



FRONT DRIVE



Australia's National Magazine
for Citroën Owners and Enthusiasts

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

December 2023/January 2024 Vol 47 No 4
Presents for Princesses
& C5 X

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 19:30.

The venue is presently a work in progress as our regular rooms have been closed.

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
[03] 9888 7506

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 taken from the April 2021 edition of 'Passionément Citroën, Le Mag' and is reproduced here with the permission of the publisher.

Deadline

The deadline for the next edition of 'démarrreur' is Sunday, 24 December and for 'Front Drive' it is Sunday, 21 January, 2024.

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

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Contributors

Contributors to this edition of 'Front Drive' include Chris Bailey, Alan Hopkins, Jérémy Krok, Mark Lewis, Eduardo Nastri, Junko Takasaki and Taisuke Yoshida.

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

One of the best things about being Editor of 'Front Drive', indeed I guess for any publication, is the 'power' to determine the focus for each edition and the subject matter that fills the pages.

This edition was flagged to be all about toys and model Citroëns. In the end, a lack of suitable material on that topic and the appearance/uncovering/discovery of a considerable amount of material on the 'new' Citroën C5 X altered the focus.

Yes, toys are still here. But the feature is focussed on the two pedal-driven Traction Avant Cabriolet models made for the Princesses Elizabeth and Margaret in 1938. While these models are forever linked to Citroën itself, Citroën's link is actually rather tenuous. They were not commissioned by Citroën, nor were they made by Citroën! [Unlike the post-World War II Austin pedal cars, which were



made by Austin.]

You will, hopefully, recall that Club member Garth Foxwell has recently bought a C5 X and he wrote an article for us about his purchase and the pleasure the car is giving him. I am pleased to report that his article was picked-up by the UK Citroën Club. So, along with Max Lewis, he can claim to be an 'internationally published author'.

You will also have seen in the last magazine that Philip and I have also bought a C5 X... albeit in the UK rather than here. Anyway, these two purchases and the recent availability of new material on the design and development of the car has meant that this is the area which takes the majority of the space this month.

With articles from Japan [where, interestingly, Citroën these days sells more cars than it does in Australia!], France and Italy we bring you a truly international view on this car. Refreshingly, I do not believe the word 'quirky' is mentioned once.

In March of this year, we reported that Stellantis had closed its Jeep factory in China and Carlos Tavares [Stellantis CEO] has already said that the Chinese market is 'not indispensable' to its global growth plans and has further said the company is considering further fac-

Continued on page 6

So, we have had another successful CCOCA year of events and activities. Our club is nearly back on track after the miserable COVID years, and has made some important initiatives in 2023. We have Rita and Mark firing up everyone's enthusiasm by launching and running the CCOCA Facebook page. This is fulfilling a key objective of rule 2 of our club's Rules of Association. [See the website if you want to read more in our Statement of Purposes.] My personal thank you to all of the committee for their great work this year. We will continue to foster, promote interest, and support our fellow Citroën enthusiasts in 2024.

Our November meeting at Frog Hollow club rooms was our last there for a year or two, as the rooms are being redeveloped by the local Council, and we will have to find a new home for the near future. Our last meeting there was a lot of fun and there will be photos coming soon. Thank you, Helen Cross, for your catering exploits over the last year.

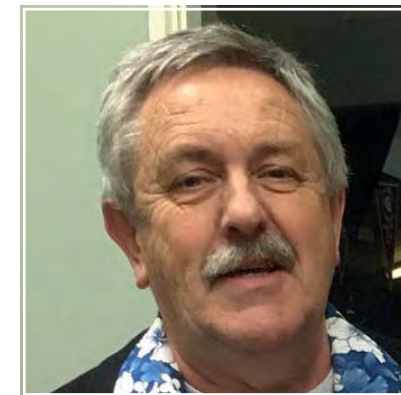
Many of our events at this time of the year are commonly joined with the CCCV club ~ this benefits both clubs by ensuring we have a greater level of support for these activities. The Christmas party is one of these, and if you are a new member

please try to book in, and attend with your partner. The cost of this event is subsidized by both clubs.

2024 will be a big year. Our Traction Avant models celebrate 90years with celebrations in France and in Australia.

Several 2024 events will celebrate this milestone. Tractions will be featured at the Tasmanian Cit-In. There will be a Traction dinner before the joint Concours in April, and the June Long Weekend will be a good opportunity to get your Traction out and rolling. Watch for more news in the near future.

Regards to all
Ted Cross ~ President



Ed Sed

Continued from page 4

tory closures. This edition gives the full update on Citroën's Chinese commitment. As has been reported on the BBC and elsewhere many Western businesses are reconsidering their investments in China.

There are also reports from the International 2CV Meeting in Switzerland. One is from an attendee and the other from a 'did not show' participant. Chris Bailey is with us with Traction news from the UK, of course.

Just harking back for a moment to international recognition... in each edition of the French magazine 'Traction Avant', the magazine of the Traction Universelle Club famed Citroënist Oli-

er de Serres re-publishes the best highlights from the various Traction clubs' magazines from around the world. In the April edition he gave huge coverage to the February/March edition of 'Front Drive'. Peter Sandow's and David Giddings' stories, the story of the American Citroën-based open tourer and our stories about local and New Zealand Citroën racing identities all rated more than just a mention. Indeed a total of 12 images from that edition made it to the 'international desk!'

Something for everyone? I hope so!
Enjoy,
Leigh F Miles ~ Editor

A-Tractions

Please note: To book or RSVP for a CCOCA organised event you must register on line at the club's website. Do not contact the organiser to register your attendance.

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

• December

Combined CCOCA & CCCV Christmas Spit Roast

WHEN: Sunday, 10 December

TIME: From 12:00

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

COST: \$20 per person

BOOKINGS: Essential by Friday,

1 December
BRING: Tables, chairs, glasses
and refreshments

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>

CHRISTMAS ROAST BOOKING

This year your Club will be subsidising a spit roast lunch for

you to enjoy at our end of year gathering.

There will be a selection of roast meats and salads including those Christmas favourites, honey glazed ham and free-range pork with crispy crackling. For dessert there will be plum pudding with brandy custard along with other decadent festive dishes.

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

Please note that the \$20pp price is for Club members and



their immediate families. The price for others is \$40pp.

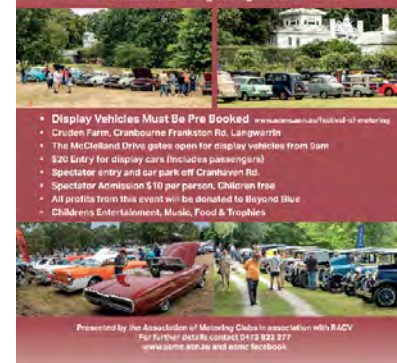
• January 2024

AOMC Festival of Motoring



Festival of Motoring at Cruden Farm Sunday 21st January 2024

Open to all Historic, Veteran, Vintage, and Classic vehicles over 25 years old.
A Celebration of Motoring Throughout the Decades.



- Display Vehicles Must Be Pre Booked www.aomc.asn.au/festival-of-motoring
- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 10am
- \$20 Entry for display cars (includes passenger)
- Spectator entry and car park off Cranbourne Rd.
- Spectator Admission \$10 per person, Children free
- All profits from this event will be donated to Beyond Blue
- Children's Entertainment, Music, Food & Trophies

Presented by the Association of Motoring Clubs in association with RACV
For further details contact 0412 933 277
www.aomc.asn.au and aomc Facebook

WHEN: Sunday, 21 January

TIME: TBC

WHERE: Cruden Farm, 60
Cranbourne-Frankston Rd,
Langwarrin .

COST: Display cars: \$20
Spectators: \$10pp,
Children free

BOOKINGS:
Display cars must be
booked by Sunday, 15
December 2023

MORE INFO:

[www.aomc.asn.au/
festival-of-motoring](http://www.aomc.asn.au/festival-of-motoring)

[FESTIVAL OF MOTORING
WEBSITE](http://www.aomc.asn.au/festival-of-motoring)



A-Tractions



Australia Day

Reflect. Respect. Celebrate.

Australia Day BBQ/ Picnic

WHEN: Friday, 26 January

TIME: From 12:00

WHERE: Marg Towt's home:

'The Swamp', 290 Wallan Rd.,
Whittlesea

COST: Free

BOOKINGS: Essential, by Friday,
19 January

BRING: Food, drinks, table,
chairs, everything for a BBQ or
picnic, games, bathers, towels

MORE INFO: Marg Towt,
marg.towt@bigpond.net.au

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



AUSTRALIA DAY BOOKING

A day of typical Aussie fun and hilarity around a swimming pool and a bbq. You can't get much more Aussie than that. Ohhh... and a game of pétanque for those who enjoy the finer things of life. Attendance numbers are strictly limited to 30. So, do not delay as there is already a high level of interest in this event.

• February

British & European Motor Show

WHEN: Sunday, 18 February

TIME:

WHERE: Yarra Glen Race-
course, Armstrong Gve.,
Yarra Glen

COST: Display cars: \$15

Spectators: \$10

Children free

BOOKINGS: Not required



BRING: A picnic lunch, hat,
sunscreen and your camera

MORE INFO:

www.aomc.asn.au/britishan-deuropean2024

BRITISH & EUROPEAN SHOW

The show is open to all vehicles designed or manufactured in England and Europe. Details to be advised, watch this space.

• March

Pre Cit-In & Traction Avant 90th Birthday Run, Tasmania

WHEN: Thursday, 14 to Friday,
22 March 2024

WHERE: Anticlockwise 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 it 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.



A-Tractions

You will need to Register with me to get updates [see later]

Book and pay yourselves for all accommodation.

Full details of the route, accommodation options etc can be found in recent editions of the Club's magazine.

Cit-In 2024: Devonport, Tasmania

WHEN: Friday, 22 to Monday, 25 March 2024

WHERE: Devonport, Tasmania

COST: \$350pp [adults]
\$125 [children 5-12]

Free [children under 5]

BOOKINGS: Essential by Friday, 9 February 2024

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

mikesgarage123@outlook.com

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

CIT-IN 2024 SITE

Bookings Now Open

<https://citroentas.org/files/ccct3553284500530/document-library/registration-document-final-version-printable-2.pdf>

CIT-IN BOOKING FORM

Welcome to Tasmania, the host state for Cit-In 2024

'Our Little Secret'

PROGRAMME OF EVENTS

📅 Friday, 22 March

Registration: From 14:00
Market Square Pavilion, 17 Oldaker St, Devonport. A 350m stroll from the Novo-

tel Hotel.

Pick up your Presentation Bag. In the Market Square Pavilion you will find Southern Wild [Gin] Distillery, Island State Brewing and Tourist Information Centre.

'Devonport's only local brewery! Nestled amongst the towering stainless steel of our state of the art brewery sits a funky taproom and amazing undercover beer garden. Come taste the freshest of brews and meet the makers!'

'Southern Wild is a distillery located in Devonport, Tasmania, producing premium gins created around the pure water, fresh ingredients and passionate growers of Tasmania.'

Dinner: From 18:00
Market Square Pavilion
Join us for a relaxed, casual fun get together evening, with premium Canapes & Gourmet Pizzas.

Cash/Card bar will be available to purchase drinks
NB: Evening dining is also 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: Shannons Insurance Show and Shine. Let's get polishing!

'You know you're a Citroën Car enthusiast when you have more pictures of your car on your phone than of your significant other.'

Lunch provided.

Free afternoon, to explore our great City of Devonport: Some things to see and explore:

Don River Railway ~ Heritage railway with steam train trips along the Don River and a museum showing restored locomotives.

<https://donriversrailway.com.au>

The Julie Burgess ~ Tall Ship Sailing Experiences [Booking Required]

<https://juliemburgess.org/bookings/>
Bass Strait Maritime Centre ~ Museum devoted to local maritime history featuring maps, prints & a computerised sailing simulator.

<https://www.bassstraitmaritime.com.au>

timecentre.com.au

Buffet Dinner ~ Paranple Centre.

Evening theme night with a 3 course buffet dinner
Dress to the era of your vehicle... Fun & Entertainment
Get your dancing shoes on-with our live band playing classic songs, covering all genres.

📅 Sunday, 24 March

Collect lunch pack

Activity Options Available:
Choose a Road Trip Map [Have you thinking now!!]
Hmm. You ask 'Observation Run?' This will be a little different. You'll have to wait and see!

OR

Visit Devonport Motor Show. The Annual SeaRoad Devonport Motor Show is an event not to be missed for anyone visiting Devonport. With its impressive display of cars and bikes, delicious food options, live entertainment, the show has something to offer everyone.

Feel free to do both options
3-course Dinner and Presen-



A-Tractions

tations ~ Paranple Centre.

Monday, 25 March

Farewell hot breakfast.

REGISTRATION

On our website

[BOOKING FORM](#)

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:

[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!

Florence Thomson Tour

WHEN: Friday, 26 to Sunday, 28 April

WHERE: Based around Wangaratta

BOOKING: Essential by 24 November

MORE INFO:

florencethomsonstour@gmail.com

In February 1905, Florence Thomson was the sole female entrant in the Dunlop Reliability



Motor contest from Sydney to Melbourne. Mrs Thomson was one of the 16 entrants who successfully completed the five-day trial, driving a six horsepower



Wolseley, over what was then nothing more than 562 miles of dirt track between the capital cities.

To celebrate the pioneering spirit and contribution of women to Australian motoring, The Florence Thomson Tour was created as an annual event in April 2017 by the RACV.

The Florence Thomson Tour is proudly brought to you by the Association of Motoring Clubs [AOMC] on behalf of the RACV. The Tour celebrates the pioneering spirit and contribution of Women to Australian motoring. So, ladies, please put the date in your diary so you don't miss out.

Chit Chat Tuesday

WHEN: 1st Tuesday
5 December
2 January
6 February

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.

Spare News

Parts is a big area of my CCOCA responsibilities and since taking office six or so months ago has had its fair share of rapid parts needs and not so rapid.

The other day I found a whole heap of gaskets in a container of postage envelopes and such.

There was always a note in the parts listing as 'Gasket Tray'. I thought I found it at the beginning.

But a snuffling about the shelves looking for an envelope to send some teensy weensy gaskets, I saw this trove. Well that got me going on an exercise to check them off what should be stock.

Sure enough, they were, by and large, logged.

While Ian is indisposed for the while, stock checking all the parts has come to a temporary halt. The two of us will restart our quest early in 2024.

Now folks, I have great admiration for your speedy payment once you receive the invoice. But sometimes I am behind in invoicing as we have had a major problem with me unable to use PayPal as we have done in the past... so an invoice may be weeks late.

There is no problem in returning parts but the protocol here is as it is in the real world, pay the amount and we will credit you the amount owing

for the parts.

You do need to still pay for the postage whether or not the parts turn out to be unsuitable or otherwise.

The committee this last week agreed that recalcitrant payers will be asked to pre-pay... BEFORE parts are posted.

I am transfixed or hypnotised by French car parts language.

Who would have thought that a 'pare-brise' is a windscreen or a 'pare-choc' is a bumper, a 'rondelle' is a washer and an 'ecrou' is a nut.

So it goes on.

As you can probably gather I am fascinated with words.

There are whole lexicons devoted to gearboxes, engines, brakes, suspension etc.

This parts business is so rewarding where I get to muck about with French to English words describing all of the above.

There is a space for me at a rest home some day in the future where I can do nothing but study wordology.

In the meantime, Ian and I are looking at putting up for quick sale parts that have overstayed their welcome ~ and there are plenty of them.

Over the course of the last few months I must say that the popularity of bits for your beloved Tractions are firstly engine bits followed by brake bits, then suspension bits and lastly

but by no means the end of the queue is the gearbox.

As most of you know the Traction 3-speed gearbox has an inherent weakness. Long ago in the mist of time a brilliant engineer/innovator invented a strengthening plate which is named in his honour: Jack Weaver. Saying this, I have just taken into stock ten new Jack Weaver Plates. The cost is a very reasonable \$58 and the new bits are smashing.

So all you gearbox lads and lasses can be assured that we have good stocks of said plates.

Psst... the editor may be able to dig out some history here! [Ed: We intend to re-publish our Jack Weaver story in a forthcoming edition of 'démarréur'. He lead a fascinating life and is the Club's second Life Member.]

Max Lewis,
Spare Parts officer, Librarian & Tools.

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Shannons are giving motoring enthusiasts the chance to win a trip for two to the 2024 Monaco Historics, one of the world's most nostalgic motorsport events.

The 11-day trip includes premium economy airfares, luxury accommodation in Paris, Nice and Monaco, first class high speed train tickets to Nice, exclusive Monaco Historic Race hospitality tickets and \$10,000 spending money for eligible Shannons Club Members.¹ Plus, win an all-new Indian Motorcycle FTR Sport in White and Indy Red! Including up to 12 months Shannons Comprehensive Bike Insurance and Shannons Roadside Assist.² You could win over \$90,000 in prizes!

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5 ENTRIES
Take out new Home Insurance*

1 ENTRY
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One entry for each Car, Bike or Home Insured*



To view conditions and take out an eligible motor or home insurance go to shannons.com.au/monaco or call 13 46 46. Competition closes 13 December 2023.



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Against the Tide

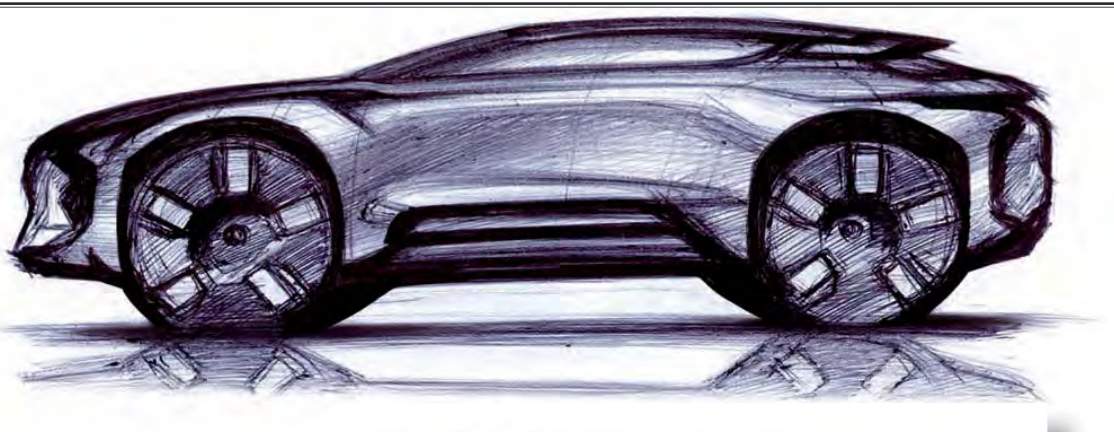


Citroën models have always been driven by originality criteria to deliver innovation'. When talking about the C5 X, his latest creation, Pierre Leclercq, head of Citroën design since 2018, seems to echo Oscar Wilde in his 'Portrait of Dorian Gray': 'To define is to limit'. 'It would be wrong to pack the C5 X into a specific category: it's as tall as a crossover, as spacious as a flagship, as comfortable as a station wagon and as dynamic as a grand tourer', Leclercq tells us in an online interview.

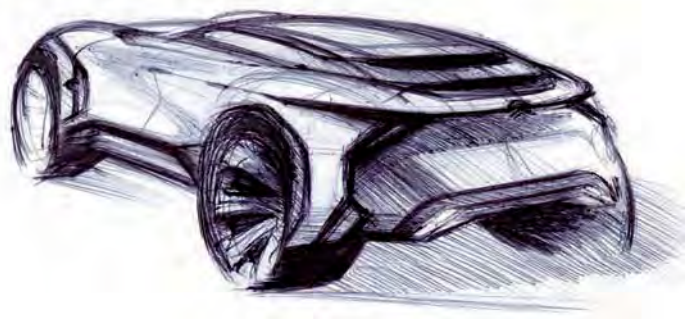
For the range's flagship, the Citroën design team opted for a solution that swam against the tide of a market that is increasingly dominated by SUVs: 'We are living in a new period of change and with this model we are looking to address those seeking the advantages given by a car that is slightly raised off the ground in terms of visibility and road presence, but at the same time do not need a big SUV. The C5 X has the ability to bring out the best of each type of architecture and to push forward the new stylistic horizon inaugurated by the C4 which we will see applied to other models in the future.'

A new departure, therefore, which targets a brand identity featuring lines that are more sensual and modern and that

Against the Tide



The lines of the Citroën C5 X were inspired by the CXperience concept car presented at the Paris Motor Show in 2016. On the right and above, some initial sketches of form research, the result of implementing the three key words of the initial brief: elegance, fluidity, aerodynamics.



CITROËN DESIGN



Facing page, bottom: The early proposals proved to be in keeping with the final result, right from the start. The aim was to create an unconventional vehicle capable of combining the features of different architectures, from station wagon to SUV and from saloon to grand tourer. This is the key sketch on which final definition of the forms was based.

reflect the aerodynamic study done for the project and its aim of maximising efficiency.

The original solutions also involved the proportions, defined unusually by a front overhang that is shorter than the rear and a wheelbase of 2.78metres, that benefits the car's occupants. 'If I were asked which car I would take on a long journey in total comfort, perhaps with friends or family, I would go for the C5 X: this is what was in our minds when we designed it.'

Above: A study for the rear, guided by the search for tapered volumes with a sporty feel. From the outset, it was clear that the intention was to create a horizontal light cluster extending over the side.

The model has concept car roots: 'It is the direct heir to the CXperience presented in 2016 at the Paris Show', explains Leclercq. A resemblance that can be seen in the tidy front end, characterised by the brand logo extending over the entire width of the car, reaching as far as the LED headlights, while the descending roofline defines the profile as it drops sharply to the rear, giving it an almost shooting brake look, accentuated by the spoiler above the headlights.

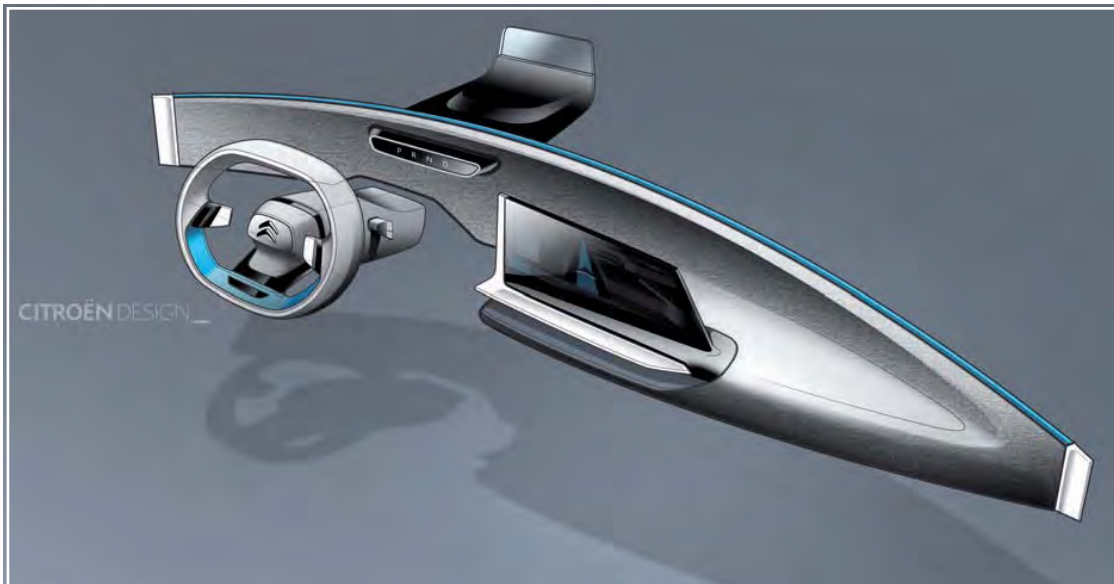
'The production model is also

Against the Tide



'Rational, intuitive and elegant. The interior of the C5 X evolves what we saw on the CXperience. Everything is within reach for the utmost safety, nothing is superfluous', says Pierre Leclercq, head of Citroën design since 2018.

Below, a drawing suggests an even more minimalist layout.



Above: A final sketch of the interior where the early idea of wrapping the passengers in soft lines and quality materials for a pervasive sense of formal order was retained. The instrumentation is supported by a digital display that accompanies the screen at the centre of the dashboard and the head-up display on the windscreen.



Against the Tide

Right: The C5 X design team.

Below: Pierre Leclercq looking at the C5 X clay model in the studio just before a top management evening review. Below right: Frédéric Angibaud checking the clay model.



very close to the prototype in terms of the interior research solutions underlying cabin design.' The Citroën style centre chose not to equip the car with oversized screens so as to keep distractions to a minimum, opting for two separate displays for the instrumentation and infotainment system [12inches].

'I firmly believe that the winning layout is not oversized screens, but basically

intuitive graphic solutions, right in front of the driver's eyes', says Leclercq. This explains why they went for a big head-up display with three-dimensional indications, projected onto a wind-screen area of up to 21inches. Ergonomic research led the designers to choose a mix of

physical buttons and tactile controls, in a combination that is still necessary for safe, instant use. 'The C5 X is everything a Citroën should be: bold, progressive and with the intention of offering as much technology to as many people as possible.' This article by Edoardo Nastri first appeared in 'Auto&Design' in August, 2021. It is reprinted with the permission of the publisher and may not be reproduced elsewhere.



Development of the project took six years: from concept car in 2016 to industrialisation in 2019 to public presentation in 2021. The C5 X in its final version. 'The production model is very close to the prototype in research solutions for the exterior, the interior and the development of the user experience', comments Pierre Leclercq.

Cazeaux: Chef du Project

Jérémy Krok of Passionément Citroën was fortunate enough to be granted three interviews at the launch of the Citroën C5 X in 2021. He has kindly allowed us to reprint these in Front Drive. The first was with Alexandre Cazeaux, who was the Chef du Projet for the vehicle.

PS How old is the project?

AC: The project commitment was given three and a half years ago, to which must be added the phase advances specific to each project. [Ed: That would indicate the commitment was made in about the third quarter of 2017.]

What were the objectives of the project?

AC: In the Stellantis group, we now think in terms of global cars, so you won't find mod-

els specific to one market or another. Cars are designed for the world, and the challenge with the C5 X was to reconcile Chinese customers' appetite for saloons with European consumers' desire for estate cars and versatility. We didn't want to offer two different types of bodywork, which is why we came up with this new silhouette that offers both a true status saloon and a dynamic estate.

Why the name C5 X?

AC: It seemed natural to our customers that there should be continuity between the C5 and the D-segment saloon. We added the X to emphasise the crossover aspect between the saloon and the estate, while at the same time nodding to Citroën's previous large models [XM, CX] and

the CXpérience.

Why will the C5 X be sold in Europe and China, but manufactured only in China?

AC: China is the world's leading market for D-segment saloons, with sales three times higher than in Europe. It will be the number one market for the C5 X, so it was only natural that it should be built there. Especially as it was not possible, given the volumes involved, to manufacture it in Europe and China. The services and design are carried out in France, while the development and industrialisation is done in China. This manufacturing process involves a number of slight constraints.

What are these constraints?

AC: Manufacturing in China has led us to produce a relatively simple range with fewer op-

tions at each level. Overall, the C5 X is a car with few options.

Aren't you afraid that Chinese customers will be confused by the C5 X's originality?

AC: You know, Chinese D-segment customers are on average 35 years old, or around twenty years younger than European customers. They're looking for different shapes and a modern look. In the tests we carried out, the C5 X was immediately perceived as a top-of-the-range saloon. So it's true that it has a hatchback, which might have seemed incongruous on a saloon in China a few years ago. But SUVs have conquered 50% of the market there, as they have everywhere else, and all SUVs have a hatchback, so this is no longer a prob-



Cazeaux: Chef du Project

lem for Chinese consumers. Finally, the Chinese market is rapidly becoming mature, and customers are looking for other shapes.

What kind of competition are you targeting with the C5 X?

AC: We're not talking in terms of competition, but rather by type of customer. With the C5 X, we're going to reach loyal customers of the traditional saloon who are on their second or even third car and who are looking for something new while retaining what they like about saloons. Similarly, the C5 X will appeal to fans of estate cars who want more boot space and a more dynamic style. Finally, the C5 X will also appeal to some SUV customers thanks

to its higher body and driving position, 4 to 7cm higher than saloons in the segment.

What does Citroën Advanced Comfort active suspension offer?

AC: For the past three years, Citroën has been deploying its double hydraulic bumpers, which have given the brand's models the best possible comfort, in line with our heritage. With the C5 X, we wanted to go even further with Citroën Advanced Comfort active suspension. The principle is to combine the double hydraulic bumpers with which we are familiar with controlled dampers that react according to three modes: comfort, normal and sport. With this suspension upgrade, the car

will be even more supple in a straight line, with a real 'magic carpet' effect, while at the same time holding the body better in bends. In short, this suspension combines the best of both worlds.

Why reserve active suspension for hybrid models?

AC: We think that the hybrid version will have the highest volume and we wanted to increase the comfort offered by this hybrid version. Finally, the suspension will act dif-

ferently depending on the driving mode chosen for the hybrid. Whether it's normal, comfort or sport mode, the suspension will immediately adapt to the command.

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CITROËN DESIGN

The CXperience concept which was unveiled in August 2016 and first displayed at the Paris Motor Show in October of that year.



Angibaud: Designer Exterieur

Jérémy Krok of Passionément Citroën also spoke with the exterior designer of

the C5 X, Frédéric Angibaud. Frédéric spoke of some of the particular design cues that make this car so special.



Spoiler

The boot spoiler is for styling purposes only, and has no aerodynamic effect. It's there because it gives the car the longer line required for the D-segment. We've worked very hard to ensure that upper spoiler visually extends the roof and makes the car more dynamic through the aerodynamic effect it has in its hollowed-out interior.



The Rear End

This was the most difficult part, a real challenge, because the expectations of capacity require a large volume. So we took great care to reduce the bulk of the rear end as much as possible. That's why we have lights that extend well up the sides, and the flat areas over the wheels that extend well over the overhang and reduce the thickness. These flats work with the line that follows the light to visually reduce the overhang. Similarly, the needs of estate cars dictated a straight tailgate cut-out and a low sill. We played with the shape of the tailgate and the bumper to reduce these constraints. Finally, the presence of the spoiler, which is necessary for aerodynamic support and is a very elaborate element, made it complex to create the rear section. We made the spoiler as thin as possible and gave it a black finish, which integrated it with the rear window.

Angibaud: Chef du Project

The 'Louvre' on the C-Pillar

At Citroën, we like our cars to move. We've suggested this movement in particular when you look at the car from $\frac{3}{4}$ front, you'll notice that the lines in the rear quarter window suggest movement, even air passing through. But if you look closely, you can see that the lines join the lines of the rear lights to create continuity.



The Element Under the External Mirror

The headlamps, and in particular the chrome line, extend visually to join the decorative element under the rear-view mirror. The first sketches had a real line where these two elements meet, but we wanted to keep it pure and so we removed the line and only suggested it by aligning the chrome line of the element with that of the headlights.



Aerodynamics

In addition to the rear spoiler, aerodynamics has been at the heart of the design and its influence is very strong. The underbody is completely streamlined, and the slightly higher ground clearance improves airflow. But its strongest expression, apart from the spoiler, is the flattened edges of the wheel arches. They're not there just for style, but if you look closely, you'll notice that these flats are really straight, perfectly flat, which helps the air to pass through. Thanks to all these devices, the C5 X has a Cx of 0.29 and a Scx of 0.67, very good values for the category.



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2023 2CV World Meeting

The World Meeting of 2CV Friends was held in Switzerland in July in Delémont. Clearly from the report on the event there were Australians present... and indeed they made a bid to host the meeting in 2027. If you were there and are reading this magazine, why not make a contribution to the next edition of the Club's magazine. Leigh F Miles ~ Editor.

Well what can I say? Just back from the World Meeting of 2CV Friends in Switzerland and it was great! Over 3,500 cars, 9,000 people and just a little beer. 20,000 litres to be precise.

The meeting started damp, well very damp, but as the meeting progressed the weather got better and sun screen was even required. On site there was a big tent, stage, cocktail bar, another bar plus lots of food vendors. Everything, apart from goods from traders and the flea market had to be paid for



by prepaid card which was very convenient. It meant you only had to carry one thing when you went out and if it ran out it was easy to top up from the info desks.

An old postbus was timetabled to take visitors to the local towns and indeed proved so popular that after a day or two more buses were added to the schedule.

Then there was a observation



tower on site clad in images of the previous World Meeting in Switzerland. From the top one

could get a great view of the site and appreciate how vast it was [the equivalent of over 75 football fields].

In the evenings there were bands and presentations. The Slovenians held a presentation with information on the next World Meeting in 2025 and were also on site daily taking pre-inscriptions.

<https://event.meetpoint.si/25-2cv/Registration>
WORLD MEETING 2025

Then the Dutch and Australians held presentations for the World Meeting in 2027 and after voting from all the country representatives in attendance, The Netherlands won with 38 votes to 10. So in 2027 after 30 years the Dutch will be holding the World Meeting again.

<https://2cv2027.nl/>
WORLD MEETING 2027

Oh and it's worth mentioning that the Moroccan 2CV Club representative mentioned that Morocco wants to bid for the World Meeting in 2029. They



2023 2CV World Meeting

will have their presentation in Slovenia and then it may be that we are off to a World Meeting in North Africa.



In all it was a fantastic meeting that was over far too quickly. After four years it was great to catch up with old friends although I still didn't manage to catch up with everyone I wanted to. I guess I'll have to wait till Slovenia.

A big Thank You to the organisers and all their helpers. You can now have that rest!

Mark Lewis
This article first appeared in 2CVGB News, the magazine of the 2CV Club of Great Britain. It is reproduced here with their permission and may not be reproduced elsewhere without their permission.



2CV Meet: An Alternate Report

August 2021, I became the proud owner of a 1988 Dolly, green and white, promptly named Kermit. Being new to 2CVs, I scoured YouTube for anything relating to them and stumbled upon a certain Mr Hubnut. I avidly followed him on his travels to Croatia in 2019 and was hooked. Switzerland 2023! It took some time to get a reluctant Liz on board ~ The Boss doesn't really trust the car and was totally opposed to the idea of camping ~ but I finally got the OK and started to source the required camping gear.

Saturday dawned wet and grey and we set off for Dover. It poured with rain all the way, me driving and Liz bailing and, after hours on the M25 and filling up at the BP services we finally arrived at the Terminal Premier Inn ten hours later. There was another 2CV; the first of many or so we thought. Whoever you are, we hope you made it!

Sunday 05:30 and we were off to board our ferry. 05:35 the engine stopped and we had to be pushed to a bus-stop bay. Got it going again and, dismissing it as just one of things, proceeded to the ferry terminal.

Breakfast on-board, then we disembarked into fair weather, on course for our overnight stop at Epernay with a detour en route to visit the World War I Lochnagar Crater. Sixty miles later, near Agincourt, the engine died again ~ no warning, just stopped. All the camping gear had to come out for access to the tools under the boot floor ~ then the heavens opened with a deluge, soaking the bedding, tent and Liz's precious hair-dryer. We had sparks, and petrol as far as the carb and I suspected a fuel blockage ~ possibly a stuck

Below: The first rescue.
Right: The town hall and main square at Hesdin.



2CV Meet: An Alternate Report

float and, inspired by the aforementioned Hubnut, I rapped the float chamber with a screwdriver handle to no effect. I couldn't take the carb top off as I'd left my straight screwdriver at home so decided to call Fluxrescue. It was then that I found my phone wouldn't make outgoing calls.

A triangular conversation ensued between us and our daughter back home via WhatsApp and her speaking to Fluxrescue. This was inconclusive as they couldn't locate us even though we gave them the road number we were on and the number of the road joining it.

The gendarmes arrived. They

Left to right: The Canadian Memorial at Vimy Ridge.

The British Memorial at Thiepval.

A reconstructed trench at Vimy Ridge.

The second rescue.

were brilliant, calling a local garage to collect us and the car, getting details of local hotels and providing an escort for the first part of the journey. There was no room for me in the recovery vehicle's cab so I suffered the indignity of being paraded on top of the waggon, in the 2CV, illuminated by the light-bar's floodlights.

On arrival at the garage, Kermit was pushed undercover, and the initially monosyllabic driver/mechanic proceeded skilfully to strip the carb, thoroughly cleaning every jet and reassembling with the dexterity of someone who knows the Solex. Starting first time, I was instructed give it a run round the block ~ and it died again. The mechanic booked an hotel for us in nearby Hesdin and agreed to drive us there. I shared the front passenger seat with his big, very

wet dog.

Monday afternoon we were having a leisurely drink at the café in the town square when we saw Kermit approaching and flagged him down. Our mechanic waved me over and hurtled off to the garage; me sharing the front seat with the big, but now less wet dog and leaving a bemused Liz behind; the back of the car still being full of damp camping gear. Via Google Translate he said he had stripped the carb again and checked the ignition and everything seemed OK.

As nothing definite had been found we abandoned Switzerland and decided to spend a couple of days visiting the World War I sites then maybe wander up to the Normandy beaches.

Tuesday dawned sunny and warm, the roof was rolled back

and we drove the 70km to the Vimy Ridge Memorial Centre. Well worth a visit, the Memorial site is staffed by obliging *Canadien* student volunteers. We went on a fascinating tour of the trenches and tunnels with much information from the knowledgeable young guide. It really gave us an impression of the horrendous conditions those poor troops had to endure, especially when they turned the modern lights out to replicate the lighting experienced by the troops in the 100km long tunnels. Liz, who doesn't like tunnels at the best of times, was not happy but bravely carried on.

Bowling along the dual-carriageway back to the hotel, we were flagged down by the police. After prowling all around the car, one returned to my window, said '*Une belle voiture*', and waved us on our way ~



2CV Meet: An Alternate Report

phew! And back to the hotel with Kermit running fine.

Wednesday was another beautiful day; there were cumulus clouds around, but they were not threatening, and we set off for the Thiepval Memorial and the Lochnagar Crater, our target for the first day: a run of similar distance to yesterday.

Thiepval with its engraved names of tens of thousands of names of lost soldiers whose remains were never found and the neat rows of headstones for unidentified soldiers was a so-

Left to right: The Dunkirk Memorial which commemorates the pilots, sailors and soldiers of the French and Allied armies who sacrificed themselves in the Battle of Dunkerque in May and June 1940.

Au Beffroi which was Alan and Liz's second home in Hesdin.

The main square at Hesdin.

bering experience as was the truly enormous French cemetery halfway to the crater.

The crater was awe inspiring. I had seen many times the film of the mine being exploded beneath the enemy trenches, but the size of the crater was truly astounding.

Heading back to the hotel the engine died, again, with no warning. In the middle of nowhere. Mobile not working. Unable to contact rescue and daughter at work, unable to take calls, we were desperate. A woman leaning on her garden gate, said the nearest town was Doullens, 4-5km away and 45km from Hesdin. Shortly her friend drove up to take her out for the evening. They said there was a garage with recovery in town and they would take us. It was closed. Liz suggested a

Gendarmerie which turned out to be just around the corner, so they dropped us off and we walked. The Gendarmerie was closed, and we were at a loss. We found a bar, ordered drinks and waited for our daughter to respond to our WhatsApp message. Another triangular conversation resulted in our being collected, then off to find Kermit. Removal was to a depot, it being too late for the garage, with the promise it would be taken to the garage next morning. A €114 taxi ride later we were dining in our hotel room on a late meal of Super noodles and coffee as the restaurant had closed.

Thursday, Friday and Saturday settled into a routine of walking into town, morning coffees at De Beffroi [Belfry] bar, random exploring of the old town, lunch

somewhere, drinks at the Beffroi and back to our excellent Logis de France Les Trois Fontaines for an unfailingly superb dinner punctuated with regular triangular phone calls chasing progress. We had enquired about the train and buses, but they were virtually non-existent and car hire didn't exist, so it was 'shanks ponies' for us.

Then, at 17:00 Saturday a call to say the car was ready and a taxi would be at the hotel at 17:45 to take us to collect it. We hurried back to the hotel, 17:45 came and went and no taxi, then a call came to say the taxi wouldn't get us there before the garage closed 'til Monday. Two further days were granted by our understanding hotel and we resumed our routine.

Monday, a taxi took us to the garage where we were told

the problem was not the carb but the plugs. They had changed one and suggested we changed the other when we got home. A little surprised, it didn't make much sense to us, but we set off for the hotel and



2CV Meet: An Alternate Report

broke down again, 3km later, outside a farm. The farmer invited us in gave us coffee and biscuits and rang the garage ~ it had shut for the day, Monday being half-day. Miraculously, he knew a local garage run by people who regularly worked on old cars and they agreed to come out and collect us.

Once in the garage they focused on the ignition and found the positive lead to the coil was the problem all along. A new wire run from switch to coil and we were on our way. Unfortunately, our euphoria caused us to set off before Google Maps had found us and we went down the wrong road, a narrow, rough road heading down into the depths of a valley with no way to turn round, expecting to break down any minute. Our confidence was not helped by the fallen tree blocking our way. Fortunately Liz was able to drag sufficient branches back to enable me to squeeze through.

Three kilometres later we were back on proper roads and we motored carefully back to the hotel calling on the way for a celebratory drink at the Befroi.

Tuesday we drove up to Dunkirk where we were booked in at a Campanile. The wind was wild but the run was uneventful ~ except two fuses blew leaving us without indicators, fuel gauge etc. The spare

fuses were under the boot floor so all the camping gear had to come out again.

Wednesday was spent exploring Dunkirk with no incidents to report and we saw the only other 2CV of the trip. Dunkirk is one of those unfortunate port towns which people just drive through on the way to the sun. Much to see and we recommend the 1940 museum ~ well worth a visit.

Thursday, time to join the ship. British customs had to join in the fun by insisting they needed to look under the boot floor. Out came the camping gear, yet again into the wet. Additionally, the self-inflating double mattress which had been gently re-inflating in the boot, needed brute force to get it out and then back in again. Two old folks in a 2CV laden to the gun-wales with camping gear; what were they looking for? Counterfeit Zimmer frames? Smuggled cocoa?

Finally, we were on the boat for an uneventful crossing and a storming run to Yorkshire.

Liz, who had been supportive throughout the epic and never even hinted at 'I told you so', suggested it might be wise never, ever suggest that we do it again!!

But... Slovenia is two years away and I understand it is a beautiful country...

Alan Hopkins

Totally Traction

A new discovery is that my track rod ends have a bit more play than an MoT tester would like to see. These are adjustable but, whilst I remember changing their seals a few years ago, I don't recall ever doing anything else. There is a special tool for this ~ like an extremely large, flat cross-head screwdriver and I don't have one. I'm in two minds whether to just tighten them or take them apart. If I do that I will likely find something I won't like and want to replace the parts. In which case I should probably just order the bits now... either way I ought to get the proper tool.

Meanwhile, notwithstanding any of the above and despite forecasts of poor weather we took our Traction ~ with dog ~ to both the CCC Rally at Abbots Ripton and the Great British Picnic near Goudhurst in Kent.

The CCC Rally was of course all Citroëns ~ and a Panhard. I would just like to say thank you

Following the Jersey and Devon rallies, I noticed my brakes needed some adjustment. This was no surprise and I have now attended to this. Rather than just wind up the adjustment cams I took the front drums off to take a look inside. There was quite a lot of dust but otherwise nothing to worry about; no leaks and still some meat left on the linings. It all looked so normal that I didn't bother to take any photos. On went the drums again and adjustment was quite straightforward. I didn't do anything at the back. The pedal travel is now much reduced and the recent tendency to judder is now almost gone ~ I suspect the judder was down to the amount of dust. I say 'almost' because a sharp stab at the brake pedal can still induce a bit of a shake. You may also recall my concern that the front suspension bushes are a bit sloppy and that will not help here.

The three Traction which attended the Great British Picnic near Goudhurst.



Totally Traction

to all the people who worked so hard to put the event together.

The Great British Picnic was smaller but more diverse than the CCC Rally. Which event had more Traction's? The Great British Picnic of course. Thanks to John Barsley's efforts four of them showed up. There were but two at Abbots Ripton. The other one was Sara Fleming's red Normale. We had to leave before any prizes were handed out ~ I hope this car won something as it is very nice indeed.

At the Great British Picnic we parked next to a nice dark blue E-Type Jag which is rumoured to have been one of the 'fast cars' that went over the cliff edge in 'The Italian Job' [the original version]. It's the same colour but has a different registration so I don't know if it's true ~ but

it's a good story and makes a nice photo.

The other three Traction's were John Barsley's Big 15, Ian Pratt's Light 15 and Adrian Phillips' Normale. Our numbers may have been matched by both the Morris Minors and the Series I Land Rovers including a very shiny Tickford bodied car ~ presaging the Evoque by about 70years.

The rain set in around lunch time which didn't bother Adri-



The shiny green Tickford-bodied Series I Land Rover which caught Chris's eye. Despite the rain, Adrian and Shiela were not to be put off their picnic plans. Note the unmentioned SM in the background. Facing page: Adrian's RAF wheel and chrome headlamp. Your editor has never seen these before. Have you?

an and Sheila who are made of sterner stuff than us ~ we ate in the car.

Adrian's car has a few non-standard features including the chrome headlamps and bumpers from a 6-cylinder car and also RAF alloy wheels with very special hub caps. Except he's missing one ~ if you have one or know where to find one, please let him [or me] know!

The rain stayed so we left soon after lunch. Our drive home took about 90minutes with the lights and wipers on. Am I going to tell you about a failure to proceed? I am not.

There were no problems at all ~ but when we got home I switched off the ignition, pulled out the key and said a very bad word. The key burnt my finger. I'd noticed once or twice before the key was warmer than

I would have expected but this time it was really hot. This can only mean a high resistance across the contacts inside the switch. The only current running through the ignition switch is the actual ignition [the coil and the 123 electronics], a relay for the 6-volt converter and the radio. The latter is the only thing that takes any significant power. Maybe that should go through a relay as well.

If I do nothing I imagine the switch will eventually fail which would mean either the engine will not run ~ or will not stop. Luckily cars of this age are very easy to hot wire so I'm not too concerned, but it is added to the to-do list.

Ian Pratt's car is a lovely metallic grey colour ~ it's a lovely car inside too ~ he is often asked if it is the original colour and told me about a man he met who had worked in the Slough factory who told him that Light 15s didn't really come in a fixed colour range. Citroën offered a range of basic colours but weren't that fussy about the exact colour ~ and that a purchaser could also request any colour. That is pretty consistent with the absence of colour charts for Slough cars.

In a previous issue I mentioned the Peugeot 202 was introduced in 1932 with a filler cap each side. By the medium of Facebook John Worthing



Totally Traction

informed me that neither of those things are true. He should know as he has one ~ the 202 was introduced in 1938 with a central filler cap. What car was I thinking of? Probably the Renault Vivaquatre which was introduced in 1932 and I look forward to an owner telling me how many filler caps they really had. I really must stop making this stuff up.

And now here's a story of a car that is probably listed in the Mutual Aid classified's of 'The Citroënian'. I want to feature it here because, as you may have picked up, as well as admiring perfectly restored cars, I also do like an honest car that is a little down at heel ~ especially if it has a bit of a story for which I am grateful to Tom Ashworth.

'In April 1981, this Citroën Traction Type II Series B [VSV 471] was driven back from France to Wiltshire by wine merchant, Robin Yapp. Robin had been on a wine buying trip and purchased the car from a young Bruno Paillard in the Champagne region. Bruno had created his own Champagne house in the same year [the first new Champagne house in over a century] and his fledgling business needed cash! We still have the letter written by Bruno confirming the sale [for the purpose of UK customs] and a photocopy of the carte grise [certificate d'immatriculation] dated

1977. Yapp Brothers' warehouses remained her home for the next 42 years, from where she was regularly driven around the Wiltshire lanes and featured in the company's marketing literature. The current owner, Tom Ashworth [Robin's step-son] kept the Citroën MoT'd and insured for social use until 2017, the last major overhaul of the car was 20 years ago [by John Gillard of classiccarrestorations]. VSV 471 is now looking for a new home with someone who has the time to give her the attention she warrants'.

And finally, if you have been wondering what I plan to do about my CV joints, I've bitten the bullet and now have the parts to rebuild my original drive shafts with the UJs. I am looking forward to the adventure of assembling the outer double UJs ~ I hear it is fun chasing the fugitive springs around so I need to tidy the garage first or I'll never find them.

Chris Bailey

Tom Ashworth's
Traction which is
for sale.



Yanagisawa: Colour and Material

This interview with Citroën's Colour and Material Designer, Chie Yanagisawa, appeared in 'Axis Design' magazine in October, 2022.

The C5 X, Citroën's flagship car that debuted in France in the autumn of 2021 and was finally introduced to Japan at the end of August 2022, is a hybrid model for the new era that combines the advantages of three body types with the latest technology and French esprit. Japanese designer Chie Yanagisawa, who was in charge of the colour and materials that attracted so much attention, spoke about her work on the C5 X, her attachment to Citroën, and her thoughts as a designer.

Entrusting the Japanese with a New Brand Icon.

Axis: The C5 X, the new flagship car long awaited by Citroën fans, has been unveiled in Japan. As a key model in Citroën's return to the large touring car segment, it has attracted attention and been well received in France. You were involved in the project from the very beginning of its development and you were the only Japanese designer involved. Is that correct?

Yanagisawa I was in charge of colour and material development, designing the interior and exterior patterns and col-

ours, as well as the seats and panels used in them. I was actually hired by Citroën for this project. I was approached by Citroën to help them create a model that would be marketed globally, with Asia in mind, and my previous experience in developing sedans for the Asian region was put to good use.

A: The C5 X is a bold car that combines the 'best of both worlds' ~ a high quality sedan, a practical large estate car and a modern, sporty SUV. In addition, it is a very ambitious project, aiming for the global market. What kind of mission was set for you as Colour and Material Designer?

Y: In my position, I had the goal of expressing the new brand icon in terms of colours and materials. The colour scheme and all the materials that come into contact with the passengers' bodies were to be designed to make them feel that 'this is Citroën'.

Citroën is characterised by its unique design, which is the passion of the people in charge, and even decades after its launch, fans are still talking about it enthusiastically. I was very happy to know that I am part of such a long history of Citroën design. I also worked with the hope of creating an iconic car.

Yanagisawa: Colour and Material

Five Design Points to Experience the Brand

A: The design work undertaken by Ms Yanagisawa covers a wide range of areas, including the body colour, seats, ceiling and steering wheel around the driver's seat.

Y: The first step was to design the brand's iconic pattern, and then to come up with a number of different patterns based on that pattern. The base of the pattern is the Citroën emblem, the 'double chevron'. We devised a line-drawing pattern from which we changed the shape, size and material, and five of the many ideas we came up with were adopted.

A: How do you experience these five when you actually get in the car?

Y: The first thing you will probably notice is the upper part of the seat, which comes into view as soon as you open the door. In this stitched area, the 'double chevron' logo has been placed in a continuous, stroke-like pattern.

Chie Yanagisawa, Citroën Colour and Material Designer. We met her driving her new flagship car, the C5 X in Paris. Ms Yanagisawa chose the Bois de Boulogne as a suitable location for the C5 X. Cultural facilities such as the Longchamp racecourse and the Louis Vuitton Foundation coexist with the rich natural environment.



The second is the dashboard in front of the front seats, which has a panel with an uneven pattern called 'shibo', which on the C5 X has also been developed using the double chevron development pattern. Many people are unaware that the designers designed this pattern of grains, and are sometimes surprised when we tell them. The third is the surface of the seat back, which has small holes called 'perforations'. The size and placement of these holes was designed to make the 'double chevron' pattern stand out. The position of the hole spacing had to be adjusted in consideration of cushion expansion and durability, which was a painstaking part of the development process.

The accent cloth on the upper part of the seat is printed to create an uneven thickness, similar to Japanese Inden. This pattern of unevenness was also developed from the Double Chevron logo. And the fifth and final feature is the wood-grain panel inside the door. The pattern of the Double Chevron development pattern is further detailed on top of the woodgrain pattern.

A: The logo is finely detailed in a variety of places! You can feel that this is a true brand icon.

Y: I couldn't stop getting excited during the work, thinking that

this kind of attention to detail would become part of the history of the Citroën brand. The 'double chevron' pattern I designed has since been used in promotions and official goods. I was asked many times within the company to give them the original design for that pattern, which I happily did.

A: The colour scheme proposed for both the body and interior is based on less saturated shades such as grey, blue, brown and black.

Y: As a flagship, both the interior and exterior have been designed in chic shades with a high quality feel. This was also an adventure, as Citroën has always proposed colourful colour schemes.

A: How did you feel when the car was completed after all the detailed challenges, adjustments and adventures?

Y: When I first drove the C5 X in action, I was very impressed. The reflection of the chevron pattern in the outside light and the way it appeared on the chrome upper section was beautiful... I had checked the model many times while making it, but I was pleasantly surprised to see how it looked when driving under the sky and it is bathed in sunlight.

Do What Others Don't

A: The work and areas of de-

Yanagisawa: Colour and Material

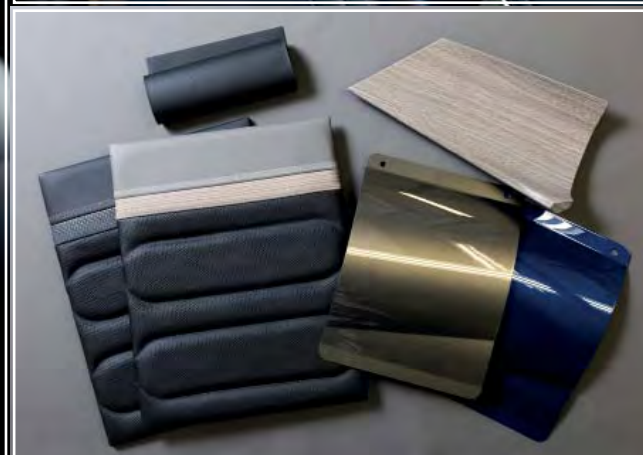


signers are wide and varied, but Yanagisawa's subject matter is cars. Why did you choose car design as your field?

Y: My parents' words, 'Do what others don't do', are my criteria when I choose something. I became interested in the automobile industry because there are not many women in the industry.

Also, cars, as objects, have multifaceted elements. It can be part of the landscape, a possession or a space where you can spend time inside. It is a product that can be someone's admiration or a means of self-expression. There is always something new to discover, which is appealing even to me, as I get bored easily.

A: You specialise in the design of colours and materials in car design, rather than the form of the car body. Once again, what role do you think colour and



materials play in car design?
Y: Colour and Material Design is responsible for the development of materials for all parts that people come into contact with. We also add design touches to the details of the car interior that many people think of as 'natural and somehow existing'. We think of it as the finishing touch to the design, with the fragrance of leather, the shimmer of chrome and the soft texture of cloth all working on the five senses of the passenger. For example, of the five points I mentioned earlier, the Citroën logo pattern is

Facing page: Interior material for the C5 X, featuring the 'double chevron' logo in the five different flat and three-dimensional versions referred to in the article. Ms Yanagisawa worked closely with Citroën's in-house artisan atelier to overcome technical problems.

The back of the C5 X Advanced Comfort Seat. The size and placement of the ventilation holes creates a design that brings out the double chevron grain. This page: The resin material of the dashboard is decorated with double chevrons in a pattern process known as 'shibo'.

The wood-grain panel, which determines the impression of the interior, also has a double chevron grain. The way the grain and appearance changes with light is also unique.

Material models of the development of each component of the C5 X interior, stored in Citroën's in-house atelier.

Yanagisawa: Colour and Material

processed on the surface of the dashboard panel. Most industrial products in this world have grains on them, as resin parts are easily scratched if they are left smooth and do not give a sense of quality.

Cars are one of the few products in the world for which original grains can be developed. As the development of these marks is time-consuming and costly, it is often handled by experienced designers with long careers. I have not had the opportunity to work on the C5 X project, but I am grateful for the rare opportunity to be involved in this part of the project.

A Car That Shows its True Value in the Street

A: In this interview, Ms Yanagisawa, you got behind the wheel of the C5 X and drove it through the streets of Paris, the forests in the suburbs and

The 'Amazonite Grey' body colour emphasises the unique body lines. The light reflected by the wet gloss is beautiful. The interior of the C5 X is decorated in soft dark colours with a chic, high-quality feel, giving the impression of comfort, as if you were relaxing in your living room.

The double chevron logo is patterned and printed thickly on the belt section placed as an accent on the seat back. It is given a three-dimensional effect inspired by the traditional Japanese craft of Inden.



the countryside near Versailles. How was the ride in the C5 X at the filming locations?

Y: The C5 X's nuanced colouring looked great in the beautiful cobble area near the Invalides in the 7th arrondissement of Paris, where we drove in the morning. The Citroën suspension, a proud Citroën feature, also made for a smooth ride on uneven cobblestones, as if we were on a 'magic carpet'.

In the Bois de Boulogne in western Paris, the panoramic roof allowed us to enjoy the surrounding greenery to the full. The contemporary architecture of the Fondation Louis Vuitton and the unique design of the C5 X were also a highly compatible match.

The farm near Versailles is a favourite place that I usually visit in private. Let's fill the luggage compartment with

The in-car monitor is a large 12-inch size. The navigation system can be easily checked from the driver's seat.

vegetables! I shopped with great enthusiasm, but it was spacious and roomy, and I realised that the C5 X has a large capacity, which is a feature of the C5 X.

A: The true value of the C5 X is revealed when you actually drive it around town and use it with loads of luggage. If you were to drive the C5 X in Japan, how would you want people to enjoy it?

Y: On weekdays, I would like it to be driven in the city as 'a unique car that not many people have seen before', attracting attention. When you're stuck in traffic, you can relax with the optional massage function. On holidays, this is a car that suits the relaxed atmosphere of leaving the hustle and bustle of the city and heading for the forest or the waterfront. The body is a nuanced colour that changes its appearance depending on the light source, so I hope you will enjoy driving it in a variety of places and situations.

This article first appeared in 'Axis Design' magazine in October, 2022. It was written by Junko Takasaki with photos by Taisuke Yoshida. Permission to republish this article was sought from the publisher, but no reply was received.

Translated with www.DeepL.com/Translator [free version]

Presents for Princesses

The destiny of coachbuilder AEAT will be forever linked to the Quai de Javel manufacturer. While the firm modified all the Citroën models, it achieved particular renown for transforming Tractions into convertible and commercial versions.

**ÉTABLISSEMENTS
ANSART & TEISSEIRE**
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Ansart Becomes AEAT

Jacques Ansart was born in 1876 and he was a late starter in the field of coachbuilding when he joined Belvallette in 1907. This company, founded in 1804, was very well known and in 1906 it had won the Grand Prix in the motor car and horse coachbuilding section at the Milan Universal Exhibition.

Ansart converted all kinds of cars according to the desiderata of the company's rich clients. In 1920, he took over the Carrosserie Audineau et Compagnie firm. He liked to install more powerful engines in vehicles with light coachwork, which did not go down well with Audineau. To sum up, the two men soon were at loggerheads and they split up in 1922.

Ansart stayed on in Neuilly at 41-43 rue Ybry and teamed up with Teisseire who had a cer-

LA COMMERCIALE "A.E.A.T."
TRANSFORME VOTRE VOITURE
DE TOURISME



EN VOITURE UTILITAIRE



tificate to convert series production cars into open cars. Audineau set up shop in Levallois and created Carrosserie Français Paul Audineau which

closed down in 1928.

The Etablissements Ansart et Teisseire attracted attention by modifying a Citroën B 14 on which the roof was cut off and replaced by a hood. In 1926, the duo lodged a patent for a new type of sun roof called Toimobile. They also converted a B 15 into an ambulance.

From then on Ansart abandoned luxury cars and devoted himself to making special versions of popular cars, nearly all of which were Citroëns. In 1927, Ansart et Teisseire made limousines and commercial torpedoes based on the B 15 chassis.

Open and Commercial Vehicles

In 1931, Ansart sold his shareholding in the company to Etablissements Luchard, also a Citroën dealership. After a total reorganisation the new business adopted the name Ancien Etablissements Ansart et Teisseire or AEAT. Henceforth it was going to work on only Citroëns.

In 1935, AEAT unveiled an open Traction that met with a certain degree of success, which they produced for 20 years. The conversion was really well done and as the advertising leaflet underlined at the time the Traction thus modified retained its seductive silhouette. It also retained all the original roominess, unlike the factory's take on the cabriolet.

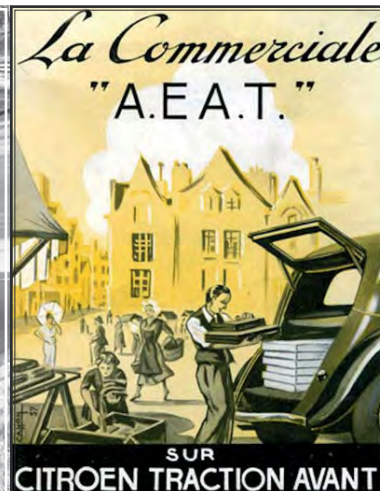
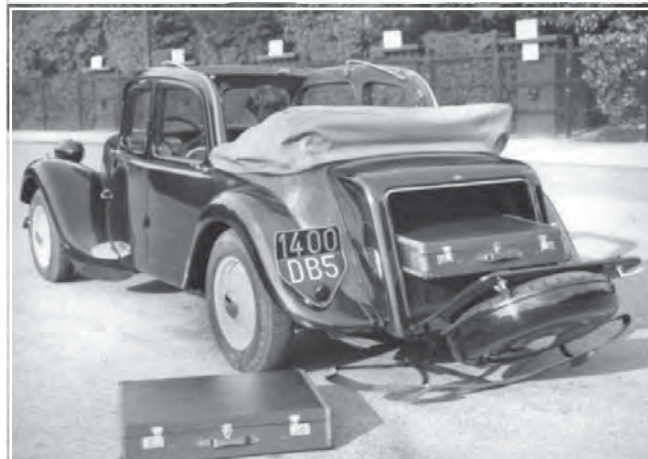
Its fabrication relied on a

Presents for Princesses

technique developed by AEAT in 1935 and patented in 1936. After cutting off the roof, they reinforced the whole of the monocoque by a kind of belt of linked together elements in ash, which gave the car all the rigidity it needed. The extra weight did not exceed 15kg. It should be noted that the II Familiales and II Limousines were also converted. To restore the Traction's legendary roadholding, the front axle had to be rebuilt after the roof had been cut away, and a Speed wishbone was fitted. The Speed wishbone is recognisable by its adjustable struts.

In addition, AEAT was known for having designed a trunk as an accessory for the Traction. It was no secret that one of the main gripes of the clients concerning the Traction at the time was its small capacity boot. AEAT got down to solving the problem and came up with an add-on trunk. It was an immediate success. The police used it from 1950 onwards as they were able to stow away all their

Top and centre images clearly depict the larger boot created by AEAT along with the fitted luggage they also designed. Bottom: These larger boots were often fitted to police vehicles allowing them to carry the bulky radio transmission equipment of the period. Images: www.citroenet.org.uk and www.adventure-citroen-min.forumactif.com



Brochures for AEAT conversions. Unfortunately neither are dated on the source websites. Images: adventure-citroen-min.forumactif.com and www.nuancierds.fr

Presents for Princesses

ANCIENS ÉTABLISSEMENTS ANSART & TEISSEIRE

NEUILLY-SUR-SEINE 41-43, RUE YBRY & 22 BOULEVARD DU GÉNÉRAL LÉCLERC. TÉLÉPHONE: MAILLOT 97-08 & 97-09

NOS RÉALISATIONS



ANCIENS ÉTABLISSEMENTS ANSART & TEISSEIRE

NEUILLY-SUR-SEINE 41-43, RUE YBRY & 22 BOULEVARD DU GÉNÉRAL LÉCLERC. TÉLÉPHONE: MAILLOT 97-08 & 97-09

NOS RÉALISATIONS



LES ANSART & TEISSEIRE
41, Rue Ybry - NEUILLY-SUR-SEINE - TEL. MAILLOT 97-08

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Il se MANŒUVRE avec facilité et rapidité.
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DS
ID

DÉCOUVRABLE A.E.A.T.

LE DÉCOUVRABLE A.E.A.T.

RESERVÉ FRANCE ET ÉTRANGER

SUR
DS
&
ID
19

Se présente comme un ACCESSOIRE qui se substitue au toit d'origine.
Sa POSE, qui ne demande que quelques heures, ne présente aucune difficulté et peut être effectuée par tous Agents CITROËN ou Carrossiers.

Le toit d'origine est CONSERVÉ intact; il peut être remis en place au gré de l'Utilisateur et le DÉCOUVRABLE réalisé sur une voiture de même type.

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ANSART & TEISSEIRE, 41, Rue Ybry - NEUILLY-SUR-SEINE
TEL. MAILLOT 97-08

radio-transmission equipment, which was very cumbersome at the time. In parallel with its open car, AEAT designed commercial Tractions from 1936 onwards. The coachbuilder created versions with a tailgate with two horizontal shutters on the base of 7s and 11 Légères. The rear doors and their windows remained in working order. The

rear bench that was now removable meant that the vehicle could be used in commercial or touring car form, at will. In 1937, Citroën designed its own commercial version that more or less reproduced the rear open-

Before their departure for London the two scale models were on display in the prestigious Citroën showroom at 42 avenue des Champs-Élysées.



Presents for Princesses

ing system with a tailgate in two parts.

The following year, 1938, AEAT lodged a patent for a one-piece rear door with lateral hinges. This ingenious system was much appreciated by ambulance and hearse firms.

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Left: The two dolls, Marianne [left] and France [right] remain part of the Royal Collection.

© Royal Collection Trust

Facing page: Photograph showing the two with the two dolls Marianne and France sitting in them and two young French girls looking on, 1938.

Image: Mary Evans Picture Library



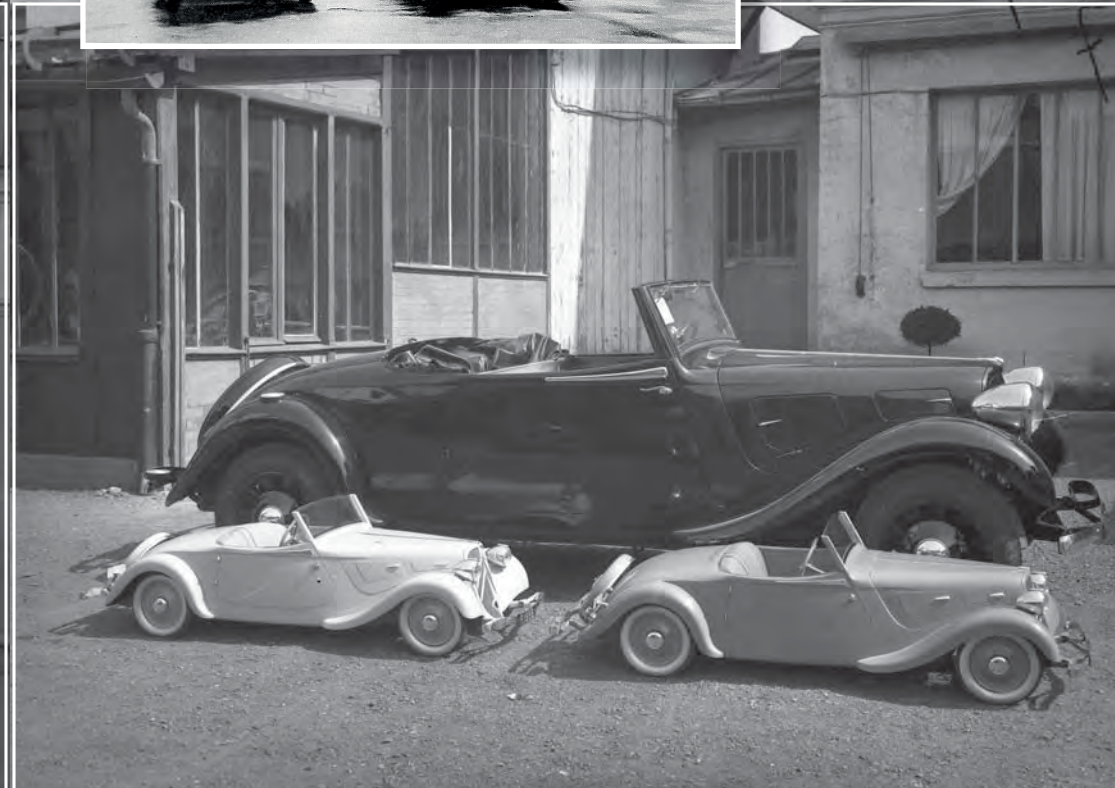
An amusing detail: the 11 ambulance used by the medical services at the Citroën factories was an AEAT model registered in October, 1945!

AEAT also sold a sunroof for the Traction called a sliding platform; the front part of the roof

slid and retracted into the rear. A great deal of care was paid to the rigidity and impermeability of this feature during its development.

In 1955, with the presentation of the DS 19, AEAT continued its activities on the base of DSs and IDs for the saloon versions with varying modifications to the roof as well as station wagons and ambulances.

The coachbuilder also modified 2CVs: AZUs among others, to which additional glazing was added. Type Hs were also modified, with en-



Presents for Princesses



Exhibition of dresses worn by the dolls Marianne and France [Box: KGV & family] One of the outfits was a pink silk organdy Ascot gown with tiered frills edged in silver by Jeanne Lanvin. To accompany it there was a peach silk underslip, silver lamé belt and matching yellow straw hat with silver lamé flowers and peach bow. Plus a paper label with cream bow

© Images: Royal Collection Trust

hancements and extensions; it also created advertising vehicles. But its dependence on Citroën as well as internal competition at the start of the Sixties resulted in the closure of AEAT in the middle of the Seventies.

Presents Fit for Royalty

Among the AEAT creations, one of the most famous was



that of two Traction Cabriolets for the British Royal Princesses Elizabeth and Margaret. The daily newspaper 'Le Journal' was behind the initiative when their parents the British sovereigns came to Paris on an offi-



Among the dolls' trousseaux was a doll-size porcelain Sèvres tea-set. The tea-set was presented in a white leather monogrammed case which was lined and padded in white satin, with a place to fit each piece. The maker knew the dolls would be travelling and kept this in mind for the case's design.

To accompany each outfit, the dolls had shoes made by Hellstern, the maker of ballet shoes for the Opera Comique. When making the dolls' shoes, Hellstern encountered the unique problem of rigid and flat dolls' feet. As such, they had to use clever design techniques to disguise the lack of heels on the shoes.

© Images: Royal Collection Trust

was financed by the children of France thanks to a subscription.

To determine the names of the dolls, 'Le Journal' invited young readers to write in with suggestions. The most popular names were determined to be 'France' and 'Marianne'.

The dolls were commissioned by the Société Française de Fabrication de Bébés et Jouets. Their bisque heads were modelled by Jumeau, one of the most famous of French doll-making companies and the first to use human hair. Their curls were set by the French coiffeur, Valentin, and their eyes were specially made by Peigne, the Parisian maker of artificial human eyes. France and Marianne had a magnificent ensemble of 360 pieces of clothing and accessories. Both dolls have the same number of outfits and accesso-



cial visit from July 19 to 22, 1938. The idea was to offer them two dolls, called Marianne and France, with their respective trousseaux made by the greatest craftsmen in the French luxury industry. The project

Presents for Princesses

ries. When there are duplicates they are in different colours to suit the blonde France and brunette Marianne.

Citroën took part and had AEAT make two right-hand drive Tractions on the same scale as the dolls. Their colours were Bleu Pervenche and Vert Amande and they were registered F1938 and M1938. Their finish was incredibly painstaking.

Marcel Rochas launched his fashion house in 1924. His dresses celebrated traditional femininity, manifest in the frills and lace of this dress. Some of the dresses made for France and Marianne were exact replicas in miniature of adult dresses launched for the 1938 season, while others were made by designers whose speciality was dressing children. This is an example of the former.



The doors opened, the lights worked and the wheels were shod with whitewall Michelin tyres.

The models' dimensions are 51.5×68.0×175.0cm.

France and Marianne were given to Princesses Elizabeth and Margaret Rose in 1938 to mark the State Visit to France by George VI and Queen Elizabeth. The 'little princesses',

One of the original ideas for the dolls' trousseaux was to follow a white, pink and blue theme for all outfits. However, this was determined too restrictive for designers. After the constraint was lifted, this housecoat was made from a piece of the lime-green silk wall-covering in Queen Elizabeth's bedroom at the Palais du Quai d'Orsay, Paris.

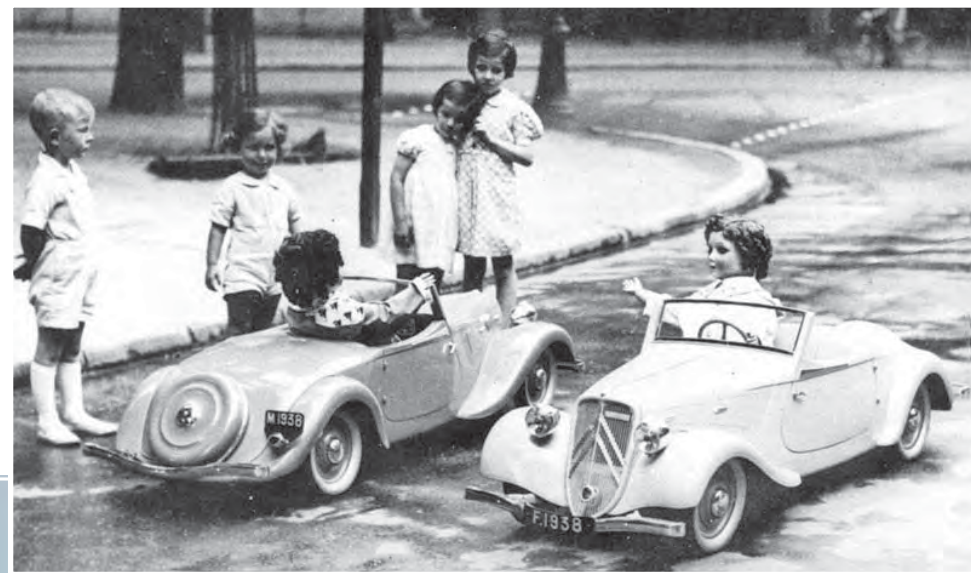
© Images: Royal Collection Trust



Main image: The blue Traction, F1938, can be seen at Sandringham Palace. The whereabouts of the green car, M1938, are unknown after it disappeared following being on display in Australia.

© Image: Royal Collection Trust

Inset: This image is taken from Julian Marsh's website, www.citroenet.org.uk. Elsewhere on his site he notes that the darker of the two cars is blue, while the lighter car is green. Originally, therefore the registration F1938 was applied to the light green car, while that plate is now on the blue vehicle.



Presents for Princesses



Left: Photograph of Princess Elizabeth of York [1926-2022] and Princess Margaret of York [1930-2002] attending a fancy dress party. The Princesses are photographed with two other unidentified girls. [Box: KGV1 & family]

© Image: Royal Collection Trust



Centre images: Princesses Elizabeth and Margaret viewing their dolls in 1938. By all accounts the princesses never got to play with their dolls and their gorgeous trousseaux.

Images: www.dresstorian.com

Right: Queen Elizabeth was one of the most famous clients to request Lanvin dresses be made for her daughters in the 1930s. Many photos from this period show the young Princesses in matching frilly dresses that have an unmistakably Lanvin aesthetic.

© Image: Royal Collection Trust

then aged twelve and eight, did not accompany the king and queen, so the director of the newspaper 'Le Journal' conceived the idea of the dolls as a gift to them from the children of France. The metre-high dolls and their belongings were exhibited to the public in Paris before being dispatched in a huge crate to London. They were formally presented to the princesses at Buckingham Palace by the French Ambassador

and were placed on show at St James's Palace in aid of the Princess Elizabeth of York Hospital for Children.

Although the dolls were intended as a tangible expression of the entente cordiale between Great Britain and France on the eve of the Second World War, they also served as a showcase for the French fashion industry and the glamorous world of Parisian haute couture. All the famous Parisian designers of the



1930s were represented. Every occasion, time of day and season was accounted for, including Ascot gowns, yachting outfits, fur coats, silk negligees and mackintoshes, all with matching shoes, hats, and gloves.

Although 'Le Journal's' reports about France and Marianne ended with the 1938 exhibition at St James's Palace, the dolls still had journeys ahead of them. In August 1939 they were sent to Scotland to raise funds for King George V's Jubilee Trust. During Queen Elizabeth's royal tour of North America that year, further plans were made to send the dolls to Canada on an exhibition tour in aid of the National Committee en Refugees [CNCR]. This tour was a resounding success, inspir-



ing designers, raising funds and creating precedence for future fundraising tours across America of other dolls belonging to the Princesses. They returned to England in 1946, undamaged and internationally renowned.

Before their departure for London the two scale models were on display in the prestigious Citroën showroom at 42 avenue des Champs-Élysées.

Today, while F1938 can still be seen in England at Sandringham Palace, all traces of M1938 were lost after an exhibition in Australia. Despite your Editor's best endeavours, he has not been able to locate any further information regarding the Australian exhibition or the loss of the second vehicle.

Leigh F Miles ~ Editor

News from China



In the March 2023 edition of 'démarrreur' [Volume 5, No 5], I reported on Stellantis' involvement in China. While the focus of the article was Citroën and its decision to manufacture the C5 X in China, it was a far more wide-ranging feature than just that.

Of course, further explanation regarding Citroën's decision to make the C5 X in China is included in this edition of 'Front Drive'.

Back in March, I noted that Stellantis claims to be following a 'rational and balanced approach' when deciding where to build its cars. Vincent Cobee, CEO of Citroën, said in an interview with Bloomberg Television that 'Manufacturing quality

in China is one of best in world.'

Sales of the C5 X will 'probably be reasonably well balanced between China and Western Europe,' Cobee said.

In June of 2021 it was reported in 'Automotive News Europe' [June, 2021] that:

'PSA Group, bidding to jumpstart lagging sales in a key global market, started mass production of the Citroën brand's new flagship model, the C5 X, at a plant it operates with Chinese partner Dongfeng Motor Group in the southwest China city of Chengdu.'

However, by October of 2022 there were suggestions that Stellantis' love affair with Chinese manufacture might be starting to sour. 'GoAutoNe-

STELLANTIS | LEAPMOTOR Stellantis 集团 & 零跑科技战略合作签约仪式 Stellantis & Leapmotor Strategic Cooperation Signing Ceremony

2023年10月26日 中国·杭州
October 26, 2023 Hangzhou, China



Carlos Tavares and Zhu Jiangming shake hands at the signing of the joint venture between Stellantis and Leapmotor in Hangzhou on 26 October, 2023.

ws' reported in that month that 'Number four ranked global car maker Stellantis, fresh from closing its only manufacturing plant in China for Jeep, is now



looking at closing all its Chinese factories.'

According to reporting by Bloomberg, the company says that it is concerned by increased meddling in its Chinese operations by local politicians and party officials. China's increasingly bellicose attitude to the West in also unsettling US car makers.

Carlos Tavares [Stellantis CEO] has already said that the Chinese market is 'not indispensable' to its global growth plans and has further said the company is considering further factory closures.

In an interview with 'Automotive News Europe', Carlos Tavares said Stellantis may implement as 'asset light' strategy for Citroën and Peugeot in China. ANE noted that he used

News from China

the phrase to describe Stellantis' decision to pull out from the company's only Jeep plant in China.

'If we push ahead with this strategy ~ which is our strategy right now ~ then we don't need plants in China,' Tavares said.

Stellantis' Opel brand said in September that it was pausing a planned expansion in China.

Things have moved along since that report, however.

In late October, 2023 Stellantis announced it has reviewed its overall strategy in China.

Passionément Citroën reported that China has always been a stumbling block for Stellantis, where the group is struggling with a level of sales well below what it should be for a group of this size. After some hesitation, Stellantis is reviewing its strategy in China by signing an agreement with Dongfeng to reduce its industrial footprint while acquiring a stake in Leapmotor to become a leader in the electricity sector.

Carlos Tavares did not hide his ambitions to reduce his industrial footprint in China, in order to reduce his risks in a market where national manufacturers are taking on more and more responsibility, helped by the rapid switch to a 100% electric range.

To this end, the Stellantis group has just sold its three factories in China to Dongfeng,



Above: The C5 X on the production line at, what is now, Dongfeng's factory following Stellantis' sale of the facility.
Facing page: Images of Leapmotor's hybrid C01 model which has a claimed electric range of 316km and a combined range of 1,276km. Prices [in China] range from A\$37,000 to A\$44,500.

which will now be the sole owner. However, Stellantis is not leaving China and will continue to produce Peugeot and Citroën cars, including the C5 X, for sale in Europe. Although the factories are now owned by Dongfeng, the Chinese group rents them to Stellantis for the production of its models, allowing the group to reduce its industrial footprint and risks while maintaining the production and sale of its current models.

Stellantis has just announced an investment in the capital of a young Chinese electric vehicle manufacturer, Leapmotor, with the aim of creating a joint venture in which Stellantis will be the leading player and which will aim to export its models, particularly to Europe.

For €1.5billion, Stellantis will acquire approximately 20% of Leapmotor's capital, making it a major shareholder. The agreement also includes the creation



of a joint venture 'Leapmotor International', managed by Stellantis on a 51:49 basis, which will have exclusive rights to manufacture, export and sell Leapmotor products outside China. This will be the first international partnership of its kind in the electric vehicle market between one of the world's leading car-makers and a next-generation Chinese carmaker.

By 2023, Leapmotor will have delivered around 110,000 electric cars to the Chinese market, placing it in the top third of Chinese manufacturers specialising in electric vehicles. Targeting the mid-range market, the brand has an expansion plan to cover all market segments in the next three years, thanks in particular to a unique technical architecture and three highly scalable platforms equipped with electric motors with range extender.

With this new strategy, Stellantis is not pulling out of China, but is reducing its industrial footprint and its risks, while taking advantage of the strength of Chinese electric vehicle manufacturers, in particular Leapmotor, to export to Europe. Instead of fighting the Chinese, Stellantis is taking the risk of helping them conquer other markets, including Europe, to become one of the leaders.

This articles was prepared from various sources by Leigh F Miles.

News from China

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Circuit de Charade
Puy de Dôme (63)

9, 10 et 11 mai 2024

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