



FRONT DRIVE



Australia's National Magazine
for Citroën Owners and Enthusiasts



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

April 2022 Vol 45 No 6
Dyane ~ 55th Anniversary 1967-2022

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.

Life Members

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

Arthur and Nance Clarke	1984
Jack Weaver	1991
Peter Boyle	2003
Ted Cross	2012
Rob Little	2012
Sue Bryant	2017
Brian Wade	2017
Leigh Miles	2022

Citroëning

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.

While Club permit renewals

can be done via the post CCOCA encourages you to do this via the internet and email. It is faster, simpler and safer than the post. Payment can also be completed via your VicRoads on-line account.

Committee

President ~	Tim Cottrell	0416 009 297 [M]
	president@citroenclassic.org.au	
Secretary ~	Sue Bryant	0412 518 849 [M]
	secretary@citroenclassic.org.au	
Treasurer ~	Ian Macdermott	0419 362 375 [M]
	treasurer@citroenclassic.org.au	
Activity Coordinator ~	Lee Dennes	0438 286 181 [M]
	activities@citroenclassic.org.au	
Spare Parts Officer ~	Lance Wearne	0424 054 724 [M]
	spareparts@citroenclassic.org.au	
Publication Editor ~	Leigh Miles	No telephone contact at present
	editor@citroenclassic.org.au	
Web Site Manager ~	Bruce Stringer	0412 342 706 [M]
	websitemanager@citroenclassic.org.au	
Committee Persons ~		
	Ted Cross	[03] 9819 2208 [H]
	Marg Towt	0408 373 181 [M]
	Russell Wade	0401 859 704 [M]

Membership

Annual Membership is \$35 and printed editions of 'Front Drive' are posted to Australian addresses for an additional \$45 per year.

Meetings

Club meetings are held on the fourth Wednesday of every month [except December] at 19:30. The usual venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell.

Support

Membership Secretary ~	Ian Macdermott	0419 362 375 [M]
	treasurer@citroenclassic.org.au	
Asset Custodians ~	Ted Cross	
	Max Lewis	
AOMC Liaison Officers ~		
	Max Lewis	0458 993 771 [M]
	Russell Wade	[03] 9570 3486 [H]
Club Permit & Safety Officers ~		
	Ted Cross	[03] 9819 2208 [H]
	Philip Rogers	[03] 5944 3091 [H]
	Russell Wade	[03] 9570 3486 [H]
Librarian ~	Max Lewis	
		0458 993 771 [M]
	librarian@citroenclassic.org.au	
Club Shop ~	Vacant	
	clubshop@citroenclassic.org.au	
ICCCR Representative ~		
	Ted Cross	[03] 9819 2208 [H]

Cover Image

The cover image is from the Citroën [UK] brochure for the 2CV and Dyane for the 1978 model year. It is taken from the editor's archive. This cover has been designed using resources from Freepik.com

Contributors

Contributors to this edition of 'Front Drive' include Alan Brown, Graeme Dennes, Mick Duffy, 'Dr Estipallas', Matt Richardson and Andrew Roberts,

Contents

ED SED	PAGE 4
PREZ SEZ	PAGE 5
A-TRACTIONS	PAGE 6
INTRODUCING THE COMMITTEE	PAGE 12
DEATH & TRANFIGURATION?	PAGE 18
CENTRE STAGE	PAGE 20
BARGAIN BASEMENT	PAGE 31
BATTLING BETTY A BARGAIN	PAGE 56
MEMBER'S MODEL: DYANE	PAGE 57
1952-55: HOLDING OUT FOR THE DS	PAGE 67
WHAT'S IN THE GARAGE	PAGE 84
2CV ARTICLES	PAGE 89
A DAY WITH EDNA MAY THE GSA IV	PAGE 90

Deadline

The deadline for the next edition of 'Front Drive' is Monday, 13 June, and for 'démarrreur' it is Thursday, 14 April.

SPARE PARTS & TOOLS

Contact Lance Wearne. Phone: 0424 054 724 [if you do phone, please do so at a reasonable hour] or spareparts@citroenclassic.org.au

CLUB SHOP

Club Shop is presently not operating. For further information please contact the Club's President.

OTHER CLUBS

Vic www.citcarclubvic.org.au
NSW www.citroencarclub.org.au
QLD www.citroenclubqld.org
SA www.clubcitroensa.com
WA www.citroenwa.org.au
Tas www.citroentas.org

Ed Sed

Welcome to the first edition of your new-look 'Front Drive'. As you will [hopefully] already be aware the Committee, lead by Marg Towt has been hard at work to give the Club a new look that reflects the fact that while we remain Australia's national club for classic Citroëns, epitomised by the Traction Avant, the 2CV and ID/DS we also embrace the idea that every Citroën is a classic... either now or in the future.

In addition to the use of our new logo on the cover, the 'hero' red we use has been changed to the burgundy of the logo and we have picked-up the new font and used it for the headings throughout the magazine.

But some things have not changed. The masthead/title continues to use the same font we have used for over a decade and the font for the articles is also unchanged. I have had great



feedback about this font with members telling me it clear and easy to read. So why change a winner?

This month we celebrate the 55th anniversary of the Dyane. This is a model close to my heart as it was not only the model that the first Citroën in the family, I still own that particular car. Well, not exactly. The car is still owned by its first owner... my father. He and my mother bought the Mimosa Yellow Dyane Weekend 6 [to give it its full designation] back in 1978 and he still owns it!

As you will be aware, every month, with varying degrees of success, I ask members to write articles that reflect the model I plan to feature new time. So I have no excuse not to supply my own 'Member's Model' feature.

To accompany this there are two magazine articles. The first is a 1981 period piece looking at bargain basement cars from 'What Car?' and the other from 30years later which brings the model into more perspective.

In the last edition of 'Front Drive' we reprinted an article taken from the magazine of the French Traction Club, La Traction Universelle. Subsequently there was sort of follow-up article which looks at what was actually going on at Quai de Javel

Continued on page 6

Prez Sez

Dear Members,
It is an enormous privilege for me to take on the role of President for CCOCA. My sense of privilege is in huge part due to the wonderful legacy bestowed upon us by Ted Cross who genuinely lives and breathes our club. His warmth, boundless enthusiasm, knowledge, and knack for making everyone feel enormously welcome is a hallmark of his Presidency. Not a single committee meeting goes by without Ted commenting upon a conversation he has enjoyed with a new member, or where he has sort assistance for another in solving a tricky maintenance or parts issue for a member's car. We all thank you, Ted, and are so pleased that you remain on committee providing that special trademark stewardship. I extend our gratitude to Helen, for you are truly and inspiring team in celebrating all things Citroën, friendship and adventure. I will do my best to follow the fine example you set for our club.

I am in awe of all our committee members for their skill, insight and dedication. Committee is an interesting and rewarding experience that also brings lots of fun, and I look forward to another great year.

At the AGM we were thrilled with the announcement that our club has bestowed the ti-

tle of Life Member upon the ir-repressible Leigh Miles. When I spied Leigh at a club meeting some 30years ago I thought to myself, that is the most interesting pair of spectacles I have ever seen in my life! In all spheres of interest and involvement, Leigh brings deep passion, skill, rich knowledge and... flair. His contribution in so many areas ~ most positions on committee, including President, organisation [often alongside Sue Bryant] of an endless number of events [I think about nine OzTractions in a row for example], is phenomenal. Like many, I have especially enjoyed Leigh's work as club Editor, where he brings joy to readers every month. I am looking forward to reading this edition with it's feature on the 55th Anniversary of the Dyane, a rare model I can't wait to learn more about]. We members thank you, Leigh, and very much enjoy seeing you join the esteemed ranks

Continued on page 6



Ed Sed

Continued from page 4

in the period when the Traction was demonstrably on its last legs, but the DS was clearly not yet ready for launch. Fascinating!

Since the last magazine we have had our AGM and elected our new Committee for 2022/23. You can read profiles on most of its members in this edition. After all, you have entrusted us to run your Club. You should know who we are.

The other thing that occurred at the AGM was that I was honoured by being granted Life Membership of CCOCA. As I said to the out-going Committee:

'The Club has been an important part of my life, both in good times and not so good times. All I have given [very willingly, I must add] to the Club has been repaid to me in friendships made and experiences shared over almost 40 years. Life Membership is, Philip and I both say, icing on the top of a really good cake! Thank you.'

Last, but perhaps most importantly your Membership Secretary has some very sound, and very important advice on why your spouse/partner should be a member of CCOCA ~ no matter how little interest they have in your pride and joy. Vital reading!

Leigh F Miles ~ Editor.

Prez Sez

Continued from page 5

of our Life Members.

As I write many of our cars are making their way to Cowra for CITIN, hosted this year by the NSW club. Best wishes to all for safe and joyous travels. Regrettably work commitments have kept me in Melbourne, but I certainly look forward to OzTraction later in the year and hope to have my '57 DS19 ready... famous last words.

Please keep in mind also the club Concours coming up in April ~ see the calendar for details. If the trend continues we will see increasing numbers of punters enjoying the release from matters COVID and enjoying the company of friends in person at this event. Please be in touch with myself... or Ted... if you are keen to assist on the day... we are always eager for marshals, judges and so on.

Thanks for electing me, and I look forward to serving our club.

Tim Cottrell ~ President

**IS YOUR
MEMBERSHIP
RENEWAL DUE?
MANY MEMBERS
HAVE MARCH RE-
NEWAL DATES...
DON'T FORGET TO
RENEW OR THIS
COULD BE YOUR
LAST FRONT DRIVE**

A-Tractions

To book or RSVP for a CCOCA organised event you must now register on line at the club's website. Do not contact the organiser to RSVP. In order to attend any advertised event, you must be fully vaccinated against Covid-19, or present a valid Government-authorized exemption.

• April

All-Citroën Concours d'Elegance

WHEN: Sunday, 24 April

TIME: From 09:30

WHERE: Patterson Reserve,
484 Auburn Rd, Hawthorn

COST: Participants: \$7

General Public: Free
MORE INFO: Ted Cross,
[03] 9819 2208

info@l23goloans.com.au

Dave Rogers [CCCV]

0422 229 484

drogers1@gmail.com

• Coffee van and refreshments available.

• Toilets on site

Only CCOCA/CCCV members' cars will be eligible to be judged. Only cars in the official Concours line up area will be judged.

Non club Citroën owners are welcome to join the display.

PROGRAMME

Entrants' arrivals: 09:30 to
10:00

Open to public: 10:00 to 15:00

Prize Awarding Ceremony:
14:00

Car departures: 15:00 to 15:30



A-Tractions



Lake Goldsmith Steam Rally Weekend

WHEN: Saturday, 30 April & Sunday, 1 May
 FROM: 7-Eleven Fuel Station, Lot 2 Western Ring Rd., Ardeer



TIME: 07:45
 TO: Ballarat
 COST: All costs are your responsibility
 BOOKINGS: Essential, by Monday, 11 April
 BRING: Everything for a weekend away
 MORE INFO: Peter Lynch
lynchaus@hotmail.com

DO NOT CONTACT PETER TO REGISTER! You must register/book via the CCOCA website
<https://citroenclassic.org.au>

New members, Peter and Mary Lynch have organised a great weekend for you to enjoy in Central Victoria.

The Lake Goldsmith Steam Preservation Association was established in the late 1950s, with a handful of remnant engines operating in a paddock nostalgically re-creating a bygone era. From that point, the movement has advanced to the position, where, not only is it acclaimed as 'Australia's premier steam rally', but to that of international recognition. And this year, for the first time in CCOCA's history we are going to attend.

Here's the plan:
 Saturday, 30 April
 • 07:45 Meet 7-Eleven Fuel Station, Ardeer



- 08:00 Depart via scenic road to Ballan Bakery for morning tea
- 09:15 Depart for Lake Goldsmith
- 15:00 Depart Lake Goldsmith via scenic road to Lake Inn, Ballarat
- 18:30pm Dinner on site City Oval Hotel

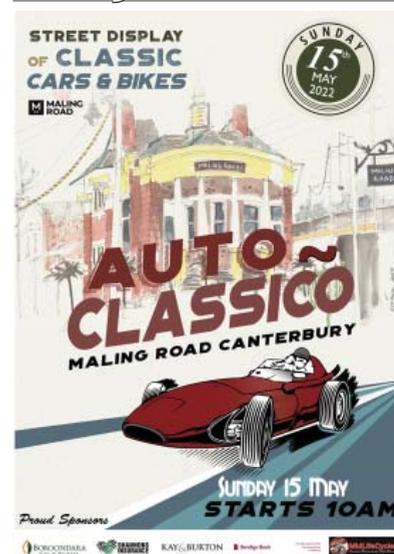
- Sunday, 1 May
- 08:00 Breakfast/Coffee at Ballarat Yacht Club
 - 09:30 Depart for Daylesford
 - 10:30 Daylesford Market/Daylesford Spa Country Railway.

Further relevant information will be emailed to those attending one week in advance.
 PREFERRED ACCOMMODATION
 Lake Inn Ballarat 1317 Mair St, Ballarat Central [03] 5338 8344.
 Ballarat and the surrounding



areas are heavily booked over this weekend. You are advised to book early to avoid disappointment. 12 Executive Queen suites are currently available. You are welcome to make your own arrangements re alternative accommodation.

• May Maling Rd Auto-Classico



WHEN: Sunday, 15 May
 TIME: From 10:00
 WHERE: Maling Rd., Canterbury
 COST: Free to roam
 BOOKINGS: Not required
 MORE INFO: Peter Barclay, Event Manager,
 0417 338 438

<https://malingroad.com.au/events/maling-road-auto-classico-2021/>

Maling Road Autoclassico will

A-Tractions

now be held on Sunday 15 May 2022 within the Maling Road shopping precinct with over 200+ classic and modern exotics cars on display.

Event organisers have secured some great cars and clubs, and expanded the event to cover a broader range of classic and modern cars from multiple marques.

The event will continue to focus on displaying classic, historic, and modern exotics consistent with the unique characteristics of the event.

For added interest we will have a variety of 'movie cars', tractors and bikes. The event with support of the Italian Auto Icons

Chit Chat Tuesday

WHEN: 1st Tuesday
3 May
7 June
5 July
TIME: 10:00
WHERE: Laneway Espresso
Café, Dromana
COST: Cheap Eats
BOOKING: Not required
CONTACT: Warwick Spinaze
0407 016 719.

Laneway Espresso Café ~ next door to the Dromana Hotel, 167 Nepean H'way, Dromana. Easy to find, plenty of parking, under-cover seating if the weather is wet. This is a low key 'DIY' event for like minded Citroën owners to meet and chat.



and their sponsors will ensure a comprehensive mix of Italian beauties in a dedicated section.

May Monthly Meeting: Thai Dinner

WHEN: Wednesday, 25 May
TIME: 18:30
WHERE: Tooky Thai Restaurant,
100 Canterbury Rd.,
Blackburn South
COST: Approx \$25pp [depend-
ing on what you eat!]
BOOKINGS: Essential by
Monday, 16 May
BRING: BYO wine available
MORE INFO: Sue Bryant,
0412 518 849

Join us for an evening of great Thai food and a good chat. Check out Tooky Thai at www.tookythai.com.au
DO NOT CALL SUE TO REGISTER! You must register/book

via the CCOCA website <https://citroenclassic.org.au>

• June

OzTraction 2022

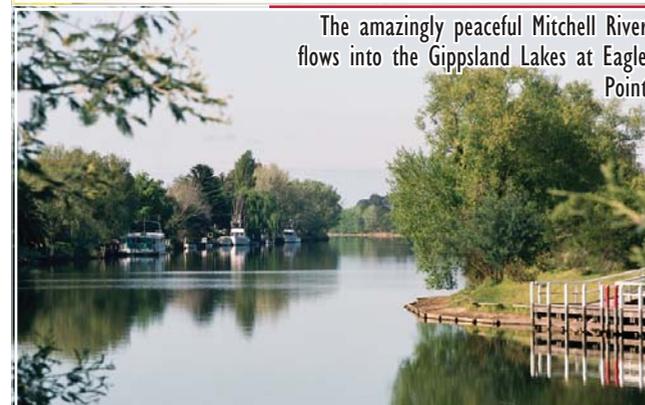
WHEN: Queen's Birthday Long
Weekend, Friday, 10 to Mon-
day, 13 June
WHERE: East Gippsland
COST: \$250pp
BOOKINGS: Essential, by



The entrance to the Gippsland Lakes



Bairnsdale's historic Railway Station



The amazingly peaceful Mitchell River flows into the Gippsland Lakes at Eagle Point

Wednesday, 25 May
CONTACT: Lee Dennes,
0438 286181
l.dennes@bigpond.net.au

WHAT IS INCLUDED?

You will be provided with

- luncheon at a brewery
- three evening meals
- two-and-a-half-hour cruise on the Gippsland Lakes and
- an individually packaged Continental Breakfast.

WHAT'S NOT

All other costs, including accommodation, will be at your own expense.

ACCOMMODATION

Preferred accommodation will be

- Bairnsdale International Motel, 355 Main Street, Bairnsdale 3875
www.bairnsdaleinternational.com.au

The Motel has offered participants a Classic Queen Room for \$144 per night [excluding Breakfast].

Mention you are a member of the Citroën Classic Owners' Club to obtain this discount.

There are several other motels in the area if you wish to seek alternate accommodation.

REGISTRATION & PAYMENT

Go to <https://citroenclassic.org.au/wordpress/> and follow the prompts.

REFUNDS

All refunds will be at the discretion of the organisers.

Introducing the Committee

Over the last couple of years the Club has benefitted from an increase in membership and a good deal of that increase has come from outside the Club's traditional base of Victoria.

While in each edition of both 'démarréur' and 'Front Drive' members get to see the smiling dial of the President and Editor for many members the Committee might seem like a collection of faceless, two-dimensional women and men. To remedy this we offer a profile and a picture of most of the newly elected 2022/23 Committee.

President ~ Tim Cottrell

Without wanting to be overly highbrow, for many of us Citroën is a way of thinking that harmonises beauty, utility and imagination and nowhere is this more revealed than in classic Citroën vehicles. The mythology for me started with my father's purchase of a '61 French-build ID19 from Commonwealth Motors, A'Beckett Street, Melbourne in 1963.

Although I was a toddler, I have strong memories of the car registered in Victoria HHM 768. My family owned the car for about eight years.

Much later... in my early 20s... I spied a lovely looking '62 ID19 for sale on a nature strip in the country. This car ~ HRY 933 ~ was my first 'Har-

riet' which I loved and drove all over the eastern states of Australia. This included many return trips to Mildura to visit Kathy [to whom I've now been married for 32 years]. I sold the car six years later, instantly regretted doing so, and soon after purchased 'Harriet the 2nd', another '62 ID. This was my daily drive for the ensuing 28 years, and I'm grateful to Lance Collins of the former DS Motors who rebuilt the engine and generally kept it on the road with myself also getting hands dirty, and friends helping me out.

I sold this car in 2013... and yes, regretted it once more. Since then I have owned a couple of IDs, a Traction and a great '68 DS21 Pallas Hydraulique. I am currently restoring a wonderful '57 DS19 Slough-build, originally a New Zealand car, and am receiving good advice from enthusiasts in our midst.

I live in Alphington, Victoria with my wife Kathy. Our children, Darcy and Claire, are



grown up. While they drive Peugeot and Mercedes, they have fond memories of many trips in our beloved Harriet. I cherish the memory of CCOCA embracing involvement of our children at club rallies for many years. I am delighted that Harriet has now found her way back to Melbourne and is being beautifully cared for by an enthusiastic couple who are only a few suburbs away from us.

I work as a Principal of a Melbourne school which keeps me busy. My students have always mobbed my Citroën cars ~ they love them, just as their distinctive allure touched me many years ago.

Tim Cottrell

Secretary ~ Sue Bryant

I am re-joining the CCOCA committee this year as Secretary after a three year absence. For those of you I don't yet know I have been a member of CCOCA since 1992 and was a CCCV member prior to that. My involvement in Citroëns is



mainly social, and always has been. The cars are the reason we get together and the people we meet are the reason we stay involved.

I have owned a few Citroëns over the years, the first was a much loved hard working G Special which was soon joined by a DS23 Pallas which seemed to spend more time being repaired than on the road. I then bought a BX19 Station Wagon and replaced it with a Xsara. My current 'Classic' Citroën is a 2009 C4 Sedan which goes by the name of Miss Bossy. She was my daily drive for over ten years until early 2020 but having clocked up over 300,000 kms she now lives in semi-retirement, waiting for us to be able to go to more CCOCA events in the near future.

I live in suburban Melbourne, and I work running the office of our family business in the Yarra Valley. During my seemingly rare spare time I enjoy baking, walking, gardening, travelling, theatre and most of all spending time with my family and friends. After the last two years I am hoping to do more of all those things but change the balance ~ less baking more travelling!

Sue Bryant

Treasurer ~ Ian Macderrott

Having found time to contribute to the club after retiring, I have been on the committee for three years, in the roles

Introducing the Committee

of Treasurer and membership Secretary. It has been a steep learning curve, and the changes that have been made to the club's administrative systems recently are making life easier. I hope other members feel the same.

I am a long-time Traction owner who has tackled most jobs apart from total engine and gearbox rebuilds, and panel work. When I first acquired my Traction, parts were hard to find. Wrecks could be bought for about \$50, and I learned a lot by pulling several apart. One of the pleasurable activities I've engaged in over the years is making a fair number of the special tools required for working on the Traction.

During COVID lockdown I was looking for something to keep me occupied, and bought a 2CV. That has also been an opportunity to learn! At the moment that car is being run in with a new set of barrels and pistons, and I'm looking forward to eventually being able to drive



it at more than 80kph.
Ian Macdermott

Activity Coordinator ~ Lee Dennes

Graeme [my husband] and I retired to West Gippsland in 2004 to build our new home and the shed that Graeme had always wanted but suburban blocks prohibited.

We had plans of caravan trips, overseas holidays, cruises, and the like.

Unbeknownst to us we were about to become involved in a new lifestyle that was spearheaded by a friend of ours who dropped in several times in his 2CV. Each time Graeme became more and more intrigued with this funny little car and as they say the rest is history. We purchased our first 2CV in 2009. We quickly became involved in club events and immersed ourselves in a new group of like minded people.

I became the Activities Coordinator of CCOCA in late 2014. The position has become my



new unpaid job and I do it willingly.

Of course, 2CVs are like rabbits. You get one and then you need another. We decided we needed another car to take to RAID Arnhem in 2016.

We have attended many club events and CIT-INS and have driven one or the other of our trusty 2CVs in places that we would not venture in our all-wheel drive vehicle. Most memorable were our trips to New Zealand in 2018, a trip across the continent to WA in 2019 and the Arnhem Land trek.

The shed has morphed into a space dominated by a hoist, lots of 2CV parts, tyres and specialist tools along with the two 2CVs.

At the moment we are gearing up for four long-distance events this year which include a trip to Cape York.

Each time we venture out we meet different people from varied walks of life and nationalities. It is fondly known as the Citroën Family and we feel we are extremely fortunate to be related to this distinguished group of people.

Lee Dennes

Publication Editor ~ Leigh Miles

I joined CCOCA in 1981 shortly after 'my' Dyane arrived here from the UK. As it happens you can read the full Dyane story in this month's edition of

'Front Drive'.

Since then the fleet has grown to number 11 and ranges from Light 15 to C4 Picasso, and almost everything in between... except D-Series or SM. My late mother was continually concerned at the cost of this hobby, although I did point out that Citroëns were cheaper than a wife. [A comparison I now understand may not be true for every owner, or indeed every husband.]

Professionally, I worked in Marketing for almost all of my career, although I retired in 2013. Today I work as a 'casual' in the front of house section of Arts Centre Melbourne with my husband, Philip.

We are fortunate enough [COVID permitting] to spend half the year living in the UK where we have a house and [you guessed it] a Citroën. In common with many of the members of the Committee we live the rest of the time in Melbourne
Leigh F Miles

Web Site Manager ~ Bruce Stringer

Retired Anaesthetist.

I acquired my first Citroën Light 15 in the mid-sixties when I lived at Mt Isa. I drove it to Brisbane every term for my university days [4,480km round trip]. The car handled those long drives with ease with few problems apart from

Introducing the Committee

a few crown wheel and pinions probably more due to my need for speed than road conditions. Overflowing creeks, floods, frequent diversions, wild life, cattle, 1,400km of dirt, corrugations, potholes, mud and headlights fading as well as the driver as the night wore on but never doubted the car would get me through. Later when living in Brisbane I acquired a Fiat 1500, Hillman Hunter and then a Triumph 2000.

My next acquaintance with Citroën was buying a Dyane after touring the continent for six months in the '70s in a VW Westphalia camper van. Absolutely loved that car even after telling my wife 'you will never get me in one of those cars' after seeing a 2CV in France turning a sharp corner at the bottom of a hill! Did the social bit at Ascot Races in a British Racing Green DB6. I know, should never have sold it! It was bought by Beryl Young, Joe Bjelke Peters-

en's pilot who tells me she traded it in to a car dealer. Loved driving it and the sound it made as she drove it to the airport, where the av-gas played havoc with the paint work.

I had never done a website before becoming Web Site Manager for CCOCA, but I am enjoying it and hope members are getting some benefit out of it.

Bruce Stringer

General Committee

Ted Cross

For new members, I have been involved with CCOCA since the early eighties [yes last century] and have a collection of Citroëns, comprising two Tractions, a 1967 DS21 Pallas, five A-Series and Helen drives a newish DS5. Other than this I am normal.

My wife, Helen, is very active within the club also and she supports our club efforts enthusiastically too, so you will almost inevitably meet us both at



events.

I am pleased to be re-standing on committee for 2022 but in a general support role following the expiry of my President position after the maximum term of three years.

I look forward to continue serving on committee and fostering goodwill amongst Citroën enthusiasts and Citroën clubs around Australia.

Ted Cross

Marg Towt

I joined CCOCA and CCCV in 2015.

I own a 1990 Charleston 2CV6 and thoroughly enjoy trips and events with the club's Citroën families.

A great group of people to share adventures with. I am grateful for being included on the CCOCA committee, and hope to contribute in a meaningful way.

My background is in Graphic Design and Wildlife illustration, co-directing a Design Studio



in Melbourne called Graphic Connection for 24 years and as Design Concept Manager with Australia Post [Philatelic] for over 10 years.

Semi-retired since 2010, I live and manage a 23 acre wetland at Whittlesea. 'The Swamp' is an original aged wetland which attracts a rich array of wildlife and migratory birdlife, a permanent source of inspiration.

Marg Towt

Russell Wade

I have always had an interest in cars since my first, a 1947 model Holden. It is a pedal car, as GMH made wheelbarrows, concrete mixers and pedal cars etc to keep their employees in work after World War II, ['real' Holden production started in 1948.] Unbelievably I still own it.

In a past life I worked for a corporation with the second largest fleet in Victoria, and with the present price hikes in petrol prices I recalled spending 3 months doing fuel con-



Introducing the Committee

sumption tests to find if the then new super petrol gave extra miles per gallon to warrant its price premium. I spent most of my working days as a Maths and Science teacher; the thing I dislike most is hearing people moan about the negative aspects of their school days.

I have worn a number of hats on the Club Committee since

joining CCOCA in its second year, the most recent being as editor for six years to give Leigh a break.

Finally, I have not been the most consistent attendee at Club events and functions because my wife Anne is very prone to motion [car] sickness: just what a car enthusiast needs. Russell Wade

Death and Transfiguration?

I bet that headline caught your eye! Although really this article should be called 'Death and Transference', but that does not have the ring of Richard Strauss's classic symphonic work.

Our Membership Secretary commented recently that a number of members who were renewing their membership were not, this year, including their spouse or partner as a member of the Club. But, there are seriously good reasons to include your spouse or partner on your membership form.

Over to lan...

None of us take pleasure in thinking about the inevitability of our own death, but we all know it is going to happen one day. And who knows, for some of us it could be sooner rather than later. One of the things each of us can do for our family is set things up so that the

administrative burden of dealing with a deceased estate is minimized.

One of the problems faced by the family of a recently deceased car enthusiast is "what the heck do I do with 'that thing?'" or other words which might be more [or probably less] complimentary about 'that thing'.

Authorities in most states operate a scheme under which the owner of a classic vehicle can obtain a permit to use the vehicle without paying the full cost of registration. There are conditions attached to the permit [and they vary by state], but generally they aren't too onerous for someone who only drives this vehicle occasionally.

In Victoria, the process of obtaining a permit involves arranging an inspection of the car by an authorized garage [usually a couple of hundred dollars, plus the cost of anything that needs

fixing], and then applying to VicRoads for a new permit. In rough terms, the permit costs about \$80 [allowing the car to be used for 45 days in the next 12 months] compared with more than \$800 for full registration. There is a proviso on the permit: the holder must be a member of an approved car club.

Unlike full registration, permits issued in Victoria generally are not transferable from one owner to the next. If the permit holder dies, the new owner of the car has to go through the full process of applying for a new permit, to allow the car to be driven on the road. Even if the car is going to be sold, a new permit [or full registration] is required to allow someone to give the car a test drive.

VicRoads have now changed the rules, and there is some good news. Permits can be transferred to the surviving partner of a person who has deceased. So if the car is going to be sold, there is no need for a roadworthy inspection, unless it is to give peace of mind about the condition of the vehicle. In any case, the new owner might have to get another roadworthy done ~ and that's their problem.

What's the catch? The surviving spouse or domestic partner has to be a member of an approved car club. There is a sim-

ple solution to that. CCOCA offers free membership of the club to the partners of existing members. Even if the partner isn't the slightest bit interested in that oily, smelly thing in the garage, being a partner member of CCOCA might make the process of dealing with disposal of the same shiny, beloved piece of fine automotive design and engineering a bit easier.

If your spouse or domestic partner isn't already a member of CCOCA, why not sign them up as a member? All you have to do is ask the membership secretary to add them to the membership register.

How far does this new rule extend? VicRoads say the ability to transfer a permit applies to 'spouse or domestic partner'. It is not clear if other close relationships, such as 'parent ~ child' or 'person ~ carer' will qualify for transfer of a permit. It also applies only in Victoria. Members who live in other states might like to check if permits can be transferred in their jurisdictions.

Rather than explain the full process of dealing with a deceased estate at VicRoads here, please see <https://www.vicroads.vic.gov.au/registration/buy-sell-or-transfer-a-vehicle/other-types-of-transfers/transfer-from-a-deceased-estate> lan Macdermott ~ Membership Secretary

Centre Stage

These easy-to-own classics have spent too long in the shadows of their better-known siblings. It's time they came in from the cold.



The year is 1976, a time when high-street fashion hit one of its many low points and Dixon of Dock Green was finally allowed to retire. It was also a year when the effects of the recent oil crisis coincided with a massive heat wave, resulting in many a family holiday being taken in a small estate car ~ such as the Mini Clubman or the Citroën Dyane 6. But which of our pairing still captures that true spirit of baked vinyl upholstery and melting Strawberry Mivvis?

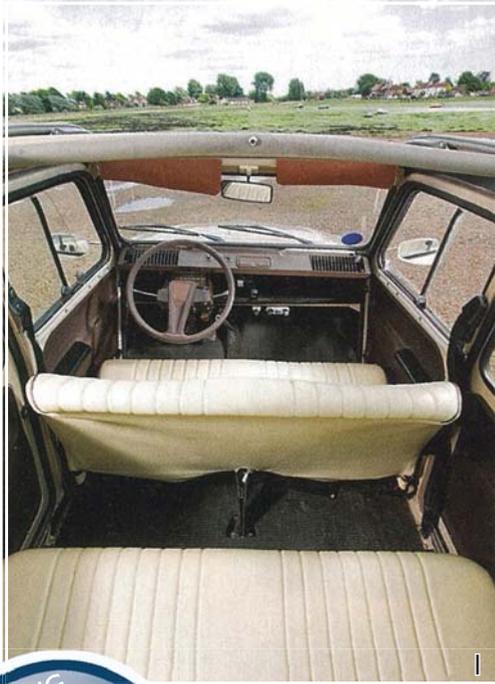
The Clubman Estate is a

prime example of how constant emphasis on the Mini Cooper in the classic car press distorts the fact that the Cooper sold in comparatively small numbers. For the majority of Britons, the Clubman Estate was far more representative of Mini motoring, the A-series transmission whine inducing instant nostalgia for those of us of a certain age.

All post-1969 Mini estate cars lost their separate Austin and Morris badging and gained the Clubman's square nose, elongated bonnet which suited the station wagon far more than the standard saloon ~ and faint-



Centre Stage



BUYING TIP
The best way of finding decent examples will be to join the relevant owners' club.

- 1] Who needs air-conditioning when the entire roof rolls back?
- 2] Remember, that's 130kph not mph!
- 4] Attractive Dyane is a rare sight in the UK today. Even rarer in Australia where 'everyone' craves a 2CV.
- 5] Citroën's suspension makes short work of uneven ground.
- 6] Rita's Dyane comes with a starting handle.
- 7] The note for this illustration in the original magazine says 'Citroën tread logo is a reminder of the tyres the company once made.' News to your editor and probably you too.

Estates was the 998cc A-series and, replacing the earlier Countryman/Traveller's decorative woodwork, there were Formi-

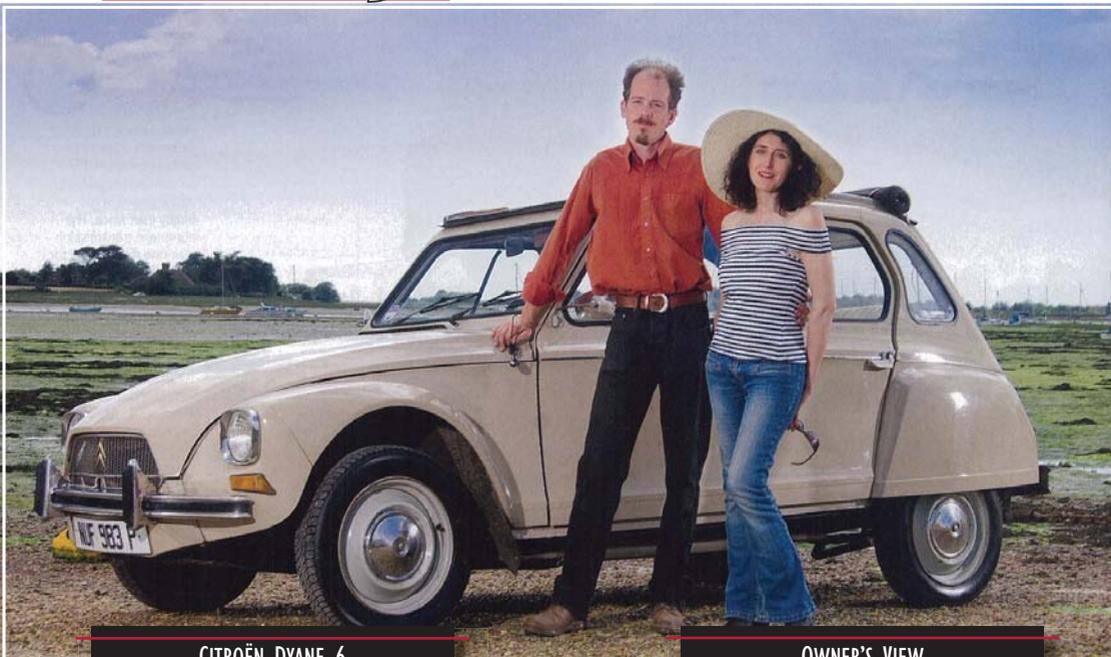
ca 'vener' strips for that air of class.

Advantage Clubman

The virtues of the Clubman Estate were largely, if not entirely, those of any good Mini Estate: a Tardis-like interior with genuine space for a quartet of large adults, a small but serviceable and highly accessible boot, and justly famed dynamic abilities akin to a motorised roller skate. To park a Clubman Estate alongside its BMW-badged 'successor' is to be stunned at how modern cars have bloated and just how small the true Mini is in the context of modern traffic. Although having the front bumpers of 40-ton juggernauts parallel with your eyeline when



Centre Stage



CITROËN DYANE 6

Values
£100-£2000. [2010]

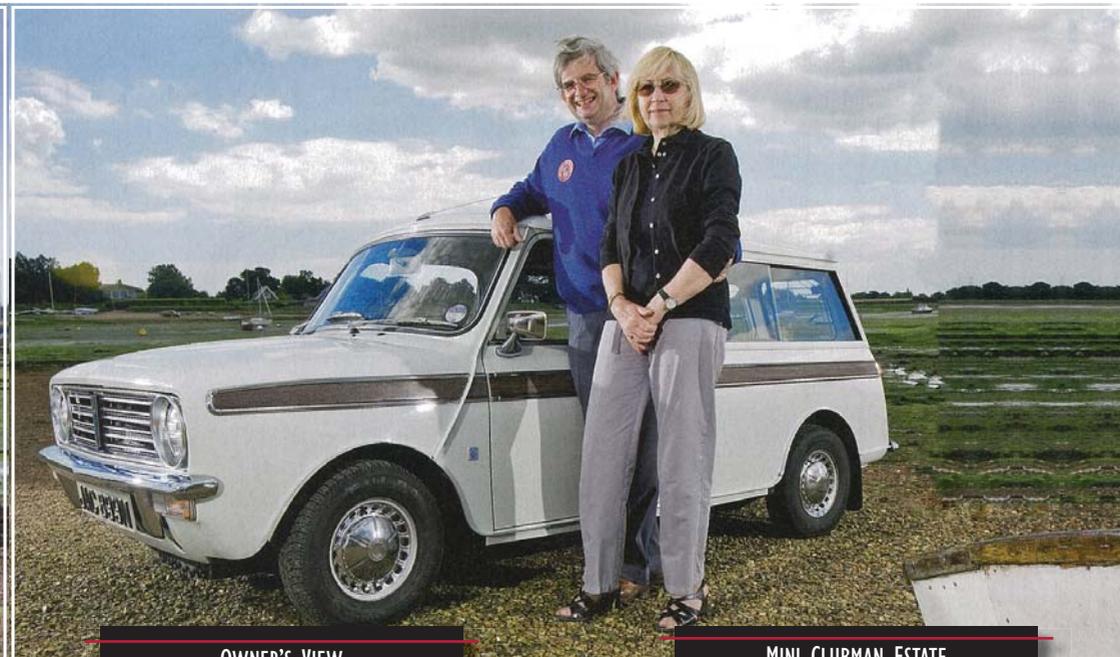
Recommended Upgrades
Disc brakes for pre-1977 cars. A fan for the heater. Rear doors from the later Spanish-built Dyanes have sliding window glass. Heated rear window, reversing and rear fog lamps. Individual front seats from post-1979 models.

Common Faults
Plastic seat covers tear easily. Leaking hood can cause a lot of internal water damage. Underbonnet heater ducts loosen over time. Window rails rust and wear. Check for worn brake drums.

Safety
Hazard flashers and front seat belts. Inertia reel seatbelts can be retro-fitted in the rear.

OWNER'S VIEW RITA DAMPER

Rita was attracted to her Dyane 6 on several levels, but its sense of distinctive individualism was one of the most overriding factors. According to Rita, in a world of insulated cars, 'you feel as though you are really driving the Dyane,' with the additional advantage that 'any fool can fix one.' Her partner Matt adds that 'at last the Dyane is emerging from its tired image of ex-hippy transport and being seen as a great car in its own right.'



OWNER'S VIEW RICHARD BRYANT

Richard bought his Mini Clubman Estate as its second owners in 1976 for commuting purposes and it's been in his family ever since. The automatic transmission was one deciding factor for 'ease of driving.' Richard was highly impressed when the Clubman survived being driven through a six-foot barred gate during a 1980-1996 sabbatical with his mother. Although he finds performance with the automatic 'box awful', Richard doubts whether he'll ever sell it.

MINI CLUBMAN ESTATE

Values
£150-£3,000. [2010]

Recommended Upgrades
Reclining front seats from later Clubmans. Heated rear window, rear fog lamps, hazard flashers and reversing lamps. Front disc brakes. Replacing the pair of rear doors with a hatchback lacks authenticity but does prevent rattles.

Common Faults
Worn brake drums. Vague or stiff steering means that new steering rack is needed. Rear doors prone to rattles. Rear windows can leak. Automatic models can refuse to engage 'Drive'.

Safety
Front seatbelts and wing mirrors. Inertia reel rear seatbelts can be retro-fitted.

IS YOUR MEMBERSHIP RENEWAL DUE? MANY MEMBERS HAVE MARCH RENEWAL DATES... DON'T FORGET TO RENEW OR THIS COULD BE YOUR LAST FRONT DRIVE

Centre Stage

driving can be a rather disconcerting experience.

The Clubman badge brought with it an instrument panel placed in front of the driver, slightly more sound deadening, and ram-effect facia vents that admit air from the front wheelarches. Our feature car is fitted with the optional four-speed AP automatic transmission. This makes the Clubman Estate even more of an ideal urban runaround, as long as you're prepared to put up with the dire effect on its overall performance.

For 1976, British Leyland fitted the manual Clubmans with the 1,098cc engine, but the automatic models retained the 998cc motor. By the time Clubman Estate production had ceased in 1982, cars had gained

cloth trim and reclining front seats ~ the latter are especially worth retro-fitting if you're a tall Mini driver. And the cars had lost their Formica wood striping in 1976. Comfort versus social prestige ~ it's a dilemma that many of us classic car enthusiasts grapple with on a daily basis.

Vive la Difference

As for the Citroën Dyane 6, it's a prime example of how popular folk memory can sometimes be utterly false. In the mid-1970s you were more likely to encounter a Dyane than a 2CV. Citroën built tiny numbers of the Deux Chevaux at their Slough plant between 1954 and 1960, and French-built 2CVs weren't officially imported until 1974. But the Dyane 6, sold by Citroën as an upmarket alter-



4



1



2



3



5

- 1] Estate models have almost four feet of load space with the back seat down.
- 2] The 998cc engine combined with an automatic gearbox meant little performance.
- 3] Instruments are simple design and easy to use.
- 4] Estate version had a wheelbase 10cm longer than normal Mini
- 5] Seats are comfortable and supportive; large steering wheel makes parking easy.

Centre Stage

native to the 2CV, was popular and a motoring press success in the UK, combining most of the virtues of the Deux Chevaux with such decadent luxury as a front ashtray and sliding front windows.

The first impression of the Dyane is just how comfortable the seats are and how effective the suspension is ~ even when travelling over the worst of Britain's rural pot-holed roads. The second is it really helps if the driver is the same height as the front passenger because the 1967-1979 Dyanes were amongst the last cars with a standard front bench seat.

But the third and final impression is that the Citroën Dyane 6 is one of those very rare classics that truly can combine fun with practicality. The standard

sunroof turns a five-door hatchback into a four-seater cabriolet, and for those ad-hoc picnics why not simply remove the back seat? Indeed, if you ever have to transport tall objects, the Dyane sans rear seat and with open roof may be one of the most useful classic cars you ever own.

On the road, the Dyane's cornering disturbs witnesses ~ to watch it on a roundabout can be truly awe inspiring ~ far more than the occupants, for its roadholding is especially sure-footed. The drum brakes of the pre-1977 models are sometimes known to require a little brute force but the Dyane is not exactly heavyweight transport.

The dashboard gearchange requires acclimatisation but it does give the benefit of a com-

pletely flat floor, and even the novice Citroën driver will soon find it as slick as a good floor change.

Complementary Cars

Although the Dyane cannot really compare with the Clubman in terms of finish [because essentially there isn't any], it does come with such useful features as an internal adjuster for the headlamps, a starting handle and large air vents known to admit the odd irate wasp. For beach driving ~ or any use if it comes to that ~ the Mini and the Citroën are not so much rivals as complementary cars; the former as an urban classic and the latter for rural dirt roads and ploughed fields.

The Mini Clubman has often been unfairly maligned but it's more comfortable than its



Bench seat means, ideally, the driver and passenger should be a similar height.

You might not be able to fit the boat inside the Clubman, but you could always buy a roof rack and tie it to the roof.



OUR GOOD ADDRESSES

CITROËN DYANE

- Matt's Soft Tops: www.matts-soft-tops.co.uk
- The 2CV Shop: www.frome-2cv.co.uk
- Citroën 2CV Parts: www.citroen-2cvparts.com
- The Deux Chevaux Club of Great Britain: www.2cvgb.com
- Citroën Car Club [UK]: www.citroencardub.org.uk
- Silly CVs: www.sillycvs.co.uk

MINI CLUBMAN ESTATE

- Rimmer Brothers: www.rimmerbros.co.uk
- Mini Spares: www.minispares.com
- JPAT Ltd [for automatic Minis]: www.jpato.co.uk
- The Mini Clubman Estates Register: www.clubmanestates.co.uk
- The British Mini Club: www.britishminiclub.co.uk

Centre Stage

	CITROËN DYANE 6	MINI CLUBMAN ESTATE
ENGINE	602cc OHV flat twin	998cc OHV in-line four
POWER	23.9kW/32bhp @ 5,750rpm	33.6kW/45bhp @ 5,750rpm
TORQUE	42.0Nm/31lb-ft @ 3,500rpm	74.6Nm/55lb-ft @ 2,900rpm
TRANSMISSION	Four-speed manual	Four-speed AP automatic
STEERING	Rack and pinion	Rack and pinion
BRAKES	Drums all round	Drums all round
FRONT SUSPENSION	Independent, leading arms, coil springs	Independent, wishbones, rubber spring and damper units
REAR SUSPENSION	Independent, trailing arms, coil springs	Independent, trailing arms, rubber spring and damper units
DIMENSIONS ~ LENGTH	3.84m	3.40m
WIDTH	1.52m	1.41m
TOP SPEED	113kph	111kph
WHEELS & TYRES	Michelin 4J, 15inch	Dunlop India GT, 12inch [1974 on]
PRODUCTION	1967-1983	1969-1982

predecessor, and the long nose that Alec Issigonis 'detested' allows greater engine accessibility. But the Dyane, still ludicrously under-appreciated compared with the 2CV, combines verve and practicality, plus features such as the sunroof and that removable rear seat. Sitting on the bench of the Dyane, watching the tide come in while eating a Zoom ice lolly, you have to ask

~ can classic ownership get better than this?

CM Says...

CITROËN DYANE 6	
Comfort	✓✓✓✓✗
Interior Space	✓✓✓✓✗
DIY Maintenance	✓✓✓✓✗
Value for Money	✓✓✓✓✗
Club Support	✓✓✓✓✓
MINI CLUBMAN ESTATE	
Comfort	✓✓✓✗✗
Interior Space	✓✓✓✗✗
DIY Maintenance	✓✓✓✓✗
Value for Money	✓✓✓✗✗
Club Support	✓✓✓✓✓

The Clubman Estate has become a comparatively rare sight on our roads ~ probably a legacy of Mini estates being run into the ground by various small businesses that couldn't afford a bigger van. Naturally there will always be a huge cult following for anything Mini related and parts supply is second to none. Provided you can squeeze into one, there's a lot of sense to owning a classic Mini.

As for the Citroën, it's extremely capable, although not necessarily fast, on modern roads and undeniably fun to drive. Frugal to run and easy to work on, there's very little reason not to own a Dyane ~ and that's why it's our winner. This article first appeared in 'Classics Monthly' in October, 2010. It was written by Andrew Roberts and the photos were taken by Matt Richardson.

Bargain Basement



To those accustomed to legions of identical looking, computer designed and robot built hatchbacks struggling for fractional advantage in the market's most intensively competitive sector, the prospect of a 30-year old design doing battle with others scarcely any younger is a curious one, to say the least. Yet such a tussle between

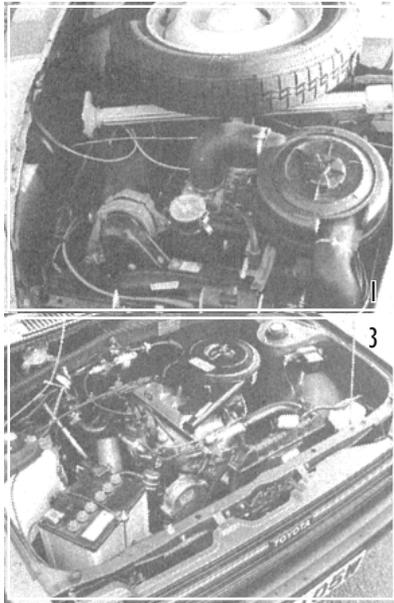
veteran combatants is just what has always characterised the market for very cheap new cars.

It's an area of the market where the rules are very different, for the buyer with say £3,000 to spend is faced with a double choice ~ whether to buy new or second hand, as well as having to choose between a large assortment of new cars and an ever broader variety of

Bargain Basement

used examples. Many buyers, however, are wary of buying second-hand, rightly or wrongly, and we will concentrate purely on potential first-time new purchases in this comparison.

It is no accident that the under £3,000 field is dominated by older designs; long production runs mean that tooling costs have long since been paid



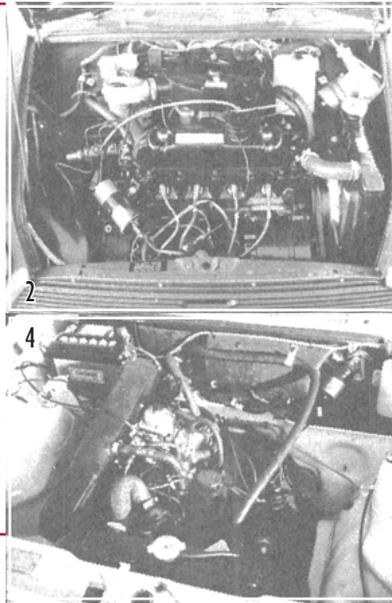
- 1] Tiny twin-cylinder Citroën engine has to be worked hard but is very economical.
- 2] Mini unit is lively, but still noisy.
- 3] Toyota is smoothest and quietest but lacks flexibility.
- 4] Ageing Chevette unit is rattly but is the best performer

off and that though often out of date technically, the cars can still be produced at a profit even though volumes are frequently small: the Mini and Citroën 2CV/Dyane are good examples.

Low labour costs and favourable export incentives can also provide competitive products in the basic car class; for this reason the Eastern bloc imports

from Skoda, Lada and Polski-Fiat offer a lot of car for very little money, and are a force to be reckoned with.

Perhaps the most significant development, however, is the entry of the mass-produced car into this sector. Ford have long insisted that there is no money to be made in very small cars ~ the market volume is not there



and small cars are little cheaper to manufacture than bigger ones. The approach of the American giants, therefore, has been to produce a cheap car by simplifying a bigger model, using the bigger car's economies of scale to help keep the price down. The Vauxhall Chevette ES is just such a car ~ it is able to undercut many of its rivals by

virtue of what is left out, rather than on any cheapness of the basic design.

Ford have recently introduced a strongly down-market Fiesta ~ the Popular, priced at £2,849 ~ which uses exactly Vauxhall's approach in confronting Eastern European opposition head on. The Fiesta arrived too late for inclusion in this comparison, but driving impressions appear later.

Completing our group is an example of production efficiency leading to highly competitive pricing and a very good specification ~ the Japanese Toyota Starlet.

Numerous other designs complete the sub-£3,000 picture: how the most important of these compare with the four selected for full test is explained in 'Alternatives' further on in this article.

The Cars

A more disparate assortment of vehicles would be hard to find. But the contrast between the Citroën's stark, rounded shape, the Mini's familiar miniature boxiness and the Chevette and Starlet's hatchback anonymity is nothing in relation to the differences in engineering and construction.

True to its constructor's tradition, the Citroën Dyane is by far the least conventional. It has an aircooled flat-twin cylinder engine driving the front wheels through a four-speed gear-

box, operated by a dashboard-mounted gear lever; front suspension is by an unusual leading arm connected to a coil spring mounted under the chassis and linked to the rear suspension arm, itself a simple mirror-image of the front arrangement.

As instigator of the space-saving transverse engine layout the Mini's mechanical credentials are well known and its specification ~ apart from a return to rubber suspension ~ has changed little over its twenty-year history. It's over three feet shorter than the Chevette and two feet more compact than the Toyota, both conventionally engineered front-engined, rear drive cars with independent front suspension and live rear axles.

The Chevette, Starlet and Dyane are all of hatchback configuration, with opening rear tailgates and folding rear seats. The Mini's compact exterior means that it has an even more compact boot and lacks the other cars' convertibility.

The Citroën Dyane is the oldest design, being little more, than a deluxe version of the immortal 2CV; it is imported only in 'Weekend' form, with full-length sunroof and other refinements, but still comes in cheapest at £2,669. The Mini City has just grown to a full one-litre capacity but despite cloth trim, heated rear window and new sound deadening it re-

Bargain Basement

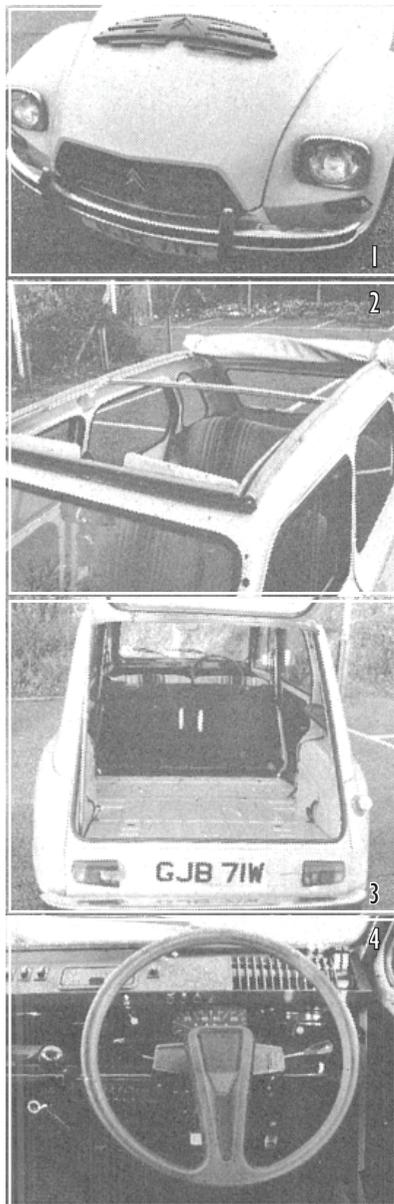
mains the cheapest BL car and, at £2,796, the second cheapest in our comparison.

The Vauxhall Chevette ES is the firm's price leader ~ at £2,940 it incorporates only the bare essentials of the more expensive and better-equipped models. The Toyota Starlet was considered fairly highly priced when first introduced but at £3,219 for the three door one-litre model such criticisms no longer apply, and with standard items such as a radio, cloth seats and a split-fold rear seat backrest the small Toyota starts the race with a significant on-paper advantage.

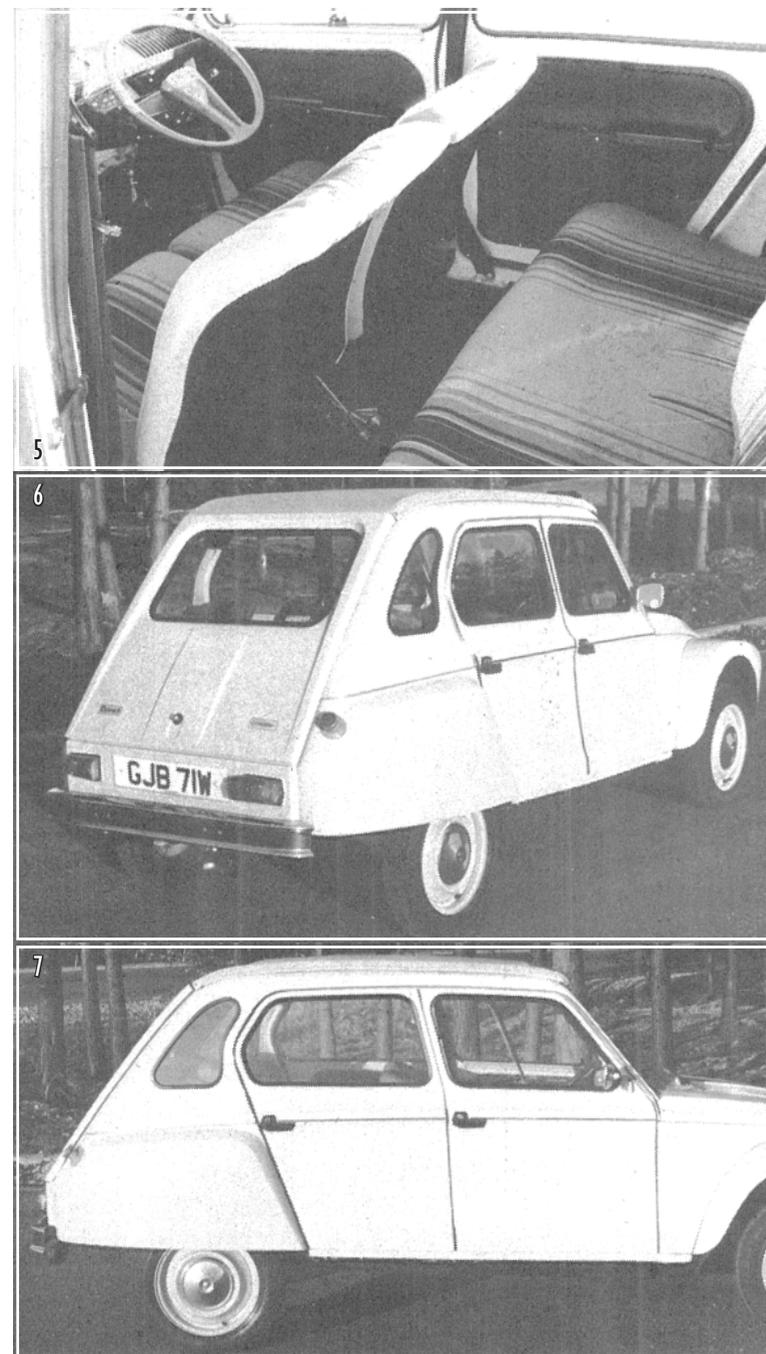
Performance

In cars built specifically for economy, performance is very much a secondary consideration. In this group, however, only the Dyane comes under the genuine economy banner: its twin-cylinder air-cooled engine displaces just 602cc [less than half the Vauxhall's capacity] yet despite its modest 32horsepower output is able to propel the lightweight body sufficiently, rather than energetically.

As all Citroën owners know, there's only one way to drive a Dyane ~ or any of the other twin-cylinder models, for that matter ~ and that is with the right foot firmly on the floor. The engine is quite lumpy on tickover and rather rough at medium speeds, but smooths



out and begins to give of its best as revs rise. Though high noise levels make progress seem faster than it actually is, the Dyane



1] Dyane grille muff must be removed for motorway travel.

2 & 3] Full-length sunroof and hatchback are excellent. 4] Dash has little thought for safety. 5] Dyane seats look primitive but prove very comfortable and can be removed completely from the car.

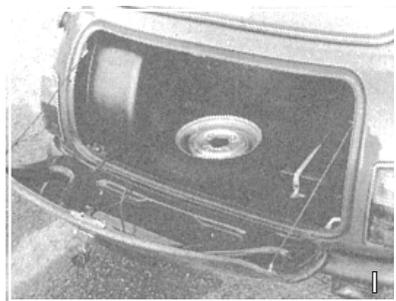
6 & 7] Tall and narrow Dyane has soft, long-travel suspension to provide easily the best ride; steering is heavy and body roll prodigious however, and side-wind stability is lacking

Bargain Basement

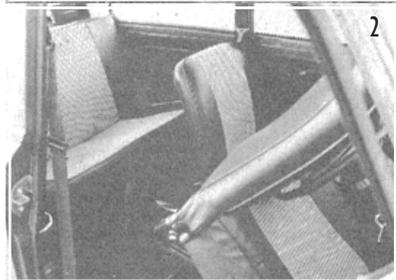
can easily keep up with most types of urban traffic, and the driver soon learns to read the road and make the most of the car's momentum as well as that of the heavy flywheel when changing gear. Though the Dyane is happy cruising at around the legal limit it is easily slowed by gradients, loads and headwinds, and even at more modest country-road speeds there is precious little in reserve for overtaking ~ perhaps the situation where the small engine is the car's biggest handicap.

Special mention should be made of the Citroën's unusual push-pull fascia-mounted gearchange. Once mastered, it is one of the most delightful changes around: first is opposite reverse ideal for packing and three-point turns ~ and the positioning of second, opposite third is the perfect arrangement for brisk town traffic.

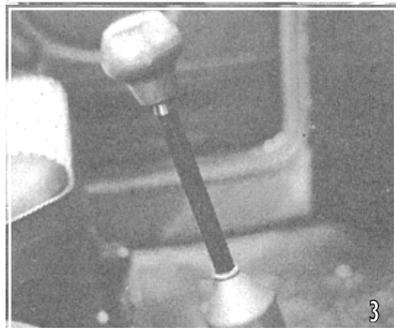
Both Mini and Toyota are quicker off the mark than the Dyane: the Mini is much the noisier and has [despite significant improvements] something of a stiff, notchy gearchange, contrasting with the Toyota's superbly light and accurate shift. The Chevette is in fact the most powerful, but feels less lively and less refined than either the Mini or particularly, the Starlet; its engine is rattly in feel and there is a lot of gearbox and axle noise.



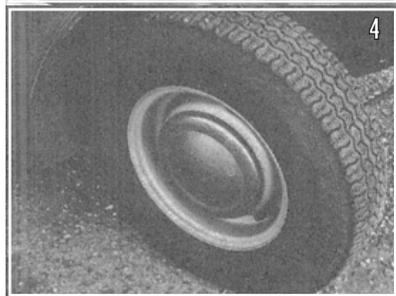
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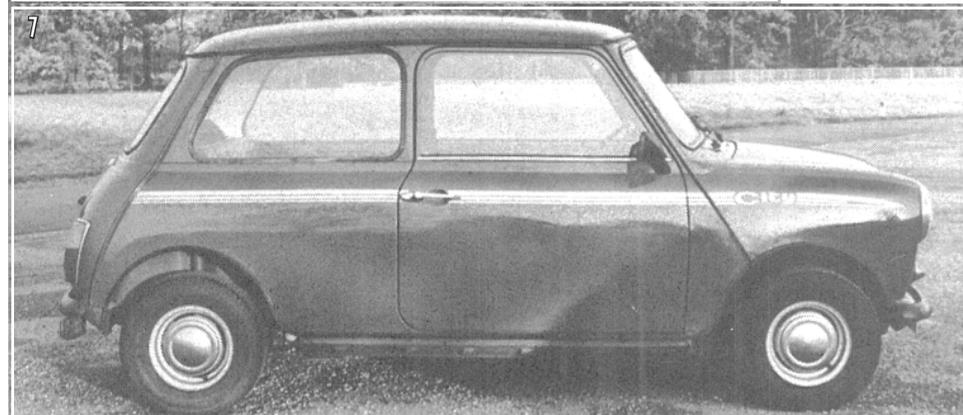
Our standard 0-97kph/0-60mph acceleration tests are perhaps a little unfair on these cars ~ 97 is within 19kph of the



5



6



7

1] Miniscule Mini boot has no mat.
2] Entry to rear seats is awkward.
3] Gearchange is better than before.
4] Tiny wheels are key to Mini's efficient use of space.
5] Seats are cloth-covered but front passengers get deal than those in the rear.
6 & 7] Transverse-engined Mini still has tremendous handling and road-holding but firm suspension gives it a poor ride over rough road surfaces. Front brakes are still of the drum type

Bargain Basement

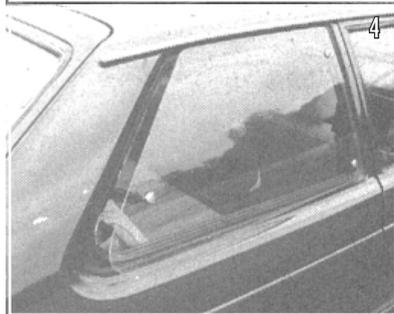
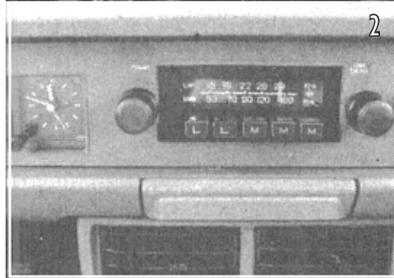
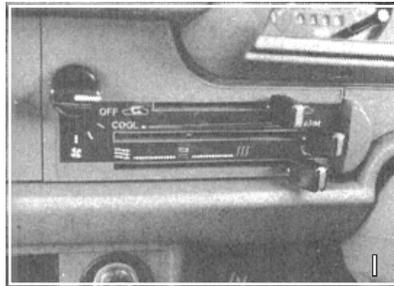
Dyane's top speed ~ but the Chevette still emerges quickest, both in terms of acceleration and top speed. The Toyota and Mini are not far behind but the Dyane takes nearly half a minute to reach 97kph from a standing start.

The Mini proves to be the most flexible in everyday driving, meaning less gearchanging for overtaking or climbing slight hills. Both the Dyane and Chevette come off less well, paying the price for smallish engines in relatively large bodies.

Handling & Ride

Once again, suspension systems show as much variety as do engines and transmissions. Vauxhall and Toyota are the most conventional in their approach: the Chevette's taut, well-damped suspension, quick steering and wide track give it the edge in overall stability, but it pays the price in terms of a rather hard ride and a marked sensitivity to bumps. Our Chevette had the optional radial-ply tyres ~ the standard crossplies would if anything give a still firmer ride.

Toyota have made the change to rack and pinion steering with the Starlet, resulting in responsive handling and a good level of roadholding ~ though somewhat short of the Chevette's high powers of adhesion. The ride of the Japanese car is better than the Chevette's too, but



it is still less stable on motorways and in side winds.

The Mini's ride has become gradually less hard over the



1 & 2] Toyota plus points include radio, clock and good heating system.

3] Split-fold seat backrest is practical but load space is not very generous. Rear-drive layout means a high load floor and poor rear seat space.

4] It has opening side windows.

5] Starlet has by far the most impressive interior equipment, but space is restricted.

6 & 7] Ride is quite firm, but comfortable thanks to effective damping. Starlet hatchback is light and nimble to drive, but less stable at speed.

Bargain Basement

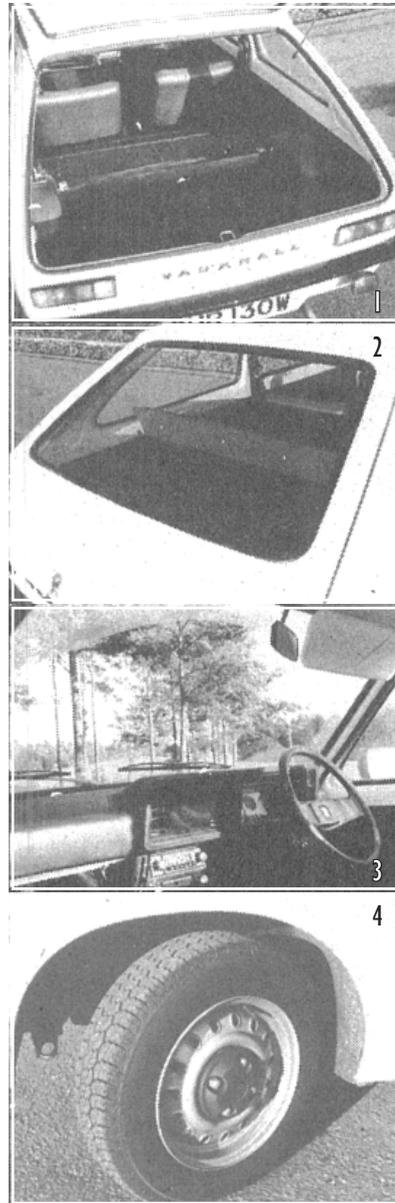
years, but it is still far from smooth. Low-speed bumps jar through, painfully at times, and higher speed irregularities can induce some bounce. Thankfully, however, the Mini's superbly agile handling, quick steering and 'on-rails' cornering is still there for all to enjoy, and it must still rate as one of the nippiest cars available.

The familiar French formula of very soft, long travel suspension makes the Dyane the most comfortable car. It rides unruffled over all manner of obstacles, the big wheels faithfully following the terrain and the body keeping up its lofty isolation. Roll on corners is prodigious, of course, but actual roadholding is ample. Interconnection front and rear means that fast undulations can set the Dyane bouncing or wallowing, but it's something that the driver learns to anticipate and cope with.

Less welcome, perhaps, is the very heavy, though still positive steering and the Dyane's sensitivity to sidewinds and truck slipstreams on motorways. As one of the first generation of front-drive cars the Dyane's turning circle is awkwardly large, too.

Accommodation

All shapes and sizes are represented in this group, from the short and narrow Mini, through the long and narrow Dyane to the short and wide Chevette and Starlet.



Despite its narrowness, the upright Dyane provides the best accommodation. The high roof-line gives enough headroom to



1] Chevette load area is shallow.
 2] No heated rear window is fitted to base ES model.
 3] Other savings include single sunvisor on drivers side
 4] Chevette ES has different wheels.
 5] Interior is wide but rear accommodation is cramped and vinyl-clad seats are poorly shaped
 6] Familiar Chevette hatch is the longest but is still cramped inside; Firm suspension gives a poor ride but makes for good handling and impressive stability. Radialply tyres are an . optional extra

Bargain Basement

wear a top hat ~ almost ~ and the long wheelbase ensures adequate knee room for rear seat passengers, even with the front seats fully rearwards. However, the driving position itself is far from ideal, though again this could be thought of as part of the car's eccentric appeal. The steering wheel is set at a distinctly horizontal angle, and the handbrake is located almost out of reach, under the dashboard and to the left of the centrally mounted [and very convenient] gearlever.

The front seats do not adjust for rake, nor do they slide far enough back for tall drivers, but despite their simple, flat construction they prove comfortable.

The same could not be said for the Chevette's seats, also vinyl covered. They adjust far enough back but are thin and skimpily covered, and the fixed backrests are not upright enough. The driving position is good, with all controls within convenient reach, but rear seat space is almost as limited especially ~ regarding headroom ~ as in the much smaller Mini.

The Toyota's interior appears in a completely different class: it is plush and welcoming where the others are stark and unadorned; its cloth-covered seats recline and its rear seat backrest splits to provide even greater load-carrying versatility.

Like the Chevette, the Toyota has a good driving position, though once again taller drivers would need more rearward seat travel; the seats themselves only become tiring on very long runs, and most will find them comfortable.

Room in, the rear is not quite up to Dyane standards but is a distinct improvement over both Chevette and Mini, particularly where legroom is concerned.

The Mini is sufficiently familiar that its curious, buslike driving position needs little explanation.

It is something that is tolerated rather than appreciated, with an excessively flat-set steering wheel, ungenerous low-set seats and a dearth of headroom and legroom for even moderately tall drivers. Rear passengers have a tougher time still, with the thin, low bench providing almost zero thigh support and the front seats intruding on knee room. Nevertheless, size for size, the Mini is still by far the most space-efficient.

The main penalty of the Mini's compactness, as everyone knows, is its very small boot, re-deemed only by the low loading sill resulting from its downward-opening lid. The other three are all hatchbacks, the Dyane the most practical thanks to its great height and the low floor made possible by its independent rear suspension. Both the Toyota and the Chevette have

unnecessarily high loading sills and the load platforms themselves have to be high and shallow to clear the rear axle.

Living with the Cars

There could hardly be a greater contrast than that between the Starlet and Chevette's determined conformity and the eccentric way of life that is part and parcel of Dyane ownership.

The odd styling, the soft suspension and the unusual gearlever location represent just a gentle introduction to the Citroën's way of doing things. The twin-cylinder engine cranks noisily for several revolutions before clattering into life, giving the car a shudder as it does so; moving off, first gear is selected by twisting the lever anti clockwise and pulling 'it back, the awkward handbrake making hill starts trickier than normal.

The interior equipment is primitive in the extreme, but in the main very effective. Ventilation is direct, powerful and easily regulated ~ more than can be said for the fanless heater system. Shorter drivers have to peer forward to see the fuel gauge and voltmeter, and though there appears to be quite an assortment of minor switches dotted around the passenger compartment, normally expected fittings such as two-speed wipers, heated rear window and interior light are not included in the Dy-

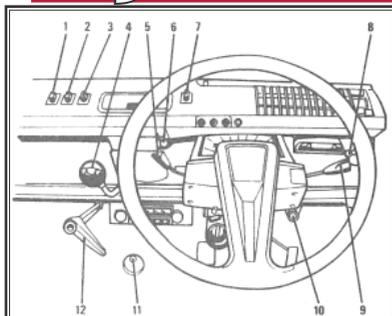
ane's specification. Particularly irritating is the foot-operated screen wash, best positioned to be used by the passenger. The door latches, too, are difficult to operate, but the sliding windows are more convenient than would be expected.

Of the more conventional cars the Chevette shows the most obvious signs of cost-cutting in this, its cheapest guise. Its instrument panel has several blanks; there is only one sunvisor and there is an absence of trim under the dashboard, leaving wiring and heater trunking exposed. Perhaps more surprising is the fitting of a cigarette lighter and carpeting in preference to a heated rear window and radial-ply tyres: maybe these items are felt to have more showroom appeal.

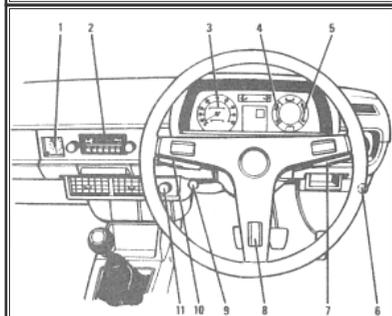
In action, the ES is just as any other Chevette: reasonably quiet at steady speed, but noisy on acceleration and deceleration and afflicted by engine roar and gear whine. Our test car suffered from a tremendous amount of wind noise from the tailgate area, too, and numerous bumps and rattles were evident.

The once-noisy Mini has been successfully quietened down to the extent where it is probably less disturbing than the Vauxhall; regrettably, however, the single central instrument remains. As do the equally awkward central switches and the

Bargain Basement



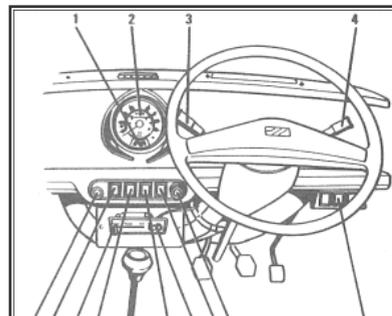
- | | |
|--------------------|----------------|
| 1. Brake check | 11. Screenwash |
| 2. Hazard warning | 12. Handbrake |
| 3. Wipers | |
| 4. Gearlever | |
| 5. Indicators/horn | |
| 6. Heater | |
| 7. Lights/dip | |
| 8. Heater temp | |
| 9. Lights/dip | |
| 10. Choke | |



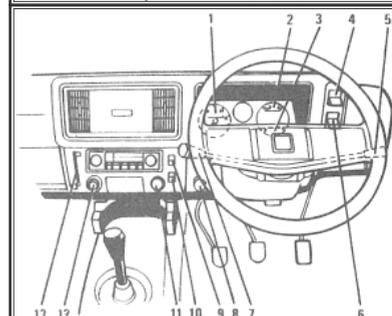
- | | |
|-------------------|--------------------------------|
| 1. Clock | 7. Lights/indicators dip/flash |
| 2. Radio | 8. Horn |
| 3. Speedometer | 9. Choke |
| 4. Temperature | 10. Cigar lighter |
| 5. Fuel gauge | 11. Wipers |
| 6. Rear fog light | |

controls for the powerful but nigh-on uncontrollable heater. There is no fresh-air ventilation.

The full-width fascia shelf is useful, but the capacious front door pockets have long since been sacrificed for the convenience of wind-up windows. The miniscule boot must also count as a significant minus point in an era of practical and versatile hatchbacks.



- | | |
|------------------------------|------------------------|
| 1. Fuel gauge | 7. Lights |
| 2. Speedometer | 8. Heater fan |
| 3. Indicators/dip/flash/horn | 9. Hazard warning |
| 4. Wipers | 10. Heated rear window |
| 5. Rear fog light | 12. Brake check |
| 6. Heater temp | 13. Choke |



- | | |
|------------------------------|---------------------|
| 1. Speedometer | 7. Wipers |
| 2. Temperature | 8. Choke |
| 3. Fuel gauge | 9. Blank |
| 4. Lights | 10. Blank |
| 5. Indicators/dip/flash/horn | 11. Cigar lighter |
| 6. Rear fog light | 12. Heater fan |
| | 13. Heater controls |

The Toyota, by comparison, is a class apart, even allowing for its higher price. It has all the 'extras' of bigger and more expensive cars, such as a clock, a radio, intermittent wiper, a rear wiper and a very good heating and ventilation system. It's a good deal quieter and smoother than the others, too. The Starlet's impressive specification illustrates just how the Japanese

manufacturers are attracting sales by offering such clear-cut showroom value.

Safety

Many of the criticisms of very cheap cars used to centre on the vehicles' lack of consideration for safety, relating more often than not to dynamic aspects such as stability, steering and braking. Fortunately, there are only a handful of vehicles now on sale whose handling, steering or braking fail to come up to a satisfactory standard; it is perhaps all the more surprising, then, that though all four of our test cars handle, steer and brake well, two of them should be rather behind the times as far as secondary safety [the minimising of the consequences of an accident] is concerned.

The prime offender is the Dyane. Its interior has a frightening amount of sharp edges and lethal-looking projections at head, eye, chest and knee level: the ignition switch, the handbrake, the sunvisor mounts and the folding roof clips could all cause serious injury in a severe impact.

The Mini also shows signs of age, again in the shape of sharp sunvisor mountings and the unprotected heater brackets and associated under-dash structures.

The newer cars from Vauxhall and Toyota fare much better though the Chevette does

lack some padding under the dashboard to protect passengers' legs.

Costs

The fact that the Dyane is some £127 cheaper than its opponents may well swing the decision in its favour for some buyers; in practice, we feel that the £271 separating it the Mini City and the Chevette ES will probably be of less consequence once delivery charges and insurance costs have been added. The Toyota, on the other hand, is beyond the psychological £3,000 barrier, though the others would be so too if kitted out with options to bring them up to the Japanese car's specification level.

Where the Dyane is really designed to score is in rock bottom running costs: owners will have little difficulty in averaging 7.1L/100km/40mpg [on four-star, though], and with group one insurance and servicing accounting for only four labour hours every 16,000km routine costs should, at least, be competitive.

Non-routine operations, however, are quite complex, with a clutch-change taking some five hours and many tasks being beyond the capabilities of the home mechanic.

The Mini's economy should also approach or exceed the 7.1L/100km/40mpg mark; insurance is in the cheapest bracket of all and spares are unlikely to

Bargain Basement

be found cheaper than from BL.

Major services, however, are at 10,000km/6,000mile intervals, a point at which the other cars only require a simple oil change. Access round the Mini's engine is restricted, but the car is such a well-known quantity that both garages and home mechanics have long since overcome the problems. Depreciation should be slowest on the Mini too.

Our test Chevette averaged 8.1L/100km/35mpg ~ not an outstanding result ~ but with less emphasis on town driving better averages should be within reach. Insurance will be more expensive than both the Mini and Dyane, and servicing is again at 10,000km/6,000mile intervals. The Chevette is mechanically very simple, however, and would prove ideal for cost-saving do-it-yourself maintenance.

The Toyota is certain to prove the least cheap to run, though through no fault of its own. It is more economical than the Chevette, runs on two-star fuel, requires only once a year major servicing and is mechanically simple, but group four insurance and a higher rate of depreciation make certain that its annual running costs will be significantly higher than those for comparable British cars.

The Mini comes with the best warranty, and also has the option [at extra cost] of an addi-

tional year's Supercover. None have any form of extended corrosion-protection warranty.

Verdict

The Chevette ES is just what an economy special has always been: an average car with much of the refinement removed. Yet in many ways Vauxhall have removed the wrong items: what is left is a well-priced, reasonably sized family car with good performance and adequate economy, but which is too obviously stripped out by the cost engineer to be attractive to the family buyer.

If passenger-carrying capacity is not of overriding importance the Mini must be the best bet. It is the cheapest car to concede nothing to bigger cars in terms of performance, handling and braking, and is the most enjoyable of our four to drive. Its problems are well known, but its equally well-known assets still outweigh its defects ~ even 21 years after its introduction.

The Dyane would probably sell just as well at a much higher price. Its eccentric appeal transcends mere money considerations, and its great individuality makes it difficult to assess on objective terms. It is the most comfortable and the most economical, but it's probably the Dyane's association with an easygoing, youthful lifestyle that is its greatest sales asset. Its slow performance is not that

	AUSTIN MINI CITY	CITROËN DYANE 6	TOYOTA STARLET 1.0 GL	VAUXHALL CHEVETTE ES
PRICE	£2,796	£2,669	£3,219	£2,940
Other Models	2	0	2	11
Price Span	£2,796-3,761	-	£3,219-3,562	£2,884-4,140
PERFORMANCE				
Max Speed [kph]	135	116	132	137
Max in 1st/2nd/3rd	48/76/101	37/76/109	47/77/121	45/71/103
0-48 [kph]	5.1	7.4	5.5	-
0-65	8.5	12.2	9.0	7.6
0-80	13.0	18.8	12.3	10.9
0-97	18.8	29.4	17.3	16.1
0-113	27.7	-	26.0	24.8
0-400m	21.9	24.0	21.4	20.1
Terminal Speed	101	92	105	103
48-80/65-97 in 4th	11.0/14.5	21.1/28.9	16.5/20.2	14.2/14.4
SPECIFICATIONS				
Cylinder/Capacity [cc]	4/998	F2/602[a]	4/993	4/1,256
Bore×Stroke [mm]	64×76	74×70	72×61	80×60
Valve Gear	OHV	OHV	OHV	OHV
Compression Ratio	8.3:1	9.0:1	9.0:1	8.7:1
Power@RPM [kW]	29.8@5,100	22.4@5,750	35.1@5,800	41.8@5,400
Torque@RPM [nM]	69.1@2,600	40.7@4,000	63.7@3,800	89.5@2,600
Steering	rack/pin	rack/pin	rack/pin	rack/pin
Turns Lock to Lock	2.7	3.2	3.0	4.1
Turning Circle [m]	8.8	10.6	9.2	9.2
Brakes	Dr/Dr	Di/Dr	S/Di/Dr	S/Di/Dr
Suspension - Front	I/Wi/R	I/LA/C	I/McP	I/Wi/C
Rear	I/TA/R	I/TA/C	C/4L	C/TA/PR
COSTS				
Test Consumption [L/100km]	7.8-5.9	7.4-5.5	9.0-6.9	10.5-7.4
Tank [L]/Grade	34/2	25/4	40/2	38/4
Major Service Interval [km]/Hours	10,000/2.8	16,000/4.0	16,000/2.2	10,000/2.0
PARTS COSTS/FITTING HOURS				
Front Wing	£15.95/0.5	£32.96/2.3	£34.09/1.0	£36.05/6.4
Front Bumper	£7.00/0.3	£36.73/0.4	£38.29/0.7	£14.30/0.7
Headlamp Unit	£2.74/0.3	£10.22/1.0	£19.67/0.5	£31.20/0.3
Rear Light Lens	£4.20/0.3	£4.20/0.1	£16.68/0.4	£5.85/0.5
Front Brake Pads	£5.25/1.1	£8.97/0.6	£7.25/0.7	£11.77/0.7
Front Shock Absorber	£13.55/0.7	£18.41/0.8	£50.80/2.3	£15.78/0.4
Windscreen [Laminated]	£15.50/0.9	£28.10/1.5	£39.54/2.3	£23.75/1.9
Exhaust System	£21.80/0.7	£41.95/2.5	£42.44/1.4	£53.55/1.4
Clutch	£37.57/-	£20.87/4.8	£24.21/2.3	£36.01/0.5

Bargain Basement

much of a handicap, but we still retain our reservations about the safety of the bizarre interior.

We are thus left with the best car, the Toyota. It is the most expensive to buy ~ but not by much ~ and to run, but it is by far the most civilised and refined of the four. It fails to put a foot wrong in any area of note, and has an enviable reputation for reliability. It illustrates just how well placed the Japanese are to compete in a price war with Vauxhall, Ford and BL in the months ahead.

So for efficiency the Toyota wins hands down. The only problem is its almost complete lack of personality, a characteristic which some might consider a virtue and others a serious drawback.

For the latter group the Citroën can be the only solution, eccentricities and all.

Bargain Basement Selection

Some blame the Mini Metro, others point to the Eastern European competition, and still more single out the Japanese as the guilty party. The crime? Starting a price war in the small car arena.

The symptoms were already there last year, but were disguised by a bonanza of discounts, free champagne and other showroom gimmicks; such stop-gap inducements are wearing a bit thin in 1981, how-

ever, and manufacturers are now seeking to create genuine demand by producing the keenly priced cars the customer actually wants.

Cheap cars are nothing new. Yet they come in many different sizes and formats and achieve their cheapness in equally many ways. Mechanical simplicity and long production runs help make the Citroën 2CV, the Vauxhall Chevette and, to some extent the Mini City, competitive; small physical size benefits the Fiat 126 ~ which, following Fiat's shock 10% price cut has now gone back below the £2,000 barrier to become Britain's cheapest car ~ and the equally tiny Suzuki Whizz Kid; export incentives and favourable exchange rates enable the relatively large Eastern European imports ~ such as Lada, Skoda and Polski-Fiat ~ to enjoy seemingly remarkable value for money.

But the most important development, and the one that has given rise to counter-accusations as to who fired the first shot in the rapidly-escalating price war, is the return into the cheap car market by Britain's major producers, who have long shunned it as unprofitable and best left to foreign firms.

New and cheaper Fiesta and Chevette versions may not seem unduly significant until it is realised that a mere two per cent increase in Fiesta sales, for

Looking Forward

Next issue of 'Front Drive'...

The Ami 8 has been described as a 'stopgap' model... a stopgap that lasted a decade.

Gone was Bertoni's baroque Ami 6: here was Opron's debut

If you own an Ami 8, why not make a contribution and send it to Leigh Miles at editor@citroenclassic.org.au by Wednesday, June 13. Got a picture that merits sharing? Send it as well.



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Bargain Basement

instance, would be more than enough to completely wipe out the whole of Lada, Skoda and Polski-Fiat's market share.

How do these two key new arrivals [the Chevette ES and the Fiesta Popular] compare with the established designs which have had things their own way in the under £3,000 market for so long?

Fiat's radical price-cut has not upset the status quo as much as might be expected. The basic Fiat 126 does become Britain's cheapest car once again, but its tiny proportions and leisurely performance restrict its appeal [and hence its sales] to that of a second ~ or third ~ town car. The rest of the field is dominated in no uncertain manner by the Czechs, Russians and Poles, cheapest overall being the

While there was no doubting the accuracy of the first part of the launch slogan for the Metro the motoring press did not all agree with the second part. Neither did the public. Image: www.autocar.co.uk



Following a 10% cut in its price in 1981 the Fiat 126 was Britain's cheapest car. Image: www.honestjohn.co.uk

Based on the cast-off Fiat 125 Polski-Fiat's 125p was not in the same class. Despite alloy wheels, enormous fog lights and two-tone paint it simply reminds your editor of a 'rat with a gold tooth'. Image: www.ardorauctions.pl



The midget Suzuki Whizz Kid is enjoyable to drive but limited rear seat space and uncertain resale value must restrict its appeal. Image: www.topgear.co.uk

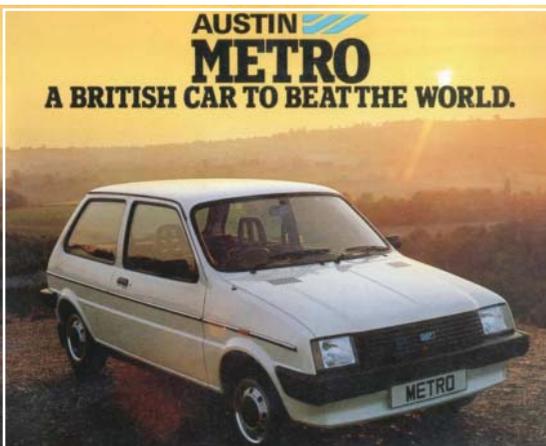
'What Car?' frequently criticised the steering and handling of the rear-engined Skoda Estelle. They may have been rally winners but in the hands of Joe Average... well it was another story. Image: hubnut.org

rear-engined Skoda Estelle and coupé ranges.

The Skoda offers a lot of car for a minimal outlay, but we have frequently criticised its steering, handling and general road behaviour; a recent test of the latest version gave us no grounds to revise this opinion, and we believe the Estelle to be too far behind the times in handling to represent good value, even at its low price.

The Citroën 2CV ~ next up the scale at £2,426 ~ is by some decades the oldest design in current production. Like the Dyane on test, it is primitive in the extreme and though noisy, slow and heavy to drive it has immense charm; it is quite comfortable and comes with four doors and a fully-opening sunroof. The only question mark is the safety of its antiquated interior.

Lada and Polski-Fiat provide the first full-sized conventional cars: based on Fiat mechanicals both provide good space and acceptable performance and handling. Steering and other controls are heavy, though, and both have high noise and fuel consumption levels. Their main attraction must be their comprehensive equipment, with the Lada models perhaps the best overall. Again, however, Eastern European motoring is not as cheap as it may at first appear, for insurance costs and depre-



Bargain Basement

ciation rates are comfortably above the European norm.

At £2,599 the midget Suzuki Whizz Kid is enjoyable to drive but limited rear seat space and uncertain resale value must restrict its appeal to a Fiat 126-type market: both are overshadowed by the evergreen BL Mini, now with the 1,000cc engine standard.

The Mini is now better than ever: it is the first car on the price ladder to offer the steering, handling and braking of more expensive cars, and is tolerably comfortable for two, less so for four. The City is well equipped, with useful items such as a heated rear window in preference to less safety-orientated items such as carpets or cigarette lighters. In terms of running costs, too, there can be little to beat the Mini other than the other important newcomer, the Ford Fiesta.

The key price in any cheap-car choice must be £2,849 ~ the cost of the Fiesta Popular. It has nearly all the assets of pricier Fiestas and suffers little of the 'stripped-out' feel that once characterised economy specials; it is £90 cheaper than the equivalent Chevette ~ bigger outside but not in terms of accommodation ~ and almost £250 less than the basic Metro ~ surely its greatest rival. Fiat's price cuts may well set the cat among the pigeons: the cheap-



Another of Fiat's cast-off, this time to the Russians, resulted in the 124-based Lada. Cheap to buy, well-equipped but with depreciation that was even more eye-watering than a Citroën CX, in the long run it was an expensive choice. Image: www.rbth.com

est two-door Fiat 127 now sells for £2,680 [less than the Mini] and the 1,050cc hatchback, offering lively performance and fun handling, falls midway between the Fiesta and Chevette at £2,890.

Which of these sub-£3000 cars is the best bargain? Perhaps the biggest and most common mistake is to automatically as-



Launched in 1971 Fiat's 127 had, by 1981 morphed into a hatchback offering lively performance for less money than the Mini tested here. Image: www.driventowrite.com

sociate low purchase price with low running costs. As depreciation, maintenance and insurance generally take the biggest slice out of the annual motoring budget we would be inclined to discount imported vehicles ~ except, perhaps, those from better-known makes such as Citroën, Datsun, Renault and, possibly, Fiat. This leaves us with a basically British assortment, led by the Mini, the Vauxhall



Chevette and the Ford Fiesta. All will be cheap to fuel, to insure and to maintain; none will be as comfortable as a Citroën, as well equipped as a Skoda or as lively as a Fiat 127. None will be as cheap to buy, either, but in return, none of the British cars will depreciate as fast.

The contest must be between these three, therefore. Asked to name a winner - on the basis of specification, accommodation, price and likely running costs, we would go straight for the Fiesta.

Super Saver

We drive the £2,849 Fiesta Popular.

'The Inflation Beaters' is how Ford describe the new Popular and Popular Plus versions of their two-million selling Fiesta hatchback ~ indeed, with a price tag of just £2,849 the cheapest version shows remarkably little obvious differences from the now-deleted base Fiesta, some £300 more expensive.

It would at first seem that Ford's hand had been forced by Vauxhall's introduction of a cut-price Chevette, but the Popular is in fact part of a much bigger plan. The Fiesta range has

The 'inflation beating' Ford Fiesta Popular was very well reviewed by 'What Car?' in this 1981 article. £300 less than the now deleted base model despite few obvious differences. Sources: www.projectbobcat.com and Flickr.

Bargain Basement

always been slightly more expensive than the old rear-drive Escort ~ especially the cheap Popular versions of that car ~ but the Escort's demise leaves room at the bottom of Ford's line-up for a basic Fiesta, which Ford have duly provided.

Value for money, rather than special offers, is what Ford believe will give these new Fiestas a substantial market share; the Populars achieve their low prices with the deletion of surprisingly few items of standard equipment and, more importantly, are identical mechanically to the more expensive models, accelerating, handling and steering just as well as the costlier versions.

The Fiesta Popular we tested did not immediately strike us as being Spartan or stripped out: the only major absences we noted were the single sunvisor and the lack of an interior courtesy light. The vinyl-clad seats, though lacking adjustable backrests, are quite comfortable and support quite well, and the rubber floor mats are if anything more practical than the customary carpets.

In action the Popular seems little noisier than the old base Fiesta: the doors shut with a metallic clang, of course, while the whole car has a slightly tinny feel and suffers body boom at speed, but the overriding sensation is that of a refined and well-

built small car.

Steering is perhaps a little over-sensitive and the suspension is distinctly on the firm and bouncy side, but these are faults of all but the costliest versions. The brakes on our 160km old test car lacked bite, too, but we put this down to a lack of bedding-in.

Wintry conditions underlined the absence of a heated rear window [a £60 option, but standard on the more expensive Popular Plus] and we regret the disappearance of the fresh air vents either side of the dashboard. Apart from this and the deletion of halogen headlights it is hard to see where Ford have managed to save the £300 by which the Popular undercuts the old base model.

The Fiesta Popular is just what a cheap car should be: it does not skimp on anything relating to safety, economy or performance, and those items that it does omit from its specification are available on Ford's long list of optional extras. Priced at £2,849, the Popular is a convenient and pitfall-free shortcut to the advantages offered by all Fiestas, and is going to be hard to beat.

This article first appeared in 'What Car?' magazine in February, 1981. Neither the author nor the photographer is credited and the magazine is part of the editor's archive of material.

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Battling Betty a Bargain

A hundred quid. That's all Betty, my kid sister's 2CV in hatchback drag, cost. A very good hundred quid it has proved, too. Betty will cruise all day on the motorway at 60mph [75 if kid sister is driving], scare slumbering MGs on the back roads [if kid sister's driving] and return over 45mpg [when kid sister's not driving]. And six months' tax and MoT were thrown in.

There's the odd rattle and shake from the bodywork, and the sensible red [faded into ochre] paintwork hides the odd rust blotch, but Betty's in pretty good order for a 15-year-old. Even the convertible top is leak-proof still, and we've needed to replace only a few wheel nuts in the six months Betty has been terrorising Berkshire.

Best of all, though, is that Betty's heart is all 2CV, so she provides immense fun on the road. Part of the challenge of driving a 2CV is keeping up with the Joneses and Smiths in their econoboxes, because the sew-

ing machine flat-twin provides all the acceleration of a lethargic snail. The secret of 2CVing, kid sister tells me, is never to back off, to keep pedal to the metal.

If you do that, whoops of terror emanate from your passengers, who aren't used to machines which roll like galleons in a squall when they sniff a corner. Kid sister tells me that Betty spins if you push her too hard, but I reckon that's a lie and that the car would topple over before the Michelins let go.

Betty reminds you how immaculate a conception the 2CV was. Although her basic design is now more than 50 years-old, she performs with remarkable aplomb, reacquaints you with motoring basics and offers delights such as a dashboard change into the bargain. And cheaply, too. If Betty lasts only a couple of years, she'll have depreciated by just £50 per annum. Not many cars offer such cheap motoring.

This little article by Mark Gillies first appeared in 'Car' in January, 1988. The accompanying illustration is by Mick Duffy.

Member's Model: Dyane Weekend 6

No matter where the Dyane goes it always attracts attention. Even at Midsumma Gay & Lesbian carnival where there is a good of competition for attention.



On January 28, 1979 a mimoso yellow Citroën Dyane Weekend 6, registered DVS 373T, was driven away from the Graveley Motor Co. by my parents.

Bruce and Elaine had arrived in the United Kingdom in November 1978, intending to stay for a number of years. They settled themselves in Welwyn Garden City, Hertfordshire, 40km north of London and just down the road from my eldest

brother and his wife, Campbell and Vivienne.

Having found accommodation, the next important task was transport acquisition. Therefore, Bruce, who had never bought a car before [having been blessed(?) with Company cars for decades], began the daunting task of investigating the English car market.

Petrol was double the price it had been in Australia ~ 75 pence per gallon. [By the time we left England, three years later, it had

risen to £1.85 and it is now



Dyane Weekend 6

about £1.85 per litre.] Fuel economy became an important feature. As my brother is over six feet tall, ample interior space for four people was also important. Price and resale value had to be considered too.

The answer, even to my father, was clear ~ the only possibility was a 2CV. After telephoning a number of Citroën dealers in and around London, they located a 2CV and a Dyane. The on-the-road price of the 2CV was £2,000 and the Dyane was £2,100.

For the extra money there was the safety of inboard front disc brakes [instead of inboard drums], the comfort of more substantial seating and the convenience of the hatchback and folding rear seat.

So in the snows of winter, my parents made the trip ten kilometres north to the Graveley Motor Co. and made the acquaintance of Mike Creasey, partner in the dealership with his brother. There, covered in snow, was a yellow Dyane, recently delivered to fill an order that had that morning been cancelled.

The snow was hastily brushed from the windscreen and the key turned. The engine sprang to instant life and off they went for a turn around the block.

Mother was a little perturbed about the lack of interior door panels, the rubber mats on the

floor [kinky, huh?] and there was no heater. Despite these shortcomings, Bruce and Elaine agreed that this was the car for them. Masonite would be bought to cover the inside of the doors, some carpet could cover the floor and a heater was an unnecessary luxury ~ all they needed was a knee rug. That decided on, they headed back to the dealership.

It was at this stage that Mother first caught sight of the GS Club ~ priced at around £3,000. Instant romance! A rare event for my Mother, for members who may have met her will attest. It looked better, was clearly more comfortable, and Elaine wanted one.

Mike Creasey would have none of that. Under no circumstances were my parents to be allowed to spend more money. They were assured that the Dyane would provide them with all they could wish for in a car. 'Save the money, spend it on travel, take the Dyane to France, but do not spend it on the GS', was Mike's recommendation.

The papers were signed, deposit paid, hands shaken and they headed for home ~ via the Welwyn Department Store to buy wood, carpet and a rug.

A week later they were back at Graveley to collect the car. Much to their amazement, the doors were fitted with rath-



The Dyane in autumn parked amongst the orange leaves at Burnham Beeches in Buckinghamshire [UK]. Inset: Leigh's mother, Elaine, vamping it up across the front seats of the Dyane. The image being black and white underplays the pattern of the hideous carpet.



Dyane Weekend 6

er good-looking plastic panels, complete with armrests. 'Oh well, the wood is bound to come in handy.' They also found that the heater had been connected. 'Yes, well, the rug will be nice to sit on for picnics in the summer.' The carpet however was fitted and, despite its hideous pattern, remains in the car to this day.

The first longish journey took the Duck [as it naturally became fondly known] to Constable country ~ Suffolk. This gave Bruce a good chance to get to know the car and to master its slightly eccentric gear change.

Actually, it is not really that difficult to manage. It is a simple H-pattern, really. Except that reverse is where you might expect first to be, first is where second should be... and it just goes on from there. Of course, the fact that the gear stick protrudes from the middle of the dashboard simply means you can hang your handbag from it.

This trip also gave Elaine a chance to map read and a real opportunity to savour the delights of English road signs and the benefits of roundabouts. The road sign problem involved joining the main London-Cambridge road [A 10] and heading towards London. The difficulty arose when they realised that the signs in both directions said 'London' This led to the realisation of the benefits of rounda-

bouts. If you are not sure which exit you need from the roundabout, well you just keep on going round and round until you make up your mind. I can assure you that in three years in the United Kingdom, we went around a lot of roundabouts a lot more than once.

A Duck circling a roundabout at a fair pace exhibits a tendency to lean a little, and we used to get some very strange looks from other road users.

I arrived in England in November 1979 and took an instant liking to the Duck. Convincing Bruce that I should be allowed behind the wheel of his pride and joy was a time-consuming exercise. Eventually we changed seats. I got the pilot's spot, Father became navigator and Mother retired to the back seat.

Two things emerged from this. Firstly, Bruce would allow his mind to wander; I would arrive at an intersection requiring direction, he would have no idea where we were and round and round the roundabout we would go. Secondly, when I say Mother retired to the back seat, I really mean retired in the back seat, as she would tend to doze off as we drove along.

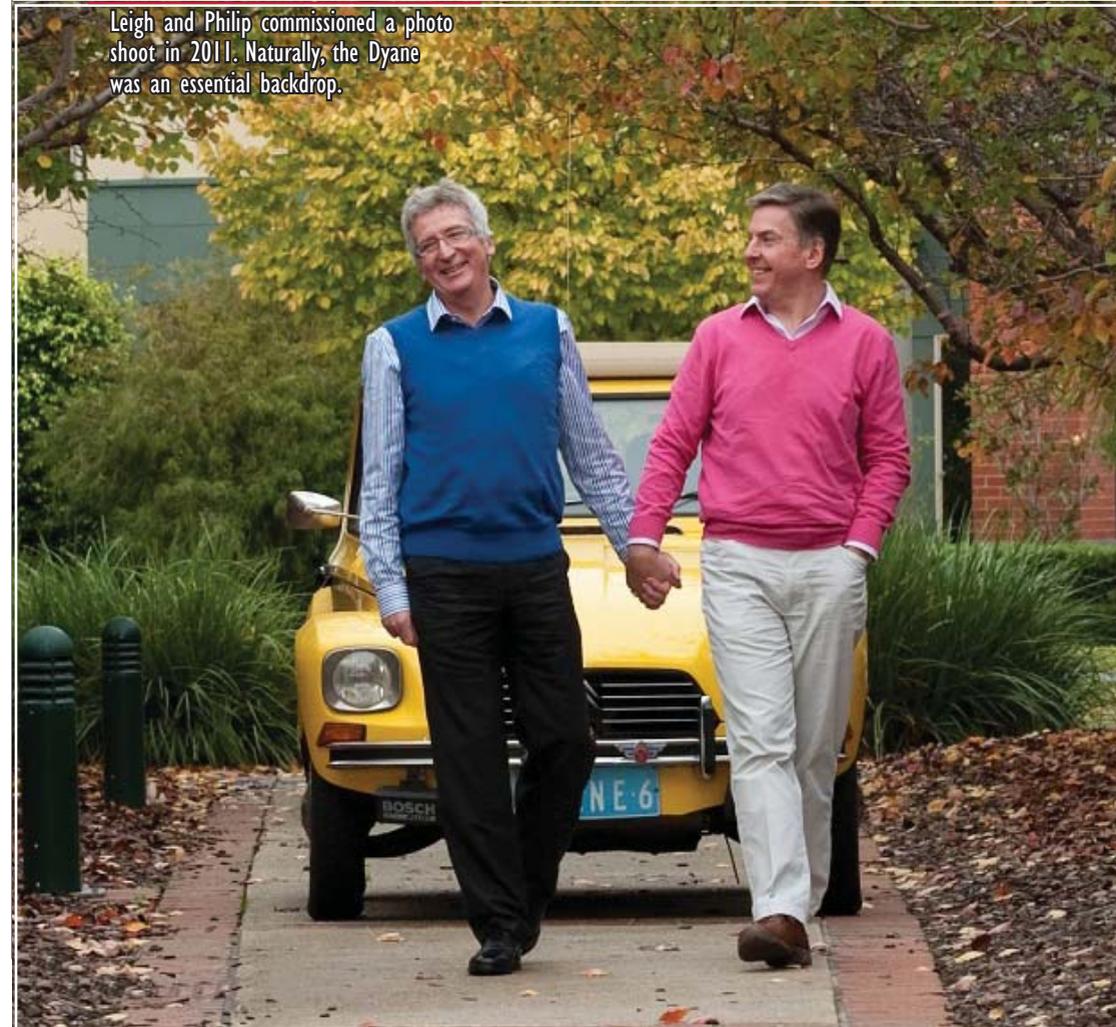
Where the Miles family was off to next was a major topic of conversation for many of the locals. After extensive travelling in the UK, Elaine and I persuaded

Bruce that France should be the next trip. We spent June 1980 in France, and covered almost 5,000km in the month.

Driving the Duck in England had some irritating aspects. Tearing along at breakneck speed, it was possible to pass 3-litre Ford Capris [the English equivalent of the Comodore SS]. Instant hate from the

other driver was the result, and they would accelerate, overtake and slow down. In France, this never happened ~ perhaps because so many Ducks are driven at top speed in that country. France caters quite well for the 2CV driver by sometimes having higher maximum speeds on the downhill side than they do on the up-hill. So you can

Leigh and Philip commissioned a photo shoot in 2011. Naturally, the Dyane was an essential backdrop.



Dyane Weekend 6



Leigh and Iain Mackerras [for whom the 'Iain Mackerras Memorial Trophy' is named] took the Dyane to CIT-IN at Mt Tamborine. The front passenger door was removed to aid access during the 'flag race'.

Inset: Leigh 'necking' a stubbie of beer at the same event. A never to be repeated experience.

belt down the hill at the same speed as all the other cars, but on the up-hill the others all have to slow down to 2CV pace because of the speed limit.

One of my favourite weekend pastimes [if we were not away for the weekend] was taking the Dyane, on a Saturday morning, back to Graveley Motors. Whether for its regular servicing, or just to top-up the fuel. Either way gave me the opportunity to 'haunt' the dealership and collect brochures. Back then, of course, there was lad who actually pumped the petrol and washed the windscreen. I do not actually remember whether I knew his name at the time or whether I discovered it later but

his name was Rob Moss.

By August 1981, we were considering returning to Australia and the matter of disposing of the Duck arose. I was keen to bring DVS back to Australia [I trust, dear reader, that you have realised the hidden meaning... DeVious], but we knew nothing of the Customs or registration requirements, and we had no idea of whether any two pot Citroëns existed here. My brother, who had come to the intelligent decision that the Triumph he was driving was past it, and bought a Dyane too, decided not to bring his back as it all sounded too difficult and expensive.

As an aside, his Dyane was



Leigh participated with the Dyane in Raid '92. The Dyane was the last car towed out of black mud on the road between Blackall and Barcardine.

Inset: Unfortunately Finemores had the car come loose when they were transporting the Dyane back to Melbourne. The matter ended up in court.

Dyane Weekend 6

a rather nondescript beige; rather akin to an under-baked SAO biscuit. Now, the UK does not benefit from the presence of the SAO. The closest they have is a Cream Cracker. Not unsurprisingly my brother's Dyane was called the 'Cweam Cwacker'.

Indeed, the advice we were able to gather in London would have discouraged all but the most foolish.

The Customs side was easy enough: as we had owned the car for three years, there would be no duty or sales tax to pay upon import. Registration was another matter. The Victorian Agent-General's office provided a photocopied handout detailing the requirements for registration. I was further advised

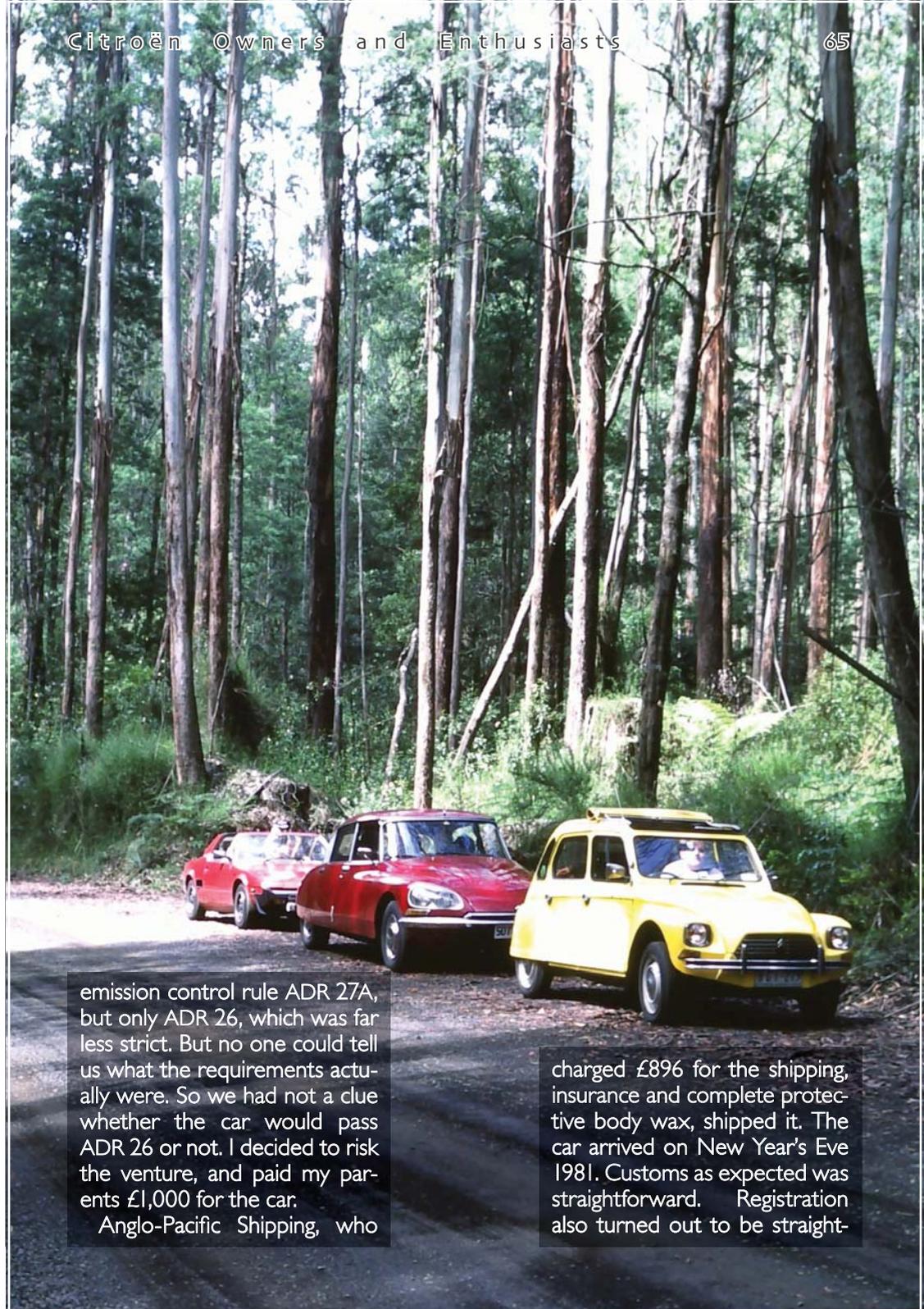
that all modifications necessary had to be completed before the car left England, as the testing prior to registration would be undertaken on the wharf. The glass all had to be marked with the British standards 'kite mark' ~ no problems there. The four seating positions required lap-sash seat belts. The front seats already had these, but the back only had provision for lap belts. We were eventually able to solve the problem with some very long belts, using just the lap mounting points.

The front seats required integral head restraints. For this reason my lovely Dyane was subjected to the ignominy of Skoda front seats for two years.

We had been assured that the car would not have to meet



Leigh standing proudly in front of his fleet for a newspaper article. Or his fleet as it was in about 2003. The GSA is missing from the shot, as is the, now dismantled, Visa GT Challenger.



emission control rule ADR 27A, but only ADR 26, which was far less strict. But no one could tell us what the requirements actually were. So we had not a clue whether the car would pass ADR 26 or not. I decided to risk the venture, and paid my parents £1,000 for the car.

Anglo-Pacific Shipping, who

charged £896 for the shipping, insurance and complete protective body wax, shipped it. The car arrived on New Year's Eve 1981. Customs as expected was straightforward. Registration also turned out to be straight-

Dyane Weekend 6

forward, and yellow Dyane BGI 279 was let loose on the roads of Australia.

I was able to swap the plates, some years later, at no cost, for the ultimate wank ~ personalised plates. So the car is now graced by blue and white plates emblazoned 'DYANE 6'.

Over the three years and 65,000km we drove the car in England, Graveley Motors always serviced it. The total cost of that servicing was £352, of which £182 was labour. The only major work that was undertaken was to replace the exhaust system after 58,000km, which is a long life by English standards. With the exception of regular maintenance, carried out for many years by ex-Club member Mel Carey and since his retirement by Swedish Prestige, the car has given no major problems in its almost 40-year life. I will not tell the dreadful story of Finemores and dropping the car [literally] on the

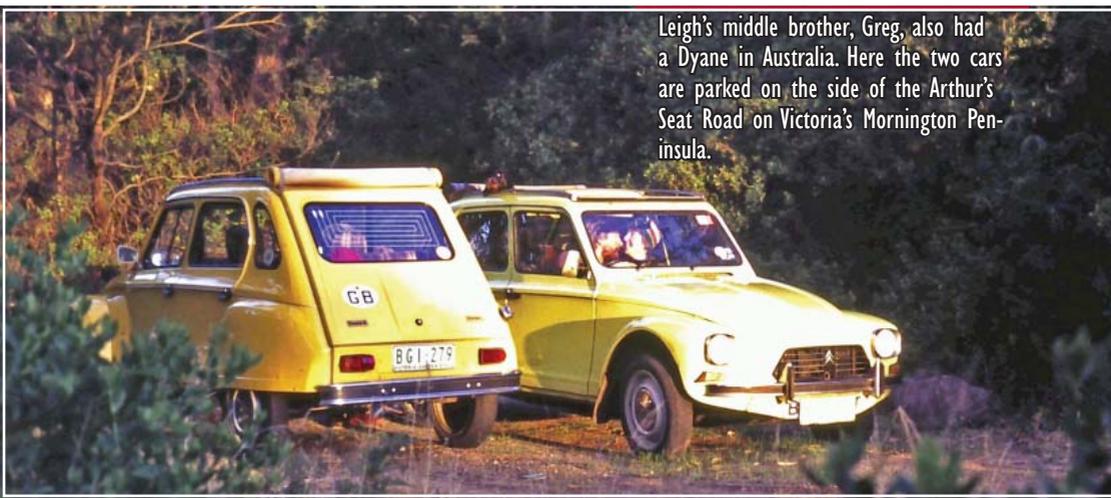
way from Cairns to Melbourne. Nor do I wish to re-live [no, not even in print] the broken drive shaft on the last day of the Tour de Tassie with the Motafrenz Car Club. The Duck has more than lived up to the initial requirements ~ to be an inexpensive, reliable fuel miser, capable of transporting four, people in comfort.

Years later, when I was again living in the UK fellow Citroënist Shaun Lilley took me to visit 'Chevronics' in Hertfordshire. Chevronics was, and is still, run by Rob Moss... who had pumped petrol into the Dyane all those years ago at Graveley Motors. Rob is still supplying parts for all of our fleet.

I would like to thank my parents, Graveley Motor Co., Anglo-Pacific Shipping, Chevronics, CCOCA, Motafrenz Car Club, Citro Motors and Swedish Prestige for making the 160,000km both fun and possible.

Leigh F Miles.

Leigh's middle brother, Greg, also had a Dyane in Australia. Here the two cars are parked on the side of the Arthur's Seat Road on Victoria's Mornington Peninsula.

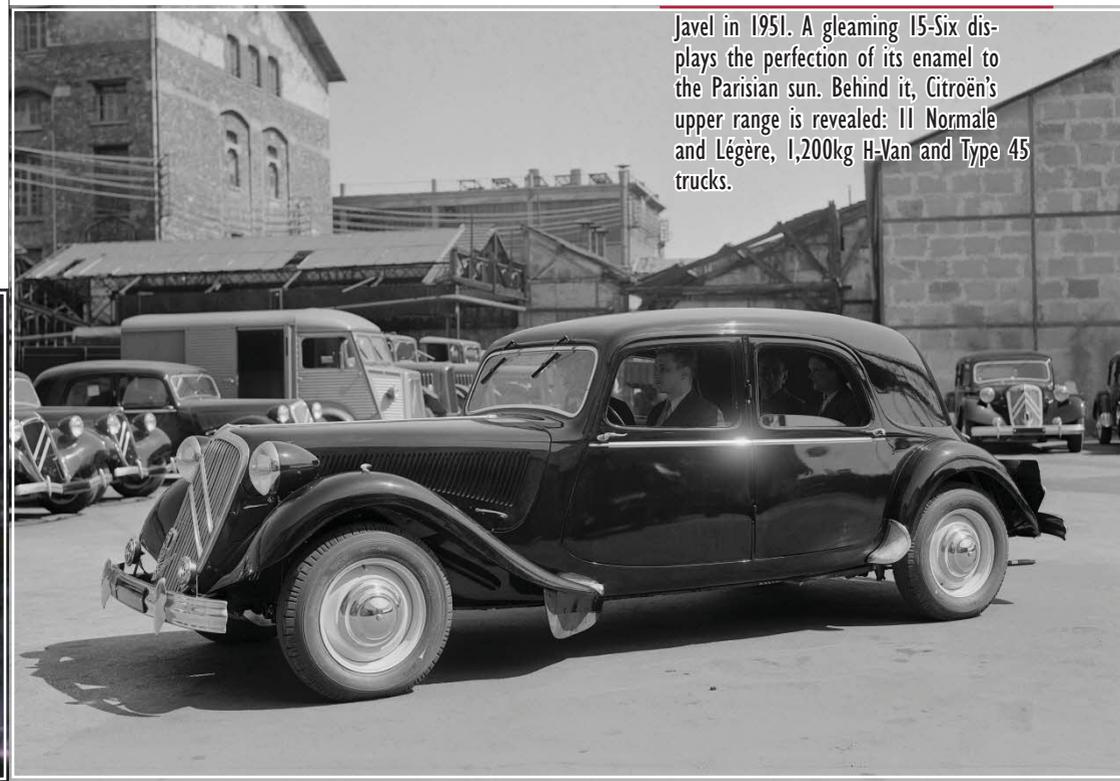


1952-55: Holding out for the DS

In the last edition of 'Front Drive' we reprinted an article taken from 'Traction Avant', the magazine of the French Traction Club, La Traction Universelle. It was originally published in July, 2019. In the April, 2021 edition of the same magazine there was sort of follow-up article which had been written by 'Dr Estipallas' in September, 2016 and published on his website [<http://le-grenier-estipallas.blogspot.com/>]. It looks at what was actually going on at Quai de Javel [aka 'The House of Mystery'] in the period when the Traction was demonstrably on its last legs, but the DS was clearly not yet ready for launch.

A careful reading of this account gives a good understanding of what was going on at Citroën during the period 1952/55. Thanks to this extremely well-documented report, we understand the state of mind in which Citroën found itself, a mixture of disarray, doubts and resentment for which the most vengeful are looking forward to the upcoming release of a jewel worthy of NASA!

The dates of the developments shown in this article differs significantly from those found in other recent literature. Dr Estipallas refuses to



Javel in 1951. A gleaming 15-Six displays the perfection of its enamel to the Parisian sun. Behind it, Citroën's upper range is revealed: 11 Normale and Légère, 1,200kg H-Van and Type 45 trucks.

1952-55: Holding out for the DS

take a position, but recalls his holy word: 'the truth is in the archives'.

It was a happy time that followed the dark years of the war. This can be seen in the image below, taken during the occupation. We can see buildings gutted by the German bombardment of 3 June 1940. We can also see a very unpleasant field grey presence. Like the nation, the industrial base was in ruins.

In ten years, a lot of water had flowed into the nearby Seine. In 1951, the dark years had passed and the country was looking towards the promising decades of the 'Trente Glorieuses'.

In 1951, the Queen of the Road was at the height of her prestige and sales, the II saw its production constantly increase, the H-Van was at the beginning of a brilliant career, while the heavy vehicles, pragmatic and robust, met the needs of a

wide range of customers. And how can we fail to mention the 2CV, an emerging social phenomenon with a delivery time of years? The future seemed bright for Citroën.

Two years later, however, the venerable Traction was brutally under the weight of its 20 years. Out of fashion with the 'pontoon' lines of its competitors, its sales collapsed while its replacement was inexplicably delayed. Shaken by a real wind of panic, the proud firm of Javel became the symbol of immobility, the last straw for a company that had established technological superiority as a true dogma.

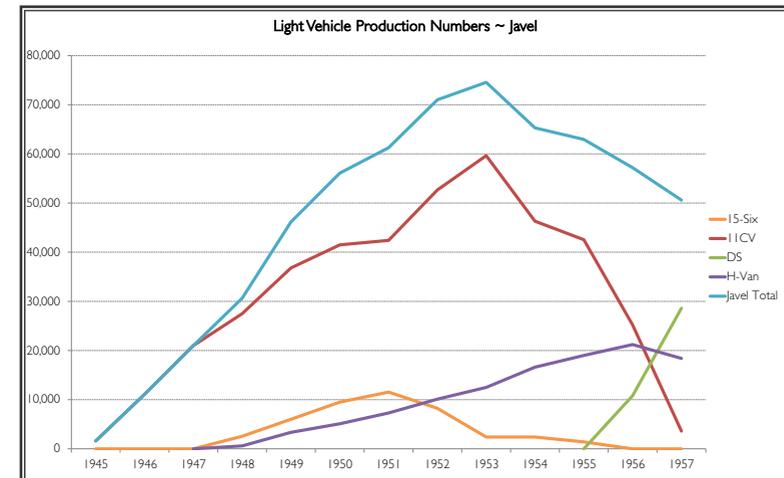
More than ever, however, it is necessary to hold on, to hold on while waiting for the future DS19. But how, and for how long?

Production Figures and Delivery Times

What evidence is there today



The Quai de Javel site was damaged by bombing on 3 June, 1940.



Throughout the post-war period the II was the mainstay of production numbers at Quai de Javel. But even the launch of the 'NASA-worthy jewel' could not halt the overall slump in output. Tractions and DSs on the line at Quai de Javel.

of the worrying situation at Citroën in 1953 and 1954? A cross-analysis of delivery times and production figures for the Javel factory sheds some light on the situation.

Production at Javel was negligible in 1945 [1,525 vehicles], but really took off in 1946 [11,115 light vehicles] and then increased linearly until 1952 by about ten thousand units per year.

This growth slowed down in 1953 before being brutally reversed in 1954 [-12%]. In four years, production at Javel was to collapse by more than 30%.

Until 1956, production was mainly supported by the II, but whose sales trajectory followed that described above, falling by 25% in 1954. The 15-Six sold well until 1951 [when it represented 20% of total Traction sales], before becoming mar-



1952-55: Holding out for the DS



ginal from 1953 onwards. Fortunately, the H-Van was a great commercial success from its launch. In 1956, it represented more than a third of Javel's production. That very year saw the significant contribution of the Véhicule D, whose sales grew rapidly.

How do these production figures affect the delivery times of the various models? The notes distributed monthly by the factory tell us that at the beginning of 1952, an II Légère saloon required a waiting time of 3.5 months [one might have thought much longer]. This time curiously increases to 5 months in mid-1953, to collapse in 1954 when in January, a Familiale II is ready in four weeks. A few

months later, however, these times return to more usual levels.

The 15-Six had overall shorter delivery times than its smaller sibling: 'this preferential treatment, undoubtedly linked to the higher profit generated by the 6-cylinder car', was moreover skilfully exploited by the Network, which did not hesitate to offer a 15 to a customer of an II who was in a bit of a rush. This can be seen from the table, which shows the commissions received in October 1954 by a Citroën 'postier' [the lowest rank of the Network's representatives] for the sale of the various vehicles in the range.

This commission [which one can imagine being linked to the margin generated on each model] is low for the 2CV, which relies on its mass distribution for profitability rather than on individual profit. It is at its maximum for the commercial vehicle range, which once again proves the key role of this range in maintaining the company's profits in these dark years. Between the two, the 15-Sixes generated a slightly higher commission than their 4-cylinder counterparts.

By 1953, a 15 sedan could be delivered in one to two months, whereas a 15 Familiale required less than a month for delivery. The price of its complexity, however, was that a 15-

TARIFF NO 84 APPLICABLE 6 OCTOBER, 1954

MODEL	PRICE [FF]	POSTIER'S COMMISSION	
		FF	%
A	341,870	7,400	2.2
AZ	366,000	8,100	2.2
II LÉGÈRE	629,230	19,100	3.0
II NORMALE	664,330	19,900	3.0
IICV FAMILIALE	729,330	21,500	2.9
IICV COMMERCIALE	765,330	22,300	2.9
15-SIX H	940,000	29,000	3.1
15-SIX FAMILIALE	934,920	28,900	3.1
250KG AU	352,450	7,500	2.1
250KG AZU	367,000	8,100	2.2
FOURGON 850KG HZ	745,000	26,600	3.6
FOURGON 1,200KG H	766,900	27,300	3.6
23 CABINE	759,000	27,000	3.6

1952-55: Holding out for the DS

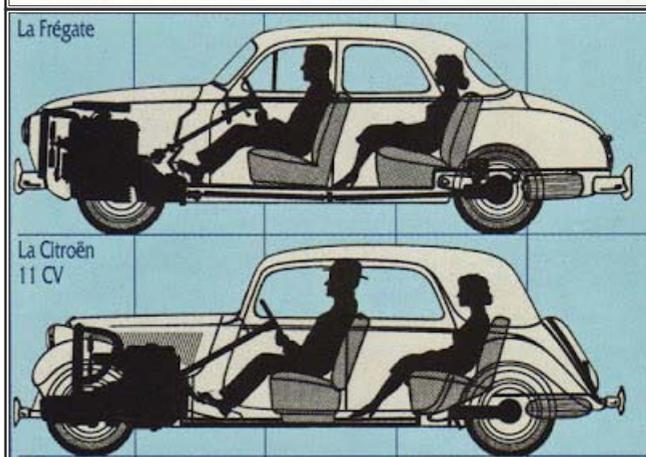
Six H would take a good three months to be delivered.

In 1951, the much sought-after H-Van demanded a delivery time of nine months, which was reduced to two to four months in 1953. It is true that in the meantime, the production of the H-Van will have doubled: the industrial machine was slowly adapting to the demand, thanks certainly to the void left by the 11 and 15-Six.

What can we learn from these figures? Firstly, that popular imagery maintains the legend of the huge delivery times of the early 1950s. This was true for certain models in the range [2CV in particular, the H-Van to a lesser extent] but very excessive for others, notably the 15-Six.

Secondly, that from the end of 1953, the collapse of the lead times confirmed the collapse of the production figures. The truth is tragic: the Traction Avant simply does not sell anymore and the proud Javel factory sinks into the darkness of overcapacity.

Cruel irony: at the same time, the Levallois factory was unable to keep up with the 2CV's production rate. The AZU is forced to invest in the aging Panhard factory at Choisy to try to meet public demand. But the destiny of Javel is not to manufacture 2CVs, a major industrial challenge awaits the flagship factory: producing the DS19.



Evolving to Survive

How to explain such a brutal disaffection? The early 1950s saw the triumph of the pontoon line, which quickly made bodies with separate wings unfashionable. The Peugeot 203 and Simca Aronde, with a smaller engine capacity but comparable performance, quickly became more popular and were formidable competitors. At Panhard, the Dyna 54 was a credible alternative with front wheel drive.

Further up the range, the Vedette and Frégate relied on their stylish presentation to give themselves a modern look, well-removed from their

shamefully rigid axles.

In short, the situation was cruel: in 1954, the Traction blew out its twentieth birthday candle, and if its undercarriage remained at the cutting edge of progress, its black dress could no longer hide the irreversible damage of time. However, it would be unfair to believe that it was frozen in a dull conservatism: during the last five years of its life, it evolved as much as during the first fifteen years of its career.

Developments

Listing them would be tedious. On 15 July 1952 [circular 3184], the price of the 11 and 15-Six was reduced by F5,000, a reduction that was masked by the appearance of a new luggage compartment [the well-known 'big boot'].

In November 1952 they were equipped with flashing turn indicators and a new windscreen wiper motor placed under the dash, which led to a modification of the dashboard. The interior design was thoroughly modernised with changes to the upholstery and window frames.

In August 1953, an incredible concession to frivolity: the 11

Société Anonyme
ANDRÉ CITROËN
Capital : 4 milliards 500 millions de francs
117 à 121, Quai de Javel
PARIS (17^e)

Paris, le 15 juillet 1952

CIRCULAIRE
à MM. Les CONCESSIONNAIRES
N°3184

MODIFICATION DE PRIX

A dater du 16 juillet, nous appliquons aux prix de notre tarif du 5 mai les baisses suivantes :

	À Prix Tarif Taxe locale en sus
Berlines 11 Légère	5,000
" 11 Normale	
" 15-SIX	
Camions 2 T.	10,000
Camions 4 T. Essence & Diesel	20,000

A partir de la même date, les berlines 15-SIX sont livrées avec un coffre à bagages pour lequel nous facturons un supplément de :

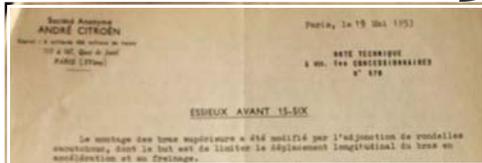
À Prix Tarif 15,000 Frs

Exemple de facturation d'une berline 15-SIX :

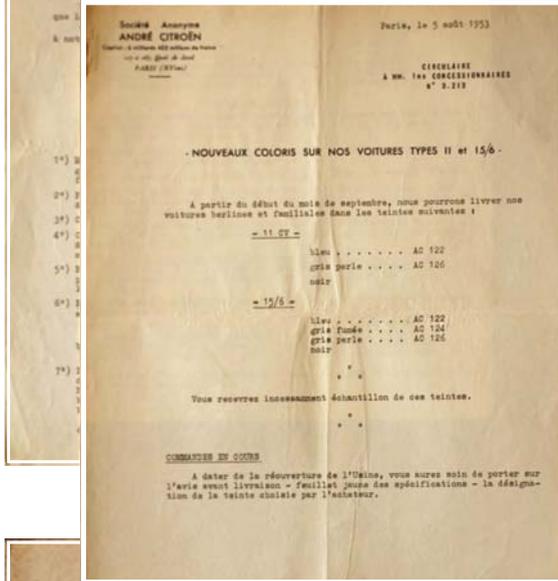
Prix (Tarif 5 mai)	859,920
Baisse	5,000
	854,920
Coffre à bagages	15,000
	869,920
Taxe locale en sus	

Factory circular 3184 advising dealers of the F5,000 reduction in the price of both the 11 and 15CV cars effective from 16 July. On same date the price of the 15-Six, with the new 'big boot' increased by F15,000.

1952-55: Holding out for the DS

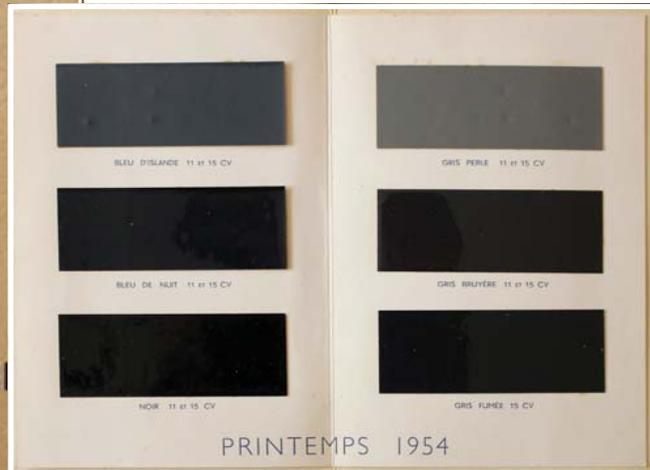


This page: Technical circular 578 of 19 May, 1953 advises the assembly of the upper arms of the 15-Six had been modified by the addition of rubber washers to limit the longitudinal displacement of the arm during acceleration and braking. Circular 3.213 advised dealers of the new colour availability. The IICV was available in Blue, Pearl Grey and Black. The 15-Six was additionally available in Smoke Grey. Whopee!



Facing page, top: Part of the February 1954 circular advising dealers that the Traction Avant and H-Van were now available with five Michelin X tyres at a premium. 155x400 [for the IIBL and IIB] cost F1,505, 165x400 [for the Familiale II and 15-Six] cost F2,315 while the 185x400 [15-Six Familiale] was a whopping F10,560. Alternatively, white wall tyres, of conventional form, were also available.

Bottom: The shadow of the extended torsion bars on either side of the grille confirms that this is a 15-Six H.



SUPPLÉMENTS POUR MONTES HORS SÉRIE	
	Suppléments À Prix Catalogue (taxe locale en sus)
Berline 11 BL & 11 B - monte de série 5 pneus 165 x 400 Planches blanches 165 x 400 pneus "X" 155 x 400	4.070 1.505
Familiale 11 & Berline 15-six - monte de série 5 pneus 185 x 400 Planches blanches 185 x 400 Pneus "X" 165 x 400	5.065 2.315
Familiale 15-six - monte de série 5 pneus 185 x 400 Planches blanches 185 x 400 Pneus "X" 185 x 400	5.065 10.560
H - 850 Kgs - monte de série 5 pneus 17 x 400 Pneus "X" 17 x 400	7.790
H - 1200 Kgs - monte de série 5 pneus 19 x 400 Pneus "X" 19 x 400	7.380

and 15-Six cars were offered in a dazzling array of blacks, greys and dark blues.

In February 1954, the 11 and 15-Sixes could be fitted on request with the new Michelin Xs, which further improved

their handling [and resulted in a significant reduction in fuel consumption for the 15-Six]. In March, eight months after the Familiale, the Commerciale was re-born from its pre-war ashes.

In March 1954, the 15 abandoned its rear torsion bars for an hydropneumatic axle, which was said to have 'taken the problem of suspension a giant step forward'.

In May 1955 the 11 received a brand new IID engine with unchanged displacement and modernised moving parts [crankshaft, thin-bearing connecting rods, new pistons, etc].

And all this, without mentioning the less visible but continuous evolutions of the sus-



1952-55: Holding out for the DS



pension, braking, electrics or mechanics: a 1955 11 effectively nothing to do with its 1951 namesake.

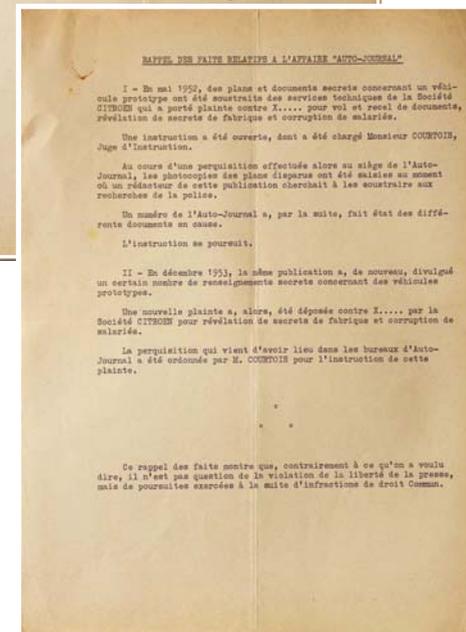
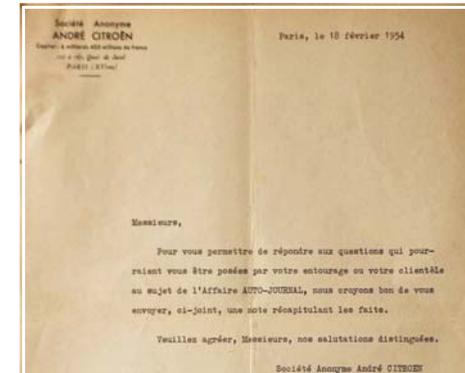
The 'Auto Journal Affair' ~ The Denial of the VGD

The public has had enough of the separate wings of the 11 and 15-Six. They want a new Citroën, and all the more so since the press has been buzzing with rumours of its imminent presentation for several years now.

This is undoubtedly the real drama at Javel: since 1952, Citroën had been mired in the 'Auto-Journal affair', whose

dramatic intensity increased in 1954. Searches at the newspaper's editorial offices, police custody and surveillance followed one another with only one consequence: to accelerate the publication of headlines in letters of fire, to multiply the revelation of stolen secrets and ever more precise plans.

The public repercussions were catastrophic for the 'House of Mystery', which shut itself away in proud isolation. Worse, from 1952 onwards, the idea took hold that the replacement of the Traction was immi-



nent, which precipitated its obsolescence.

The Quai de Javel was fully aware of the seriousness of the situation: on 18 February 1954, it distributed a 'note summarising the facts' to its network, mainly focusing on the legal aspects of the affair. It showed 'that, con-

Herewith a translation of Citroën's communication with its dealer network. 'In order to enable you to answer any questions that may be asked by your entourage or your clients about the AUTO-JOURNAL case, we believe it is appropriate to send you a note summarising the facts.

Please accept, our best wishes.

Société Anonyme André Citroën

RECALL OF FACTS RELATING TO L'AUTO-JOURNAL CASE

I] In May 1952, plans and secret documents concerning a prototype vehicle were taken from the technical services of the Citroën Company, which lodged a complaint against X for theft and concealment of documents, revelation of factory secrets and corruption of employees. An investigation was opened, with Mr Courtois, Investigating Judge, in charge. During a search carried out at the headquarters of l'Auto-Journal, photocopies of the disappeared plans were found at the same time as an editor of this publication was trying to hide them from the police.

An issue of the Auto-Journal subsequently reported on the various documents involved.

The investigation continues.

II] In December 1953, the same publication again disclosed a number of secret information concerning prototype vehicles. A new complaint was then lodged against X by the Citroën Company for revealing factory secrets and corruption of employees.

The search which has just taken place in the offices of l'Auto-Journal was ordered by Mr Courtois to investigate this complaint.

This reminder of the facts shows that, contrary to what has been said, it is not a question of violation of the freedom of the press, but of prosecution following offences under common law.

1952-55: Holding out for the DS

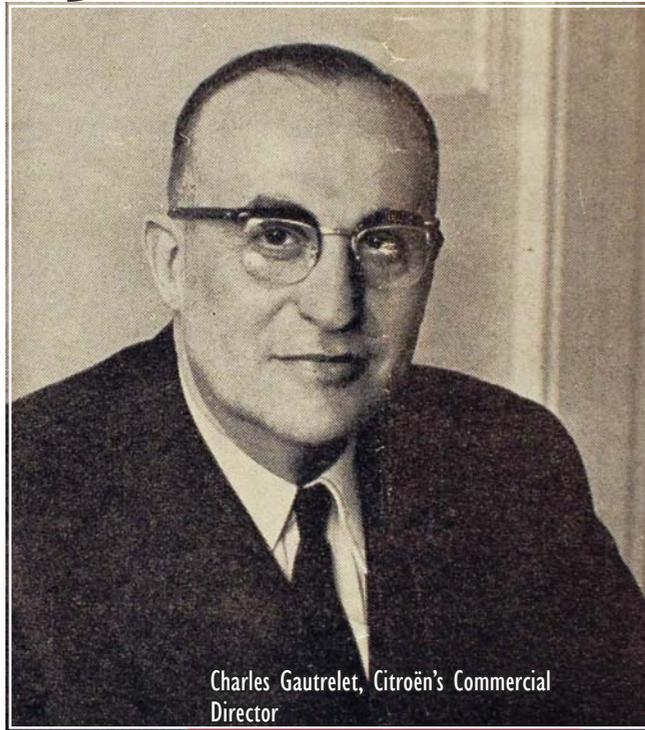
trary to what people wanted to say, it was not a question of violating the freedom of the press, but of prosecution for common law offences'.

Javel then circulated a series of notes trying to convince, with disarming naivety, anyone who would listen that the rumours of the replacement of the Traction Avant were unfounded.

On 21 May 1954, Citroën wrote to its network 'that there would be no new type of vehicle at the Salon'. On 31 August, a note confirms 'that the 11 will never be fitted with oleopneumatic suspension. The vehicles that will be delivered in September will conform to the model that will be presented at the Salon'. This is not untrue.

An extraordinary note of 22 October 1954 states without batting an eyelid that 'we will not be bringing out a new model for a long time'.

On 14 June 1955 Citroën stated that 'The success of our IICV is undiminished' [we have seen how tragically inaccurate this was]. 'Do not be influenced by the false news published by a number of newspapers. The production of the IID will continue in the next financial year': certainly, but how can one hide the fact that the DS19 was to be presented in less than four months?



Charles Gautrelet, Citroën's Commercial Director

'Pride, the Comforter of the Weak'

Subjected to the pressure of a competition that was more aggressive than ever, destabilised by the attacks of a new 'independent and objective' and slightly racy automobile press, weakened by the collapse of the sales of its upper range, the Quai de Javel seems to have been severely shaken on the most sensitive part of its reputation: its industrial and technical pride. It then locked itself up in a fierce pride which was expressed in a series of notes, the tone of which contrasted with

the usual sobriety of the company's communiqués.

In December 1952, the commercial agony of the 15-Six [whose sales would be divided by five between 1951 and 1953] was confirmed. The sales department then provided the network with a disturbing comparison of the prices per kilogram of 15-Six, Vedette and Frégate spare parts. The conclusion is indisputable: 'Since the cost of parts is an important part of the cost of maintaining a car, it can therefore be said that, through a policy of low prices for its spare parts, Citroën has contributed, to a very large extent, to the low cost of maintaining its 15-Six.

Charles Gautrelet [Commercial Director at Citroën] had his men carry out a comparative analysis of the sales of the 15-Six and the Vedette. The territories where the Citroën dominates the Ford are cited as examples, such as Villefranche de Rouergue [in 19th position] where two 15-Sixes were sold for one Vedette in 1952. A meagre victory...

On 20 July 1954, Javel published a circular entitled 'What rank does Citroën occupy in French car manufacturing after the merger of Simca and Ford?' This note is firstly astonished by 'statements, press releases, comments' presenting Simca as the second largest French

manufacturer: 'Were these assessments made spontaneously? Were they part of an advertising plan? One may wonder when one sees that from the first day, Monday 5 July, Radio-Luxembourg, in its 7:45am news, presented Simca to the public as the leading French manufacturer'.

Citroën then set about demonstrating the inaccuracy of this

Voici ces chiffres en ce qui concerne Citroën, Simca et Ford sur 5 mois :

Production 5 mois	Citroën	Simca	Ford	Simca + Ford
Voitures.....	43.467	33.162	7.890	41.052
Véhicules Utilitaires	20.680	5.243	1.147	6.390
	64.147	38.405	9.037	47.442

Ces chiffres montrent qu'aussi bien en voitures particulières qu'en véhicules utilitaires, Simca + Ford restent inférieurs à Citroën.

Un journal du soir a publié un article expliquant comment "Le groupe de Nanterre passe au 2ème rang". Cet article contient un tableau donnant les productions des principaux constructeurs et notamment pour mai 54 :

Citroën.....	8.493
Simca.....	8.518

Présentés ainsi, ces chiffres sont faux.

En effet, on ne peut comparer que des choses comparables.

Or, le chiffre indiqué pour Simca concerne la production totale voitures plus véhicules utilitaires, alors que pour Citroën c'est le chiffre de voitures seulement qui a été mentionné.

Voici les chiffres exacts tels qu'ils figurent dans le bulletin Statistiques n° 5 de 1954, édité par la Fédération Nationale de l'Automobile :

Production de mai 54	Citroën	Simca	Ford	Simca + Ford
Voitures.....	8.599	7.429	1.747	9.176
Véhicules Utilitaires	4.280	1.089	146	1.235
	12.879	8.518	1.893	10.411

PRODUCTION FIGURES: 5 MONTHS

VEHICLE TYPE	CITROËN	SIMCA	FORD	SIMCA+FORD
CARS	43,467	33,162	7,850	41,025
TRUCKS & VANS	20,680	5,243	1,147	6,390
TOTAL	64,147	38,405	9,037	47,442

1952-55: Holding out for the DS

claim by relying on statistical evidence. For example, we learn that in May 1954, the production of commercial vehicles represented one third of the total production of Javel [which confirms the vital contribution of vans and trucks to the profitability of the company]. The conclusion of the analysis is clear: 'Citroën is in the lead'. Javel's pride was stung but they knew that they were still the second largest French manufacturer.

Three months later, Citroën continued to hammer home the technological superiority of the great Citroën. 'It has often been said that Citroën does not just make a car, but a Traction Avant. It has also been said

that it is the only safe car on the market. Here is a letter on this subject that speaks for itself.

This is followed by the edifying account of an 'engineer of arts and manufactures', 'witnessing an extraordinary feat of a car of your construction'. In the midst of a crisis of confidence, such an account must have put a little balm in the hearts of the men of Javel.

On June 14, 1955, a circular to the dealers was sent out: 'The considerable development of Citroën, and its means of production, generally escapes the general public. However, for several years now, an immense effort has been made. Nine factories have been bought

The Bureau d'Etudes was heavily involved in the early-1950s in an innovative approach unique in the history of the automobile. This patent, filed in April 1954 is proof of this.

Facing page: The last Traction Avant rolls to the end of the production line in 1957.

July 31, 1956

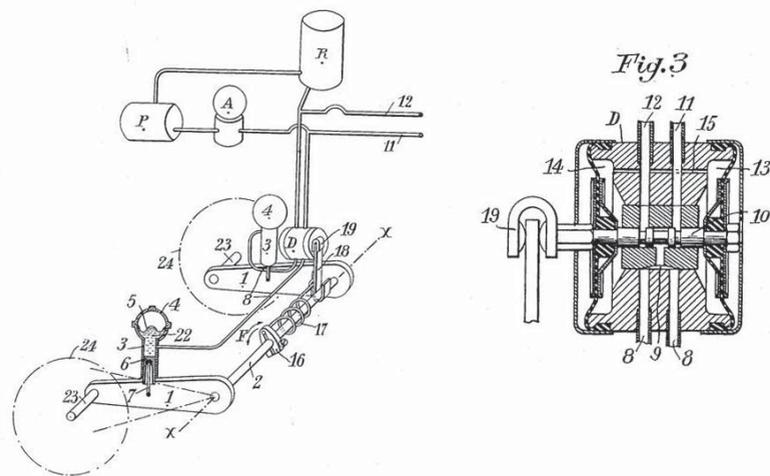
A. BRUEDER

2,757,376

AUTOMATIC LOAD RESPONSIVE SUSPENSION FOR VEHICLES

Filed April 12, 1954

2 Sheets-Sheet 2



1952-55: Holding out for the DS

or built... Thousands of ultra-modern machine tools have been installed... It is all these machines that will forge the brilliant future that we have prepared... With your help, we expect to rank first among French and probably European manufacturers... The prospects for the future allow us to be resolutely optimistic'.

'In parallel with the increase in our production, our technical departments have made a considerable effort. The 2CV is undoubtedly the only truly original and revolutionary achievement in French automobile technology since the war... Similarly, the hydropneumatic suspension, fitted to the 15-Six 'H', has taken a giant step forward in the problem of suspension. It can be said that it is the ideal solution. The great manufacturers of the world have tried to solve this problem. Citroën, always at the forefront of technical progress, has succeeded. We should not miss an opportunity to underline the boldness of these technical innovations.

Citroën is constantly making improvements to all its models... The engine of the 11 has just been practically redesigned and rebuilt. The conclusion, already repeated, is definitive: 'The success of our IICV is undeniable. Do not be influenced by the false news published by certain newspapers. The pro-

duction of the IID will continue during the next financial year'.

This circular refers to a note distributed the same day which refers to the mechanical modernisation of the IICV: 'The launch of the IID engine is continuing with increasing success... Customers have been very interested in the IID engine, and have shown their affection for the dealer and for the brand... Thousands of tests have been carried out... The IICV sales target for the month of May, in the whole of France, has been largely exceeded... These results are the best encouragement for all of us ~ network and sales staff ~ to persevere in this effort ~ which is paying off. We will have to sell IID for a long time to come. By selling well this summer, we are ensuring many deliveries for the autumn.'

All of these notes attempt to restore the confidence of the network and the staff in the brand. These clumsy arguments and laborious demonstrations are, in the end, only an expression of the terrible malaise that reigned at Citroën at the time.

What's Going on at Javel? 1952-1955: Citroën's Dark Years

The interminable end of the Traction's career was incomprehensible to everyone. Javel, who persisted in selling a 20-year old car in 1954, was mocked for

their technological immobility.

What a terrifying injustice. As we now know, the Bureau d'Etudes was at the same time involved in an innovative approach unique in the history of the automobile.

On 6 October 1955, this research resulted in the presentation of the DS19 at the Paris Motor Show. The hydropneumatic bomb shattered all these accusations and magnificently restored the undeniable truth: Citroën returned to the forefront of world technology and established itself as the most innovative manufacturer in the world.

The Traction 11 and 15-Six, valiant fighters of the difficult years, were finally becoming obsolete. They would soon sink into the depths of the second-hand market and begin a long journey into the desert.

A new challenge now awaits the men of Javel: to successfully put the DS19 into production and win back the clientele so as to finally regain full utilisation of the production lines and generate profit. But that's another story

The articles were translated by your Editor with the aid of www.DeepL.com/Translator [free version] and input from the author.



What's in the Garage?

Last month we looked at some of the results from the survey the Club undertook at the start of the year. We looked at what sorts of things we tend to store in our garages. Or, as I was correctly reminded, what those members who have a garage store there.

This month we are looking at the non-Citroëns members have in their garages.

Now I will open the confessional by admitting that in addition to the ten Citroëns in and around our garage there is also a 2014 Renault Clio which is owned by my husband, Philip.

When we met he owned a 3-litre Honda Accord 'Luxury', which I described as a 'lounge suite on wheels for the over 60s'. The last in a string of Hondas which stretched back to the 1980s.

So the move to Renault was a palpable coup and I was not going to push my luck further. Actually we did take a C3 for a test drive and both loathed it with a passion. But, moving on...

Enough about me!

I should not have been surprised to find that in common with Citroën ownership within the Club there are members with passions for other marques.

Renault is First

There are a number of members with two or three examples of other motoring name-

plates. Putting that fact to one side the most popular non-Citroën in the Club fleet [as reported] is Renault. Of the 98 non-Citroëns listed nine are Renaults.

There are two Renault 16s ~ both the deluxe TS version. While the list includes a soon-to-be-replaced Megane and a brace of Clios [one from the mid-'90s, the other the mid-'00s] it also includes Renault's equivalent of the 2CV, a Renault 4 as well as a 760 and an 18.

Next most popular marque is Peugeot, with five examples divulged.

The oldest, and I am guessing the rarest, is a 1965 404 Ute. While the ute was available from the model's launch and was a popular part of the brands line-up in Africa and South America I was unable to determine whether any of

Clockwise from top left: Renault 16 [pinterest.co.uk], Land Rover Perentie [whichcar.com.au], Peugeot 404 ute [commons.wikimedia.org] and Renault 760 [autocar.co.uk].



8,600 404s assembled locally by Renault were utilities'

One member has both a 206 and a 308cc while another also owns two examples: a 1975 504 and 505 from a decade later.

Clearly there is a strong affinity with France in our ownership listing. Including Renault, Peugeot, Amilcar, Solex and a 'Baby Bugatti' replica French vehicles account for 18% of our non-Citroën fleet.

The Brits Lead the Way

But British cars are clearly the most popular with a massive 30 UK cars in the reported fleet. That's 30%! The most popular British marques are Jaguar and Land Rover, with four examples each. One member owns a pair of Jaguars [both XJ40s, a 3.6-litre and a 4-litre] while another admits to owning an E-Type and another member with a 2015 XE confesses to having owned

four Jaguars over the years. This member also boasts a Harley Davidson for 'when I need to clear my head'. Four Jaguars? No wonder he needs the Harley. [Sorry, that was a cheap jibe.]

Two of the Land Rovers [a 1991 Disco 3-door and a 1993 Disco 5-door] share the garage with that brace of XJ40s while the other two are a Series 3 LWB 2-door hardtop and a 1989 'Perentie'.

'Perentie' is the a nickname for the Land Rover 110 produced by JRA for the Australian Army, and part manufactured and assembled in New South Wales, during the 1980s and 1990s. It was based on the Land Rover Defender 110, and powered by an Isuzu 3.9-litre four-cylinder diesel or turbo-diesel engine. Who knew?

The are three Loti [the plural of Lotus?] listed as well. The 'Perentie' owner has an Elan 2+ while another member has an 11 replica and an Elan coupé.

Brands with two examples are Austin [a 1935 Austin 10 and a 1970 Austin 3-litre], MG [both being MGAs], Rover [both 3.5-litre P6 saloons], Rolls Royce [both Silver Dawns from the early 1950s], Triumph [a Vitesse and a Spitfire, both in the same ownership] and Vauxhall [a 1948 Velox and a 1951 Caleche (the roadster version of the Velox) both held by the Triumph owner who also owns a Wolseley

What's in the Garage?

Hornet].

There are single representations for Wolseley [that Hornet already mentioned] and

- Austin Healey ~ 1967 Sprite
- Bentley ~ a 1989 example
- Hillman ~ described as a 'garden ornament' and part of Bentley owner's collection
- Mini ~ a 1968 Deluxe
- Morris ~ a 1949 '9' rag-top utility
- Riley ~ a 1952 RMB.

The Yanks are Coming

With 17 representatives the American brands are equal with the French for second spot in the league.

Most popular brands are Dodge and Studebaker with three examples each. Two of the Dodges are vintage vehicles [a 1925 roadster and second roadster from 1936] while the third is a 1952 4-ton truck.

One member owns a fully restored Studebaker Hawk while 'Beejay' has both a 1929 FH President and a 1929 FD Commander.

There are two Willys listed. A 1943 'Jeep' and a 1929 Whippet.

Single examples of the following complete the list:

- Buick ~ a 1929 restoration project
- Ford ~ a Maverick
- Harley Davidson ~ that brain-clearing Night Train bike I mentioned earlier
- Jeep ~ a 1945 example

- Overland ~ our Studebaker fan, 'Beejay', also owns a 1912 45hp Overland, which is the oldest car on the list

and finally a

- Valiant ~ a 1967 VC Valiant. This unrestored vehicle is an original family car that remains in daily use.

German Precision

Volkswagen heads the list of German brands with four representatives. Oldest is 2001 Passat 1.8 T which is described as 'incredibly reliable and comfortable'. Newer examples of the brand include a 2011 Polo Sport and a 2014 Golf GTi. Finally we have a Synchro Dual Cab.

The oldest [and rarest?] BMW is a 1974 2-litre 2002 Turbo. Produced at the height of the oil crisis [well that other oil cri-

Clockwise from top left: Lancia Flavia 2000 Coupé [auto-evolution.com], 1929 Studebaker Commander Brougham [old-carbrochures.com], Wolseley Hornet [oldieglanz.de] and Austin 3-litre [putclientsfirst.com]



sis... yes the first one] with only 1,500 examples made and very few remaining. The owner describes it as 'a real road-rocket with go-kart handling and heaps of turbo lag'. In the middle is a 1986 E23 735i. This one just fell into the owner's lap and was a bargain, he assures us. [When I fall for another Citroën I say 'it followed me home'. Is that the same as a BMW falling into your lap?] The third and final BMW is a 2006 535.

There are two Mercedes Benz: a 1985 230e and a 1958 Adenaur. The 230 owner loves the boot shape and its [hearing-aid] beige colour.

Porsche also has two examples: the 'road-rocket' BMW-owner also has a 1965 2-litre 911 and other member simply lists a '911 coupe'.

That's 11 German cars.

Japanese Reliability

German brands have a reputation for precision engineering and the Japanese a reputation for reliability.

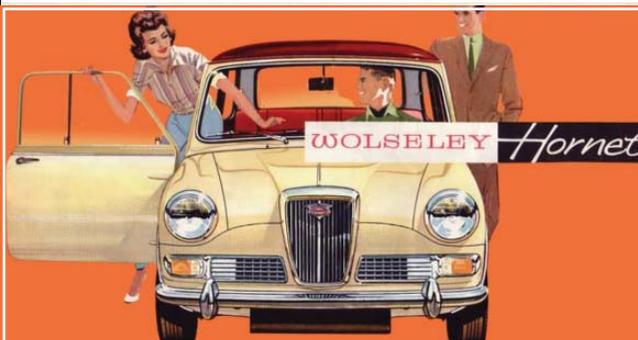
However there are only eight listed.

Toyota and Honda top the list with three entries each. The Hondas are a single Jazz and two CRVs, both of which live at the same address while the Toyotas are clearly workhorses with a couple of Land Cruisers and a HiLux Ute. Two Subaru [a Liberty and a very rare Brumby] and an Isuzu DMax Ute round out the list.

FIAT: Fix It Again Tony?

Italian car ownership clearly is a moot point. One owner with a 1967 Alfa Duetto Spider calls it a 'basket case' and asks 'who knew an old Alfa could rust?' While I presume that is a rhetorical question, the other Alfa owner in the Club claims to possess a 'rust free' 1973 2000 GTV. Maybe these two should get together and compare notes.

There are also two Fiat 500s. One is a 1960 'original' 500 while other is 2010 'new' 500. While it belongs to the member's wife and is her daily driver he assures us it is 'fun and drives like a go-kart'. I wonder if she knows he drives it like a go-kart?



What's in the Garage?

In the more elevated Italian landscapes sit a Ferrari 308 GTB and a Lancia Flavia 2000 coupé. The Lancia owner tells us that after 21 years of ownership he is looking to sell this example. Oh, if only I had the money [and technical expertise] to have this car follow me home.

The full list is rounded out with three Saabs, all of which are 900 Turbos, two Hyundais, and one each from Ferguson [yes, of tractor fame], Haflinger, Kia, Lada and Proton.

Conclusions?

If a conclusion is to be drawn from this part of the survey it is that we love cars. We don't just love Citroëns: our motoring interests are wide and catholic.

Just because a member owns a Tractor Avant does not mean he does not also own a Ferrari a Lancia or an Alfa. Yes, he is more likely to own a Renault than a Mercedes but whatever else he chooses it is likely to be interesting.

Is a Proton 'interesting' I hear you ask with a note of disbelief in your voice. Or a Lada for that matter. Well, I will agree that Paul's son's 2010 daily-driver Proton which is parked on the street may not be interesting, there is no doubt that the Niva which shares the garage with the Haflinger, a Renault R4 and a Peugeot 404 ute deserves the epithet of 'interesting'.

A note on the images which

accompany this article: none of the pictures are of the actual members' cars and if I have chosen an image that does not align exactly with the model you own I can only apologise. The error is totally the Editor's.

Next month we start looking at the models you think are the most important Citroëns and non-Citroëns of the 20th Century. I can promise you it makes for some very interesting reading.

Leigh F Miles ~ Editor

Top to bottom:
Saab 900 Turbo
[en.saablog.net],
Lada Niva [mo-
torbiscuit.com]
and Halfinger
[4wdco.com]



2CV Articles

Many of you, dare I suggest every 2CV owner in the Club, will be aware that the Club's website has an extensive library of articles about the maintenance of your A-Series vehicle written by Graeme Dennes. There are 25 of these and Graeme has asked that we list them [and their latest revision number].

Below is a list of the 25 articles written by me over the past couple of years. The Technical Articles section of the Club's website maintains the latest revisions. As the articles may be further updated in the future, always ensure the latest versions are used.

Extensive positive feedback on the articles has been received from members, which is very gratifying.

Thank you!

The articles and their revision status are as follows:

- 1 Basic 240V Wiring Standards and Power Tools [Revision 2]
- 2 Better Fuel Hose Clamps [Revision 1] ~ applies to all vehicle brands
- 3 Better UHF CB Car Radio Performance [Revision 5] ~ applies to all vehicle brands
- 4 Ignition Coil Ballast Resistors [Revision 4] ~ applies to all vehicle brands
- 5 2CV 40-litre Fuel Tank [Original issue]
- 6 2CV API GL-4 Gearbox Oil [Revision 2]
- 7 2CV Battery Charging Circuitry [Revision 2]
- 8 2CV Battery Problems Solved [Revision 5]
- 9 2CV Brake Saga [Revision 1]
- 10 2CV Buyer's Questions [Rev 2]
- 11 2CV Carburettor Cover Screws [Revision 1]
- 12 2CV Carburettor Jets and Adjustments [Revision 1]
- 13 2CV Engine Problems [Revision 4]
- 14 2CV Gearbox Output Hubs [Revision 2]
- 15 2CV Hard Luck Stories [Revision 2]
- 16 2CV Headlights Improvement [Revision 2]
- 17 2CV Ignition Coil [Revision 6]
- 18 2CV Knife Edges Replacement [Revision 2]
- 19 2CV Maintenance [Rev 7]
- 20 2CV Oil Breather [Rev 5]
- 21 2CV Oils and Maintenance Advice From Burton [Revision 2]
- 22 2CV Roof Rack [Revision 3]
- 23 2CV Secondary Choke Butterfly Adjustment [Revision 3]
- 24 2CV Spare Parts to Carry [Revision 4]
- 25 2CV Valve Clearance Adjustment [Revision 2]

My thanks to our website manager for hosting the articles.
Graeme Dennes

A Day with Edna May the GSA

Two Meetings in Mouchamps Epilogue

Bonjour les amis Citroënnistes des antipodes.

When Edna May took me to the neighbouring commune of Mouchamps to buy croissants last spring, I could not have imagined that the outing would have led to two conversations and a series of articles for 'Front Drive' and 'démarreur'.

Firstly Loïc from Rennes, who had recently retired from the Citroën factory, and whose mother had more than likely produced Edna's green upholstery. And then 86 year-old Philippe, whose father Constant had been the young reporter at the burial of Clemenceau in 1929.

As our esteemed Editor has mentioned, unlikely events can occur when shopping for croissants in French backwaters.

Or indeed for pains au chocolat.

And so in January, when I took a copy of 'Front Drive' Vol 45 No 5, with its cover featuring a silver BX, to Philippe at his home near La Mairie, I was half expecting a surprise of sorts. What I was not expecting was a leap back in time to 1952, and to a gruesome tale involving a triple murder and a police inspector's Citroën.

It was the 15th of the month, and I phoned Philippe before setting out.

« Bonjour Alan, vous voulez passer ce matin ? Sans problème; je vous montrerai la crèche de Papa. Il date des années 1930... »

You probably know, chers Citroënnistes, that a crèche is a miniature [often highly-customised with wry anachronisms] representation of the Nativity; Philippe explained to me that he displays their family crèche every Christmas, and invites the local children to see it in the spacious living-room.

« I have not yet packed it away; I think there may be some items which will remind you of La Belle France at the time of the Traction launch »

With this treat in mind, I backed Edna out of the garage, and, being a little early, took the longer chemin to Mouchamps.

We had no snow this winter, and the frosts were not too severe. Field mice and voles were in plentiful supply for the kestrels, buzzards and egrets which are common along the road

which passes in front of Le Parc Soubise. I paused to watch the resident hen-harrier swooping and reeling above the meadow next to the de Chabot family's lake, its dark chevron wing-tips stark against the grey sky.

Arriving in Mouchamps, Edna took her usual parking spot, Place des Senteurs. Even in mid-winter the rosemary and lavender gave a faint promise of spring.

After gathering up the copy of the magazine from the passenger seat, then closing the door with the characteristic GS thunk [no longer Ami 8, but not quite DS...] I walked over towards the colourful shutters of Philippe and Françoise's home.

I was greeted by Françoise, who told me that Philippe was in the main room, making some fine adjustments to the crèche.

Le Parc Soubise, Mouchamps. The present château is 17th century, and there are ruins of a 12th century priory in nearby Bois Goyer.



The highlight of the display, for Alan was the building on the miniature Mouchamps village square which was complete to the last detail, and which displayed a 1930s classic « publicité peinte » for Byrrh apéritif.

A Day with Edna May the GSA

« Vous prendrez l'apéritif avec nous Alan, après la visite ? »

I said « avec plaisir », and François led me from the kitchen, via the narrow passageway, to the salle de séjour.

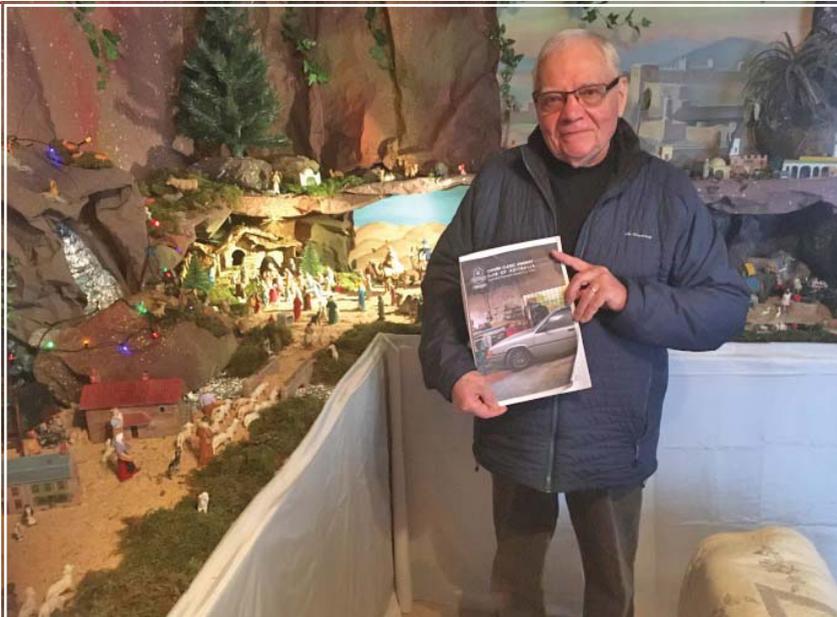
Philippe was carefully rearranging some of the models in the centre of the display, which stretched the entire length of two of the walls

« Bonjour Alan. Regardez ! Papa a fabriqué tous ces éléments avec du bois récupéré de la cheminée ! »

Firewood, then. From 1935.

The highlight of the display, for me at least, was the building on the miniature Mouchamps village square which was complete to the last detail, and which displayed a 1930's classic « publicité peinte » for Byrrh apéritif.

« Maintenant, j'ai un cadeau australien pour vous. » Philippe holding his copy for 'Front Drive'. Alan says he was clearly touched by the gift.



« Ah, Philippe, c'est magnifique ! You know my friend Marc Combier is a graphic artist who has published several photography books showing this advertising artwork. May I take a photo of this one and send it to him ? »

« Bien sûr Alan » replies Philippe...

I take the photo, then tell him : « Maintenant, j'ai un cadeau australien pour vous »

I hand him the Front Drive, and he is clearly touched by the gesture. He carefully thumbs through the pages, and finds the reproductions of the family album pictures.

« Quelle belle mise en page, quelle belle qualité » he says quietly to himself, admiring the page lay-outs and the quality of the publication.

As we complete Le Tour de Crèche, the church bell announces 11:30.

« Allons, Alan ; un petit apéritif ? »

A few minutes later, we are seated in winter sunshine around the oval kitchen table, with its immaculate tablecloth and with three sparkling glasses aligned in the centre, as is the Vendéen tradition. Françoise asks : « Un petit vin blanc Alan ? Ou préféreriez-vous de la Troussepinette ? »

Troussepinette ! Spécialité vendéenne ! Deliciously deceitful, with its almondy overtones provided by the macerated blackthorn shoots, softening the home-made eau-de-vie...

Françoise tells me: « When we were children, we would gather the blackthorn shoots in May. Not too early in the year,

but not too late. When the berries, the sloes, began to form. The delicate shoots would be added to the red wine and eau-de-vie mix, with a secret amount of sugar. »

Philippe carefully removes the cork, and Françoise pours a measure into each glass, spilling nothing onto the tablecloth.

Again, as is the Vendée custom, we do not drink immediately, but converse some more. My hosts are graciously curious about my work.

I mention that I have been asked to interpret again this year at a conference in... Provence.

« As usual, it is the last week of August, just after the lavender festivals. It is in the village of Lurs. You may have heard of it? I am a member of an association which was founded by Jean Giono »

« Ah, Giono! » says Philippe « Was he not the author of that short story called The Man Who Planted Trees? I remember reading it in Sélection du Readers' Digest, perhaps in the mid 1950s? »

« Lurs ! » exclaims Françoise. « Do you remember Philippe? L'Affaire Dominici ? It was in 1952, not long after we first met ».

She smiles.

« And then those courtroom dramas which seemed to go on for such a long time afterwards ? », replies Philippe.



Philippe reached behind the blue curtains, and took a Paris Match from his collection in the cabinet.

A Day with Edna May the GSA

We reach unhurriedly for the glasses, and raise them before taking a sip.

The Troussepinette is a rustic symphony of almond, vanilla, Vendée red wine and eau-de-vie.

« Attendez, Alan, je vais vous montrer quelque chose » says Philippe.

He reaches behind the blue curtains, and takes a Paris Match from his collection in the cabinet.

He places it on the kitchen table.

« 1955 ! » Philippe looks across to Françoise, remembering their youth and the Dominici Affair...

« Alan, if I am not mistaken, the police inspector was called Sébeille. I seem to remember he drove a Traction Avant. »

Philippe reaches into the cabinet, and finds another magazine.

« A film was made twenty years after the events, you

know. Jean Gabin and a very young Gérard Depardieu. 1974. » Look, in this magazine there is a still from the set...

Françoise says: « Well, Alan, your stories about Mouchamps started with a Citroën in Brittany, they continued with Philippe's father's Corre-Licorne in Vendée and now we have come full circle back to Citroën... in Provence. Un véritable Tour de France ! »

We raise our glasses once more. Philippe places the two Paris Match next to the antipodean magazine and says to Françoise: « A la santé de Front Drive, à la santé des Australiens ! »

Stay tuned, amis australiens, for the continuing Edna May stories. This [northern hemisphere] summer, our intrepid GSA Pallas will transport us from the green of Vendée to the lavender of Provence, to investigate the Dominici Affair, seventy years after the tragic

The still from the set of the 1974 movie 'L'affaire Dominici' which told the story of the investigation into the murder of Jack Drummond and his wife and daughter



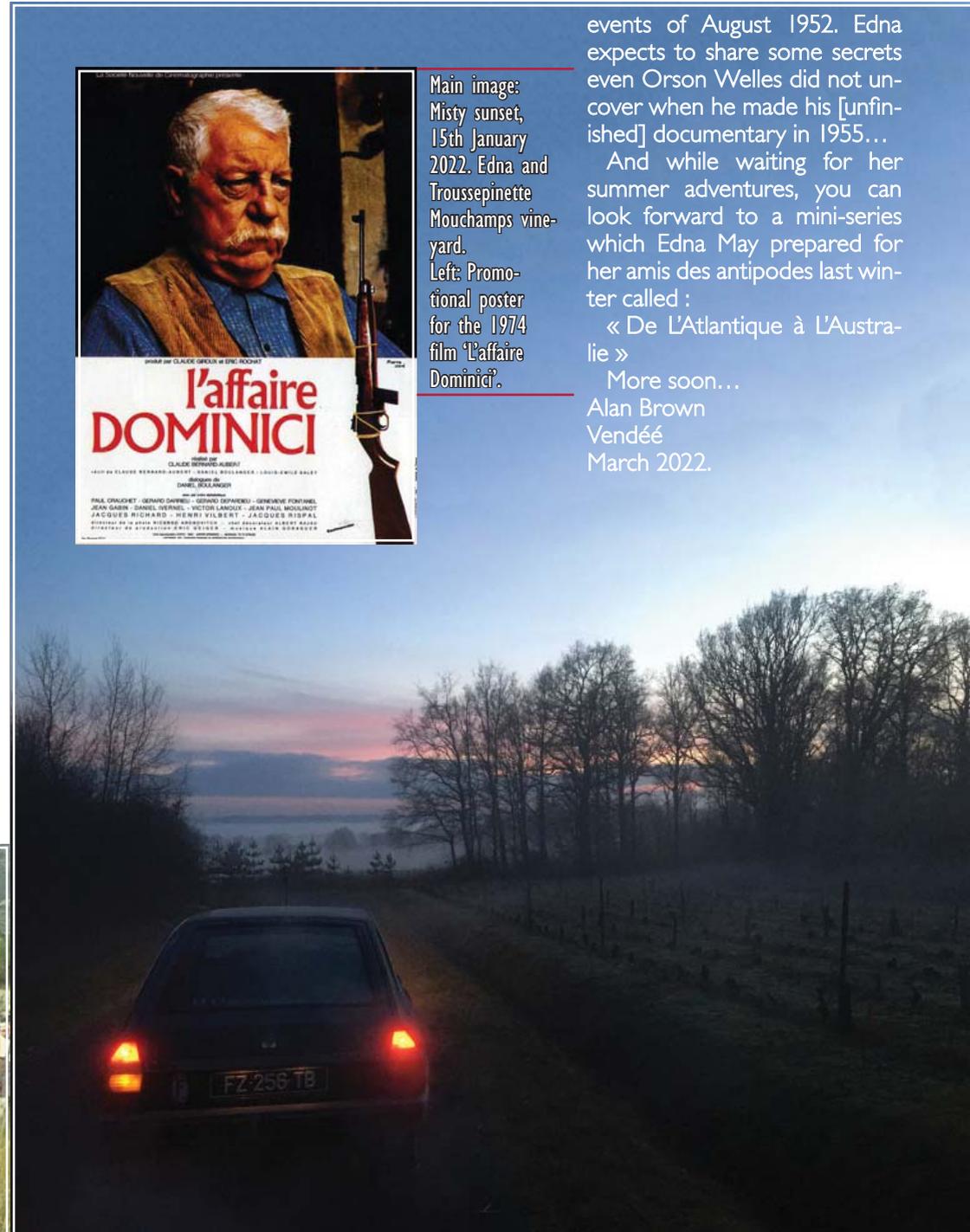
Main image: Misty sunset, 15th January 2022. Edna and Troussepinette Mouchamps vineyard.
Left: Promotional poster for the 1974 film 'L'affaire Dominici'.

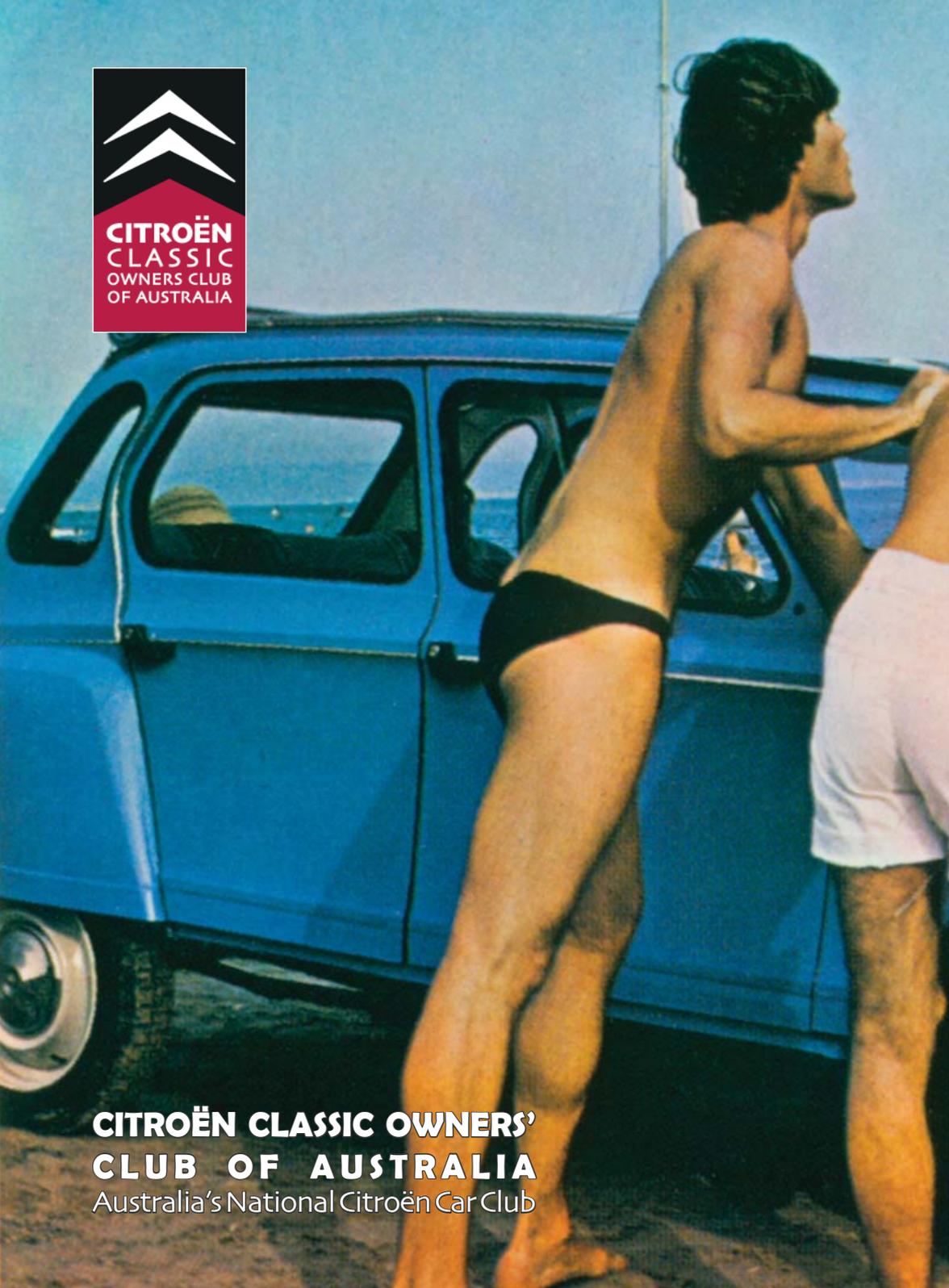
events of August 1952. Edna expects to share some secrets even Orson Welles did not uncover when he made his [unfinished] documentary in 1955...

And while waiting for her summer adventures, you can look forward to a mini-series which Edna May prepared for her amis des antipodes last winter called :

« De L'Atlantique à L'Australie »

More soon...
Alan Brown
Vendée
March 2022.





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