of his Team, rests [at least in part], the future of the marque.

Arthur Blakeslee is 100% American ~ as American as peanut butter. But, his style is European: the choice of his suit, of his shirt and his tie does not disappoint. The style in this area is rare, for an American is expected

conversation will not be lost in translation [of course, my translation of the conversation back into English is another matter. Ed.]. A member Citroën's Press Corps will also be in attendance, to ensure no secrets are revealed... this is quite normal.

In his office, on the wall behind his chair is a painted triptych

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# 123ignition.com.au

31/05



depicting a Traction and a Xantia; an ever-present reminder of Citroën's past, a past of which they are once again proud. On another canvas, painted by Art when he was young, is his grandfather with a Maxwell. On a pedestal,

## ART BLAKESLEE

loosely covered by a white cloth, is a model of what may well be a new Citroën. What I would not have given to drag, inadvertently, that cloth from its resting place.

And lastly... should you ever experience time with Art Blakeslee the one thing you will never forget is his laughter – it is both frequent and communicative.

CITROËN-REVIEW: Mr. Blakeslee, whence comes this love for the automobile?

ARTHUR BLAKESLEE: It started

with my grandfather. Early in the 20th century he was involved with founding of Hertz car rental with 50 Maxwell motor cars. One day he rented a car to a 15-year old with no licence and no insurance. He drove

the car into the front window of a barber's shop and two people were

killed. The young man's father was a judge and took the case to the very end. My grandfather lost his house, the 50 Maxwells, everything he owned. Ruined, he became a funeral director.

CR: Well, he did have some experience... with those two dead people...

AB: [Laughs] Yes... [laughs]...

That is very true.

For my part, I studied sculpture at Notre Dame university in the

*Continued on page 28*



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This is the second model in the DS series: after the DS3 of 2009 and ahead of the DS5 that we may be seeing at year-end [actually we saw it at the Frankfurt Motor Show, but this article was published prior

purpose is to set new standards in styling, design, emotions and refinement. In the present case we are talking about a raised four door with coupé aspirations that combines sportiness, dynamism and compactness with versatili-

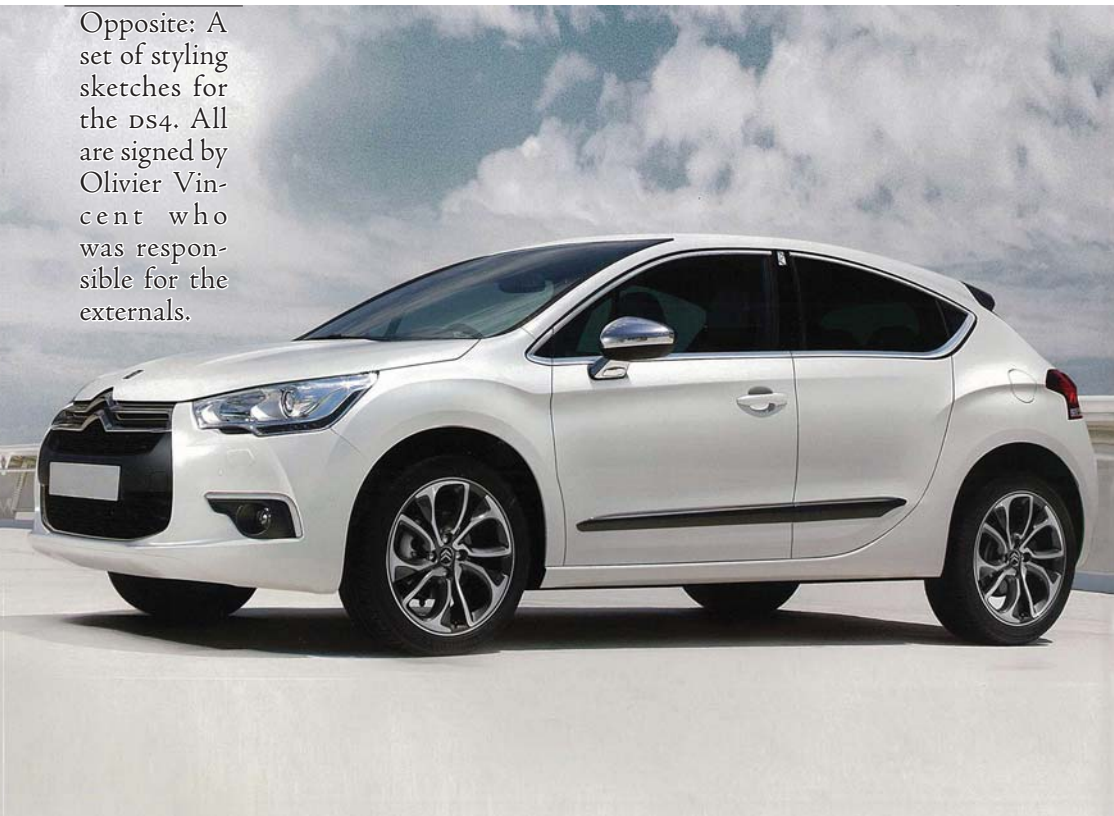
ty and elegance. 'All cars in the DS line', explains Thierry Metroz,

head of Citroën design, 'aspire to a different profile in terms of proportions and mass compared to the classic saloons. The DS4, therefore, is not a traditional coupé either. It is something that will be fundamental in all

## A MODERN COUPÉ

to that event. Ed.), the Citroën DS4 adds lustre to a line which the French manufacturer has always employed to explore new horizons. Traditional cars on the one hand ~ the C series to be specific ~ and on the other cars whose

Opposite: A set of styling sketches for the DS4. All are signed by Olivier Vincent who was responsible for the externals.







## A MODERN COUPÉ





DS products: a car with distinct, heavily marked either styling and muscles aplenty, very strong character lines and heaps of personality, because we are targeting a clientele that wants the car they buy to stand out from the

crowd'. Frédéric Banzet, Citroën's general manager, backs him up: 'This', he says, 'is a modern view of the coupé whose basic values are compactness and refinement, and that opens the door on to a new form of motoring pleasure'.

The DS4 has the same platform as the C4

whose gestation it shared when work got underway at the end of 2007, but it is 6cm shorter and 4cm taller. Output will be about half that of its sister car whose customers are looking for a practical, rational model capable of good performance that is roomy and has abundant luggage space. 'DS4 customers', comments Metroz, 'are less attentive to performance but want more looks and more styling and design. They are looking for driving pleasure. And the DS4 satisfies all these criteria'. From its taut, sculpted lines to its leather-upholstered seats, everything expresses that striving for something extra that is part of Citroën DNA [suffice it to think of the glorious DS19].

The profile boldly blends codes that have thus far been considered opposites, with a formal language that consists of simple, instinctive and forceful lines. 'Reinterpreting cues opened up new possibilities, bringing practical and surprising solutions to automotive mobility', says Marc Pinson, responsible for the design of this project. Starting from the double chevron on the grille and the DS signature on the bonnet, the front of the car can be identified immediately as a member of Citroën's range topping family. The side view, with its chromed detailing around dark-tinted windows, is enhanced by muscular wheel arches that highlight the great 18 or 19inch wheels. The compact, impressive rear features

wraparound horizontal LEDs that generate a luminous new design. Just as the externals, the work of Olivier Vincent, and the interiors, in the hands of Sean Johnson and Nicolas Gonzalez, transmit strength, dynamism and refinement, a result of the sculpted instrument panel, and the high quality materials.

## A MODERN COUPÉ

Sportiness and elegance ['worthy of a car', says Marc Pinson, 'that you will love at first sight'] were the themes used for the dash. The DS4 interiors were done by Sean Johnson and Nicholas Gonzales. They are characterised by a sculpted dash and the use of top quality materials.





'In the universe of coupés which today are almost exclusively hatchbacks', says Pinson, 'the DS4 offers privileged access to the rear seats. Our aim was to get away from the limitations of the hatchback formula and at the

idea that it can get out of any problem situation and keep control of the road while remaining agile and absolutely safe.'

It is perhaps in the word invulnerability, in Pinson's meaning, that we should look for the key to reading the formal language with which the car was designed.

The DS4 is, certainly, a coupé. Not 'low and small, that slides by', but 'muscular and protective'. So, an upgraded DS3? Metroz denies this vigorously: 'As is only natural, the two cars share certain features in the treatment of volumes, which are round and smooth. But the styling is different. There are some brands that have style and they repeat it on all their cars: big, medium and small, in a word a recital of brand styling elements. We at Citroën have a different philosophy because our brand is always on the move.

We like to astonish and be cre-

ative; we cannot confine ourselves to a fixed style.'

Forgoing any of the retro temptations that the DS 10 might suggest? 'That would be too easy. We will never do that. We are proud of our past, we have an extremely rich heritage and DNA from which we draw our inspiration; but above all at a philosophical level never one of style. We retain brand spirit by changing the form. Others do the opposite. In an extraordinarily ingenious move that produced a stupendous commercial result, Fiat did the opposite with its 500. It's a lovely car, an idea that really hit the jackpot. However, in keeping the form of the old 500, its soul was lost. The old 500 was an

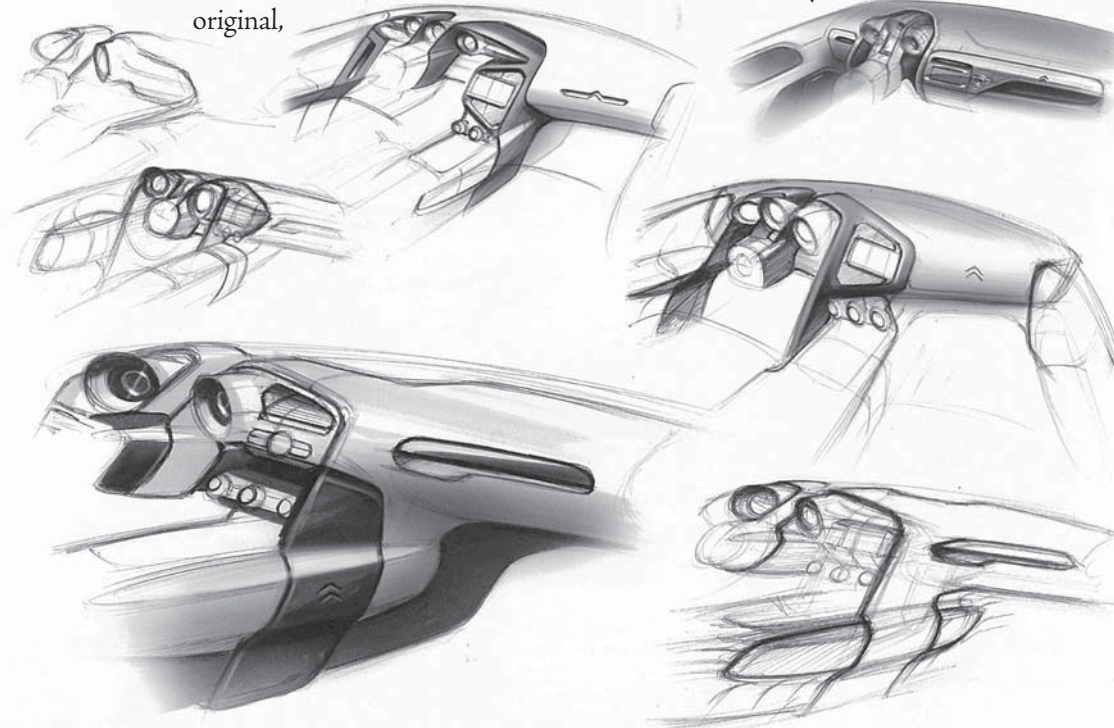
original, simple, economical car. Today's is bigger, more sophisticated, more expensive. It has the great merit of having introduced a very interesting philosophy, demonstrating that you can make small cars that are also premium models. But it is no longer the erstwhile 500. A great operation that has been very popular but which is not part of our mindset: we will never remake a DS19 or a 2CV.'

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✂

## A MODERN COUPÉ

same time propose a new profile, a new look, new allure with the creation of a masked tailgate, handles hidden in the door frames, a discreet door design. This is a car to love at first sight, a car that has to excite your emotions for its line, its aesthetics, balance and dimensions as well as for its carnal appearance that has more than a hint of body-building'. Pinson adds something else which is not too common on the motoring scene: invulnerability. 'It must transmit the





*Continued from page 18*

United States. I was good; the best in the class. My teacher took me to his house one day and said 'Art, I am the most famous sculptor in the State: I will show you how I live. You

AB: Yes. I learned techniques and methods of working that would not work in the United States. Here I have witnessed so many opportunities. I brought with me some experience that I could apply in France but French

culture allows us to work very quickly and to respond in real time to requests we receive. For example, the Xanae was conceived, produced as a full-scale high-density polystyrene model, painted like a real car in

just three weeks! We have a very small team but they are highly skilled. The result is that I can produce three or four cars that are ready to be shown to general management.

CR: Does your job end once there

## ART BLAKESLEE

are my best student but know that all your life you are going to carve churches and people... you will never live the life you deserve. There are other opportunities open you; explore them all the way through to design.' He opened my eyes and moved into automotive design at Notre Dame. The course was sponsored by Chrysler. Virgil Exner visited the campus one day, saw my work... my drawings... and that is how I came to join Chrysler in 1960. I worked with Exner for some time. [Blakeslee was Chrysler Europe's aka Talbot Design Director Europe when that entity was taken over by PSA ~ the holding Company of Peugeot-Citroën ~ in 1979. Exner was also a graduate of Notre Dame University.]

CR: You must have shown great flair to be given the opportunity to work with Virgil Exner.

AB: It was amazing, a great experience.

CR: Has living in France caused you to absorb more of the culture of this country?





is a style agreed, or do you 'sell' it on to the Manufacturing Director?

AB: No, the design is just the beginning for the Team. Not only do we design cars here but we also monitor the indus-

ago the engineer was a generalist. He had an overview of the project, while the designer saw only part of the style. What has happened in the last five years is that the people we have employed, and the organisation has taken a 90° turn. The engineers have become specialists – one is

concerned with the wheel rims, one with the windscreen wipers while a third focuses on the air conditioning. A fourth looks after issues of ice and fifth the mirrors. The result is that each takes his part to heart and the style he develops is important to him. All our meetings take place at Centre de Creation at Vélizy and every engineer gives his point of view on his part of the future vehicle. The designer has become an expert in many areas: casting, feasibility, tools,

etc. The role of the designer has changed; its scope has broadened considerably.

CR: In fact you turned to computers very early. You have strong personal views about their use and Citroën adopted them well ahead of Detroit, Stuttgart and Tokyo, with the result that they are all well behind Citroën in this field.

AB: You have put your finger on a very important point. Today is the most important moment in the history of style in the last 40 years. Now is a full scale test of the top echelons. Citroën's engineers are Germans, Italians, Americans or Japanese. The final Citroën must be perfect from every point of view: mechanically, assembly, finishing, the paintwork, the equipment, its durability and so on. All the world's volume manufacturers must be at the top of their

game if they are not they will be very quickly removed from the market. Today, style is one of the differences that can set a marque apart. War has been declared, but who will develop something different... something that will keep them a step ahead? And it must be done now.

CR: But the Japanese, for example, do they not have that capability?

AB: The Japanese have recruited from Ford, Chrysler, General Motors, etc., many who can execute style, but they are not creators. They engaged people who drew well – almost designers from art studios. And they paid them a very high price. These people have now become their managers, with important Western studios in Japan... Westerners have a wide perception of beauty, great things, large, felines, while the wild Japanese designers have an

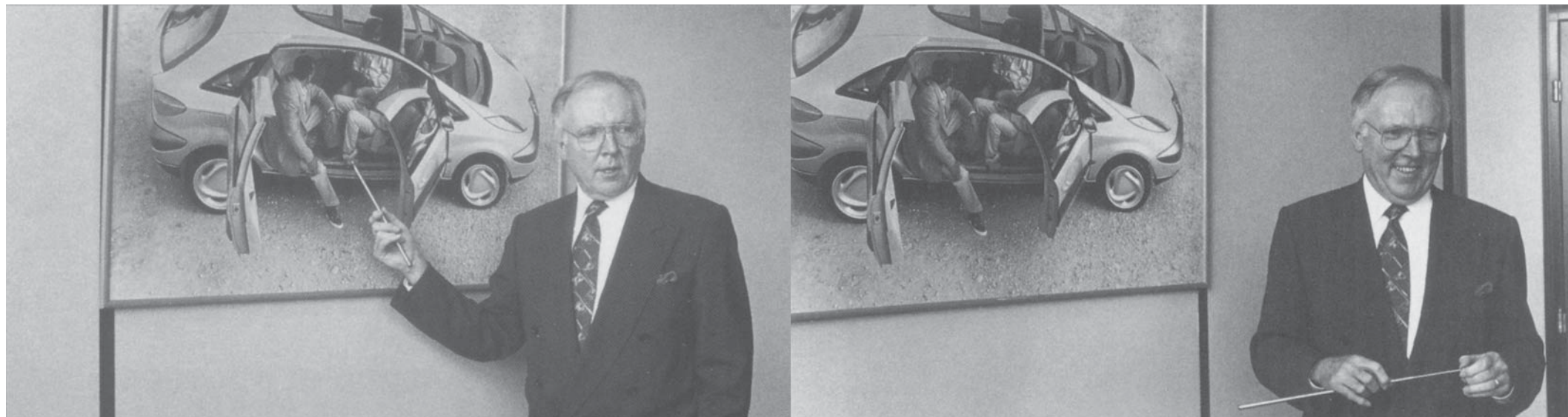
Art Blakeslee standing in front of an image of the Xanae concept car from 1994. It demonstrated a new architecture for a mini MPV ~ in the event a not wildly dissimilar vehicle went into production ~ the Xsara Picasso.

## ART BLAKESLEE

trialisation phase. This is one of the major changes I made when I joined PSA. We follow the car from the first drawing all the way to the production of the first real example.

CR: The key question for you must be how does anyone change the strategy of a company as large as Citroën? Isn't that an unthinkable challenge?

AB: The Company's strategy is not in my hands. Above me there is marketing and general management. Twenty or 30 years





introverted perception, a vision very close to the subject: insects, beetles, cockroaches, grasshoppers, scarabs... Look at the American and European catalogues: a single picture filling a double page, everywhere. Then

traordinary creative past, to take advantage in this situation? We must be the company that will do it and who will win.

CR: What you just said makes us understand the very recent renewal of Citroën, with the complete range from the AX to the Evasion currently on the market.

AB: It's nice of you to say so.

CR: I'm 25, I am a young designer with no experience and I come to see you. What are the criteria that will encourage you to accept me into your team?

AB: Do you have a training or a university degree?

CR: Let's say yes...

AB: I always let the candidate speak for himself for half an hour. I listen to him. I refuse to see his portfolio; his drawings and plans. I listen to him without speaking. I find his

personality, his enthusiasm... and after half an hour, when we have communicated, I ask to see his work. If the drawings correspond to what he told me of himself and what I felt, then we will go further. If, however, there is a large disparity between his words and his work, if his work does not correspond to his personality, I refuse to proceed. As for his drawings, if they express strong creativity I do not care whether they are bad scribbles. I see behind the technique of drawing, no matter how bad it is, to find imagination, innovation, the faculty of invention, etc.. I see what the person tries to express, not how it is expressed.


CR: Are not you afraid that competitors might 'steal' your recruits after you have 'formed' them?

AB: Yes I am very concerned.

On the other hand, a Citroën stylist who left would not find full satisfaction in his work. He would be partitioned into a particular area and quickly miss the breadth of experience and responsibility he had at Vélizy. People are free to make the choice to leave, even if later they may come regret the decision.

CR: Who is your latest stylistic discovery?

AB: A young Russian of just 19 years! Three years ago, we participated in the first Motor Show in Moscow for over 70 years. I had previously written to Moscow universities, asking them if they had motivated stylists in the automotive field, in order to meet them. My God! They camped with their tents in the squares around my hotel to be sure of being interviewed. Among them, this young man, a stylist in a tank building factory. Can you imagine? At 19 years working in a tank factory? A creative type like this is incredible, plus he speaks six languages fluently. Incredible... I almost brought him back in my luggage! Now we take care of him and sponsor him. I believe he will be a sure bet for the future of the brand. We must continue to search the world to find the best people!

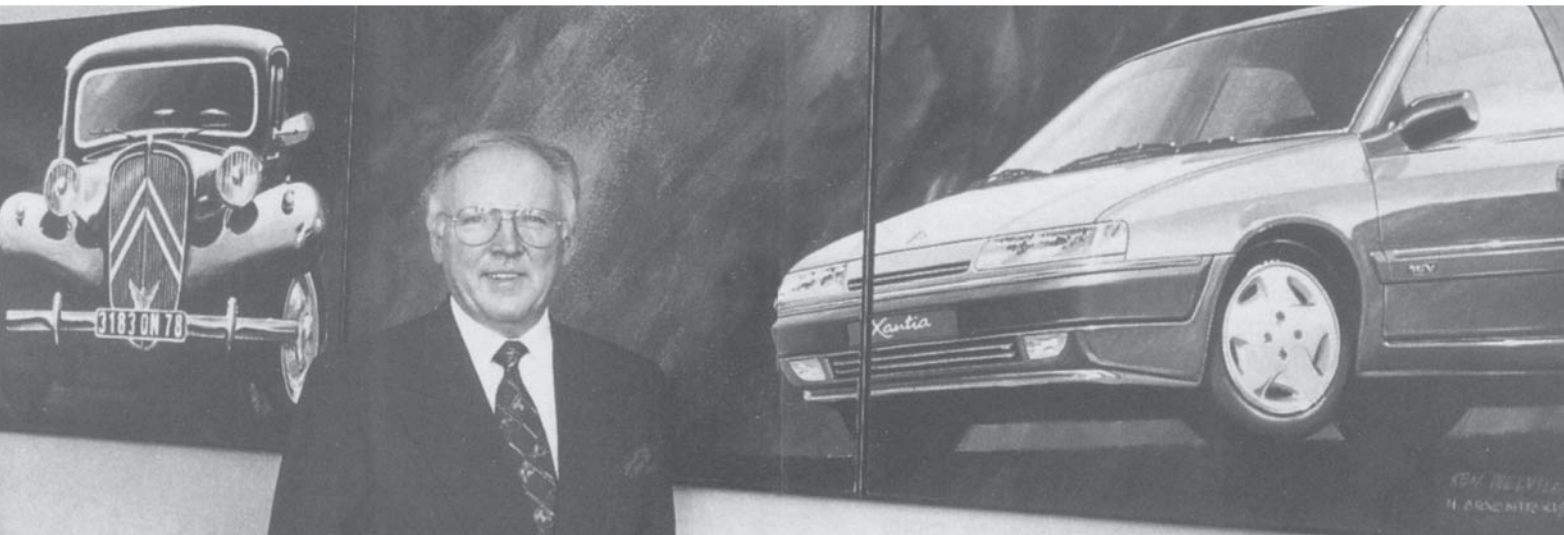
This article first appeared in 'CitroënRevue' December 1994. It was written by Fabien Sabates, and Laurent Bourgeno took the photos. 

## ART BLAKESLEE

look at the Japanese catalogues: fifty photos on each page. It is teeming with details on models. They see things in details, but they cannot rely on their own studios to produce ideas.

CR: So the fundamental question is do we really believe in our culture here?

AB: It's all that matters today! If we believe, we will achieve a decisive lead over the Japanese because, I repeat, we have the right people for this. And who better than Citroën, with its ex-





Judging the maturity of the Citroën C6 Lignage concept car at the last Geneva Motor Show, one could have thought it was the fruit of a long and well-researched design process. But it had only taken five months

## RECONQUERING NOBILITY

to materialise from the first idea. The initiative had been taken by PSA's and Citroën's management who were worried about press reports suggesting that Citroën might pull out of the large car market.

Behind the scenes, Citroën had already started a large-car programme but it would be some years before any hardware could be shown to the public. So Claude Satinet, managing director of Automobiles Citroën, and Jean-Marie Folz, CEO of PSA asked Art Blakeslee, the head of the 'Centre de Creation' of Citroën, if he could do a concept car for the 1999 Geneva Show, to make it clear to press and public that Citroën fully intended to stay in the high end of the market.

But that was October 1998, so Blakeslee had only five months to design and build such a car. However, he immediately replied to the management, saying that 'if you want it, you get it'. Only a few minutes later, when Satinet and Folz left the meeting room, they gave the green light with the simple words: 'Then do it!'

Blakeslee explained that the C6 project had two faces, and one of them for sure was about the production of a functional concept car in record time. But it could also be proof of PSA and Citroën management's future commitment as well. 'I have been waiting for such an opportunity

for seven years,' says Blakeslee, who has managed Citroën's design efforts for a decade. 'And this opportunity has given us new insight into the design team's capabilities as well'.

In particular, the fact that the management left Blakeslee and his team every freedom to work without interference was essential. 'Only on January 10 [1999], during a presentation of the

car in Nice, would we decide to show the car in Geneva, or not'. Immediately after the 'green light' meeting in October, Blakeslee addressed his team and said: 'Ladies and gentlemen, we have a unique project, but only one week to show our management what we want'.

Everybody went crazy, throwing their routine chores aside and working day and night, both in the office and at home, to do initial sketches and make ten 1/5 scale models, in just a week's time. Blakeslee made a short-list from those ten because he wanted to confront the management ~ including PSA product development man Peugeot and Citroën's marketing chief Vincent Besson ~ with only three scale models to choose from. They soon fell for young Marc Pinson's proposal, [Eagle-eyed

readers will note that Marc's latest work for Citroën has been to lead the DS4 project. Ed.] as well as the interior suggestion sketches of Russian-born Vladimir Pirojkov. [One must ponder whether Vladimir is the 19-year-old Russian referred to by Art Blakeslee in the previous article. Ed.]

This article first appeared in 'Auto&Design', No 116 in 1999 was written by Wim Oude Weernink

The article below about the Lignage Show Car, and the associated pictures, are taken from the website citroneet.org.uk and was written by Julian Marsh.

Shown at the 1999 Salon de l'Automobile in Geneva ~ to my mind this car is far more radical than some of the drawings purporting to represent the XM replacement although whether the 'suicide doors' will make it into production is a moot point.





c6 ~ not the rear wheel drive car built between 1928 and 1934 but Citroën's latest concept car, exhibited at the Geneva Salon in March of this year. Another product of the Centre de Creation under the guidance of Mark

evidently recalls that of its predecessor which totally dominated the haut de gamme market in France with over 60,000 examples being sold and inaugurated a long line of grandes berlines including the 15CV, DS, CX and XM. c6

## RECONQUERING NOBILITY

Lloyd who studied automotive industrial design at the Royal College of London. He joined PSA in 1989 as a designer, being responsible for Activa 2 and Xanaé. For the last year, he has been in charge of the avance de phase or research of style and design of vehicles and the marque ~ brand identity if you like.

The name self

must live up to its predecessors in being innovative in terms of

the use made of its architecture and technology in the service of well-being and safety.

That Citroën should choose to exhibit such a car would appear to indicate that PSA has confidence that Citroën can and should compete in a market sector in which they have been singularly unsuccessful of late. It also demonstrates the company's commitment to its reputation as a builder

of cars that are different from the run-of-the-mill products of so many other manufacturers, including, it must be said, PSA ~ and this includes unadventurous cars like the Saxo and Xsara. If however the success of these vehicles has provided PSA with the financial wherewithal to build cars that can proudly display the chevrons, then I for one laud them.

That Citroën should choose a name from its own history is yet another example of the sea change which has occurred of late in Paris. Those of us who were afraid that the marque's identity was being diluted to the point of non-existence will be able to sleep at night.

Until comparatively recently, PSA has seemed determined to ignore Citroën's

history and to bury its reputation as a manufacturer of avant garde vehicles. Conventionality and blandness have been the order of the day. But the motoring public has become more sophisticated and will accept the unusual, provided the price does not include unreliability. Ford, that master of lowest common denominator design has realised this and currently has a successful range that includes some of the most striking looking cars on the market.

A further spin on the name is of course that this car may be seen as the big sister of c3 and like that concept car, it is undoubtedly a pointer to the sort of vehicles Citroën will be building in the next century. As with c3, c6 has 'suicide' rear doors which are unlikely to make it into production although I am told that there





is an American car ~ the name escapes me ~ which is so equipped. The rear doors cannot be opened unless the front door on that side is already open.

Citroën has been at pains to point out that C6 is a concept car and

son, Director of Produits-Marchés stated that of all the French marques, Citroën is the one best placed to build a car in this market sector. I also understand that C6, while it has no running gear [unlike C3], is actually built on

Plate-forme 3 ~ the new floorpan intended for the Xantia replacement and possibly, if public reaction is favourable, for the XM replacement ~ the intention is apparently for relatively low volumes; as low as 3,000 per year. I also understand that Plate-forme 3 will not be used in any future Peugeot. The intention is for three floorpans to be made available for the new range ~ Plate-forme 1 will be C3 and Saxo replacement and Plate-forme 2 will be Xsara replacement. ✂

## RECONQUERING NOBILITY

Chuck Jordan, GM's Head of Car Design [1986 ~ 1992], with Citroën design chief Art Blakeslee at the 1999 Geneva Motor Show

that there are no plans to put it into production. Nevertheless, it is almost certain that the prime purpose of exposing such a design is to judge public opinion and so far, the reaction of the pundits has been favourable. Personally, I have some reservations ~ I intensely dislike the oversized chevrons at the rear and notwithstanding the claims made for 'fluidity', find it looks somewhat bulky and heavy. Whether a Peugeot equivalent will be built is a moot point since in a recent interview, Vincent Bes-

ment and possibly, if public reaction is favourable, for the XM replacement ~ the intention is apparently for relatively low volumes; as low as 3,000 per year. I also understand that Plate-forme 3 will not be used in any future Peugeot. The intention is for three floorpans to be made available for the new range ~ Plate-forme 1 will be C3 and Saxo replacement and Plate-forme 2 will be Xsara replacement. ✂



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LEIGH F MILES ~ EDITOR

Since I wrote last there has been some activity within the 'fleet'. As always with these things, some of the news is positive and some of it rather less so.

## FLEET FOLLIES

Always one to see the positive in things I will start with the good news.

The good news is that the interior door trim components for my c5 have arrived. Now, I have to confess, I have not hounded Zagame about the poor provision of parts for my car, I have to confess I have not even hounded the Spare Parts section of Zagame

in Brighton to determine the location of the parts very often.

However, I did engage in a flurry of phone calls just prior to my trip to Russia. That was in late June/early July.

Given it had been accepted by Zagame that repair to the door was a warranty claim, you might think it odd that in July I was still following up on parts that had been ordered the previous December. December, January, February, March, April, May, June... count them, That is over six months. Maybe they were waiting for cows to die, so they could harvest the leather?

Anyway, I was assured in late June that the necessary parts had arrived at Citroën in Sydney. So, with six months to get the parts from Paris to Sydney, I guess it should not come as any surprise to learn that it seems to have taken over two months for the parts to arrive in Melbourne.

I finally received a text message [and you cannot imagine how much I loathe text messages] on September 13 telling me the parts have arrived in Melbourne.

When the car goes in to have this work done, I will raise 'officially' with Zagame the state of the passenger's door trim. Fingers crossed we will get that repaired before the middle of 2012. As an aside how dreadful is it that the door trim on such

an expensive car should show disintegration in under 25,000km.

I did raise with the fellow at Zagame whether they had experience of a pattern of this problem of door trim degradation. He seemed caught short by the question and after some stumbling around I got the feeling that while mine is not a totally isolated incident... there is not a systematic failure of door trims. Mine must be two rare cases. My contacts at Citroën UK seemed more forthcoming. They assure me they have seen this problem, although only on early cars.

Seriously, I do not know where to lay the blame, but neither Ateco nor Zagame can expect positive publicity for their spare parts back up on the basis of this experience.

I also raised with Zagame when the c5 went in for its first service that I was getting messages on the information screen that the parking assistance system was faulty. Despite assurances that this had been repaired, the fault continues to occur at irregular intervals. After a period of silence, it has reappeared on the screen.

In late May the c5 started to emit graunching noises from the brakes. It was no surprise to discover that the discs and pads needed replacing ~ it was what the sounds indicated, even to my ignorant ears. What did surprise was that it was the rear brakes that had 'gone', rather than the front set. The Service

Department did agree that it was unusual, in a nose-heavy, front-wheel-drive car for the rear brakes to require attention before the front set. So rare in fact that there are no wear sensors on the rear brakes of a c5.

It turned out that the front brakes were not far behind the rears in wear level.

Given the car was at Zagame, and given they had the parts in stock [was I surprised?], we went ahead and had the work done on both front and rear brakes. Something over \$1,000 later all was well.

I have also received a recall notice to do with the the brakes on the c5. I will get that attended to when they work on the door and complete the 39,000km service.

So, what is the bad news? I slowly reversed into a parked car a week or two ago. I know the presence of rear parking sensors should make such errors a thing of the past. I am sure the sensors beeped, I am just as sure that I failed to hear them.

While neither vehicle sustained what appears to be significant damage, it all looked too difficult and it went into the hands of my insurers ~ Shannons.

The quote went from the repairer to Shannons and three days later it was approved and work can commence.

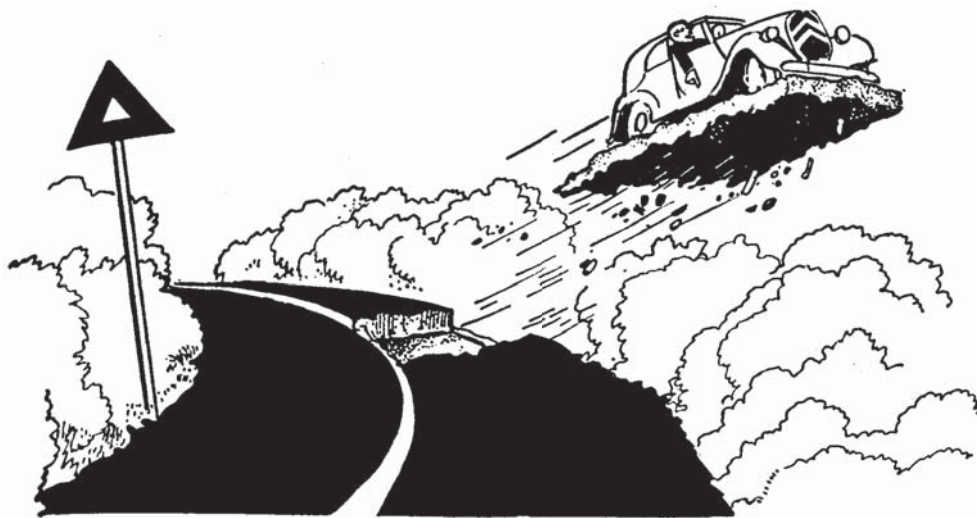
All we need are the parts.

I wonder whether anyone is listening?

Leigh F Miles ~ Editor







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I have 4 front seats and one rear seat back rest from various Traction Citroëns. Free to a good home [otherwise they will end up on the rubbish skip]. They are all in poor condition, but the frames and springs may be handy for someone. Three of the front seats are approx 58cm wide, while the fourth is 53cm. Contact: Steve Gercovich, 04 0997 9348. [Eltham, Vic] [35/04]

#### CX LAMBSWOOL SEAT COVERS

CX front seat covers. Custom made, pure lambswool, over-the-edge style [discreetly pierced for headrest uprights and with separate boots for them]. Camel coloured, brilliant condition. Soon it will be summer ~ but you'll be cool with these! \$250. Contact Dominic Lowe, 04 1222 5720 [Melb]. [35/04]

#### VINTAGE PARTS

After Club member Les Turner passed away his family was left with years of Citroën material to clean up. He previously owned a 5CV and these items have been found in the garage: 2 x 5CV radiators, a motor, badges, dashboard and instruments, radiator caps and much, much more. These must all be cleared by end October, 2011. Contact Dallas Voigt [nee Turner], voigt-cd@bigpond.net.au [35/4]

#### 1951 CITROËN LIGHT 15.

I am just the second owner. Have had the car since May 1993. All receipts since 1963. Fitted with new high speed CWP in 2008. 218,000 miles. Fully registered. Does not miss a beat. Arctic white with original brown seats. Excellent condition, used every day, fitted with temperature gauge. Retractable seat belts. \$16,500. Contact Ian Kimpton Point Lonsdale [03] 5258 4762 or 04 2847 7427. [35/02]

#### 1977 AMI 8 HOFFMAN

2 door 2CV cabriolet. I bought it in the UK in 1997. Professionally built by a main dealer. Restored from chassis up by Steph Laguna with photo documentation when the floor began to rust. Red and black with red leather and black soft top. Fantastic condition, no rust or mechanical faults. Currently on non-transferable NSW Club plates 33290H. \$40,000. Feel free to email me on jsimons@srllaw.com.au or 04 1444 7239. [35/02]

### WANTED

#### BIG BOOT RESTORATION

I am looking for these parts to finish a big boot Traction: 1 right side boot hinge, front brake cylinders, front side lights, rear side and brake lights, head light glass, lense and rim for a stepped unit, 1 road wheel rim, pair of wiper arms, rear view mirror. Please contact Julian Beasley 04 3117 8389 or blueybeasley@hotmail.com [35/05]







# **CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA**

Australia's National Citroën Car Club

