



Australia's National Internet Magazine
for Citroën Owners and Enthusiasts

démarrer

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

September 2022 Vol 3 No 2
Amilcar



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.

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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 7:30pm. The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell.

Support

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Cover Image

The cover image depicts an adaptation of an advertisement for Amilcar created by Paolo Federico Garetto

Deadline

The deadline for the next edition of 'Front Drive' is Wednesday, 21 September, and for 'démarrreur' it is Monday, 24 October.

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Contributors

Contributors to this edition of 'démarrreur' include Ted Cross, Len Jenkins, Craig Little, John Mayhead and Jean-Michel Prillieux

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.citroencardclub.org.au
QLD www.citroenclubqld.org
SA www.clubcitroensa.com
WA www.citroenwa.org.au
Tas www.citroentas.org

Ed Sed

Yes, you are right. Once again I have strayed from the true path and I am presenting a magazine which is not totally Citroën focussed.

Thus far in my attempts to widen our horizons I have given you a magazine about Autobianchi. Hey, they were not even French! But this subsidiary of Italian manufacturer Fiat did sell its cars through the Citroën dealership network in France and the Low Countries.

Of course Panhard has appeared on multiple occasions: in part because I have owned one but more importantly because they became part of Citroën family, only to be sacrificed at the altar of profit by the bean-counters. [Remind you of the emasculation of Citroën's creative drive by the bean-counter from Peugeot decades later?]

I warn you now that I am collating information for a future magazine telling the story of



Mors; yet another long defunct French manufacturer. The Citroën connection is that Mors employed André Citroën between 1909 and 1913 when he took leave of absence from his gear manufacturing business.

But where does Amilcar fit into all of this? No, Le Patron never worked for them. They were not the target of a takeover in Citroën's expansionist years. No, I don't own one. But we have [to my certain knowledge] at least three members with examples of Amilcars.

Two of them [Ted Cross and Craig Little] have also been smitten by our favourite marque, but I believe I am right that the third [Len Jenkins] is totally Amilcar-focused. He calls it 'AMILCARINITIS'

Better still, all three of them have agreed to write about their Amilcar experiences.

We start with a short history of the brand and follow-up with three, yes THREE, Member's Model features.

We have lots of forthcoming A-Tractions to whet your appetite if you are Melbourne/Victorian-based plus lots of details of next year's CIT-IN in South Australia. The organisers tell me that bookings are going really well... so if you plan to attend next year, get your skates on.

One of the forthcoming events is the annual All French

Continued on page 6



FLORENCE THOMSON *Tour*

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Ed Sed

Continued from page 4

Car Day, which this year is being run by the Peugeot Car Club of Victoria. In common with their prior record very little information has been shared with us and what we do have has been very late to arrive. Contact them for more information: Andrew Orum 0418 441 555

On a brighter note I recently took delivery of my four-volume set of stunning books: 'The Great Citroën Centenary Book'. This was published

in French in November 2020 and is now available in English. The print run of the first edition is 1,000 copies. While I did win at the price [€59 per volume, + shipping] for any serious Citroënist it is an essential possession. Lavishly illustrated all four volumes are bursting with information. Maybe your nearest and dearest might buy it for you for Christmas. You can but ask. Full details are on page 52. Enjoy!

Leigh F Miles ~ Editor

A-Tractions

Please note: To book or RSVP for a CCOCA organised event you must register on line at the club's website.

Do not contact the organiser to register your attendance.

In line with Government guidelines CCOCA no longer requires proof of vaccination if you attend events arranged by CCOCA.

The requirements of other organizations is not impacted by this decision.

The Club strongly recommends wearing a mask in areas where you cannot maintain social distancing.

• September

Lancefield Day Run & Pub Lunch

WHEN: Saturday, 24 September

TIME: 9:00am

FROM: Plane viewing site,
northern end of Tullamarine

TO: Lancefield

COST: Market purchases and
pub lunch

BOOKINGS: Essential by
Saturday, 17 September



FURTHER INFO:

Ian MacDermott,
0419 362 375

treasurer@citroenclassic.org.au

DIFFERENT PEOPLE,
DIFFERENT CARS!

We will be joined by members of the BMC Leyland Club at this event. This idea for a shared



well-regarded dining room. DO NOT CALL IAN TO REGISTER! You must register/book via the CCOCA website <https://citroenclassic.org.au>

• October

Australian National Show & Shine ~ Euroa

WHEN: Sunday, 2 October

TIME: 08:00 to 15:00

WHERE: Seven Creeks Park,
Euroa

COST: Show cars \$10, inc
driver, general public \$5pp,
under 16 free

BOOKINGS: On line booking
essential

CCOCA members John and Jenny Grieve attended the 2015 National Show & Shine at Euroa.

event is based on the well-supported 'Battle of Waterloo' held annually in Canberra by English and French car clubs. Lancefield is about 70km from Melbourne and centrally located for plenty of our regional Victorian members. Perfect for a day run! Our first destination will be Riddells Creek for a coffee then on to the Lancefield Farmer's Market, held under shady trees along the plantation strip of Main St. You can stock up on locally grown spuds, veggies, organic meat, fresh honey, and olives while listening to great live music. Afterwards we will adjourn to the Lancefield Hotel for a meal in their



A-Tractions

MORE INFO: www.australian-nationalshowandshine.com.au/

After two years of disappointing COVID-caused cancellations of the annual event, the Australian National Show and Shine is back with plans to be bigger and better than the last event in 2019.

A picnic atmosphere in the beautiful Euroa streets and parks. Over 70 trophies will be awarded. Unique and exceptional vehicles from all eras including cars, motorbikes, trucks, tractors and engines. Food and drink stalls. Miniature train rides, jumping castle, petting zoo for children. Horse & cart rides, market and many more attractions.

Tickets available on line www.ticketebo.com.au/euroa_anss

Motorclassica Reimagined

WHEN: Friday, 7 to Sunday, 9 October

TIME: TBC

WHERE: Royal Exhibition Building, Carlton Gardens, 9 Nicholson St., Melbourne

COST: Day passes start from \$49 for adults, Pensioner [not Seniors Card] \$39 and children [under 16] \$20

BOOKINGS: Available on line

MORE INFO:

www.motorclassica.com.au/

Motorclassica is more than a motor show or a club day out. It is Australia's true festival of classic motoring spanning, three

CCOCA members John and Jenny Grieve also attended 2019 Motorclassica where they won the trophy in the Post-War Classic Closed class.



MOTOR CLASSICA



days and capturing the imagination of a city with a range of events and attractions.

Your entry ticket gives you access to a range of features including old favourites that have been reimagined and new features like the Icons of Speed and Interactive Zone.

Concours: At its heart, the Australian International Concours is the southern hemisphere's premier pageant for rare, historic and valuable cars and motorcycles. Held within the iconic Royal Exhibition Building, the Concours brings together more than 160 cars and motorcycles from around Australia

2022 French Car Festival

Cruden Farm, Langwarrin

SUNDAY 16TH OCTOBER

- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 9.00. Judging commences at 11.00
- Display car entry \$10 (includes a garden pass wrist band for the driver). Garden passes for the passengers of display cars can be purchased for \$10 each
- General admission to Cruden Farm gardens is via the car park off Cranhaven Rd. The entrance fee is \$10

Presented by the Peugeot Car Club of Victoria in association with Renault Car Club of Victoria, Citroën Car Club of Victoria, Citroën Classic Owners Club of Australia

www.pccv.org

For further details contact PCCV 0427 203 206 or Andrew Orum 0418 441 555 aaorum@gmail.com

and beyond in a display unlike any other in the world. See your dream cars all in one place.

Icons of Speed: New for 2022, see the most iconic fast cars of the modern era all in one place. You'll get up close and personal with everything from Veyron's to Ferrari and Lamborghini's. Get your cameras ready. This will be the ultimate display of cars that you won't see side by side anywhere else in Australia. Marque Park: Australian car clubs are the life blood of keeping our Australian motoring

history alive. We will be celebrating these outside on the Museum forecourt.

All-French Car Day

WHEN: Sunday, 16 October

TIME: Gates open 09:00

WHERE: Cruden Farm, Cranbourne-Frankston Rd., Langwarrin

COST: \$10 for display cars

BOOKINGS: Not required

MORE INFO: PCCV, 0427 203 206 or Andrew Orum, 0418 441 555.

October Monthly Meeting: Guest Speaker

WHEN: Wednesday, 26 October

TIME: 19:00

WHERE: Frog Hollow Reserve Rooms, 25 Fordham Ave., Camberwell

COST: Free

BOOKINGS: Essential by Friday, 21 October

MORE INFO: Lee Dennes, 0438 286 181

l.dennes@bigpond.net.au



A-Tractions



For those of us who watch the Tour de France and can not fathom what on earth it is all about, Eric will enlighten us. He has many a tale to tell about his halcyon days on the road. His knowledge about rules, regulations, yellow jackets and pelatons will just be the a starting point for the evening.
DO NOT CALL LEE TO REGISTER! You must register/book via the CCOCA website <https://citroenclassic.org.au>

• December

Combined CCCV and CCOCA Christmas Spit Roast

WHEN: Sunday, 11 December
TIME: From 12:00
WHERE: Frog Hollow Reserve,



25 Fordham Ave.,

COST: \$10pp

BOOKINGS: Essential, by Thursday, 1 December

BRING: Tables, chairs, glasses, BYO drinks and nibbles

MORE INFO: Lee Dennes, 0438 286 181

l.dennes@bigpond.net.au

This year your Club will be subsidising a spit roast lunch for you to enjoy at our end of year gathering.

There will be a selection of roast meats and salads along with all the trimmings.

Dessert will also be provided.

Special Dietary Requirements will be catered for. [see Registration Form]

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

Early Warning

• March 2023

CitIn 2023 ~ Murray Bridge, SA

WHEN: Friday, 17 to Monday, 20 March, 2023

WHERE: Murray Bridge, SA

COST: TBA

BOOKINGS: Essential

BRING: Everything for a long weekend away

MORE INFO: Greg Moorhouse 0499 600 841

gmoo3419@bigpond.net.au

2CV 75th
Anniversary
1948
2023



The rivers, the lakes, the Coorong, the wineries, Monarto Zoo, the Bend, the clear night skies; the bustling rural town of Murray Bridge and its surroundings are well worth exploring.

The new Bridgeport Hotel in the centre of town, overlooking the mighty River Murray will be the event's hub.

Our CITIN Committee has been hard at work planning a diverse range of activities that are sure to keep you entertained!

COVID-willing, this 54th gathering of combined Australian Citroën Car Clubs will commemorate 75years since the



A-Tractions

2CV was launched in 1948 and continued in production until 1990 with more than 3.8million 2CVs produced.

VENUE & ACCOMMODATION
Bridgeport Hotel rooms will be held for CITIN registrants who book before Christmas in 2022. To book, phone [08] 8532 2002. A selection of alternative options including motels, B&Bs and caravan parks will be publicised shortly.

Remember, securing accommodation is your responsibility.

PROGRAMME

- Friday, 17 March
Registration, welcome supper and general conviviality and

camaraderie.

- Saturday, 18 March
Show and Shine by the river: motorkhana, informal dinner.
- Sunday, 19 March
Observation run, visit to Monarto Zoo, formal dinner and presentations.
- Monday, 20 March
Bon voyage breakfast.

POST CITIN RUN

Join us for 'The River Run', a leisurely Journey from Goolwa along the 'Mighty Murray Way' to Renmark and beyond, visiting and staying in selected Riverland towns well before the Easter rush on April 7.

Chit Chat Tuesday

WHEN: 1st Tuesday
4 October
1 November
6 December

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 weather wet. This is a low key 'DIY' event for like minded Citroën owners to meet and chat.



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Amilcar: A History

From Cyclecars to Compound

Amilcar was a French car manufacturer founded in 1921 that specialised in cyclecars, but had to close in 1934. However, the company was bought by Hotchkiss in 1937, who then launched the Amilcar Compound. But the Second World War put an end to the career of this model. Thus the Amilcar company disappeared without glory.

The Beginnings of Amilcar

The Amilcar company was created in 1921 in the 10th ar-

rondissement of Paris by Joseph Lamy and Emile Akar [Amilcar being the contraction of the two names]. This company, which moved into premises previously occupied by the firm Le Zèbre, specialised in the manufacture of cyclecars.

These small cars were in vogue at the time, favoured by the government, which allowed these small vehicles to benefit from a significant reduction in taxation. This era marked the end of the old elites and aimed to democratise the automobile, which had been reserved for the rich or a few insiders before the war.



Before the war, cars had been considered a luxury product and therefore heavily taxed. At the same time, the new government measures made it possible to stimulate the revival of a car industry that had been battered by four years of war. It could also bring about the establishment of new car manufacturers and develop the country's industrial fabric.

The government imposed precise specifications for this type of vehicle: three or four wheels, two seats maximum, engine of less than 1,100cc, empty weight not exceeding 350kg. Japan was inspired by this very strict regulation to encourage the production of 'midgets' [kei cars] in the 1950s.

The Amilcar CC launched in 1921 was a cyclecar, ie a convertible car weighing less than 350kilos unladen, with a 903cc engine that could reach 80kph and accommodated two passengers.

1921: Amilcar CC

The Amilcar CC was presented in October 1921 at the Paris Motor Show. It was a two-seater convertible cyclecar with four wheels and a four-cylinder 903cc engine developing 12.7kW/17hp, allowing a maximum speed of 80kph, and weighing no more than 350kg. The model is reminiscent of the pre-war Le Zèbre, as the designer of the CC had previously worked for that brand. 5,000 units were sold between 1921 and 1925, which for the time was an unexpected result.

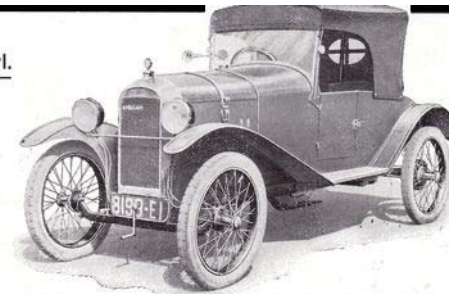
In 1922, the Amilcar CS appeared, which had the same body as the CC, but with a four-cylinder engine of 1,004cc developing 18.6kW/25bhp and allowing a maximum speed of

100kph. This model, which still weighed no more than 350kilos, sold only 1,400 units between 1922 and 1925, due to its higher price and competition from the C4.

1922: Amilcar C4

The Amilcar C4 presented in October 1922, at the same

La 6 HP 4 cyl.



AMILCAR

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PARIS (11^e)

Amilcar: A History

time as the CS, shows a timid move upmarket for the brand, as this model uses the chassis of the CC/CS but is 14centimetres longer and stiffer, which makes it possible to accommodate one or two extra passengers. The engine is the same as that of the CS, namely the 1,004cc developing 16.4kW/22hp.

The longer chassis allowed for new body styles [torpedos, sport torpedos, interior pipes and even a van called a 'small delivery car'] which contributed to the success of this model, as 4,950 examples were sold between 1922 and 1929.

Although the Amilcar C4 is no longer strictly speaking a cyclecar [weight varies from 500 to 900kilos depending on the version], the model remains a small car. The variety of styles available appeals to a wide range of customers which, combined with the model's affordable price and low maintenance costs, contributed to its exceptional popularity over its seven-year production run.

The maximum speed of the C4 is 75kph

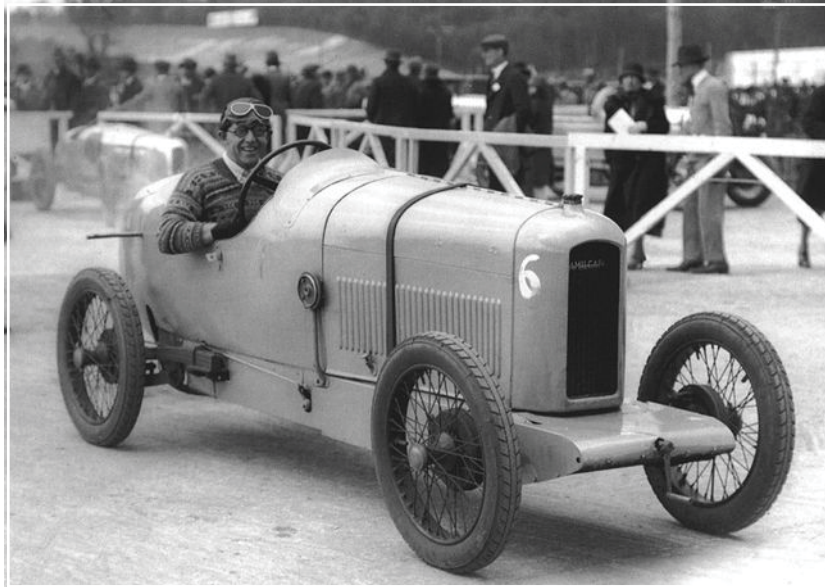
to 90kph depending on the version, inversely proportional to the weight of the vehicle.

1923: Amilcar CGS

Each year saw its own Amilcar novelty. In 1923, the manufacturer launched the CGS, which gradually succeeded the CC/CS. Developed on the short chassis of the CC/CS, the CGS [Châssis Grand Sport] is a small sports car weighing 550kilos, equipped with a 1,074cc four-cylinder engine developing 24.6kW/33bhp and capable of reaching a top speed of 110kph.

The finish is more polished, bringing real improvements over the CC/CS. Thanks to its competitive price, Amilcar allowed many enthusiasts to indulge in the joys of motor sport without breaking the bank, as

The Amilcar CGS launched in 1923 was not a cyclecar either, weighing in at over 500kilos. This little sports car is capable of reaching 110kph, which made it very popular with aspiring racers.



Simca did later with its 1000 Rallye. The Amilcar CGS was a success, with 2,925 examples produced between 1923 and 1926.

This model was reproduced by Hergé in his book 'Les Cigares du Pharaon' published in November 1934 and reissued in 1955.

In 1924, the Amilcar CGS3 appeared, which was a simple evolution of the CGS. This CGS3 sold 697 units between 1924 and 1926. The CGSS [Châssis Grand Sport Surbaissé] appeared in 1926 with the same 1,074cc engine as the CGS and CGS3, but with 28.3kW/38hp, which allowed a maximum speed of 115kph. This model sold 984 units between 1926 and 1929.

The Amilcar C6 launched in 1926 was a six-cylinder sports car derived from racing cars. With a top speed of 165kph, it was a sort of rival to the Bugatti 35.



1925: Amilcar CO

The Amilcars that were so successful in sports competitions under 1,100cc were also manufactured under licence abroad: in Germany they were called Pluto [after Walt Disney's dog], in Austria they were called Grofri, in Italy Amilcar Italiana. In 1925, the Amilcar CO [produced in three examples] was a real racing car, powered by a 1,097cc six-cylinder engine with two overhead camshafts and a compressor, developing 67.1kW/90hp. The Amilcar MCO, also produced in three examples, could reach speeds of up to 200kph with its 79.8kW/107hp engine. The MCOs broke several world records at that time. These six-cylinder racing cars were used

to develop the Amilcar C6, a six-cylinder car for touring.

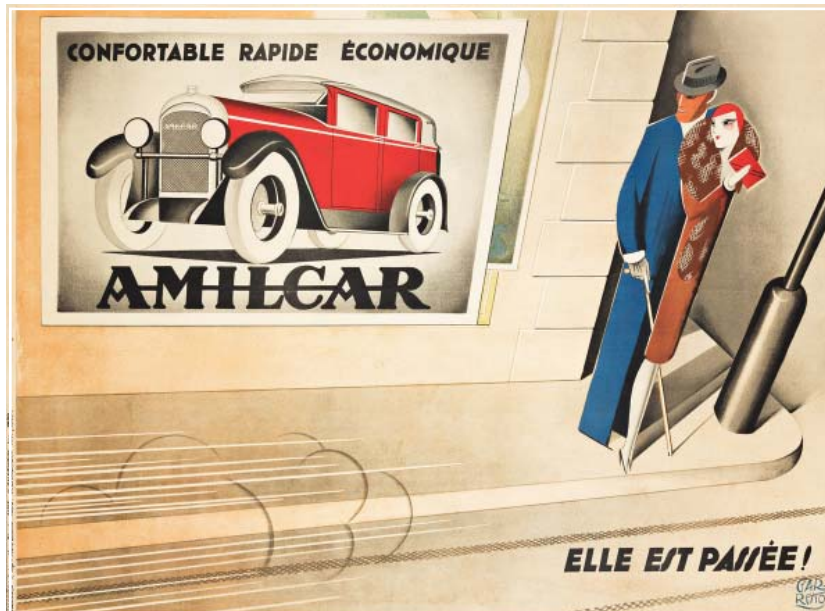
1926: Amilcar C6

In 1926, Amilcar launched its six-cylinder touring car, the C6. This 550-kilogram sports model, with a 1,094cc, 46.2kW/62hp, double overhead camshaft engine and

Amilcar: A History

Certainly one of the best known posters by the Neapolitan illustrator Paolo Federico Garretto, born in 1903. After studying engineering, he became a caricaturist and published his work in various editions in Italy. He settled in France between 1927 and 1931. He also received large commissions from American magazines like *Vanity Fair*, and began spending three or four months every year in the US.

Garretto employs two established visual techniques to help convey his message; the advertised car has passed out of the frame, leaving only tyre tracks and a plume of smoke behind. Yet, clearly it was such a car that it caught the eye and the attention of a trendy and handsomely dressed couple, who stand on the street corner looking after it. For the rest of us who were too slow to see it, there happens to be a poster within the poster depicting the car [ingeniously posted over other posters, whose corners are visible]. Garretto was primarily a political cartoonist who became an international artistic star in the 1920s.



a top speed of 165kph, was aimed squarely at the Bugatti 35. It sold even more than the Bugatti, as sources indicate that between 1926 and 1930, 50 to 60 cars were sold, whereas the Bugatti 35 sold no more than 40 between 1924 and 1931.

Citroën used the name C6 for its first six-cylinder model launched in 1928. This did not bother the Amilcar company too much. At the same time, Amilcar continued its involvement in competition, winning several races and breaking a speed record of 197kph on a C6 equipped with a supercharger.

It was at this time that Amilcar moved to larger premises in Saint-Denis. Finally, in 1925, the law on cyclecars was repealed,

which led to the cessation of the CC/CS and the cyclecars of other French car brands.

The Mid-Range Amilcars

In addition to sports and racing cars, Amilcar also produced mid-range passenger cars. Since 1925, the firm has offered a range of medium-sized 7 and 8CV saloons, the Type G [1925-1927], Type L [1927-1928] and Type M [1928-1935], which were aimed at a more family-oriented clientele than the brand's previous cars. However, these 1,244cc saloons were competing with such established names as the Peugeot 201, Citroën C4 and Renault NN. The battle is between David and Goliath. Despite 2,500 sales of the Type G, 1,500 sales of the Type L and 6,620 sales of the Type M, this is far from the volumes sold by each of the mass-produced

brands mentioned above. In this case, Goliath was the victor.

The 10CV Type E [1923-1925] and Type J [1926-1928] sedans were no more successful, with only 500 sales of the former and 300 of the latter. The economic and financial situation of the Amilcar firm deteriorated rapidly, due to low sales.

The crisis of 1929 amplified the company's difficulties. Joseph Lamy and Emile Akar left the company they had founded. As part of his reorganisation policy, Marcel Sée, Amilcar's director, asked the chief engineer Edmond Moyet to study a high-class passenger car. He aimed at a wealthy European clientele who expected a type of vehicle in vogue in the United States with an eight-cylinder engine. Moreover, French competition in this category was rarer.

The Amilcar Type G, L and M launched from 1925 onwards were mid-range saloons [7CV] that had to compete with the Citroën, Peugeot, Renault, Mathis of the same category that were produced in large numbers. For Amilcar, this was mission impossible.

1929: Amilcar C8/CS8

At the Paris Motor Show in October 1928, one year before the famous Black Thursday, Amilcar presented its eight-cylinder luxury car with an overhead camshaft. It was available in two engine versions, the



Amilcar: A History

11CV C8 with a 2-litre engine and the 13CV CS8 with a 2.3-litre engine. These models went into production in 1929. What a long way from the first cyclecars of 1921-1925 and the small cars of 1925-1929.

Unfortunately, the car arrived at the worst possible time, as 24 October 1929 marked the beginning of the most serious world economic crisis since the war. The eight-cylinder Amilcar nevertheless offered real qualities, such as remarkable road holding thanks to its low-slung chassis, and an engine that combined flexibility and silence. Its maximum speed of 120kph was not its strong point, but the car was aimed at a rather elderly clientele who do not intend to break speed records...

The economic crisis that is about to set in would have repercussions on the sales of the C8 and CS8, which will only found 800 customers by 1932, which was already a good performance given the context.

1933: Amilcar 5CV [Type C]

Given the new circumstances, Amilcar decided to return to the category of small popular cars by launching a 5CV in March 1933. The engine was a four-cylinder 845cc engine that could reach a top speed of 90kph, which was hardly glorious for a company still renowned for its old sports cars.

Despite competition from Rosengart, which was well represented in this category, the Amilcar 5CV sold 2,456 units between 1933 and August 1934, when the Saint-Denis factory closed. The company, in financial difficulties, decided to move to smaller premises in Boulogne-Billancourt, close to the Salmson [a former competitor in cyclecars] and Renault factories. It should be noted that the Amilcar 5CV received a new 877cc engine in October 1933 and was renamed C3.

Finally, equipped with a new 929cc engine in June 1934, it became the C5. These different names follow the logic of the old C4, C6 and C8. Citroën used this type of name for its own models much later, in the 2000s...

1934: Amilcar Pegase [Type N]

In 1934, the Amilcar company was bought by a financial company called SOFIA [controlled by Marcel Sée, Amilcar's boss, among others]. It was in this context that the new Amilcar Pegase was presented at the Paris Motor Show in October 1934. The style of the car is a real success, reminiscent of contemporary Salmsons. It is a low and slender car, available as a four-door saloon, a two-door coupé and even an absolutely stunning two-door roadster, reminiscent of some contempo-

rary American designs, notably those of designer Gordon Buehrig. The Pegase was equipped with a 2-litre four-cylinder engine, but in the spring of 1935, following development difficulties, the car was fitted with a 2.15-litre Delahaye engine. The bodywork was also redesigned and the headlights were placed on the front wings instead of in the grille. The Amilcar Pegase sold about 300 units by 1937. Its higher price than the competition did not help its sales.

1937: Amilcar Compound [Type B38]

In 1937, Hotchkiss took a ma-

The Amilcar Pegase, launched in 1934, made considerable progress compared to the M-Type. Its style evoked contemporary Salmsons. Unfortunately, its sales were very modest.

jority shareholding in SOFIA and planned a replacement for the Amilcar 5CV sold under this brand. A prototype was produced but the model was quickly abandoned as Hotchkiss suddenly decided to develop and manufacture the small car with front-wheel drive and aluminium bodywork designed by the engineer Jean-Albert Grégoire. The latter was able to misleadingly sell his product to Hotchkiss, which was again approached after the war by the same Grégoire, with the famous Hotchkiss Grégoire.

Presented at the Paris Show in October 1937, the Amilcar Compound coach went into production at Hotchkiss in 1938. The model enabled the firm to expand its range downwards and thus reach a new clientele. The Amilcar Compound was equipped with a four-cylinder engine of 1,185cc with 24.6kW/33 hp from Hillman [the one mounted on the Minx], as

AMILCAR



modèles "Pégase"

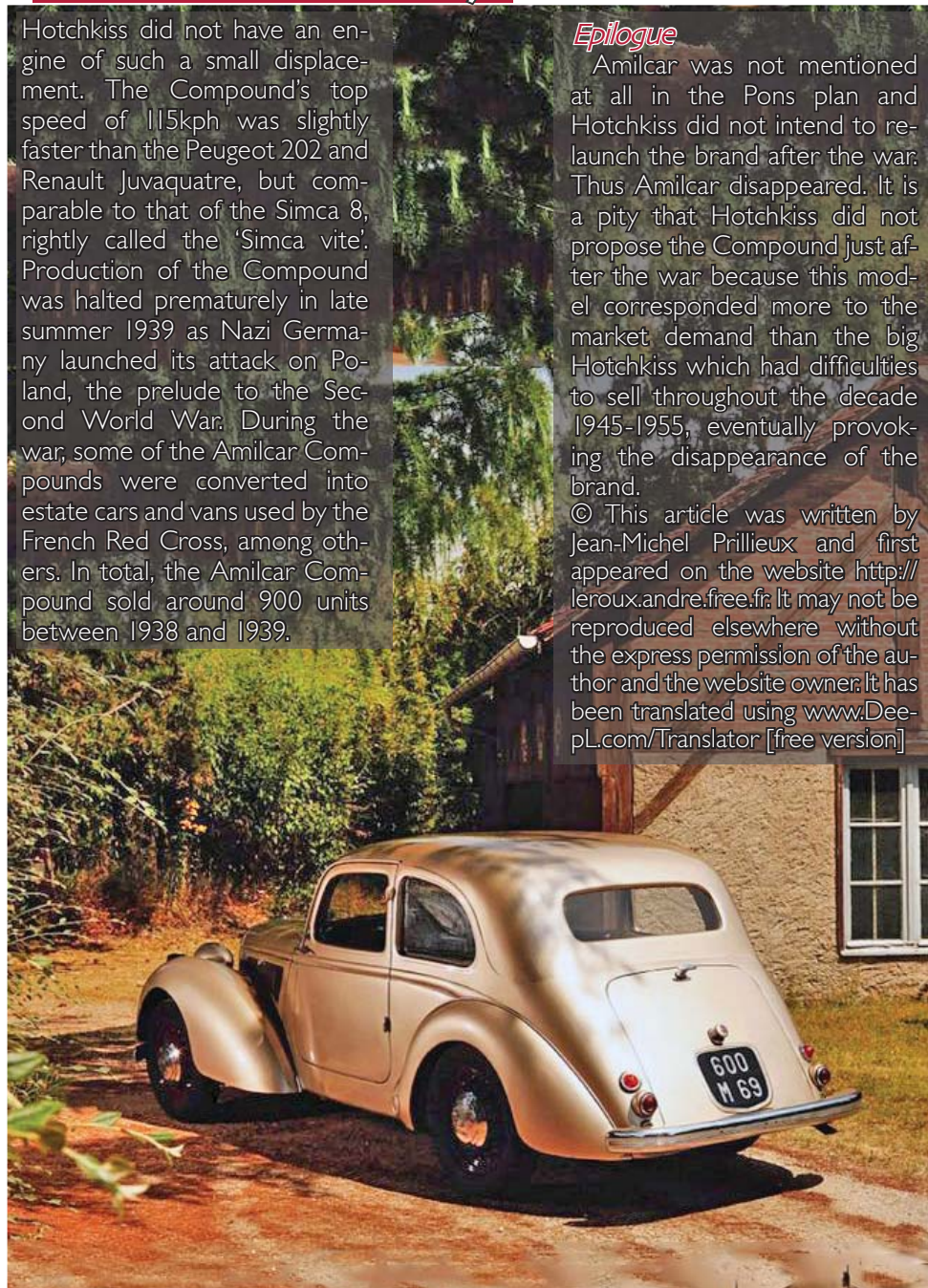
Amilcar: A History

Hotchkiss did not have an engine of such a small displacement. The Compound's top speed of 115kph was slightly faster than the Peugeot 202 and Renault Juvaquatre, but comparable to that of the Simca 8, rightly called the 'Simca vite'. Production of the Compound was halted prematurely in late summer 1939 as Nazi Germany launched its attack on Poland, the prelude to the Second World War. During the war, some of the Amilcar Compounds were converted into estate cars and vans used by the French Red Cross, among others. In total, the Amilcar Compound sold around 900 units between 1938 and 1939.

Epilogue

Amilcar was not mentioned at all in the Pons plan and Hotchkiss did not intend to re-launch the brand after the war. Thus Amilcar disappeared. It is a pity that Hotchkiss did not propose the Compound just after the war because this model corresponded more to the market demand than the big Hotchkiss which had difficulties to sell throughout the decade 1945-1955, eventually provoking the disappearance of the brand.

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Member's Model: Len Jenkins

All my life I have known this brand. As a child the family car was Amilcar although I recall mention of a staid earlier Rover 9. I was exposed to the collection of numerous broken cars and parts particularly during the years of the Second World War... and beyond, to keep it on the road. This lasted into the fifties and during this

time I received valuable first hand knowledge and DIY experience.

As a teenager whilst my mates were building Austin 7 specials, mine of course was Amilcar. I had commenced a five year Technical Training course with the PMG [Post Master General's Department, for those not old enough to remember. Ed.] and by the time I was eighteen the special was registered. On my birthday I got my licence went home for the car then drove to work. Both my father and I had Amilcars as our daily drives till late in the fifties. The only surviving photos I found are attached.

No wonder that I have the virus 'AMILCARINITIS'.



Member's Model: Len Jenkins

I married the girl in the photo and we lived with my parents until we had saved enough to commence building our own home in the early sixties where we raised a family and over the next twenty something years, with house and garage/workshop/flat extensions, catering for extended family life etc, motor sport was keenly followed and I started thinking about Amilcars and the vintage scene.

Immediately I realised all those parts I had stored for years and in particular for some models were missing. When the parents sold the family home in the early sixties the clearance of old car stuff had little value and much went to the tip, a lot was free to enthusiasts and we kept much around what was needed for a special project Dad had

started.

Hence in the early eighties I re-entered the Amilcar scene locally and overseas and started on the 'E' series special, Dad's old project. He had started to build a special with independent front suspension, hydraulic brakes etc, but a holiday home had taken precedence. They lived there permanently after selling the family home.

First decision, was to revert to a pure Amilcar project of the period.

The 'E' engine is a side valve of 1,980cc capacity, having a 75mm bore and stroke of 112mm. It is fully pressure fed, a 4-speed crash gearbox with a single dry plate clutch. Magneto ignition and 12volt electrics. Date of manufacture was 1926 and this is the last of the 'E' series engine



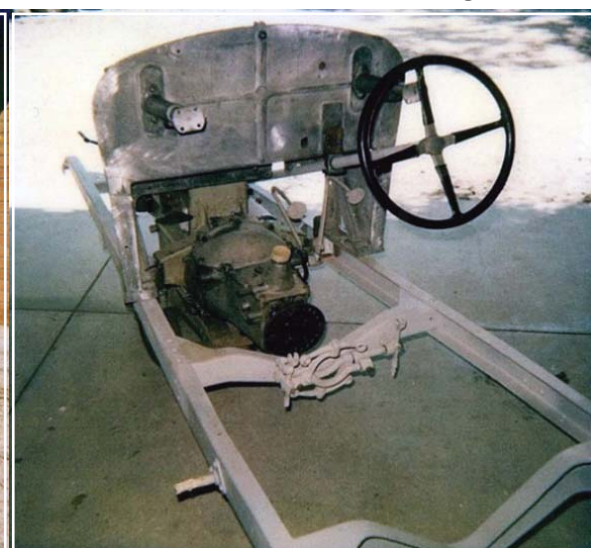
development.

The chassis is a type of the same period which was normally powered by the G engine of 1,074cc. [as in the picture of the family G tourer above] The braked front axle is supported on semi-elliptical springs, the rear on cantilever springs.

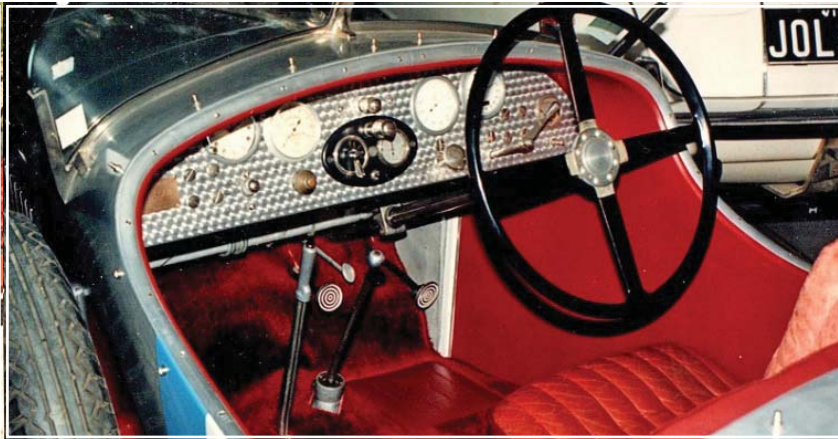
- Track: 1.19m [46.9inches]
- Wheel-base: 2.6m [102.4inches]
- Fuel tank: 33litres

The two pictures on the facing page show establishing the key layout following chassis relocation of the cross member behind the gear box and location of scuttle and radiator.

Springs and front and rear



Member's Model: Len Jenkins



axle assemblies after total rebuilding followed. The rear axle incorporated the differential from a Citroën ID19. [Actually done a bit later] This unit fits the Amilcar carrier after minor changes to allow thrust bearings in lieu of deep groove ball bearings.

New half shafts with Citroën splines at the differential end were made and the outer ends increased by 2mm in diameter enabling a larger taper which also allowed the hub tapers to be cleaned up.

The pinion shaft was cut at the correct distance behind the head and Amilcar's splines machined. So many dimensions the same, I often wonder about the Amilcar designer Moyet finishing his career at Citroën?

First drive, went well, engine seems OK despite twenty odd years hibernation.

Then working out the basic outline for the body. Then the body build.

Although I have a wheeling machine I decided to have the body skinned by a craftsman as the years were slipping by and I wanted to get it on the road.

Mark Rye a young panel beater had recently started his business from his home and a deal was agreed. The next shots are of delivery, at his home workshop and pickup.

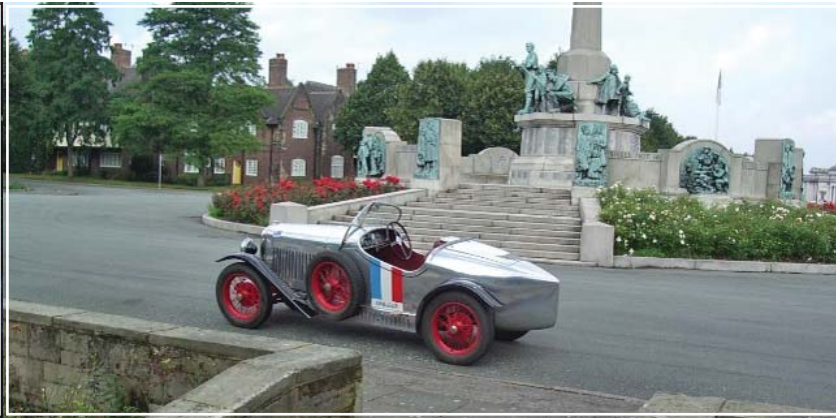
At home on with windscreen manufacture and fitting, making

Member's Model: Len Jenkins



up sprung seat frames and covering with leather and padding etc from old Jaguar seats and sorting out the whole cockpit and dash. The following shots show the progress.

I joined the Victorian Drivers Club in 1992 and the car was placed on the club red plate permit scheme [now the log book scheme]. All through the nineties the car was continu-



ally improved and finished and participated in numerous rallies and events in all States.

The engine was reconditioned with a full flow oil filter and a carburettor air filter incorporated. An electric fan assists the thermosyphon cooling for those slow parades and long stoppages. The electrics are handled by an alternator driven from a pulley adapted to the rear of the gearbox output spyder. The beaded edge rims were converted to well-base which overcome what was becoming a real problem: obtaining suitable tyres.

A hood and framing was made for easy erection and storage that complemented the tonneau. Some shots of the final engine set up.

In 2004 the car was shipped to England and was our transport for three trouble free months touring and attending Amilcar events in England, France and Germany. The photos on these pages show the car in the Austrian alps [Rossfeld on Robfeld Panorama Strabe], in Salzburg, France [Abbaye de Fontenay], Oxfordshire and Port Sunlight [Wirral] England.

The car has proved to be a very reliable long distance 'Grand Tourer' over many years and hopefully will continue on all this years postponed events in 2022.

Len Jenkins.

Member's Model: Craig Little

2021 was the Amilcar centenary and for me over half a century of marque passion. Others have celebrated in France, around Europe and in the UK. In Australia, constrained from an actual event, there has arisen an occasional online newsletter to keep owners in touch in lockdown.

The newsletter's editor has conjured a Survivor Survey where owners who have a mind to, have contributed with infor-

mation concerning the history of their example[s]. The survey results range from cars that are still 'one owner' to those whose remains have narrowly escaped oblivion. Some complete and running, others yet to experience a 'phoenix like rising' to re-experience their day in the sun.

To cover the rich and colorful history would be daunting. So to get the ball rolling I'll tell you about my own passion to own an Amilcar.

In my early 20s I was first in-



AMILCAR ASSOCIATION OF AUSTRALIA
(INCLUDING SALMONSON & OTHER FRENCH VOITURETTES)

André Morel at the wheel of his 1922 Bol d'Or Amilcar.



The 4-cylinder
Amilcar, 1920-1929

by T. R. Nicholson

AUSTRALIAN AMILCAR SURVIVOR SURVEY: 2021

NAME: Craig Little
STATE: Victoria
TOWN: Melbourne
AMILCAR DETAILS
TYPE: C4
ESTIMATED YEAR OF PRODUCTION: 1923, as recorded with VicRoads when issued with Club Plate
CURRENT BODY CONFIGURATION: 2-Seat Sports, steel and aluminium. Replica body inspired by a one-off bespoke Amilcar Sports pictured at Concours d'Elegance on the Champs Elysees in 1922
ORIGINAL BODY & MAKER: Bolster Sports, Carrosserie Depigny, 34 Rue de Sez 36
WHEELS: Rudge-Whitworth, 710×90BE
COMPONENT NUMBERS
ENGINE: Route de la Revolte
ENGINE TYPE: Series Number 7630 4C
GEARBOX: 20??
STEERING BOX: 71771
FRONT AXLE: 9515
REAR AXLE: 8020 13.57

CAMSHAFT DATE: Not Recorded
PREVIOUS OWNERS: [Parts] Peter Weinstock, Doug Whittington et al.
YEARS OF OWNERSHIP: 15 years
ANY OTHER INFORMATION:

A passion for early vintage bespoke bodywork inspired the creation, based on period photos and much attention to detail in terms of original fittings sourced in France. Lightweight cane seats, were chosen with a desire to bring a now rarely seen element of the flamboyant period back to life. All work with the exception of the engine rebuild was done by me.



were scarce, not available or had already had more than nine lives.

But then success! I made

contact with an owner in South Australia who said he had heard of remains of an Amilcar on a property on Hindmarsh Island and invited me over.

On the island we discovered the chassis frame, front and rear end, steering box and four wheels.

While the front wheels were from an Amilcar the rear wheels came from a 5CV Citroën with the discs welded to the Amilcar centres. All of the wheels were

troduced to the owner of the remains of an early model, viewed as a carefully stacked pile of components. I was immediately hooked by the simplicity and style.

The desire to have one could not be resisted. So I copied its owner and began to assemble my own, with no consideration for how far this would lead. The cars were popular in their day and for many days and owners later. As a consequence parts

Member's Model: Craig Little



retrofitted with well base rims sprung over and bolted to the original beaded edge rims, to accommodate available tyres.

A few rusted body panels and apart from a few long dead sheep, that was all the paddock contained. Somewhere on the property the engine existed, but it was doing duty pumping water and could not be had.

The lack of a body was not a problem. I wanted to build a body along the lines of the car in which Morel, the Amilcar works driver, had competed and won in the first Bol d'Or: a 24-hour race for one driver in 1922. Reference of this can be

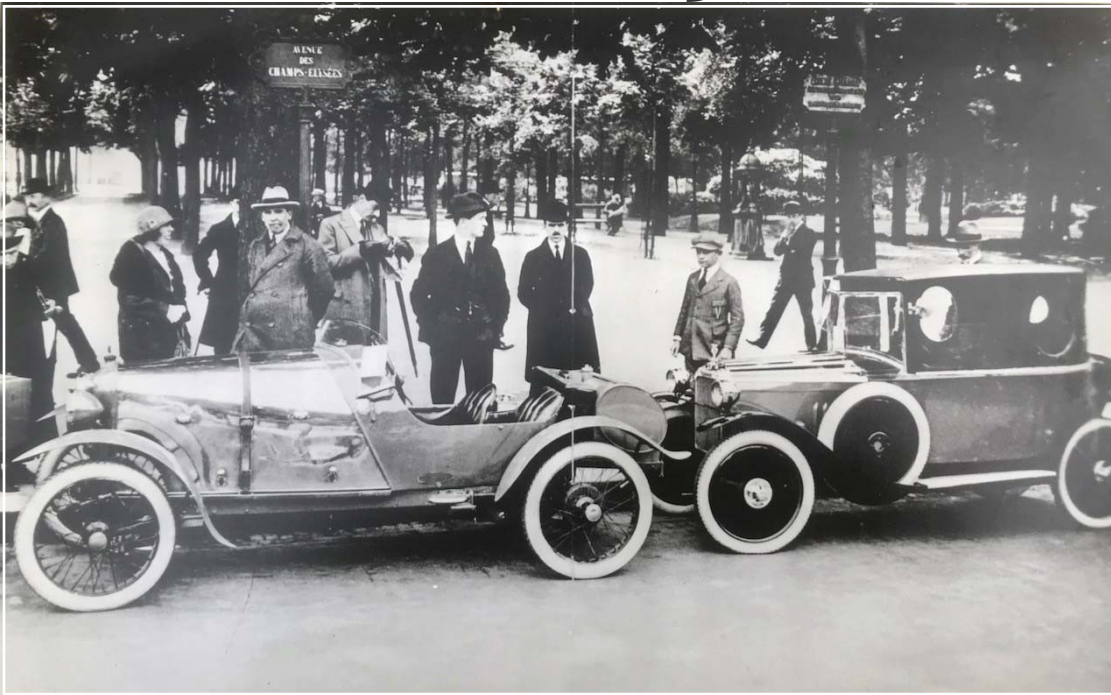
Carlo Massola setting off from Bendigo for Aspendale.

seen on page three of the Amilcar in one of Profile Publications with Morel and riding mechanic after the race.

Over the next ten years parts were collected, rebuilt and put together. Amongst other things an engine and gearbox surfaced in Melbourne with numbers closely associated with the original finds. The search for parts was relentless and included a weekend trip to a farm in Naracoorte SA for an original petrol tank which was serving on a portable arc welding plant.

The traditional Timber framed body was topped off with steel panels and guards

Member's Model: Craig Little



and an alloy bonnet. Every element was purposefully period bespoke from windscreen through to special leather, removable upholstery. The upholstery was created with reference to a 1923 British Light Car and Cyclecar.

Much tuning adjustment and testing resulted in a delightfully responsive and well mannered road car.

In 1998 it won the Kalorama Rally's Most Popular Car Award. In 2001 it took out the Victorian Vintage Sports Car Clubs Two Wheel Brake Rally coming in comfortably ahead of the second placed Brescia Bugatti.

Ultimately with everything

Inspiration for an Amilcar. This Jaques Lartigue photo of a CC Amilcar taken at a Concourse d'Elegance on the Champs Elysees in 1922. Facing page: Today Craig's C4 restoration echoes the style of the more sporting examples of Amilcar.

well and truly done another project beckoned and I sold my CS Amilcar to a New Zealander resident in the UK.

Having completed and sold my first Amilcar I took on building up a C4 model in another example of early '20s style. A preference for early vintage bespoke body-work inspired this creation. It was based on period photos and included aspects of Amilcar competition cars, which featured light weight and excellent component accessibility, as part of their design.

I had developed quite a network of like minded fanatics, so sourcing parts was not impossible as long as rust and disas-



Member's Model: Craig Little

sembly did not put you off.

The chassis had spent some time leaning against an apple tree. But better luck with original French fittings including the side mounted, parking lights that were a feature on renowned photographer, Henry Lartigue's own CGS Amilcar.

Lightweight wicker seats were fitted to bring a largely lost aspect of this flamboyant period back to life. While flamboyance in bespoke body styles together with bold colours was a hallmark of the French in the '20s, when fashion changed, these one-off and more outlandish leaders didn't fare well.

Many of the components fitted were not familiar on original Australian Amilcars as the majority arrived in Australia as bare chassis, rolling on bare rims to avoid import duty and bolster local bodybuilding and tyre manufacturing industries.

The Australian market was price conscious and practical which as a rule resulted in no frills accommodating bodywork and reduced levels of instruments and fittings especially in the early imports. Still some did arrive as complete vehicles with fashionable pointed tails and all the bells and whistles and some of these examples do remain.

But even in basic form Amilcar as a make won broad acceptance for performance and reliability. The image was boosted

by record breaking events from Sydney to Melbourne, amongst others.

In Melbourne, Carlo Masola was known to drive his CGS Amilcar from his Garage in Bendigo to the Aspendale Race Track in Melbourne, to compete and then return to Bendigo again.

This performance and endurance welded on some very committed adherents. Amilcars became a vehicle of 'nine lives', many passing from owner to owner and then used in competition, modified extensively to keep their competitive edge, Fixed differential Amilcar rear axles were later popular for use in stock cars. Front axles were popular for trailers.

Engines and gearboxes could be easily fitted under benches and forgotten. Radiators sacrificed to scrap.

But over the whole one hundred years there has been a staunch army of adherents locally, particularly in South Australia. The passion is strong in Europe, the UK, US and there is at least one devoted, active owner in Pakistan.

The hundred years was more than a Centenary it marked an on-going celebration. To quote the title of a UK article written on the Marque in the 1960s for so many still, 'Happiness is an Amilcar.'

Craig Little

Member's Model: Ted Cross

I developed an interest in Amilcars over the last decade, and several CCOCA members also own Amilcars too.

Developed in the early 1920s in Paris, the owners were friends of André Citroën whilst studying at University.

Many parts and general engineering systems are very similar to Citroën and they are a natural friend of Citroën.

My car was sold new to Melbourne in 1925 and is a G series. This means it has the more powerful motor from the CGS

and comes with oil pump for the engine instead of a splash feed arrangement. It also has four wheel brakes unlike the earlier or smaller C4 models that only had rear brakes.

Given that it is nearly 100 years old it has sprightly performance and an exhaust note worthy of a Bugatti. In fact these delightful little French cycle cars quickly developed more power and bigger models and were worthy competitors to other rarer French models like Talbot and others.

This G series apparently start-



Member's Model: Ted Cross

ed its life as a tourer and in the sixties was rebuilt in Geelong [Vic] as a sports special with a fabric body which was popular in the twenties. It then spent several years on display in Gilltrap's motor museum on the Gold Coast. It then passed to Alan Lax after the death of George Gilltrap and was treasured by him and his family. It appeared at many Amilcar events around Australia and was known to be one of the quicker Amilcars in Australia.

Allan became ill and sold his car collection and I purchased

it about five years ago directly from him. Sadly he passed away a few years later. I have continued to improve its mechanical order but because of COVID restrictions I have not been able to use it regularly. Hopefully that will change in the future, as there is an enthusiastic group of Amilcar owners around Australia [mainly in South Australia and Victoria].

Amilcar will be 100 years old later this year in September and a Rally will be held in Renmark South Australia.

Ted Cross



AUSTRALIAN AMILCAR SURVIVOR SURVEY: 2021

NAME: Ted Cross
 STATE: Victoria
 TOWN: Hawthorn
 AMILCAR DETAILS
 TYPE: G
 BODY TYPE: G-Series sports body
 ESTIMATED YEAR OF PRODUCTION: 1925
 CURRENT BODY CONFIGURATION:
 2-Seat Roadster, timber and fabric,
 has dickie seat for a small third
 person
 ORIGINAL BODY & MAKER: Unknown
 OTHER: Rebuilt in the 1960s
 WHEELS: Rudge-Whitworth, new well-
 based rims from UK [5]
 COMPONENT NUMBERS
 ENGINE: 70703, Route de la Revolte
 ENGINE TYPE: G
 GEARBOX: Not Recorded
 STEERING BOX: Not Recorded
 FRONT AXLE: 70532
 REAR AXLE: Not Recorded

CAMSHAFT DATE: Not Recorded
 PREVIOUS OWNERS: Purchased from
 Allan Lax [dec.] Queensland, who

owned it from
 1989. Previously on display
 at Gilltraps
 Auto Museum,
 Queensland, and
 prior owner
 and restored
 by a Mr. Brain,
 Geelong, Victoria
 possibly in the
 1960s.

YEARS OF OWNER-
 SHIP: My owner-
 ship since 2017

ANY OTHER INFORMATION: Black with
 red chassis. Original beaded edge
 wheels retained. Original windscreen
 retained.



Member's Model: Ted Cross



Tied in a Fatal Embrace.

Poor Amilcar, always dismissed as 'the poor man's Bugatti'. Was it deserved? Wealthy artist and photographer Jacques Henri Lartigue clearly didn't think so.

His evocative 'Mediterranean Sea, 12 September 1927' could be much more than a holiday snap shot. It might even raise questions about the death of notorious dancer Isadora Duncan a few days later.

You don't win the Monte Carlo Rally by accident. Or the Bol d'Or, the world's first 24 hour race.

But with just 29.8kW/40bhp from their 1,098cc side valve engines, Amilcars' top speed would never be a strong point, even for the time. Solid rear axles made them tricky in the corners too though on loose surfaces the lack of a differential could be an advantage.

They were also quick off the mark thanks to a torquey four cylinder motor and lightweight aluminium bodies. Jacques Henri Lartigue's Amilcar CGS3, above, weighed just 650kg. That made for light steering, beneficial on long distances. Brakes on all four wheels, rare for the time, completed the package.

Amilcar's Monte Carlo victory came the same year this picture was taken, 1927. A very different

Amilcar & Bugatti

event from these days, competitors started from all over Europe and 'rallied' in Monte Carlo. Points were awarded based on the distance driven, the state of the car when it arrived and the number of passengers [for an insight into the 1927 rally, see this excerpt from the biography of one of the ~ female ~ competitors].

The Age of Speed

Eventually Lartigue had to work for a living but in 1894 he was born into one of France's wealthiest families. He had a ring side seat on a fast developing period of history and seized the opportunity literally with both hands after getting his first camera aged eight.

In 1906, the family bought its first car, a Panhard-Levassor 18 * 24 HP, often used to visit airfields and motor races. Lartigue took photos of the early test flights and the pilots too, including Wilbur Wright and Louis Blériot.

A few months after learning to drive in March 1911 he was hanging out in the Bois de Boulogne, taking snaps of the trendy 'elegantes'. He escaped the draft in 1915 on health grounds, drove a tiny Peugeot and photographed the 14 year old World Champion tennis player Suzanne Lenglen training in Nice. By 1917 he had a Pic-Pic racing car.

'I always had sports cars,' he told the BBC in 1983. 'They in-



QR code link to an article entitled 'A Woman Wins the Monte Carlo Rally ~ in 1927. It is an extract from the book 'Queen of Speed: The Racy Life of Mary Petre Bruce' by Nancy R Wilson.

Amilcar & Bugatti



trigued me.'

You will notice Lartigue's car is right hand drive, a pointer to its motor sport origins. Circuits were mostly clockwise so the driver sat on the right for the best view, and the best weight distribution.

Incidentally, the luggage is strapped over the third seat hatch.

Because of its large exhaust, with an exit further left than usual, Amilcar expert Rod Martin thinks Lartigue substituted a

'Mediterranean Sea, 12 September, 1927', Jacques Henri Lartigue © Ministry of Culture France ~ AAJHL



souped-up engine.

The Trip

'Having a motor car in this landscape is magical,' Lartigue wrote in his diary. 'The drive to Cannes along the narrow, deserted little road which follows the coast-line via Golfe Juan is wonderful. A motionless sea falling asleep in the sunset with its eyes still open.'

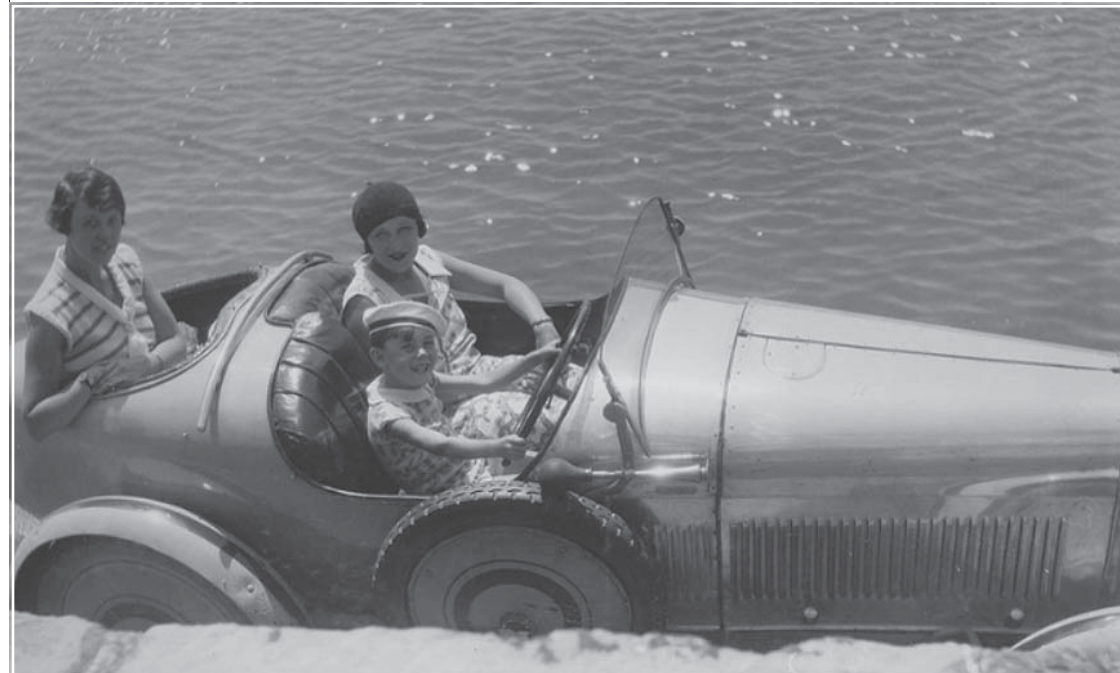
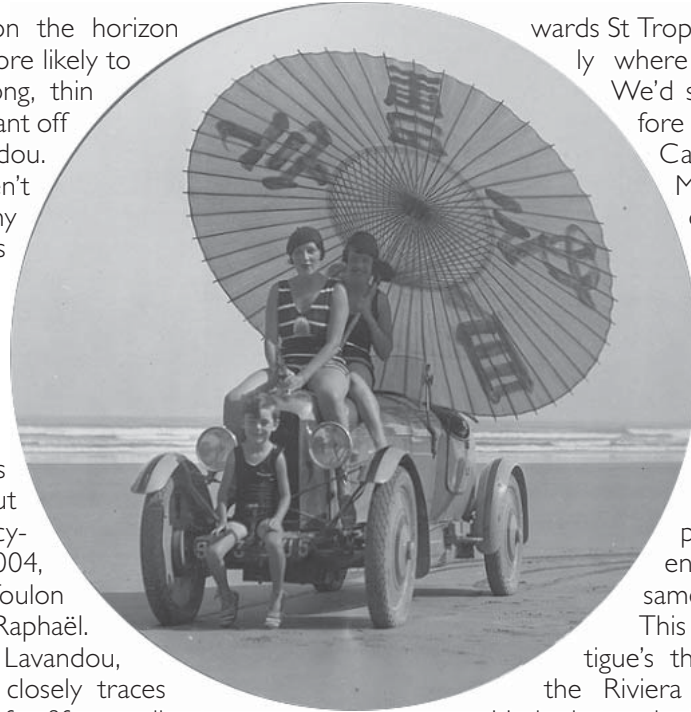
This isn't where the photo was taken however [they are driving in the opposite direction]. It could be

Corsica on the horizon but it's more likely to be the long, thin Île du Levant off Le Lavandou. There aren't that many islands along the Côte d'Azur.

Drive-Europe hasn't driven this road but we did cycle it in 2004, from Toulon to Saint-Raphaël. From Le Lavandou, the road closely traces the coast for fifteen miles to-

wards St Tropez. Precisely where are they? We'd say just before Rayol-Canadel-sur-Mer. This bit of coast is quite built up now, hidden behind villa walls, but when we were there it was still possible to enjoy that same view.

This was Lartigue's third trip to the Riviera that year. He had stayed with some of



Amilcar & Bugatti

his famous friends, an actor in Beauvallon near Avignon and a playwright at Cap d'Ail on the border with Monaco. Both places are just off Route Nationale 7, Route Bleue ~ Route de la Morte! ~ the main road from Paris.

Other photos dated September 1927 were taken in Hendaye, the Atlantic coast resort on the Spanish border, 800km due west. It's not an impossible itinerary but the trip isn't mentioned in the diary. He would have to avoid the Pyrenees because Amilcars weren't noted for their hill-climbing ability, though that might explain why he changed the engine.

Tragedy on the Côte d'Azur

The date of Lartigue's masterpiece has some significance. Two days later ~ 14th of September 1927 ~ the legendary

American dancer Isadora Duncan died just up the coast in Nice. Her ridiculously long scarf had become caught in the rear wheels of the car she was riding in and she was strangled.

As Gertrude Stein said of the incident, 'Affectations can be dangerous'.

The lurid death of a famously theatrical, scandalous figure ~ she had performed bare breasted ~ was a huge story and made front pages around the world.

Even today, it's widely held Duncan was passenger in a Bugatti [see the Daily Telegraph in 2009]. The 1968 Vanessa Redgrave film has her meeting death astride a flaming red Bugatti Type 37. Actually, she was riding in an Amilcar CGSS ~ a lowered, racing version of Lartigue's car ~ put beyond

doubt by Matt Stone and Preston Lerner who even have the number plate.

But the Bugatti myth flourished, though Stone and Lerner exaggerate when they say, 'Duncan dying in an Amilcar would have been like Princess Di being killed in the back of a Toyota Camry.'

Their much nicer comparison was with the modern Mazda MX-5: 'an agile, spirited, and reliable sports car for the masses.'

The Theory

Lartigue's CGS3 differs from regular cars in another, important, respect. The wheel spats were not standard either says Rod Martin. As we've heard, Amilcars had wire wheels. Perhaps Lartigue wanted his car to look more modern, or make

the wheels easier to clean.

Or maybe he wanted to prevent scarves getting caught in the spokes?

'Med Sea' is a very different kind of picture from Lartigue's usual dynamic shots. It's the opposite in fact, contemplative and still. Composed?

Despite the great photography Lartigue was really a painter and mixed with the great creative minds of the day [not least Picasso]. 'Med Sea', along with the rest of his photo archive, didn't surface until the 1960s. Meanwhile he obsessively organised and annotated them. It was the faithfully recorded time and place that marked out even his most hurried snapshots as social history.

If 'Med Sea' wasn't contrived



Amilcar & Bugatti

~ or recast ~ then it obliquely foretold the elements of the major event that took place in that vicinity at that time: the car, the female passenger, the French Riviera and the unique wheels that, had they been fitted to Isadora Duncan's car, would have prevented disaster.

If Lartigue did compose this picture, what else might he have been trying to say?

There's a lot of luggage. Fair enough, they are away for some weeks, but don't forget the seat cavity underneath. Could that luggage, strapped to the body, also be suppressing something?

There was only room for Isadora and her young lover in a two seat Bugatti, but Amilcars had three seats...

Conspiracy theories have swirled for years around Duncan's death, including the supposed presence of a mysterious third person, and we're delighted to be able to add our own.

It's a great theory! Unfortunately, Duncan's CGSS was also a two-seater. But if it's not an elaborately constructed whodunnit, maybe it's a poignant tribute? Not just to Isadora Duncan, whom he would have undoubtedly come across in the South of France, but also Amilcar's important win on the Monte Carlo Rally earlier that year, possibly even on an actual road used by competitors.

More than likely ~ as ever ~ Lartigue was just in the right place at the right time that Mon-

day afternoon, taking a holiday snap that still resonates nearly ninety years later. But the picture has another echo. Lartigue died on 12 September 1986, in Nice.

Afterword

Among the many speculations invited by this picture, for us the one at its heart is why a modern man, of every refinement, would forgoe the mighty Bugatti in favour of a humble copiste?

Was Lartigue's family fortune in long decline before it was lost completely in 1935, or was he simply restrained in his tastes?

Or did his discerning eye fall upon the Amilcar and realise that ~ despite the lack of luggage space ~ with its sporting pedigree, reliability, purposeful stance and perfect proportions, it was ~ with some modifications ~ the ideal car for an artist on the move?

'Mediterranean Sea, September 12th, 1927' was featured on 'The Riviera: A History in Pictures' on BBC Four 15 January, 2013, available on iPlayer.

Amilcar's later cars had bigger engines, six and eight cylinders, but by the time it was taken over by Hotchkiss in 1937 the company had returned to its lightweight roots. The Amilcar Compound of 1938 was an advanced front wheel drive coupe with a unitary body/chassis and aluminium panels [and four

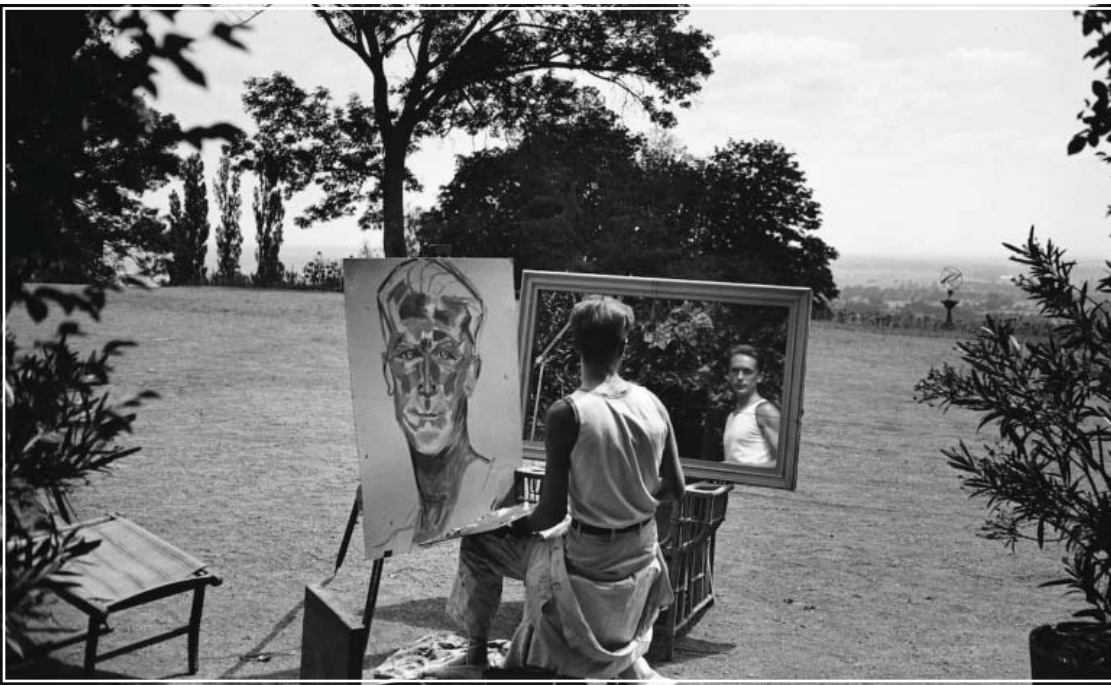
wheel independent suspension and rack and pinion steering]. The marque never reappeared after the war. You can pay £40,000 for a pedigree Amilcar these days but regular cars go for a few thousand pounds.

Lartigue finally achieved fame in 1963 after his photos appeared in the JFK assassination issue of 'Life' magazine. Seen by a huge audience, overnight he became a great of 20th century photography.

While we are careful not to imply any endorsement, DriveEurope would like to thank the following for their help: Len Battyll, Rod Martin and Richard Lane from the UK Amilcar Register. The Register also holds information on many other contemporary French sporting cars. For more information see www.amilcar.co.uk

Also, thanks to 'Donation Jacques Henri Lartigue' for permission to reproduce the photographs. Lartigue donated his entire photo archive ~ some 100,000 prints ~ to the French nation in 1979. It is now held at Charenton-le-Pont, south east Paris. For more information see www.lartigue.org/indexus.php

This article was first posted on the DriveEurope site in January 2013. Your editor has not been able to contact the author to seek his approval for its use by CCOCA.



Going Up!

Eight Significant Risers in the Hagerty Price Guide

To some it must look relentless: At a time when there aren't many good places to put your money, and living costs are rising quicker than wages, classic cars at times appear to be outpacing them both. While not all models have gone the same way, the Hagerty Price Guide has shown that the values of some classics have soared this year during a time of change in the classic car market.

The eight cars below then are 2022's most significant risers. The appearance of a couple of supercars is inevitable, but the humbler models joining them show you don't always need to spend big money to make money.

LAMBORGHINI MIURA LP400

Photo: Bonhams

Avg Dec 2021: £730,000

Avg Jun 2022: £1,136,250

Increase: 56%



Lamborghini Miura values have rocketed over the past year-or-so. Not only has Hagerty seen record public sales such as the \$2.415M Silverstone Auctions price in Riyadh last November, but our insured values have rocketed: up 29% in the US and a massive 160% in the UK.

This big uplift probably suggests that more money is being spent on restorations as well as a general increase in values, but one thing is clear: younger buyers are now purchasing the model, with the number of owners born since 1965 increasing a huge 44% over the year.

CITROËN 2CV 'RIPPLE BONNET'

Avg Dec 2021: £14,450

Avg Jun 2022: £17,558

Increase: 22%

Across the channel, prices of original, low-mileage French classics have been achieving phenomenal prices at auction as Gallic collectors snap up the icons of their motoring heritage.

Although we haven't yet seen the feeding frenzy that led to Aguttes selling three late 2CV 'Charleston' models, each achieving over €100,000 [and one topping out at an astonishing €141,960] the UK values have been increasing, especially for older examples.

LOTUS ESPRIT S2 COUPE

Photo: Silverstone Auctions

Avg Dec 2021: £18,300



Avg Jun 2022: £21,960

Increase: 20%

Although the Hagerty Price Guide tracks the base Esprit S2, its value has certainly been increased in recent months by high-value sales of its limited-edition siblings. With Esprit S2 Turbos regularly nudging over the £50,000 barrier and both Silverstone Auctions and The

Market by Bonhams selling JPS versions north of £60,000 last year, this wedge seems to be placing itself firmly in the sights of new collectors.

The revision of the JPS brand thanks to the unveiling of the Radford 62-2 didn't hinder matters, seeing as it was everywhere on social media.



Going Up!

LAND ROVER SERIES I

Photo: RM Sotheby's

Avg Dec 2021: £29,963

Avg Jun 2022: £35,800

Increase: 19%

A reported rise in Series I Land Rover values may seem strange, as UK auction results have been sketchy in 2020, with just over 50% of those offered failing to sell. Nevertheless, there have been some strong results in Europe: Bonhams sold a 'Reborn' Land Rover at Zuote last October for €115,000 and Artcurial sold a SWB vehicle for €59,781 at Le Mans Classic in July.

However, Hagerty changed the way we classified these vehicles in our last update, separating out the wheelbase lengths. This may have skewed the figures.

MCLAREN FI

Photo: Gooding & Company/
Mike Maez

Avg Dec 2021: £12,825,000

Avg Jun 2022: £15,050,000

Increase: 17%

The McLaren FI has utterly
ly come of age in the last 12

months. Suddenly, very sensible people in the trade who know what they are talking about are discussing the car as the natural successor ~ and potential usurper ~ of the previous king, the Ferrari 250 GTO.

The ground was set by the 1995 example sold by Gooding & Company at Pebble Beach 2021 [the 'Creighton Brown' car pictured] for an astonishing \$20,465,000, nearly \$5.5M over estimate. Again, it's the younger money buying them: 56% of those who have taken out Hagerty policies on the car in 2022 are Generation Xers.

MASERATI BITURBO BASE
COUPE

Photo: RM Sotheby's

Avg Dec 2021: £11,425

Avg Jun 2022: £12,740

Increase: 12%

All versions of the Maserati Biturbo have risen in Price Guide value in 2022, but it was the base model that gained the most. In real terms, it's not a huge jump, but for this once very unloved car it's a move in



the right direction.

With the impending return of RADwood to the UK, brutal twin turbos that suck small animals from hedgerows as you pass are cool again, as is boxy styling and slightly crazy interiors, all attributes this car has in spades.

FORD CORTINA MK III 2000E

Photo: Historics Auctioneers

Avg Dec 2021: £9000

Avg Jun 2022: £9860

Increase: 10%

The 'Coke Bottle' styling of the Mk III Cortina is currently a real retro hit with Generation X enthusiasts as well as our Festival of the Unexceptional aficionados. Although the top-of-the-range Executive model has taken the prize, increasing by a big 10%, all versions of the car have increased in price as the extraordinary sale at Mathewsons in March of a 1973 1600L showed: with a top estimate of £8500, it sold for a record £25,886.

HONDA NSX 3.2 V6 COUPE

Photo: Lister Classics

Avg Dec 2021: £63,825

Avg Jun 2022: £68,948

Increase: 8%

Japanese Domestic Market [JDM] cars have been achieving incredible sale prices in America this year, especially those hovering around the 25-year classic import age. Here, the market for Japanese power is also increasing, although not yet to the same level.

That said, compared with its period competitors, the NSX still seems like a bargain despite the growth in demand: Brightwells sold a very low mileage example in February for a massive £110,880 against a top pre-sale estimate of £65,000. With Collecting Cars having sold four for over £70,000 last year, this is one to watch.

This article was written by John Mayhead and first appeared on the website of Hagerty Insurance [www.hagerty.co.uk] in August 2022. Despite repeated attempts to gain approval to reprint their articles I have never received a substantive reply.



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