



Journal d'Amateur

Australia's National Internet Magazine
for Citroën Owners and Enthusiasts

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

July 2023 Vol 4 No 2
Bijou

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.

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.

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 ~ Ted Cross
[03] 9819 2208 [H]

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 ~ Max Lewis
0458 993 771 [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 ~
Marg Towt 0408 373 181 [M]
Russell Wade 0401 859 704 [M]

Cover Image

The cover image is from Serge Doumergue and depicts his Citroën Bijou at a Show and Shine.

Deadline

The deadline for the next edition of 'Front Drive' is Sunday, 30 July. There will not be a September edition of 'démarrreur'.

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]

Facebook Administrator ~
Rita Robinson 0435 530 780 [M]
[facebook@citroenclassic.org.au](https://facebook.com/citroenclassic.org.au)

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
Lance Wearne	2023

SPARE PARTS & TOOLS

Contact Max Lewis. Phone: 0458 993 771 [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

Contents

ED SED	PAGE 4
PREZ SEZ	PAGE 5
A-TRACTIONS	PAGE 6
HELLO DOLLY	PAGE 20
RECENT DOINGS:	
OZTRACTION	PAGE 28
RECENT DOINGS: BATTLE	
OF WATERLOO	PAGE 35
TOTALLY TRACTION	
	PAGE 37
BIJOU: SPECIAL REPORT	
	PAGE 43
ONE YOU COULD BUY	
	PAGE 62
TRACTION IPHONE PLACE-	
MENT	PAGE 63
MEMBER'S MODEL:	
CITROËN'S 164TH JEWEL	

Contributors

Contributors to this edition of 'démarrreur' include Chris Bailey, Malcolm Bobbit, Helen Cross, Serge Doumergue, Mary and Peter Lynch, Rita Robinson, Peter Stringer, Barb Towt and Russell Wade

Ed Sed

Last month I raised the prospect of a Citroën affinity with the 'white elephant' and rather to my surprise I received no howls of protest from enthusiastic owners on either C6s or SMs. I was set to duck for cover however, if the volley of outrage became too strong.

Having got a away with one edition about 'white elephants', I thought why not have another try. I know, I told previously that this edition was to celebrate the 75th anniversary of the launch of the H-van but work pressure prevented the completion of the lead article by my correspondent. So, my fingers are crossed that we will celebrate that birthday next month.

So this month's 'white elephant' is the Bijou ~ Citroën UK's attempt to make the very French 2CV more appealing to the British market. With just over 200 made it cannot be counted as an unmitigated



success. But Citroën aficionado Malcolm Bobbitt, who has written for us once again, argues that it was 'a courageous attempt to address low-volume car production without the finances and resources that would normally be available to a major motor manufacturer... [it was a] car conceived, designed and built in Britain solely for the British market and independent to all of the manufacturer's wider interests.'

I believe I am right in saying that there is only one Bijou in Australia and it is in the hands of CCCQ member Serge Doumergue. Serge has very kindly agreed to write for us about his Bijou, which is in a non-original but extremely striking bright yellow. Serge will appear in these pages in future editions as he also owns an H-van [see next month] and the only six-cylinder Citroën truck in the country. It is one those vehicles bodied by Richards of Adelaide, who have featured previously in these pages.

Russell Wade has written a great article about the limited edition 2CVs which helped to reposition the 'car for farmers' as the car for the new generation and slowed the inexorable decline in sales of a vehicle which had been around since 1948.

Words and pictures from re-

Continued on page 6

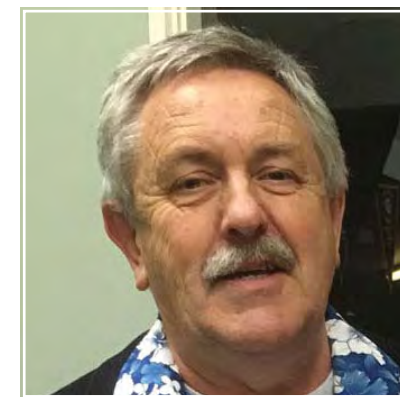
Prez Sez

Mark are doing great things on this new way of communicating with fellow Citroën enthusiasts. It is a surprise to me that the number of people viewing our site from around Australia and overseas has grown so quickly. This is entirely due to Rita's enthusiasm, and I wish to thank her here once again.

The 2CV International meeting is about to start in Switzerland. Normally I would be the first person to book, but this year we are staying at home. If any CCOCA members are going to this event, could you please send a brief report to Leigh of your experience for future publication? We are always looking for short stories and photos on members cars. This way we can help all members enjoy your experience of owning a classic Citroën.

Now back to my shed of projects ~ they are taking far too long to finish.

Ted Cross ~ President



It is time for another interesting magazine from Leigh Miles on one of Citroën UK's 'most interesting' models. A-series Citroëns began with the venerable 2CV, but quickly Citroën found many ways to leverage this model's unique design, and started a complete range of TPV adaptations. The Bijou, which features in this edition of 'démarréur', is one of the rarest and most interesting. Sadly, this uniqueness did not translate into massive sales or success, but it is still a very collectable model. We are lucky to have at least one in Queensland as a reference, so read on.

Winter has arrived in Australia. We have members from all parts of Australia, so it means different things to different members. In Melbourne it is an opportunity to make repairs or service your favourite Citroën, and this is a reminder to look at our spare parts buying service. Usually if you buy through CCOCA you will save on shared transport costs, which are a major component in our post-COVID era. Also, the club usually buys at the best price with the best quality. Please check with Ian for 2CV parts, and Max for Tractions. An automated ordering system is on our website.

Have you looked at the Club's new Facebook page yet? Rita Robinson and her husband

Ed Sed

Continued from page 4

cent events include Cit-In at Murray Bridge and The Battle of Waterloo joint run with the BMC Leyland Club.

Chris Bailey is back with Totally Traction, getting into artificial intelligence in a big way while also looking in the science behind why your Traction wind-screen fogs up, and what to do about it.

Speaking of Traction, Peter Stringer has a great way to locate your mobile phone in your

Traction which is both legal and convenient.

The A-Traction pages are brim full of activities including both Cit-In 2024 in Devonport, Tasmania and the Pre Cit-In Tour. Remember, getting to either event with your car, from the mainland, means a ferry crossing. Get moving and make that booking ASAP before the boat fills up!

Something for everyone? I hope so.

Enjoy.
Leigh F Miles ~ Editor

A-Traction

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.

• July

Bastille Day Lunch

WHEN: Sunday, 16 July
TIME: 12:00 for 12:30
WHERE: Churchill-Waverley Golf and Bowls Club,
82 Bergins Rd., Rowville. 3178
COST: \$40.00pp, refreshments to your account
BOOKINGS: Essential by Friday, 7 July

BRING: Your wallet
MORE INFO: Marg Towt,
marg.towt@bigpond.com

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

BASTILLE BOOKING

Join your fellow Citroënists from CCOCA and CCCV for a two course lunch at this inviting



venue. The price, of \$40 per person, has been subsidised by the Club, but refreshments are to your account. So, bring your wallet! As always, be sure to drink responsibly.

Please wear your name tag! Should you need to cancel your booking, any refund will be at the discretion of the organizers.

World 2CV Meeting: Switzerland

WHEN: Tuesday, 25 to Sunday, 30 July
WHERE: Region Delémont, Switzerland
COST: €150pp
BOOKINGS: Essential

The preparation of the World Meeting of 2CV Friends is underway. The team is working

hard to put together an event in the purest spirit of the 2CV. It will be great to meet everyone for this event! We know that there are Australians already registered. If you are one of them, why not let the Club know?

In the meantime, they would like to keep you informed by means of regular newsletters of the latest news concerning the world meeting of 2CV Friends. You can also follow them on their website:

www.2cv2023.ch

[2CV WORLD MEETING SITE](http://www.2cv2023.ch)

July Monthly Meeting

WHEN: Wednesday, 26 July
TIME: 19:30

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

COST: Free

BOOKINGS: Essential for catering by Monday, 24 July

BRING:

MORE INFO: Lee Dennes,
l.dennes@bigpond.net.au



2CV WORLD MEETING 2023
REGION DELÉMONT
25.7. - 30.7.23



A-Tractions

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

JULY BOOKING

• August

Truffle Hunt!

WHEN: Saturday, 12 August
TIME: 10:30
FROM: Meeting point TBA
TO: Frances and Greg Gibson's truffle farm

WHERE: Howqua
COST: Free
BOOKINGS: Essential by Monday, 7 August

BRING: Food for the day.
Warm, wet weather clothing, gum boots as you will be required to walk through a foot bath to meet biosecurity regulations.

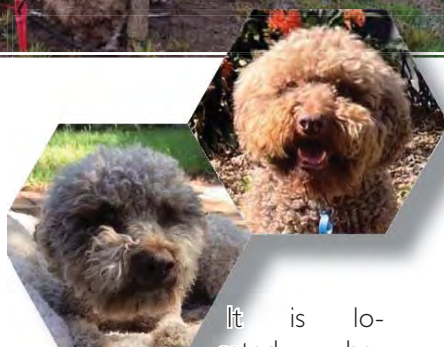
MORE INFO: Frances Gibson, frances@gibsoncustoms.com.au

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

TRUFFLE BOOKING

Visit to members Frances and Greg Gibson's Truffle Farm on the shores of Lake Eildon at Howqua. Frances and Greg have invited members along for the day to observe their very cute and specialised dogs hunt for truffles.

The designated meeting place will be confirmed shortly as the property can be hard to find.



It is located between Mansfield and Jamieson.

Bring your food for the day, as there is large shed on site that can provide shelter, warmth, a BBQ, microwave, general kitchen facilities, seating and a bathroom.

ACCOMMODATION:

You may choose to stay overnight on either/both the Friday and Saturday nights. You will need to source your own accommodation at Mansfield or Jamieson. As it is ski season accommodation can be difficult to come by at the last minute, so it is recommended that you make arrangements ASAP.



August Monthly Meeting

WHEN: Wednesday, 23 August
TIME: 19:30
WHERE: Frog Hollow Reserve Rooms, Fordham Ave., Camberwell

COST: Free
BOOKINGS: Essential for catering by Monday, 21 August

BRING:
MORE INFO: Lee Dennes, l.dennes@bigpond.net.au

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

AUGUST BOOKING

• September *September Monthly Meeting: Pork Dumpling Cooking Class*

WHEN: Saturday, 16 September
TIME: 13:00
WHERE: Southern Church

of Christ, 2 Chesterville Rd., Cheltenham

COST: \$15pp
BOOKINGS: Essential by Wednesday, 13 September
BRING: An apron and an appetite

MORE INFO: Rita Richardson, facebook@citroenclassic.org.au

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

SEPTEMBER BOOKING

Club member, and our Facebook Moderator Rita Robinson, assisted by her husband Mark, has offered the Club's chefs and budding chefs the opportunity to learn the art of making authentic North Chinese style pork dumplings. Numbers are limited to just 16 participants, so if you want to learn from an expert register soon! Your \$15 covers all costs, including ingredients.

A-Tractions

Looking Ahead

• March 2024

Pre Cit-In & Traction Avant90th Birthday Run, Tasmania

WHEN: Thursday, 14 to Friday,
22 March 2024

WHERE: Anti-clockwise around
Tasmania, ending in Devon-
port, Tasmania

COST: TBC

BOOKINGS: Essential

MORE INFO: Grahame Vaughan
0412 593 075

vaughan.grahame@gmail.com

PREAMBLE [Please read carefully]

An anticlockwise trip around
interesting parts of Tassie over
eight days finishing for the start
of CIT-IN 2024 in Devonport.

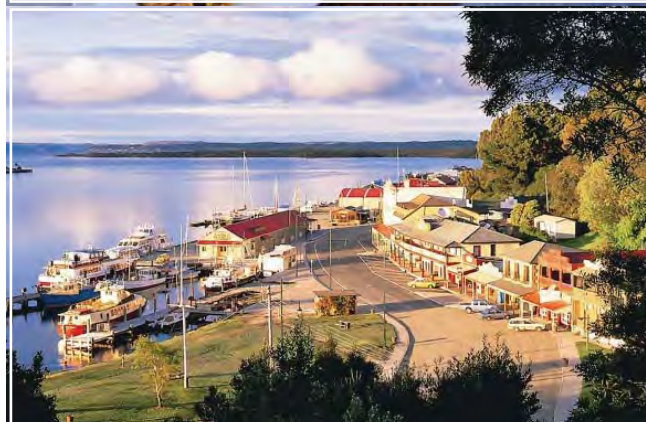
The Tour is ideally suited to
Traction and will celebrate the
90th Birthday, so please drive
yours! Naturally, other models
all welcome.

Accommodation is TIGHT and
will be first in best dressed, so
book ASAP.

So get together with your
friends and share IF POSSIBLE
as this will less expensive and
will help with accommodation
tightness.

Telephone or email the venues;
if you look on their websites
they may appear 'booked out'
because space is being held for
us.

You will need to Register with



me to get updates [see later]
Apologies if I mislead you re run
detail when chatting before, but
venue changes happened. So
recheck please.

**Book and pay yourselves for all
accommodation.**

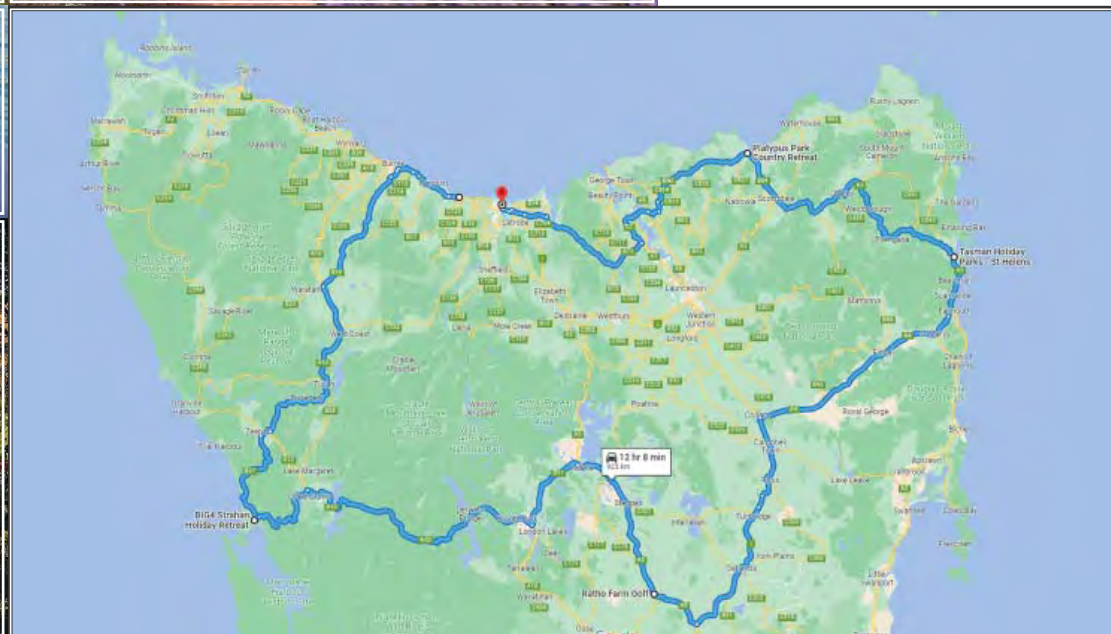
ROUTE

• Day 1: Thursday, 14 March
Ulverstone [22kms from ferry]
Meet at Ulverstone Big 4
Caravan Park

• Accommodation
Big 4 Caravan Park, 57 Wa-
ter St., Ulverstone. Barbara
or Katrina [03] 6425 2624
or Beachway Motel. Ken,
[03] 6425 2342. [About
100metres from Caravan
Park].

• Day 2 Friday, 15 March
Ulverstone to Strahan [205km]

• Accommodation [2night
stay]



A-Tractions

Big 4 Caravan Park, 10 Innes St., Strahan. Jill or Ginny [03] 6471 7442. [Situated left on the way into Town]

- Day 3 Saturday, 16 March
At your leisure in Strahan
NB: APT Train will depart from both Strahan and Queenstown and both go halfway turnabout and return. Plenty to do otherwise including Gordon River Cruise both day and twilight including meals

- Day 4 Sunday, 17 March
Strahan to Bothwell [248km]
Travel to Bothwell, population under 400!

- Accommodation [2night stay]
Ratho Farm, 2122 Highlands Lakes Rd, Bothwell. Jo or Michael [03] 6259 5553. [On the edge of town, Miena side.]

This is home to the Southern Hemisphere's first Golf Course and still going with 1830s house and outbuildings now used as accommodation for Weddings; so used to house larger groups. Great rustic charm with many shared outbuildings recently renovated mostly each room with own en suite and central area for shared meals/drinks etc. They have seven overflow en suite rooms upstairs in town [maybe 1-2kms away and local pub similar digs



123ignition Australia

Classic looks with modern performance and reliability.

Suits most classic/historic cars
16 selectable advance curves
Easy timing with built-in LED
Smooth engine torque curve
Stronger spark at all speeds
Lower fuel consumption
Variable dwell-angle
Simple installation
Maintenance-free
Less emissions
Better starting



****Australia's
only authorised
import agent.**

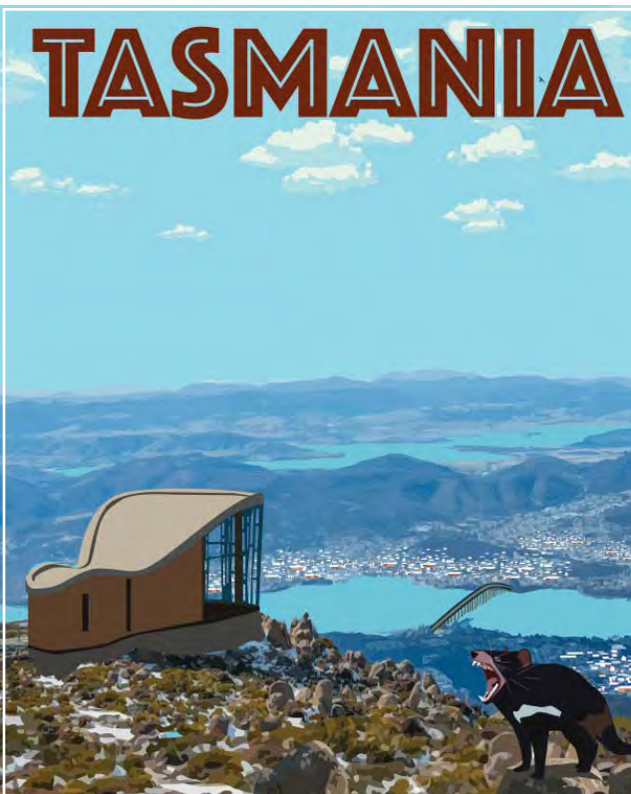
Also available:
NEW 123 / TUNE
Computerised tuning for
even greater control.
Also: Bluetooth control

Ted Cross (Vic.) 0400 592 208 or ted@123ignition.com.au
www.123ignition.com.au

A-Tractions

with some AirBnB shared cottages. Tents/Vans are OK at Ratho Farm.

- Day 5 Monday, 18 March
At your leisure in Bothwell
Hobart is about 1 hour away [76km] if you wish to do a day visit to Mona etc
- Day 6 Tuesday, 19 March
Bothwell to St Helens [207km]
• Accommodation [2night stay]
NRMA Caravan Park, 18 St Helens Point Rd., St Helens. Now trades under Tasman Holiday Parks. sthelens@tasmanholidayparks.com [03] 6376 2332. Good Cabins/Tents/Vans/Restaurant
NB: Will only hold until end of July, so book early but there are plenty of alternatives.
- Day 7 Wednesday, 20 March
At your leisure in St Helens
A local club member will lead a scenic drive.
- Day 8 Thursday, 21 March
St Helens to Bridport [120km]
• Accommodation in smaller venues only. We will be at Platypus Park Retreat 20 Ada St., Bridport. Gina [03] 6356 1873. Smaller some shared '70s style but pleasant.
or Bridport Bay Inn Motel 79 Main St., Bridport. [03] 6356 1238, leanne@bridportbayinn.com.au Basic accommodation, book early held few just a months



or share at The Old Pier Apartments 6x2 bedroom, good spot also has a 3 bedroom cottage 2km away. Colleen 0400 352 369 holding for a few months.
NB: Plenty of AirBnBs

- Day 8 Friday, 22 March
Bridport to Devonport [139km]
Arrive at Cit-In for registration!

REGISTRATION

Contact Anne and Grahame to Register for Pre Cit-In run. Email is the best contact method: Please use 'Pre Cit' as the Subject so I actually notice them. vaughan.grahame@gmail.com

If you are desperate the mobile numbers are:

Grahame 0412 593 075 and Anne 0409 980 100

- I need you to please email me when you have booked with your email/mobile details immediately. Car and registration number when it is convenient so I have some idea who is coming to organise meals, routes etc.

Also, I will acknowledge your contact but note we are overseas for approximately three weeks from 18 June.

Looking forward to the Event and Cit-In 2024

POST CIT-IN NOTE

Launceston is about one hour away and Hobart around three hours from Devonport and I hope you read all this and I will quiz!

A-Tractions



Cit-In 2024: Devonport, Tasmania

WHEN: Friday, 22 to
Monday, 25 March 2024

WHERE: Devonport, Tasmania

COST: TBC

BOOKINGS: Essential

MORE INFO: Michael Barrett,
President CCCT,
0407 360 443

mikesgarage123@outlook.com

WEBSITE: <https://citroentas.org/cit-in-2024/>

CIT-IN 2024 SITE

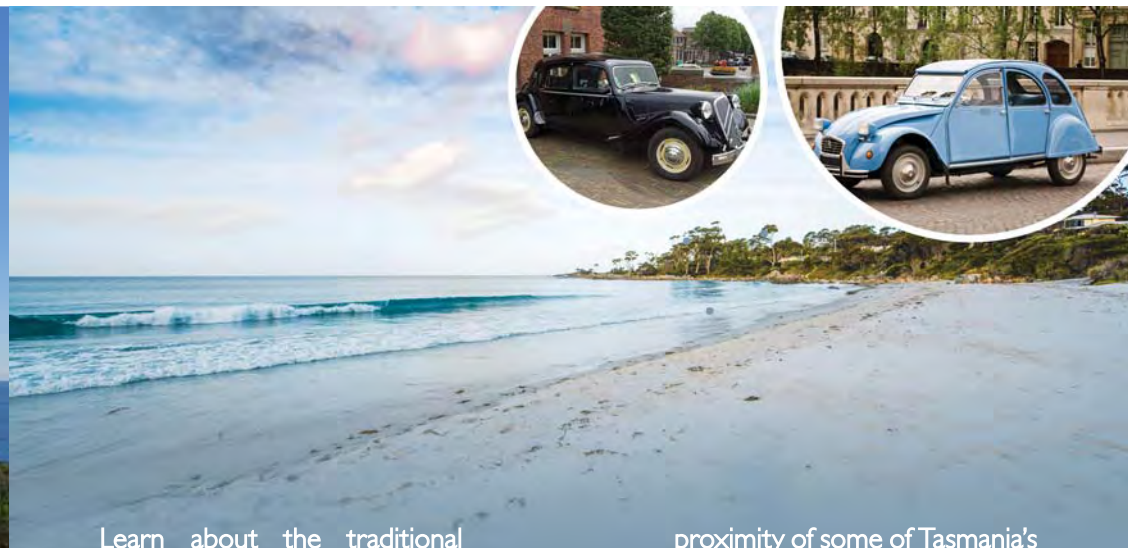
Welcome to Tasmania, the
host state for Cit-In 2024
'Our Little Secret'

Devonport is a city on Tasmania North West Coast, where the Mersey River meets Bass Strait. By strolling along the coastal trail to The Bluff one can encounter Aboriginal rock carvings. Alternatively, relax on the

beaches or install yourself in a charming park and enjoy the natural surroundings.

A ride on the Don River Railway steam train to Coles Beach is a nice way to entertain yourselves and see the sights along the eastern banks of the Don River.

On the waterfront, visit the The Bass Strait Maritime Centre to learn more about the intriguing maritime history of the city. Immerse yourself in Tasmanian art at the Devonport Regional Gallery.



Learn about the traditional lifestyle of Tasmanian Aboriginal people at the Tiagarra Aboriginal Culture Centre and Museum, which displays petroglyphs and designs in rock. Along the waterfront you'll also find more galleries and craft shops.

Devonport's Historic Tall Ship Julie Burgess is a working wooden boat. A ship of significance to Australia's Maritime Heritage. Enjoy a unique experience and embody the spirit of adventure on board the Julie Burgess as you sail out of the Mersey River and into the Bass Strait and get close to nature and admire the scenic beauty of the North West Coast.

Devonport is a great hub for exploring the North West Coast and there's plenty to discover in the city itself as well. Visitors can enjoy the beautiful views and take advantage of the

proximity of some of Tasmania's most popular destinations.

Once you visit, you'll understand why, we promise, you'll want to come back. Again. And again.

PROGRAMME OF EVENTS

- Friday, 22 March
Novotel Devonport
Registration: From 14:00
Cocktail Function: 16:00 to 18:00
NB: Evening dining is available at Mr Good Guy Asian Restaurant and Bar [on site] or visit the local township for alternate places to dine.
- Saturday, 23 March
Show and Shine by the Mersey River: Lunch provided.
Free afternoon, to explore.
Buffet Dinner ~ Paranalpe Centre.
- Sunday, 24 March
Choice of Wine and Food Trail Tours.

A-Tractions

Observation Competition.

Formal Dinner and Presentations ~ Paranple Centre.

- Monday, 25 March
Farewell breakfast.

REGISTRATION

Forthcoming on our website

www.citroentas.org

Details of costs etc to be advised.

CANCELLATION POLICY

The committee will make every endeavour to refund monies to people who submit a request. Each case will be considered individually.

ACCOMMODATION

Novotel Devonport is Devonport's premium 4-star hotel boasting an unrivalled location in the heart of the city. With city, park and water views, it is perfectly positioned within easy reach of shops, restaurants and the Spirit of Tasmania terminal. Relaxed, family friendly and welcoming. Home to the Spirit of Tasmania and known for its reserves, cycling, walking tracks, recreational facilities, beaches and rivers Devonport makes a great base for your holiday to

Tasmania with ease of access to explore the North Coast and neighbouring towns.

- Novotel Devonport Contact details

2 Best St., corner of Rooke and Best Sts., Devonport, Tasmania, Australia 7310.

You can book your accommodation by going to www.idem.events/r/citroen-car-club or follow the link below: [NOVOTEL BOOKING](#)

- * Securing accommodation is your responsibility

ALTERNATIVE ACCOMMODATION

A selection of alternative accommodation options, including motels, B and Bs and caravan parks, will be publicised on our Website www.citroentas.org shortly.

REACH ONE'S DESTINATION.

Come on board.

Spirit of Tasmania

www.spiritoftasmania.com.au

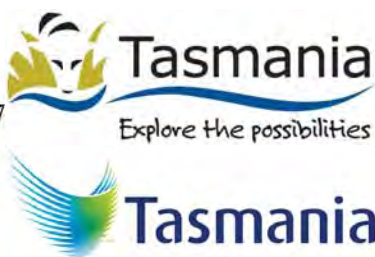
- * Securing travel is your responsibility, sailing bookings are limited so don't miss out on this great adventure. Book now !!!!!



Chit Chat Tuesday

WHEN: 1st Tuesday
1 August
5 September
3 October
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.



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

**STUCKEY
TYRE
SERVICE**
RACING SINCE 1972



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

Hello Dolly

Over the years Citroën has come up the idea of producing 'special editions' of various models, to encourage/entice hesitant buyers or those new to the marque. They are not alone as most manufactures have used fancy paint and offered a few trinkets [that were usually offered as optional extras] to crank along a few extra sales, or prolong the life of an existing model, with the forlorn hope that it might turn out to become a mainstream version. Our homegrown special versions such as the Holden Sandman and Vacationer were typi-

Left to right: Serge Gevin in 2016 with his 2CV Eglentine.

It may have started life as a 'Transat' but found fame as the 2CV 'Spot'.

He and his wife Micheline also designed the 'Trèfle' but despite its harking back to the glory days of 5CV it did not see the light of day.

cal local examples.

One of Citroën's early efforts was the 2CV Spot of 1976, followed by the Dyane Caban of 1977, the Dyane Weekend of 1978, the 2CV Charleston of 1980 followed by the 2CV Dolly in 1985, there were others, but the Charleston was by far the most successful after the initial production run of 1,000 sold out quickly. As you all know the first 2CVs were painted grey so the last 2CV was a duo grey Charleston. [Ed. Sometimes irreverently and uncharitably referred to as 'Dead Rats'.]

So who is thought to be the initiator of these 'special editions'? Serge Gevin was a graphic designer/artist working for Citroën at the time [1970s to 1980s].

By the mid-1970s sales of Citroën's small engined cars were in decline. After all they had been selling them since 1948.

An important turning point to resolve the situation was given by Serge Gevin, painter, artist and decorator 'discovered' by Robert Delpire, the owner of Citroën's advertising agency at the time Delpire Publicité, and who had already designed some of the most beautiful exhibition stands for Citroën.

Working in team with his wife Micheline, Serge Gevin began to design two alternative liveries for the 2CV, with bright colors and a decidedly youthful image: one is a tribute to the *Années folles* and the other to times of André Citroën.

The 2CV Trèfle was a yellow

and black 2CV6, with houndstooth fabric [black and white squares but far larger than regular houndstooth] and a black roof, in memory of André Citroën's little 5CV. The other, totally different, was white and orange, the particular shade called Orange Ténéré, had only recently been included in the Citroën range and cleverly used to decorate the bodywork and interiors of what Micheline Gevin suggested could be called 'Transat', which in French means deck chair.

The second idea was much more popular than the first and it was decided to create a limited series [the first, in the history of Citroën] of 1,800 units.

Unfortunately, the name 'Transat' was already registered in France, the car was renamed 'Spot', which also casually recalled the abbreviation of Special Orange Ténéré.



Hello Dolly

The car chosen as the basis was the classic 2CV4, with a 435cc engine [although in some markets the 2CV6 was used], in the most luxurious 'Club' finish called, with the 'luxury' instrumentation of the Ami 6, the elegant Quillery resin steering wheel, an orange fabric interior lining and very lively door panels, with white and orange stripes. Like the special awning that allowed you to shelter from the sun with an open hood, specific to this model.

The first prototype, later revealed to be definitive, was brought to Normandy to be photographed in January 1976, while in March of that year the advertising materials for the dealers were prepared.

Right: A close-up of the Caban logo that Serge Gevin developed. The nautical background to the design is clear. Image: 2cvgraphics.com



Serge Gevin. Image: www.2cv-legend.com



On March 27, 1976, the pre-view of the 2CV Spot took place inside the large *halle de livraison*, the glazed salon where cars were checked one last time before delivery, there was a 2CV Spot and the looks of passionate lovers of the brand already expressed the consent with which it would be welcomed by the general public...

The launch date was chosen



The Dyane Caban was painted a unique shade of navy blue. Image: Stellantis.

Two 2CV Charlestons: the original colour scheme of black and rouge délagé and one of the later schemes: gris cormoran and gris nocturne [aka 'Dead Rat']. Image: Augettes

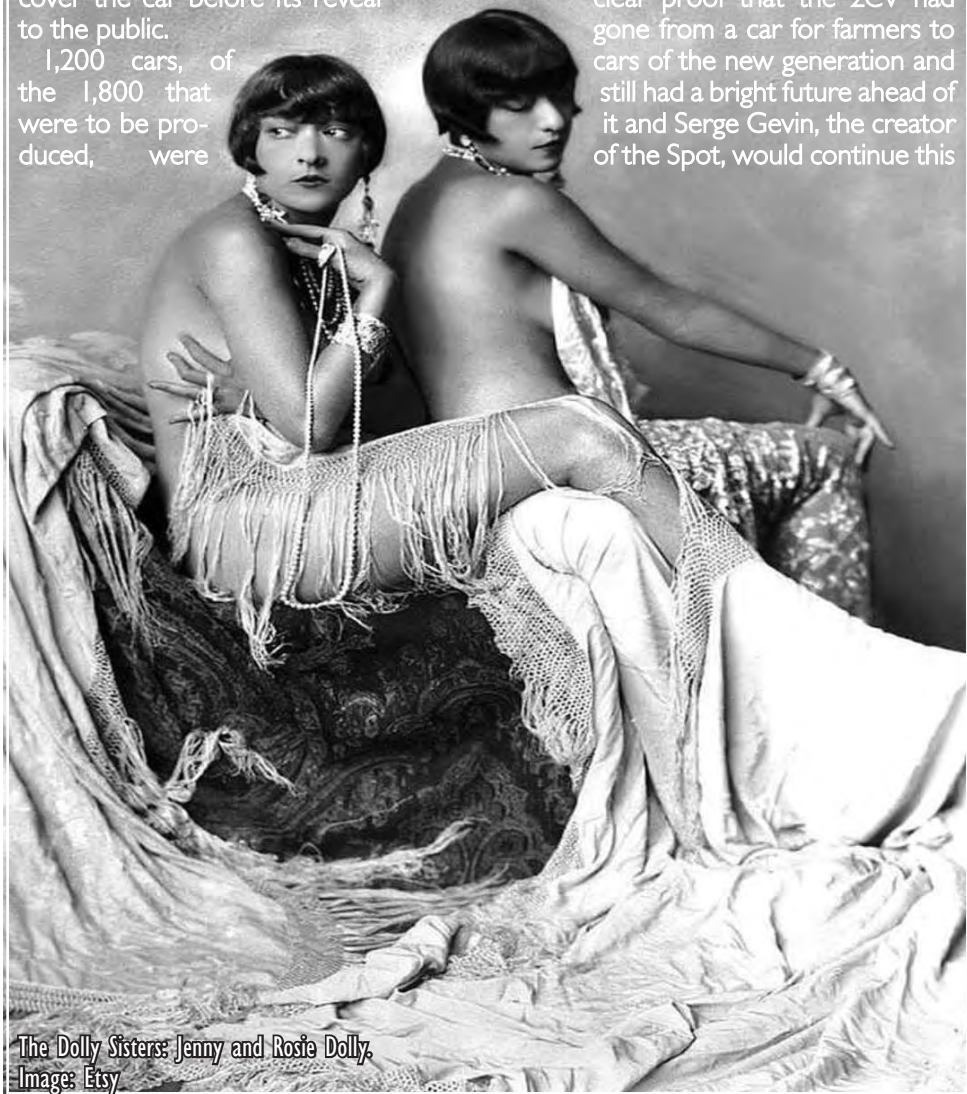


Hello Dolly

and announced: Saturday, Sunday and Monday 10, 11 and 12 April across all Citroën dealerships. In the meantime they had each received one or two 2CV Spots and a tarpaulin, with white and orange stripes, to cover the car before its reveal to the public.

1,200 cars, of the 1,800 that were to be produced, were

ready. The first were actually sold already on Friday 9 April, when some dealers lifted that tarpaulin early for the benefit of favoured clients. The last examples had been sold by June. 1,800 cars sold in a few weeks: clear proof that the 2CV had gone from a car for farmers to cars of the new generation and still had a bright future ahead of it and Serge Gevin, the creator of the Spot, would continue this



The Dolly Sisters: Jenny and Rosie Dolly.
Image: Etsy

success story.

The next example of his and Micheline's work to reach the public was the Dyane-based 'Caban', Micheline always worked on the choice of names and internal fabrics of the cars designed by her husband. They spent long periods in a small house on the island of d'Yeu, in Vendée. An island of fishermen in the Atlantic Ocean, 10km long and 4km wide, where everything breathes well-being and serenity: the sea, the colourful boats, the white houses, the magical light...

The 'Caban', with its nautical themes adorning the doors and bonnet are an early testament to this love of all things maritime. The love resurfaced years later in the guise of the Meharui 'Azur'.

Serge had an interest in/fixation with the Roaring Twenties era, or at least the French version the 'Années folles', hence this led to his styling and naming of the 1980 2CV Charleston. Having form, Serge kept trying styles and names with management, finally hitting the jackpot again with the 1985 2CV Dolly. So where did this moniker 'Dolly' come from? and is there a Roaring Twenties/Années folles connection?

Janka and Rózsika Deutsh, Hungarian twin sisters born in 1892, emigrated with their parents to the United States in

1905, they had learnt or been taught to dance so gravitated to earning money in beer halls and other similar places of entertainment. In 1911 they joined the Ziegfeld Follies followed by other show biz activities including a film titled 'The Million Dollar Dollies'. By this time they had changed/anglicized their names from Janka Deutsh to Jenny Dolly and Rózsika Deutsh to Rosie Dolly.

Following the First World War, they moved to France and bought a Chateau. In deeply conservative and Catholic France, becoming a showgirl was not high on most young ladies priority list, so many dancers/showgirls were outsiders. The Dolly sisters comfortably slotted into this 'nightclub performers' routine with ease. They often teamed up with a partner, each performing at a different venue on the same night, supposedly to create competition to boost ticket sales. Their performances included joining Les Girls at the Moulin Rouge [I remember seeing a television grab last year of two Aussie girls as outsiders also having a run in Le Girls].

Both sisters, being reasonably well off financially, were well known gamblers often frequenting the tables at Deauville. Someone you have heard of, also had a weekend/holiday house in Deauville and was of-

Hello Dolly



**OTHERS
OPEN UP FRONTIERS OF
TECHNOLOGY.
WE OPEN UP PAINT.**

THE 1986 CITROËN 2CV DOLLY £3,149.
For further information dial 100 and ask for Freefone Citroën.



PRICE CORRECT AT TIME OF GOING TO PRESS AND INCLUDES CAR TAX, VAT, FRONT AND REAR SEAT BELTS. DELIVERY AND NUMBER PLATES EXTRA. CITROËN UK LTD, MILL STREET, SLOUGH SL2 5DE.

ten seen at the gambling tables there, yes none other than André Citroën.

Sadly like many other high flyers and people in show business they had several divorces and did not find happiness, Jenny hanged herself in 1941 while her sister Rosie attempted suicide in 1962, finally dying of a heart attack in 1970.

So you might be wondering, why on earth did Citroën go to all this trouble to make these special versions of relatively hum drum models?

Shown below is a scan of the 1984 UK Citroën price list, you will note the Special priced at £2,673 while the Charleston [admittedly derived from the slightly better equipped Club] priced at £3,198, an incredible mark up of 20% for some paint and tinsel. Another interesting thing on the price list is the offer of a tailgate on the 2CV for £48, most likely a dealer approved accessory or dealer conversion.

I had been intending to write an article related to the various 2CV versions during a previous role as CCOCA editor for the 2CV's 70th anniversary edi-

tion of 'Front Drive', but I had insufficient room to fit it in. I recently recalled seeing an article mentioning the Dolly sisters in the January 2015 issue of 2CVGB News and was able to find much more detail had been added to the internet, prompting this rewrite.

Footnote I: According to one article on the 2cv-legende.com website the France 3 limited edition 2CV was designed by Gevin, while in another article, on the same site, credit is given to Citroën's advertising agency RSCG. This limited edition model was sold in other countries under other names. After all, why would the UK care about France's participation in the America's Cup? There it was called 'Beachcomber'. In Germany, Spain, Austria and the Netherlands it was 'Transat'!

Footnote II: The Citroën department of 'Funny Names' was not confined to the two cylinder cars, another example was the Citroën BX Hurricane, a version of one of the many landmark cars from Citroën, the turbo intercooled diesel, the first diesel car to really drive

like the petrol version.

Russell Wade [With additional research and contribution from the Editor.]

2CV6 RANGE		BASIC £	CAR TAX £	VAT 15% £	TOTAL £
2CV6 SPECIAL		2146.00	178.83	348.72	2673.55
2CV6 CHARLESTON		2567.00	213.92	417.14	3198.06
OPTION:					
enlarged boot opening		39.00	3.25	6.34	48.59

Recent Doings: OzTraction '23

Citroën Enthusiasts Celebrate in Swan Hill

The rural city of Swan Hill proved an ideal venue for CCOCA's 2023 OzTraction event. Here the mighty Murray wanders past, as it has for thousands of years, with locals going about their day in a relaxed manner while a variety of motels, hotels and quality restaurants welcome visitors from far and wide.

Much hard work and planning had been put in by our event organizer Lee Dennes however unfortunately she suffered a hip injury in April and was unable to attend. Helen and Ted Cross took up the challenge and brought things together in fine style. Despite some ordinary weather in May the rain stayed away for the weekend and conditions proved ideal. It had been decided to bring the date forward a week from the traditional Queens [now King's] Birthday weekend and this way members were able to avoid heavy traffic and problems finding accommodation.

We travelled up from Melbourne along the modern but

Dinner at the Java Spice Restaurant. Lined up and ready for action on Saturday morning
The Swan Hill lift bridge was built in 1896 and can still accommodate heavy B-Double trucks.



rather boring Calder Freeway before bypassing Bendigo and stopping for lunch at the delightful township of Bridgewater on Loddon.

Here we noticed fellow CCOCA members Bruce and Beverley Stringer heading north-bound as well as Mark and Rita Robinson joining us for tasty offerings at the local bakery. They assured us that it was the right weekend and that afternoon drinks were already waiting at Swan Hill.

This welcome news, a tankful of 98octane at Serpentine and the flat river land plains seemed to give our Deux Cheveau an entirely new lease of life. The next 140kms, various lakes and townships such as Kerang and Lake Boga flew past in fine style.

Arriving at Swan Hill we soon found our accommodation at the Burke and Wills Motel at the eastern end of town. It was an appropriate time to remember those brave explorers who travelled through here in 1860 on their ill-fated expedition to the Gulf of Carpentaria. Times have certainly changed since.

Rita Robinson and Mary Lynch with a 1920s Dodge tourer at the Pioneer Settlement.

A lineup of classic Citroëns at the Beverford tavern.

Citroëns lined up at the market on Sunday morning.

Ian Sharrock's 2CV leads Rex Gibb's Traction out of the Farmers Market.

Recent Doings: OzTraction '23

Everyone got together at the Java Spice restaurant for dinner on Friday evening where a generous banquet style Asian meal was enjoyed. It was an ideal opportunity to engage with other CCOCA members from interstate and country Victoria whom we would not normally meet. President Ted Cross welcomed all participants, apologised on behalf of Lee and Graham Dennes and outlined a full program of events for the coming days.

After a chilly start Saturday soon warmed up with no sign of the persistent rain that Melbourne had suffered from recently. Members, and their vehicles, lined up outside the Lady Augusta Motel where most people were staying. A short drive through town took us to the historic lift bridge across the Murray River and into New South Wales to the farming hamlet of Speewa. From here we crossed back over the Murray at Nyah and stopped for an enjoyable lunch at the Beverford Tavern.

Suitably refreshed, members travelled back to the Swan Hill Pioneer Settlement for an afternoon cruise to Murray Downs

Lunch at the Mystic Park Hotel.
Rita Robinson on board the Pyap
Bob and Judith Shackley from Canberra
in their Citroën DS,
A quick stop at Serpentine on the way home.



Station on the paddle steamer Pyap. This grand old lady was built at Mannum [SA] in 1896 and originally worked as a travelling store along the lower Murray. Today's online shopping and Australia Post deliveries can never generate the same passion early settlers must have felt hearing a steam whistle in the distance and seeing this massive mobile emporium mooring at their jetty with pre-ordered items neatly wrapped in brown paper and string.

Memories of the past continued on our return to the Pioneer Settlement where there was time to explore the village shops, blacksmiths workshop and tractor collection.

Later that evening participants enjoyed a laser light and sound show which outlined the history of this area over many thousands of years. Dinner tonight was at the One28 Doors restaurant in Curlewis Street with a varied menu of local produce and ample room to socialise.

Sunshine blessed us again on Sunday morning with a pre-arranged car display at the nearby farmer's market. Our varied lineup of Citroëns and some other makes sparked keen interest from the locals.

The Paddle steamer Pyap.
David Livingstone still puts in big distances in his 1950s Citroën Big 6.
The Flying Boat Museum at Lake Boga is well worth a visit.

Recent Doings: OzTraction '23

As the market wound up we followed the Murray Valley Highway back to Kangaroo Lake and stopped for lunch at the Mystic Park Hotel. This classic art deco country pub is a little hard to find, as Google Maps had not heard about recent road closures, but well worth the drive. A warm welcome from staff and tasty servings of pizza straight from the oven made for a memorable outdoor meal.

Time seemed to vanish here, as it often does at country hotels before Helen Cross cracked the proverbial whip and Ted outlined our afternoon options. Some folk headed to afternoon tea at the Charm Lake Olive Oil farm with the others visiting the Lake Boga Flying Boat Museum. This was the site of a large Royal Australian Air Force base during World War II where flying boats were repaired and reconditioned for further service. Centrepiece of the well-presented museum is a twin engine Catalina PB5 aircraft with support vehicles from this era, a wartime communications bunker and numerous smaller exhibits.

On Sunday evening members dressed up for the traditional closing dinner, held at Quo Vadis Restaurant in Swan Hill. As the evening drew to a close Ted Cross thanked members for their support and presented prizes for three awards. The 'Longest Distance Trav-



elled in a Citroën award went to veterans David Livingstone and Yvonne West who had driven from Richmond [NSW] in David's 1950 Citroën Big 6 over two days. Next to take the stage was Rex Gibb and his wife Margaret who took out the 'Popular Choice' award for their silver Traction Avant. The third 'Hard Luck' award went to Andrew and Sue Cunningham who waited patiently by the paddle steamer Gem and missed our pre-booked cruise on the nearby Pyap. Second place here, had there been one, would have gone to my wife Mary who put up with my sedentary driving and frequent photo stops along the way.

Our final get together was breakfast at the Lady Augusta Motel on Monday morning where members discussed plans for OzTraction 2024 and a suitable location. All too soon it was time to bid farewell to old and newly made friends and make our way home.

Thanks again to all who took part, in particular Lee and Graeme Dennes did the original planning plus Ted and Helen Cross who stepped in at short notice to run the event.

Anyone with ideas or a possible location for OzTraction 2024 let's hear these soon.

This article was written by Peter Lynch and the photos are from Rita Robinson, Mary Lynch and Helen Cross.

Recent Doings: OzTraction '23



The Prize Winners!
David Livingstone for Longest Distance Travelled.
Most Popular Car went to Rex and Margaret Gibb.



Hard Luck was awarded to Andrew and Sue Cunningham for queueing at the wrong paddle steamer!

Recent Doings: Battle of Waterloo



An enthusiastic group of CCOCA and CCCV members joined English car enthusiasts from the BMC Leyland Club on Sunday, 18 June for the second iteration of our joint 'Battle of Waterloo' event. Organiser Paul Buck welcomed us at our meeting point at the Stud Park Shopping Centre in Rowville and outlined the route.

Our first stop was at Lysterfield Lake where the English club kindly treated everyone to morning tea at Montague's Café. This was an ideal opportunity to get to meet members of the other club, check out fresh produce from the Montague Orchard and enjoy some welcome sunshine.

From there we continued via Harkaway and Guys Hill to the Cardinia Reservoir Park. A look-out area on top of the dam wall provided ample parking space for our group of around thirty classic vehicles. Views across this huge [1,300 hectare] lake extended well into the Dandenong Ranges and the Puffing Billy steam train could be seen heading back from Emerald in the distance.

Things seemed closely matched on the automotive front between French and English vehicles until the surprise arrival of another four luxury

Left: Napoleon [aka Dave Rogers] inspecting the French contingent.

Recent Doings: Battle of Waterloo

Citroëns [one DS Break and three of the iconic SM Coupes] tipped the balance in our favour.

From the Cardinia lookout point we drove a short distance to the Kangaroo Flat picnic area where lunch was enjoyed and plans made to meet again next year. Napoleon Bonaparte [aka Dave Rogers] led the French contingent with a triumphant rendition of La Marseillaise catching the English camp unawares.

Next year it is CCOCA's turn to make the arrangements and a sporting challenge such as a game of Petanque has been mooted. Do we have any skilled

players or coaches within the club?

Thanks again to our hosts from the BMC Leyland Club and we look forward to catching up in 2024.

Peter Lynch

Below left: Mary and Peter Lynch came in Peter Sharrock's 2CV.

Right: Two of SM battalion that were present on the day. Your editor wonders if this is an SM record for attendance.

Bottom: As Peter noted in his article, the battle lines were closely drawn until the arrival of no less than three SMs and a DS Safari. WOW!

Pictures by Barb Towt, Peter and Mary Lynch



Totally Traction

Last month I was rambling on about the perils of believing what you might read on the internet because it may be writing by some Artificial Intelligence [AI] engine which may have a loose relationship with actual facts.

AI does not just generate words on request ~ it can generate pictures too. I asked a site [www.stablediffusion.com] to paint me pictures of Traction

Avants. The results were quite abstract and often looked more like Renaults or Beetles. Some of the images showed quarter-lights [and of course running boards] which are notably absent on the Traction Avant.

From a style point of view I like the clean look that results from the absence of quarter lights. The Traction is by no means unique in not having them ~ neither did its predecessors nor its esteemed suc-



Totally Traction

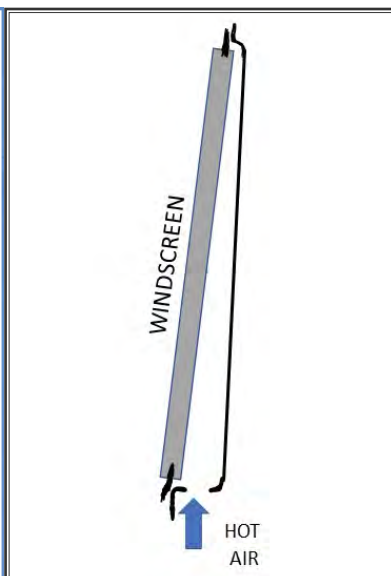
cessor the DS.

As I have been driving around in both the Traction and the DS during the winter, which has had some exceptionally cold days, I have had cause to think about the practical benefits of this design and I find there are none. And disadvantages? Well yes. The control of ventilation is impaired.

When its cold outside, and you've just scraped the ice off the outside of the windscreen ~ and then off the inside of the windscreen ~ you will have worked up a bit of a sweat and will need some ventilation to stop the screen misting up and freezing again. There is no fan to blow warm air [there being no warm air anyway] onto the screen. You need to use the

power of wind.

When it is dry outside, the air-flow in the Traction can be well controlled, especially when the flap on the scuttle is not glued up to stop it leaking. If it is you still have the option of opening the windscreen. In times of precipitation, however that will get you wet and you have to open the window. And my point is; that will get you wet too. Unlike the earlier square styled cars with vertical A and B-pillars, like the C6, the Traction's nicely styled and proportioned windows do not have parallel front and rear edges and, as the glass is lowered, as well as a gap opening at the top, so it does at the front. This gap at the leading edge seems to be allow a disproportionate amount of rain



water onto my face.

What can be done about this?

Condensation is caused by the temperature of the glass being lower than the dewpoint of the air. The dewpoint is the temperature at which condensation forms and depends on the air pressure and the humidity of the air. You can't control the pressure. You can control the humidity if say you or your wet clothing are the source of the moisture and the air out-

side is drier ~ that is the point of bringing outside air into the car ~ and of course letting the inside air escape.

The other option is to heat the windscreen. If you just fit a heater ~ the Clayton type of heater is a common fitment ~ it can, initially at least, make things worse. Warm air holds more water vapour than cold air and has a higher dewpoint. In fact the dewpoint of a gas is the parameter used to describe

DÉGIVREURS

Suppriment radicalement le givre et la buée sur la glace du pare-brise

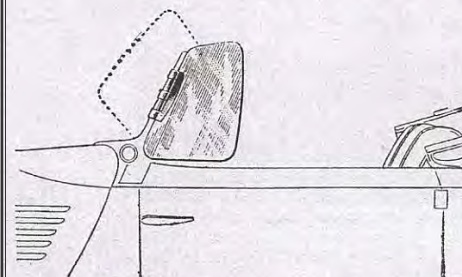
GURTNER "CLARTEX CV"
fixation ventouses, glace double
St-Gobain, cadre bakélite, joint
caoutchouc mousse. 145. »

GURTNER "CLARTEX CG"
fixation glissières, rendant
l'appareil amovible, glace
triplex. 190. »

"DÉGIVRO" cadre bakélite (figure), boudin caoutchouc.
Modèle 700 ventouses extérieures 480 x 180 glace sécurit. 165. »
— 701 — — — • verre double. 115. »
— 707 — — intérieures 400 x 180 glace sécurit. 150. »
— 708 — — — verre double. 100. »



DEFLECTO DEF



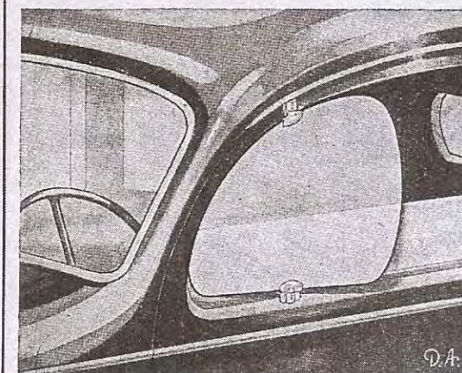
Spécialement conçu pour cabriolets décapotables et ordinaires, torpédos, coupés, roadsters, voitures sans encadrements de glace aux portes.

Suppriment les remous d'air derrière le pare-brise.

Tout cuivre chromé - Glaces de sécurité.

type CD N° 106 } La paire. 290. »
Pour Citroën 7 - 9 - 11 CV }

VOLET D'AIR DEF



Permet d'avoir de l'air... sans courant d'air
Monture en cuivre chromé. Glace de sécurité.

Type C 3 pour 7-9-11 CV, la paire. 250. »
Type C 37 pour coupé 9 et 11 CV, la paire. . . 250. »

Totally Traction

its moisture content. If you have a wet coat in the car and warm up the air ~ you will tend to dry out the coat by making the air damper. The other side of the windscreen is still just as cold as it was before and will condense water at a higher rate until the glass warms up. This is why heater elements in the windscreen are such a good idea.

Heating the windscreen as directly as possible is the best thing to do. There are heater elements that look like old electric fires or the insides of a toaster ~ that's because they work the same way: an electric element with a sucker at each end and wires to draw several amps from your meagre electrical system. The image was taken from my favourite Accessories catalogue which is posted on the Traction Owner's Club website. I have not tried one but I imagine it would be quite effective. If you were a smoker you could probably use it as a cigarette lighter [another feature the Traction does not have]. The photograph shows the Brooks Standard Model Heater which is available from vintagecarparts.co.uk.

I am reminded of a modification I saw on a German Traction at the 75th anniversary at Arras in 2009. I think I have written about this before and I have no photos ~ that can make it doubly boring ~ but it was such



Above: The Splendilux Traction with wind deflectors referred to by Chris.

Below: Deflectors on a 'regular' Traction. Facing page. Top: Chris's current indicator stalk which is clearly in need of [urgent?] attention.

Below: The new one, just awaiting fitment!



an ingenious idea that I warrants repetition. The inventive Tractionist had installed a heater of some kind. I cannot remember if it was electrical heating or used the engine's cooling water ~ but he had a supply of hot air. If you are familiar with the Traction's windscreen you will know that even when it is shut, there is a gap between the glass frame and the body frame ~ about 12mm at the bottom. You might think something doesn't fit properly but all cars have this [except the cabriolets]. In the German car, holes were drilled in the bottom of this gap through which the heated air was directed straight onto the windscreen. Genius.

Traction folklore abounds with stories of packing bits of rubber tubing or electrical cable under the rear edge of the bonnet to allow warm air to heat the windscreen. I must try that ~ I've only had this car 25years and should get round to it soon.

Would I have the windscreen open or shut? Well, if its raining I would definitely want to keep it shut otherwise water blows in through the gap.

But what about improving ventilation ~ you need that to dry out the inside of the car ready for next time as well as during the drive.

The comprehensive accessories catalogue that I like to browse, where I found the

Totally Traction

aforementioned windscreen heater, lists all sorts of add-on goodies including a couple of makes of wind deflectors that fit outside the standard glass. They allow one to drive with the window open with, presumably less draughts and rain hitting your face. One is for cars with frameless windows like the roadster. You would have to flip it to open the door if the window is up. I have never seen one these, but I have seen the other type fitted to several Tractions, including a 1937 car with a Spendilux body kit.

It was also possible apparently to get a conversion kit to add proper quarterlights. I have never seen such a thing on a Traction but Jon Pressnell's book *Citroën Traction Avant* shows one on page 185. Pressnell attributes the photo to 'Classic and Sportscar' and states the quarterlights were by DEF but I have no more information on that.

[Readers of 'Front Drive' will be able to investigate these quarterlight and wind deflector accessories in 'Front Drive', Vol 46 #4, Dec 2022/Jan 2023. Ed.]

Things being as they are, my car having neither an effective heater of any kind, nor great ventilation, I do appreciate the proximity and smallness of the windscreen. It doesn't take long to wipe or scrape it clear, both inside and out.

The Devon Rally is coming up ~ still time to book if you want to come. Just let me know. Before that we have the TOC trip to Jersey. I don't expect frost or misty windows in either place.

But I will have to have working indicators. Last month I reported that the flasher relay had gone on strike and required me to work the switch manually ~ well that is still the case. I decided that I would take the opportunity to replace both the switch, and the relay and upgrade to hazard warning lights.

The old switch was getting a bit floppy and tatty and, for many years has been secured in place on the steering column by electrical tape. The new one looks to be a bit more sturdy ~ and shiny [maybe too shiny?]. I chose it because it includes a hazard warning function and therefore it will need to be wired to the unswitched voltage source rather than through the ignition switch. Of course this means I will probably leave the car parked with an indicator flashing, just like I sometimes leave the lights on.

As I make changes here and there the electrical system is getting a bit messy and soon it will be time to rewire the whole thing with a proper fuse box. That's a job to look forward to ~ when the weather warms up a bit.

Chris Bailey

Bijou: Special Report



Unless you have a committed interest in motoring history, the probability is you'll be ignorant towards the charms of the Bijou. This now rarely seen car, of which 211 were built, has its roots firmly embedded in the Anglo-French car industry. It arrived in the late 1950s, just at the time when the motoring world was readying it-

self for the onslaught of Alec Issigonis's Mini.

Not in Vogue with Brits

The Bijou, despite its adventurous styling and underlying pedigree, has been consigned to history as an 'Also Ran,' which is unfortunate since it was planned as a modest size, comfortable and economical automobile at a time when British families were awakening to

Bijou: Special Report

being two-car households. Bijou meant little to car buyers other than sounding chic and ever so 'Carnaby Street'. If the accent was French, then being foreign gave it a disadvantage. Had the Bijou been offered by Austin or Morris, Britain's car buyers would have celebrated its arrival.

Instead, the Bijou emerged from the Citroën stable, the company noted for its innovative engineering and, from 1934, front-wheel drive cars that were looked upon, at least on the anglophone side of the English Channel, with suspicion.

Not least the firm's extraordinarily advanced spaceship designs with their floaty ride should be avoided at all costs, as should those awkward-looking Tin Snails seen scuttling throughout France. Britons kept safely distant from camembert, garlic and Gauloises, and stifled any thought of Gallic-inspired cars.

In all reality, the Bijou should have stood a good chance of success, had it not attempted to Anglicise the so essentially French Deux Chevaux. British motorists had not always snubbed French cars: the little C3, which had made its debut in France in 1921 and sold in Britain as the 7.5hp, won huge acclaim; it even inspired Herbert Austin to design his own 'baby' car, the immortal Seven.

The popularity of the Citroën marque in Britain and the British Commonwealth post-1919 was the incentive that gave rise to constructing cars at Slough from the mid-1920s. The Traction Avant was also popular with British motorists, who recognised not only its rakish shape but also its exceptional handling and performance.

The Bijou's conception came about through British motorists' refusal to accept, in their view, the 2CV's idiosyncratic styling and engineering. That the 2CV could not be sold on the British market at the same time it became available to French motorists [late 1948-1949], owing to legislation surrounding its in-board braking, did little to familiarise Britons with its finer characteristics.

It was a slightly Anglicised version that entered production at Citroën's Slough factory in 1953, though it would have taken a close examination of the car to tell it apart from its French sibling. Apart from it having right-hand drive, opening rear windows, a metal boot lid and a splashing of chrome, together with a special 'Front-Wheel Drive' motif affixed to the bonnet, the car retained its corrugated and nose-down attitude.

The 2CV's arrival on the United Kingdom market was greeted with it being marginalised as



Left: Kirwan-Taylor enjoying a roadside picnic, Burgundy, France, 1953. Photo: Peter Kirwan-Taylor

Below: Contemporary renderings of the Bijou prototype. It already displays a distinctive style reminiscent of the designer's previous GRP-bodied Lotus Elite.



'one of those awkward foreign cars.' Its bizarre handling traits and an interior appointment, that was considered as being frighteningly primitive, simply added to the disrespect. The minimal power derived from an air-cooled



425cc twin-cylinder engine, and not least the push-pull-twist gear change device protruding from the dashboard, merely compounded the contempt.

Critical Appointment

Ken Smith, Chief Engineer at Citroën Cars Ltd, oversaw 2CV construction at Slough. He put into operation the production levels on all models, as de-

Bijou: Special Report

terminated by the sales department, an arrangement that was to prove somewhat disastrous, since building 2CVs for both home consumption and export to Commonwealth countries was at a rate that was far above demand.

The whole sales strategy of Citroën Cars Ltd came under scrutiny when Automobiles Citroën demanded that production should equate with home and overseas orders. At that time 'marketing' in the modern sense was unheard of.

The review of the sales operation was undertaken by Louis Garbe, Managing Director of Citroën Cars Ltd, who sought the appointment of a dedicated Sales Manager whose experience within the automobile industry would enhance the firm's share of the British car market, while affording the Citroën marque wider publicity.

Advertising the appointment and choosing suitable candidates was handled by MSL, then the leading recruitment agency dealing with executive positions. Notices were placed in the appropriate newspapers and trade publications.

It was the advertisement placed in The Daily Telegraph during the summer of 1958 that caught the attention of Nigel Somerset-Leeke. He told the author in 2007 how, quite by

chance, he saw the notice, but since only scant details were given, and not even an indication as to the identity of the company offering the appointment, he decided that there was little hope of success.

Moreover, he was not anticipating leaving his position at Morris Motors, but, nevertheless, casually submitted his application. As some considerable time lapsed without there being any response to his application, he was surprised when invited to attend an interview, and to discover he was one of more than two hundred candidates for the post.

The selection process was a lengthy affair, during which time Somerset-Leeke was recalled for interview and later met Louis Garbe at his home in Maidenhead, after which he was sent to Paris to meet Citroën President Pierre Bercot. The appointment at Slough was confirmed in November 1958, and, two days after his arrival at the Trading Estate factory, he was promoted to the position of General Sales and Publicity Manager.

'Sort Things Out!'

Nigel Lewis Henry Somerset-Leeke, born in December 1918, was no stranger to the British motor industry. A month before his 18th birthday he had joined Morris Motors at Cowley, where he progressed

through the sales and advertising departments, and in the early 1950s was promoted to Area Manager responsible for Nuffield distributors and dealerships in Northern England, Scotland and Northern Ireland. His tenure at Morris was broken when, during wartime, he joined the Royal Air Force with Fighter Command as a pilot, his exceptional navigation skills leading him to being assigned to the Photo-Reconnaissance Unit.

Nigel revealed to the author that, during the lead-up to his appointment with Citroën Cars Ltd, he thought it curious that he was never invited to view the Slough factory and its operation, and, in reflection, was certain this was because of the situation whereby the works were full of unsold cars, including the 2CV.

The first time he saw for himself the regime at Slough was the morning on which he began work, the dire situation serving as a complete shock. 'I was given complete freedom to sort things out', Nigel recalled, adding that this was just as well, since until then there had not been an effective sales or marketing policy. 'The assembly line was turning out cars virtually for stock and there was a huge hanger at [nearby] Langley Airfield full of unsold cars!'

One of Nigel's first direc-

tives was the storing of cars, with their seats and carpets removed, behind the factory on bare ground but in an open wooden-roofed barn.

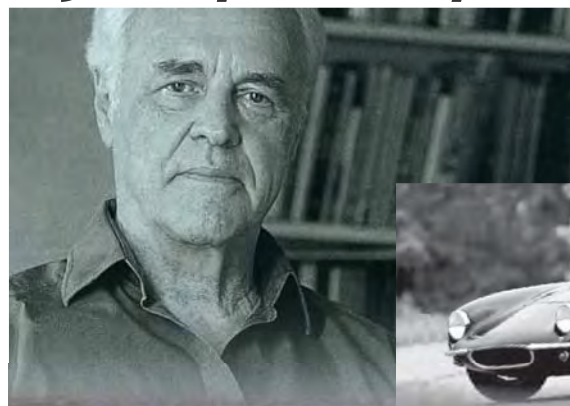
A Baby D?

In addition to overseeing a policy to make the DS more appealing to British customers, a process which saw the upgrading of the ID19 to give it greater luxury but without so much reliance upon oleopneumatics, as was the case with the DS19, something had to be done about the 2CV.

The answer was to stop production of the car; Nigel Somerset-Leeke admitted it gave him some unrest, especially as he admired it in every way. Not only did he have a 2CV as a company car, along with a DS19, but he also had a Sahara, with its two engines and all-wheel drive which he found exceptional when driving over snow and ice.

It was seeing an unclothed 2CV chassis at Slough that gave him the idea of producing an upmarket small car, a baby DS perhaps? This was, after all, an era of growing prosperity and the idea of the 'two-car' family had become a reality. Thus Citroën Cars Ltd's newly appointed Sales Manager began his search for a chic design of vehicle that, as well as carrying status, would serve for shop-

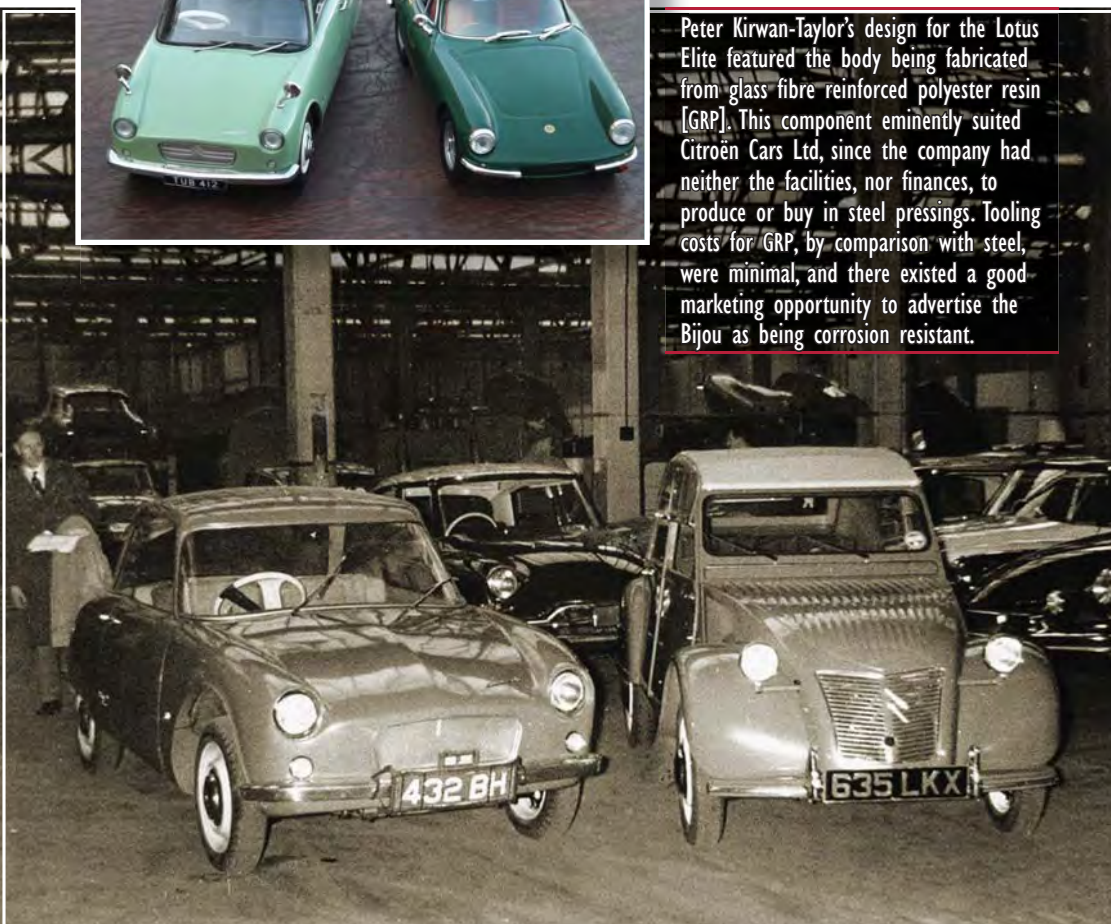
Bijou: Special Report



Peter Kirwan-Taylor, a close friend of Colin Chapman, was acclaimed for styling the pretty Lotus Elite [1957-1963] below. The image to the left compares the Bijou and Lotus in model form.



Peter Kirwan-Taylor's design for the Lotus Elite featured the body being fabricated from glass fibre reinforced polyester resin [GRP]. This component eminently suited Citroën Cars Ltd, since the company had neither the facilities, nor finances, to produce or buy in steel pressings. Tooling costs for GRP, by comparison with steel, were minimal, and there existed a good marketing opportunity to advertise the Bijou as being corrosion resistant.



ping trips and the school run. Somerset-Leeke's campaign to rid Citroën of its 'beard and sandals brigade' reputation was under way.

Finding a design that would appeal to British motorists, while dwelling comfortably within the Citroën catalogue, was never going to be easy, despite Slough's newly created sales department having a measure of autonomy. Anything introduced at the British factory would have to be fully sanctioned by Paris, and this meant focusing on the 2CV's chassis and running gear. Once a blueprint that met with Paris' demands had been created, Louis Garbe then had to convince Pierre Bercot that such an arrangement was viable and, moreover, the car could be put into production at Slough without resource from France.

Enter Kirwan-Taylor

Nigel Somerset-Leeke had definite ideas about the design and profile of the car that would materialise as the Bijou. Through his motor industry connections and being the youngest person to be elected to the Society of Motor Manufacturers and Traders [SMMT] Council, he approached Peter Kirwan-Taylor, who was acclaimed for dressing the Lotus Elite.

Accepting Citroën's strict re-

mit, Kirwan-Taylor was confined to modelling the Bijou around the 2CV platform, and in the process produced a neat silhouette that took essential styling cues from the DS. Evident was the hint of that car's roof line and slim pillars, plus its rear profile sporting a large glass area.

A corporate feature was the employment of the DS's single-spoke steering wheel.

In his notes to the author, Nigel recalls attending SMMT Council meetings in London and debating wide-ranging issues with the like of Sir Patrick Hennessey [Ford], Sir William Lyons [Jaguar], Sir David Brown [Aston Martin and Lagonda] and Dr Llewellyn Smith of Rolls-Royce.

The choice of engine was somewhat problematic, especially as both Ken Smith and Somerset-Leeke favoured a unit having a capacity of at least 600cc, and preferably between 800-850cc. Ideally, it was the 845cc Panhard aircooled flat twin that suited the Bijou, especially as the 602cc motor planned for the Ami 6 was still in development.

Despite Smith's, Louis Garbe's and Somerset-Leeke's best campaigning, and notwithstanding Citroën's acquisition of Panhard, as well as Slough being responsible for Panhard sales in the United Kingdom/British Commonwealth, Paris refused

Bijou: Special Report

to allow the engine to be made available. There was no alternative but to specify the 2CV's 425cc engine, its performance compromised from the outset by virtue of the Bijou being substantially heavier than the 2CV, owing to its GRP bodyshell construction.

The Bijou Project

The principal team at Slough involved in the Bijou project comprised Nigel Somerset-Leeke, Chief Engineer Ken Smith and his assistant Charles Stubings, the last mentioned praised by Somerset-Leeke for putting a great deal of hard work into the scheme. Louis Garbe was kept informed as to the car's development, its progress relayed by him to management in Paris. Correspondence between Nigel Somerset-Leeke and the author confirms that Peter Kirwan-Taylor was a frequent visitor to the Slough factory and attended to any design modifications that became necessary.

Nigel refers to seeing the Bijou drawings

for the first time: 'I said how much I liked what I saw, especially the back, which was very much like the larger models, which of course he meant it to be. The front, however, I did not like at all, as it had an upright square-type opening and nothing covering the exposed fan. I said I wanted a low horizontal grille, and so it became.' An unusual feature about the car's design was the one-piece frontal assembly, that comprised bonnet, wings and wheel arches which hinged forwards in a style later seen on the Triumph Herald and Renault 4.

Peter Kirwan-Taylor's design for the Lotus Elite featured the body being fabricated from glass fibre reinforced polyester resin [GRP]. This component

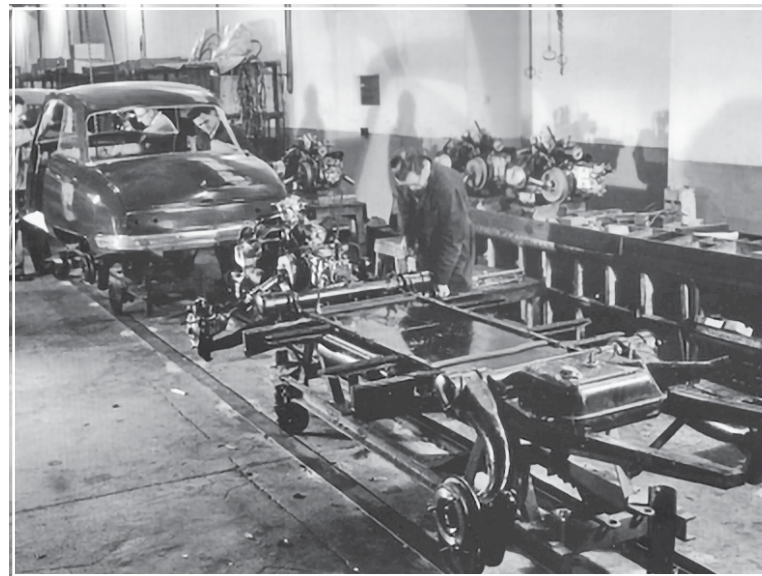
The single-piece frontal assembly comprised bonnet, wings and wheel arches. The whole unit swung forward in the style of the later Triumph Herald.



eminently suited Citroën Cars Ltd, since the company had neither the facilities, nor finances, to produce or buy in steel pressings. Tooling costs for GRP, by comparison with steel, were minimal, and there existed a good marketing opportunity to advertise the Bijou as being corrosion resistant.

In bringing the Bijou project together, the search began for a specialist firm to produce the GRP body components. The chosen enterprise was James Whitson & Co Ltd of Sipson Road, West Drayton in Middlesex, the firm also having workshop premises a mile away behind a garage at Cowley Peachey. At the time, Whitsons were known primarily for producing polyester-glass cabs for

The Bijou assembly line at Slough.



commercial vehicles, and since March 1957 had gained a reputation for producing high quality GRP bodyshells for the Coronet three-wheeler. Though Coronet Cars was officially at nearby Denham in Buckinghamshire, the three-wheeler was assembled in its entirety by Whitsons at West Drayton. In June 1958 it was reported in The Auto-car that Whitsons were also producing GRP bodies for the 2-litre Peerless GT, the company having its head office and manufacturing base at Slough. It must be presumed that Nigel Somerset-Leeke knew of both Coronet and Peerless and their connections with Whitsons.

Unveiling the Bijou

Confirmation that the Bijou should enter production

was received from Paris in June 1959, the drawings and technical specification having been approved by Citroën directors and, ultimately, Pierre Bercot. The speed at which preparations then progressed can be judged by there being

Bijou: Special Report

three prototype cars running by the autumn in readiness for the car's Earl's Court debut. In advance of the London Motor Show, Citroën Cars Ltd hurriedly unveiled the Bijou to the media and Slough factory per-

sonnel at an event staged at the Trading Estate works. Rather than the definitive model making its appearance, it was a prototype still with its upright air intake that was revealed.

The Bijou was certainly different from any other small car displayed at the 1959 motor show, including the Mini which was introduced with Austin and Morris badging. As for the Citroën, Nigel Somerset-Leeke recalled there being much acclaim for the car from within the motor industry and show visitors alike.

Customers liked the DS and ID influenced sleek styling that replicated their frameless door windows, semi-enclosed rear

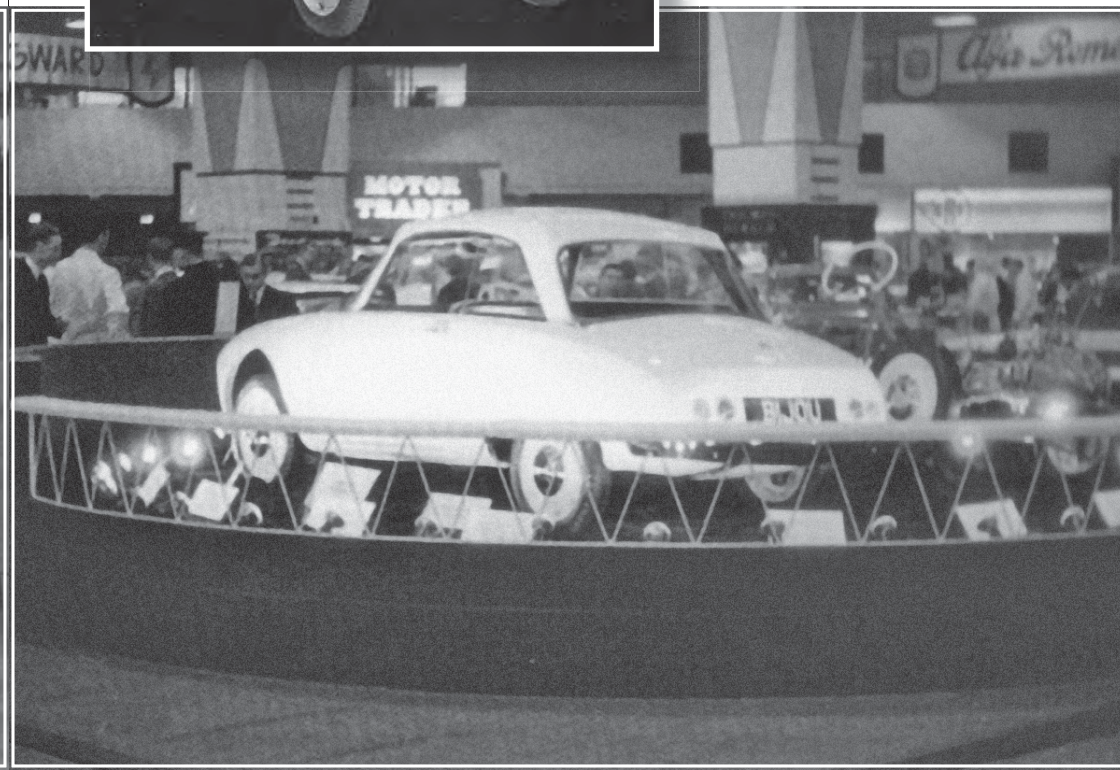
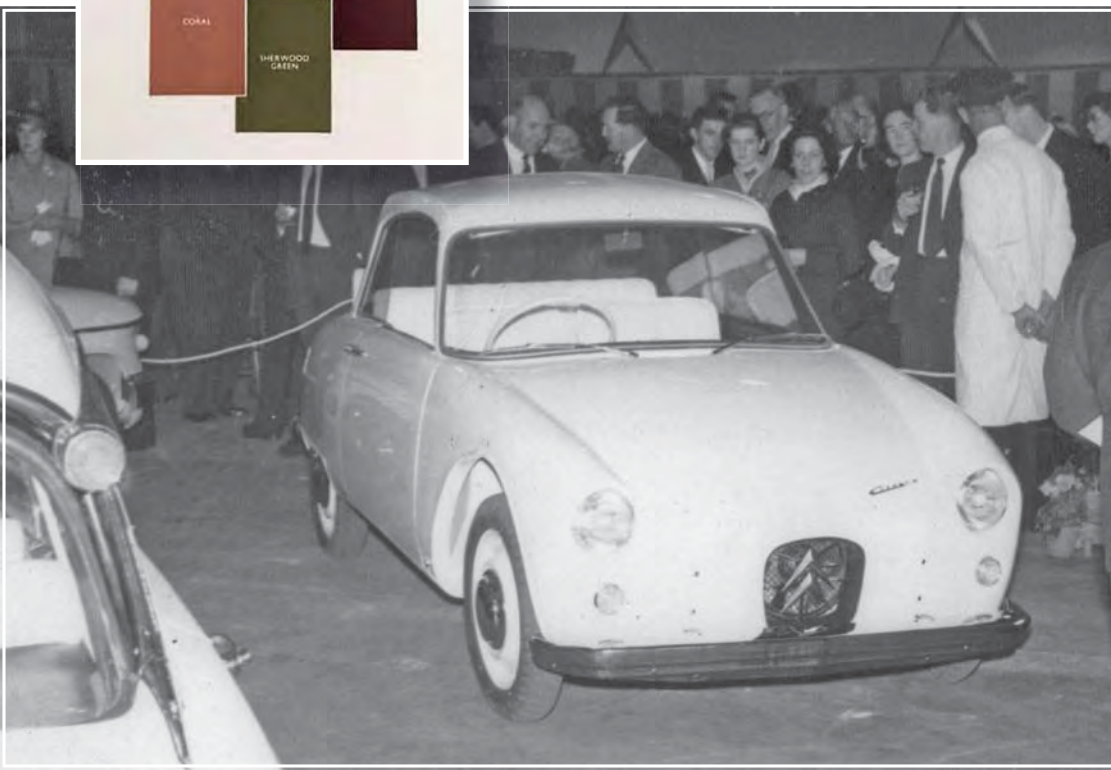
wheels and various trim items, not least being the single-spoke steering wheel. The range of pastel colours, Coral Pink, Daffodil Yellow, Dove Grey, Regal Red and Sherwood Green, was appealing and engaged with the interior appointment featuring pile carpeting, leathercloth seat coverings, stylishly arranged fa-

cia instruments and a folding rear bench seat that afforded enhanced luggage capacity.

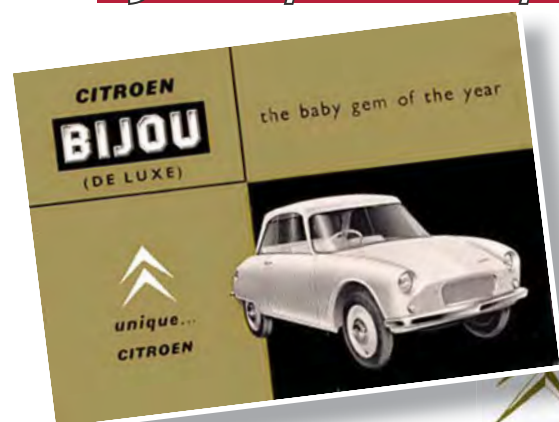
The push-pull gear lever, umbrella-style parking brake and austere tubular seats, were all 2CV leftovers and, therefore, might have been considered somewhat incongruous.

The customer interest shown in the Bijou was reflected by the receipt of some 60 firm orders for the car throughout the du-

While the prototype that was revealed to the press has a small vertical air intake at the front, the car as launched at the 1959 Earl's Court Motor Show had the wide, horizontal opening preferred by Nigel Somerset-Leeke.



Bijou: Special Report



..... unique for ECONOMY

Up to 60 miles per gallon.
Runs on commercial grade petrol.
Exceptional long-life 4-stroke precision-built engine.
Oil sump permits use of constant viscosity oils.
Full-sized wheels give longer tyre life.
No garage needed...



..... unique for COMFORT

Citroën "goanywhere" independent suspension.
Inserts dampers on all wheels completely absorb shocks and vibration, eliminate driver fatigue.
Citroën rubber-suspended front seats - easily removable for picnic.
Large boot.
Flat folding rear seats give even more luggage room.
Complete flat floor.
Full width parcel tray in front, additional deep shelf and two deep pockets at rear.



..... unique for SAFETY

Powerful brakes, inboard on front.
Exceptional all-round visibility, large panoramic screen, full view rear window; no centre pillars.
"Life-saver" single spoke, steering wheel.
Rack and pinion steering.
Two safety sun visors.
Padded roof lining.
Powerful headlights adjustable from driving seat.
Full-sized wheels for greater stability and longer tyre life.



ration of the motor show. This was good news to both Nigel Somerset-Leeke and Slough's management and was sufficient to encourage the sales department to anticipate selling a thousand cars a year. This equated to a production rate of between 25 and 30 vehicles a

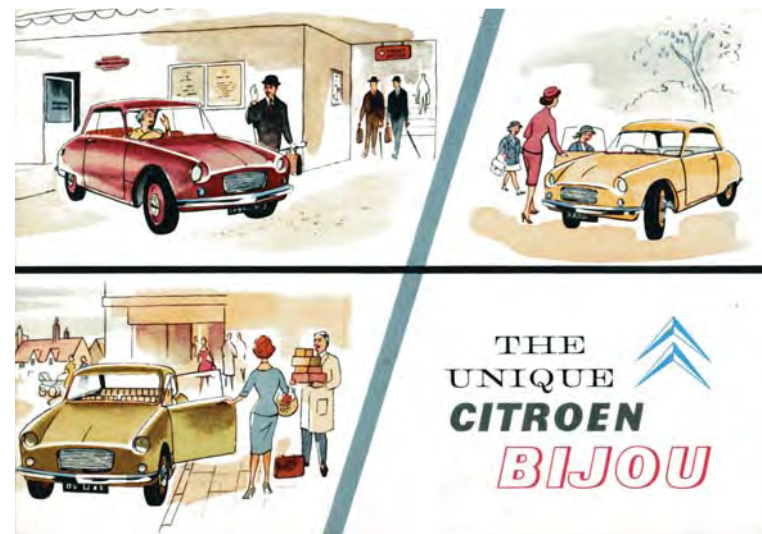
Like all Citroën models, the Bijou is unique - Unique in many more ways than are needed to explain its appeal to those who want distinction, comfort and all the accessories that make driving luxurious; but who also want a car which is robust, safe, simple to drive, practical to maintain and most economical to run - a car which does not even require a garage... its body is rustless, there is no radiator - no water to freeze.

That is why the Citroën Bijou is the choice of the two-car family, of the discriminating, of the modern - young and old - of all who want to enjoy a car.

week, a figure fourfold the number of 2CVs that were constructed at Slough.

Outdone by the Mini

Witnessing the excitement,



cused on the car's terrier-like performance, along with its amazing grip and acceleration, plus a propensity to be driven in a style that was impossible with any other car.

There is irony here since Alec Issigonis had huge admiration for, and understanding of, the Citroën marque, particularly the Traction Avant, 2CV and DS. During the Bijou's development, Citroën's Sales and Publicity manager must have been fully aware of the Mini's gestation, given his

position on the SMMT Council and close dealings with other manufacturers. It is safe to assume that he never considered the Bijou as being in the same production league as the baby Austin and Morris, this being exemplified by the Citroën carrying a price tag that was £200



way...

for comfort
for safety
for economy
for simplicity
for accessories

and, of course, the BIJOU has
front-wheel drive
- a feature of all Citroën cars for over a quarter of a century

and furore, surrounding the Mini at Earl's Court must have given Nigel Somerset-Leeke some concern, especially as 20,000 examples were built in 1959 alone. Media attention fo-

Bijou: Special Report



greater than that of the basic Mini.

At £695, including purchase tax, the Bijou was also £200 more expensive than the Ford Popular 100E and failed to undercut the likes of the Daf, Fiat 600D, Hillman Husky, Morris Minor 1000 and Renault Dauphine. Compared with the Citroën ID19 at £1,486, the DS19 [£1,695 and Safari £1,854], the Bijou, at a little more than £100 over the price of the 2CV, represented good value.

All Was Not Well

The Bijou was clearly aimed at the affluent middle-class customer, whose 'other car' might be a ds, a Jaguar Mark 2 or a Rover 80 or 100. The Bijou's rustless body [hence no need for a garage], air instead of water cooling [low maintenance costs] and a centrifugal clutch giving two-pedal motoring in slow moving traffic, were seen as being important and attractive sales features.

Trying to hide the fact that out of sight beneath its modern styling the Bijou inherited the 2CV's chassis and running gear, including its steel inner front wheel arches, did not convince many customers.

The top speed was 81kph, a worthy 4.8kph increase over that of the 2CV; fuel consumption was enhanced at 4.5L/100km against 5.2L/100km, but 0-64kph acceleration was significantly compromised, 31.3seconds instead of the 2CV's 27 seconds, owing to the Bijou's wider body [by 7.6cm], greater length [by 17.8cm] and additional 71kg.

Those customers who had ordered a Bijou at Earl's Court had to wait until the middle of 1960 before taking delivery of their cars. Adapting the 2CV production line to facilitate the Bijou took time, and it was spring before assembling the cars commenced. There were also problems regarding the construction of the bodysHELLS, which added to the delay.

There were signs, therefore, that all was not well on the Bijou front. When it came to affording a second car, customer loyalty proved to be hardly an issue and choice was dictated both by cost and availability of other makes and models. The Mini won outright on the fashion front and was novel to

drive, while on the conventional aspect the Ford and Morris Minor were firm favourites.

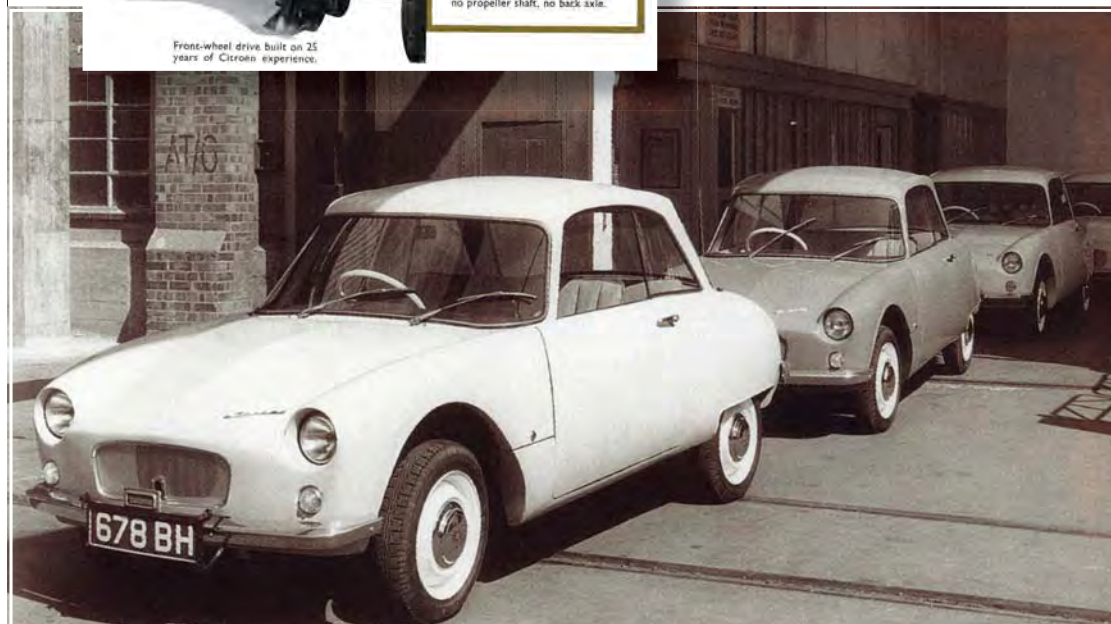
There were concerns at Slough regarding the Bijou's production, and instead of building five cars a day, even five per week was proving to be optimistic, mainly owing to the complicated and labour-intensive build process. Whereas assembling the Bijou with its relatively few components should have been straightforward, it turned out to be time consuming.



Worryingly, the flurry of initial orders was not sustained, and to complicate matters, Whitsons were experiencing considerable difficulties in maintaining consistencies in bodysHELL quality and accuracy.

Whereby the Lotus Elite body was formed as a single unit, that of the Bijou comprised 11 separate mouldings, the largest being the centre shell comprising the roof, pillars, scuttle, dash panel, rear quarters and tail, and the single bonded floor.

Additionally, there were box members adjacent to the rear seats, along with steel tube reinforcements built into the mouldings. Components were collected from Whitsons and transported to Slough by Citroën [not by a Double Chevron badged lorry, but instead a



Bijou: Special Report



BMC truck] where the production process involved attaching the body to the 2CV chassis, followed by installation of the detachable bonnet, front wings and wheel arch assembly, doors and boot lid.

Problems in achieving the required quality and accuracy of the Bijou body mouldings perpetuated, and, ultimately, the contract with Whitsons was terminated in favour of CF Taylor Plastics Ltd of Crowthorne in Berkshire. Despite its specialising in GRP products for the aero industry, in addition to supplying bodysells for specialist sportscar maker Buckler, Taylors, like Whitsons, were to experience difficulties in meeting the quality and dimensional accuracy that Citroën Cars Ltd demanded, hence there was little, or any, improvement to the

Bijous have occasionally attended CCCUK gatherings over the years, but their rarity means their appearance these days is never guaranteed!

production rate.

Ignominious Start...

The Bijou did not get off to the best start in its sales career at its untimely and rushed media launch in the autumn of 1959. The prototype model with its small upright air intake was not ready, and there was frenetic activity in making it presentable. The very last job was to fit the rear window, itself a tricky operation and at the time mastered by just one of the assembly personnel.

Managing to complete the work, as the press delegates were being led into the factory auditorium, the technician far too enthusiastically slammed the driver's door, the vibration and air pressure causing the rear screen to pop out of its surround and shatter on the floor at the feet of the congre-

gated photographers and journalists.

On another occasion, when the Bijou was presented to customers at Citroën dealerships around the country, a prospective customer on taking the car for a demonstration run was dismayed when on the closing of the passenger door it very publicly detached from its hinges and landed ignominiously on the floor of the premises.

...and Finish

Notwithstanding that the Bijou mainly collected encouraging media coverage, customers failed to appreciate the car's qualities. Nor did car buyers warm to the vehicle's glass fibre body and 2CV running gear.

Ultimately, the Bijou fared no better than the Slough 2CV, and within a year of its introduction its price was slashed from £695

to £599, and within six months was reduced £493. Even then its low price failed to attract customers and in 1963 the price was listed as £433 to include £75 purchase tax, thus making it the cheapest four-wheel car on the British market. Even the GRP-bodied three-wheeler Reliant Regal Mk VI saloon was £9 more expensive.

The last time the Bijou was listed by Autocar [and Motor] was 15th November 1963, this confirming that Citroën Cars Ltd had given up marketing the model. Eight months later in August 1964, the last Bijou left the Slough production line, by which time the Ami 6 with its distinctive styling and employing the 602cc engine, was being imported in right-hand drive format direct from France.

Had Citroën in Paris sanc-

Bijou: Special Report



tioned the Ami's 602cc engine for the Bijou, even as a later and additional cost item, there is conjecture as to whether this would have stimulated sales.

Looking Back

A total of 211 Bijoux, four of which were built for export, were constructed at Slough, this figure contrasting with the 1,034 Slough 2CVs [672 saloons, 231 vans and 131 pick-up trucks].

The relatively few Bijoux built at Slough should not be belittled, nor should it be thought the project to be a failure. It was a courageous attempt to address low-volume car production without the finances and resources that would normally be available to a major motor manufacturer. The undertaking came at a time when GRP body construction was in its infancy, the technique later being taken up by various vehicle builders, including the like of Metrocab which supplied a substantial number of taxicabs to the London cab trade.

Looking back to Citroën's Bijou episode which saw the car being conceived, designed and built in Britain solely for the British market and independent to all of the manufacturer's wider interests, not only was it a car of its time, it also added to Britain's motoring heritage. For that, those who forged the

The Bonham's
Bijou in all its
glory.

Bijou's development should be applauded.

Postscript

For anyone seeking a classic car that's different and yet having a strong pedigree, as well as being easy to maintain and backed by an excellent parts availability, the Bijou could be the answer. The downside is that they seldom appear for sale, either privately or at auction.

Since only 211 examples were built, it is estimated the surviving number amount to around 22-24 vehicles, thus the rarity factor comes in to play when judging values.

Because its running gear is pure Citroën 2CV, it is largely dependable and needs only straightforward maintenance. Air-cooling avoids worrying about winter freezing woes, and the 425cc twin-cylinder horizontally opposed motor is designed for hard and prolonged use. It is quite possible that some cars offered for sale will have larger capacity aircooled twins transplanted, these being 435cc or 602cc. Though the bodyshells are constructed from GRP and can be claimed as being corrosion proof, they can nevertheless be subject to minor accident damage, neglect and paint defects. Unless one is capable of tackling GRP bodywork issues, it might be best to leave such work to a specialist.

As long as one is accustomed to driving a 2CV, Dyane or even an Ami with their loping ride and propensity to lean through bends and when cornering courtesy of the long-travel soft springing, there will be no problem navigating a Bijou. The controls are the same, as is the ethos, though the additional weight of the Bijou over the 2CV calls for a slightly different driving style. It is likely that a number of surviving cars will have been mechanically modified with electronic ignition, and if fitted with a later type 602cc engine expect to find front disc brakes.

How Much?

For a car needing conservation or restoration, it is possible to pay up to around £6,000-£7,000. For a well sorted example expect to fork out £10,000-£15,000, but at a recent auction a completely rebuilt Bijou in a condition better than when it left the factory, was sold in a Bonhams auction for a staggering £38,000.

This article was written by Malcolm Bobbitt and first appeared in the September and October editions of 'Citroënian', the magazine of the CCCUK. It is reprinted here with the permission of the author and the CCCUK. It may not be reproduced elsewhere without their express permission.

One You Could Buy



This 1961 Bijou was 'discovered' in 2000 and has been the subject of an extensive restoration. It was assembled onto a late 2CV galvanised chassis in the late 2000s, but the body is that of Bijou number 147 ~ and it was quite literally a lucky break for the owner. The remains were found in a scrapyard and the rebuild completed several years lat-

er, when a chance encounter with a former Citroën dealership employee at a car show led to a conversation in which the vendor learned it was the very same car he'd given to his sons many years earlier to learn to drive around his land. With his help, the owner was able to prove the Bijou's identity and it was reunited with its '884 MAF' registration number, which the body had first worn in 1962.

The car was a full restoration otherwise, and various specialists were involved to make it 'right', while the interior was of a bespoke design for the owner, using Citroën GS instruments.

This is a remarkable car with a remarkable story. Missing, presumed dead, its remains were

exhumed from scrap and the story behind its renaissance is one of dedication and determination from a number of passionate Citroën collectors, who worked together to not only rebuild it, but also to reunite it with its true identity.

It's a wonderful machine, restored but not overdone, and returned to the road sympathetically and with true perseverance. One for its next owner to cherish and appreciate, as one of the rarest and most keenly sought-after 2CV derivatives.

The car went to auction through Car and Classic Auctions in May of 2023. The winning bid was £9,500. Leigh F Miles

Traction iPhone Placement

This is a problem I have been thinking about for a while. The Traction dash has very little space for any sort of phone holder which today is a

necessity with the law requiring access to be hands free. Access to the phone needs to be convenient to use and see when using it for navigation.

So where to put it? There



Traction iPhone Placement



was only one place I could see and that was right on the steering wheel hub.

How to do it? A quick look at the pictures should give a good idea of what I did.

Firstly, you buy one of those Pop Ups that stick on the back of the protective cover that you should have bought long ago. The one I got was a simple clear one that can be disconnected from the part that is stuck onto the protective cover. You push, turn 90 deg and it separates.

Secondly, you find that nice little roller bearing that you saved from the Barina electric power steering unit that you dismantled when you did you power steering conversion! Otherwise, you will need to get something similar. The purpose



of the bearing is to allow the phone to remain vertical while the steering wheel is rotated.

Thirdly, I turned up a wooden boss to fit in the bearing to allow the Pop Up to be attached to. I used wood as that was all I could find at the time but it could be any material you like. Lastly, using a slab of machinable black nylon I made a new steering wheel

cap as you see in the pictures. I put it all together and it works, no more slipping off the seat to regions inaccessible while you are driving, hands free and right where you need it.

You are all going to want to make one I know, have fun.

Peter Stringer



Slough's 164th Jewel

Member's Model

Actually, Member's Model is a total misnomer as Serge Doumergue is not actually a member of CCOCA He is however a member of CCCQ. So, that's alright then. Isn't it?

The BIJOU or jewel was designed by Peter Kirwan-Taylor, designer of the 1957 Lotus Elite, its design spec was to look like a miniature ID19 coupe on a 2CV chassis. It was intended to woo the conservative British market, but failed. Between 207 and 217 are said to have been made between 1959 and 1964 by Citroën in Slough, no one is sure.

[Ed. The number produced is, as Serge notes a point of contention. Julian Marsh, in his Citroënët website puts the number at 207 and this number is widely quoted elsewhere. Although the source of the number 207 could all be the same: Citroënët. Actually, Julian asserts 207, plus two prototypes. Malcolm Bobbitt in his article, which appears elsewhere in this edition give total production as 211, of which four were for export, leaving 207 for the UK. Whether that number includes or excludes the prototypes is uncertain.]

Based on the 2CV, the Bijou is heavier, faster and more economical, but it ended up with

poor acceleration as a result. Five examples were originally brought into Australia by Citroën. Who knows their fate? By 2013 less than 40 remained on the road and to my knowledge, at last report only 14 remain registered now. BUT #164 is still powering on and is said to be the only registered Bijou in Australia.

No two Bijoux are intentionally the same. Two different companies made the fiberglass bodies and left over parts were used in their construction at the end of Slough and so they were made from all the left over ID19, DS19, Ami and 2CV parts. So, you can have chrome or aluminium door handles outside with steel or plastic door handles inside. Whatever they picked up, without the necessity to match inside and out. If two Bijoux came out the same it was by accident, which makes each and every Bijou a very unique car.

My family have long been Citroën nuts, my mum's dad had a Citroën garage in Algeria, dad worked as a Citroën mechanic to pay for his university costs and both always had 2CVs and dad later had Panhards.

I bought my first Citroën at 20, an old CX Super wreck. I rebuilt it registered it and then came an ID19 and ID19F Safari and a GS. I so fell in love with the GS and still am mad about them and have a 1974 GS 1220

Slough's 164th Jewel

The Bijou, having been loaded onto a trailer, is on the first leg of its journey from the UK to Port Hedland, WA.



Club sedan. At one stage I had a fleet of 26 Citroëns, a Peugeot 504 and a Renault R16. Currently the fleet consists of a 1925 5CV type 3C, a 1929 Citroën SIX one ton utility truck [the only one made in Australia by Richards of Adelaide], 1954 Slough 2CV, 1961 Bijou, 1968

Saab 96 V4, 1970 Peugeot 404, 1973 Leyland P76 Super Prototype, 1974 Renault R16, 1974 DS Super, 1974 DS23 Commercial Safari, 1978 HY van, 1978 Ford P6 LTD, 1986 2CV6, 2007 C4 VTS C4 Coupe 180hp, 2023 C4 Shine. Time to downsize very soon, however. If I had to sell

Below: Serge's Bijou being loaded into the container for the journey from France to Fremantle.

Left: The original UK registration document shows the car as being green. It is not stated when the colour was changed from green to yellow and black. This car [#164] was registered in London on 10 March, 1961. #147, which appears on page 62, was first registered on 21 July, 1961 in Cornwall. That car subsequently changed hands on 31 October, 1961, 28 February, 1962 and again on 20 August in either 1963 or 1965. The date stamp is not clear.

Below: Serge's Bijou being loaded into the container for the journey from France to Fremantle.

Left: The original UK registration document shows the car as being green. It is not stated when the colour was changed from green to yellow and black. This car [#164] was registered in London on 10 March, 1961. #147, which appears on page 62, was first registered on 21 July, 1961 in Cornwall. That car subsequently changed hands on 31 October, 1961, 28 February, 1962 and again on 20 August in either 1963 or 1965. The date stamp is not clear.



Slough's 164th Jewel

them all and keep one it would be my 1986 2CV, but if I desired to buy one it would be the very first Visa.

[Ed. Serge, we should talk. I think I am right that there are only two Series I Visas in Australia; both 2-cylinder. I own one and the other, ex-Jim Reddiex, is in the hands of Nathan Wade.]

#164 was first registered in 1961 and was imported by me in 2010 after years of searching. I was giving up on finding a Bijou when I found a delaminating one in poor condition for £12,500 and a year later a drivable one for £26,500. Needless to say I did not buy either one.

The dream lived on and eventually I found a deceased estate

Bijou in a thousand parts. The car was on eBay UK and I could not bid from outside the UK.

Thankfully Peter Fosellius found a guy in 2CVGB who bid on it for me and then organised delivery from the UK to Peter in France. A number of 2CVGB friends took turns to shuttle her all the way to Peter in France and he then prepared her to go to Fremantle WA and then to me in Port Hedland to start the big job.

Luckily being 2CV based, parts were readily available and between Peter Fosellius and Rolf Breyer [Mr Citroën SA] she came back to life. Eventually, five years later she finally hit the road and at her first Show and

Shine in Port Hedland, amongst all the big and impressive V8s, Bijou was the car that made the front cover picture in the paper.

Since the first drive, and every drive right up to today, I keep getting asked 'what is it?'

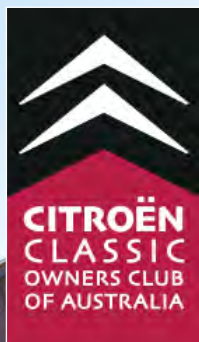
This year at the Sunshine Coast Antique Car Club Show and Shine I was asked to put Bijou on display as a car of interest and also something other than a Ford or Holden.

Fondly just named Bijou, she is a fun car, spirited performance compared with old 2CVs; that's when you learn how to drive her, very different from a 2CV as its heavier and the seating position is almost stretched out, lying down. She is an old girl, a bit clunky sometimes, her paint is not as great as it used to be,

but at 62 she is allowed to show her age. People stop, look and point every where you drive her, I can spend half a day at a show giving guided tours and explaining all about her. I love my old Bijou.

Serge Doumergue CCCQ





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